Selective Reconnaissance-Level Survey of Historic Architectural Resources Along Proposed Routes for the Uinta Basin Railway Project in Utah, Carbon, Duchesne, and Uintah Counties, Utah – FINAL

APRIL 2020

PREPARED FOR

HDR Engineering, Inc.

PREPARED BY

SWCA Environmental Consultants

SELECTIVE RECONNAISSANCE-LEVEL SURVEY OF HISTORIC ARCHITECTURAL RESOURCES ALONG PROPOSED ROUTES FOR THE UINTA BASIN RAILWAY PROJECT IN UTAH, CARBON, DUCHESNE, AND UINTAH COUNTIES, UTAH – FINAL

Creation dates of proposed routes (based on GIS data provided by HDR):
Indian Canyon Proposed Route: 11/22/2019 (final data received 11/26/2019)
Whitmore Park Proposed Route: 2/12/2020 (final data received 2/12/2020)
Wells Draw Proposed Route: 11/22/2019 (final data received 11/26/2019)

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SWCA Project No. 53323.03
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ABSTRACT

The Seven County Infrastructure Coalition (Coalition) proposes to construct and operate an approximately 85-mile rail line between two terminus points in the Uinta Basin and the interstate railway network. The Surface Transportation Board (STB) is responsible for authorizing construction and operation of the rail line by issuance of a license. The Uinta Basin Railway Project (Project) has the potential to result in significant environmental impacts; therefore, the STB's Office of Environmental Analysis (OEA) is preparing an environmental impact statement (EIS) on the Coalition's proposed rail line pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended. OEA is also responsible for compliance with the National Historic Preservation Act (NHPA), which requires that federal agencies consider the effects of undertakings on historic properties.

The Project is located in Utah, Carbon, Duchesne, and Uintah Counties, Utah. Land ownership includes private ownership, Tribal land, and public lands managed by the Bureau of Land Management (BLM) (Vernal, Price, and Salt Lake Field Offices), the State of Utah School and Institutional Trust Lands Administration (SITLA), and the U.S. Forest Service. The Project proposes a No Build option and three proposed routes that are subject to environmental analysis:

- The Indian Canyon Proposed Route is 80.6 miles long (based on the centerline alignment dated 11/22/2019) runs from a connection to the national railway network near Kyune, Utah, and connects to two terminus points near Myton, Utah, and Leland Bench, Utah.
- The Whitmore Park Proposed Route is 87.7 miles long (based on the centerline alignment dated 2/12/2020) runs from a connection to the national railway network near Kyune and connects to two terminus points near Myton and Leland Bench. It coincides with the Indian Canyon Route Alterative for much of its length.
- The Wells Draw Proposed Route is 103.3 miles long (based on the centerline alignment dated 11/22/2019) runs from a connection to the national railway network near Kyune and connects to two terminus points near Myton and Leland Bench.

The Coalition contracted HDR Engineering Inc. (HDR) to provide environmental consulting services in support of the Project. In December 2018, HDR subcontracted SWCA Environmental Consultants (SWCA) to conduct a reconnaissance-level survey (RLS) of historic architectural resources. The STB may, at its sole discretion, incorporate elements of the applicant's environmental studies into its NEPA and NHPA analyses.

The following terms are used in this report:

- *Area of potential effects* (APE) refers to the potential construction area for each of the routes. This APE was established by the proponent and may not coincide with future APEs established by the STB or others.
- *Proposed route buffer* refers to a 500-foot-wide buffer on each side of the centerline of each route (totaling 1,000 feet in width)
- *Proposed route* refers to the area for each of the routes encompassed by the APE plus the proposed route buffer.
- *Study area buffer* refers to a 0.5-mile-wide buffer from the edge of each of the proposed routes (totaling 1 mile in width) plus any parcels that intersect with the buffer (including the entire parcel, even if outside of the 0.5-mile buffer).
- *Study area* refers to the area encompassed by each of the proposed routes plus the study area buffer.
- *Survey area* refers to locations within the study area that could be viewed or accessed during fieldwork for each of the three proposed routes.

The initial study methodologies submitted to the OEA in the spring of 2019 identified a 2,000-foot-wide proposed route around the approximate centerline of each alignment. When survey fieldwork began in the late spring of 2019 for all resources, the Coalition's consultant (and OEA's third-party consultant) observed that the actual conditions along the alignments, including steep slopes, ridgelines, and other topographical constraints, were constraining field surveys within the 2,000-foot-wide proposed route for each of the three alignments. In fact, in some areas, the proposed routes extended from the centerline located in one canyon up and over the ridgeline into a different canyon. In response to the consultant's field observations and ongoing coordination with OEA during weekly project update calls, an approximately 1,000-foot-wide proposed route was considered practical and feasible in most areas for all three alignments. However, in some areas, the present width ranges up to 2,000 feet—for example, where the design team anticipates that a wider earthwork footprint might be needed to traverse the steep slopes with the restrictive railway grades.

The purpose of the RLS summarized in this report was to document the locations of properties with historic-age architectural resources in the study area and to provide recommendations of resources' eligibility for listing in the National Register of Historic Places (NRHP). Historic-age resources were defined as older than 43 years (dating to 1976 or earlier) at the time of survey fieldwork in 2019. The total study area acreage and survey area acreage for each proposed route is presented in Table A-1. Tribal land is excluded for all routes. Previously recorded resources in the study area are listed in Table A-2. In all, 80 historic architectural resources were recorded and evaluated in the survey area according to Utah Division of State History (UDSH) standards and NRHP criteria, including all previously recorded resources in the study area. The number of historic-age properties in the survey area and an overview of eligibility recommendations for each proposed route are presented in Table A-3. The number of recorded and eligible resources in each proposed route and study area buffer is presented in Table A-4. Survey results are presented graphically on maps in Appendices A through C.

Additionally, SWCA has included a discussion of district- and landscape-level considerations for potential NRHP-eligible historic districts and historic vernacular landscapes. The RLS provides important information regarding the number, location, and nature of NRHP eligible or potentially eligible properties in the survey area.

Table A-1. Total Acreage Surveyed in the Study Area*

Proposed Route	Total Study Area (acres) (as of 2/12/2020)	Field Surveyed (acres)	Not Surveyed – Access Denied (acres)	Not Surveyed – No Access (general) (acres)†	Not Surveyed – Outside Original Field Survey (acres)‡	Not Surveyed – Tribal Land (acres)
Indian Canyon	92,222	64,932	1,685	6,595	1,831	17,179
Whitmore Park	97,936	68,338	1,685	7,663	2,433	17,817
Wells Draw	91,557	81,447	1,685	5,073	924	2,428

* These acreages were calculated using the State Plane Coordinate System. Mapping and geographic information system calculations for this report used Universal Transverse Mercator North American Datum 83 Zone 12, which is preferred by land management agencies for cultural resources survey and reporting; thus, acreages may vary by plus or minus 5 acres.

† "No Access" refers to land which could not be accessed physically or visually due to locked gates, road conditions, terrain, or other unspecified access limitations.

‡ This acreage fell outside the original field survey area due to route changes made after fieldwork was completed. This area was reviewed using the same literature review approaches of historic GLO and topographic map data applied other areas but was not included in field survey.

Table A-2. Previously Recorded Historic Architectural Resources in the Study Area and Summary of Eligibility

Preservation Pro Property Record ID	Location	Property Name	UDSH Rating/NRHP Eligibility per Previous Documentation	Notes
37458	U.S. Highway 191 (US 191) Castle Gate, Utah	Bamberger Monument	ES	N/A
42465 (42DC348)	State Highway 33 and Forest Route 153 Duchesne Ranger District, Ashley National Forest	Indian Canyon Ranger Station	ES	Listed in the NRHP
28063	Wells Draw Road Duchesne County, Utah	Smith's Well	Undetermined	
24191	US 191 Duchesne County, Utah	N/A	EC	
125757	? 2301 East 8250 South Myton, Utah	Andrle, Louis P. House	EC	Did not appear in final SHPO data cut

Note: EC = eligible/contributing, ES = eligible/significant, N/A = not applicable, NRHP = National Register of Historic Places, SHPO = State Historic Preservation Office, UDSH = Utah Division of State History.

Table A-3. Number and NRHP Eligibility of Properties in the Survey Area by Proposed Route

Proposed Route	Number of Surveyed Properties	Number Recommended Eligible/Significant (ES)	Number Recommended Eligible/Contributing (EC)	Number Recommended Not Eligible/Non-Contributing (NC)	Undetermined
Indian Canyon	39	3	11	23	2
Whitmore Park	49	4	13	28	4
Wells Draw	41	1	10	28	2

Table A-4. Location and NRHP Eligibility of Properties in the Survey Area

Proposed Route	Number of Surveyed Properties in Proposed Route	Number of Recorded Properties in Study Area Buffer	Number of Eligible Properties (EC and ES) in Proposed Route	Number of Eligible Properties (EC and ES) in Study Area Buffer
Indian Canyon	18	21	5	9
Whitmore Park	19	30	6	11
Wells Draw	19	22	4	7

Note: EC = eligible/contributing, ES = eligible/significant.

Three properties appear in both the architecture and archaeology reports (Table A-5). This is because the properties contain both historic architecture and archaeological resources. In cases where a property appears in both reports, it is identified using both its architectural identifier and its Smithsonian trinomial, to allow the property to be cross-referenced. The archaeological and architectural components are discussed separately in the reports. The architecture report addresses only architectural components. The archaeology report addresses archaeological components and notes the presence of buildings but does not discuss them in detail.

Table A-5. Resources Included in Architecture and Archaeology Reports

Architectural Report Parcel Number/ID Number	Archaeological Report Smithsonian Trinomial
UDSH ID 42465	42DC348
170720004	42UN8923
2A-0313-0000	42CB1898

Historic architectural resources in the survey area range in construction date from ca. 1890 to ca. 1975 (Table A-6) and in type from markers to residences (Table A-7).

Table A-6. Ages of Surveyed Resources

Historic Period	Number of Surveyed Properties
Early Euro-American Settlement, Reservation Establishment, and Resource Development Period (ca. 1850–1904)	6
Permanent Settlement, Growth, and Development Period (1905–1948)	48
Farming, Ranching, and Resource Extraction Period (1949–present)	26

Table A-7. Primary Uses of Surveyed Resources

Primary Use	Percent of Surveyed Properties
Residential (single-family dwelling and other)	58
Agricultural	22
Transportation-related	9
Other	5
Industrial or mining-related (	3
Monument/marker	1
Outdoor recreation	1
Unknown	1

Based on background research and on observations during fieldwork, the study area has the potential for NRHP-eligible districts to be present at the landscape level relating to the NRHP themes of mining, agriculture, and settlement; districts may also be NRHP eligible based on their relationship to historic patterns of irrigation and sheepherding (Oliver et al. 2017a, 2017b). Based on observations during the survey, however, additional study is required to concretely identify, assess, and create boundaries for potential districts. The potential for ethnographic landscapes may also be present, but this requires further research and documentation in collaboration with ethnographic groups in the Uinta Basin, particularly members of the Ute Tribe of the Uintah and Ouray Indian Reservation.

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INTRODUCTION

The Seven County Infrastructure Coalition (Coalition) proposes to construct and operate an approximately 85-mile rail line between two terminus points in the Uinta Basin and the interstate railway network. The Surface Transportation Board (STB) is responsible for authorizing construction and operation of the rail line by issuance of a license. The Uinta Basin Railway Project (Project) has the potential to result in significant environmental impacts; therefore, the STB's Office of Environmental Analysis (OEA) is preparing an environmental impact statement (EIS) on the Coalition's proposed rail line pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended. OEA is also responsible for compliance with the National Historic Preservation Act (NHPA), which requires that federal agencies consider the effects of undertakings on historic properties.

The Project is located in Utah, Carbon, Duchesne, and Uintah Counties, Utah. Land ownership includes private ownership, Tribal land, and public lands managed by the Bureau of Land Management (BLM) (Vernal, Price, and Salt Lake Field Offices), the State of Utah School and Institutional Trust Lands Administration (SITLA), and the U.S. Forest Service (USFS). The Project proposes a No Build option and three proposed routes, which are subject to environmental analysis:

- The Indian Canyon Proposed Route is 80.6 miles long (based on the centerline alignment dated 11/22/2019) runs from a connection to the national railway network near Kyune, Utah, and connects to two terminus points near Myton, Utah, and Leland Bench, Utah.
- The Whitmore Park Proposed Route is 87.7 miles long (based on the centerline alignment dated 2/12/2020) runs from a connection to the national railway network near Kyune and connects to two terminus points near Myton and Leland Bench.
- The Wells Draw Proposed Route is 103.3 miles long (based on the centerline alignment dated 11/22/2019) runs from a connection to the national railway network near Kyune and connects to two terminus points near Myton and Leland Bench.

The Coalition contracted HDR Engineering Inc. (HDR) to provide environmental consulting services in support of the Project. In December 2018, HDR subcontracted SWCA Environmental Consultants (SWCA) to conduct a reconnaissance-level survey (RLS) of historic architectural resources. The STB may, at its sole discretion, incorporate elements of the applicant's environmental studies into its NEPA and NHPA analyses.

The following terms are used in this report:

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- *Proposed route* refers to the area for each of the routes encompassed by the APE plus the proposed route buffer.
- *Study area buffer* refers to a 0.5 mile-wide buffer from the edge of each of the proposed routes (totaling 1 mile in width) plus any parcels that intersect with the buffer (including the entire parcel, even if outside of the 0.5-mile buffer).
- *Study area* refers to the area encompassed by each of the proposed routes plus the study area buffer.
- *Survey area* refers to locations within the study area that could be viewed or accessed during fieldwork for each of the three proposed routes.

The initial study methodologies submitted to the OEA in the spring of 2019 identified a 2,000-foot-wide proposed route around the approximate centerline of each alignment. When survey fieldwork began in the late spring of 2019 for all resources, the Coalition's consultant (and OEA's third-party consultant) observed that the actual conditions along the alignments, including steep slopes, ridgelines, and other topographical constraints, were constraining field surveys within the 2,000-foot-wide proposed route for each of the three alignments. In fact, in some areas, the proposed route extended from the centerline located in one canyon up and over the ridgeline into a different canyon. In response to the consultants' field observations and ongoing coordination with OEA during weekly project update calls, an approximately 1,000-foot-wide proposed route was considered practical and feasible in most areas for all three alignments. However, in some areas, the present width ranges up to 2,000 feet—for example, where the design team anticipates that a wider earthwork footprint might be needed to traverse the steep slopes with the restrictive railway grades.

This report summarizes the results of a selective RLS of 80 properties with architectural resources of historic age in Utah, Carbon, Duchesne, and Uintah Counties, Utah (Figure 1). The survey was done in support of the Project, which is examining the potential impacts of proposed routes for a railroad that may facilitate transportation of commodities out of the Uinta Basin. HDR requested that SWCA identify and evaluate properties with buildings and structures of historic age for their National Register of Historic Places (NRHP) eligibility in the study area. The total study area acreage and the acreage surveyed for each alignment is presented in Table 1.

Table 1. Total Acreage Surveyed in the Study Area[*]

Proposed Route	Indian Canyon Proposed Route	Whitmore Park Proposed Route	Wells Draw Proposed Route
Total Study Area (acres) (as of 2/12/2020)	92,222	97,936	91,557
Field Surveyed(acres)	64,932	68,338	81,447
Not Surveyed - Access Denied (acres)	1,685	1,685	1,685
Not Surveyed – No Access (unspecified) (acres)	3,007	2,858	519
Not Surveyed – Locked Gate (acres)	2,606	3,742	2,650
Not Surveyed – Road Condition (acres)	N/A	N/A	134
Not Surveyed – Terrain (acres)	982	1,063	1,770
Not Surveyed – Outside Original Field Survey (acres)[†]	1,831	2,433	924
Not Surveyed - Tribal Land (acres)	17,179	17,817	2,428

[*] These acreages were calculated using the State Plane Coordinate System. Mapping and geographic information system calculations for this report used Universal Transverse Mercator North American Datum 83 Zone 12, which is preferred by land management agencies for cultural resources survey and reporting; thus, acreages may vary by plus or minus 5 acres.

[†] This acreage fell outside the original field survey area due to route changes made after fieldwork was completed. This area was reviewed using the same literature review approaches of historic GLO and topographic map data applied to other areas but was not included in field survey.

To facilitate the evaluation of the proposed routes under NEPA and the consideration of effects of any undertaking under Section 106 of the NHPA after a proposed route is selected, the survey results have been broken out by proposed route in the Survey Results section. In some cases, proposed routes partially overlap in terms of the geographic area they encompass. As a result, some resources fall within more than one proposed route. In those cases, the resources are listed for each proposed route even when this results in repetition in order to provide complete information about every proposed route. Additionally, SWCA

has included a discussion of district- and landscape-level considerations for potential NRHP-eligible historic districts and historic vernacular landscapes. The RLS provides important information regarding the number, location, and nature of NRHP-eligible or potentially eligible properties.

The proposed routes discussed in this report are based on geographic information system (GIS) data provided by HDR with the following creation dates:

- Indian Canyon Proposed Route: 11/22/2019 (final data received 11/26/2019)
- Whitmore Park Proposed Route: 2/12/2020 (final data received 2/12/2020)
- Wells Draw Proposed Route: 11/22/2019 (final data received 11/26/2019)

SURVEY OBJECTIVE

The objective of the survey was to identify properties with architectural resources of historic age located within the proposed routes and the larger study area for the Project that are recommended eligible for listing in the NRHP. The survey was intended to provide information relevant to Project analysis under both NEPA and NHPA.

SURVEY AREA BOUNDARIES

The study area boundary selection process, land ownership, and areas excluded from study will first be addressed, after which the portion of the study pertaining to each proposed route will be discussed. For definitions of terms used in this report, see Introduction. A summarized comparison of the proposed routes is provided in Table 2.

Although land belonging to the Ute Tribe of the Uintah and Ouray Indian Reservation is present within the study area for all proposed routes, it was not surveyed as part of architectural or archaeological fieldwork at the request of the Tribe. The Tribe will instead conduct its own cultural resources inventory that addresses both architectural and archaeological resources. An initial consultation meeting was held by the STB with the Tribe on November 20, 2019, and survey is anticipated to be completed during the summer of 2020 (personal communication, Kevin Keller, HDR, Inc., March 20, 2020).

The maps in Appendices A through C provide detailed information about each proposed route. All maps in these appendices show the study area, which generally encompasses the three routes. All legal parcels (or properties) that intersected with the study area buffer were considered to lie within the study area in their entirety, even portions of parcels lying outside of the study area buffer. Therefore, historic architectural resources on a property that lies within the study area may actually lie outside the 0.5-mile study area buffer. This is because the historical significance of an architectural resource may lie with the resource only or with the larger parcel on which it sits. Therefore, until more extensive research is conducted as part of the Section 106 process to determine appropriate boundaries for historic significance, it is assumed that all historic architectural resources that lie on properties intersecting with the study area buffer, whether those resources physically lie within the study area buffer or not, fall within the study area. Some parcels fell within the study area but were not able to be accessed by SWCA due to access restrictions by land owners or due to the lack of access routes. Therefore, the survey area falls within the study area, but not all of the study area was surveyed. See Table 1 for acreage of the study area and survey area, broken out by proposed route.

Much of the study area comprises rural or undeveloped land, although the Indian Canyon Proposed Route passes close to the towns of Myton and Duchesne. Within the counties of Utah, Carbon, Duchesne, and Uintah, the study area is on the following lands:

- Private land
- Tribal land
- Public land regulated by the Bureau of Land Management (BLM)
- Public land regulated by the U.S. Forest Service (USFS)
- Public land regulated by the Utah Department of Transportation (UDOT)
- Public land regulated by the Utah Division of Wildlife Resources (UDWR)
- State land regulated by the State of Utah School and Institutional Trust Lands Administration (SITLA)

The study area spans 25 U.S. Geological Survey (USGS) 7.5-minute quadrangles, which will also be discussed separately for each alternative (Table 3).

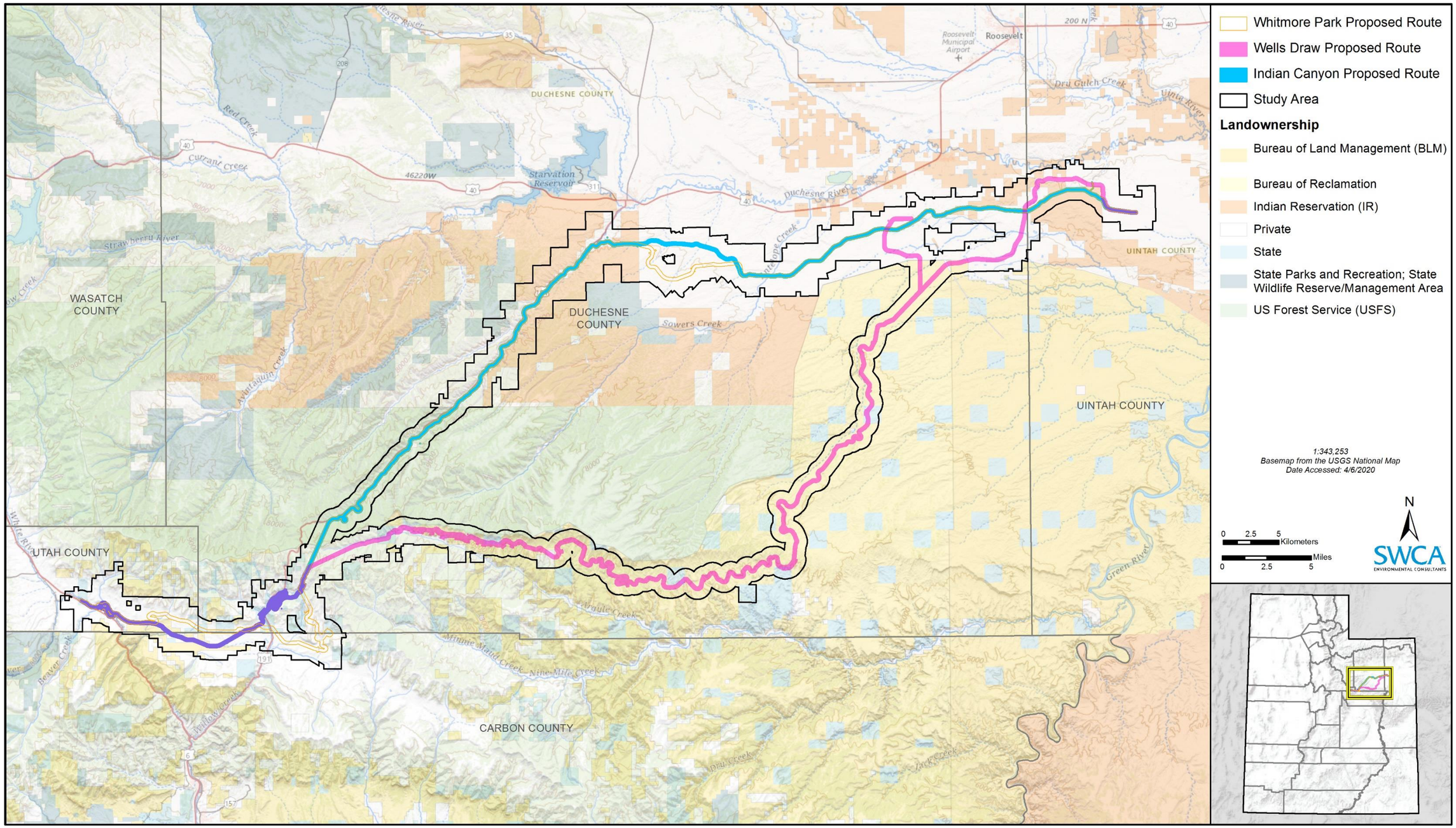

Figure 1. Study area overview.

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Table 2. Summarized Comparison of Proposed Routes

Proposed Route Features	Indian Canyon Proposed Route	Whitmore Park Proposed Route	Wells Draw Proposed Route
Length (miles)	80.6	87.7	103.3
Passes through Tribal land?	Yes	Yes	Yes
Other proposed routes intersected	Whitmore Park, Wells Draw	Indian Canyon, Wells Draw	Indian Canyon, Whitmore Park

Table 3. U.S. Geological Survey 7.5-Minute Quadrangles Encompassing the Study Area

Quadrangle Name	
Anthro Mountain	Kyune
Anthro Mountain NE	Lance Canyon
Bridgeland	Matts Summit
Buck Knoll	Minnie Maud Creek East
Colton	Minnie Maud Creek West
Cowboy Bench	Myton
Currant Canyon	Myton SE
Duchesne	Myton SW
Duchesne NE	Pariette Draw SW
Duchesne SE	Randlett
Duchesne SW	Windy Ridge
Gilsonite Draw	Wood Canyon
Jones Hollow	

Indian Canyon Proposed Route

From west to east, the Indian Canyon Proposed Route begins north of Price in Utah County by Kyune, Utah, near U.S. Route 6 (US 6). It then trends northeast across Duchesne County, paralleling US 191 through Indian Canyon. South of Duchesne it begins to trend east, running parallel with (but south of) US 40. It terminates at two points, near Leland Bench and southeast of Myton (Figure 2; Figures A-1 through A-31 in Appendix A). For areas where the Indian Canyon Proposed Route overlaps with other routes, see Figure 1.

The Indian Canyon Proposed Route and its associated portion of the study area passes through four counties: Utah, Carbon, Duchesne, and Uintah. Within those four counties, the study area is on the following lands:

- Private land
- Tribal land
- Public land regulated by the BLM
- Public land regulated by the USFS
- Public land regulated by UDOT
- Public land regulated by the UDWR
- State land regulated by SITLA

The Indian Canyon Proposed Route study area spans 16 USGS 7.5-minute quadrangles (Table 4).

Table 4. U.S. Geological Survey 7.5-Minute Quadrangles Encompassing the Indian Canyon Proposed Route Study Area

Quadrangle Name	
Bridgeland	Kyune
Buck Knoll	Lance Canyon
Colton	Matts Summit
Duchesne	Minnie Maud Creek West
Duchesne NE	Myton
Duchesne SE	Myton SW
Duchesne SW	Randlett
Jones Hollow	Windy Ridge

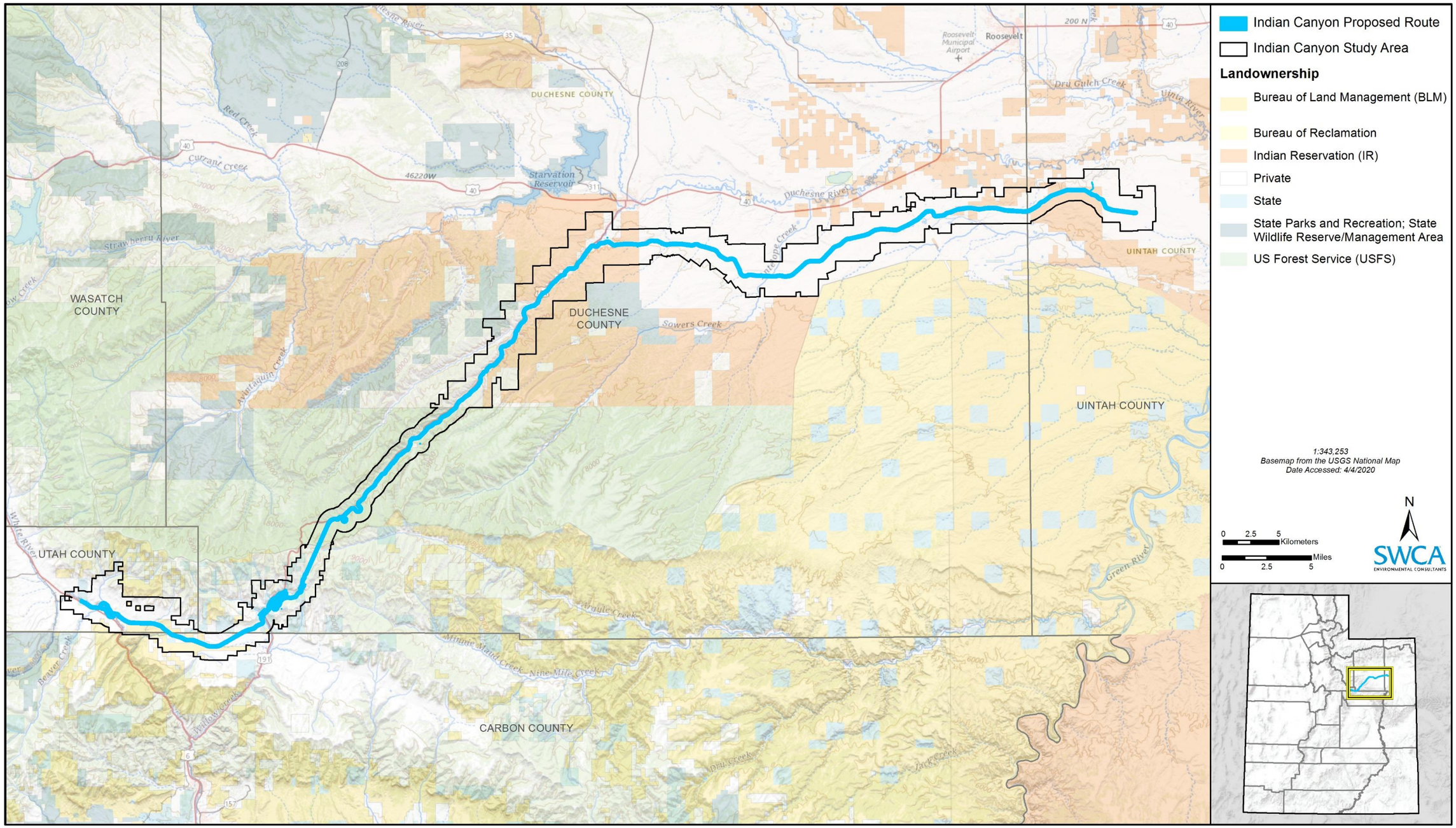

Figure 2. Overview of Indian Canyon Proposed Route and study area.

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Whitmore Park Proposed Route

From west to east, the Whitmore Park Proposed Route begins north of Price in Utah County by Kyune near US 6. It then trends east to a point approximately 9 miles northeast of Castle Gate, Utah, at which point it trends northeast across Duchesne County, paralleling US 191 through Indian Canyon. South of Duchesne it begins to trend east, running parallel, to the south, with US 40. It terminates at two points, near Leland Bench and southeast of Myton (Figure 3; Figures B-1 through B-32 in Appendix B). For areas where the Whitmore Park Proposed Route overlaps with other routes, see Figure 1.

The Whitmore Park Proposed Route incorporates engineering changes intended to address challenging areas along the Indian Canyon Proposed Route (the Coalition's preferred alignment) identified during the scoping period. The Whitmore Park Proposed Route is similar to the Indian Canyon Proposed Route, with three significant changes:

- Emma Park Road: In an effort to reduce impacts on Indian Head Ranch (based on property owner comments), the alignment has been shifted to run along the Emma Park Road corridor, a preexisting and previously impacted roadway.
- Whitmore Park: Based on geotechnical survey and property owner feedback, the alignment was changed to bypass 19 property owners and a slide area by introducing a 1-mile-long tunnel. These alterations also led to a better crossing over US 191, requiring less fill and resulting in a bridge height closer to standard.
- Duchesne Mini-Ranches: Based on property owner feedback, the alignment was shifted south to bypass all current homes in the subdivision by at least 1,000 feet. This shift allows for similar railroad operation and results in less impact to property owners and fewer at-grade road crossings.

The Whitmore Park Proposed Route overlaps with the Wells Draw Proposed Route at its west and east ends. On the west end, it overlaps with the Wells Draw Proposed Route from its beginning until approximately 5.5 miles northeast of Castle Gate, when the routes diverge. It also intersects with the Wells Draw Proposed Route at three points on the east end of the proposed route, although the two routes do not coincide for a significant distance on that end. The Whitmore Park Proposed Route overlaps with the Indian Canyon Proposed Route for a significant portion of its length.

The Whitmore Park Proposed Route and its associated portion of the study area passes through four counties: Utah, Carbon, Duchesne, and Uintah. Within those four counties, the study area is on the following lands:

- Private land
- Tribal land
- Public land regulated by the BLM
- Public land regulated by the USFS
- Public land regulated by UDOT
- Public land regulated by the UDWR
- State land regulated by SITLA

The Whitmore Park Proposed Route study area spans 16 USGS 7.5-minute quadrangles (Table 5).

Table 5. U.S. Geological Survey 7.5-Minute Quadrangles Encompassing the Whitmore Park Proposed Route Study Area

Quadrangle Name	
Bridgeland	Kyune
Buck Knoll	Lance Canyon
Colton	Matts Summit
Duchesne	Minnie Maud Creek West
Duchesne NE	Myton
Duchesne SE	Myton SW
Duchesne SW	Randlett
Jones Hollow	Windy Ridge

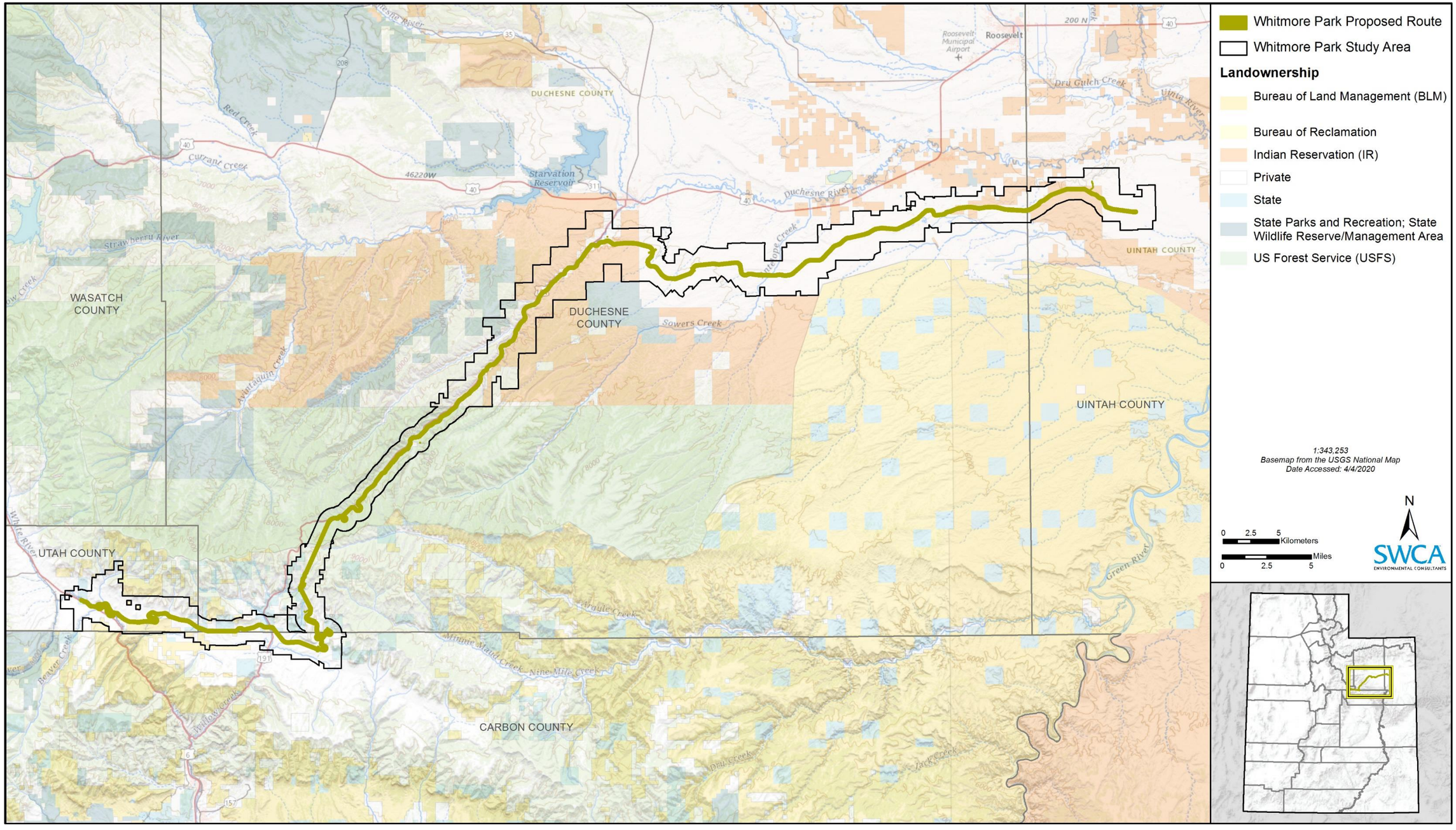

Figure 3. Overview of Whitmore Park Proposed Route and study area.

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Wells Draw Proposed Route

From west to east, the Wells Draw Proposed Route begins north of Price in Utah County, by Kyune, near US 6. It then trends northeast before running east, starting at a point approximately 12 miles northeast of Castle Gate and roughly parallels Nine Mile Canyon Road before running north, north of Argyle Canyon at a point approximately 24 miles northeast of Sunnyside, Utah (which would be accessed by tunneling through the West Tavaputs Plateau). It terminates at two points, near Leland Bench and southeast of Myton (Figure 4; Figures C-1 through C-31 in Appendix C). For areas where the Wells Draw Proposed Route overlaps with other routes, see Figure 1.

The Wells Draw Proposed Route and its associated portion of the study area passes through four counties: Utah, Carbon, Duchesne, and Uintah. Within those four counties, the study area is on the following lands:

- Private land
- Tribal land
- Public land regulated by the BLM
- Public land regulated by the USFS
- Public land regulated by UDOT
- State land regulated by SITLA

The Wells Draw Proposed Route study area spans 20 USGS 7.5-minute quadrangles (Table 6).

Table 6. U.S. Geological Survey 7.5-Minute Quadrangles Encompassing the Wells Draw Proposed Route Study Area

Quadrangle Name		
Anthro Mountain	Jones Hollow	Myton SE
Anthro Mountain NE	Kyune	Myton SW
Bridgeland	Lance Canyon	Pariette Draw SW
Cowboy Bench	Matts Summit	Randlett
Currant Canyon	Minnie Maud Creek East	Windy Ridge
Colton	Minnie Maud Creek West	Wood Canyon
Gilsonite Draw	Myton	

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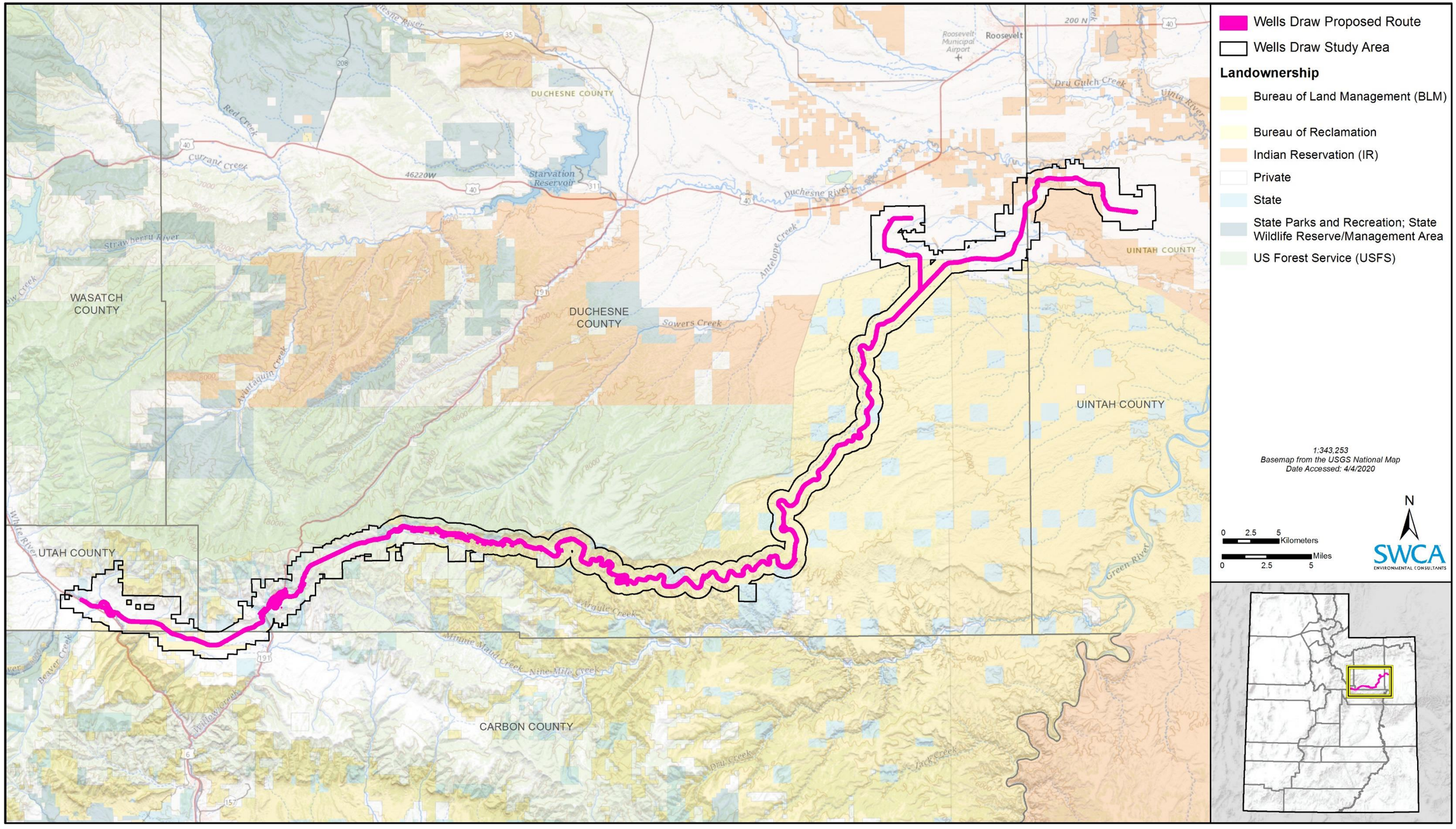

Figure 4. Overview of Wells Draw Proposed Route and study area.

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LITERATURE REVIEW

A literature review was conducted prior to fieldwork to identify potential historic resources within the study areas. The literature review included the entirety of the study area, as defined in the Introduction. Utah Division of State History (UDSH) Preservation Pro search results indicated that no previous architectural surveys had been conducted in the study area, although a Utah Department of Transportation (UDOT) study had been conducted for a previous version of the Project in 2014 (Lechert and Oliver 2014). Much of the Indian Canyon route proposed for the current Project follows the route evaluated the 2014 study. Although UDOT's study was shelved prior to publication of an EIS, data from the cultural resources reconnaissance effort were available to SWCA and were consulted for this Project. The results were not formally reviewed by the Utah State Historic Preservation Office (SHPO) or any of the involved federal or state agencies.

Prior to fieldwork, historical General Land Office (GLO) maps and historical USGS topographic maps encompassing the study area were also reviewed. Twenty-five resources were identified on historical GLO maps and twenty-one resources were identified on historical topographic maps. Previously documented buildings and potential historic resources (such as buildings, corrals, and ranger stations) were marked on field survey maps. A desktop analysis of aerial imagery was used to determine high-probability locations of additional architectural resources in rural and undeveloped areas, particularly areas near water sources and transportation routes or travel corridors.

Prior to fieldwork, SWCA also consulted county assessor digital data for each of the four counties in an effort to identify legal parcels with historic-age resources in the study area. The Utah County Real Property information search supplies parcel numbers, owners, and recent tax data but does not include construction dates. The Carbon County GIS Department provides online property maps with parcel numbers, owners, and recent tax data but does not include construction dates. Similarly, the Uintah County GIS Department also provides a parcel data GIS layer but does not include construction dates. The Duchesne County Assessor's Office previously provided an online property parcel viewer that included construction dates but, due to changes to the online viewer system, this data was not available for the 2020 RLS.

Due to minor shifts in the APE, 38 acres fell within the final footprint of the Whitmore Park Proposed Route that were not included during the field survey. SWCA conducted a desktop analysis of the 38 acres that included a file search and a thorough investigation of modern and historic aerial imagery for the area. No potential historic buildings were identified through desktop analysis within those 38 acres.

Review of the UDSH Preservation Pro database identified five previously recorded properties with historic architectural resources in the study area.[1] These previously recorded resources, along with their Preservation Pro Property Record ID numbers, locations, property name, and previous NRHP eligibilities are presented in Table 7. Of these, one previously recorded resource has been listed in the NRHP. Three of the previously recorded properties were recommended eligible for the NRHP, although these recommendations have not received SHPO concurrence. One property, the Indian Canyon Ranger Station, was listed in the NRHP in 1999. One property, Smith's Well, had no previous eligibility determination. It is currently recommended eligible/contributing (EC), as it may be associated with historic events in the region; however, due to its lack of architectural integrity, the property may be more appropriately recorded as an archaeological site. During the survey, SWCA revisited all previously recorded properties and fully re-recorded the properties according to the standards used for all newly recorded properties. Updated evaluations are provided for all previously recorded properties; these results are presented along with results for all newly recorded properties in Table 9.

[1] A total of six properties appeared in the Preservation Pro search results. Of these, one was determined to have incorrect location data and actually falls outside the study area (Property Record 28078). The remaining five properties were included in the survey results.

Table 7. Previously Recorded Historic Architectural Resources in the Study Area and Summary of Eligibility

PreservationPro Property Record ID	Street Address	Location	Property Name	Current Status	UDSH Rating/NRHP Eligibility per Previous Documentation	Notes	2020 Recommendation	Proposed Route
37458	U.S. Highway (US) 191	Castle Gate, Utah	Bamberger Monument	Present	ES	N/A	ES	Whitmore Park
42465 (42DC348)	State Highway 33 and Forest Route 153	Duchesne Ranger District, Ashley National Forest	Indian Canyon Ranger Station	Present	ES	Listed in the NRHP	ES	Indian Canyon, Whitmore Park
28063	Wells Draw Road	Duchesne County, Utah	Smith's Well	Present	Undetermined		EC	Wells Draw
24191	US 191	Duchesne County, Utah	N/A	Present	EC		EC	Indian Canyon, Whitmore Park
125757	? 2301 East 8250 South	Myton, Utah	Andrle, Louis P. House	Present	EC	Did not appear in final SHPO data cut	EC	Wells Draw

Note: EC = eligible/contributing, ES = eligible/significant, N/A = not applicable, NC = ineligible/non-contributing, NRHP = National Register of Historic Places, SHPO = State Historic Preservation Office, UDSH = Utah Division of State History.

* Combined into a single property based on proximity, ownership information, and parcel boundaries. Preservation Pro data provided to SHPO reflects this combination.

SURVEY METHODOLOGY

The survey and evaluation of architectural resources followed the SHPO *Reconnaissance Level Survey Standard Operating Procedures (for Section 106 Purposes Only)* (UDSH 2012) and *Reconnaissance Level Survey Standard Operating Procedures* (UDSH 2015). To account for the extended duration of the Project, buildings, substantive outbuildings, and structures built at least 43 years prior to survey fieldwork in 2019 (before 1976) were documented and evaluated.

The principal investigator and project manager for the RLS was Anne Oliver, SWCA Cultural Resources Program director. Fieldwork for the RLS was conducted by SWCA Architectural Historian and Field Manager Kate Hovanes, assisted by Architectural Historian Megan Daniels and Field Technician Ben Zumkeller. Ms. Oliver, Ms. Hovanes, and Ms. Daniels meet the professional qualifications for architectural historians, defined in 36 Code of Federal Regulations (CFR) 61, Appendix A.

The study area in Utah was composed almost entirely of rural and undeveloped land. It was anticipated that historic architectural resources would be identified but that they would be few and widely scattered. For areas with a low density of historic resources (such as fringes of municipalities or "rural areas outside of a traditional town setting with only a few older buildings"), SHPO *Reconnaissance Level Survey Standard Operating Procedures* recommends selective surveys. A selective survey "unlike the standard survey, does not require that every building in the area be recorded. Rather, it allows for recording only the buildings constructed during the 'historic period.' This includes both 'eligible' and 'ineligible' buildings from the historic period" (UDSH 2015:5).

Therefore, a selective RLS of historic architectural resources, including buildings, structures, objects, sites, and potential districts (including rural historic landscapes) that were of historic age in the study area was planned, excluding only Tribal lands. A selective RLS of Indian Canyon was conducted in 2014 during a UDOT study for a previous version of the Project; this report incorporates and updates the data provided by that previous survey.

Because of the rural nature of the study area, property boundaries were anticipated to be difficult to delineate in the field, as would the association of principal buildings with outbuildings and outlying agricultural complexes. Thus, before fieldwork, parcel boundary data for all four counties that were available from the Utah Automated Geographic Reference Center were layered over aerial imagery to create field survey maps, and these boundaries were used to delineate individual properties.

Fieldwork was conducted in three sessions: May 29 to June 5, June 12 to 13, and September 16, 2019. The fieldwork had two purposes: 1) to evaluate if the eligibility status of the previously surveyed resources had changed, and 2) to document and evaluate the eligibility of unsurveyed resources. The survey area consisted of accessible portions of the study area for each of the three proposed routes.

Each property with historic architectural resources was photographed using a digital camera set to a resolution of at least 300 dpi, and notes about the architectural attributes of the principal building or structure and associated outbuildings or structures were taken (UDSH 2015:4). The location of each resource was also recorded using a handheld global positioning system (GPS) unit and/or noted on parcel maps of the survey area (UDSH 2015:3). Properties were documented at a reconnaissance level using SWCA field forms that are designed to include the information contained in SHPO's RLS form (UDSH 2015:7–9, 11).

During the field survey, SWCA documented all properties with historic-age architectural resources that were identified in the literature review and desktop analysis. SWCA also drove all major and secondary roads in the survey area to locate and document any additional resources that, based on professional

opinion, were of historic age based on architectural type, style, and materials. To secure private property access, each private property owner was sent a Notice of Entry Letter prepared and delivered by the project team, which requested access to the property, asked whether the property owner would like to be present when the survey team accessed the property, and provided a point of contact for inquiries. Certain property owners did not grant access for surveying purposes. If a land owner had not granted access to private property or access could not be coordinated in a timely way, SWCA documented any resources of historic age visible from the public right-of-way and noted all access limitations in this report. Information relating to acreage surveyed or unsurveyed is summarized in Table 1; Appendices A–C provide maps indicating which properties were surveyed.

In accordance with UDSH guidelines, documentation consisted of examining the exteriors of the resources on each property, noting the architectural type and style of resources, noting additions and alterations that would affect historic integrity and therefore the eligibility of the resources and property for the NRHP, and photographing resources. Construction dates for each resource and any additions or alterations were based on literature review results, when available; more often, they were based on professional opinion, derived from an observation of building type, style, material, and construction method. Lastly, SWCA made observations regarding the potential for larger historic districts and rural historic landscapes based on National Park Service (NPS) guidance; however, additional study is required before recommendations of NRHP eligibility can be made.

SWCA made every effort to survey the study area but several issues were encountered. In addition to land access issues noted above, due to the large study areas, the dispersed nature of architectural resources, discontinuous or unnavigable roads, and weather conditions, the RLS could not be conducted in a linear progression. Locked gates on several roads in rural areas prevented complete coverage. Other areas were not accessible by road, which also prevented complete coverage. All areas that could not be accessed were examined as well as possible in the field using binoculars, and aerial imagery was reviewed in the office in an attempt to ensure that no historic architectural resources were missed. A limited number of additional resources were identified using these alternate methods, and the potential for additional undocumented resources within the study areas is considered low. Properties are indicated on the detailed results maps for each route as surveyed (green) or unsurveyed (red) based on access and the ability to conduct a visual survey in the field (see Appendices A–C). Because these properties fall within the study area, regardless of whether they were able to be accessed, both surveyed and unsurveyed properties have been included in all results maps. Identified potential resources located on unsurveyed properties are also included in results maps. Although Ute Tribal land is present within the study area for all proposed routes, it was not surveyed by SWCA for architecture or archaeology at the request of the Tribe; it is indicated on survey maps in places where it intersects with the study area. The Tribe will instead conduct its own cultural resources inventory for both architecture and archaeology.

EVALUATION CRITERIA

Presented below are the evaluation criteria used to assess the eligibility of all architectural resources documented in the survey area that were built before 1976. As per the mandates of 36 CFR 60, all cultural resources of historic age, including buildings, must be evaluated for their eligibility for the NRHP under four criteria and with consideration for seven aspects of integrity. A resource may be considered eligible for the NRHP if it

- is associated with events that have made a significant contribution to the broad patterns of our history (Criterion A); or
- is associated with the lives of persons significant in our past (Criterion B); or

- 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 may lack individual distinction (Criterion C); or
- yields, or may be likely to yield, information important in prehistory or history (Criterion D).

Resources considered eligible under one or more of these criteria must also be evaluated for integrity of location, design, setting, materials, workmanship, feeling, and association. To be eligible for the NRHP, a resource must possess integrity of those elements directly related to the criterion or criteria under which it would be determined eligible. That is, the key aspects of integrity that contribute to the eligibility of a property must be identified. NPS guidelines provide direction on how to assess integrity (NPS 1997:44).

In Utah, all architectural resources documented at a reconnaissance level are evaluated using a rating system established by the UDSH historic preservation program. This rating system allows for the assignment of one of four ratings to buildings and structures based on the degree to which they retain historical and architectural integrity:

- Eligible/Significant (ES): Built during the historic period and retains integrity; excellent example of a style or type; unaltered or only minor alterations or additions.
- Eligible (EC): Built during the historic period and retains integrity; good example of a style or type, but not as well preserved or well executed as ES buildings; more substantial alterations or additions than ES buildings, although overall integrity is retained.
- Ineligible (NC): Built during the historic period but has had major alterations or additions; no longer retains integrity.
- Ineligible/Out-of-period (OP): Built after the historic period.
- Undetermined (U): Not evaluated for NRHP eligibility.[2]

At the reconnaissance level, this rating system only considers age and physical integrity and does not directly evaluate NRHP eligibility for reasons of historical association with persons and events. That is, the history of the property is not researched or evaluated in any detail. The interaction between the UDSH ratings system and the eligibility criteria of the NRHP focuses on NRHP Criteria A and C and UDSH ratings ES and EC. The UDSH rating system does not effectively take into account properties that may be eligible for the NRHP under Criteria B and D. The UDSH rating system does, however, consider the seven aspects of integrity defined in 36 CFR 60 as they relate to historical buildings and structures.

The UDSH rating system, because it primarily evaluates resource integrity, generally correlates with the eligibility of buildings or structures under Criterion C of the NRHP. For RLSs in Utah, the UDSH has generally considered that eligibility for the NRHP under Criterion C is based primarily on integrity of location, design, materials, and workmanship. Similarly, the UDSH has generally considered that eligibility for the NRHP under Criterion A is essentially the sum of the elements of integrity. That is, buildings or structures with adequate integrity of location, design, materials, and workmanship retain the ability to convey the sense and feeling of the historic period—its temporal and social context—during which the important event occurred. In summary, when assessing NRHP eligibility of buildings and structures documented at the reconnaissance level, the key aspects of integrity are location, design, materials, and workmanship.

Several additional considerations were used during recordation and data processing. Isolated corrals that were not physically associated with a larger farm or ranch were a common resource type throughout much of the survey area. No formal guidance exists regarding the NRHP eligibility of historic corrals of

[2] This rating is often due to a resource not being visible from the public right of way or otherwise not adequately visible for evaluation.

unspecified use (although guidance does exist for corrals relating specifically to sheepherding in the Uinta Basin) (Oliver et al. 2017a:104). Therefore, in order to standardize the eligibility recommendations presented in this report, SWCA used the following methodology based on observation and experience. Larger corrals were generally considered eligible if they retained integrity and if they appeared to be collection points for a wider geographic area and therefore potentially of community-wide importance, while smaller, isolated corrals were generally considered ineligible.

Additionally, ranches and farms generally incorporate elements of both agricultural and residential use. Due to the nature of small-scale agriculture common in rural Utah, however, the line between a residence and an agricultural operation can be difficult to establish. For this survey, if no historic-age agriculture-related resources were observed on a property with a residence, its use was considered to be only residential. If a property's principal residential building was of historic age and historic-age agricultural outbuildings were observed, its primary use was considered to be residential and its secondary use was considered to be agricultural. If the principal dwelling on a property was not of historic age but it had historic-age outbuildings, its primary use was considered to be agriculture and its secondary use was considered to be residential. If a property only had agricultural buildings with no principal dwelling present, its primary use was considered to be agricultural. If a property was an isolated log cabin without temporally related agricultural outbuildings, it was considered to be of residential use only.

OUTLINE HISTORY

The following history was written as a general context of the study area, which encompasses land in four counties: Utah, Carbon, Duchesne, and Uintah. Only small portions of Utah and Carbon Counties are included in the study area; the majority of the study area falls in Duchesne and Uintah Counties. Because of this, the history will focus primarily on events in the Uinta Basin, with a limited amount of information about Utah and Carbon Counties, focusing specifically on the areas in those counties through which the study area passes.

Exploration and Early History (1776–ca. 1850)

The Ute Indian Tribe (the Ute) was the dominant Native American group in the Uinta Basin when the Dominguez-Escalante expedition of 1776 became the first documented European group to visit northeastern Utah. Many other Euro-American groups soon followed, using the same route out of Santa Fe, New Mexico, in subsequent years. In particular, the Green River became a heavily traveled corridor in the Uinta Basin. Trade relationships were established with some of the local Native American groups in the Uinta Basin, and possibly the northern Colorado Plateau, whereby these groups provided other Native Americans in support of the Spanish slave trade in return for horses, weapons, and other new technologies and food (Spangler 2002).

After the first Spanish explorers traveled through the region, other countries became increasingly interested in the natural resources of the Uinta Basin and northern Colorado Plateau. The importance of the fur trade to the global economy in the early 1800s brought an influx of Euro-Americans trappers and traders to the region, which led to the establishment of several trading posts along waterways in the Uinta Basin (Barton 1998; Burton 1996; Spangler 2002). The trading posts became important centers for Euro-American trappers, traders, and overland travelers as well as for Native Americans. Some Native American groups, such as the Ute inhabiting northwestern Colorado and northeastern Utah, became involved with the fur trade and actively trapped and traded hides for Euro-American goods (Burton 1996; Spangler 2002). But, relations between the Euro-Americans and the Ute were not always cordial, and they became more stressed over time with the increasing numbers of whites entering the region (Barton 1998). Euro-Americans often treated the Ute poorly by cheating them on the price of furs, charging them inflated

prices on goods, and kidnapping Ute women for slavery or prostitution. These actions led the Ute to retaliate, often by violent means (Barton 1998).

By the early to mid-1840s, the fur trade in North America had declined significantly for two reasons: 1) changes in fashion, and 2) the high degree of exploitation of regions, leaving them nearly devoid of the animals sought by the fur trade. Trading posts were abandoned between 1828 and 1844. The fur trade slowly ended in the Uinta Basin and northern Colorado Plateau, and many Euro-American fur trappers and traders became guides for government explorers and immigrants, whereas many Native Americans who had become dependent on the fur trade became increasingly destitute (Burton 1996; Spangler 2002).

Following closely behind the collapse of the fur trade in the 1840s and the widely available accounts of the West by trappers and traders, the United States began looking west with the desire to expand the nation's territorial holdings (Spangler 2002). Numerous scientific expeditions were created and sent to the western United States to gather data on the geology, fauna, and floral resources as well as the Native American populations inhabiting the region. In 1844, John C. Fremont became the first government explorer in the Uinta Basin, and he returned to the region in 1845 (Burton 1996; Spangler 2002). Some of these surveys were also in support of mapping expeditions to determine the feasibility of building a transcontinental railroad (Spangler 2002). In addition to pedestrian surveys across the region, explorers also traveled the region by river. John Wesley Powell was an important explorer who navigated the Green River, though he was neither the first nor the last explorer (Spangler 2002). These expedition reports and descriptions available to the public caused increased interest in the region for settlement beginning in the mid-1850s.

Additionally, just a few years after the functional end of the fur trade in the Uinta Basin, a new group of Euro-Americans came to Utah: members of the Church of Jesus Christ of Latter-day Saints (Church of Jesus Christ or Church). The first group of Latter-day Saints, led by Brigham Young, arrived in the Salt Lake Valley in 1847 and quickly founded Salt Lake City. Extensive Church settlement of the Great Basin and the adjacent regions occurred over the following decades. These settlements were usually founded by Latter-day Saint members called upon by Church of Jesus Christ leaders to colonize outlying areas.

Early Euro-American Settlement, Reservation Establishment, and Resource Development (ca. 1850–1904)

Permanent Euro-American settlement in the Uinta Basin and the northern Colorado Plateau began as early as the 1850s, although the historical record suggests that the Uinta Basin was not heavily settled until after ca. 1870 (Barton 1998; Spangler 2002; Watt 1997). Ranching, especially cattle ranching, became the first important economy in the region, with large cattle companies arriving in the Uinta Basin as early as the late 1860s. Ranching in the Uinta Basin and Colorado Plateau was often dangerous. Conflicts arose between ranchers as to who controlled the grazing rights to a particular plot of land, and large cattle companies often tried to force smaller operations into selling their cattle and land rights. The large cattle companies also competed against one another for prime grazing locations and a monopoly on the region. Due to the remoteness of the region, outlaws also arrived in the area (Spangler 2002). Occasionally, conflicts arose between the outlaws and the more settled and law-abiding population. These conflicts sometimes ended in violence and murder, though by ca. 1898, most outlaw activity had ended.

Between the 1850s and 1870s, relations between Euro-American settlers and Native American groups remained in flux. The practices of settlement and agriculture that the Latter-day Saints followed made conflict with Native Americans almost inevitable, since Euro-American agricultural practices deeply disrupted traditional Native American ways of life (Smaby 1975:41). The result was increasing tensions between Euro-American settlers and Native Americans. With resources depleted by the increase in population and movements restricted by settlement and agriculture, the Native Americans of the area were

forced to curtail their hunting and gathering activities and subsist by other means. At a Manti town meeting between the Ute and Euro-Americans, John Lowery accused one Tribal member of stealing his horse and proceeded to beat the man severely (Bishop 1997:70; Hittman 2013:74–75). This act set off a series of raids, skirmishes, and chases that were termed the Black Hawk War, which lasted from 1865 to 1872.

In 1850, the Utah Territory was established, with Church leader and president Brigham Young acting as territorial governor. In 1852 and again in 1861, Young sent survey parties to the Uinta Basin region to determine if agricultural activities could be supported (Burton 1996; Spangler 2002). But after an exploring party declared it "one vast contiguity of waste, and measurably valueless, excepting for nomadic purposes, hunting grounds for Indians and to hold the world together," plans were abandoned (*Deseret News* 1861). Although the Church of Jesus Christ's plans to create a settlement in the Uinta Basin fell through, non-members of the Church in Utah, particularly the federal Indian Agent Henry Martin, were concerned about the potential expansion of Latter-day Saint hegemony into the region. As a result, in an effort to block potential Church influence with the Ute in the area, the federal government established the Uintah Indian Reservation, which included most of the Uinta Basin, in 1861 (Burton 1996:83).[3]

As early as the 1850s, Church leadership had begun to consider the relocation of the Ute (Cornia 1998:8). Prior to the creation of the Uintah Indian Reservation, many of the Ute lived at unofficial reservations established in Sanpete and Spanish Fork, where the Latter-day Saints had run what were known as "Indian farms" since the 1850s. These Indian farms were intended to teach Euro-American-style agricultural practices but were not very successful. Other Native Americans continued to live in the Uinta Basin and practice traditional lifeways (Burton 1996:84). In 1863, efforts began to move the Ute from their existing homes to the reservation. By 1870, several bands of Ute had been forcefully relocated there (UDSH 2019).

Culturally and socially, this forced relocation was disastrous for the Ute. For those already practicing Euro-American-style agriculture, it required them to uproot their lives and their families and move to a still-remote area of the territory. For Ute still practicing a traditional nomadic lifestyle, the creation of the reservation and confinement to it meant decreased hunting grounds and being forced into a more sedentary way of life (UDSH 2019). The Ute resistance to the changes being imposed upon them was ultimately strong enough that federal Indian Agents shifted their own goal toward encouraging the Ute to practice ranching as an intermediate step towards a full agrarian lifestyle (Cornia 1998:24).

Federal involvement also extended to land use and ownership on reservation lands. For much of this period, Tribal lands were communally owned and used. In 1887, however, Congress adopted the Dawes Act (also known as the General Allotment Act), which formally authorized the Executive Branch to survey and divide land on Indian reservations into allotments. These allotments would then be granted to individual Tribal members and privately owned, as part of what was known as the "allotment system." The policy was implemented piecemeal on numerous reservations across the nation over the next several decades. The intention behind the act was to break up the Indian reservations by encouraging Native Americans, including the Ute of the Uinta Basin, to adopt Euro-American lifeways and values, particularly agricultural practices and privatized land ownership. The act was intended to lift Native Americans from poverty, eliminate the paternalistic role of the federal government, and assimilate Native Americans into American society at large, but the result was intensely detrimental to Native Americans. The loss of communal lands and the required shift to private allotments resulted in the widespread destruction of traditional subsistence practices and caused substantial loss of Tribal culture. The allotments granted were held in trust by the federal government for 25 years before the allotment holder

[3] This first reservation was known as the Uintah Valley Reservation. A separate reservation, the Uncompahgre Reservation, was established in 1882 and largely functioned as an extension of the Uintah Valley Reservation. The two reservations were consolidated as the Uintah and Ouray Reservation in 1886 (Utah American Indian Digital Archive 2008). Because of the short time during which the two reservations operated and their close administrative connection during that period, this history will generally only refer to "reservation" in the singular unless both of the reservations are being specifically referenced during the period from 1882 to 1886.

could gain title. Worst of all, though, lands that were deemed surplus to the needs of the Tribes under the allotment system were put up for sale by the government, resulting in a tremendous loss of land. Over 90 percent of reservation lands was lost by the Ute between 1882 and 1933 through a combination of illegal encroachment and development by non–Native American settlers, and then through the allotment system (Nebraska Studies 2019; Utah American Indian Digital Archive 2008).

The introduction of the Dawes Act, although not implemented on Tribal lands in the Uinta Basin until 1904, continued the worsening of the situation. Just like the Ute, many Euro-American trespassers (particularly ranchers) anticipated that the federal government would soon take Ute lands (Cornia 1998:30). Utah's newspapers, citizens, and congressional delegation all worked together to persuade Congress and President Theodore Roosevelt to enact legislation to allow allotment as prescribed under the Dawes Act (Cornia 1998:37). This legislation was necessary because the Ute challenged the right of Congress to allot the land, which (per an 1898 act) required the consent of a majority of adult males on the reservation in order to allot. Despite the Ute resistance, Congress proceeded with allotment by passing several laws between 1902 and 1903 that made their consent unnecessary (Duncan 2000). Ultimately, the issue was decided with the formal introduction of the allotment system to the reservation, which entirely altered land ownership in the Uinta Basin.

As a corollary to federal involvement in the Uinta Basin, Fort Duchesne was established by Major Frederick William Benteen on August 20, 1886, on a site selected by General George Crook (Burton 1996; Schirer 2019). "President Grover Cleveland officially designated the six square miles that comprised the fort reservation on 1 September 1887" (Schirer 2019). In September 1912, the last remaining cavalry unit at the reservation left for Fort Boise, Idaho. After the military abandoned Fort Duchesne the Indian Service consolidated its Uintah and Ouray operations there (Schirer 2019).

The first permanent Euro-American settlement in the region began in association with the reservation. Located at what is now known as Whiterocks (although it was known as Uintah Valley until 1895, when the U.S. Postal Service changed the name), a Euro-American settlement was established in 1869 in association with the headquarters of the Indian Agency, which remained there until 1912 (Burton 1996:85). In 1873, a former Indian Agent began ranching at Ashley Valley; this would eventually grow to become the town known as Ashley, near present-day Vernal. As Burton points out, in many respects this early Euro-American settlement in the Uinta Basin did not follow the patterns common in Utah at the time. The first settlers were not Latter-day Saints but instead were single Euro-American men associated with the Indian Agency or men who had previously worked as ranchers or cowboys, or who were criminals. The first Euro-American woman did not permanently settle in the Uinta Basin until 1874 (Burton 1996:85–86). The high quality of the region's agricultural lands quickly began to attract more settlers, including Church members who settled on the Ashley Valley's best agricultural land in the late 1870s and 1880s. Settlers and ranchers increasingly, and illegally, began diverting water from the local waterways on the reservation that had been reserved for use by the Ute (Barton 1998). These early Euro-American settlers, far from being satisfied with the available land outside the reservation, began to eye Ute land as well (Cornia 1998:12).

The establishment of the reservation and the lack of arable lands hampered additional settlement of the region by pioneers at first, but ultimately failed to halt the influx of settlers, especially after the creation of several roads in and out of the Uinta Basin. These wagon roads were constructed primarily in support of the transportation needs of the U.S. Army. The first wagon road, known as the Carter Road, was built in 1882 to Fort Thornburg; it extended over the Uinta Mountains to Carter, Wyoming (Barton 1998). The road proved to be treacherous in the winter, and the army looked for alternative routes that could stay open longer than the Carter Road. One such route was an early military freight road down Indian Canyon that became briefly popular after the construction of the Denver and Rio Grande Railroad through Carbon County in 1883 (Barton 1998; Watt 1997). This route later became U.S. Highway (US) 191. Several

additional routes were constructed that initially were used to haul supplies to several military forts in the Uinta Basin. These were later used to support mining activities and were used by homesteaders in the Uinta Basin as well as communities outside of the region. An early military supply route crossing Duchesne County followed the Daniels Canyon-Strawberry Valley route, which was first used by early settlers as a cattle trail through the Uinta Basin; it would later become the Victory Highway and is now US 40. The Nine Mile Canyon Road, connecting Fort Duchesne in the Uinta Basin with Price in Carbon County, served as an important freight road and opened profitable relationships with businesses and residents in the Uinta Basin and the northern Colorado Plateau (Watt 1997).

The southern portion of the current study area, located on the northern Colorado Plateau around the Book Cliffs and what is now Price and Helper, Utah, was settled somewhat differently than the Uinta Basin during the mid-1850s. Although the fur trade did influence some settlement in this area, it did not impact the region to the same degree as the Uinta Basin. Homesteaders arrived and settled in the region, focusing on the hospitable valleys favorable to farming and for grazing cattle and sheep (Watt 1997). The earliest homesteaders to the region settled along the Price River and along other waterways providing regular water. But the yearly fluctuations of water required farmers to build ditches and canals to water their crops and to locate additional fields further from the natural waterways as new settlers arrived and established farms (Watt 1997). Farming and ranching ventures increased and became more lucrative in the region with the arrival and expansion of railroads, and several communities were established along railway routes.

The expansion of white settlement into the Uinta Basin and the northern Colorado Plateau is also linked with the development of hydrocarbons such as coal, Gilsonite, natural gas, and oil, which began in the 1880s and continues today (Spangler 2002). The Gilsonite industry began in the late 1880s and was centered near Bonanza in the Uinta Basin (Burton 1996). The coal industry began in 1877 and was most prevalent in the northern Colorado Plateau region near the southwestern end of the current study area, although some coal extraction occurred in the Uinta Basin (Watt 1997). Natural gas and oil industries did not begin in earnest until the late 1940s, but oil extraction remains an important industry today (Spangler 2002). In addition to the mining of hydrocarbons, hard rock mining played a role in the economic development of the Uinta Basin and northern Colorado Plateau, although it was minor in comparison. Mining for copper ore and associated silver and gold, dredging for gold in the river at Jensen, extraction of carbon dioxide and helium from sandstone, extraction of oil shale and asphalt, and mining for phosphate also occurred in the Uinta Basin (Burton 1996; Spangler 2002).

The administrative history of the Uinta Basin was also influenced by patterns of white settlement. As Euro-American communities like those in the Ashley Valley of the Uinta Basin grew, it became increasingly clear that the Uinta Basin needed its own administrative center. Initially the Uinta Basin formed a part of Wasatch County, which placed the county seat in Heber City, approximately 100 miles away from present-day Vernal, Utah. The difficulty residents in the eastern parts of the county had in reaching the county seat, as well as the growth of communities in the Ashley Valley, encouraged the creation of Uintah County in 1880. This new county encompassed the area that now forms Uintah County, as well as the area to the north (now Daggett County). In 1900, the population of Uintah County was 6,458, whereas Wasatch County had a population of 4,736 (Forstall 1995).

Permanent Settlement, Growth, and Development (1905–1948)

By the late 1870s, settlers had established multiple small communities in the Uinta Basin, with new settlers arriving every year following the construction of multiple complex systems of irrigation ditches, canals, and reservoirs used to irrigate previously arid lands and render them available for farming

(Spangler 2002). As the population of settlers grew in the region, so did the demand for arable lands and irrigation water. Settlers and ranchers increasingly, and illegally, began diverting water from the local waterways on the reservation that had been reserved for use by the Ute (Barton 1998). In 1905, under pressure from settlers and ranchers in the region as well as the state government, the federal government passed several acts and agreements that reduced the size of the reservation and permitted the land to be obtained by white settlers (Barton 1998; Burton 1996; Duncan 2000). A steady flow of homesteaders entered the Uinta Basin, and in 1907 that the flow increased dramatically as irrigation water became available and towns were surveyed.

In addition to reducing the size of the reservations, U.S. Congress authorized the Uintah Indian Irrigation Project in 1906. This project appropriated funds for the development of canals in the Uinta Basin primarily for use by the Ute, though it also authorized use of these canals by white settlers and allowed these settlers right-of-way access through Ute Tribal lands (Spangler 2002). As part of this, access to water became a large point of contention between the Ute and white settlers. Between 1906 and 1920, hundreds of white homesteaders in the region abandoned their claims under the Homestead Act largely due to their inability to obtain irrigation water combined with a persistent drought (Spangler 2002). Homesteaders in Carbon County were more successful and better off than their counterparts in the Uinta Basin in terms of obtaining regular supplies of water, though farms did fail. This region had more access to water and several dams, reservoirs, and canals were constructed as early as 1880; additional features were constructed as late as the 1940s (Watt 1997).

By 1910, several newly surveyed towns were established and settled, with individuals performing a variety of jobs, though farming made up most of the work in the region (Barton 1998). As town populations grew, so did the need for carpenters, merchants, laborers, teachers, and teamsters, just to name a few. Slowly and steadily the small communities in the Uinta Basin and northern Colorado Plateau grew in size and offered more services to inhabitants of the region. The economy also diversified beyond ranching and agriculture to include timber extraction from the Uinta Mountains, mining of a number of resources, and freighting goods, people, and equipment to and from the region (Burton 1996).

Because of the various extractive industries in the Uinta Basin and the northern Colorado Plateau, infrastructure and workers to support these industries were needed. The Uintah Railway, a narrow-gauge railroad, was constructed in 1904 to haul Gilsonite from the Uinta Basin to Colorado (Burton 1996; Spangler 2002). Although the Uintah Railway did access the Uinta Basin and provide transportation for commercial products like dinosaur fossils and Gilsonite, it was hardly a convenient travel route. Any products to be transported by rail had to be carried across the Green River and transported via wagon to Dragon, Utah, from which the narrow gage line carried them to Mack, Colorado. The grade of the railroad was so steep that special engines were required for the rail line. The Uintah Railway operated until 1939 (Carr 1972:64–65; NPS 2018).

Gilsonite continued to play an important role in the economic development of the Uinta Basin because roughly 95 percent of the Gilsonite in the world is in the Uinta Basin (Burton 1996). Dozens of products are made today from the material, including paints, varnishes, inks, electrical insulation, pipeline insulation, high-test gasoline, and metallurgical coke (Burton 1996). The completion of the railroad in the early 1900s also brought about the establishment of communities and additional infrastructure such as roads to support the railroad and associated facilities. The railroads, in turn, also supported other industries as discussed further below.

The northern Colorado Plateau near Price and Helper, Utah, experienced a much greater economic benefit from the construction of the first railroad, which was built to support the growing coal mining industry and the growing population (Watt 1997). Several railway companies built rail lines in Carbon County; some of the smaller companies were later bought out and consolidated by larger companies. The relationship between the coal mining industry and the railroads was mutually beneficial. Coal was

transported out of the region using the railroads, at a profit to both coal and railroad companies (Holzapfel 1999; Watt 1997). Railroad companies expanded operations of their rail lines as well as encouraged coal companies to establish new mines that could then be connected to the rail system (Watt 1997). None of these railroads connected to the Uinta Basin, instead routing south of the Uinta Basin through Spanish Fork Canyon to connect to the Wasatch Front.

The oil and natural gas industry played the largest role in the development of the Uinta Basin and to a much lesser degree in the development of the northern Colorado Plateau. Oil was first discovered near the Utah-Wyoming border in 1847 and the first oil well was drilled in the Uinta Basin in 1900 (Spangler 2002). Between 1900 and 1948, more than 40 oil wells were drilled in the Uinta Basin, but most of these wells produced little oil or oil too viscous to be pumped (Spangler 2002). It was not until after World War II that the oil and natural gas industry and exploration boomed in the Uinta Basin.

The natural gas industry that began in the Uinta Basin in ca. 1925 was part of a larger regional industry that included natural gas fields nearby in Wyoming and Colorado (Spangler 2002). To support the industry, pipes were laid in 1928 to deliver natural gas from the Uinta Basin to Vernal for public use and by 1929 to deliver natural gas from the gas fields in Wyoming and Colorado to Ogden and Salt Lake City markets (Spangler 2002).

Many communities grew concurrently with the development of industry in the Uinta Basin. The towns closest to the study area are Roosevelt, Myton, and Duchesne. All of these towns quickly grew with farms and ranches, commercial establishments, mercantile companies, dance halls, and even baseball teams. Duchesne County was created out of Wasatch County in 1914, when it had nearly 4,000 residents. Initially, these towns began in support of the local farmers and ranchers, though as time progressed they grew in size to offer a wider variety of services to support the increasing population and the increasing diversity of commerce in the region (Barton 1998; Watt 1997). In addition to new businesses, local governments, school districts, financial institutions, and religious institutions were established. Residents in the region also began demanding better facilities, including 1) improved roads to support not only traffic between communities but also to support the various markets in the region and 2) improved irrigation systems to support farm production. As technology improved, the demand for electricity, telephone and telegraph lines, infrastructure for drinking and waste water in communities, and automobiles in the region grew (Barton 1998; Watt 1997). The arrival of these new technologies and additional improvements to the region's infrastructure—some of which were brought about by various federal programs under New Deal legislation during the Great Depression—improved the lives of residents as well as eased some of the workload for commercial enterprises and businesses.

Roosevelt, Utah, was founded in early 1906 when Ed Harmston turned his homestead claim into a townsite and laid out plots (Barton 2012a). The town was named for President Theodore Roosevelt by Harmston's wife Mary, who felt the town needed a respectable name (Barton 1998:168, 2012a). "From 1906 to 1914, Roosevelt was in Wasatch County, but in 1914, Duchesne County was formed from part of Wasatch County" (Barton 2012a). Today, Roosevelt is home to approximately 6,750 people but serves as the business center for the populations of many small towns and farming areas that surround the town, including those in the study area (Barton 2012a; U.S. Bureau of the Census 2019). Roosevelt's current economy is based on agriculture and oil and gas industry activities.

Myton was founded as a trading post, originally known as "the Bridge," by William Henderson in the mid-1880s near one of the natural fords along the Duchesne River (Barton 1998:154). It became a named town after 1905 in an effort to establish a post office. Myton was named for Howell Myton, an Indian Agent for the Uintah and Ouray Indian Agency (Barton 1998:155–156). Myton continued to grow due to trading activities and allotment settlement, as well as a government-funded bridge that was constructed across the Duchesne River to improve trade routes (Barton 1998:154–160). Myton began to decline after a series of devastating town fires in 1915, 1925, and 1930; the suspension of banking activities at the Myton State Bank; and with the growth of Roosevelt, Utah (Barton 1998:160–161). The fires destroyed

multiple businesses, and the timing of the Great Depression prevented those businesses from recovering (Barton 1998:164). Although Myton's population has decreased since its height in the 1910s, the town has remained an important stop for the large volume of oil and gas traffic in the Uinta Basin.

Located at the mouth of Indian Canyon, Duchesne was founded as a trading post in 1905 when the U.S. Government opened the region to homesteading under the Allotment Act (Barton 2012b). Duchesne was originally named "Dora," after town founder A.M. Murdock's daughter and later changed to "Theodore" after President Theodore Roosevelt (Barton 2012b). The town was renamed "Duchesne" in 1911 to prevent mail delivery confusion with nearby Roosevelt, also named for the President (Barton 1998:182, 2012b). Duchesne was chartered as a town in 1913, and incorporated in 1917 (Barton 1998:182). The town experienced some decline when the Bank of Duchesne failed in 1921 (Barton 1998:184). Duchesne's early growth and commercial activities were fueled by mining and agricultural activities (Barton 1998:183). Duchesne's economic base currently is farming and the oil and gas industry (Barton 2012b).

Indian Canyon has been used as a transportation route since early settlement in the region (Barton 1998:116). Initial improvements to the road through the canyon to the railroad at Castle Gate were finished by 1919 and allowed farmers to transport their crops to the railroad faster (Barton 1998:221). The improvements eliminated dangerous portions of road and shaved off several miles (Barton 1998:221). A state road was built through Indian Canyon after World War II, but it was not until the 1970s when the Indian Canyon road was "completely reworked [and] widened, and at places the old route was abandoned in favor of better grades and less turns" (Barton 1998:280).

Little information exists about the history of Whitmore Park. It is named after J. M. Whitmore, who established a grazing claim on public lands in the area ca. 1900. The land was later granted to the Denver and Rio Grande Railroad in ca. 1908 (Strack 2019; Van Cott 1990:397).

Wells Draw was originally known as Gamma Grass Canyon. It was renamed in 1891 after Owen Smith established a well and stage stop at what would become known as "Smith Wells." Significant commercial traffic passed along Nine Mile Road past the location of Smith Wells in what is now Wells Draw. Smith Wells served as a waystation for travelers on the road, as well as an overnight stage stop. By 1905 commerce began to drop off from Nine Mile Road due to several causes: the construction of the Uintah Railway to Dragon, Utah, in 1904; the abandonment of Fort Duchesne by the army in 1912; and the construction of improved roads into the Uinta Basin starting in 1915. By 1922 Smith Wells was largely abandoned (Jenson 1993).

In 1914, the first ocean-to-ocean scenic highway, which would cross Utah, went into the planning stages (Burton 1996:208). Part of the "planning" was to use established routes across the American West for the transcontinental highway system. Given this, Salt Lake City became a north-south, east-west hub for highway connections. The old wagon routes across the Uinta Basin that connected Heber City, Utah, and Dinosaur, Colorado, including Vernal's Main Street (which had been paved in 1899), were chosen to become part of this highway system. The result was the Victory Highway, since designated US 40, which was the first all-weather, direct transcontinental route across the United States. It began in Atlantic City, New Jersey, and ended in San Francisco, California, and was approximately 3,022 miles long. Dedicated to World War I veterans, the Victory Highway follows portions of the historical Dominguez and Escalante Trail in eastern Utah (Mead and Hunt, Inc. 2011:10) and the Midland Trail in western Colorado. With the completion of the Victory Highway through the Uinta Basin, it became part of the highway system in 1926, and by the late 1930s, the Victory Highway was paved from Vernal east and connected to the paved portion of the Victory Highway in Colorado (Burton 1996). It has been continuously improved since then. Unlike the National Road and the Lincoln Highway (two other famous highways in Utah), the Victory Highway has not lost its original designation as "Route 40" as far west as Park City, Utah (Brusca 2019).

The Great Depression significantly affected the region. Farmers, once able to grow successful crops like alfalfa or collect honey from bee colonies used to pollinate alfalfa fields, were initially hit hard by

infestations of grasshoppers in the early 1920s. In addition, competition abroad and from growers in the Midwestern United States, persistent drought conditions from 1925 to 1936, and the degradation of the quality of alfalfa seeds by weeds and parasites also impacted local farmers (Barton 1998; Watt 1997). Cattle and sheep ranchers were affected by drought conditions that reduced the acreage of good grazing lands, and also by the poor economic conditions of the livestock industry during the Great Depression. Nearly all of the agricultural or ranching economies in the region were affected by the drought, the overproduction of goods, and poor market prices. Several relief and assistance programs were created by the federal government and supported by state and county governments across the United States. These programs were designed to assist farmers and ranchers and to correct the agricultural marketing and production structure of the nation (Barton 1998; Burton 1996; Watt 1997).

Other New Deal federal programs provided employment for the numerous people out of work due to the collapse of the agricultural and ranching industry. These programs hired men to work civic improvement jobs for the county or other government entities; jobs included road construction and repairs on streets in towns or farm and larger transportation routes, laying concrete sidewalks in towns, improving town parks, and improving drinking water supplies in towns and drinking water needs in rural areas (Barton 1998; Burton 1996; Watt 1997). Large water reclamation and land rehabilitation projects were also implemented and accomplished by the Civilian Conservation Corps, which hired some local men to work on the projects and supported communities by purchasing the supplies and equipment locally to be used on these projects (Burton 1996).

World War II was an important period of change for Uinta Basin agriculture. "World War II ushered in another round of agricultural consolidation…. With tractors and other machinery, those who stayed on the land became more productive and enlarged their holdings." In many cases, this meant a decreased number of farms and farmers but greater prosperity overall, and in the Uinta Basin agriculture remained a key part of the economy (Johnson 1998:186).

The increase in agricultural prices and, correspondingly, increased production meant that in many ways the patterns of World War I were repeating themselves for Utah's farmers. But many had learned a valuable lesson.

> Today with a defense program which indicates greatly increased buying power for the consumer because of increased employment, and war markets through our exportation of foodstuffs and materials to Britain, our livestock men are faced with the possibility, but not the probability, of having these cycles of 'boom days' and ensuing slumps. Armed with the knowledge of the effects of the last war our stock growers are preparing to do their part, but their plans are to reduce their indebtedness and make needed replacements on their outfits with their greater profits. (Willison n.d. [1940]:67)

This wariness of repeating the errors of the previous decades extended to the use of rangelands. Ranchers were fully aware of the dangers of overstocking and were determined not to increase stock production "at the expense of the range" (Willison n.d. [1940]:67). Instead, they worked to stock the range at its highest carrying capacity and then "supplemented with the finishing and supplementary feeds raised on the farm-ranches" (Willison n.d. [1940]:67).

Because of the personnel needs of the war, farm labor shortages were a problem in the Uinta Basin. In order to adapt, some farms adopted modern machinery such as tractors, which were financed through increased prices for farm products (Johnson 1998:185). In other cases, outside sources of labor provided relief. For example, the 1940s saw the introduction of Mexican sheep-shearing crews by "big outfits"; the crews often served multiple ranches (Burton 1996:111).

Farming, Ranching, and Resource Extraction (1949–present)

Shortly after the war, the region saw a time of economic stability and increase. The total number of farms declined and the overall size of the farms increased (Barton 1998). Agricultural productivity increased with the use of mechanized farm equipment. Raising cattle and dairy cows was also an important industry after the war. With the oil boom, the economy surrounding agriculture and ranching began to shift in the late 1950s. Farmers and ranchers often leased part of their land for oil drilling and pumping, which greatly increased their incomes and allowed them to purchase more land (Barton 1998). However, land prices and interest rates increased in the 1970s, and some farmers with smaller holdings sought to consolidate. Ultimately, the inflated and fluctuating prices of land, equipment, and goods reduced the number of farms in the Uinta Basin as well as changed the type of crops produced. Agricultural activities moved away from food crops to crops grown to support livestock and associated industries (Barton 1998).

The oil industry in the Uinta Basin boomed shortly after World War II with the discovery of major oil reserves near Roosevelt in 1949 (Burton 1996; Spangler 2002). Due to this find and the extensive nature of the reserve, oil companies gathered in the Uinta Basin and established other oil fields. To support the oil industry, pipelines were built to transport petroleum from the oil fields to Salt Lake City refineries as early as 1939 (Spangler 2002). The first oil refinery was built in the Uinta Basin in 1941 in the town of Jensen but closed after 1948 (Spangler 2002). Additional businesses were founded to support the oil and natural gas industry, including construction, tool, pipeline, and oil hauling companies (Barton 1998).

The Uinta Basin has seen several boom and bust cycles in relation to economic development and the oil and natural gas industry. In the 1950s, exploration for these two resources was at a high, with a slowdown and a crash in the 1960s, then another boom in the 1970s (Burton 1996; Spangler 2002). In the modern day the oil industry is still subject to peaks and slumps, although the advent of new technology and the ability to extract oil from sources previously thought to be too difficult has offered some longer-term support to the industry.

The coal mining industry in the northern Colorado Plateau continued to slow production due to a reduction in coal prices and the national movement toward oil and natural gas (Watt 1997). Mining companies reduced the number of miners they hired after the Great Depression, though some mines were revived for very short periods of time after the Depression, such as during World War II or during the 1970s, before closing again in the 1980s (Watt 1997). As mines closed and mining companies moved out the region, local communities and economies declined as well. In addition, other industries also experienced declines, such as some of the railroad companies that worked with the mining companies to transport coal.

During the early years of the Cold War, Duchesne County temporarily became an important area for the prospecting and mining of uranium (Barton 1998). Several mining claims were opened and operated for a short time before larger deposits were discovered in regions out of the county.

Starting in the 1970s the population in the Uinta Basin significantly increased with the oil and natural gas industry as well as the Central Utah Project, an aspect of the Colorado River Storage Project for which several massive reclamation projects, including reservoirs, dams, and irrigation projects, were constructed along the upper Colorado River (Barton 1998; Burton 1996). As part of the increase in local populations, towns quickly upgraded public services by modernizing water and sewer systems, increasing law enforcement and health department personnel, and expanding and adding new schools. The region also saw an increase in housing. Road systems grew and improved to support the economic activities and the increasing population, which in turn brought additional development and diversity to the Uinta Basin and northern Colorado Plateau to improve the lives of the residents.

SURVEY RESULTS

In all, 80 properties with historic-age architectural resources were documented within the current survey area (see Table 9). Of these 80 properties, five were previously recorded and 75 were newly recorded. All previously recorded properties were revisited and re-recorded during fieldwork. A description and one or more photographs of the principal building or structure on each property are presented in Table 9, along with a description of significant alterations that may affect each property's integrity and recommendation regarding its NRHP eligibility. In this table, properties listed as ES are recommended eligible under NRHP Criteria A and C while properties listed as EC are recommended eligible under NRHP Criterion A only; NC properties are not recommended eligible under any NRHP criterion. Previously evaluated properties and changes to their eligibility status are noted in Table 7; more detailed information on these properties is summarized in Table 9.

Three properties appear in both the architecture and archaeology reports (Table 8). This is because the properties contain both historic architecture and archaeological resources. In cases where a property appears in both reports, it is identified using both its architectural identifier and its Smithsonian trinomial, to allow the property to be cross-referenced. The archaeological and architectural components are discussed separately in the reports. The architecture report addresses only architectural components. The archaeology report addresses archaeological components and notes the presence of buildings but does not discuss them in detail.

Table 8. Resources Included in Architecture and Archaeology Reports

Architectural Report Parcel Number/ID Number	Archaeological Report Smithsonian Trinomial
UDSH ID 42465	42DC348
170720004	42UN8923
2A-0313-0000	42CB1898

Note: UDSH = Utah Division of State History.

Table 9. Summary of Architectural Resources of Historic Age in the Survey Area

Note: BLM = Bureau of Land Management, EC = eligible/contributing, ES = eligible/significant, NC = ineligible/non-contributing, NRHP = National Register of Historic Places; SITLA = State of Utah School and Institutional Trust Lands Administration; UDSH = Utah Division of State History, USFS = U.S. Forest Service.

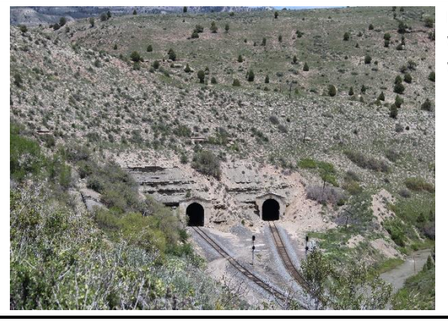
[*] ? indicates an estimated address.

[†] Date estimate based on Lechert and Oliver (2014).

[‡] For parcels under federal or state agency ownership, parcel data is not available. Those parcels that have been previously surveyed are labeled by UDSH Record ID. Newly surveyed parcels are in numerical order with the agency of ownership indicated in parentheses as BLM, SITLA, or USFS.

[§] No access to property within easy visual range, so photograph is distant. Observations made in field using binoculars.

Current Parcel Number (County)	Street Address[*]	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
330610001 (Utah)	? 22572 South Beaver Creek Road Castle Gate (vicinity) Approximately 1 mile south of U.S. Highway (US) 6 between Mile Post (MP) 219 and 220	Private	Ca. 1930	One-story building with hipped roof clad in corrugated metal. The building is located at a gravel quarry or material extraction site. However, access to the property was restricted at the time of the survey and visibility was poor from the right-of-way (ROW). For these reasons, the use, type, and style could not be determined. One contributing resource was observed.[§]	Undetermined Unknown		Whitmore Park	Whitmore Park Map 2
330700016 (Utah)	? 31368 East Emma Park Road Castle Gate (vicinity) At the intersection of Emma Park Road and US 6	Private	Ca. 1960	The outdoor recreation area (and/or pull-off) consists of a circular gravel drive. Historical topographic maps indicate this was the site of a picnic area, although no structures or signs were extant to verify this use. Alterations likely include changes to the site configuration. No buildings or structures were observed.	NC Not eligible		Indian Canyon Whitmore Park Wells Draw	Indian Canyon Map 2 Whitmore Park Map 2 Wells Draw Map 2
330840001 (Utah)	? Emma Park Road Castle Gate (vicinity) Approximately 0.75 mile east of the intersection with US 6	Private	Ca. 1950	The animal facility is a small corral constructed of railroad tie posts and board rails; it is located on open rangeland near Emma Park Road. Alterations include metal gates replacing the original gates. This is an isolated agricultural resource and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Indian Canyon Whitmore Park Wells Draw	Indian Canyon Map 2 Whitmore Park Map 2 Wells Draw Map 2

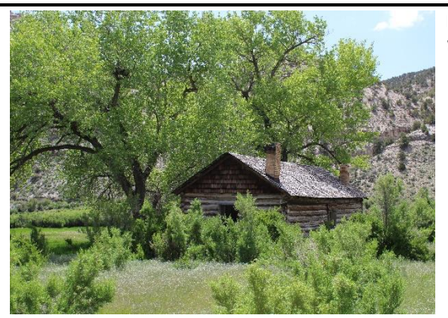
Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
330970001 (Utah)	? Emma Park Road Castle Gate (vicinity) Approximately 2.25 miles east of the intersection with US 6	Private	Ca. 1930	The road transportation related structure is a timber stringer bridge. Abutments are constructed of formed concrete and coursed rough stones that support the timber stringers. The stringers have collapsed and most decking is missing. Alterations include a change in the road alignment. No visibly associated buildings or structures were observed.	NC Not eligible		Indian Canyon Whitmore Park Wells Draw	Indian Canyon Map 3 Whitmore Park Map 3 Wells Draw Map 3
330970002 (Utah)	? Emma Park Road Castle Gate (vicinity) Approximately 2.5 miles east of the intersection with US 6	Private	Ca. 1930	The road transportation related structure is a timber stringer bridge. Abutments are constructed of coursed stones that support timber stringers and plank decking. The bridge is mostly collapsed and the road alignment changed. Additional alterations include replacement stringers and decking. No visibly associated buildings or structures were observed.	NC Not eligible		Indian Canyon Whitmore Park Wells Draw	Indian Canyon Map 3 Whitmore Park Map 3 Wells Draw Map 3
2A-0312-005F (Carbon)	? US 6 Castle Gate (vicinity) Approximately 1 mile south of Emma Park Road between MPs 222 and 223 on US 6	BLM	Ca. 1920	The railroad transportation related structure includes two tunnels exhibiting the Neoclassical style. The tunnels are excavated through bedrock and the entrances are constructed of formed concrete.	EC NRHP Criterion A		Indian Canyon Whitmore Park Wells Draw	Indian Canyon Map 2 Whitmore Park Map 2 Wells Draw Map 2

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
330970015 (Utah)	? Horse Creek Road Castle Gate (vicinity) Approximately 0.5 mile north of Emma Park Road, 4 miles east of the intersection with US 6	Private	Ca. 1940	One-story agricultural (general) building with a side-gable roof covered with corrugated metal. Access to the property was restricted at the time of the survey and visibility was poor from the ROW. For these reasons, the use, type, and style could not be determined. One non-contributing outbuilding and two contributing outbuildings of similar historic age were observed. These appear to be isolated agricultural resources and not visibly associated with a principal dwelling or a larger farm or ranch. §	Undetermined Unknown		Whitmore Park	Whitmore Park Map 3
2A-0313-0000 (42CB1898) (Carbon)	? Emma Park Road Castle Gate (vicinity) Approximately 4.5 miles southeast of the intersection with US 6	Private	Ca. 1900	The principal structure on this agricultural property is a large corral constructed of railroad tie posts and board rails. Alterations include metal gate replacements. There are two contributing resources: a one-story, single-family, single-cell log cabin exhibiting Vernacular style (Early Twentieth Century: Other) dating to ca. 1900 and transmission line utility poles dating to ca. 1940. One corral (recommended EC) was observed in the vicinity on the adjacent Parcel 2A-0312-0001; although the corral is on a separate parcel. it may historically have been related to the resources on 2A-0313-0000.	EC NRHP Criterion A	  	Indian Canyon Wells Draw	Indian Canyon Map 4 Wells Draw Map 4

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
2A-0312-0001 (Carbon)	? Emma Park Road Castle Gate (vicinity) Approximately 4.75 miles southeast of the intersection with US 6	Private	Ca. 1900	The animal facility is a small corral constructed of vertical wood posts with barbed wire. Alterations include removed fencing material and deterioration. The corral may be contributing to the adjacent cabin located on Parcel 2A-0313-0000.	NC Not eligible		Indian Canyon Wells Draw	Indian Canyon Map 4 Wells Draw Map 4
2A-0344-0000 (Carbon)	? Quarry Road Castle Gate (vicinity) Approximately 0.5 mile north of Emma Park Road, 2.75 miles west of the intersection with US 191	Private	Ca. 1900	One-story, single-family, single-cell log cabin exhibiting the Vernacular style (Early Twentieth Century: Other). The exterior walls are constructed of stacked logs. The front-gable roof is covered in wood planks. No alterations were observed. No outbuildings were observed. §	EC NRHP Criterion A		Indian Canyon Whitmore Park Wells Draw	Indian Canyon Map 4 Whitmore Park Map 4 Wells Draw Map 4
00-0028-1745 (Duchesne)	? Argyle Canyon Road Castle Gate (vicinity) Approximately 1.25 miles east of US 191 between MPs 266 and 267	Private	Ca. 1940	One-story, single-family dwelling exhibiting Vernacular style (Early Twentieth Century: Other). The residence is set on wood post piers with weatherboard and stacked log walls. The front-gable roof is covered in sheet metal. Additions have been made to the side of the building and alterations include replacement windows. Two contributing outbuildings were observed.	NC Not eligible		Indian Canyon Whitmore Park Wells Draw	Indian Canyon Map 9 Whitmore Park Map 9 Wells Draw Map 8

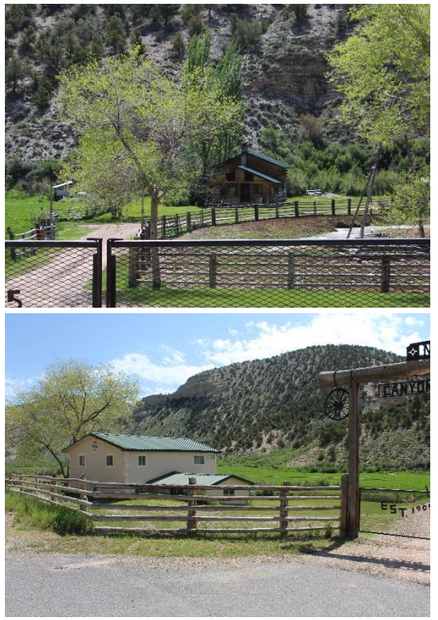
Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0011-0373 (Duchesne)	22881 South US 191 Duchesne (vicinity)	Private	1924†	One-story, single-family, single-cell dwelling exhibiting National Folk style (Early Twentieth Century: Other). The residence rests on a mortared stone foundation with walls clad in wood drop-siding. The side-gable roof is covered in corrugated metal. One contributing building with a hipped roof was observed that is a secondary residence. Two non-contributing outbuildings were observed.	EC NRHP Criterion A		Indian Canyon Whitmore Park	Indian Canyon Map 13 Whitmore Park Map 14
00-0011-0340 (Duchesne)	? US 191 Duchesne (vicinity) Near Jones Hollow, southwest of Duchesne, near MP 276	Private	Ca. 1910	The principal building on this agricultural property is a one-story, single-family dwelling exhibiting National Folk style (Early Twentieth Century: Other). The residence rests on a mortared stone foundation. Exterior cladding includes weatherboard walls and plywood under the gable ends. The front-gable roof is covered in corrugated metal. Alterations include replacement of exterior cladding. Three contributing outbuildings were observed.	NC Not eligible		Indian Canyon Whitmore Park	Indian Canyon Map 13 Whitmore Park Map 14

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
No Parcel No. (USFS) UDSH ID: 42465‡ (42DC348) (Duchesne)	? Forest Route 153 Duchesne (vicinity) East of US 191 at MP 272 in Duchesne Ranger District, Ashley National Forest, approximately 25 miles south of Duchesne	USFS	1914	The Indian Canyon Ranger Station is a one-story, institutional residence constructed for the USFS. The foundation is fieldstone and mortar. The building is clad in sawed-log siding with shingles in the gable ends. The side-gable roof is covered in wood shingles. The 1999 NRHP nomination notes three contributing and two non-contributing outbuildings; however, none were observed during the survey.	ES NRHP Listed under Criteria A and C The property was previously recorded. The eligibility recommendation has not changed.	 	Indian Canyon Whitmore Park	Indian Canyon Map 8 Whitmore Park Map 8
00-0010-8088 (Duchesne)	? Right Fork Indian Canyon Road Duchesne (vicinity) Approximately 1.75 miles west of MP 285 on US 191, southwest of Duchesne	Private	Ca. 1910	One-story, single-family, single-cell log cabin exhibiting Vernacular style (Early Twentieth Century: Other). The walls are constructed of logs joined with square notching. The roof was originally front-gable although all roofing material has been lost. No alterations were observed. No outbuildings were observed.	EC NRHP Criterion A		Indian Canyon Whitmore Park	Indian Canyon Map 16 Whitmore Park Map 17

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0009-9329 UDSH ID: 24191 (Duchesne)	? US 191 Duchesne (vicinity) Near MP 288, southwest of Duchesne	Private	Ca. 1910	The principal building on this agricultural property is a one-story, single-family, single-cell log cabin exhibiting Vernacular style (Early Twentieth Century: Other). The walls are of saddle-notched, round logs with wood shingles in the gable ends. The side-gable roof is covered in wood shingles. Brick chimneys rise from both ends of the roof slope. Doors and windows are missing although the openings remain. Six contributing outbuildings were observed.	ES NRHP Criteria A and C The property was previously recorded. The eligibility recommendation has not changed.	 	Indian Canyon Whitmore Park	Indian Canyon Map 15 Whitmore Park Map 16

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0009-9287 (Duchesne)	? US 191 Duchesne (vicinity) Near MP 289, southwest of Duchesne	Private	Ca. 1911†	The principal building on this agricultural property is a one-story, single-family, single-cell log cabin exhibiting Vernacular style (Early Twentieth Century: Other). The walls are constructed of saddle-notched, round logs. The side-gable roof is covered with wood shingles. The original door and window openings remain, but the windows and doors are no longer present. Five contributing resources are located 0.10 mile east, including a barn constructed of square-notched, hewn logs. One non-contributing outbuilding is located 0.5 mile southwest on the same parcel.	ES NRHP Criteria A and C	 	Indian Canyon Whitmore Park	Indian Canyon Map 15 Whitmore Park Map 16
00-0009-9154 (Duchesne)	? US 191 Duchesne (vicinity) Near MP 290, southwest of Duchesne	Private	Ca. 1910	The road transportation structure is a log-stringer bridge with multiple layers of wood board decking laid perpendicularly. Portions of the wood decking are no longer intact. Alterations include realignment of the road and installation of a modern culvert.	NC Not eligible		Indian Canyon Whitmore Park	Indian Canyon Map 19 Whitmore Park Map 20

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0031-5370 (Duchesne)	? 28265 West Right Fork Indian Canyon Road Duchesne (vicinity) Near MP 285 on US 191, southwest of Duchesne	Private	Ca. 1975	The principal building on this agricultural property is a one-story, single-family, single-wide mobile home exhibiting characteristic stylistic elements of Late Twentieth Century Mobile Home (General). The exterior is clad with corrugated metal and the flat roof is clad with metal. Alterations include the replacement of windows. One contributing outbuilding and one non-contributing outbuilding were observed.	NC Not eligible	 	Indian Canyon Whitmore Park	Indian Canyon Map 16 Whitmore Park Map 17
00-0010-7882 (Duchesne)	? US 191 Duchesne (vicinity) Near MP 285, southwest of Duchesne	Private	Ca. 1950	The principal building is a loafing shed with an associated corral. The shed is constructed of vertical board walls with a shed roof covered in corrugated metal. Alterations include the replacement plywood gates/stall doors. The corral was the one contributing outbuilding observed. These are isolated agricultural resources and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible	 	Indian Canyon Whitmore Park	Indian Canyon Map 16 Whitmore Park Map 17

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0010-7965 (Duchesne)	? 16251 South US 191 Duchesne (vicinity) Near MP 285, southwest of Duchesne	Private	Ca. 1905	The principal building on this agricultural property is a one-and-one-half story, single-family dwelling exhibiting National Folk style (Early Twentieth Century: Other). The exterior walls are constructed of saddle-notched, stacked logs. The front-gable roof is covered in corrugated metal. The primary residence may have been altered with an additional half story on the rear of the house, a front porch, and new windows and doors. A secondary residence was observed that may be a basement house/hope house. One non-contributing outbuilding and nine contributing outbuildings were also observed.	EC NRHP Criterion A	 	Indian Canyon Whitmore Park	Indian Canyon Map 15 Whitmore Park Map 16
00-0009-7562 (Duchesne)	? Sowers Canyon Road Bridgeland (vicinity) Approximately 5.25 miles south of the intersection of Antelope Canyon Road and US 40 between MPs 96 and 97	Private	Ca. 1910	One-story, single-family, double-cell log cabin exhibiting Vernacular style (Early Twentieth Century: Other). Walls are constructed of square-notched, round logs. The roof rafters of the front-gable roof extend to cover a deep porch. Windows and doors are no longer present, although the openings remain intact. Nearly all the wood plank roofing material is missing. No outbuildings were observed.	EC NRHP Criterion A		Indian Canyon Whitmore Park	Indian Canyon Map 23 Whitmore Park Map 24

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0009-7539 (Duchesne)	? Sowers Canyon Road Bridgeland (vicinity) Approximately 4.5 miles south of the intersection of Antelope Canyon Road and US 40 between MPs 96 and 97	Private	Ca. 1930	The principal building on this agricultural property is a one-story, single-family, rectangular block dwelling exhibiting Minimal Traditional style. The foundation is constructed of formed concrete; the walls are clad in stucco; and the side-gable roof is covered in asphalt shingles. The residence is part of an agricultural property. Alterations include a new door, windows, exterior cladding, and roofing. Eight contributing outbuildings were observed.	NC Not eligible	 	Indian Canyon Whitmore Park	Indian Canyon Map 23 Whitmore Park Map 24

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0009-7521 (Duchesne)	? 13079 South Antelope Canyon Road Bridgeland (vicinity) Approximately 3.5 miles south of the intersection of Antelope Canyon Road and US 40 between MPs 96 and 97	Private	Ca. 1905	The principal building on this agricultural property is a one-story, single-family manufactured home that postdates the outbuildings. The dwelling exhibits elements of the Late Twentieth Century Manufactured Home style, dating to ca. 1990. It rests on a formed concrete foundation. The exterior cladding is vinyl siding. The side-gable roof is covered with composite shingles. Three earlier residences are located on the property, including a two-story, single-family World War II (WWII)-Era Cottage type residence exhibiting Late Twentieth Century: Other style with board and batten exterior walls and a standing seam metal side-gable roof; a one-story, single-family, single-cell log cabin with saddle-notched, round log walls and a front-gable roof clad in corrugated metal; and a one-story, single-family, single-cell residence clad in stucco with a side-gable roof. Twenty-nine contributing outbuildings and one non-contributing outbuilding are present.	NC Not eligible	 	Indian Canyon Whitmore Park	Indian Canyon Map 22 Whitmore Park Map 23

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0009-7505 (Duchesne)	? 13025 West Shearing Corral Cutoff Road Bridgeland (vicinity) Approximately 3.5 miles south of the intersection of Antelope Canyon Road and US 40 between MPs 96 and 97	Private	Ca. 1940	The primary building is an agricultural (general) type building. There is no foundation; posts for the wall framing are driven into the ground. The exterior cladding and roofing material appear to be corrugated metal. The building is largely collapsed. No other discernable alterations were observed. Three contributing outbuildings and one non-contributing outbuilding were observed. These are isolated agricultural resources and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible	 	Indian Canyon Whitmore Park	Indian Canyon Map 22 Whitmore Park Map 23
00-0009-5731 (Duchesne)	6001 West 11350 South Myton (vicinity)	Private	Ca. 1940	One-story, single-family dwelling. Type, style, materials, and alterations were not discernable due to restricted access and limited visibility from the ROW.§	Undetermined Unknown		Indian Canyon Whitmore Park	Indian Canyon Map 24 Whitmore Park Map 25

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0028-9888 (Duchesne)	5751 West 11350 South Myton (vicinity)	Private	Ca. 1970	One-story, single-family Ranch type house exhibiting elements of Late Twentieth Century: Other style. Exterior cladding is aluminum siding. The side-gable roof is covered with corrugated metal. Alterations include new windows, doors, a door surround, a removed porch or awning, and possibly new siding. Five contributing outbuildings were observed.	NC Not eligible		Indian Canyon Whitmore Park Wells Draw	Indian Canyon Map 27 Whitmore Park Map 28 Wells Draw Map 24
00-0009-5632 (Duchesne)	? 5670 West 11350 South Myton (vicinity)	Private	Ca. 1970	One-story, single-family, single-wide Mobile Home (General) single-family dwelling exhibiting characteristic elements of Late Twentieth Century Mobile Home style. Exterior cladding and roof cladding are corrugated metal. Alterations include a new door, the gable-roofed structure built over the original, and an added porch with concrete pad. One non-contributing outbuilding was observed.	NC Not eligible		Indian Canyon Whitmore Park	Indian Canyon Map 27 Whitmore Park Map 28
00-0009-5640 (Duchesne)	5660 West 11350 South Myton (vicinity)	Private	Ca. 1975	Two-story, single-family, Split Entry with Garage type dwelling exhibiting Ranch/Rambler (General) style. The foundation is constructed of formed concrete. The exterior is clad in brick on the lower half-story and aluminum siding on the upper story. The side-gable roof is clad in composite shingles. Alterations include new doors and windows. No outbuildings were observed.	NC Not eligible		Indian Canyon Whitmore Park	Indian Canyon Map 27 Whitmore Park Map 28

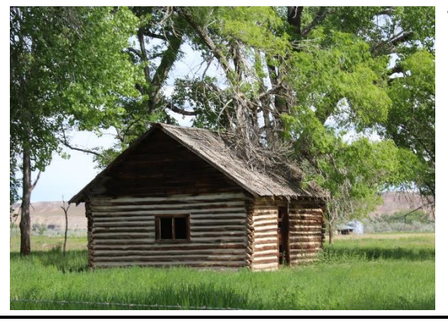
Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0009-5608 (Duchesne)	? 5269 West 11050 South Myton (vicinity)	Private	Ca. 1905	The principal building on this agricultural property postdates the associated outbuildings, which date to ca. 1905. It is a one-story, single-family dwelling exhibiting Late Twentieth Century: Other style dating to ca. 1990. The exterior is clad in stucco and the side-gable roof in corrugated metal. Four contributing outbuildings and one non-contributing outbuilding were observed. §	NC Not eligible		Indian Canyon Whitmore Park Wells Draw	Indian Canyon Map 27 Whitmore Park Map 28 Wells Draw Map 24
00-0009-5590 (Duchesne)	? 4981 West 11050 South Myton (vicinity)	Private	Ca. 1950	This agricultural property includes resources on either side of the road. The principal building is a one-story, single-family Ranch (General) type dwelling exhibiting elements of the Ranch (General) style. Exterior cladding is red brick with vinyl siding in the gable ends. The side-gable roof is clad in composite shingles. An attached garage was added to the residence. Alterations include new windows and vinyl siding. Adjacent to the house, one contributing and three non-contributing were observed. Across the street, seven contributing outbuildings were observed, including a one-story agricultural (general) type building with walls of concrete block and horizontal board in the gable ends. The side-gable roof is covered with corrugated metal.	NC Not eligible	 	Indian Canyon Whitmore Park	Indian Canyon Map 27 Whitmore Park Map 28
00-0901-3552 (Duchesne)	Myton Pumping Station ? South 4500 West Myton (vicinity) Northwest of the intersection of South 4500 West and West 10000 South, approximately 3 miles south of Myton	Private	Ca. 1950	One-story energy facility exhibiting elements of Brutalist style. Exterior cladding is concrete panel walls with a flat roof. Three contributing buildings and eight non-contributing buildings were observed.	EC NRHP Criterion A		Indian Canyon Whitmore Park	Indian Canyon Map 26 Whitmore Park Map 27

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0034-0737 (Duchesne)	? 9811 South 4500 West Myton (vicinity) Northeast of the intersection of South 4500 West and West 10000 South, approximately 3 miles south of Myton	Private	Ca. 1920 Ca. 1960	One-story, single-family, Ranch type residence exhibiting elements of Ranch (General) style. The foundation is constructed of formed concrete. Exterior cladding is red brick veneer with vinyl siding in the gable ends. The side-gable roof is clad with corrugated metal. Alterations include new windows and doors. Two additions have been made to the house, including an attached garage. One non-contributing outbuilding and seven contributing outbuildings were observed, including the original ca. 1920 front-gable house. It is clad in stucco with a wood shingle roof.	NC Not eligible	  	Indian Canyon Whitmore Park	Indian Canyon Map 26 Whitmore Park Map 27
00-0009-5335 (Duchesne)	? 4365 West 10000 South Myton (vicinity) East of the intersection of South 4500 West and West 10000 South, approximately 3 miles south of Myton	Private	Ca. 1975	Two-story, single-family, Split Entry with Garage type dwelling exhibiting Split Entry (General) style. The foundation is constructed of formed concrete and the exterior cladding is tan brick veneer and vertical wood board. The low-pitch side-gable roof is clad with composite shingles. No discernable alterations were observed, although the windows may be new. One non-contributing outbuilding was observed.	EC NRHP Criterion A		Indian Canyon Whitmore Park	Indian Canyon Map 26 Whitmore Park Map 27

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0009-4684 (Duchesne)	? 4238 West 10000 South Myton (vicinity) East of the intersection of South 4500 West and West 10000 South, approximately 3 miles south of Myton	Private	Ca. 1930	One-story, single-family dwelling with a side-gable roof that is clad in metal. Type, style, materials, and alterations were not able to be determined due to restricted access and limited visibility from the ROW. No outbuildings were observed. §	Undetermined Unknown		Indian Canyon Whitmore Park	Indian Canyon Map 26 Whitmore Park Map 27
00-0030-8217 (Duchesne)	? 3728 West 10000 South Myton (vicinity) East of the intersection of South 4500 West and West 10000 South, approximately 3 miles south of Myton	Private	Ca. 1960	One-story, single-family, single-wide Mobile Home (General) single-family dwelling exhibiting elements of Mobile Home (General) style. The dwelling rests on a concrete block foundation. Exterior cladding is corrugated metal. Flat metal covers the side-gable roof. Alterations include new doors and windows. A south addition has been removed. One contributing outbuilding was observed.	NC Not eligible		Indian Canyon Whitmore Park	Indian Canyon Map 26 Whitmore Park Map 27

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0035-1072 (Duchesne)	? 9938 South 3000 West Myton (vicinity) Northeast of the intersection of West 10000 South and South 3000 West, approximately 3 miles south of Myton	Private	Ca. 1955	One-story, single-family Box Ranch type dwelling exhibiting Post-War Box Ranch style. Exterior cladding is red brick with log veneer (Shevlin-type) siding in the gable ends. The side-gable roof is covered with composite shingles. Alterations include new windows and doors. Three contributing outbuildings and two non-contributing outbuildings were observed.	NC Not eligible	 	Indian Canyon Whitmore Park	Indian Canyon Map 26 Whitmore Park Map 27
00-0009-5418 (Duchesne)	? South 3000 West Myton (vicinity) Approximately 1 mile south of West 10000 South and South 3000 West, approximately 5 miles south of Myton	Private	Ca. 1950	One-story, agricultural shed type outbuilding with sheet metal exterior cladding. The front-gable roof is covered in corrugated metal. No discernable alterations were observed. Two contributing outbuildings were observed. These are isolated agricultural resources and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Indian Canyon Whitmore Park	Indian Canyon Map 27 Whitmore Park Map 28

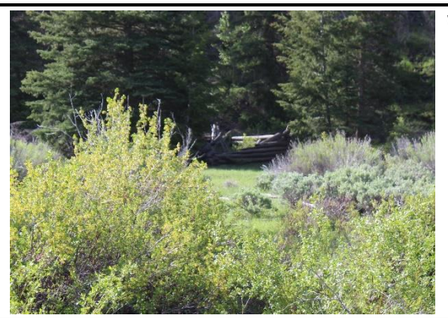
Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0009-3876 (Duchesne)	? 10791 South 3000 West Myton (vicinity) Approximately 1 mile south of West 10000 South and South 3000 West, approximately 5 miles south Myton	Private	Ca. 1950	One-story, single-family WWII-Era Cottage type dwelling exhibiting Minimal Traditional style. Exterior cladding is red brick with vertical board siding in the gable ends. The side-gable roof is covered in corrugated metal. Alterations include new windows and roof. One contributing outbuilding was observed.	EC NRHP Criterion A		Indian Canyon Whitmore Park	Indian Canyon Map 27 Whitmore Park Map 28
170700002 (Uintah)	? 1428 East 8250 South Myton (vicinity) Approximately 2 miles east of intersection with South 1000 West, approximately 6 miles east of Myton	Private	Ca. 1970	The principal building on this agricultural property is a one-story, single-family dwelling with a gable roof clad in corrugated metal. Visibility was limited from the ROW. For this reason, type, style, materials, and alterations could not be determined. Two contributing buildings and one non-contributing building were observed.§	Undetermined Unknown		Wells Draw	Wells Draw Map 27
170710009 UDSH ID: 125757 (Uintah)	? 2301 East 8250 South Myton (vicinity) Approximately 2.25 miles east of intersection with South 1000 West, approximately 6 miles east of Myton	Private	Ca. 1910	One-story, single-family, single-cell log cabin exhibiting Vernacular style (Early Twentieth Century: Other). The exterior is constructed of round logs joined with round notching. The front-gable roof is covered with wood planks. No alterations were observed. One contributing outbuilding was observed. §	EC NRHP Criterion A The property was previously recorded. The eligibility recommendation has not changed.		Wells Draw	Wells Draw Map 27

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
170720004 (Uintah) (42UN8923)	? 8656 South 3500 East Myton (vicinity) Approximately 4.25 miles east of the intersection with South 1000 West, approximately 7 miles east of Myton	Private	Ca. 1910	One-story, single-family, double-cell log cabin exhibiting Vernacular style (Early Twentieth Century; Other). The foundation is a wood sill and exterior walls are constructed of square-notched round logs in the west cell and half-square notched logs in the east crib. The side-gable roof is collapsed. The east crib is a later addition. No outbuildings were observed.	EC NRHP Criterion A		Indian Canyon Whitmore Park Wells Draw	Indian Canyon Map 28 Whitmore Park Map 29 Wells Draw Map 27
150310001 Resource A (Uintah)	? 8251 South 3500 East Myton (vicinity) Approximately 4.25 miles east of the intersection with South 1000 West, approximately 7 miles east of Myton	Private	Ca. 1940	One-story animal facility, livestock shed (miscellaneous) type building. The foundation and structural framing are constructed of formed concrete. Exterior walls are concrete block with plywood and battens in the gable ends. The side-gable roof is clad with corrugated metal. An addition has been added to the south end of the building. Alterations may include the replacement of windows with vents and blocking in a large garage opening on the street-facing elevation. One non-contributing outbuilding was observed.	NC Not eligible		Wells Draw	Wells Draw Map 27
150310001 Resource B (Uintah)	? At the intersection of South 3500 East and Myton Townsite Canal Road Myton (vicinity) Approximately 4.25 miles east of intersection with South 1000 West, approximately 7 miles east of Myton	Private	Ca. 1905†	One-story, single-cell type, single-family log cabin exhibiting Vernacular style (Early Twentieth Century: Other). Exterior walls are constructed of saddle-notched, round logs and horizontal wood siding in the gable ends. The side-gable roof is covered with wood shingles. The original doors and windows are missing, although the openings remain. No other discernable alterations were observed. No outbuildings were observed.	ES NRHP Criteria A and C		Wells Draw	Wells Draw Map 27

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
150300004 (Uintah)	3809 East 8000 South Myton (vicinity) Approximately 7 miles east of Myton	Private	Ca. 1940†	One-story, single-family, Cape Cod type dwelling exhibiting Minimal Traditional style. Exterior cladding is wood shingle siding and corrugated metal covers the side-gable roof. A shed-roof volume has been added to the east end of the building. Three contributing and two non-contributing outbuildings were observed.	EC NRHP Criterion A	 	Wells Draw	Wells Draw Map 27
150310019 (Uintah)	? 4026 East 8000 South Myton (vicinity) Approximately 7 miles east of Myton	Private	Ca. 1950	One-story, agricultural (general) outbuilding framed with wood and structural steel framing and sheet metal cladding. The building is largely collapsed with only two exterior walls partially extant. No outbuildings were observed.	NC Not eligible		Wells Draw	Wells Draw Map 27

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
150310018 (Uintah)	? 4124 East 8000 South Myton (vicinity) Approximately 7 miles east of Myton	Private	Ca. 1975	One-story, single-family, Ranch type dwelling exhibiting elements of the Ranch (General) style. The foundation is constructed of formed concrete. Exterior cladding is vinyl siding. The side-gable roof material is composite shingling. No alterations were observed. Two contributing outbuildings and two non-contributing outbuildings were observed.	EC NRHP Criterion A	 	Wells Draw	Wells Draw Map 30
00-0009-4049 (Duchesne)	? County Road 41 Myton (vicinity) Approximately 5 miles east of South 3000 West, approximately 8 miles southeast of Myton	Private	Ca. 1920	The animal facility is a small corral constructed of wood posts and rails. This is an isolated agricultural resource located on open rangeland and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Wells Draw	Wells Draw Map 28

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0011-3799 (Duchesne)	? Argyle Canyon Road Castle Gate (vicinity) Approximately 3 miles east of US 191 between MPs 266 and 267	Private	Ca. 1950	One-story, single-family dwelling. Exterior cladding is sawed log siding and the gable roof cladding is corrugated metal. Type, style, and alterations were not discernable due to limited visibility from the ROW. Two non-contributing outbuildings were observed.§	Undetermined Unknown		Wells Draw	Wells Draw Map 8
No Parcel No. 1 (SITLA)‡ (Duchesne)	? Argyle Canyon Road Castle Gate (vicinity) Approximately 5 miles east of US 191 between MPs 266 and 267	SITLA	Ca. 1920	The animal facility is a small corral constructed of vertical wood and railroad tie posts with log, sawed log, and metal rails. Alterations include new metal rails. No outbuildings were observed. This is an isolated agricultural resource and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Wells Draw	Wells Draw Map 8
No Parcel No. 2 (SITLA)‡ (Duchesne)	? Argyle Canyon Road Castle Gate (vicinity) Approximately 6 miles east of US 191 between MPs 266 and 267	SITLA	Ca. 1900	One-story, single-family, single-cell type log cabin dwelling. Exterior walls are constructed of saddle-notched, round logs. The roof is collapsed. The building is significantly deteriorated. No other discernable alterations were observed. No outbuildings were observed.	NC Not eligible		Wells Draw	Wells Draw Map 8

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0035-0193 (Duchesne)	? Argyle Canyon Road Castle Gate (vicinity) Approximately 7.25 miles east of US 191 between MPs 266 and 267	Private	Ca. 1900	One-story, single-family, single-cell type log cabin. The foundation is a log sill and the exterior walls are constructed of saddle-notched, round logs. The roof has collapsed and the building is significantly deteriorated. No other discernable alterations were observed. No outbuildings were observed.§	NC Not eligible		Wells Draw	Wells Draw Map 10
00-0011-5208 (Duchesne)	? Argyle Canyon Road Castle Gate (vicinity) Approximately 7.5 miles east of US 191 between MPs 266 and 267	Private	Ca. 1920	The principal building on this agricultural property is a one-story, camp/seasonal-housing, single-cell type dwelling exhibiting Vernacular (Early Twentieth Century: Other) style. Exterior is clad in vertical log siding. The front-gable roof is clad in wood planks. A small addition was adjoined to the rear of the building. Two contributing outbuildings were observed.	EC NRHP Criterion A	 	Wells Draw	Wells Draw Map 10

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0032-2860 (Duchesne)	? Argyle Canyon Road Castle Gate (vicinity) Approximately 9.25 miles east of US 191 between MPs 266 and 267	Private	Ca. 1910	One-story, single-family, single-cell type log cabin exhibiting Vernacular style (Early Twentieth Century: Other). The exterior is constructed of saddle-notched, round logs with a side-gable roof clad in wood planks. The building is significantly deteriorated and collapsed. No discernable alterations were observed. No outbuildings were observed.§	NC Not eligible		Wells Draw	Wells Draw Map 10
00-0011-5257 (Duchesne)	? 30259 West Argyle Canyon Road Castle Gate (vicinity) Approximately 11 miles east of US 191 between MPs 266 and 267	Private	1933†	The two principal buildings on the agricultural property are one-story, single-family, single-cell type log cabins exhibiting Vernacular style (Early Twentieth Century: Other). Both are constructed of saddle-notched, round logs; one has a front-gable roof (at left in photograph) clad with corrugated metal and milled lumber; one has a side-gable roof (at right) clad with asphalt shingles. Alterations include replaced roof material. Three contributing outbuildings and four non-contributing outbuildings were observed.	EC NRHP Criterion A		Wells Draw	Wells Draw Map 10
No Parcel No. 3 (BLM) ‡ (Duchesne)	? Rye Patch Road Myton (vicinity)	BLM	Ca. 1910	The agricultural (general) resource is a cairn constructed of dry-laid, stacked stone. It may be associated with the history of sheepherding in the region. No discernable alterations were observed. No visibly associated buildings or structures were observed. §	NC Not eligible		Wells Draw	Wells Draw Map 14

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
No Parcel No. 4 (BLM) ‡ (Duchesne)	? Cedar Road Myton (vicinity)	BLM	Ca. 1910	The animal facility is a small corral constructed of wood (unprocessed) posts and rails. No alterations were discernable. No outbuildings were observed. This is an isolated agricultural resource and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Wells Draw	Wells Draw Map 16
No Parcel No. 5 (BLM) ‡ (Duchesne)	? Five Mile Draw Road Myton (vicinity)	BLM	Ca. 1950	The animal facility is a corral constructed of vertical wood and railroad tie posts, wood rails, chain link fencing, and sheet metal. Alterations include the addition of chain link fencing and sheet metal. No outbuildings were observed. This is an isolated agricultural resource and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Wells Draw	Wells Draw Map 15
No Parcel No. 6 (BLM) ‡ (Duchesne)	? Horner Knoll Myton (vicinity)	BLM	Ca. 1910	The agricultural (general) resource is a cairn constructed of dry-laid, stacked stone. It may be associated with the history of sheepherding in the region. No discernable alterations were observed. No visibly associated buildings or structures were observed.	NC Not eligible		Wells Draw	Wells Draw Map 20

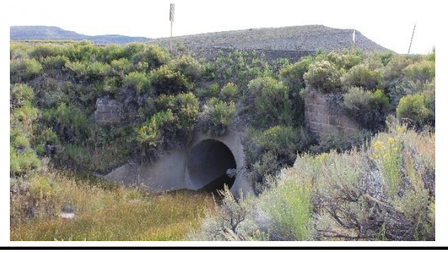
Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
No Parcel No. 7 (BLM) ‡ (Duchesne)	? Horner Knoll Myton (vicinity)	BLM	Ca. 1910	The agricultural resource is a cairn constructed of dry-laid, stacked stone. It may be associated with the history of sheepherding in the region. No discernable alterations were observed. No outbuildings were observed.	NC Not eligible		Wells Draw	Wells Draw Map 21
No Parcel No. UDSH ID: 28063‡ (Duchesne)	? Wells Draw Road Myton (vicinity)	BLM	Ca. 1890	The property includes two resources of partial walls constructed of dry-laid, stacked stone. This property has been previously surveyed and documented as Smith's Well. Much of the exterior walls and roofs are no longer extant. For this reason, the resource use, type, and style are not able to be interpreted or readily known. No outbuildings were observed.	EC NRHP Criterion A The property was previously recorded. Its eligibility was previously recorded as "Undetermined".	 	Wells Draw	Wells Draw Map 22

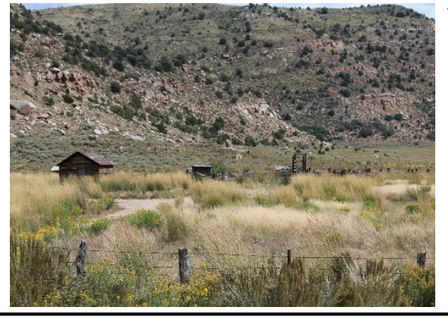
Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
No Parcel No. 8 (BLM) ‡ (Duchesne)	? Horner Knoll Myton (vicinity)	BLM	Ca. 1950	The animal facility is a small corral (or fenced pasture) constructed of vertical wood and metal posts with wire fencing and barbed wire. Alterations include the replacement of posts with modern metal posts. No outbuildings were observed. This is an isolated agricultural resource and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Wells Draw	Wells Draw Map 22
00-0034-1071 (Duchesne)	12778 South Pleasant Valley Road Myton (vicinity)	Private	Ca. 1950	One-story, single-family, single-wide Mobile Home (General) single-family dwelling exhibiting elements of Mobile Home (General) style. The exterior is clad in corrugated metal and has a flat roof. Alterations include new windows and inoperable shutters. Four contributing outbuildings were observed, including a large one-story, agricultural (general) shed (miscellaneous) type building. It stands on a wood sill and is clad in corrugated metal.	NC Not eligible	 	Wells Draw	Wells Draw Map 29

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0009-4437 (Duchesne)	868 West Pleasant Valley Road Myton (vicinity)	Private	Ca. 1960	The principal building on this agricultural property is a one-story, single-family Box Ranch type dwelling exhibiting Ranch (General) style. The foundation is concrete block and the exterior cladding is vinyl siding. The side-gable roof is covered with standing seam metal. Alterations include a front porch addition and new windows. Five contributing outbuildings and six non-contributing outbuildings were observed.	NC Not eligible	  	Wells Draw	Wells Draw Map 29
00-0009-4429 (Duchesne)	13018 South 500 West Myton (vicinity)	Private	Ca. 1975	One-story, single-family, double-wide Mobile Home (General) single-family dwelling exhibiting elements of Mobile Home (General) style. The exterior cladding is corrugated metal. The side-gable roof is covered with composite shingles. A shed roof porch has been added to the east elevation. Six contributing and two non-contributing outbuildings were observed.	NC Not eligible		Wells Draw	Wells Draw Map 28

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0011-0605 (Duchesne)	? West 13500 South Myton (vicinity)	Private	Ca. 1920	One-story, agricultural (general) shed type building with vertical log veneer (Shevlin type) and wood board siding. The front-gable roof is covered in corrugated metal. Alterations include the new metal roof and an addition to the rear elevation. Two contributing outbuildings were observed. These are isolated agricultural resources and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Wells Draw	Wells Draw Map 29
00-0011-0571 (Duchesne)	? South 500 West Myton (vicinity) Approximately 9 miles southeast of Myton	Private	Ca. 1950	One-story, agricultural (general), Quonset type building constructed of ribbed metal. The Quonset hut is of recent construction (ca. 1980), but other associated outbuildings are likely of historic age (ca. 1950). No alterations were observed. Four contributing outbuildings were observed. These are isolated agricultural resources and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Wells Draw	Wells Draw Map 29
00-0028-0929 (Duchesne)	? Pleasant Valley Road Myton (vicinity) Approximately 9 miles southeast of Myton	Private	Ca. 1940	One-story, single-family, Cape Cod type dwelling exhibiting Minimal Traditional style. The foundation is constructed of formed concrete. Exterior cladding is wood shingles. The side-gable roof is covered with standing seam metal on the house and wood shingles on the garage. Alterations include some new windows and a door and new roofing material. Two contributing outbuildings and one non-contributing outbuilding were observed.	NC Not eligible		Wells Draw	Wells Draw Map 28

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
00-0009-4452 (Duchesne)	? Pleasant Valley Road Myton (vicinity) Approximately 9 miles southeast of Myton	Private	Ca. 1920 Ca. 1960	The property has two principal dwellings. One-story, single-family, hall-parlor type dwelling exhibiting National Folk style (Early Twentieth Century: Other). Exterior cladding is stucco with wood drop siding in the gable ends. The side-gable roof is covered with composite shingles. A shed-roof garage was added to the east elevation. One-story, single-family Late Twentieth Century Ranch type dwelling. Exterior wall cladding is aluminum siding and composite shingles cover the side-gable roof. No contributing outbuildings were observed.	NC Not eligible	 	Wells Draw	Wells Draw Map 29
2A-0357-0000 Resource A (Carbon)	? US 191 Castle Gate (vicinity) Northwest of the intersection with Emma Park Road near MP 259	Private	Ca. 1920	Stone bridge abutment used for the original alignment of US 191. Abutment is dressed and mortared ashlar masonry. The original road grade has stone rubble and earth overburden. Significant alterations include the removal of the original bridge and a change in the road alignment. No outbuildings were observed.	NC Not eligible		Whitmore Park	Whitmore Park Map 7

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
2A-0357-0000B (Carbon) UDSH ID: 37458	? US 191 Castle Gate (vicinity) Northwest of the intersection with Emma Park Road near MP 259	Private	1918	Monument dedicated to Governor Simon Bamberger. Erected by inmates of the Utah State Penitentiary. The monument stands on a slab of poured concrete (a later addition). The monument is made of stone from quarries near Kyune, Utah. It is carved with a beehive, the inscription UTAH 1918/GOVERNOR BAMBERGER and a flower; the base is inscribed with A. BARGAEHR/3159 SO. SATE. SALT LAK [*sic*]. It is surrounded by a chain link fence (a later addition).	ES NRHP Criteria A and C (Criteria Consideration F) The property was previously recorded. The eligibility recommendation has not changed.		Whitmore Park	Whitmore Park Map 7
2A-0357-0000 Resource C (Carbon)	? US 191 Castle Gate (vicinity) Approximately 0.25 mile north of the intersection with Emma Park Road near MP 259	Private	Ca. 1930	The animal facility is a corral constructed of wood boards with railroad tie posts, juniper-pinyon posts, and wire fencing. Significant alterations consist of the addition of metal gates. No outbuildings were observed. This is an isolated agricultural resource and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Whitmore Park	Whitmore Park Map 7
2A-0357-0000 Resource D (Carbon)	? US 191 Castle Gate (vicinity) West side of the road approximately 0.25 mile north of the intersection with Emma Park Road near MP 259	Private	Ca. 1920	Stone bridge abutment serving US 191. The abutment is dressed and mortared ashlar masonry. The road grade has stone rubble and earth overburden. Significant alterations include the removal of the original bridge and the installation of a metal pipe culvert in its place. No outbuildings were observed.	NC Not eligible		Whitmore Park	Whitmore Park Map 7

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
2A-0357-0000 Resource E (Carbon)	? Little Boulder Dam Rd Castle Gate (vicinity) West of the road approximately 0.25 mile north of the intersection with Emma Park Road near MP 259	Private	Ca. 1930	Earthen berm dam, likely serving as a check dam based on design and size. No alterations were observed. No outbuildings were observed.	NC Not eligible		Whitmore Park	Whitmore Park Map 7
2A-0338-0000 (Carbon)	? Jack Canyon Road Castle Gate (vicinity) North of Whitmore Park Road approximately 1.75 miles east of the intersection with US 191 near MP 260	Private	Ca. 1910	One-story, single-family, single-cell type log cabin exhibiting Vernacular style (Early Twentieth Century: Other). The exterior is constructed of half-square notched, round logs with a side-gable roof clad with wood planks. The building is somewhat deteriorated, with the east wall beginning to collapse. No discernable alterations were observed. No outbuildings were observed.	EC NRHP Criterion A		Whitmore Park	Whitmore Park Map 7
2A-0425-0000 (Carbon)	? Whitmore Park Road Castle Gate (vicinity) Northeast of Whitmore Park Road Approximately 3.25 miles east of the intersection with US 191 near MP 260	Private	Ca. 1905	One-story, single-family dwelling exhibiting Vernacular style (Early Twentieth Century: Other). The exterior walls are clad with wood boards and the front-gable roof is covered with asphalt roll roofing. Alterations include the application of plastic sheeting over windows and the replacement of the original roofing. Three contributing outbuildings and one non-contributing outbuilding were observed. §	EC NRHP Criterion A		Whitmore Park	Whitmore Park Map 11

Current Parcel Number (County)	Street Address*	Land Ownership	Year Built	Property Description	Recommended UDSH Rating and NRHP Eligibility	Photograph	Within Proposed Routes	Results Map Numbers
2A-0427-0000 (Carbon)	? Whitmore Park Road Castle Gate (vicinity) Approximately 4 miles east of the intersection with US 191 near MP 260	Private	Ca. 1920	The animal facility is a small corral constructed of wood posts and wood pole rails. The livestock chute is made of railroad ties and wood boards. Alterations consist of the addition of metal gates; the livestock chute may also be a later addition. No outbuildings were observed. This is an isolated agricultural resource and not visibly associated with a principal dwelling or a larger farm or ranch.	NC Not eligible		Whitmore Park	Whitmore Park Map 11
2A-0428-0000 (Carbon)	? Whitmore Park Road Castle Gate (vicinity) 3.75 miles east of the intersection with US 191 near MP 260	Private	Ca. 1910	One-story, single-family, single-cell type log cabin exhibiting Vernacular style (Early Twentieth Century: Other). The exterior is constructed of stacked logs with a front-gable roof. The building is deteriorated, with a collapsed roof. No discernable alterations were observed. No outbuildings were observed. §	EC NRHP Criterion A		Whitmore Park	Whitmore Park Map 11
00-0034-6840 (Duchesne)	? County Road 29 Duchesne (vicinity) Approximately 4 miles south of US 40	Private	Ca. 1950	Oil well with a metal wellhead, polish rod, and motor. The wellhead is accessed via a set of metal stairs. Significant alteration consists of the removal of the pumping unit. Two non-contributing outbuildings were observed.	NC Not eligible		Whitmore Park	Whitmore Park Map 22

Of the 80 properties with resources of historic age that were surveyed for this Project, five are recommended ES; one of these, the Indian Canyon Ranger Station, is listed in the NRHP. Of the remaining properties, 20 are recommended EC, 49 are recommended NC, and six are of undetermined status (see Table 9). The historic periods the 80 surveyed properties are associated with are presented in Table 10.[4] An in-depth discussion of the classification of surveyed properties by use and style is provided in Appendix D; this information is also discussed separately for each alternative (see sections for Indian Canyon, Whitmore Park, and Wells Draw Proposed Routes).

Table 10. Historic Periods of Surveyed Resources

Historic Period	Number of Surveyed Properties
Early Euro-American Settlement, Reservation Establishment, and Resource Development (ca. 1850–1904)	6
Permanent Settlement, Growth, and Development (1905–1948)	48
Farming, Ranching, and Resource Extraction (1949–present)	26

Indian Canyon Proposed Route

In total, 39 properties with historic-age architectural resources were documented in the Indian Canyon Proposed Route survey area (Table 11; Figures A-32 through A-62 in Appendix A).

Table 11. Summary of Architectural Resources of Historic Age in the Indian Canyon Proposed Route Survey Area

Current Parcel Number	UDSH Rating	NRHP Eligibility (Criterion/a)	Within Proposed Route or Study Area Buffer
330700016	NC	Not eligible	Route
330840001	NC	Not eligible	Route
330970001	NC	Not eligible	Route
330970002	NC	Not eligible	Route
2A-0312-005F	EC	Eligible (Criterion A)	Buffer
2A-0313-0000	EC	Eligible (Criterion A)	Route
2A-0312-0001	NC	Not eligible	Route
2A-0344-0000	EC	Eligible (Criterion A)	Buffer
00-0028-1745	NC	Not eligible	Route
00-0011-0373	EC	Eligible (Criterion A)	Route
00-0011-0340	NC	Not eligible	Route
42465	ES	Eligible (Criteria A and C), listed	Buffer
00-0010-8088	EC	Eligible (Criterion A)	Buffer
00-0009-9329 (24191)	ES	Eligible (Criteria A and C)	Route
00-0009-9287	ES	Eligible (Criteria A and C)	Route
00-0009-9154	NC	Not eligible	Route

[4] Two properties counted within this period had principal buildings dating to ca. 1990. However, all properties also had outbuildings dating to before ca. 1950 and were therefore considered historic and counted within this period.

Current Parcel Number	UDSH Rating	NRHP Eligibility (Criterion/a)	Within Proposed Route or Study Area Buffer
00-0031-5370	NC	Not eligible	Route
00-0010-7882	NC	Not eligible	Route
00-0010-7965	EC	Eligible (Criterion A)	Route
00-0009-7562	EC	Eligible (Criterion A)	Buffer
00-0009-7539	NC	Not eligible	Route
00-0009-7521	NC	Not eligible	Buffer
00-0009-7505	NC	Not eligible	Buffer
00-0009-5731	Undetermined	Unknown	Buffer
00-0028-9888	NC	Not eligible	Buffer
00-0009-5632	NC	Not eligible	Buffer
00-0009-5640	NC	Not eligible	Buffer
00-0009-5608	NC	Not eligible	Buffer
00-0033-8493	NC	Not eligible	Buffer
00-0009-5590	NC	Not eligible	Buffer
00-0901-3552	EC	Eligible (Criterion A)	Buffer
00-0034-0737	NC	Not eligible	Buffer
00-0009-5335	EC	Eligible (Criterion A)	Buffer
00-0009-4684	Undetermined	Unknown	Buffer
00-0030-8217	NC	Not eligible	Route
00-0035-1072	NC	Not eligible	Buffer
00-0009-5418	NC	Not eligible	Route
00-0009-3876	EC	Eligible (Criterion A)	Buffer
170720004	EC	Eligible (Criterion A)	Buffer

Note: EC = eligible/contributing, ES = eligible/significant, NC = ineligible/non-contributing, NRHP = National Register of Historic Places, UDSH = Utah Division of State History.

Preliminary review of the Preservation Pro database identified two previously recorded properties with historic architectural resources within this proposed route study area (see Table 7). Of these, both had been evaluated for NRHP eligibility. One, the Indian Canyon Ranger Station (Parcel No. 42465), is considered ES and is listed in the NRHP; the other is considered EC (Parcel No. 00-0009-9329).

Of the 39 properties with resources of historic age in the Indian Canyon Proposed Route survey area, three are recommended ES. Of the remaining properties, 11 are recommended EC, 23 are recommended NC, and two are of undetermined status. Of the 14 eligible properties, five are within the proposed route and nine are within the 1 mile study area buffer (see Table 11).

Of the 39 surveyed properties, three (8 percent) date to the Early Euro-American Settlement, Reservation Establishment, and Resource Development Period (ca. 1850–1904). Twenty-one (54 percent) date to the Permanent Settlement, Growth, and Development Period (1905–1948). Fifteen (38 percent) date to the Farming, Ranching, and Resource Extraction Period (1949–present).[5]

[5] Two properties falling within this period had principal buildings dating to outside of the historic era. However, both properties also had outbuildings dating to ca. 1950 and were therefore considered historic and still fall within this period.

The primary uses of the three properties dating to before 1905 were agricultural and residential. The properties consist of one corral, one corral with an associated single dwelling (a single-cell vernacular log homestead cabin), and one single dwelling (also a single-cell vernacular log homestead cabin).

Properties dating from between 1905 and 1948 encompass a wide variety of uses. The primary uses are residential (single dwelling or other) (76 percent), transportation related (19 percent), and agricultural (5 percent). Fifteen single residences date to this period. Of the single residences, eight were also associated with agricultural uses of the property (such as farming or ranching). The building types and styles of the residences are further classified in Tables 12 and 13. Agricultural resources for the one property primarily used for agriculture consist of a miscellaneous agricultural shed. Other property types include the Indian Canyon Ranger Station, one railroad tunnel, and three bridges (two constructed of logs and one constructed of concrete).

Table 12. Classification of Single Residences by Type, 1905–1948, in the Indian Canyon Proposed Route Survey Area

Type	Number	Percent of Single Residences*
Other residential type	5	33
Single cell	3	20
Rectangular block	2	13
Double cell	2	13
Hall-Parlor	1	7
Ranch/Rambler	1	7
Other late twentieth century type	1	7

* Percent rounded to nearest whole number.

Table 13. Classification of Single Residences by Style, 1905–1948, in the Indian Canyon Proposed Route Survey Area

Style	Number	Percent of Single Residences*
Early Twentieth Century: Other	8	53
Other/Unclear style	3	20
Manufactured Home (General)	1	7
Late Twentieth Century: Other	1	7
Ranch/Rambler (General)	1	7
Minimal Traditional	1	7

* Percent rounded to nearest whole number.

Properties dating from 1948 to the present also encompass a wide variety of uses. The primary uses are residential (66 percent), agricultural (20 percent), industrial related (7 percent), and outdoor recreation (7 percent). Of the total, two were animal facilities (a corral and a loafing shed) and one was an agricultural shed. One building was an energy facility (the Myton Pumping Station), one was outdoor recreation related (a picnic area), and ten were single residences. The building types and styles of the residences are further classified in Tables 14 and 15. Two of the residences were also associated with agricultural uses.

Table 14. Classification of Single Residences by Type, 1948–Present, in the Indian Canyon Proposed Route Survey Area

Type	Number	Percent of Single Residences*
Mobile Home	3	30
World War II-Era Cottage	1	10
Ranch/Rambler	2	20
Split Entry with Garage	2	20
Box Ranch	1	10
Ranch with Garage	1	10

* Percent rounded to nearest whole number.

Table 15. Classification of Single Residences by Style, 1948–Present, in the Indian Canyon Proposed Route Survey Area

Style	Number	Percent of Single Residences*
Mobile Home (General)	3	30
Ranch/Rambler (General)	2	20
Minimal Traditional	1	10
Split Entry (Gen.)	2	20
Box Ranch	1	10
Late Twentieth Century: Other	1	10

* Percent rounded to nearest whole number.

Whitmore Park Proposed Route

In all, 49 properties with historic-age architectural resources were documented in the Whitmore Park Proposed Route survey area (Table 16; Figures B-33 through B-64 in Appendix B).

Table 16. Summary of Architectural Resources of Historic Age in the Whitmore Park Proposed Route Survey Area

Current Parcel Number	UDSH Rating	NRHP Eligibility (Criterion/a)	Within Proposed Route or Study Area Buffer
330610001	Undetermined	Unknown	Buffer
330700016	NC	Not eligible	Route
330840001	NC	Not eligible	Route
330970001	NC	Not eligible	Route
330970002	NC	Not eligible	Route
2A-0312-005F	EC	Eligible (Criterion A)	Buffer
330970015	Undetermined	Unknown	Route
2A-0344-0000	EC	Eligible (Criterion A)	Route
00-0028-1745	NC	Not eligible	Route
00-0011-0373	EC	Eligible (Criterion A)	Route
00-0011-0340	NC	Not eligible	Route
42465	ES	Eligible (Criteria A and C), listed	Buffer

Current Parcel Number	UDSH Rating	NRHP Eligibility (Criterion/a)	Within Proposed Route or Study Area Buffer
00-0010-8088	EC	Eligible (Criterion A)	Buffer
00-0009-9329 (24191)	ES	Eligible (Criteria A and C)	Route
00-0009-9287	ES	Eligible (Criteria A and C)	Route
00-0009-9154	NC	Not eligible	Route
00-0031-5370	NC	Not eligible	Route
00-0010-7882	NC	Not eligible	Route
00-0010-7965	EC	Eligible (Criterion A)	Route
00-0009-7562	EC	Eligible (Criterion A)	Buffer
00-0009-7539	NC	Not eligible	Route
00-0009-7521	NC	Not eligible	Buffer
00-0009-7505	NC	Not eligible	Buffer
00-0009-5731	Undetermined	Unknown	Buffer
00-0028-9888	NC	Not eligible	Buffer
00-0009-5632	NC	Not eligible	Buffer
00-0009-5640	NC	Not eligible	Buffer
00-0009-5608	NC	Not eligible	Buffer
00-0033-8493	NC	Not eligible	Buffer
00-0009-5590	NC	Not eligible	Buffer
00-0901-3552	EC	Eligible (Criterion A)	Buffer
00-0034-0737	NC	Not eligible	Buffer
00-0009-5335	EC	Eligible (Criterion A)	Buffer
00-0009-4684	Undetermined	Unknown	Buffer
00-0030-8217	NC	Not eligible	Route
00-0035-1072	NC	Not eligible	Buffer
00-0009-5418	NC	Not eligible	Route
00-0009-3876	EC	Eligible (Criterion A)	Buffer
170720004	EC	Eligible (Criterion A)	Buffer
2A-0357-0000A	NC	Not eligible	Buffer
2A-0357-0000B (37458)	ES	Eligible (Criteria A and C; Criteria Consideration F)	Buffer
2A-0357-0000C	NC	Not eligible	Buffer
2A-0357-0000D	NC	Not eligible	Buffer
2A-0357-0000E	NC	Not eligible	Buffer
2A-0338-0000	EC	Eligible (Criterion A)	Buffer
2A-0425-0000	EC	Eligible (Criterion A)	Route
2A-0427-0000	NC	Not eligible	Buffer
2A-0428-0000	EC	Eligible (Criterion A)	Buffer
00-0034-6840	NC	Not eligible	Buffer

Note: EC = eligible/contributing, ES = eligible/significant, NC = ineligible/non-contributing, NRHP = National Register of Historic Places, UDSH = Utah Division of State History.

Preliminary review of the Preservation Pro database identified three previously recorded properties with historic architectural resources within this proposed route study area(see Table 7). Of these, all had been evaluated for NRHP eligibility. Two, the Indian Canyon Ranger Station (Parcel No. 42465) and the Bamberger Monument (Parcel No. 2A-0357-0000B), are considered ES; the Indian Canyon Ranger Station is listed in the NRHP. The third (Parcel No. 00-0009-9329) is considered EC.

Of the 49 properties with resources of historic age in the Whitmore Park Proposed Route survey area, four are recommended ES. Of the remaining properties, 13 are recommended EC, 28 are recommended NC, and four are of undetermined status. Of the 17 eligible properties, six are within the proposed route and 11 are within the 1 mile study area buffer (see Table 16).

Of the 49 surveyed properties, one (2 percent) dates to the Early Euro-American Settlement, Reservation Establishment, and Resource Development Period (ca. 1850–1904). Thirty-two (65 percent) date to the Permanent Settlement, Growth, and Development Period (1905–1948). Sixteen (33 percent) date to the Farming, Ranching, and Resource Extraction Period (1949–present).[6]

The primary use of the one property dating to before 1905 was residential. The property is a single dwelling (a single-cell vernacular log homestead cabin, Early Twentieth Century: Other style).

Properties dating from between 1905 and 1948 encompass a wide variety of uses. The primary uses are residential (single residences or other) (59 percent), agricultural (13 percent), transportation related (19 percent), monument/marker (3 percent), other (3 percent), and unknown (3 percent). Agricultural property uses included one ranch, one individual agricultural building, and two corrals. One dam and one monument were also present. Other property uses include a USFS ranger station, one railroad tunnel, and five bridges (two log bridges, one concrete bridge, and two stone bridges), and one building of unknown use. Additionally, 18 single residences were observed, of which nine were also associated with agricultural uses. The building types and styles of the residences are further classified in Tables 17 and 18.

Table 17. Classification of Single Residences by Type, 1905–1948, in the Whitmore Park Proposed Route Survey Area

Type	Number	Percent of Single Residences*
Single cell	6	33
Other residential type	5	28
Rectangular block	2	11
Double cell	2	11
Ranch/Rambler	1	6
Other late twentieth century type	1	6
Hall-Parlor	1	6

* Percent rounded to nearest whole number.

[6] Two properties falling within this period had principal buildings dating to outside of the historic era. However, both properties also had outbuildings dating to ca. 1950 and were therefore considered historic and still fall within this period.

Table 18. Classification of Single Residences by Style, 1905–1948, in the Whitmore Park Proposed Route Survey Area

Style	Number	Percent of Single Residences*
Early Twentieth Century: Other	9	50
Other/Unclear style	5	28
Manufactured Home (General)	1	6
Late Twentieth Century: Other	1	6
Ranch/Rambler (General)	1	6
Minimal Traditional	1	6

* Percent rounded to nearest whole number.

Properties dating from 1948 to the present also encompass a wide variety of uses. The primary uses are residential (62 percent), agricultural (19 percent), industry and mining-related (13 percent), outdoor recreation (6 percent). Agricultural properties include a corral, a loafing shed, and a miscellaneous shed. One property was a mine, one was an energy facility (in Brutalist style), and one was an outdoor recreation property (a picnic area). Ten single residences also date to this period, two of which were also associated with agriculture. The building types and styles of the residences are further classified in Tables 19 and 20.

Table 19. Classification of Single Residences by Type, 1948–present, in the Whitmore Park Proposed Route Survey Area

Type	Number	Percent of Single Residences*
Mobile Home	3	30
Ranch/Rambler	2	20
Split Entry with Garage	2	20
World War II-Era Cottage	1	10
Box Ranch	1	10
Ranch with Garage	1	10

* Percent rounded to nearest whole number.

Table 20. Classification of Single Residences by Style, 1948–present, in the Whitmore Park Proposed Route Survey Area

Style	Number	Percent of Single Residences*
Mobile Home (General)	3	30
Ranch/Rambler (General)	2	20
Split Entry (General)	2	20
Minimal Traditional	1	10
Late Twentieth Century: Other	1	10
Box Ranch	1	10

* Percent rounded to nearest whole number.

Wells Draw Proposed Route

In all, 41 properties with historic-age architectural resources were documented in the Wells Draw Proposed Route survey area (Table 21; Figures C-32 through C-62 in Appendix C).

Table 21. Summary of Architectural Resources of Historic Age in the Wells Draw Proposed Route Survey Area

Current Parcel Number	UDSH Rating	NRHP Eligibility (Criterion/a)	Within Proposed Route or Study Area Buffer
330700016	NC	Not eligible	Route
330840001	NC	Not eligible	Route
330970001	NC	Not eligible	Route
330970002	NC	Not eligible	Route
2A-0312-005F	EC	Eligible (Criterion A)	Buffer
2A-0313-0000	EC	Eligible (Criterion A)	Route
2A-0312-0001	NC	Not eligible	Route
2A-0344-0000	EC	Eligible (Criterion A)	Buffer
00-0028-1745	NC	Not eligible	Buffer
00-0028-9888	NC	Not eligible	Buffer
00-0009-5608	NC	Not eligible	Buffer
170700002	Undetermined	Unknown	Buffer
170710009 (125757)	EC	Eligible (Criterion A)	Buffer
170720004	EC	Eligible (Criterion A)	Route
150310001A	NC	Not eligible	Route
150310001B	ES	Eligible (Criteria A and C)	Route
150300004	EC	Eligible (Criterion A)	Buffer
150310019	NC	Not eligible	Buffer
150310018	EC	Eligible (Criterion A)	Buffer
00-0009-4049	NC	Not eligible	Buffer
00-0011-3799	Undetermined	Unknown	Buffer
No Parcel No. 1 (SITLA)	NC	Not eligible	Route
No Parcel No. 2 (SITLA)	NC	Not eligible	Buffer
00-0035-0193	NC	Not eligible	Route
00-0011-5208	EC	Eligible (Criterion A)	Route
00-0032-2860	NC	Not eligible	Route
00-0011-5257	EC	Eligible (Criterion A)	Buffer
No Parcel No. 3 (BLM)	NC	Not eligible	Buffer
No Parcel No. 4 (BLM)	NC	Not eligible	Buffer
No Parcel No. 5 (BLM)	NC	Not eligible	Buffer
No Parcel No. 6 (BLM)	NC	Not eligible	Buffer
No Parcel No. 7 (BLM)	NC	Not eligible	Route
28063	EC	Eligible (Criterion A)	Buffer

Current Parcel Number	UDSH Rating	NRHP Eligibility (Criterion/a)	Within Proposed Route or Study Area Buffer
No Parcel No. 8 (BLM)	NC	Not eligible	Buffer
00-0034-1071	NC	Not eligible	Route
00-0009-4437	NC	Not eligible	Route
00-0009-4429	NC	Not eligible	Route
00-0011-0605	NC	Not eligible	Buffer
00-0011-0571	NC	Not eligible	Buffer
00-0028-0929	NC	Not eligible	Route
00-0009-4452	NC	Not eligible	Route

Note: BLM = Bureau of Land Management, EC = eligible/contributing, ES = eligible/significant, NC = ineligible/non-contributing, NRHP = National Register of Historic Places; SITLA = State of Utah School and Institutional Trust Lands Administration; UDSH = Utah Division of State History.

Preliminary review of the Preservation Pro database identified two previously recorded properties with historic architectural resources within this proposed route study area (see Table 7). One property, Smith's Well (Parcel No. 28063), has not been previously evaluated for NRHP eligibility. The other property (Preservation Pro Record ID 125757) is considered EC.

Of the 41 properties with resources of historic age in the Wells Draw Proposed Route survey area, one is recommended ES. Of the remaining properties, 10 are recommended EC, 28 are recommended NC, and two are of undetermined status. Of the 11 eligible properties, four are within the proposed route and seven are within the 1-mile study area buffer (see Table 21).

Of the 41 surveyed properties, six (14 percent) date to the Early Euro-American Settlement, Reservation Establishment, and Resource Development Period (ca. 1850–1904). Twenty-two (54 percent) date to the Permanent Settlement, Growth, and Development Period (1905–1948). Thirteen (32 percent) date to the Farming, Ranching, and Resource Extraction Period (1949–present).[7]

The primary uses of properties dating to before 1905 were residential (50 percent), agricultural (33 percent), and transportation (17 percent). These properties consist of one corral, one corral with an associated single dwelling (a single-cell vernacular log homestead cabin), three single residences (all single-cell log cabins), and one road transportation-related resource, Smith's Well.

Properties dating from between 1905 and 1948 encompass a wide variety of uses. The primary uses are residential (single or other) (50 percent), agricultural (22 percent), transportation related (14 percent), and other (14 percent). Agricultural properties include two miscellaneous sheds and three corrals. Three cairns were identified. One railroad tunnel and two bridges were also identified. Additionally, 10 single residences were observed, of which two were also associated with agricultural uses. The building types and styles of the residences are further classified in Tables 22 and 23.

Table 22. Classification of Single Residences by Type, 1905–1948, in the Wells Draw Proposed Route Survey Area

Type	Number	Percent of Single Residences*
Single cell	4	40
Cape Cod	2	20

[7] One property falling within this period had principal buildings dating to outside of the historic era. However, the property also had outbuildings dating to ca. 1950 and was therefore considered historic and still falls within this period.

Type	Number	Percent of Single Residences*
Other residential type	1	10
Other late twentieth century type	1	10
Double cell	1	10
Hall-Parlor	1	10

* Percent rounded to nearest whole number.

Table 23. Classification of Single Residences by Style, 1905–1948, in the Wells Draw Proposed Route Survey Area

Style	Number	Percent of Single Residences*
Early Twentieth Century: Other	4	40
Other/Unclear style	3	30
Late Twentieth Century: Other	1	10
Minimal Traditional	1	10
Post–World War II: Other	1	10

* Percent rounded to nearest whole number.

Properties dating from 1948 to the present also encompass a wide variety of uses. The primary uses are residential (54 percent), agricultural (38 percent), and outdoor recreation (8 percent). Agricultural properties include one miscellaneous shed, one Quonset hut, and three corrals. One outdoor recreation property (a picnic area) was also observed. Additionally, seven residential properties were identified, of which two were also associated with agricultural uses. The building types and styles of the residences are further classified in Tables 24 and 25.

Table 24. Classification of Single Residences by Type, 1948–present, in the Wells Draw Proposed Route Survey Area

Type	Number	Percent of Single Residences*
Mobile home	2	29
Ranch/Rambler	2	29
Other/Undefined	2	29
Box ranch	1	13

* Percent rounded to nearest whole number.

Table 25. Classification of Single Residences by Style, 1948–present, in the Wells Draw Proposed Route Survey Area

Style	Number	Percent of Single Residences*
Mobile Home (General)	2	29
Ranch/Rambler (General)	2	29
Other/Unclear style	2	29
Late Twentieth Century: Other	1	13

* Percent rounded to nearest whole number.

District and Landscape Level Considerations

Based on background research and on observations made during fieldwork, the study area has the potential for NRHP-eligible districts to be present at the landscape level relating to the NRHP themes of mining, agriculture, and settlement; districts may also be NRHP eligible based on their relationship to historic patterns of irrigation and sheepherding, which can be considered subthemes of agriculture (Oliver et al. 2017a, 2017b). But additional study is required to concretely identify, assess, and create boundaries for potential districts, and archaeological resources should be incorporated into any study of resources at the landscape and district levels.

The information provided in this section is designed to serve as a road map for further study and for future recommendations regarding eligibility. Potential themes are outlined, followed by a brief discussion of likely locations for which that theme may apply, the historic period for which the theme is likely to be significant, and anticipated property types that may represent that theme. The potential for ethnographic landscapes may also be present, but this requires further research and documentation in collaboration with ethnographic groups in the Uinta Basin, particularly Ute Tribal members.

General Overview of Resources at the District and Landscape Levels

Architectural resources are often part of broader cultural landscapes, which exist at multiple levels ranging in size and scope from the region as a whole to a townsite to a single farmstead. The Secretary of the Interior defines four types of cultural landscapes: historic designed landscapes, historic vernacular landscapes, historic sites, and ethnographic landscapes. Many of the Uinta Basin's architectural resources of historic age, particularly those historically used for agriculture, can be considered part of one or more interlinked vernacular landscapes. As defined by the NPS, a historic vernacular landscape is

> a landscape that evolved through use by the people whose activities or occupancy shaped that landscape. Through social or cultural attitudes of an individual, family or a community, the landscape reflects the physical, biological, and cultural character of those everyday lives. Function plays a significant role in vernacular landscapes. They can be a single property such as a farm or a collection of properties such as a district of historic farms along a river valley. Examples include rural villages, industrial complexes, and agricultural landscapes. (Birnbaum 1994:1)

In the Uinta Basin, the vernacular landscape (which includes both farming and ranching) can best be viewed as a series of features organized from top to bottom—from the most general to the most specific. Thus, we begin by looking at the land itself, from which can be identified parts of the region suitable for agricultural production, ranching, or potentially even for mining. A second level of organization places the Uinta Basin within the context of the regional economy, which depended on markets found mainly to the west in Salt Lake City, south in Carbon County, and east in Colorado; this level also includes consideration of proximity to transportation routes associated with access to those distant markets. Next are the principal kinds of permanent or transitory settlement, a landscape category that includes towns and villages. The Uinta Basin is unique within Utah for its patterns of settlement. Some early permanent settlements in the region were established by Ute Tribal members, often in association with the Bureau of Indian Affairs; Euro-American settlement in the region was also unusual in Utah both for its late start (generally after ca. 1905) and for the mix of Latter-day Saint members and non-Mormon settlers. These cultural differences, however, occur mostly at the level of community organization and fade considerably at the final level of actual buildings and features, particularly those associated with agriculture.

Rural historic districts are those areas within the larger vernacular landscape that retain sufficient integrity to convey the significance of important historic themes and, therefore, may be eligible for listing in the NRHP. A rural historic district is defined as "a geographic area that historically has been used by people,

or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features" (NPS 1999:3). Based on survey results, there is potential for rural historic districts to be present within the larger vernacular landscape of the study area. Key themes when considering potential rural districts in the study area reflect the history of the region and include mining, agriculture, and settlement as well as the subthemes of irrigation and sheepherding (for which Multiple Property Documentation Forms exist at the SHPO).

Theme: Mining

LOCATION

Mining, an important industry in much of the Uinta Basin, represents a potential theme under which a rural historic district might be significant. Although such districts and landscapes likely exist in the Uinta Basin as a whole, few mining-related resources were documented in the study area or observed in the survey area. As a result, it is unclear if any part of the study area has the potential to qualify as a rural historic district under this theme.

PERIOD

Mining landscapes will likely date from ca. 1905 to the present, because most large-scale mining in the Uinta Basin began ca. 1905.

ASSOCIATED PROPERTY TYPES

Mining-related property types might include the following:

- Oil wells
- Drill pads
- Gilsonite trenches
- Mining-related industrial buildings
- Company towns or municipalities closely tied to specific mining operations
- Claim markers
- Prospecting-related resources (such as dwellings or campsites established and used by prospectors)
- Businesses that historically catered to miners or the mining industry
- Transportation routes developed by or serving the mining industry

Theme: Agriculture

LOCATION

Vernacular landscapes with the potential to qualify as rural historic districts related to agriculture are likely to exist within the study area. Indian Canyon, which is well defined geographically and has a relatively high concentration of NRHP-listed or potentially eligible agricultural properties, is one such potential district. Other parts of the study area, such as in the vicinity of Myton and Argyle Canyon (on

the Wells Draw Proposed Route), also have a comparatively high proportion of potentially NRHP-eligible agricultural properties.

PERIOD

Agricultural landscapes in the study area are likely to date from the initial period of Euro-American settlement in 1850 to the present; specific areas, such as Argyle Canyon or in the Myton vicinity, may have a narrower date range based on their periods of agricultural development.

ASSOCIATED PROPERTY TYPES

Agriculture-related property types might include the following:

- Public and commercial buildings
    - General store or co-op
    - Religious building (tithing office)
    - Warehouse
    - Hay barn, delivery stable, and feed yard
    - Grain mill
- Domestic buildings
    - Farmhouse or ranch house
    - Bunkhouse
    - Line camp cabin
    - Sheep camp wagon
- Work buildings and structures
    - Barn
    - Loafing shed
    - Dairy barn
    - Hay barn
    - Tack shed
    - Poultry house
    - Silo
    - Granary
    - Cellar or root cellar
    - School house
    - Woodshed or woodpile
    - Privy or outhouse
    - Water tower and tank house
    - Garage
- Landscape features
    - Field and pasture
    - Fence and gate
    - Ranch gate (overthrow)
    - Hay stacker or hay derrick

  - Farm or ranch yard
  - Corral and stock pen
  - Stock pond or tank
  - Windmill
  - Flood or erosion control structure
  - Windbreak or shelterbelt
  - Orchard
  - Garden
  - Cemetery
  - Highway, road, driveway, or lane
  - Well
  - Cistern
  - Cairn or field rock pile
  - Inscription, writing, or carving (arborglyph)
- Artifact scatters and concentrations
- Sheepherding-related resources (see subtheme below for a detailed list)
- Irrigation-related resources (see subtheme below for a detailed list)

Subtheme: Sheepherding

LOCATION

Vernacular landscapes with the potential to qualify as rural historic districts related to sheepherding likely exist within the study area. Areas may include Emma Park, Argyle Canyon, and open range areas in Duchesne and Uintah Counties as well as areas with a high concentration of NRHP-listed or potentially eligible agricultural properties such as Indian Canyon and the Myton area.

PERIOD

Sheepherding-related resources in the Uinta Basin are likely to date from 1879 to the present (Oliver et al. 2017a).

ASSOCIATED PROPERTY TYPES

Sheepherding-related property types, drawn from Oliver et al. (2017a), might include the following:

- Home bases and ranches (domestic property types)
  - Farmhouse or ranch house
  - Cook’s house
  - Wash house
  - Privy or outhouse
  - Summer kitchen
  - Oven
  - Woodshed or woodpile

- Home bases and ranches (work property types)
    - Farm or ranch yard
    - Barn
    - Loafing shed
    - Lambing shed
    - Sheep shearing shed
    - Horse barn
    - Tack shed
    - Hay barn
    - Silo
    - Granary
    - Water tower and tank house
    - Corrals and stock pens
    - Fences and gates
    - Ranch gate (overthrow)
    - Fields and pastures
    - Hay enclosure
    - Ranch office (in town and on ranch)
    - Cook house
    - Commissary
    - Blacksmith shop
    - Machine shop
    - Powerhouse (generator house)
    - Pumphouse
    - Garage
- Public and commercial properties
    - General store or co-op
    - Sheepherder stores
    - Hotels, boardinghouses, and restaurants
    - Wool warehouse
    - Butcher shop or meat market
    - Fair and rodeo grounds
    - Stockyard
- Sheep camps and associated landscape features
    - Main sheep camp
    - Shearing camp
    - One-night sheep camp
    - Sheep wagon
    - Watering station
    - Aspen carving (arborglyph)
    - Trash scatter
    - Bedground

- Transportation-related properties
    - Railroad
    - Shipping corral or pen
    - Highway, road, driveway, or lane
    - Sheep trail
    - Sheep bridge
    - Animal underpass
    - Cairn or field rock pile
- Isolated landscape features
    - Livestock dip
    - Well
    - Stock tank
    - Windmill
    - Corral and stock pen
    - Fence and gate
    - Indian allotment marker
    - Cairn or field rock pile

Subtheme: Irrigation

LOCATION

Vernacular landscapes with the potential to qualify as rural historic districts related to irrigation are likely to exist within the study area. The Myton vicinity, as well as other areas used for farming, such as those in Argyle Canyon, have a relatively high concentration of NRHP-listed or potentially eligible agricultural properties that may include irrigation systems or other resources related to irrigation.

PERIOD

Irrigation resources in the Uinta Basin are likely to date from 1869 to the present (Oliver et al. 2017b).

ASSOCIATED PROPERTY TYPES

Irrigation-related property types, drawn from Oliver et al. (2017b), might include the following:

- Distribution systems
    - Canal or ditch
    - Pipeline
    - Flume
    - Siphon
    - Tunnel
    - Spoil bank
    - Waterwheel
    - Drop structure
    - Spile

- Diversion works
    - Diversion dam
    - Headworks or headgate
    - Turnout
    - Wasteway
- Regulating structures
    - Headgate
    - Sluice (sluice gate)
    - Water measurement feature
- Storage structures
    - Storage dam
    - Reservoir
    - Dike
- Other irrigation-related resources
    - Homestead, farm, or ranch
    - Field, pasture, or orchard
    - Company headquarters or business office
    - Road
    - Construction camp or plant
    - Quarry or borrow area
    - Pumping plant
    - Pipe or culvert
    - Artifact scatter or isolate

Theme: Exploration and Settlement

LOCATION

Vernacular landscapes with the potential to qualify as rural historic districts related to exploration and settlement are likely to exist within the study area. The areas around Indian Canyon and Argyle Canyon reflect historic patterns of exploration and settlement and have significance in the area of exploration and settlement.

PERIOD

Exploration and Euro-American settlement in the Uinta Basin primarily occurred from 1776 to ca. 1920. By ca. 1920, most early settlements in the Uinta Basin had been established; this marks a rough end date to the initial settlement period.

ASSOCIATED PROPERTY TYPES

- Transportation corridors or travel routes established during the period of Euro-American exploration and settlement
- Residences (dating to the initial period of Euro-American settlement)
    - Common residence types dating to this period may include log cabins, dugouts, or vernacular single-family dwellings
- Agricultural properties (dating to the initial period of Euro-American settlement)
    - These may include ranches and farms, which may independently be eligible as districts
    - Specific agricultural resource types are discussed under the theme of agriculture above
- Trail markers or other evidences of waymarking relating to exploration

SUMMARY

In total, 80 historic architectural resources were recorded and evaluated in the survey area using UDSH standards and NRHP criteria. Historic architectural resources range in construction date from ca. 1890 to ca. 1975 and in type from cairns to residences. Of the 80 properties with resources of historic age that were surveyed for this Project, six date to the Early Euro-American Settlement, Reservation Establishment, and Resource Development Period (ca. 1850–1904). Forty-eight date to the Permanent Settlement, Growth, and Development Period (1905–1948). Twenty-six date to the Farming, Ranching, and Resource Extraction Period (1949–present). Primary uses of properties are residential (single-family dwelling and other) (58 percent), agricultural (22 percent), transportation related (9 percent), other (5 percent), industrial or mining related (3 percent), monument/marker (1 percent), outdoor recreation (1 percent), and unknown (1 percent).

The number of recorded properties and an overview of eligibility recommendations for the survey area associated with each proposed route is presented in Table 26. Information about the location of the eligible properties for each proposed route is provided in Tables 27 through 29.

Table 26. Number of Properties by Survey Area

Proposed Route	Number of Recorded Properties	Number Recommended Eligible/Significant	Number Recommended Eligible/Contributing	Number Recommended Not Eligible/Non-Contributing	Undetermined
Indian Canyon	39	3	11	23	2
Whitmore Park	49	4	13	28	4
Wells Draw	41	1	10	28	2

Table 27. Eligible Properties in the Indian Canyon Survey Area

Parcel Number	Address	In Proposed Route or Study Area Buffer
2A-0312-005F	? U.S. Highway (US) 6	Buffer
2A-0313-0000	? Emma Park Road	Route
2A-0344-0000	? Quarry Road	Buffer

Parcel Number	Address	In Proposed Route or Study Area Buffer
00-0011-0373	22881 South US 191	Route
42465	? Forest Route 153	Buffer
00-0010-8088	? Right Fork Indian Canyon Road	Buffer
00-0009-9329 (24191)	? US 191	Route
00-0009-9287	? US 191	Route
00-0010-7965	? 16251 South US 191	Route
00-0009-7562	? Sowers Canyon Road	Buffer
00-0901-3552	? South 4500 West	Buffer
00-0009-5335	? 4365 West 10000 South	Buffer
00-0009-3876	? 10791 South 3000 West	Buffer
170720004	? 8656 South 3500 East	Buffer

Table 28. Eligible Properties in the Whitmore Park Survey Area

Parcel Number	Address	In Proposed Route or Study Area Buffer
2A-0312-005F	? U.S. Highway (US) 6	Buffer
2A-0344-0000	? Quarry Road	Route
00-0011-0373	22881 South US 191	Route
42465	? Forest Route 153	Buffer
00-0010-8088	? Right Fork Indian Canyon Road	Buffer
00-0009-9329 (24191)	? US 191	Route
00-0009-9287	? US 191	Route
00-0010-7965	? 16251 South US 191	Route
00-0009-7562	? Sowers Canyon Road	Buffer
00-0901-3552	? South 4500 West	Buffer
00-0009-5335	? 4365 West 10000 South	Buffer
00-0009-3876	? 10791 South 3000 West	Buffer
170720004	? 8656 South 3500 East	Buffer
2A-0357-0000B (37458)	? US 191	Buffer
2A-0338-0000	? Jack Canyon Road	Buffer
2A-0425-0000	? Whitmore Park Road	Route
2A-0428-0000	? Whitmore Park Road	Buffer

Table 29. Eligible Properties in the Wells Draw Survey Area

Parcel Number	Address	In Proposed Route or Study Area Buffer
2A-0312-005F	? US Highway 6	Buffer
2A-0313-0000	? Emma Park Road	Route
2A-0344-0000	? Quarry Road	Buffer
170710009 (125757)	? 2301 East 8250 South	Buffer
170720004	? 8656 South 3500 East	Route
150310001B	? At the intersection of South 3500 East and Myton Townsite Canal Road	Route
150300004	3809 East 8000 South	Buffer
150310018	? 4124 East 8000 South	Buffer
00-0011-5208	? Argyle Canyon Road	Route
00-0011-5257	? 30259 West Argyle Canyon Road	Buffer
28063	? Wells Draw Road	Buffer

Based on background research and on observation during fieldwork, the study area has the potential for NRHP-eligible districts to be present at the landscape level relating to the NRHP themes of mining, agriculture, and settlement; districts may also be NRHP eligible because of their relationship to the agricultural subthemes of irrigation and sheepherding (Oliver et al. 2017a, 2017b). Based on observations during the survey, however, additional study is required to concretely identify, assess, and create boundaries for potential districts. The potential for ethnographic landscapes may also be present but this requires further research and documentation in collaboration with ethnographic groups in the Uinta Basin, particularly Ute Tribal members.

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APPENDIX A

Maps for Indian Canyon Proposed Route

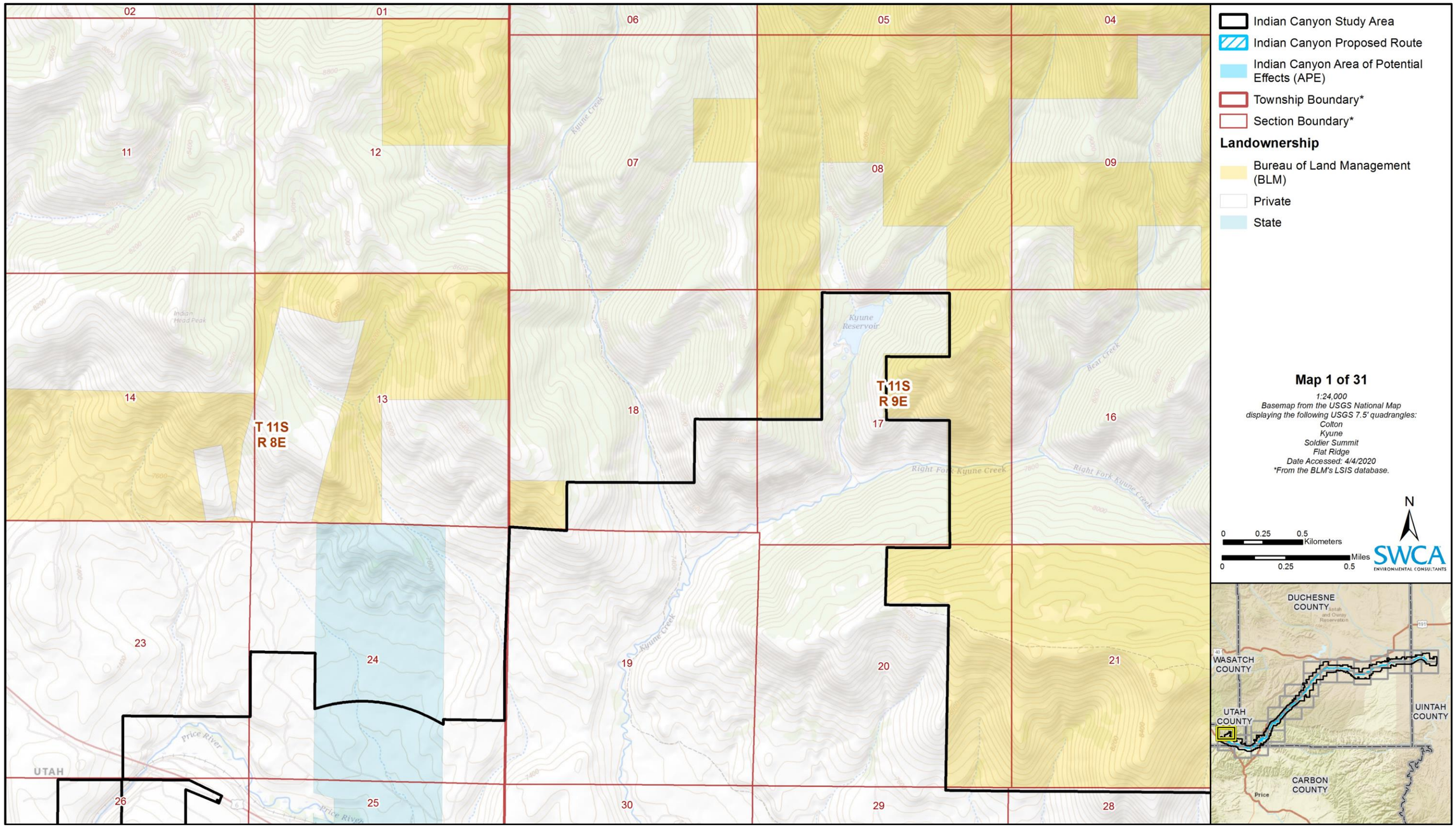

Figure A-1. Detailed project location map for Indian Canyon Proposed Route (map 1 of 31).

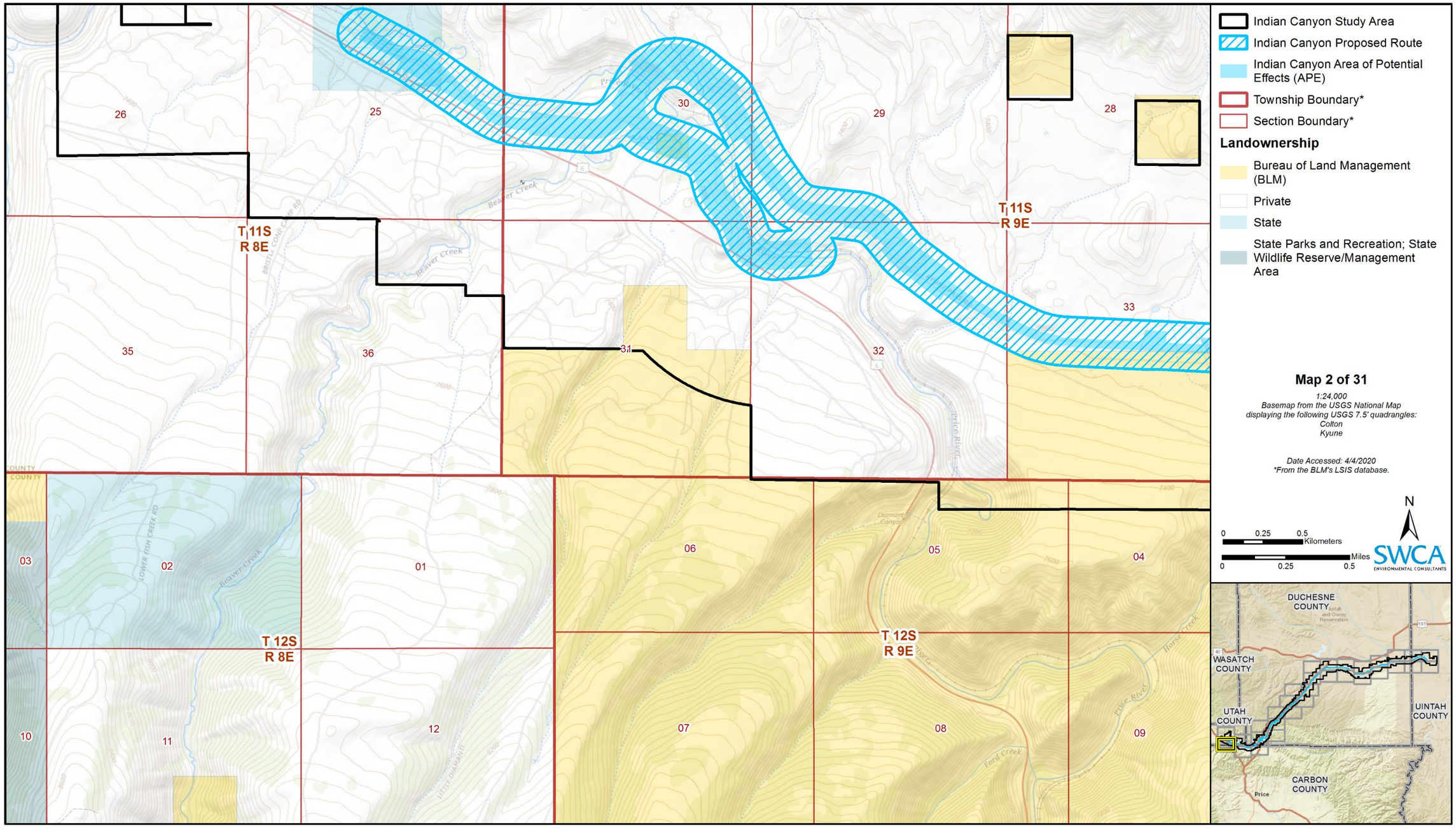

Figure A-2. Detailed project location map for Indian Canyon Proposed Route (map 2 of 31).

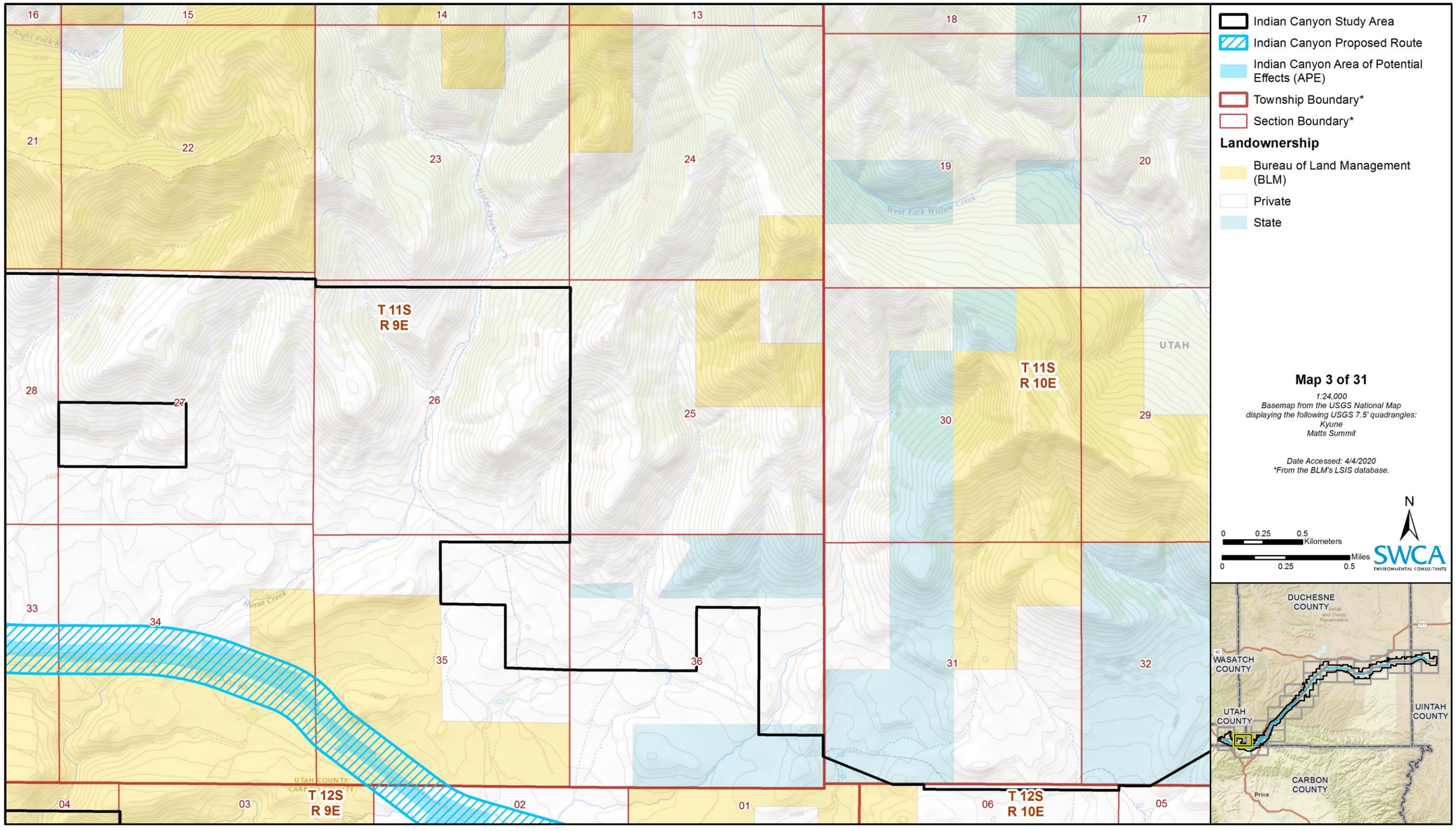

Figure A-3. Detailed project location map for Indian Canyon Proposed Route (map 3 of 31).

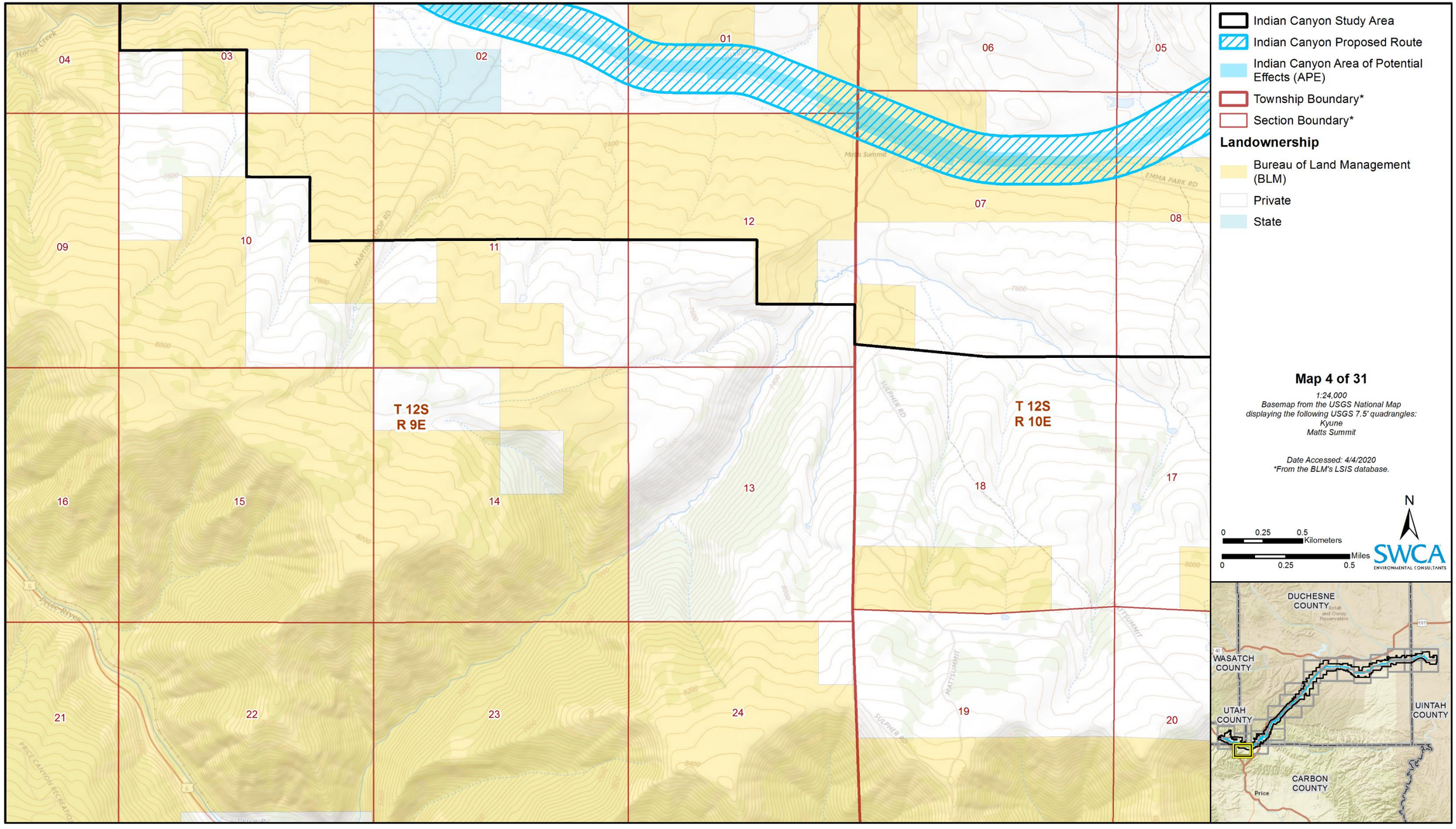

Figure A-4. Detailed project location map for Indian Canyon Proposed Route (map 4 of 31).

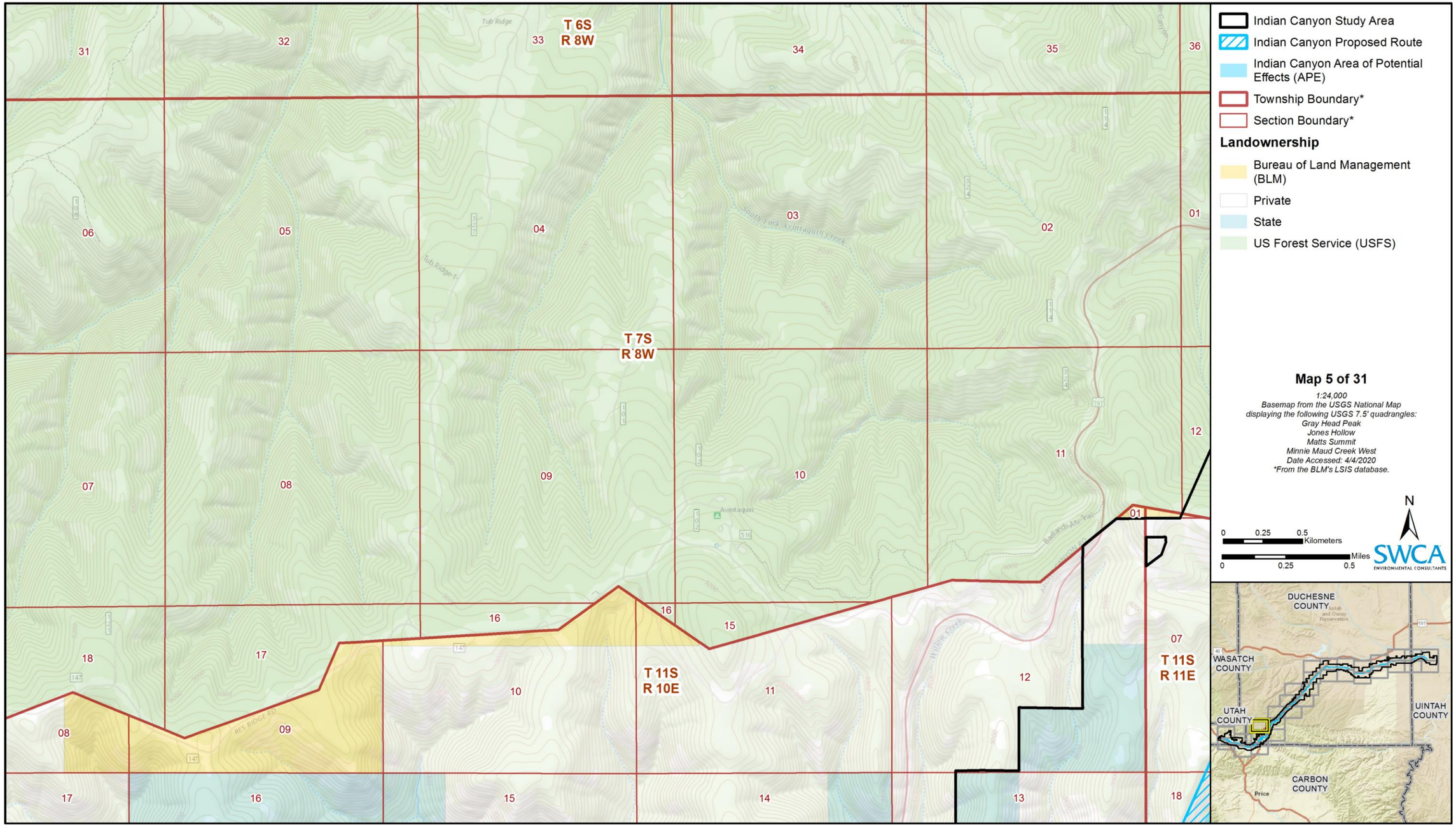

Figure A-5. Detailed project location map for Indian Canyon Proposed Route (map 5 of 31).

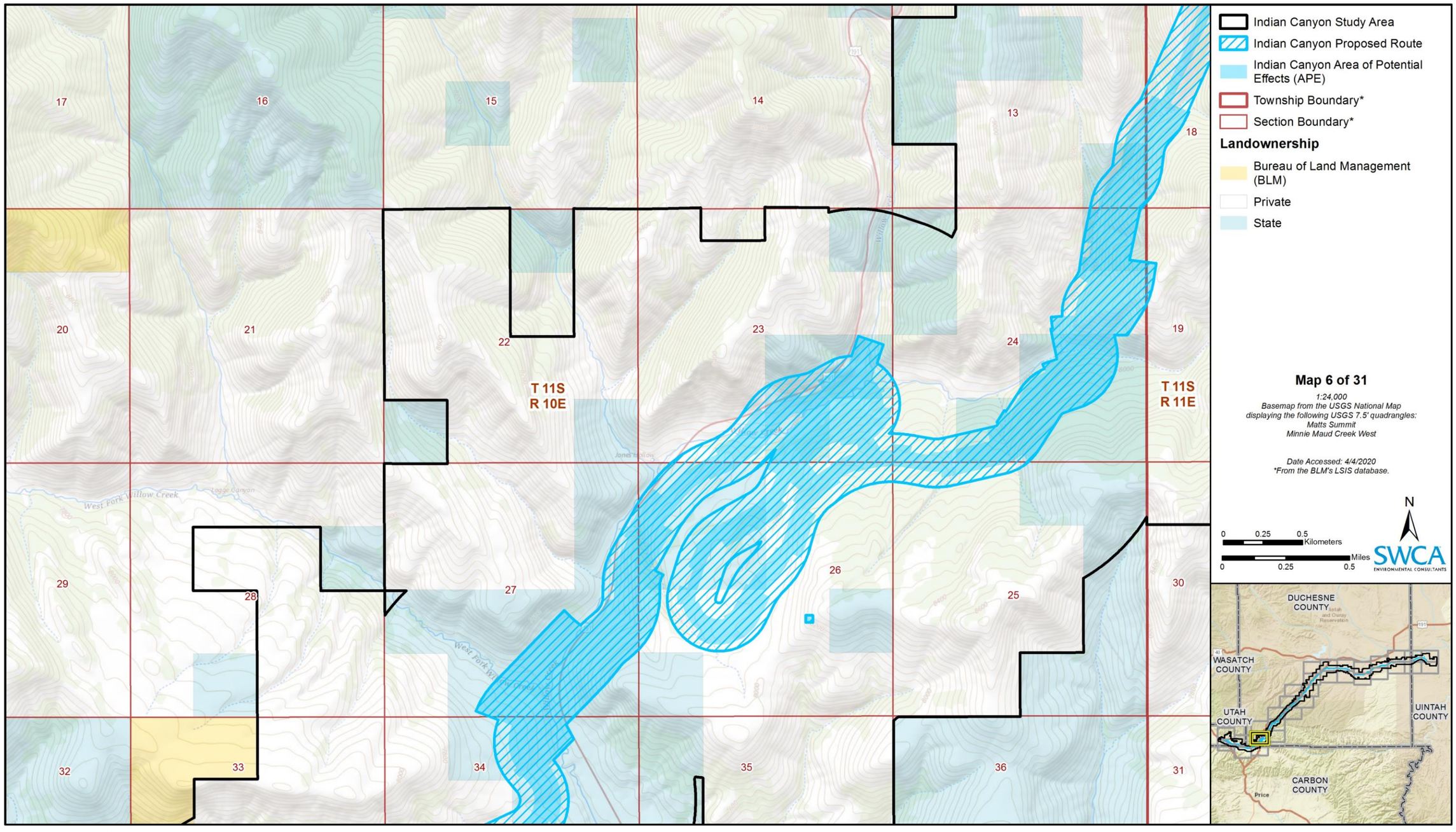

Figure A-6. Detailed project location map for Indian Canyon Proposed Route (map 6 of 31).

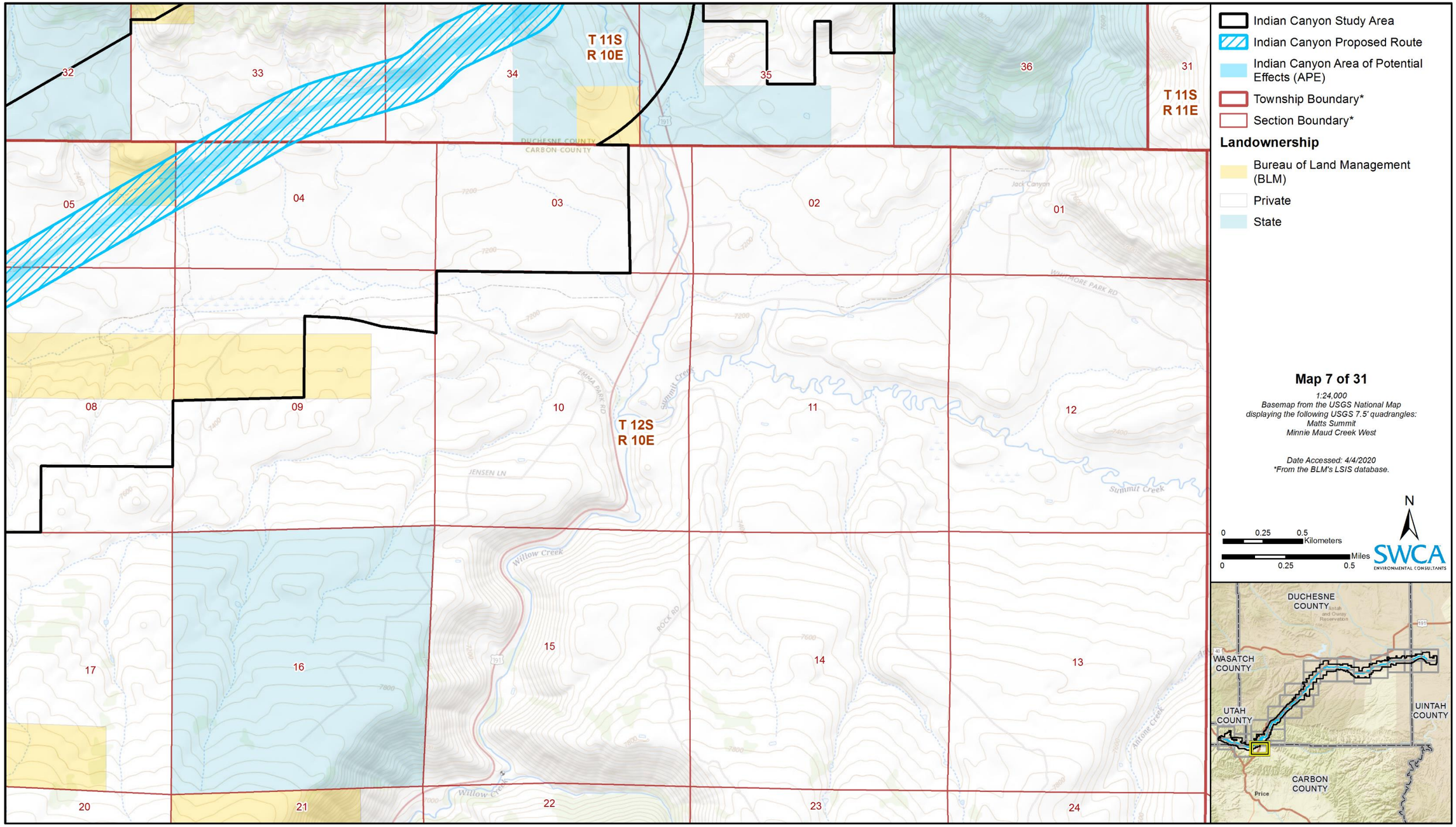

Figure A-7. Detailed project location map for Indian Canyon Proposed Route (map 7 of 31).

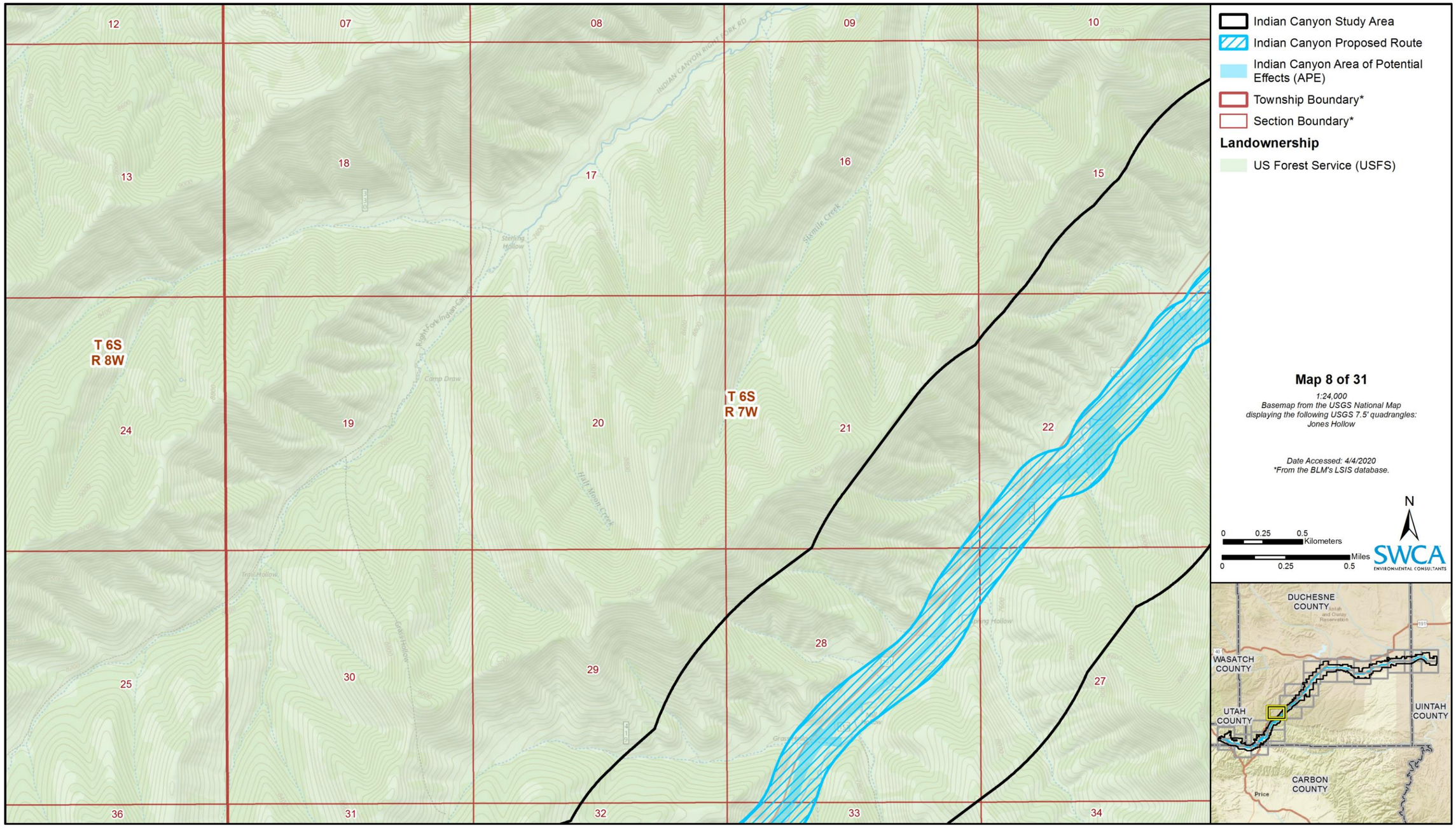

Figure A-8. Detailed project location map for Indian Canyon Proposed Route (map 8 of 31).

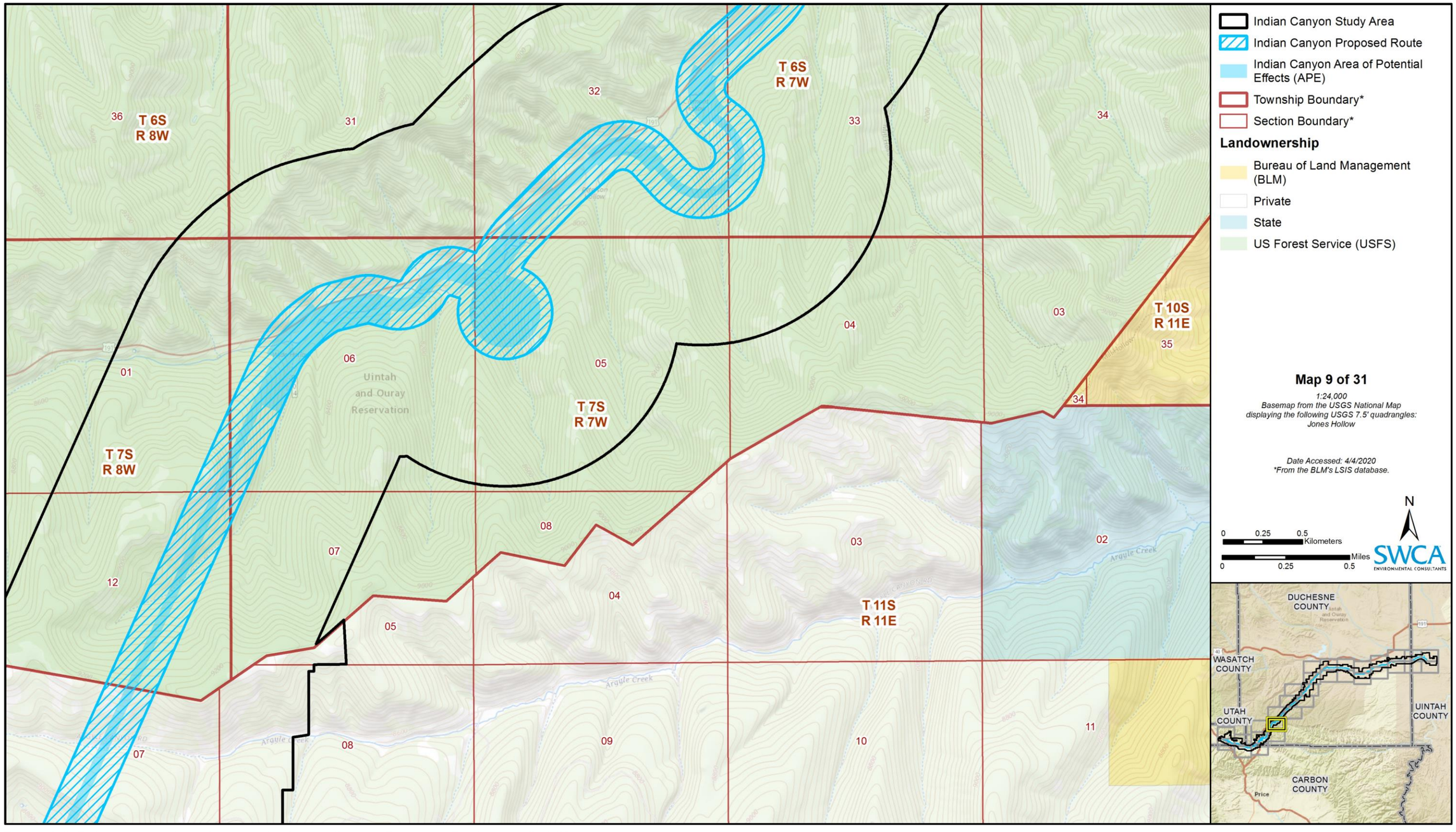

Figure A-9. Detailed project location map for Indian Canyon Proposed Route (map 9 of 31).

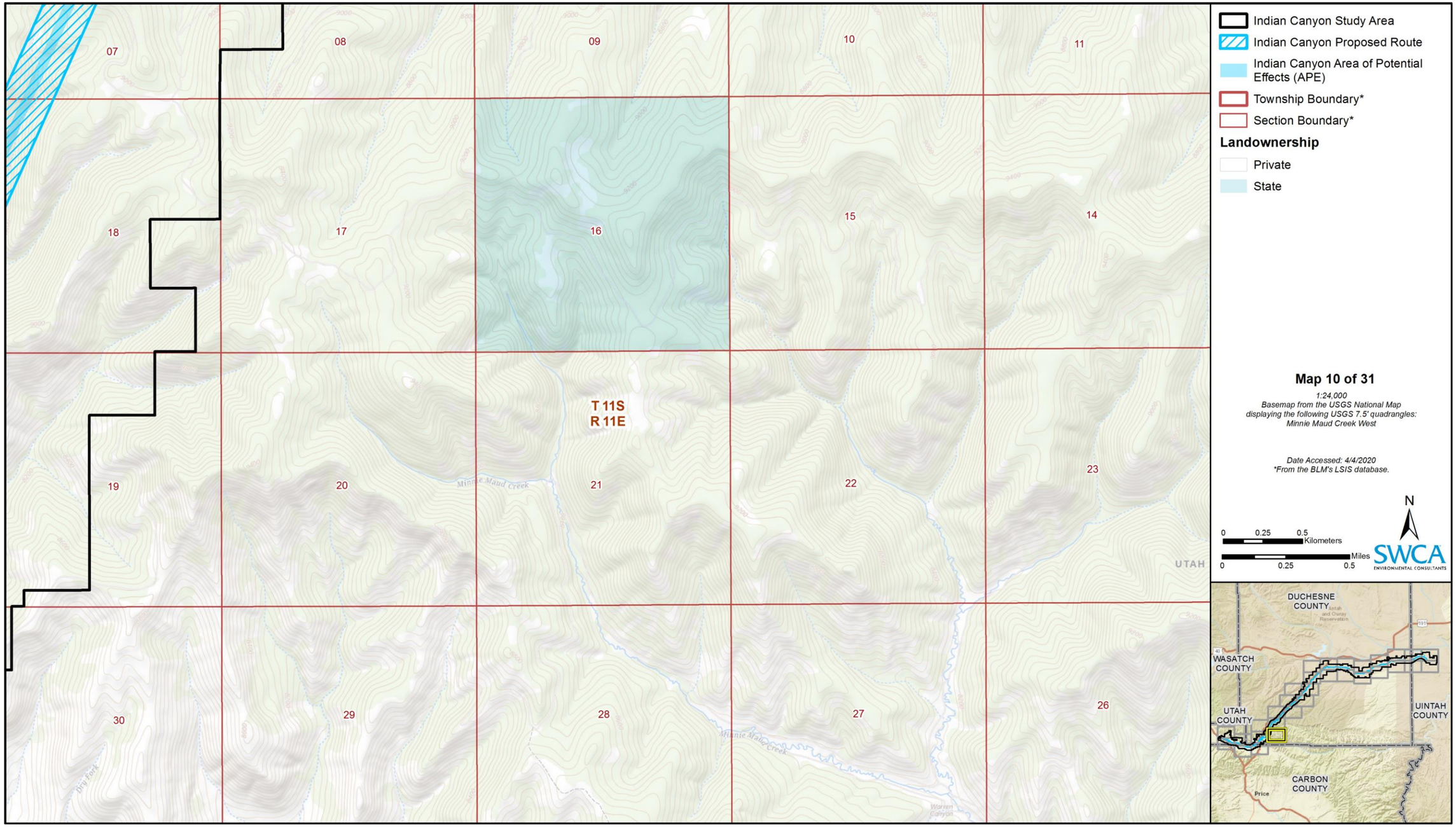

Figure A-10. Detailed project location map for Indian Canyon Proposed Route (map 10 of 31).

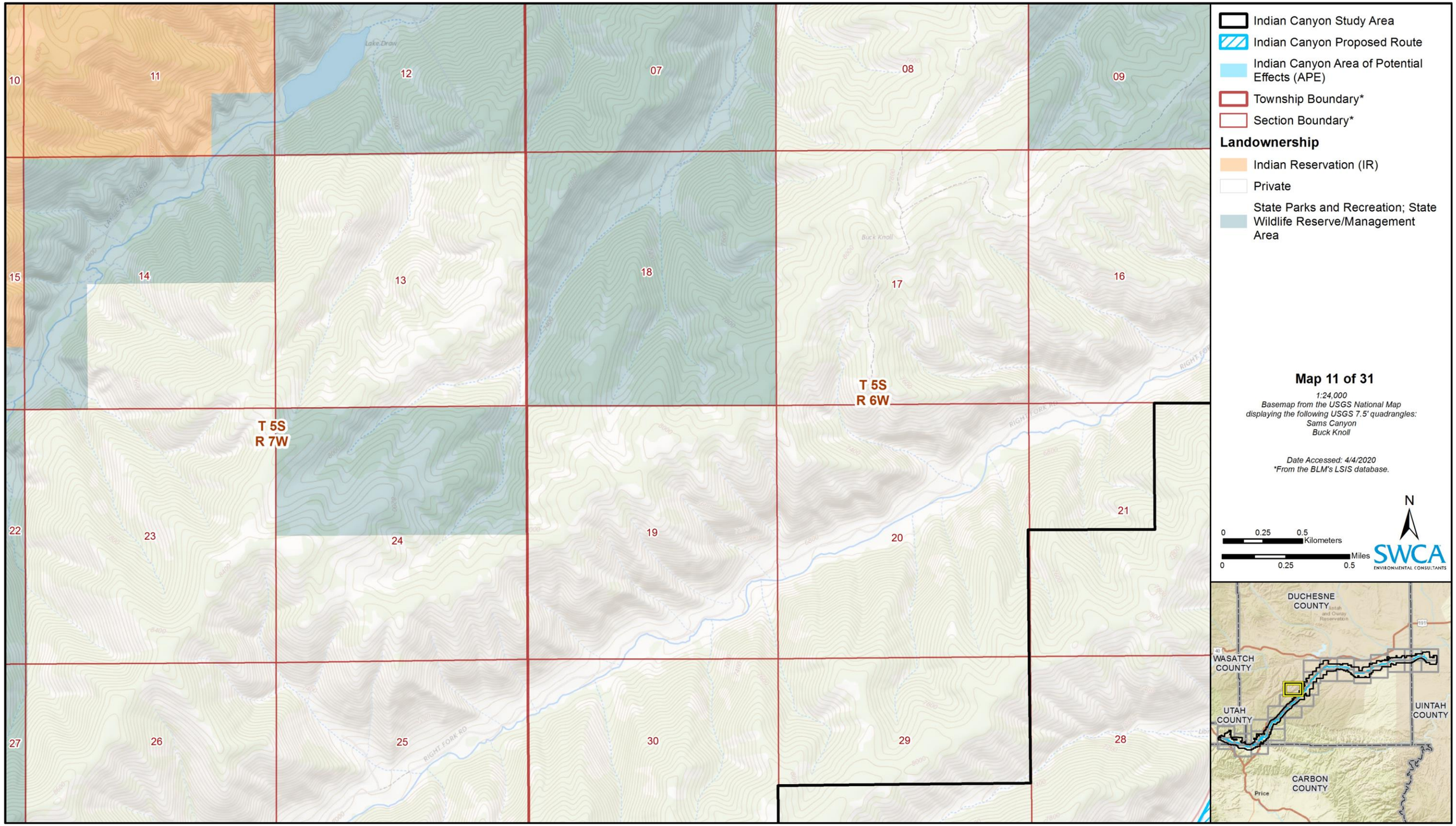

Figure A-11. Detailed project location map for Indian Canyon Proposed Route (map 11 of 31).

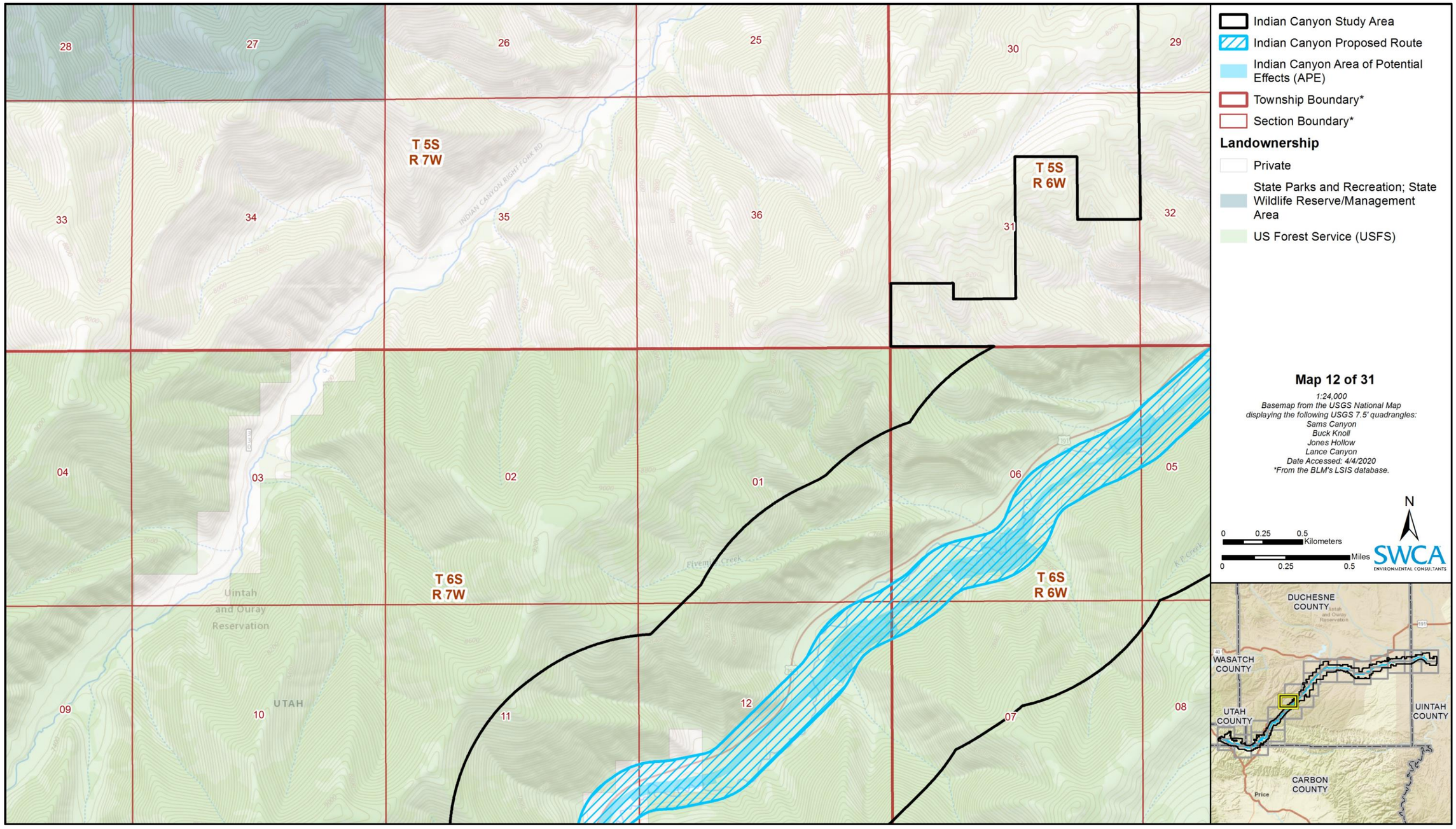

Figure A-12. Detailed project location map for Indian Canyon Proposed Route (map 12 of 31).

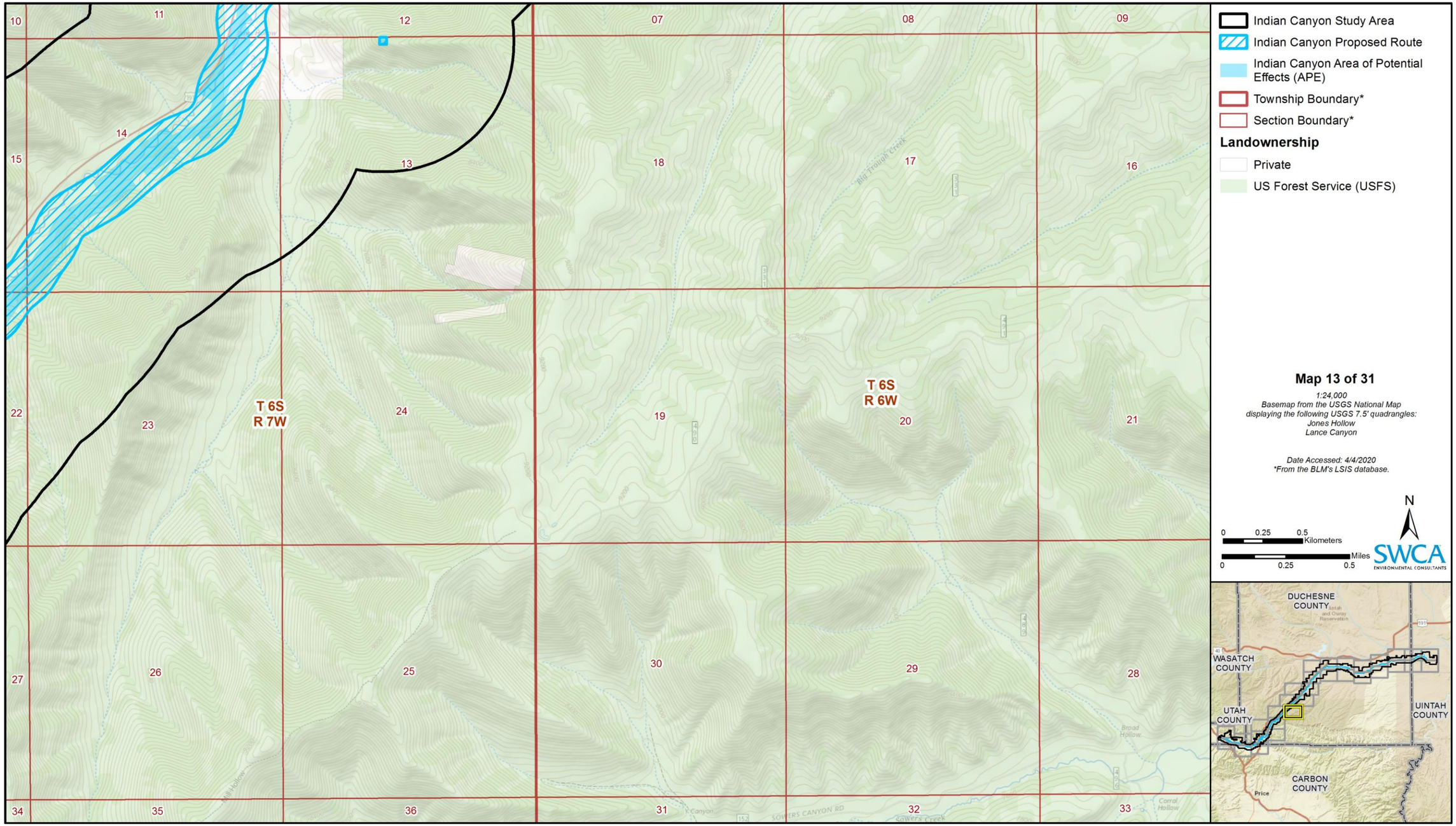

Figure A-13. Detailed project location map for Indian Canyon Proposed Route (map 13 of 31).

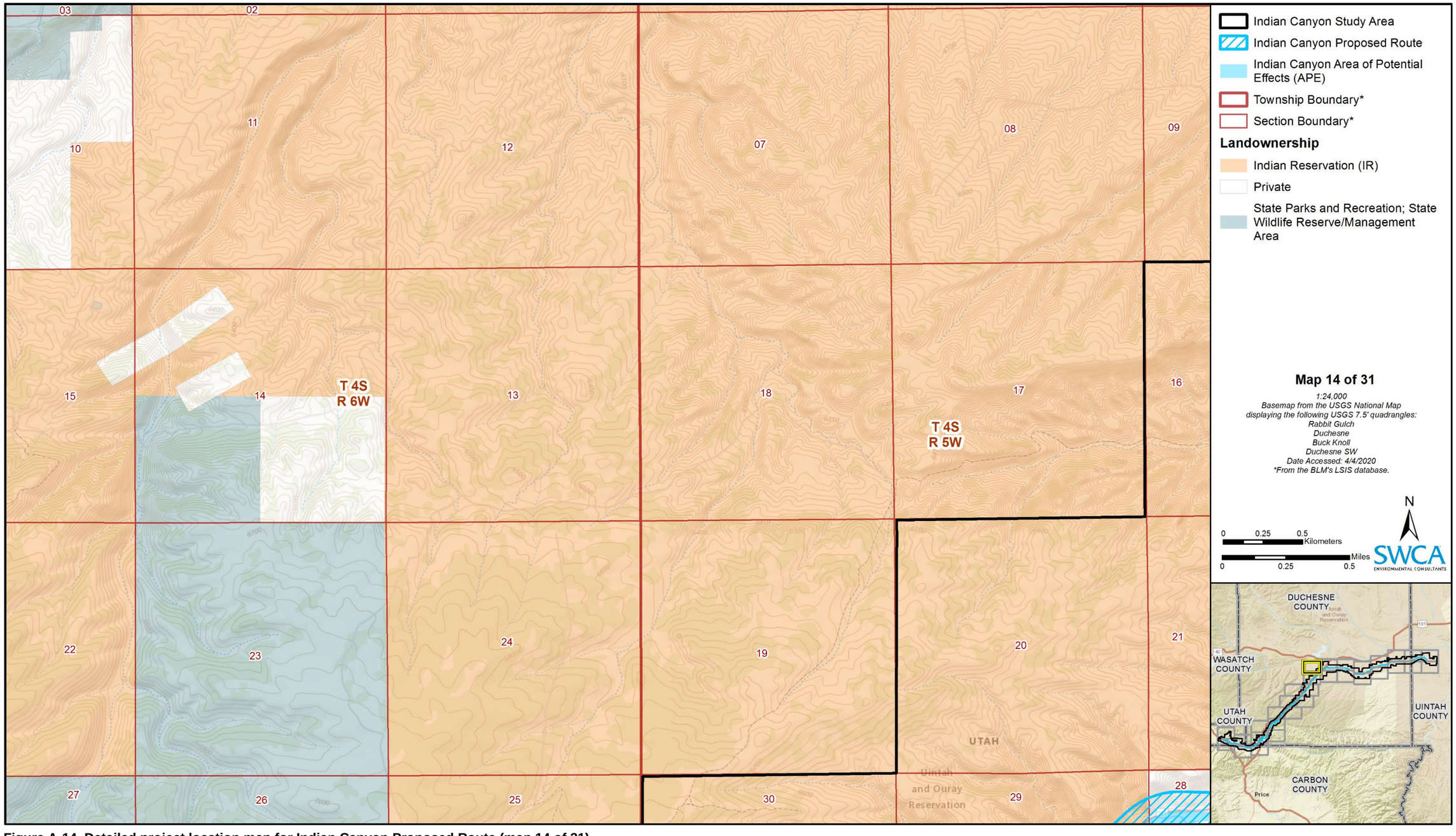

Figure A-14. Detailed project location map for Indian Canyon Proposed Route (map 14 of 31).

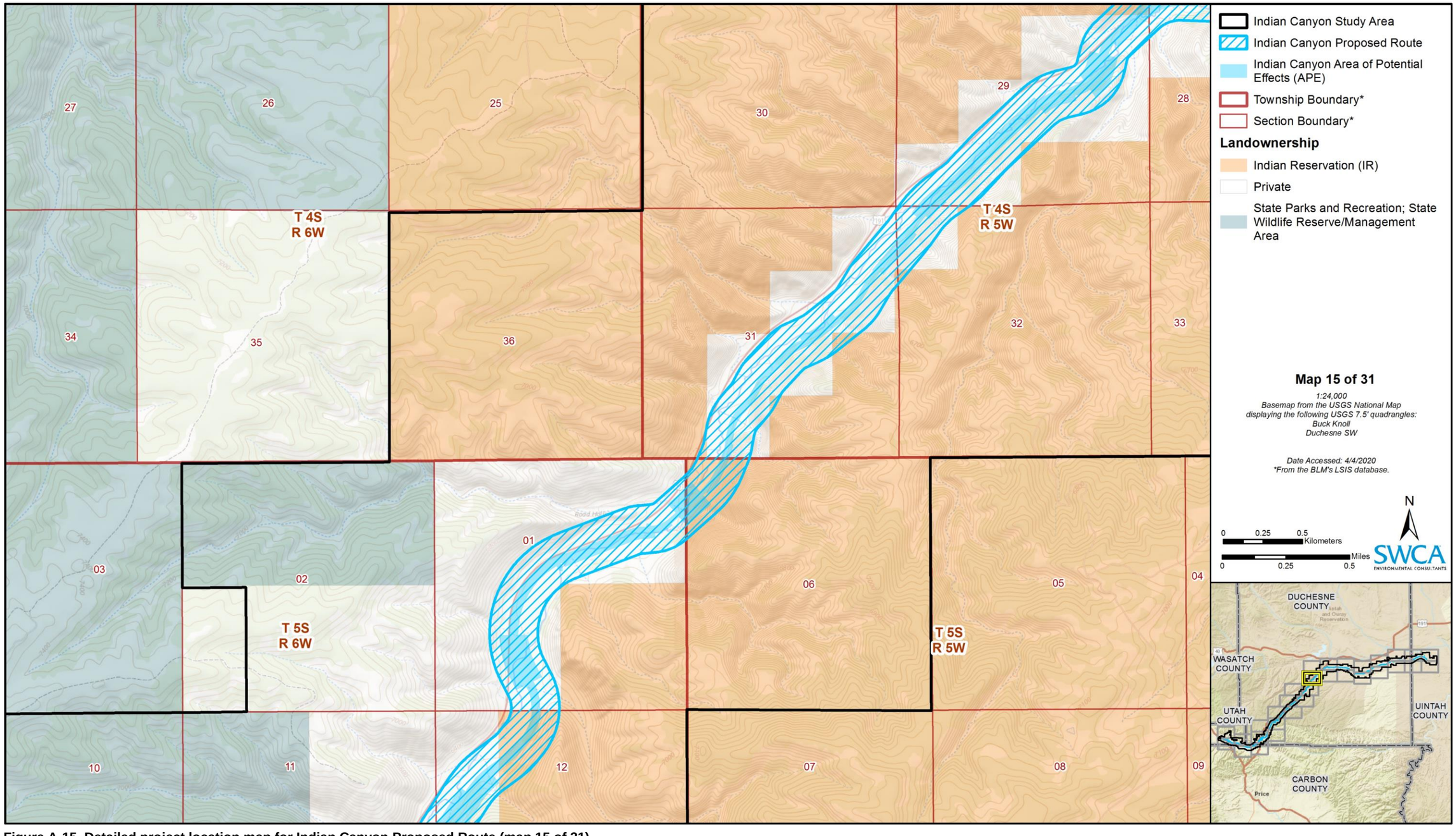

Figure A-15. Detailed project location map for Indian Canyon Proposed Route (map 15 of 31).

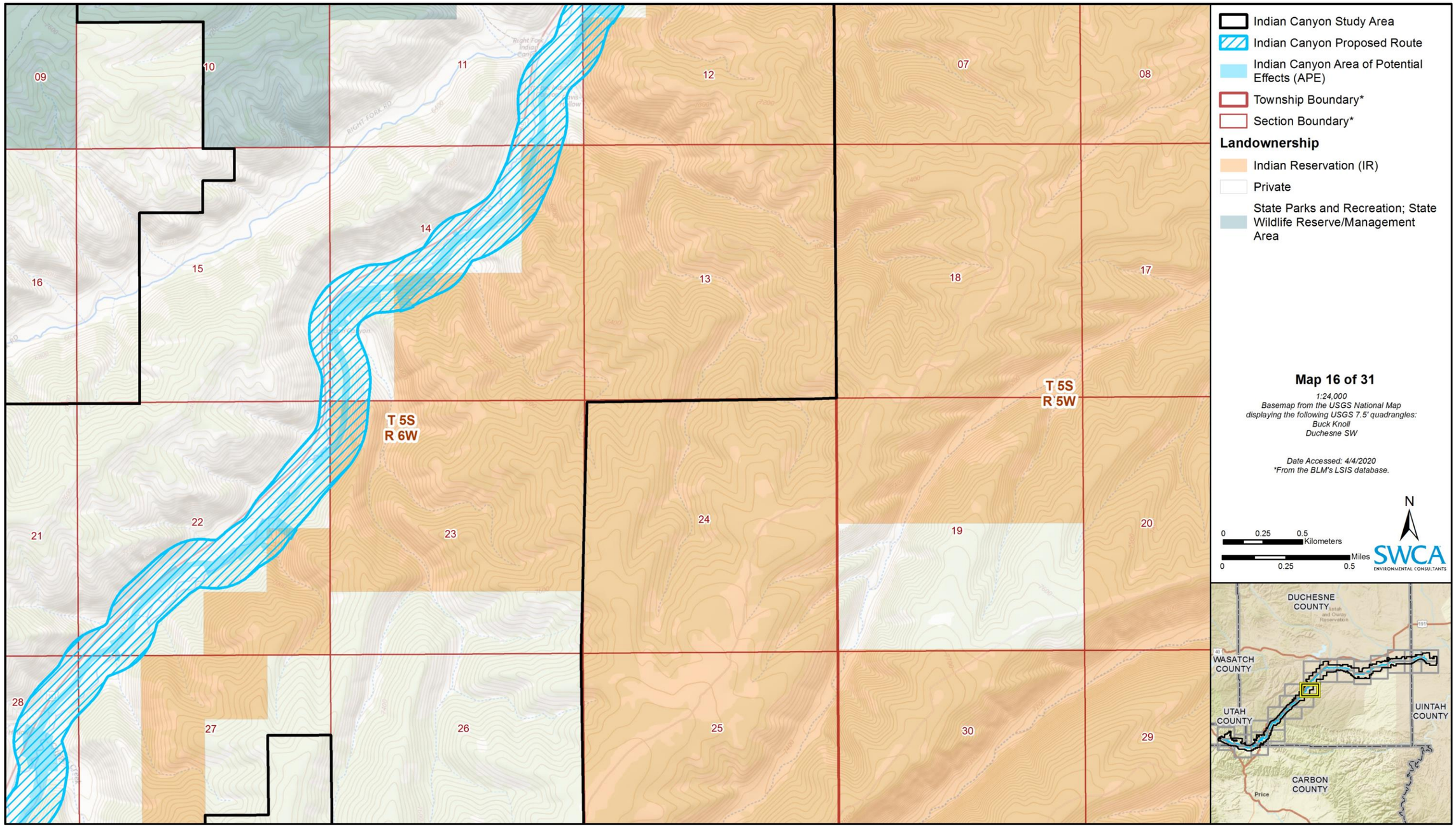

Figure A-16. Detailed project location map for Indian Canyon Proposed Route (map 16 of 31).

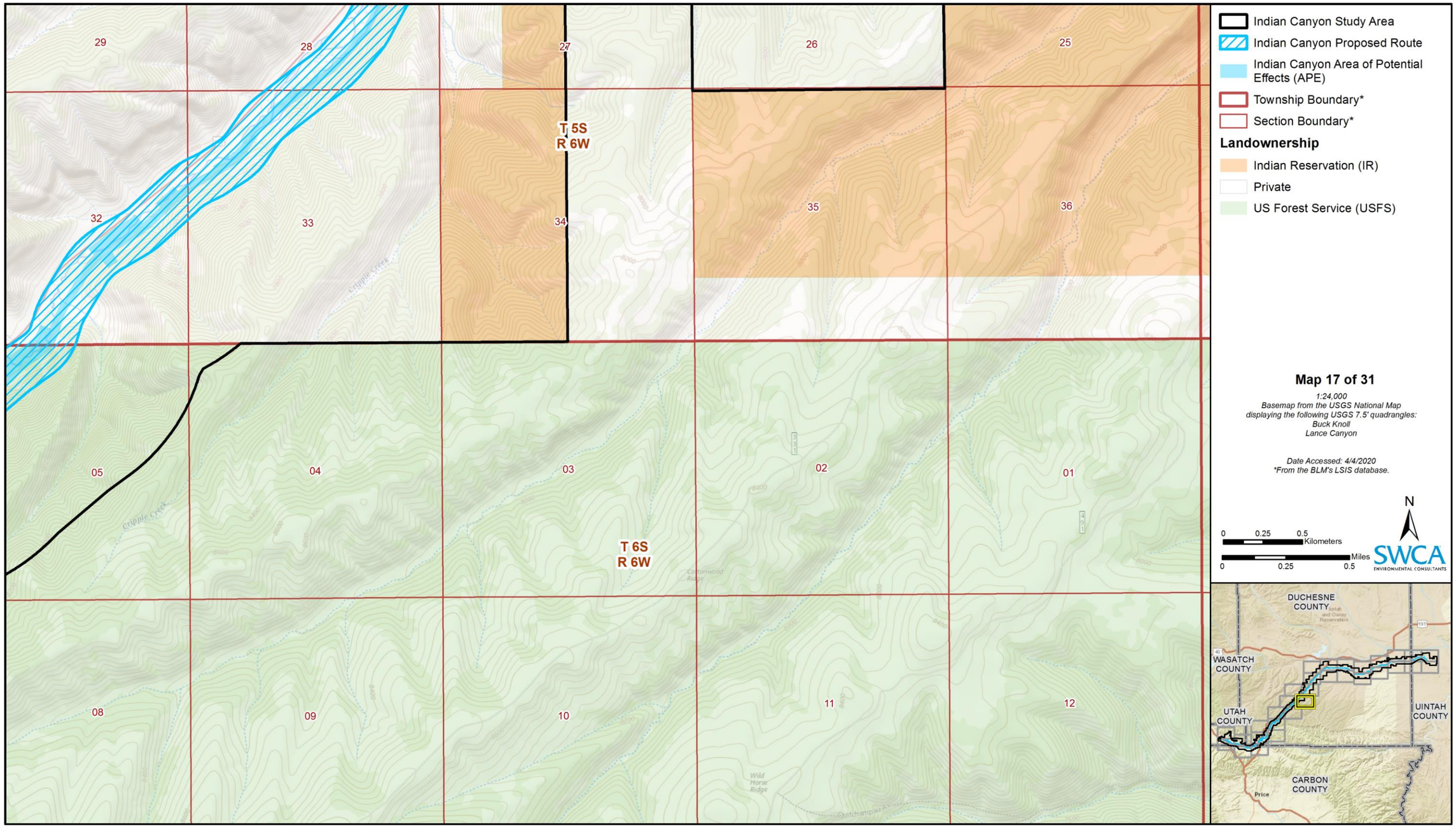

Figure A-17. Detailed project location map for Indian Canyon Proposed Route (map 17 of 31).

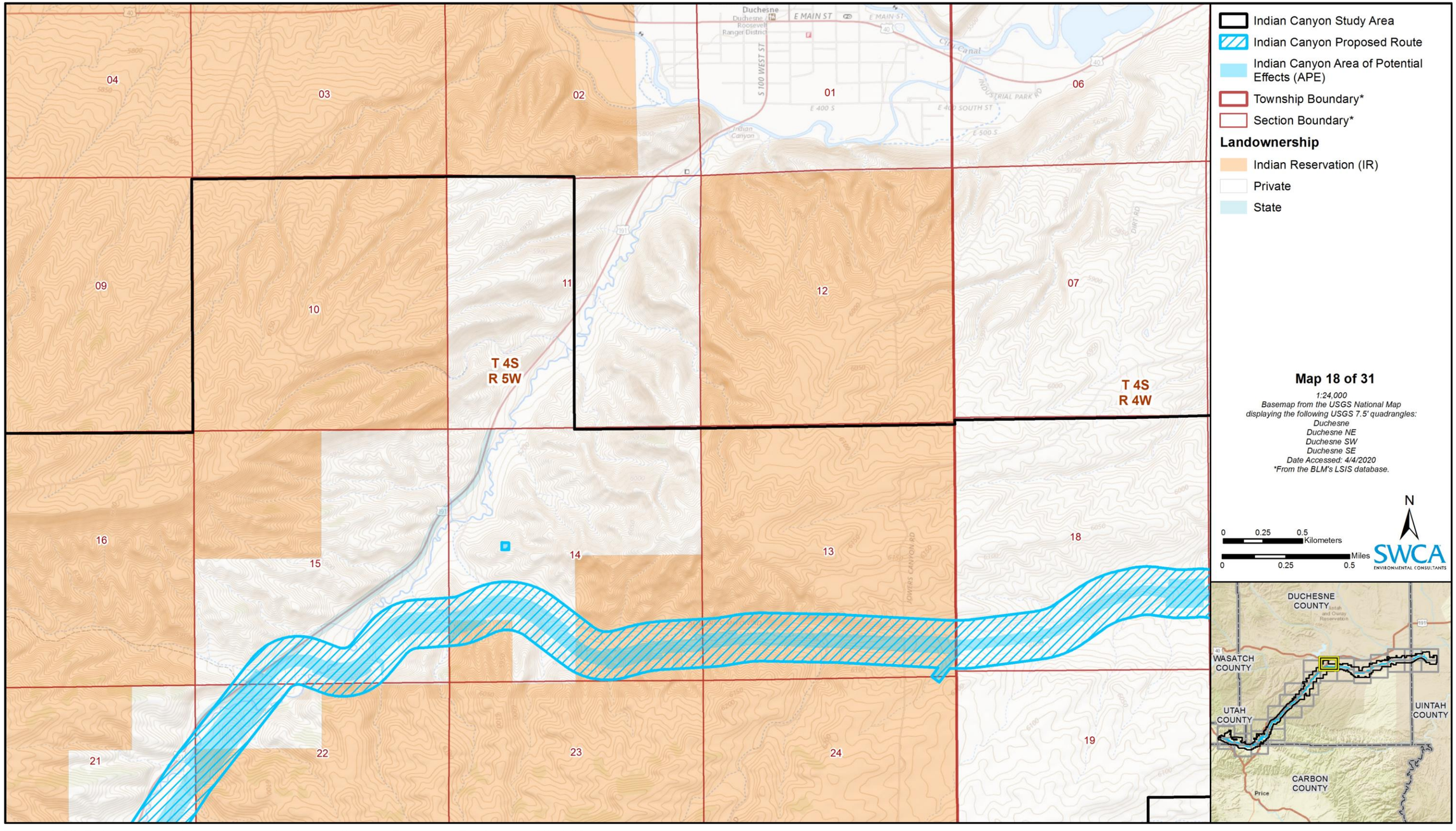

Figure A-18. Detailed project location map for Indian Canyon Proposed Route (map 18 of 31).

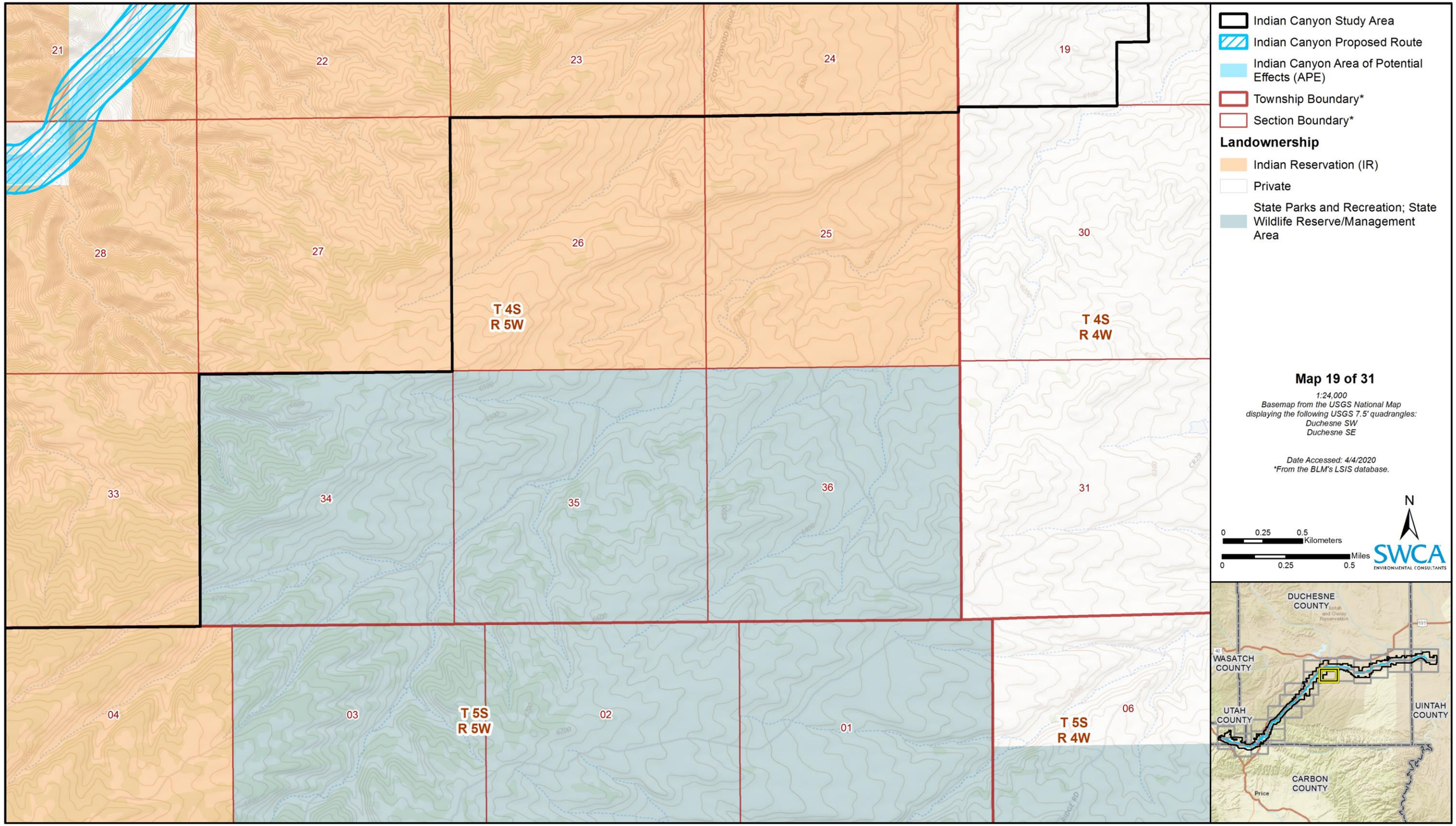

Figure A-19. Detailed project location map for Indian Canyon Proposed Route (map 19 of 31).

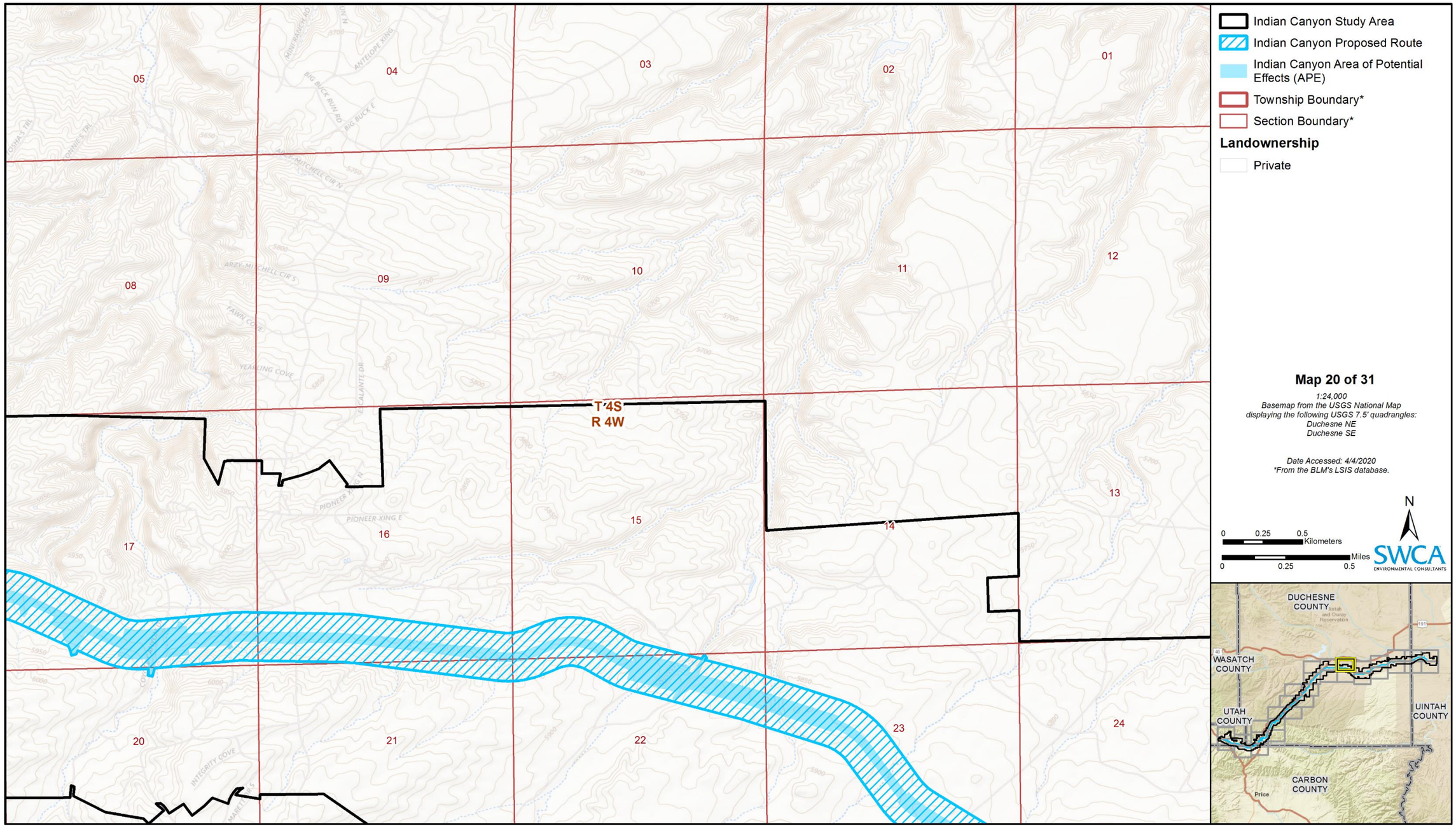

Figure A-20. Detailed project location map for Indian Canyon Proposed Route (map 20 of 31).

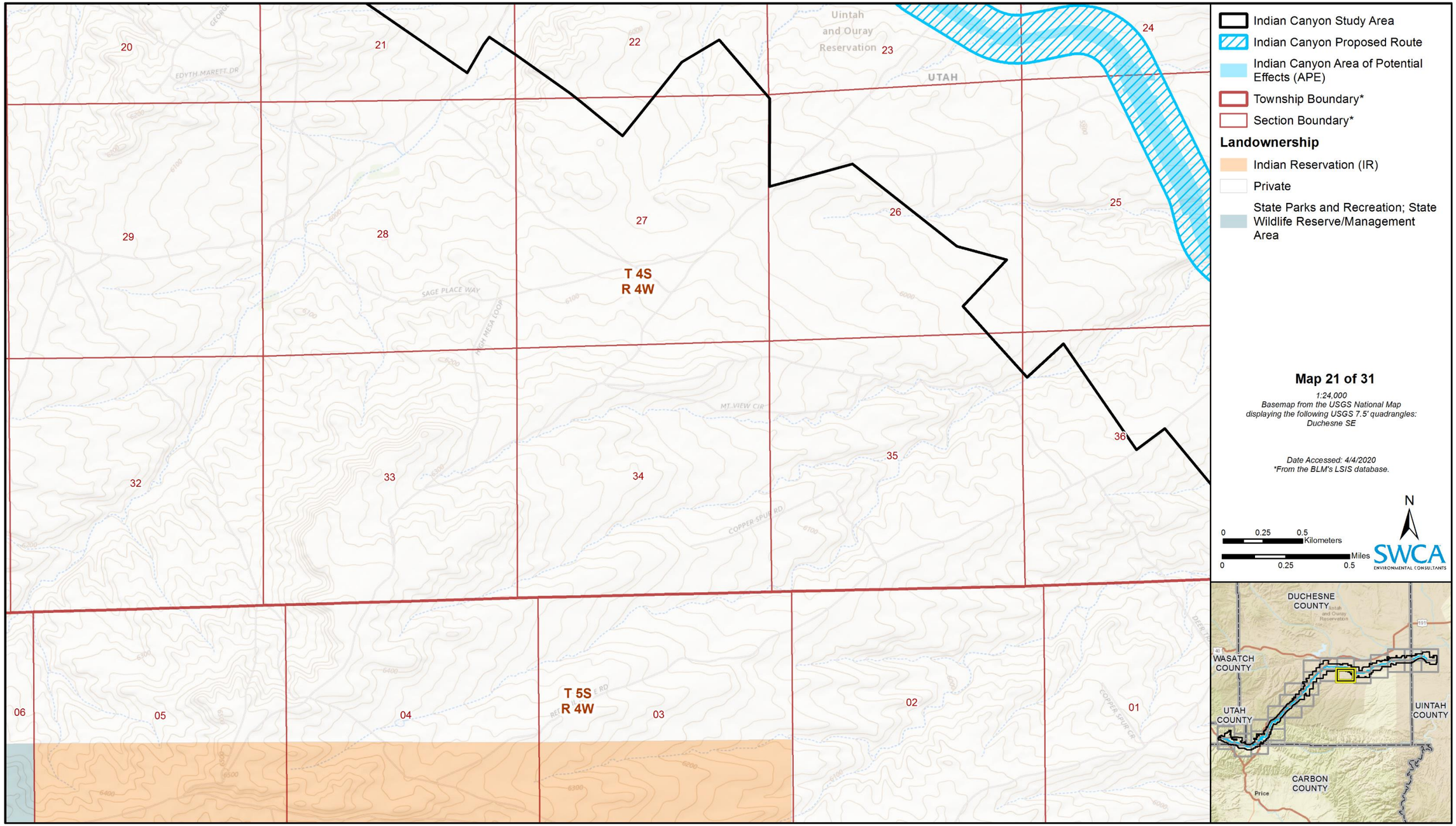

Figure A-21. Detailed project location map for Indian Canyon Proposed Route (map 21 of 31).

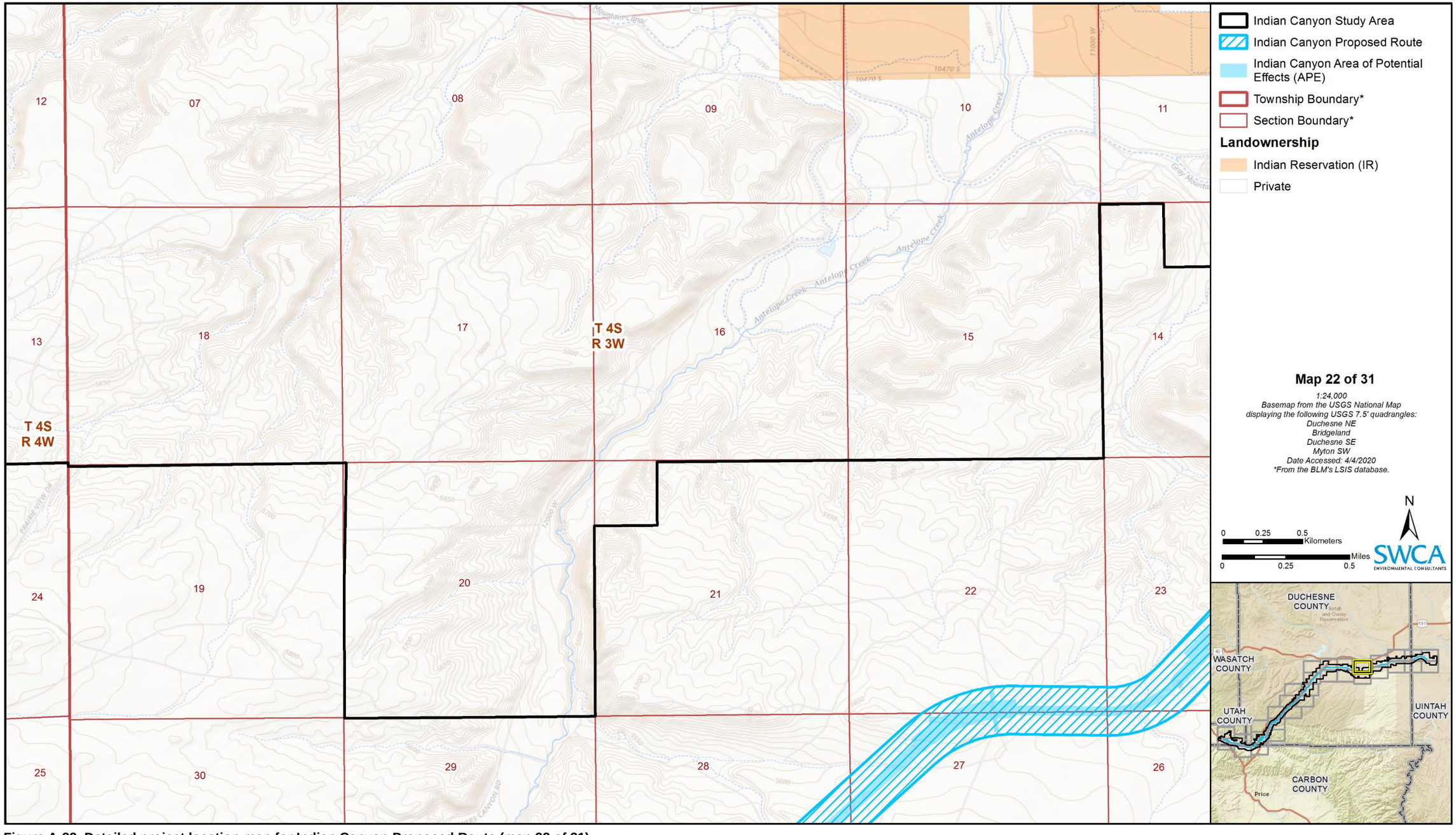

Figure A-22. Detailed project location map for Indian Canyon Proposed Route (map 22 of 31).

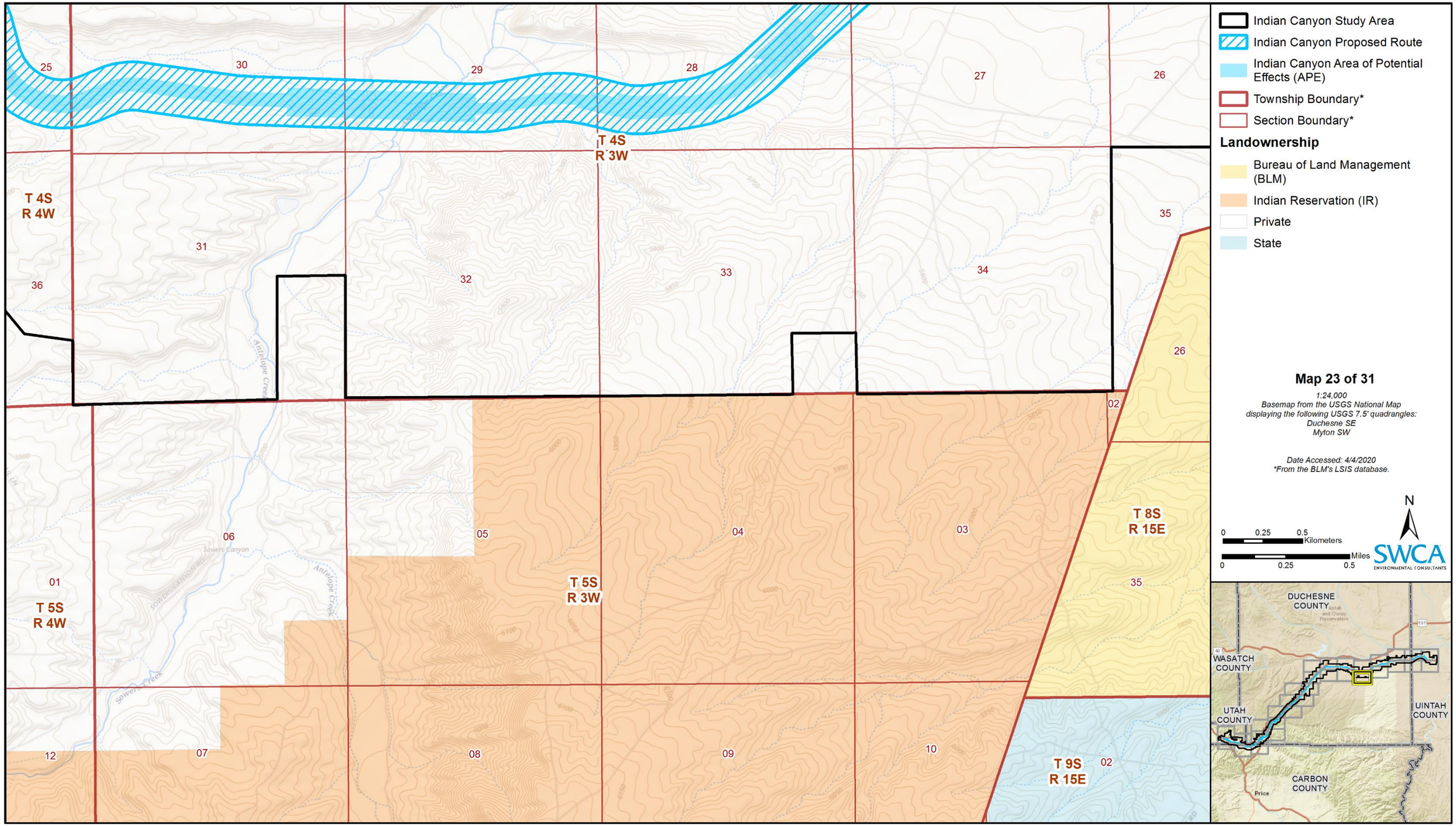

Figure A-23. Detailed project location map for Indian Canyon Proposed Route (map 23 of 31).

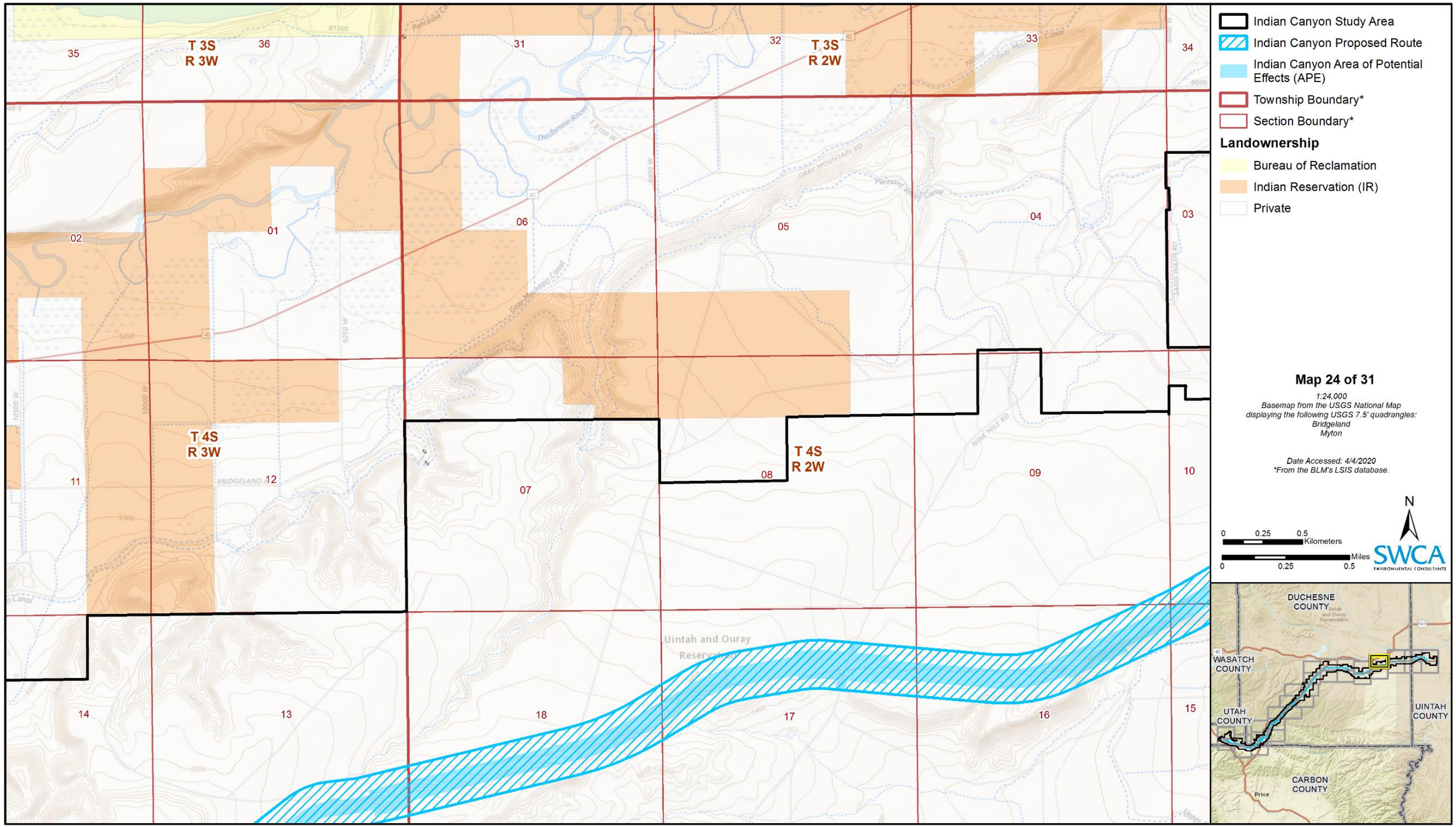

Figure A-24. Detailed project location map for Indian Canyon Proposed Route (map 24 of 31).

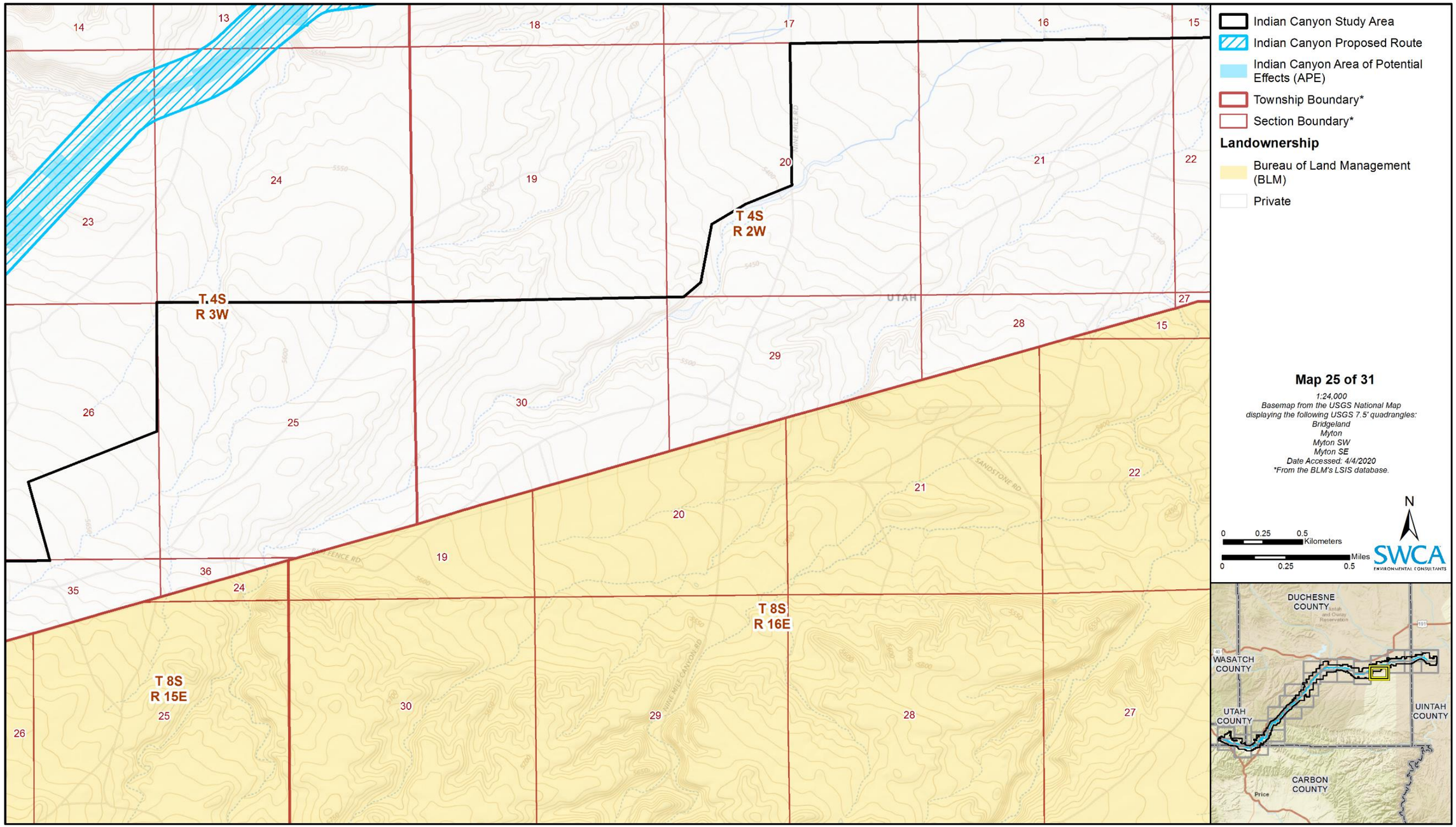

Figure A-25. Detailed project location map for Indian Canyon Proposed Route (map 25 of 31).

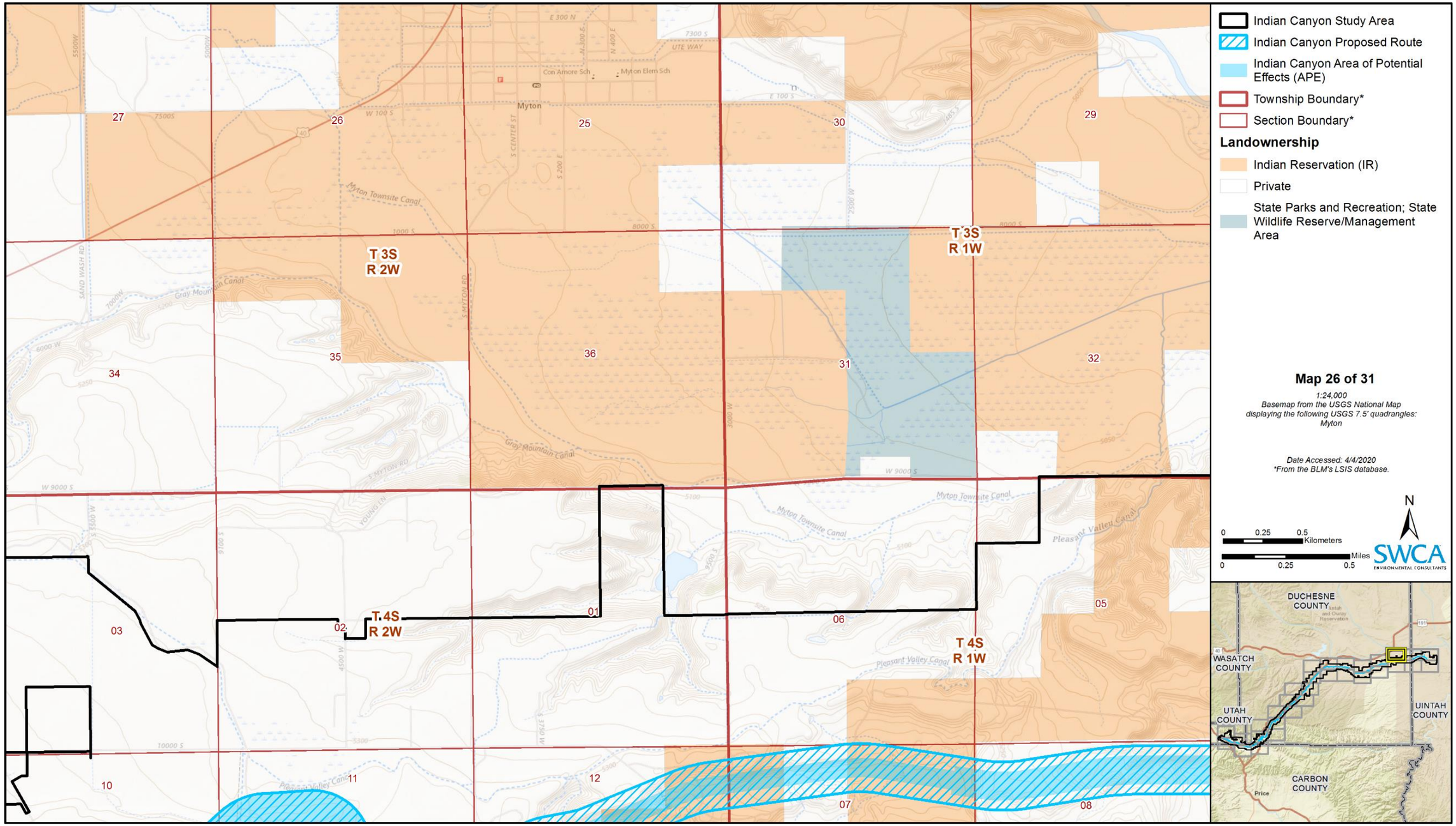

Figure A-26. Detailed project location map for Indian Canyon Proposed Route (map 26 of 31).

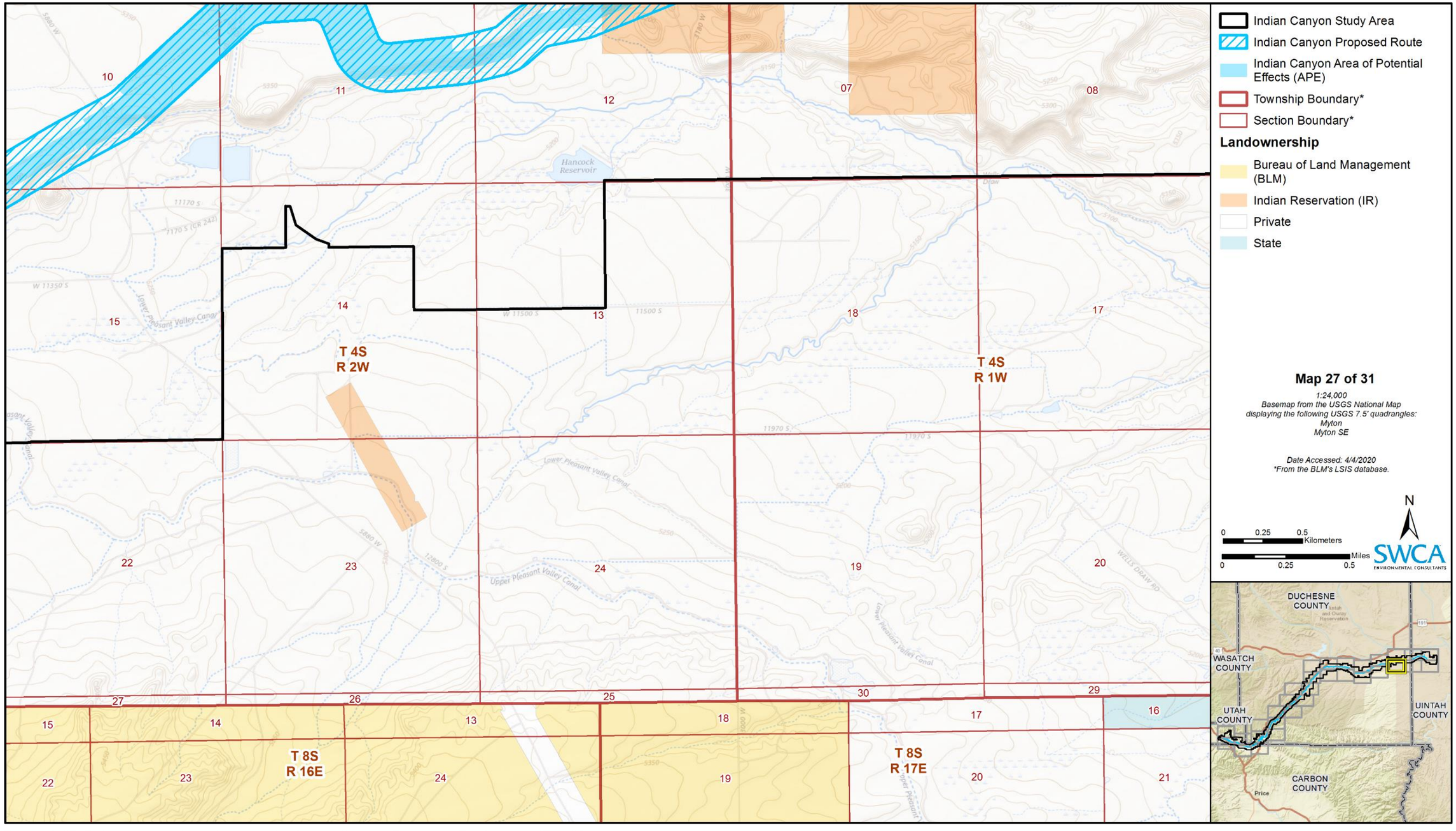

Figure A-27. Detailed project location map for Indian Canyon Proposed Route (map 27 of 31).

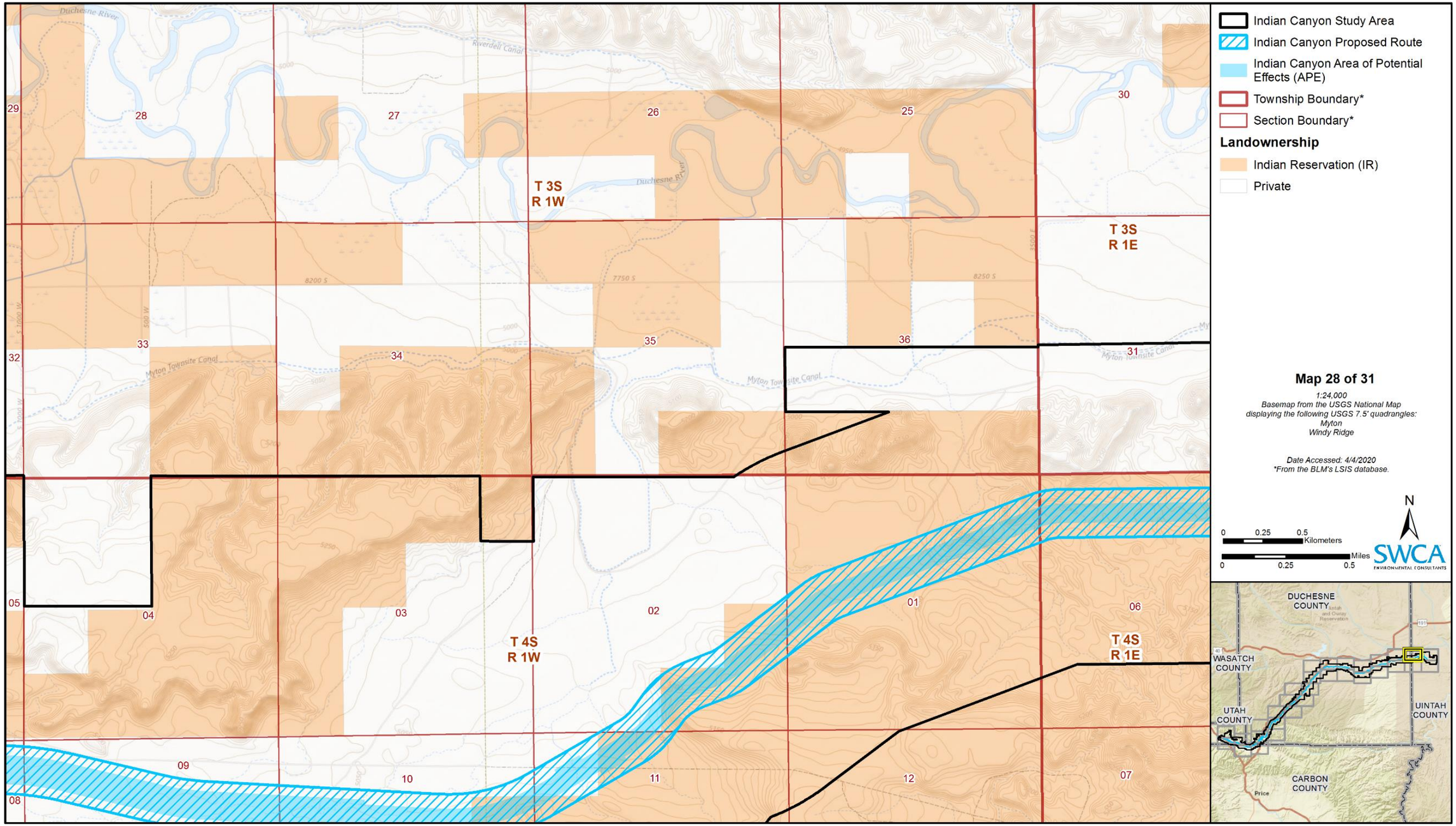

Figure A-28. Detailed project location map for Indian Canyon Proposed Route (map 28 of 31).

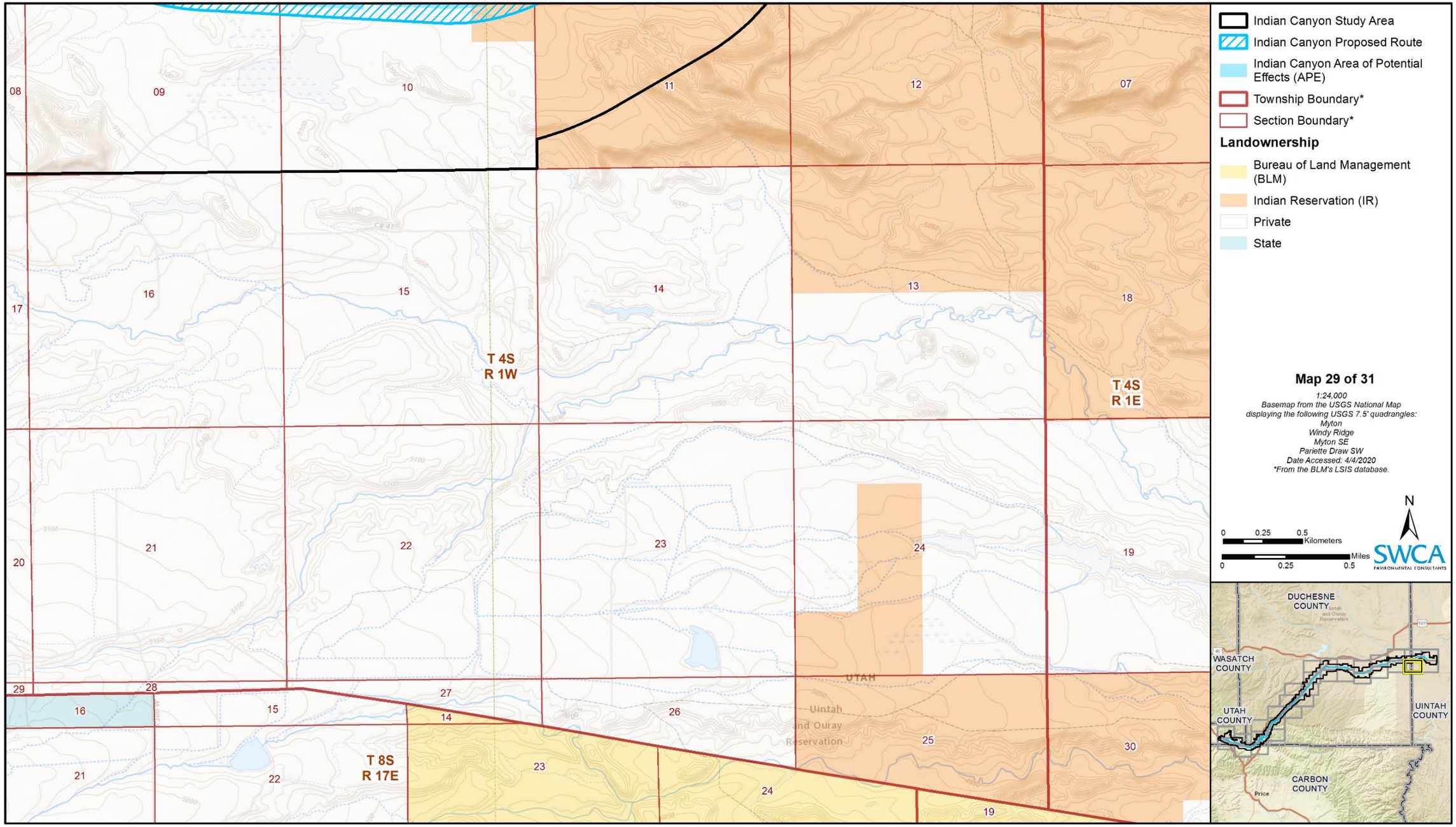

Figure A-29. Detailed project location map for Indian Canyon Proposed Route (map 29 of 31).

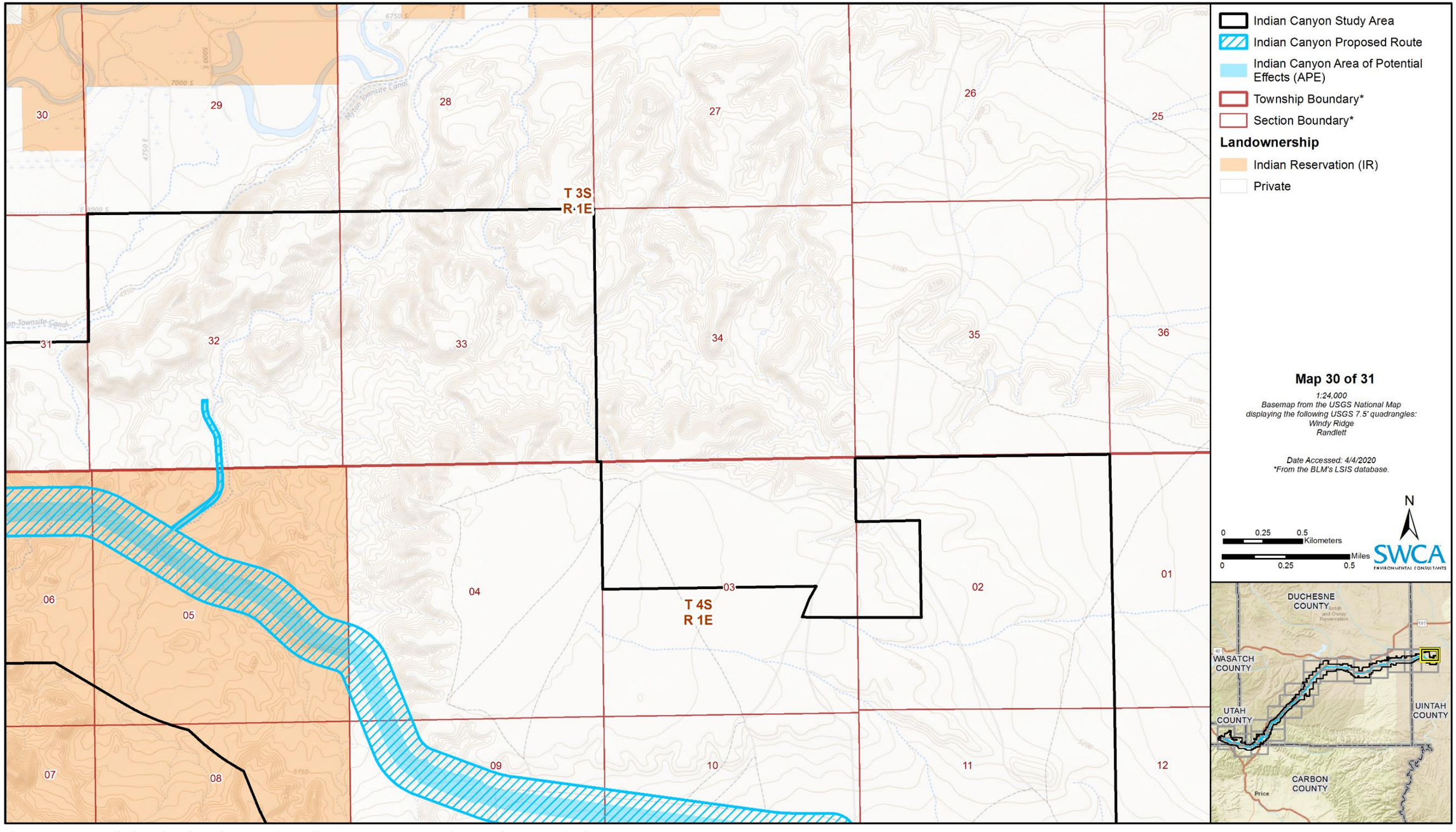

Figure A-30. Detailed project location map for Indian Canyon Proposed Route (map 30 of 31).

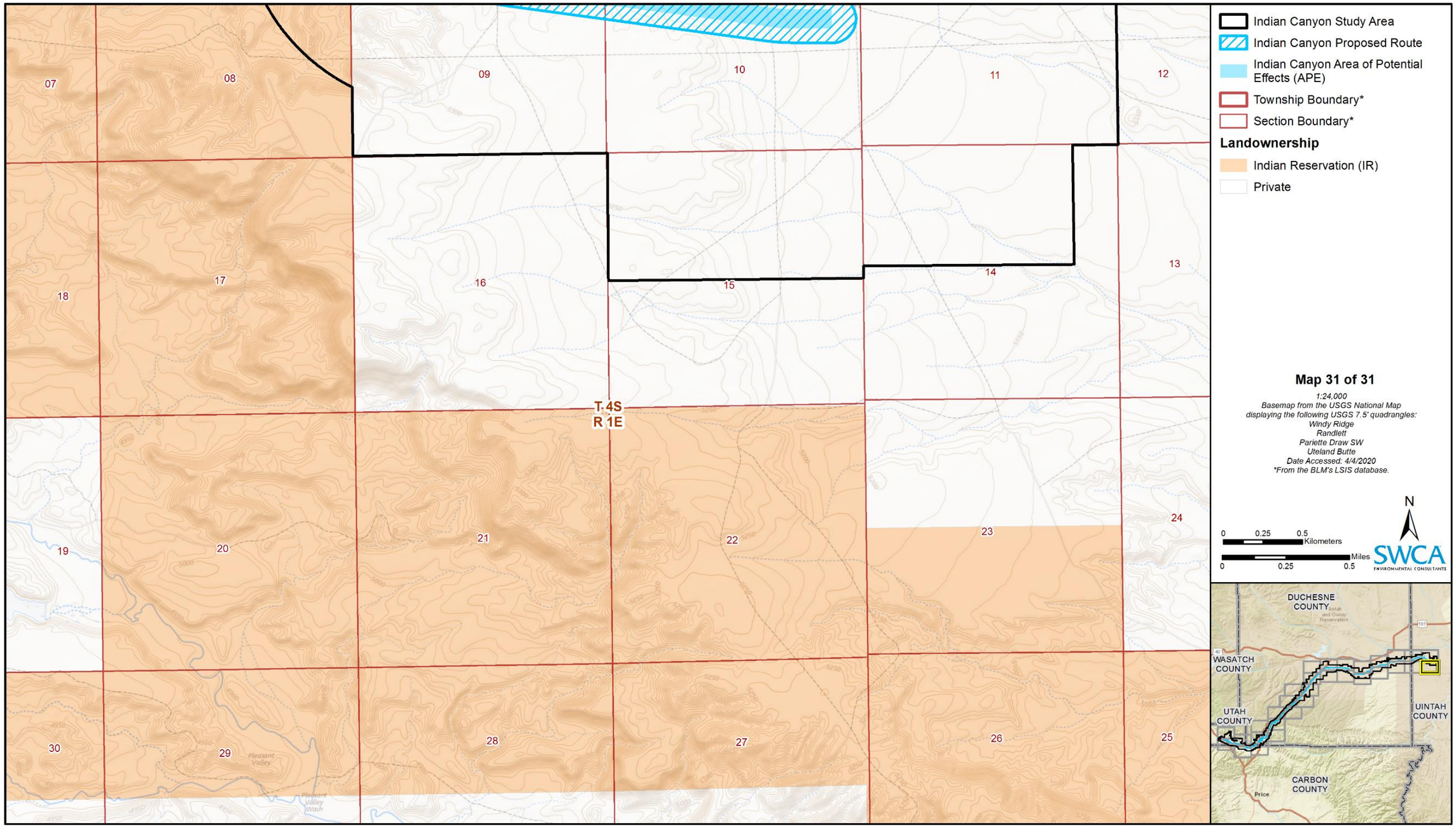

Figure A-31. Detailed project location map for Indian Canyon Proposed Route (map 31 of 31).

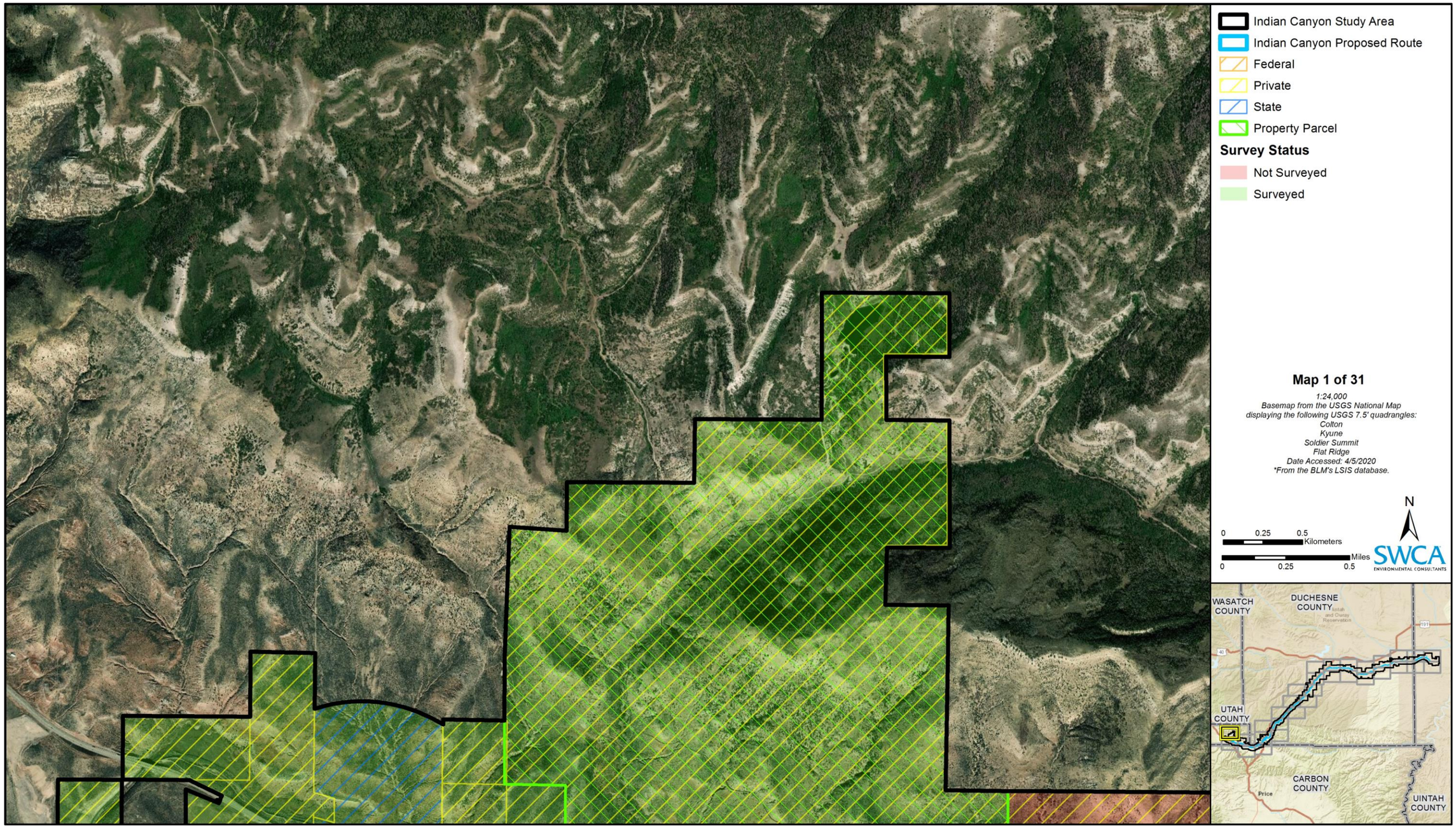

Figure A-32. Detailed results map for Indian Canyon Proposed Route (map 1 of 31).

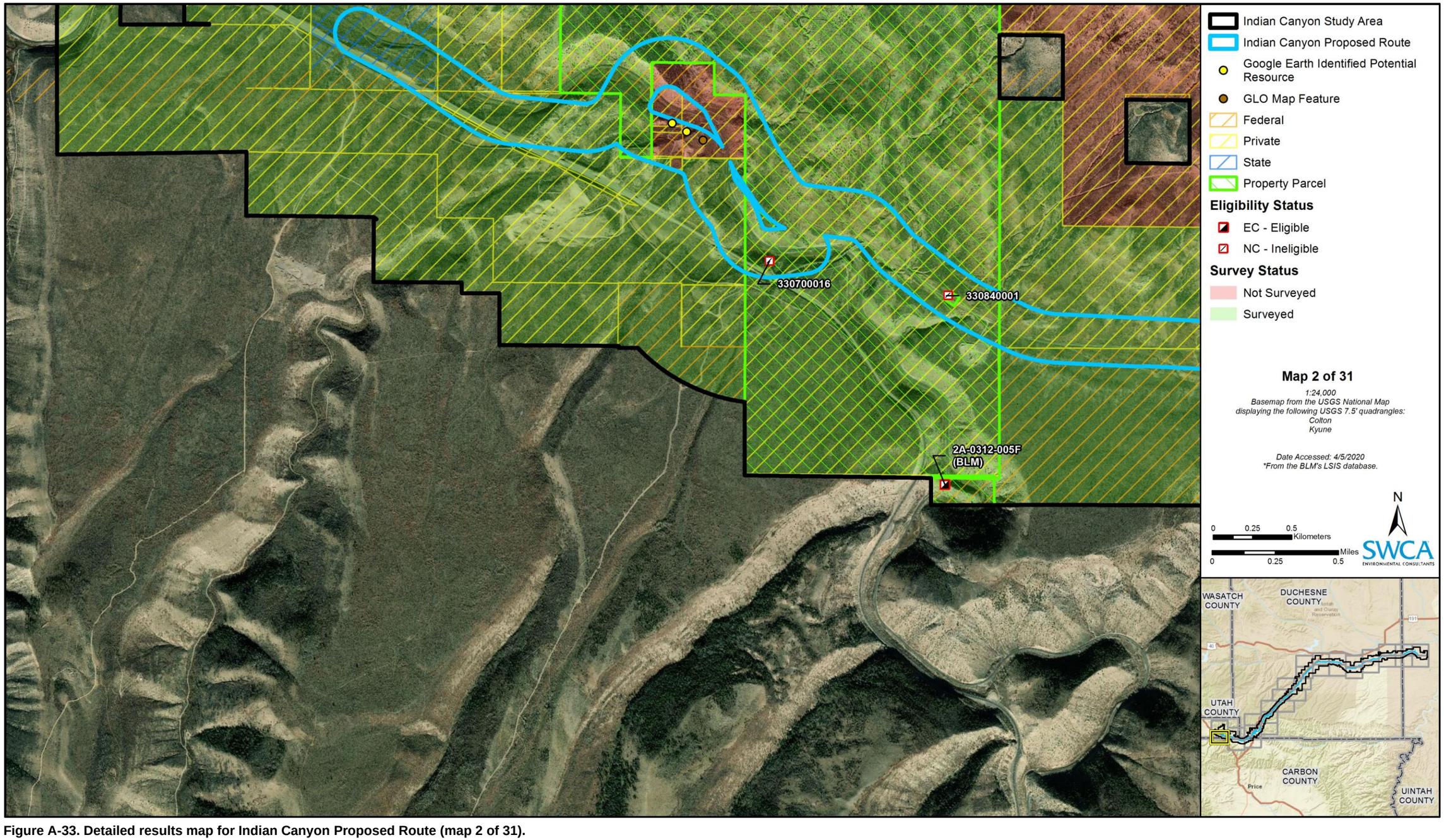

Figure A-33. Detailed results map for Indian Canyon Proposed Route (map 2 of 31).

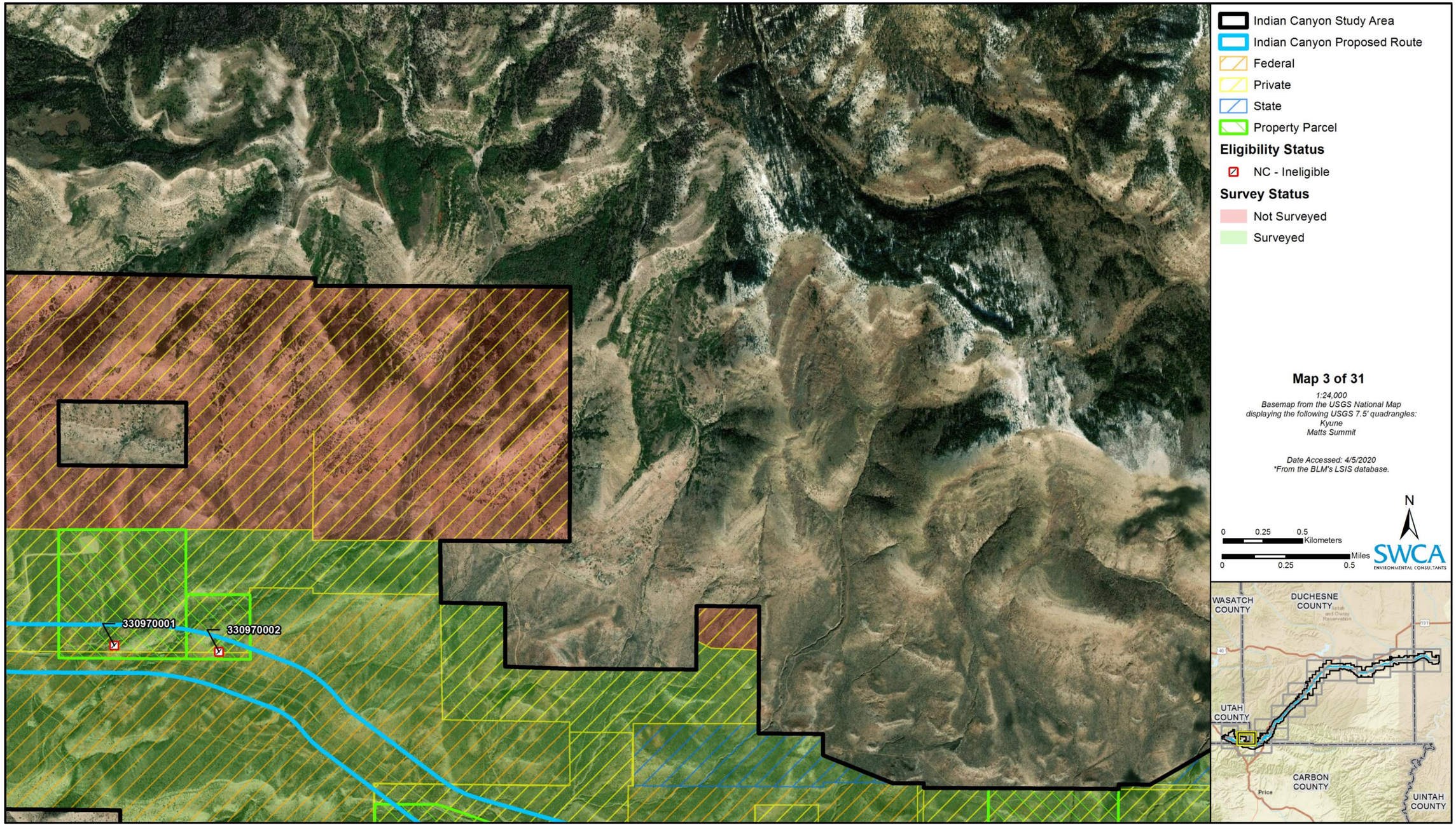

Figure A-34. Detailed results map for Indian Canyon Proposed Route (map 3 of 31).

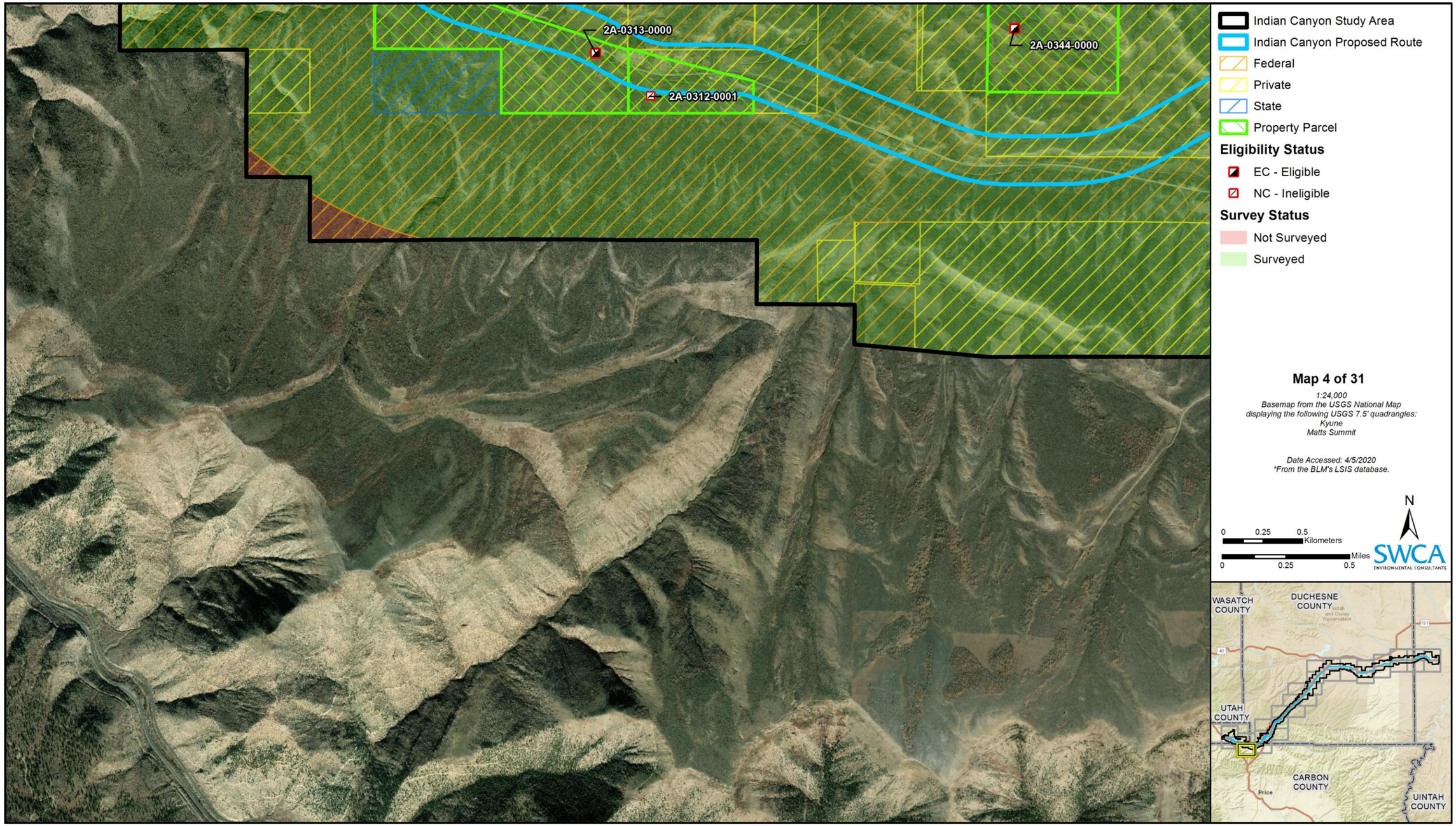

Figure A-35. Detailed results map for Indian Canyon Proposed Route (map 4 of 31).

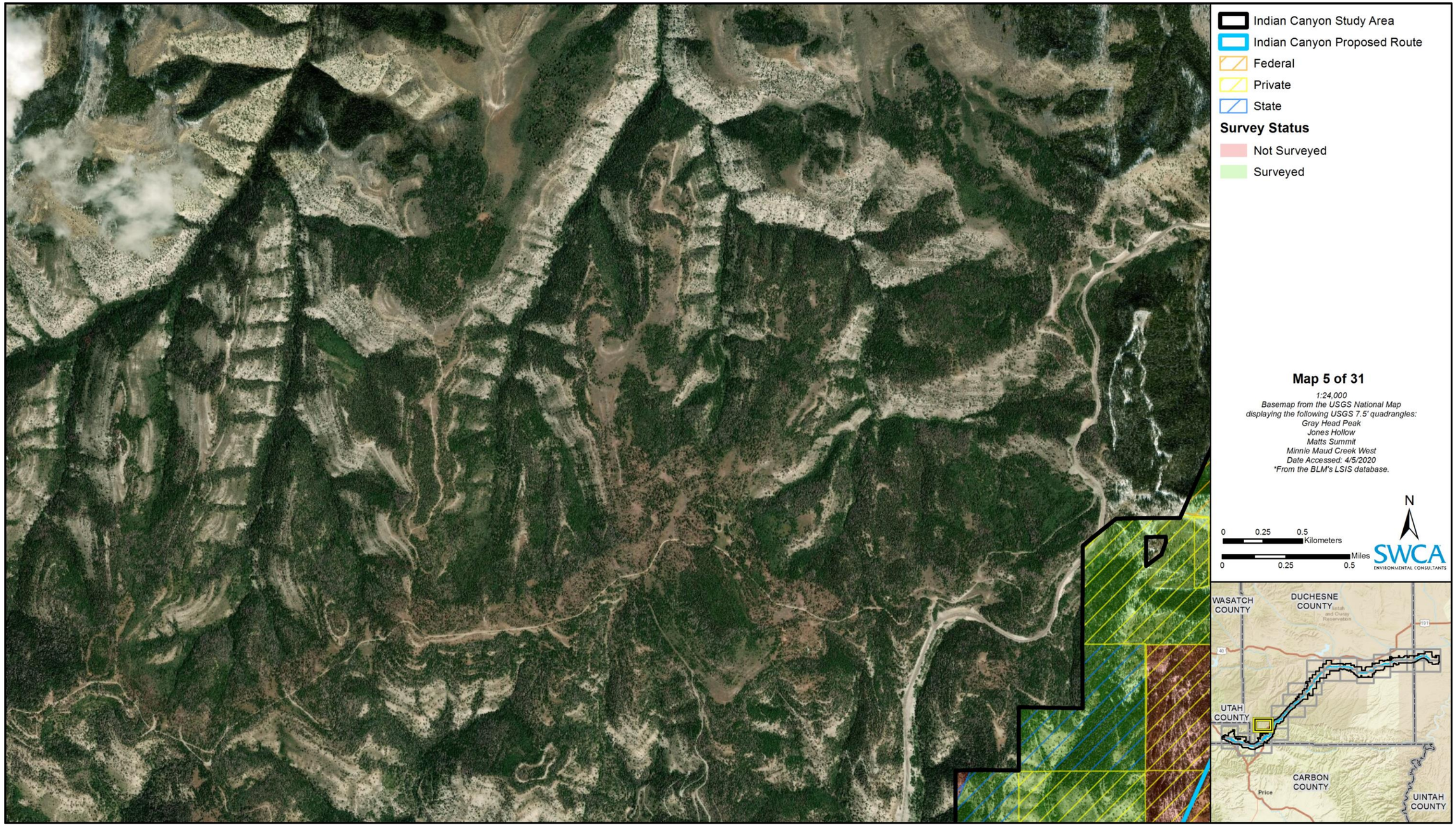

Figure A-36. Detailed results map for Indian Canyon Proposed Route (map 5 of 31).

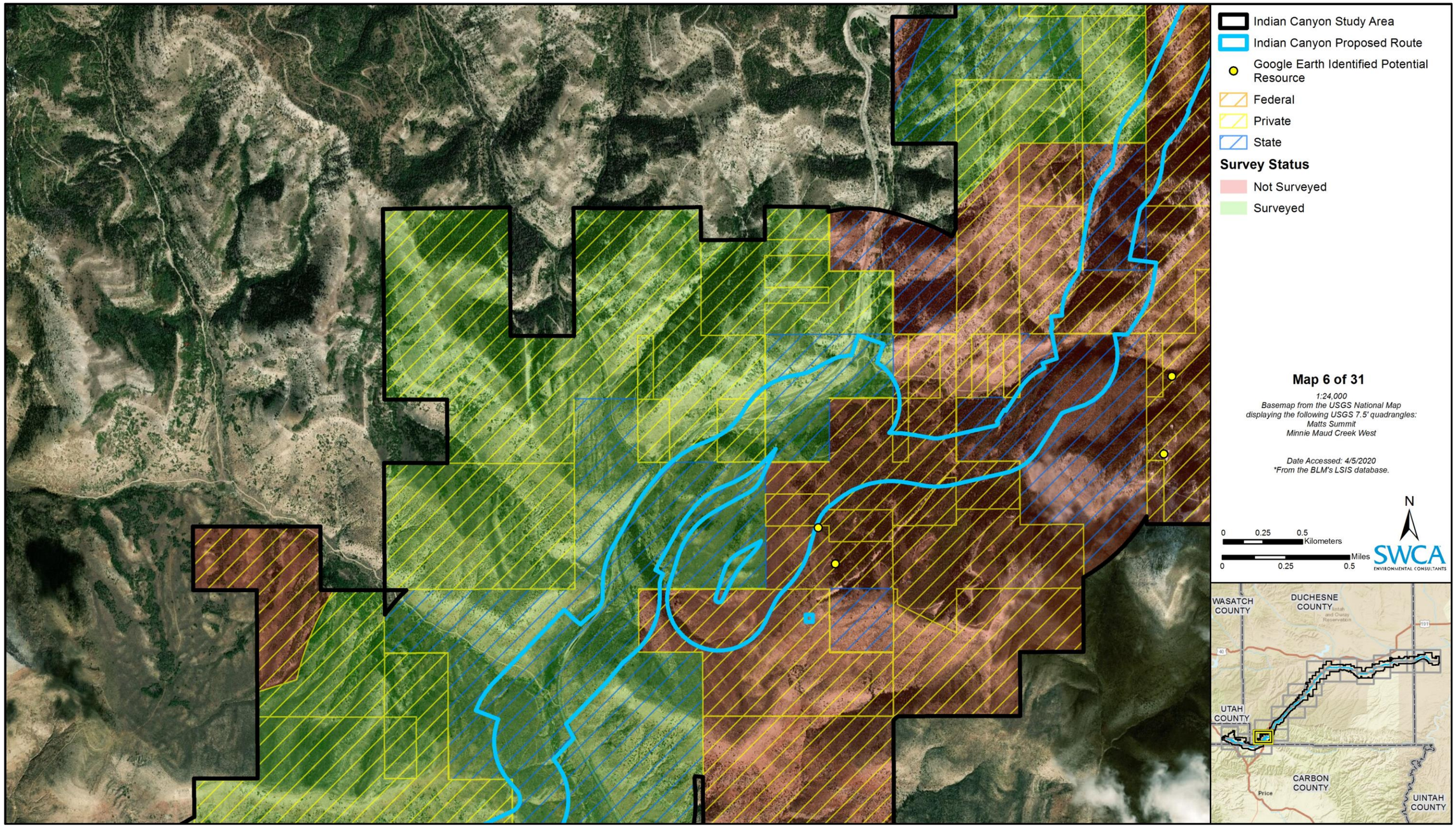

Figure A-37. Detailed results map for Indian Canyon Proposed Route (map 6 of 31).

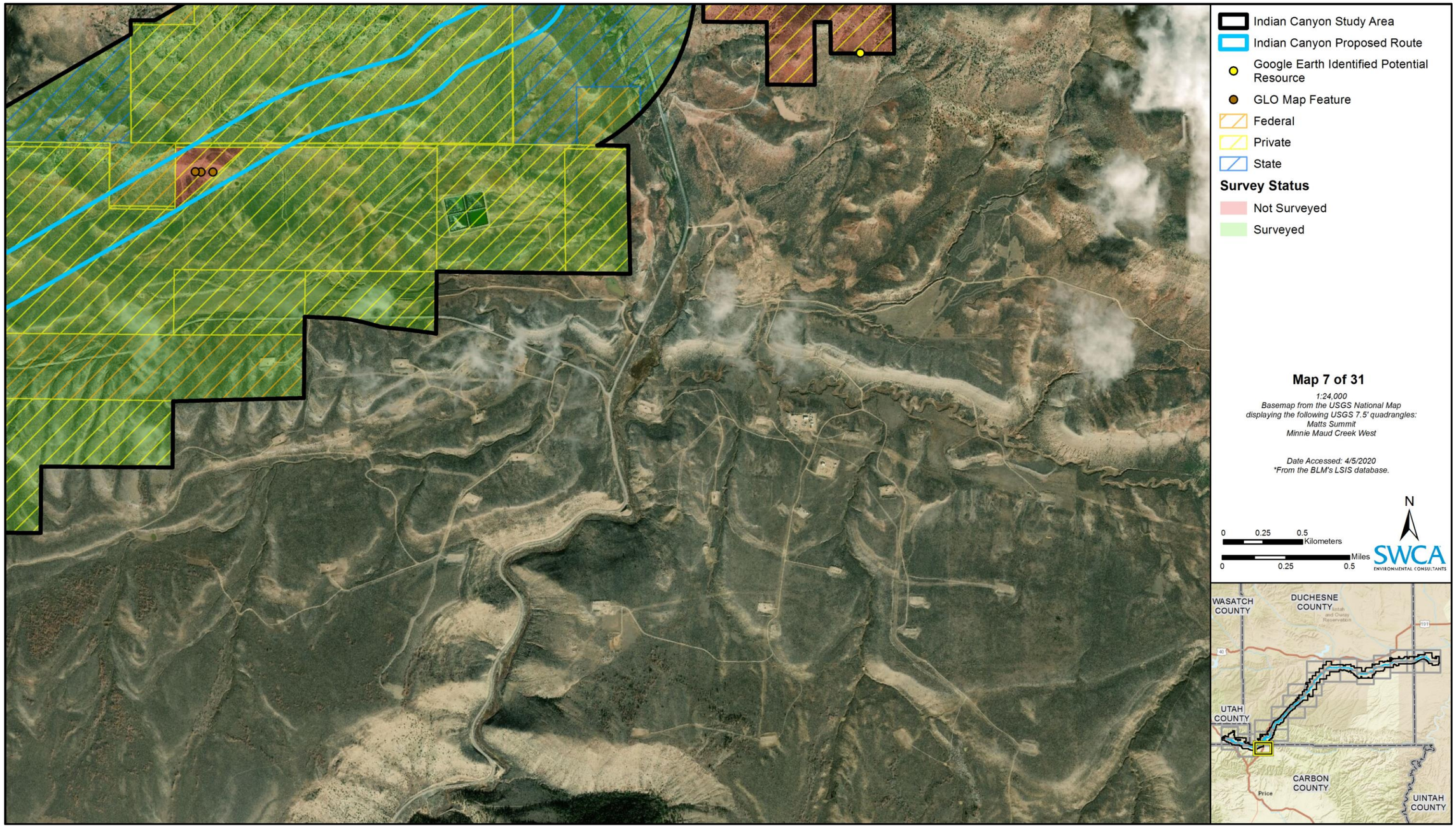

Figure A-38. Detailed results map for Indian Canyon Proposed Route (map 7 of 31).

Figure A-39. Detailed results map for Indian Canyon Proposed Route (map 8 of 31).

Figure A-40. Detailed results map for Indian Canyon Proposed Route (map 9 of 31).

Figure A-41. Detailed results map for Indian Canyon Proposed Route (map 10 of 31).

Figure A-42. Detailed results map for Indian Canyon Proposed Route (map 11 of 31).

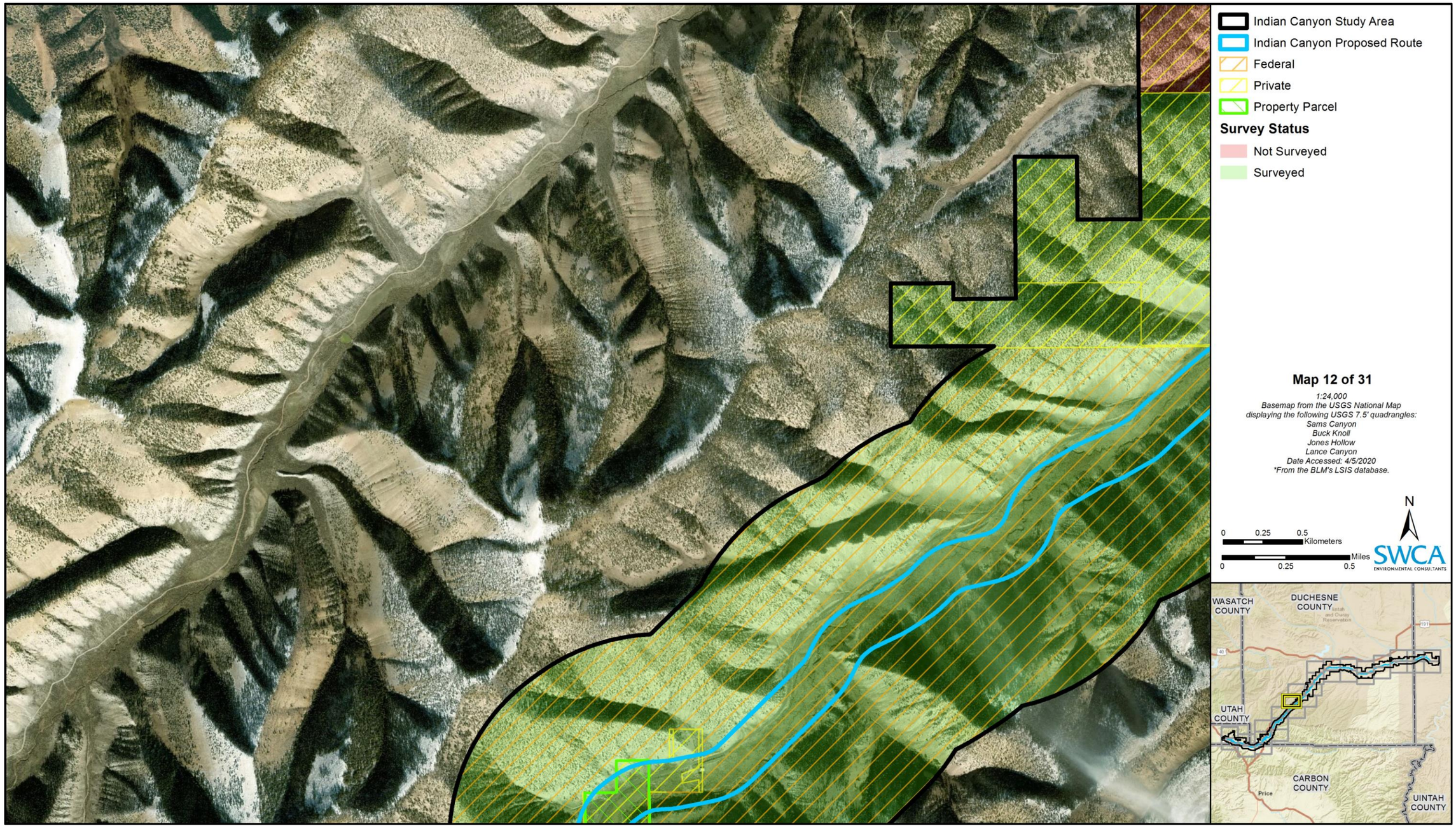

Figure A-43. Detailed results map for Indian Canyon Proposed Route (map 12 of 31).

Figure A-44. Detailed results map for Indian Canyon Proposed Route (map 13 of 31).

Figure A-45. Detailed results map for Indian Canyon Proposed Route (map 14 of 31).

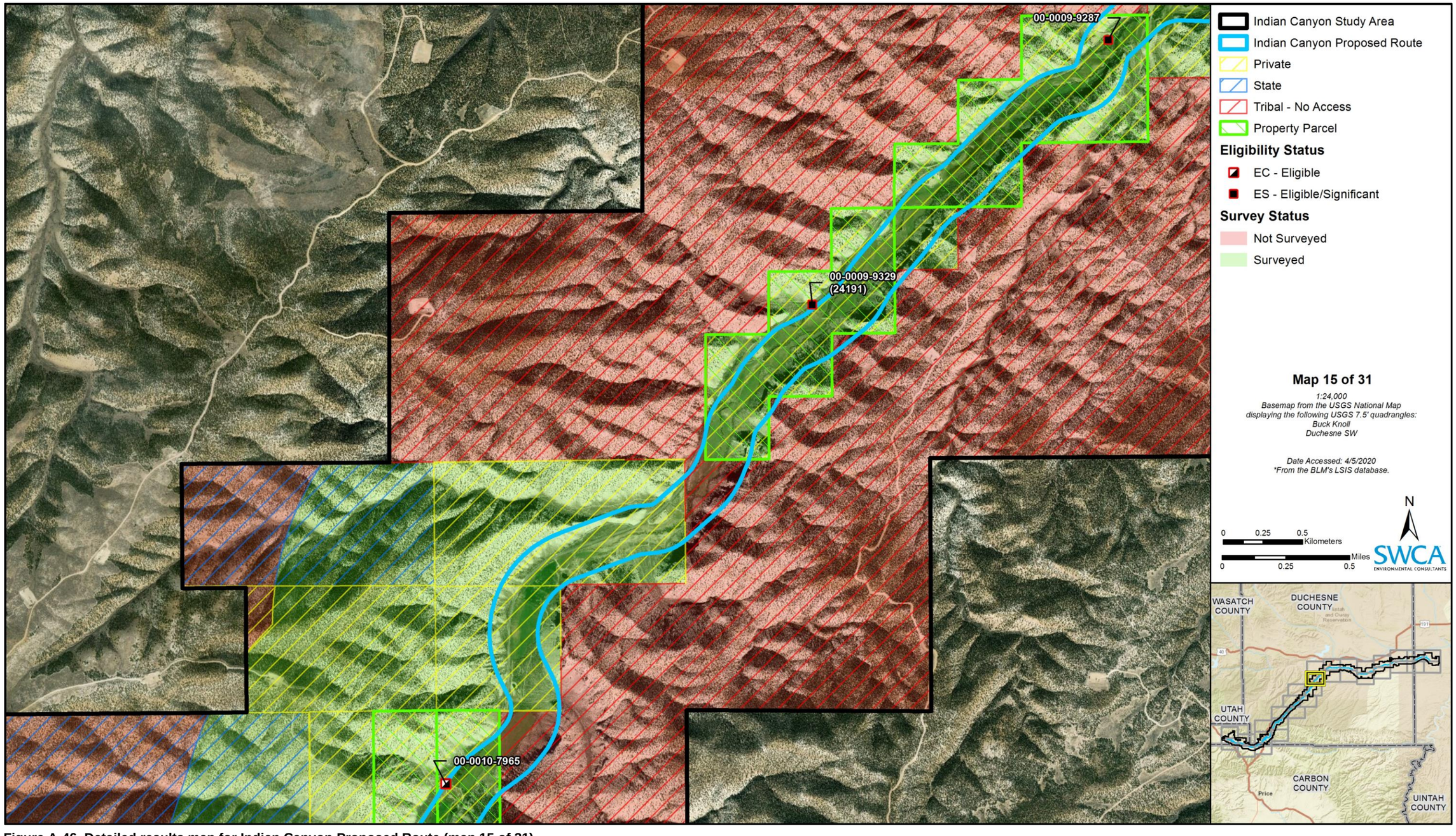

Figure A-46. Detailed results map for Indian Canyon Proposed Route (map 15 of 31).

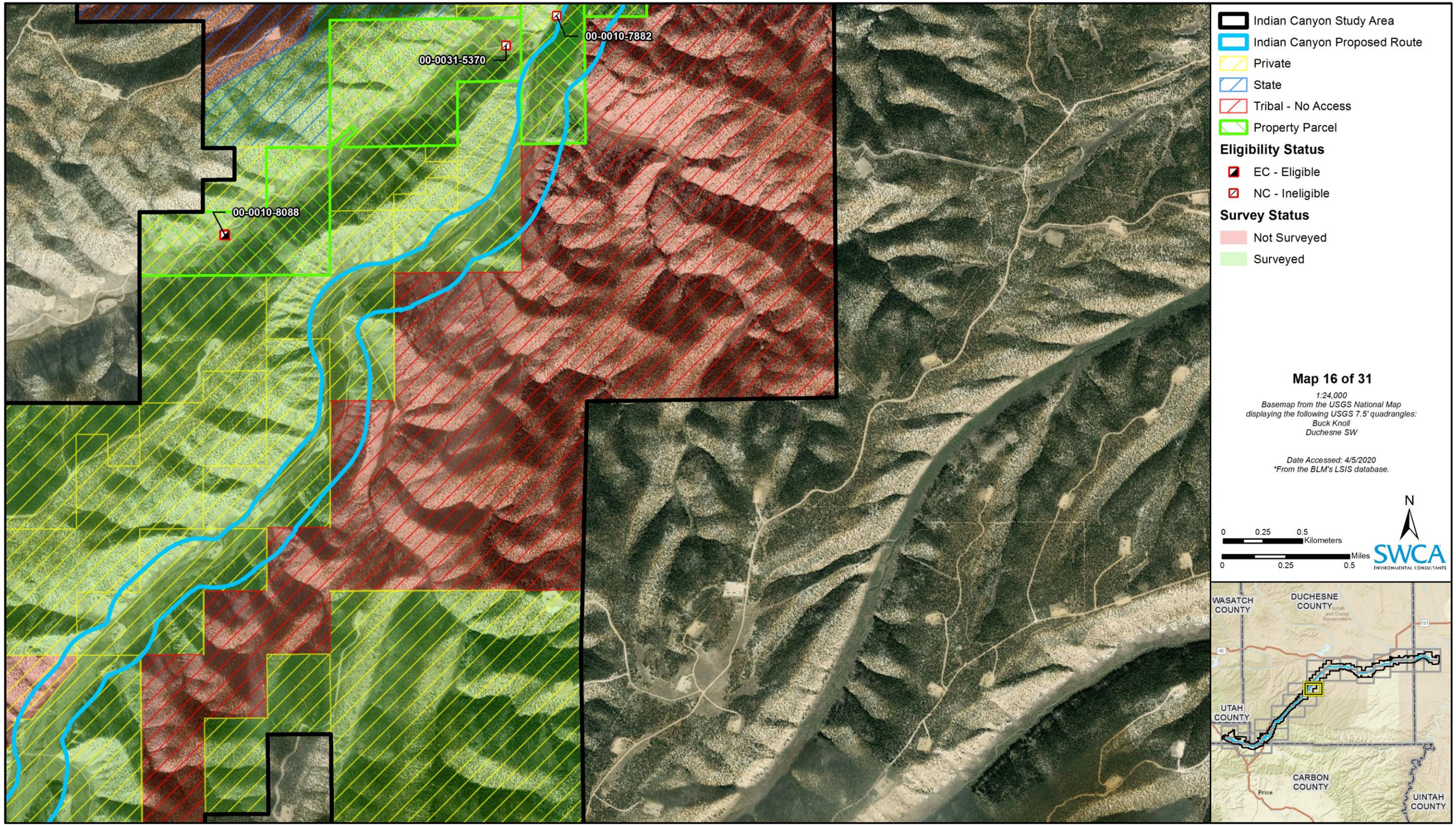

Figure A-47. Detailed results map for Indian Canyon Proposed Route (map 16 of 31).

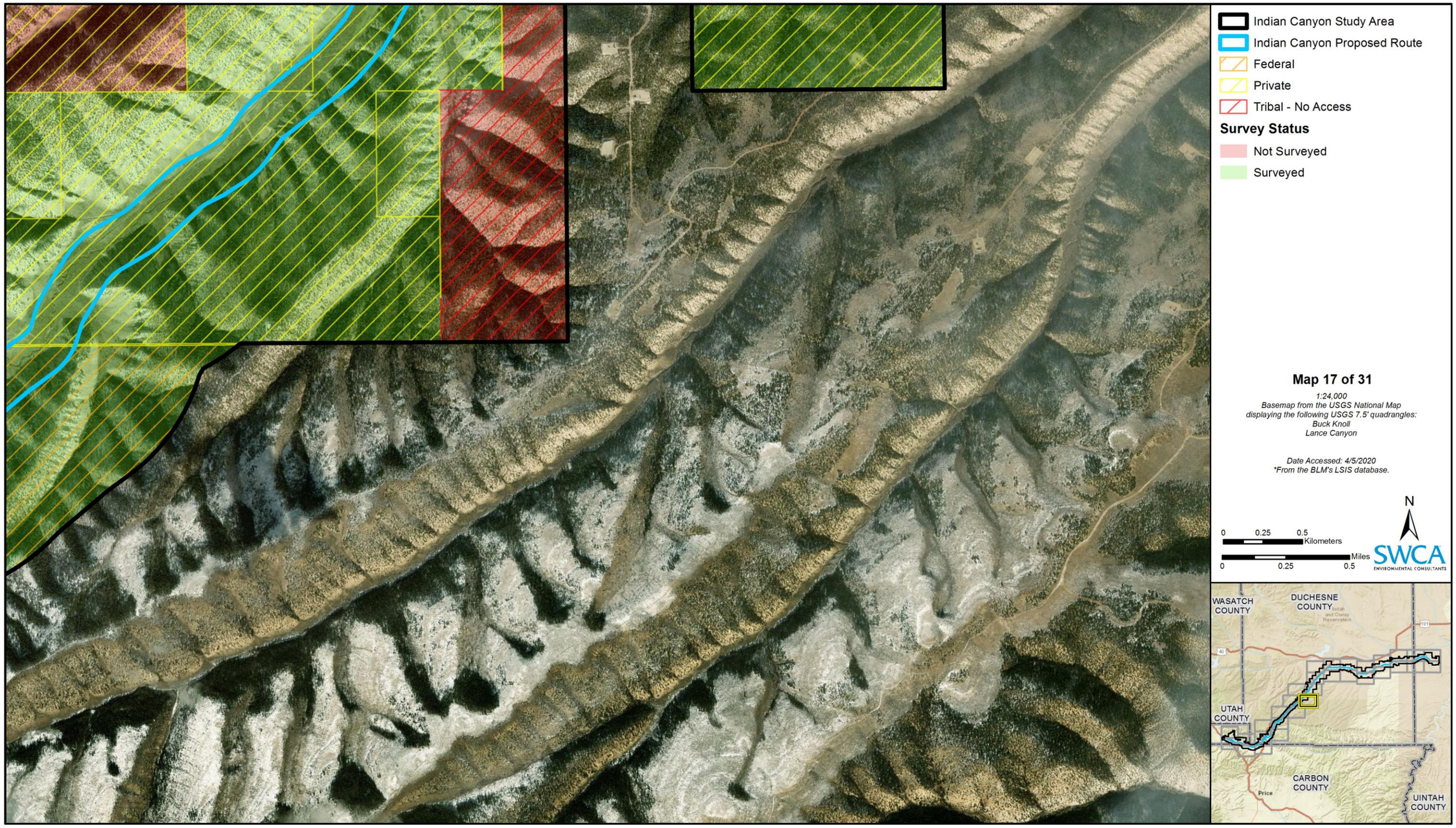

Figure A-48. Detailed results map for Indian Canyon Proposed Route (map 17 of 31).

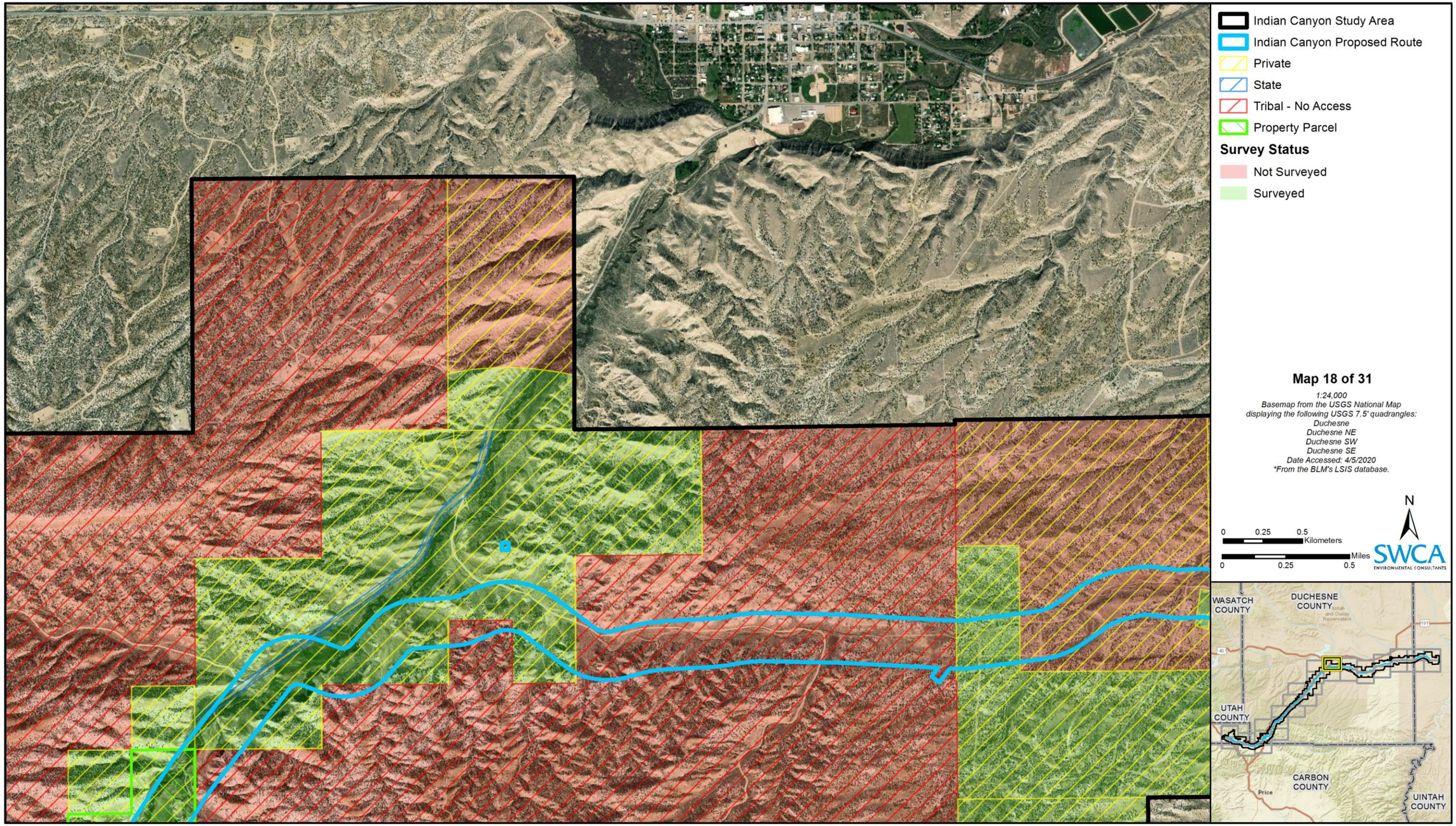

Figure A-49. Detailed results map for Indian Canyon Proposed Route (map 18 of 31).

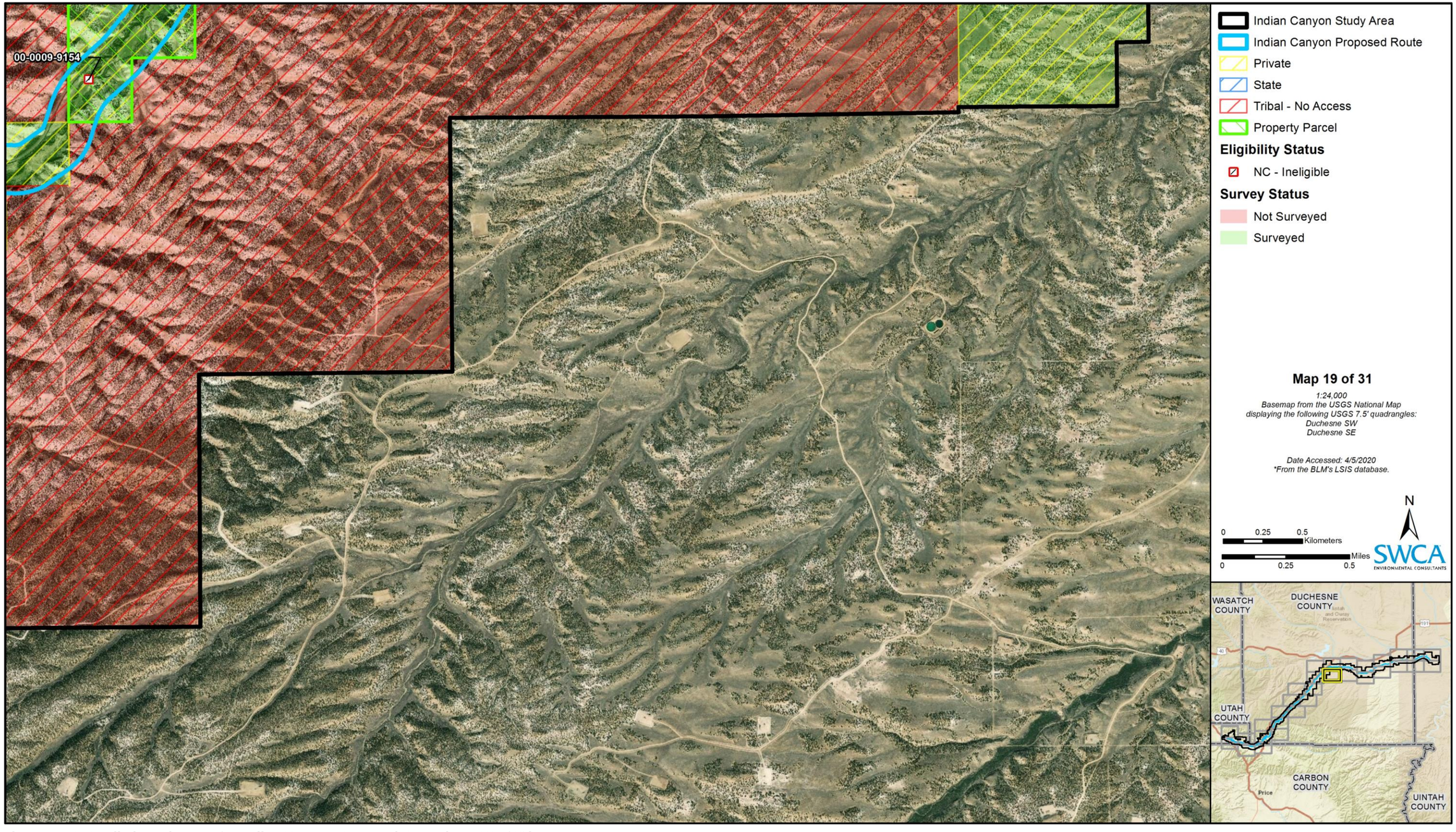

Figure A-50. Detailed results map for Indian Canyon Proposed Route (map 19 of 31).

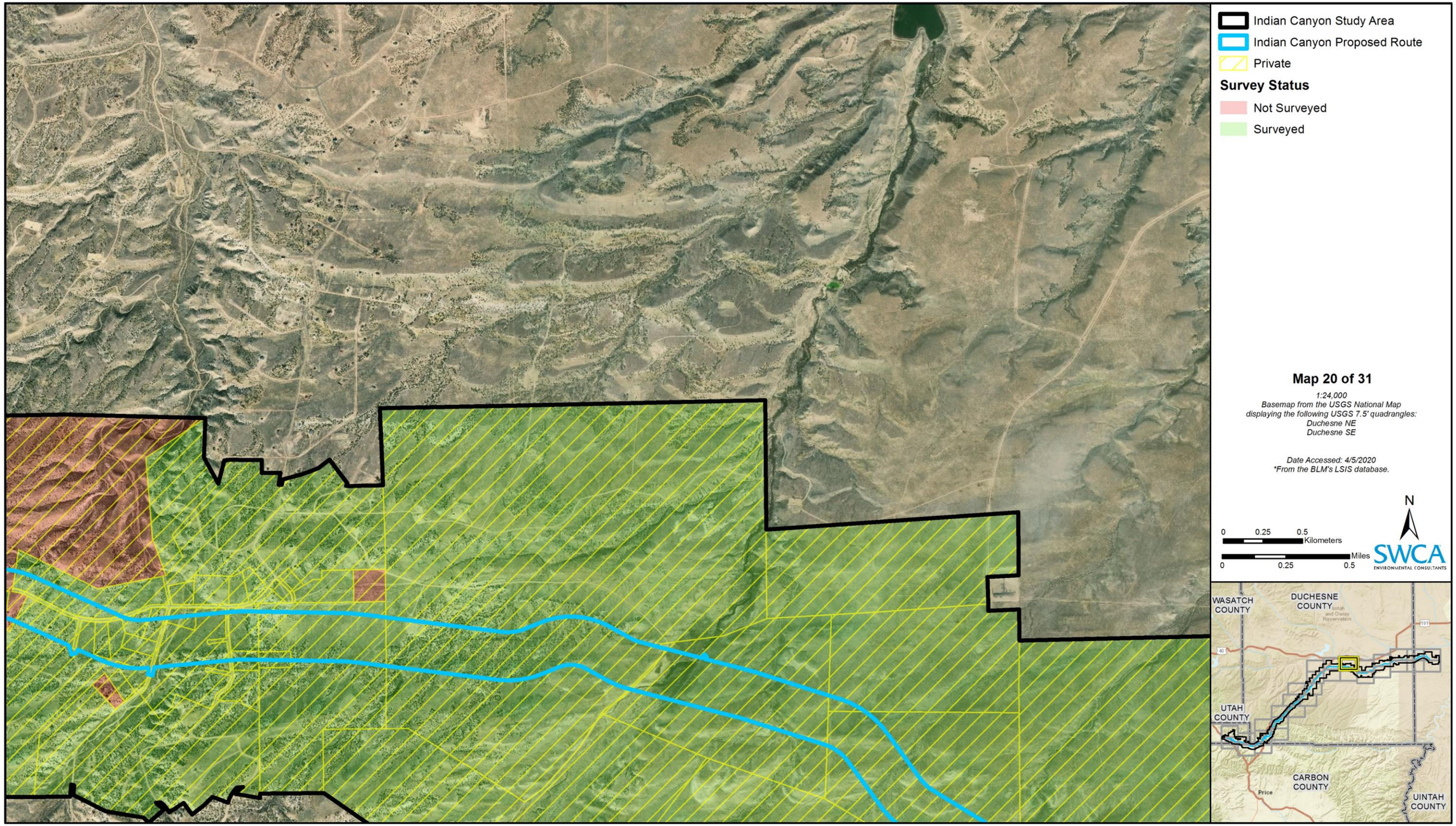

Figure A-51. Detailed results map for Indian Canyon Proposed Route (map 20 of 31).

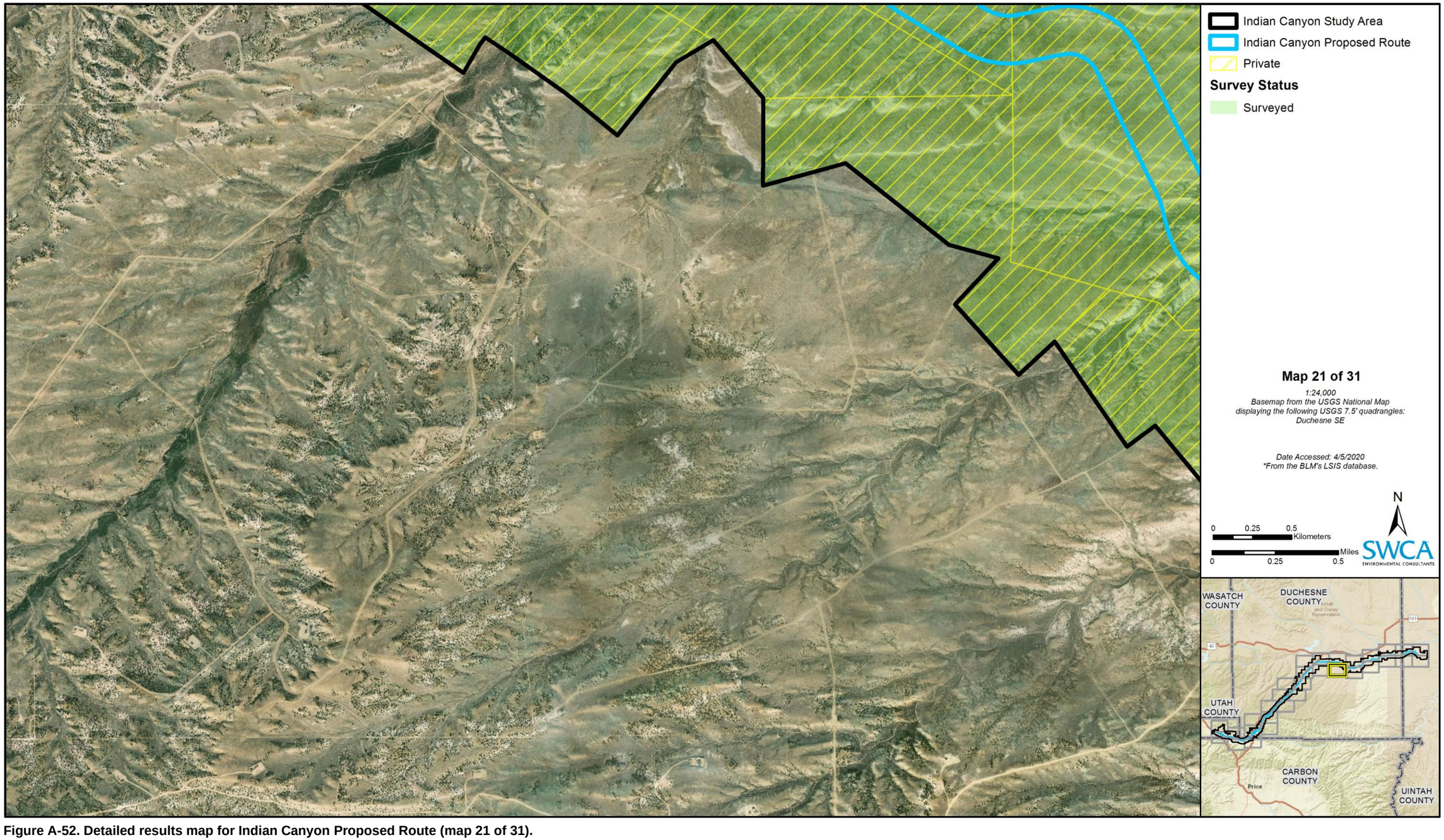

Figure A-52. Detailed results map for Indian Canyon Proposed Route (map 21 of 31).

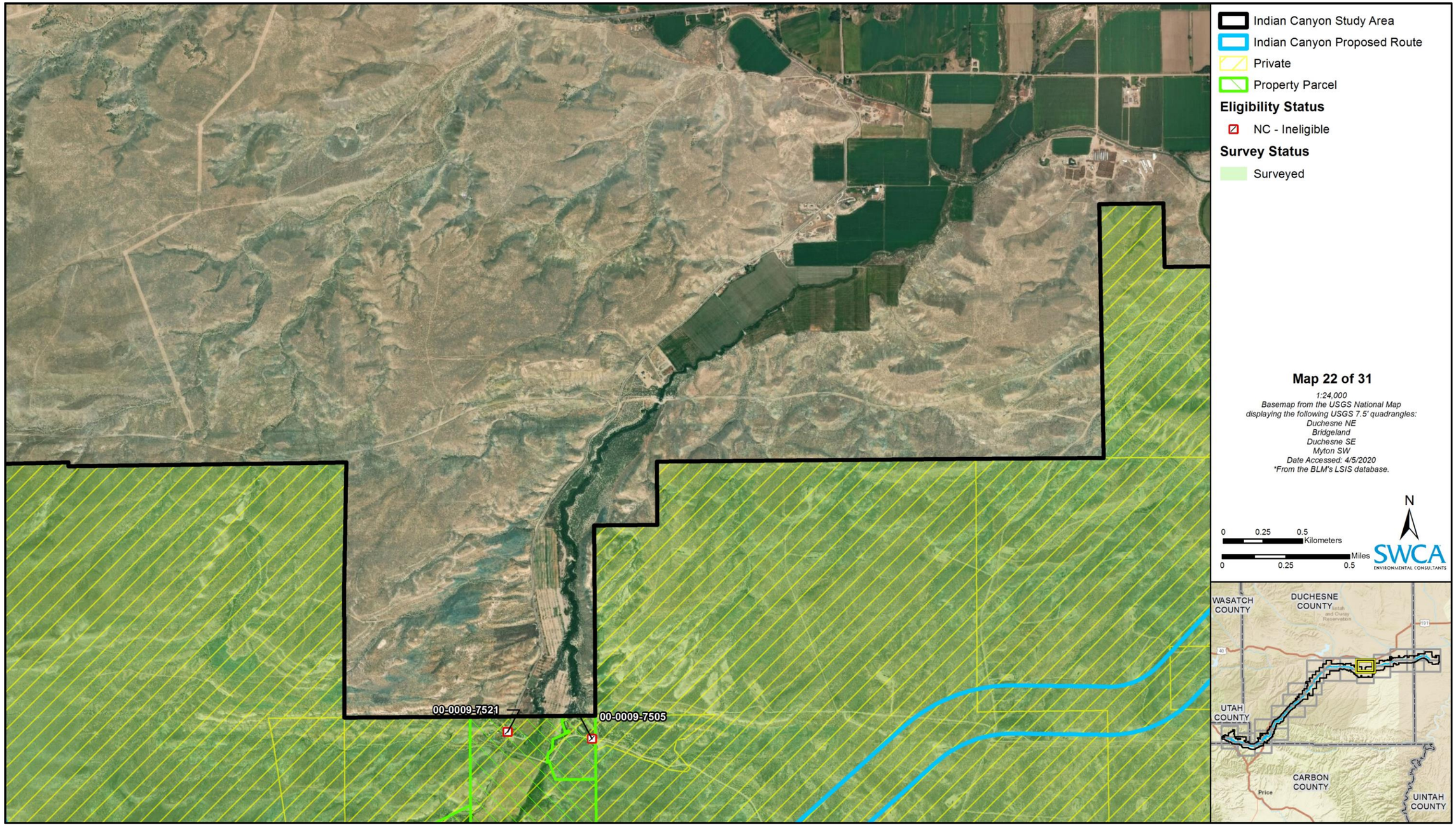

Figure A-53. Detailed results map for Indian Canyon Proposed Route (map 22 of 31).

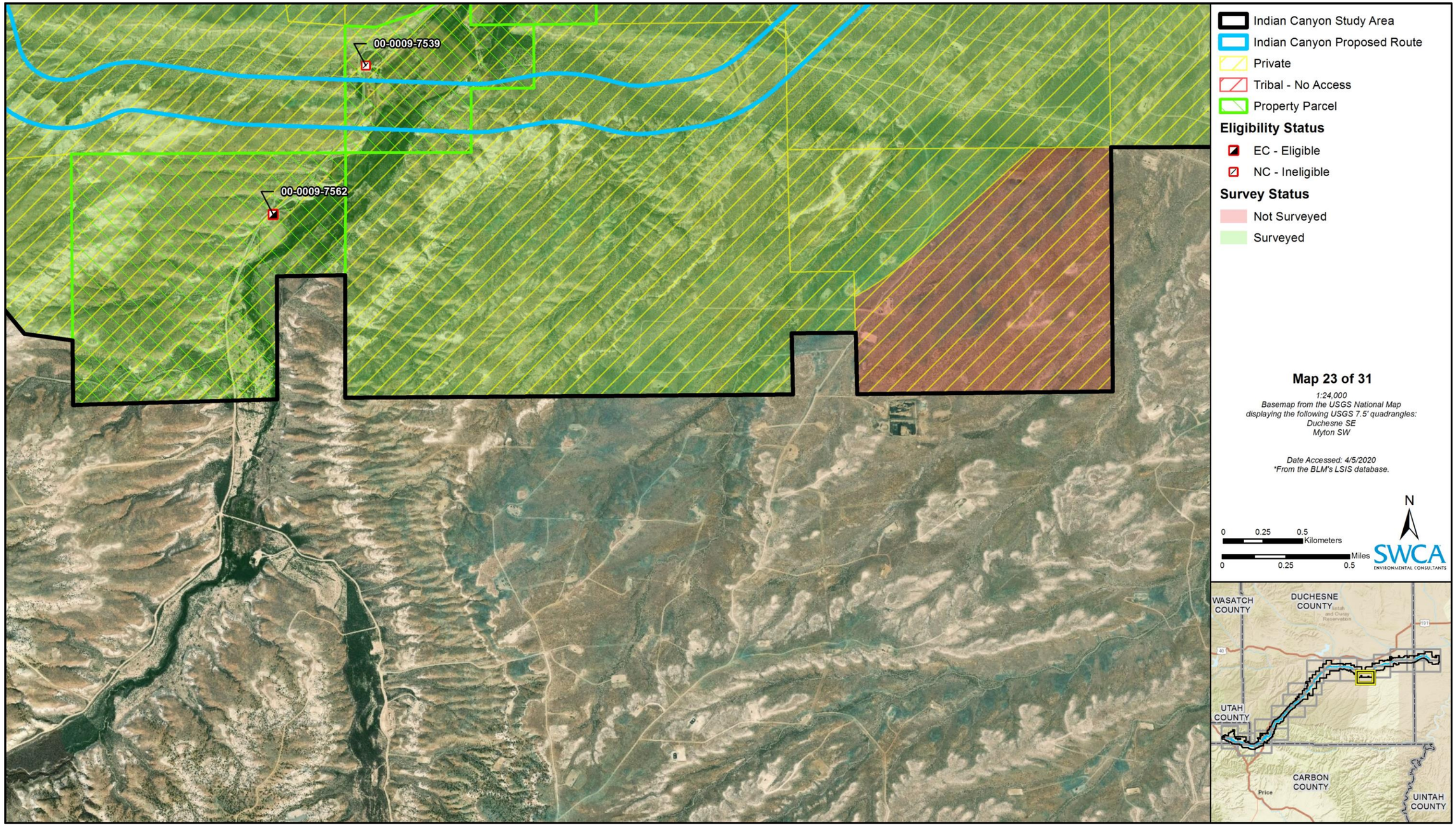

Figure A-54. Detailed results map for Indian Canyon Proposed Route (map 23 of 31).

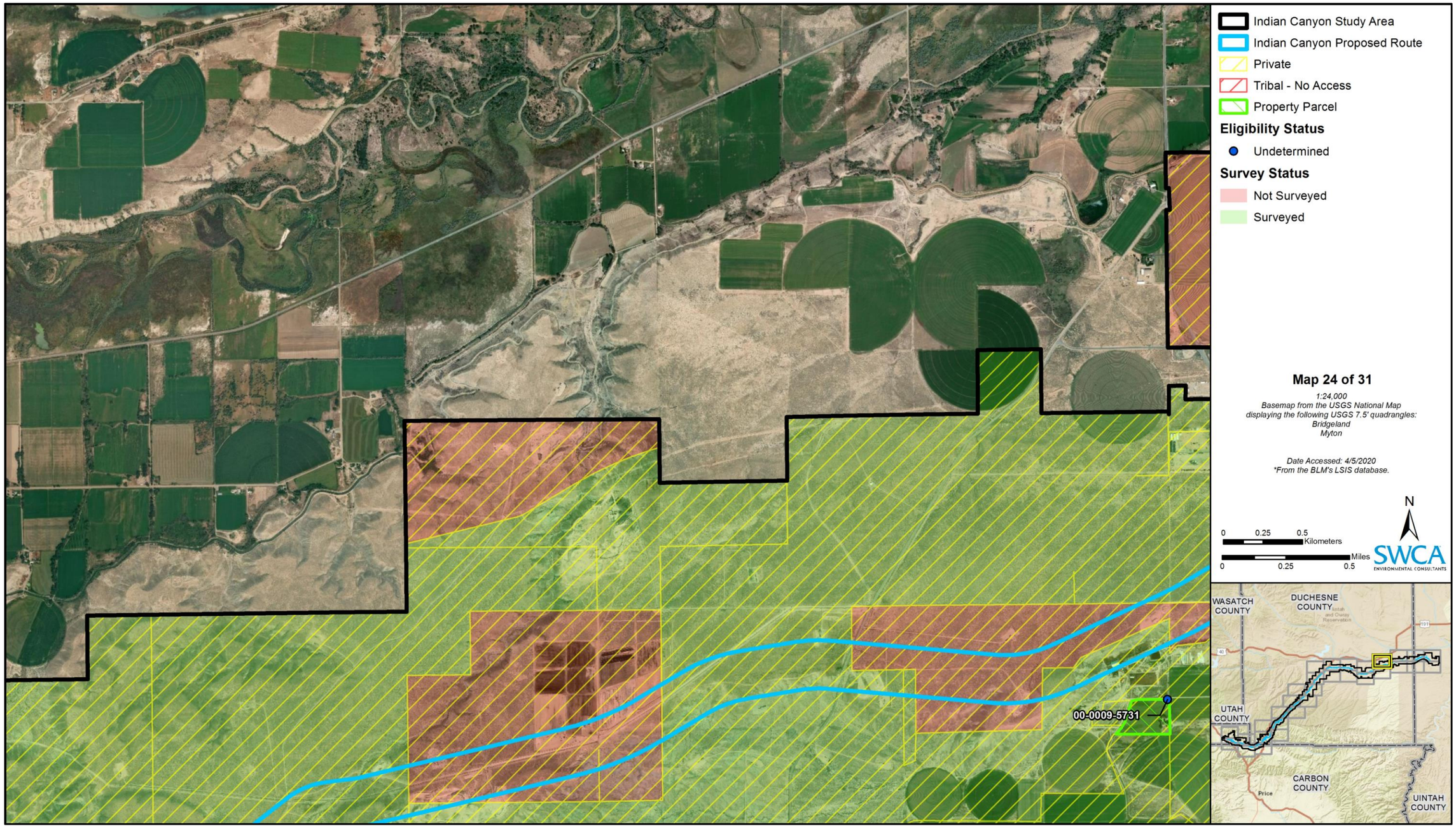

Figure A-55. Detailed results map for Indian Canyon Proposed Route (map 24 of 31).

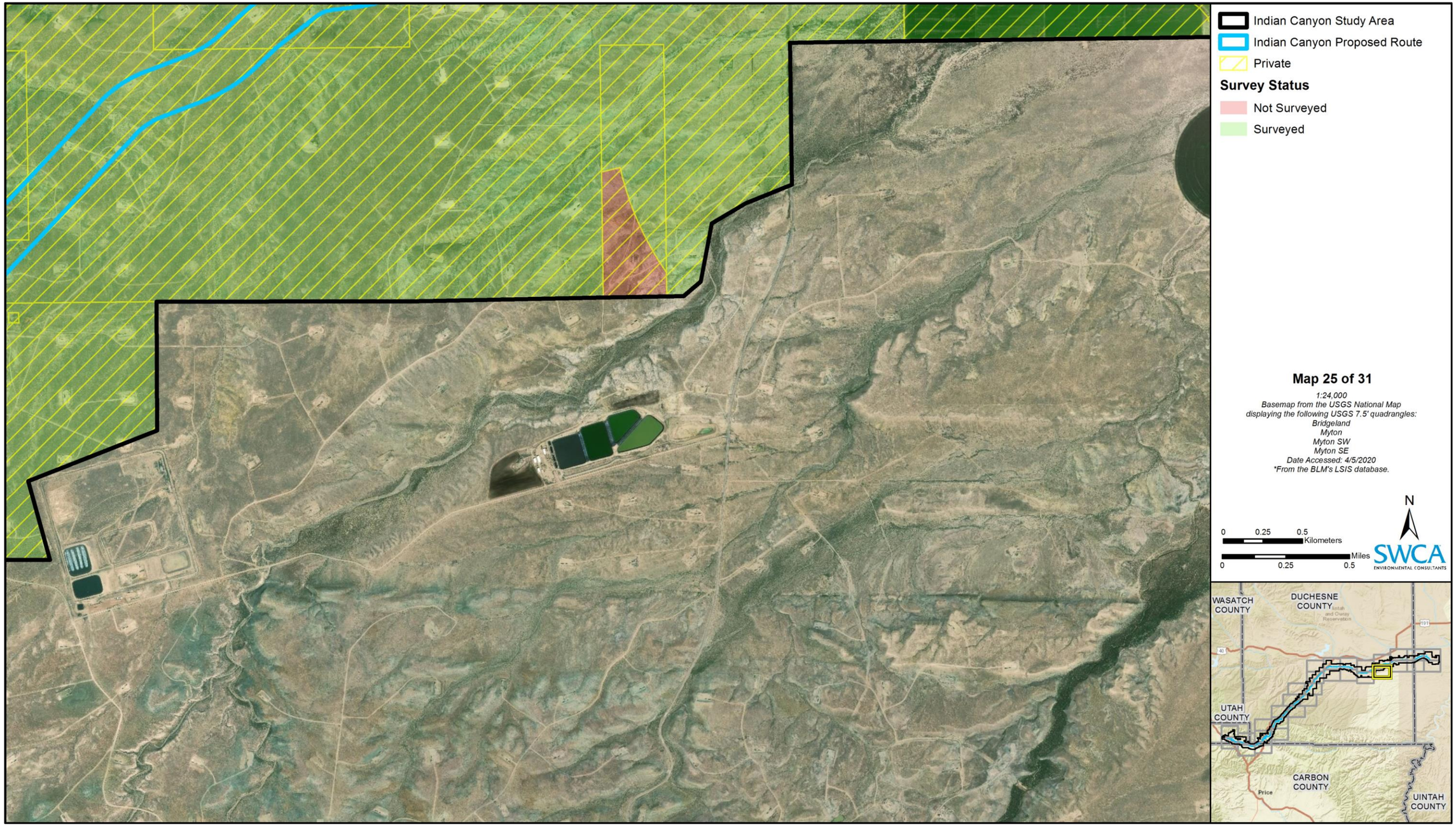

Figure A-56. Detailed results map for Indian Canyon Proposed Route (map 25 of 31).

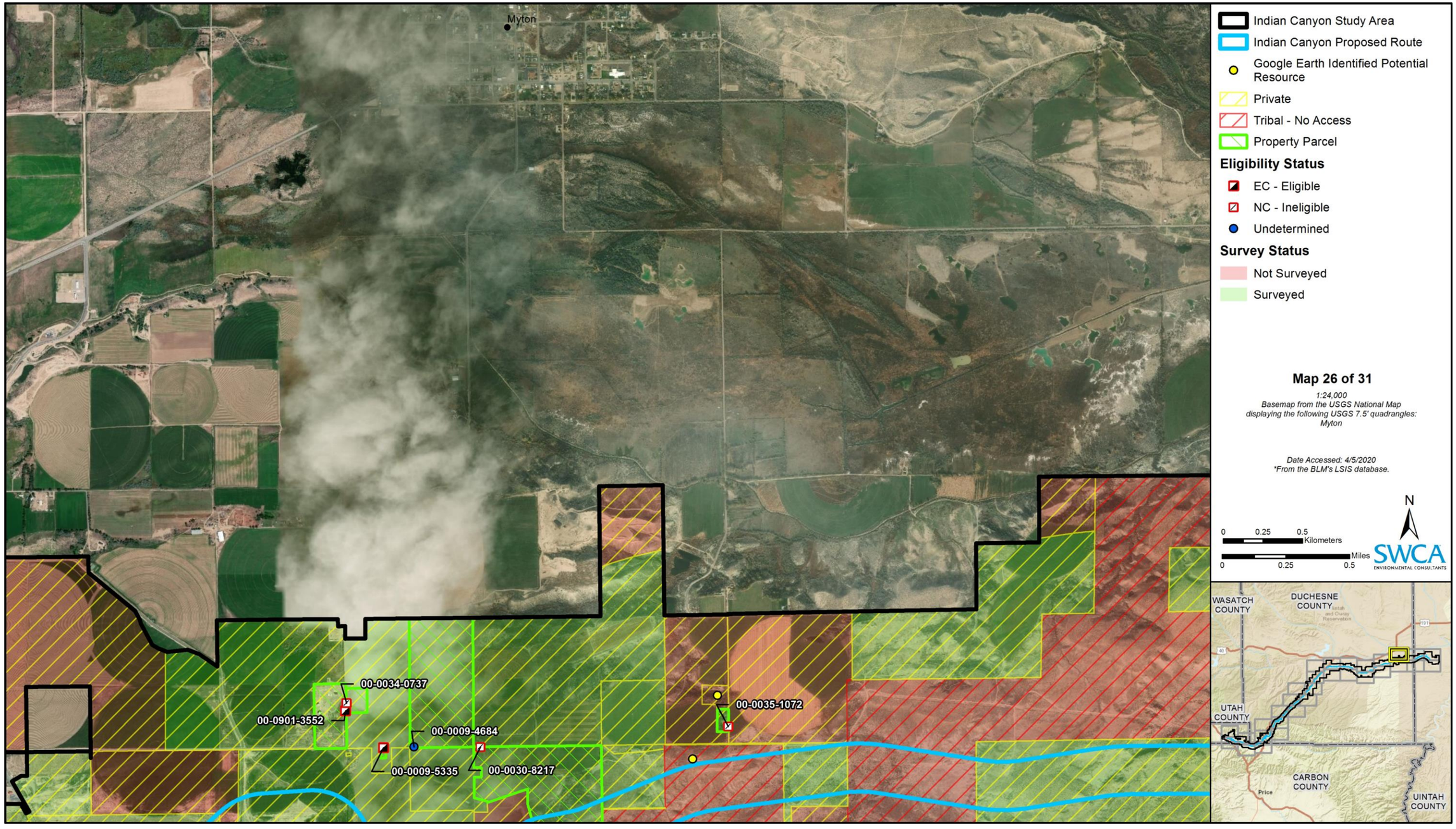

Figure A-57. Detailed results map for Indian Canyon Proposed Route (map 26 of 31).

Figure A-58. Detailed results map for Indian Canyon Proposed Route (map 27 of 31).

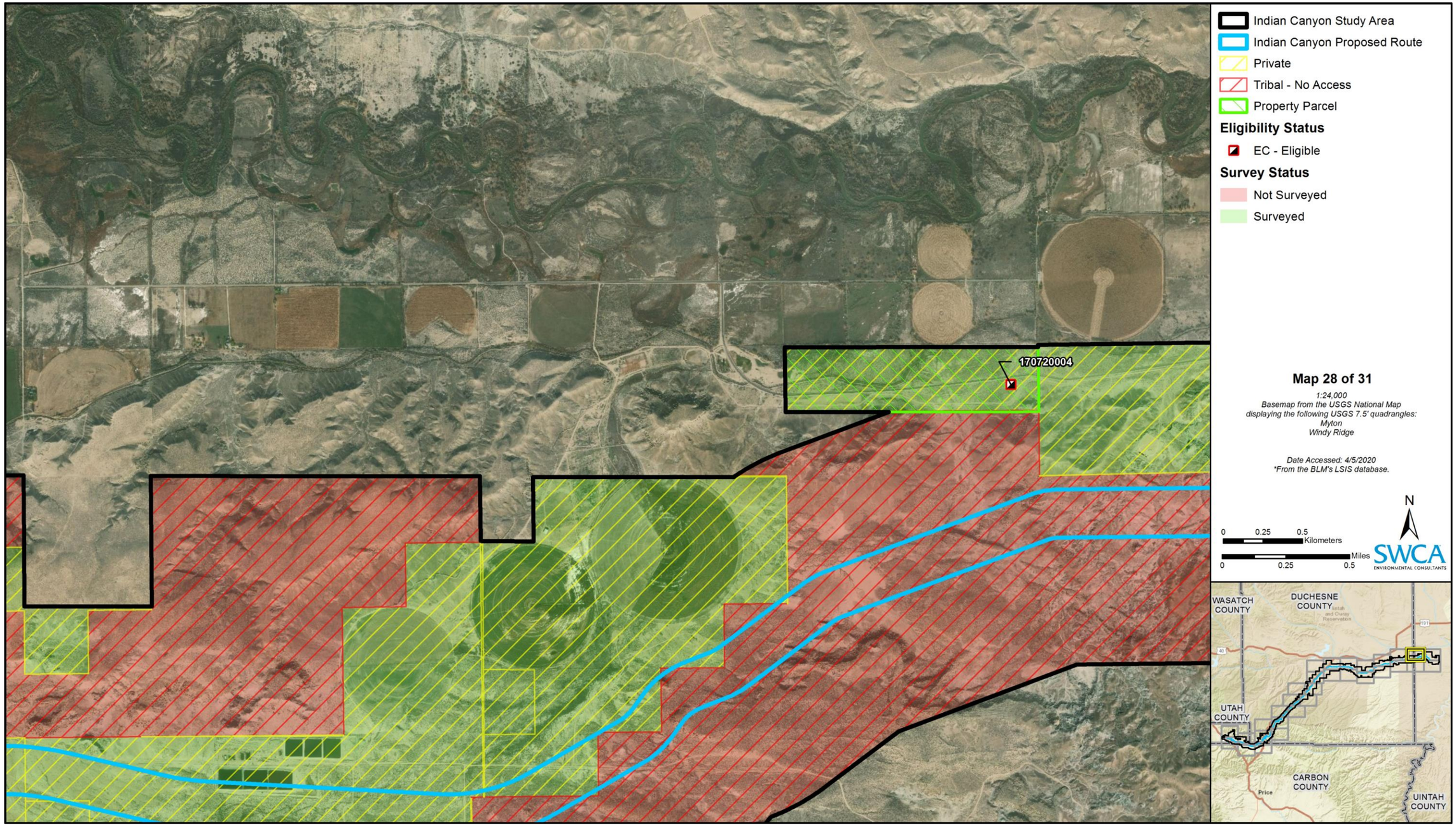

Figure A-59. Detailed results map for Indian Canyon Proposed Route (map 28 of 31).

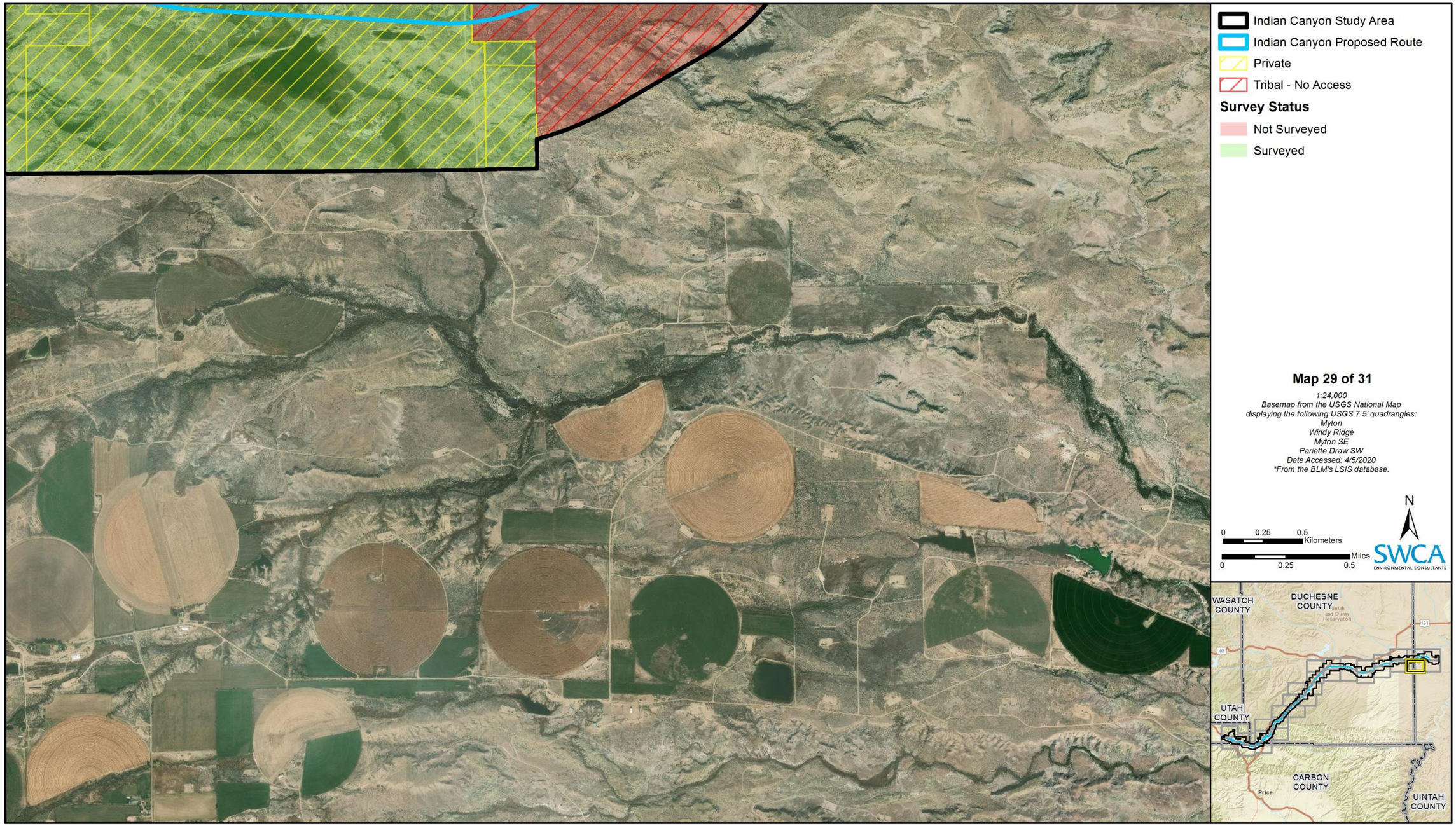

Figure A-60. Detailed results map for Indian Canyon Proposed Route (map 29 of 31).

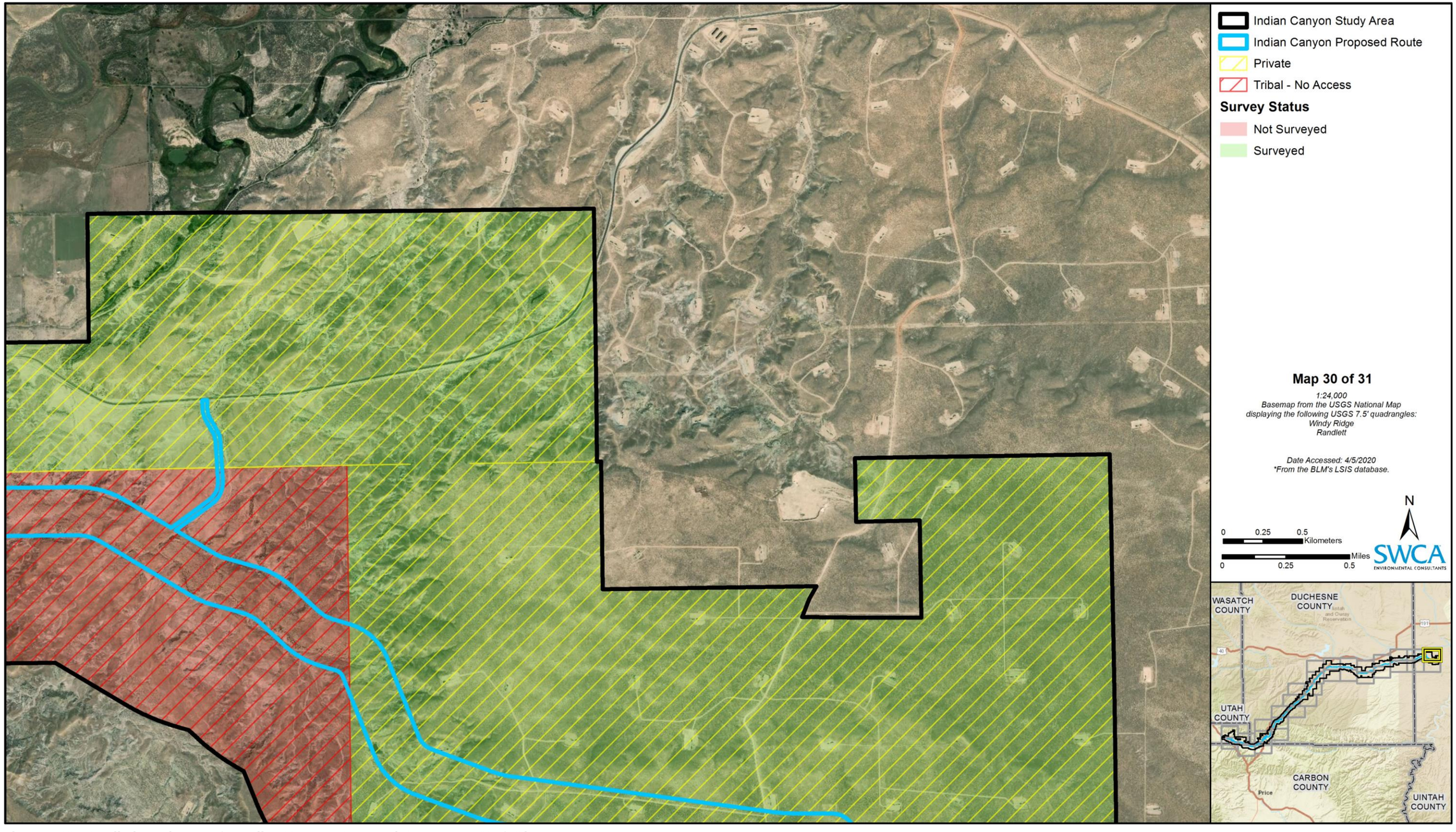

Figure A-61. Detailed results map for Indian Canyon Proposed Route map 30 of 31).

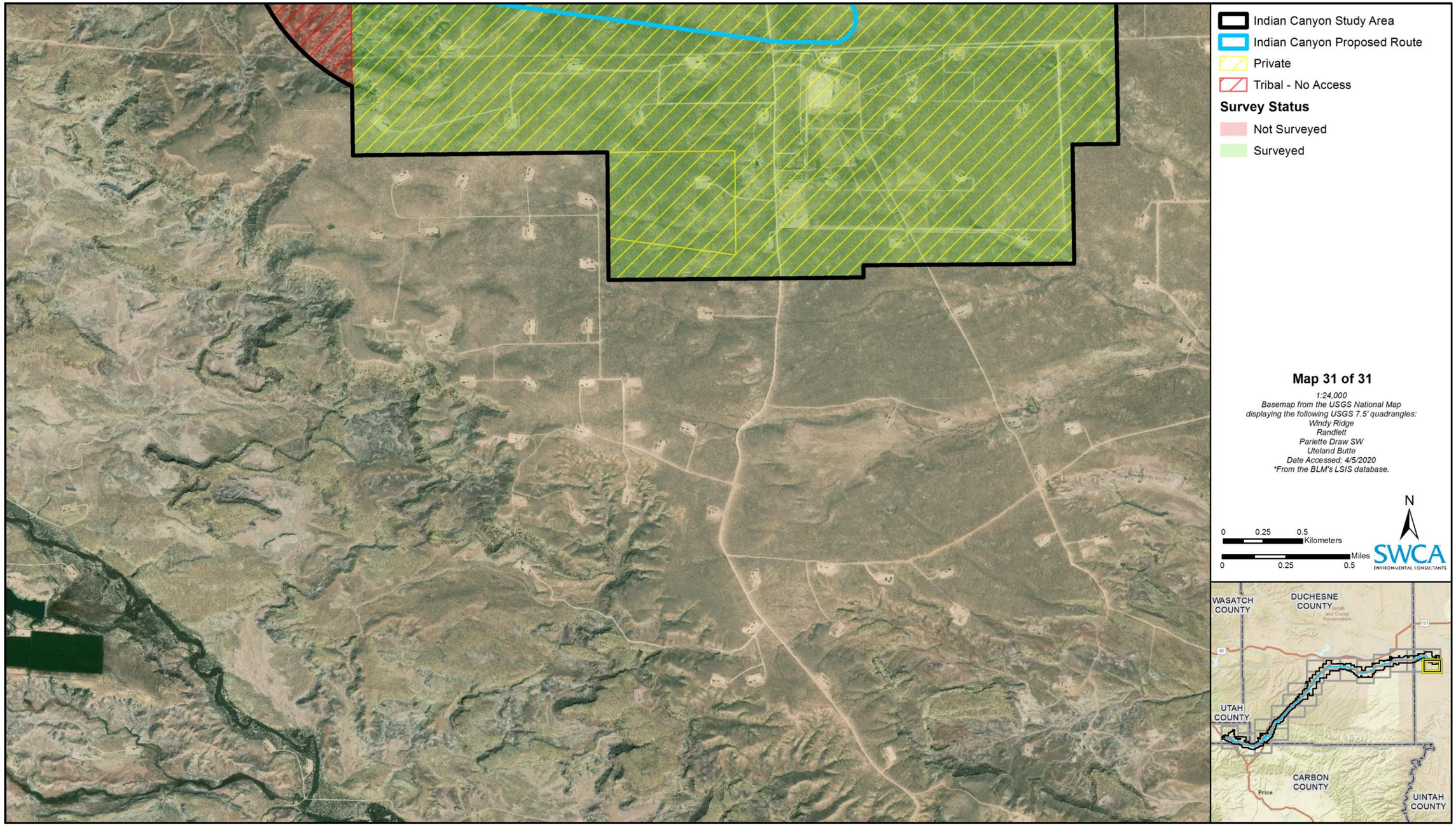

Figure A-62. Detailed results map for Indian Canyon Proposed Route (map 31 of 31).

APPENDIX B

Maps for Whitmore Park Proposed Route

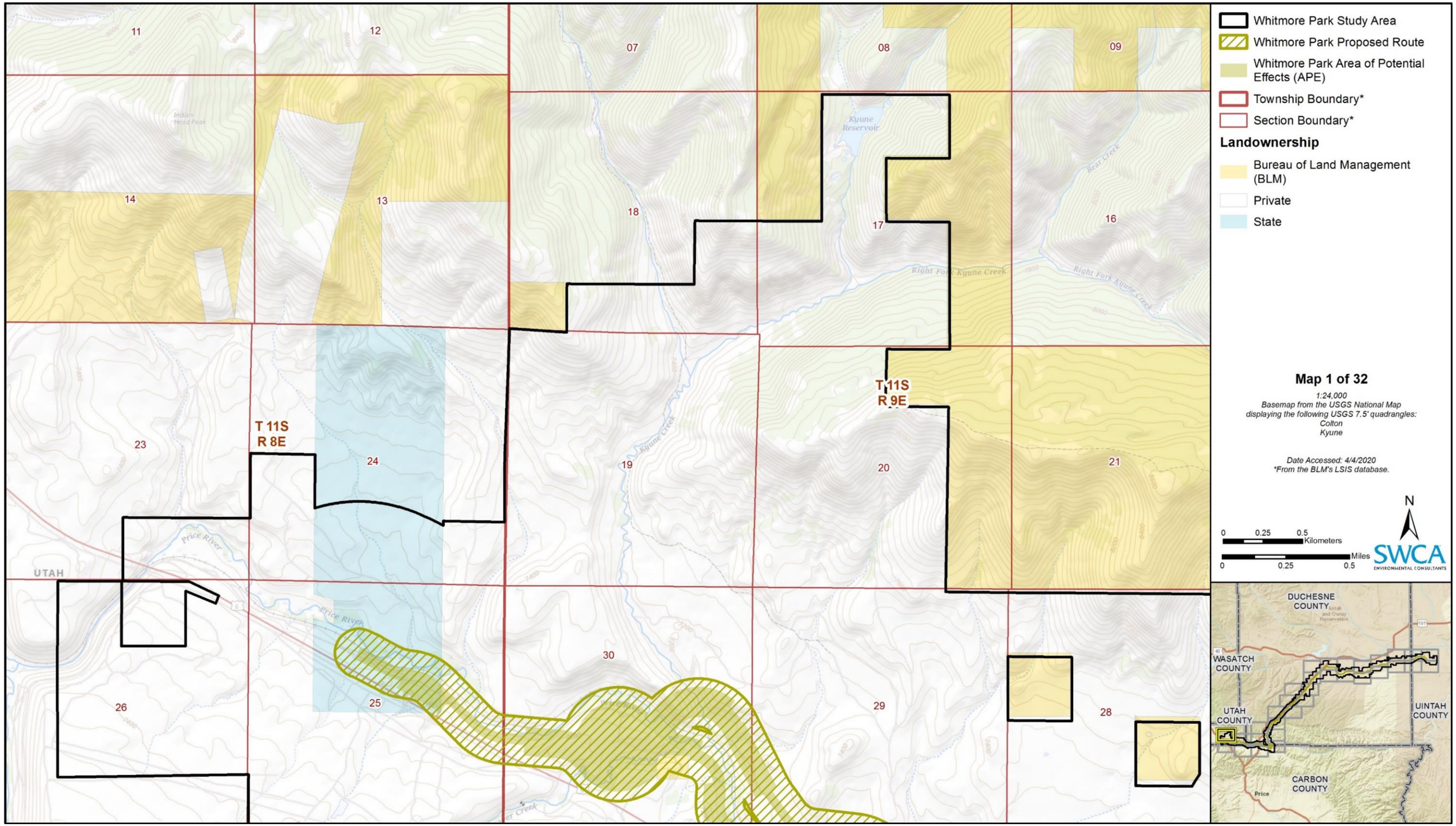

Figure B-1. Detailed project location map for Whitmore Park Proposed Route (map 1 of 32).

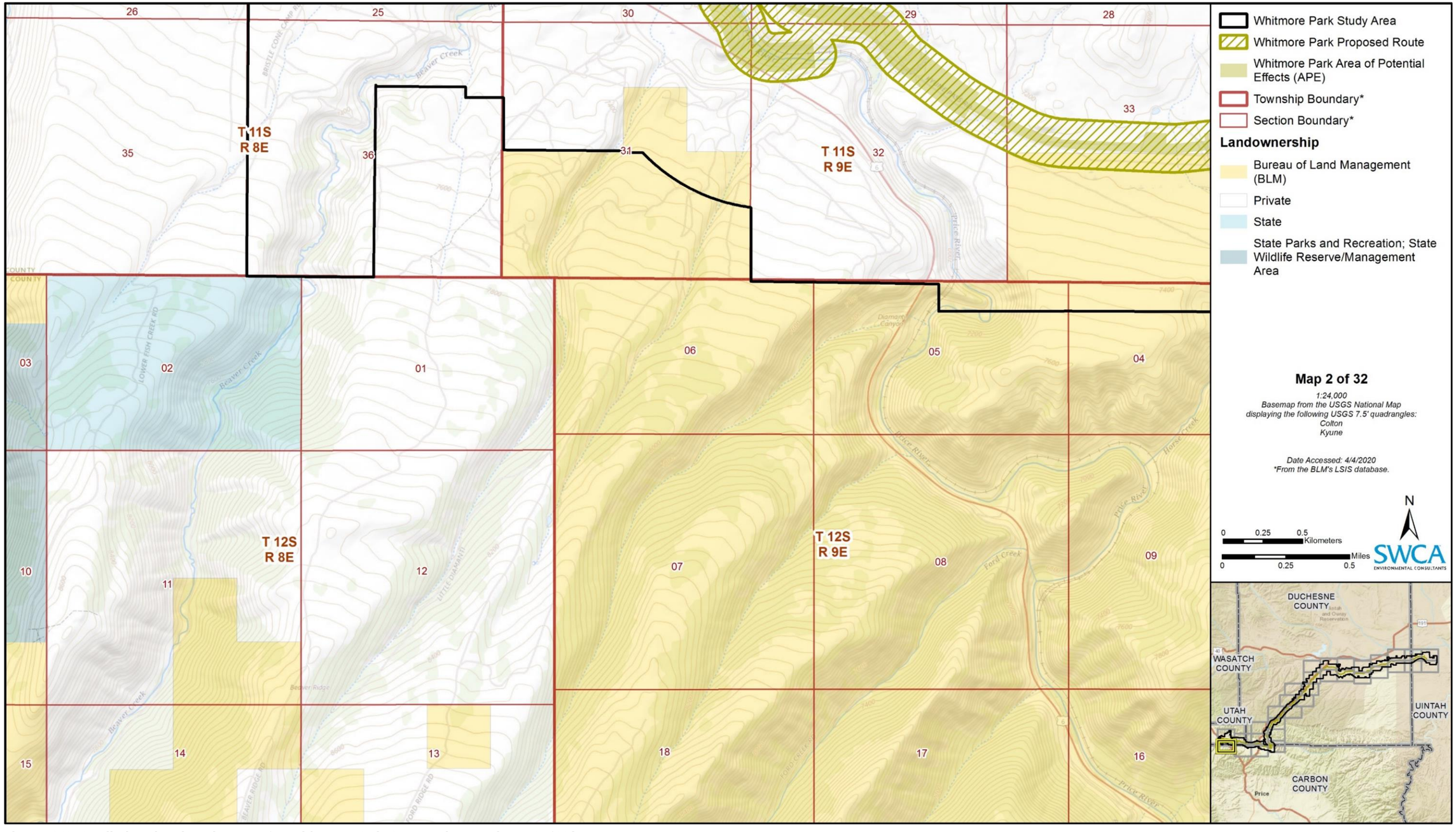

Figure B-2. Detailed project location map for Whitmore Park Proposed Route (map 2 of 32).

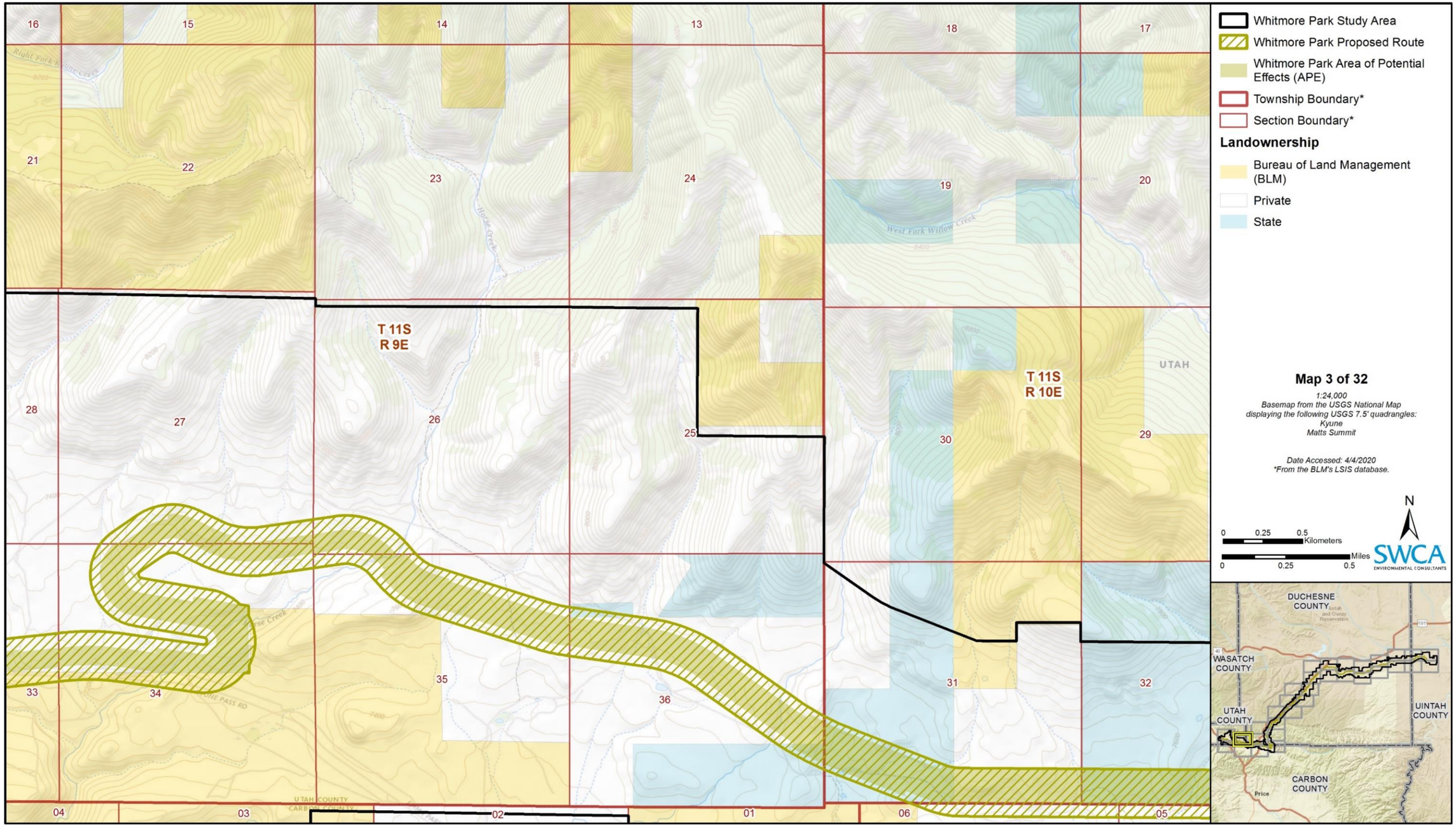

Figure B-3. Detailed project location map for Whitmore Park Proposed Route (map 3 of 32).

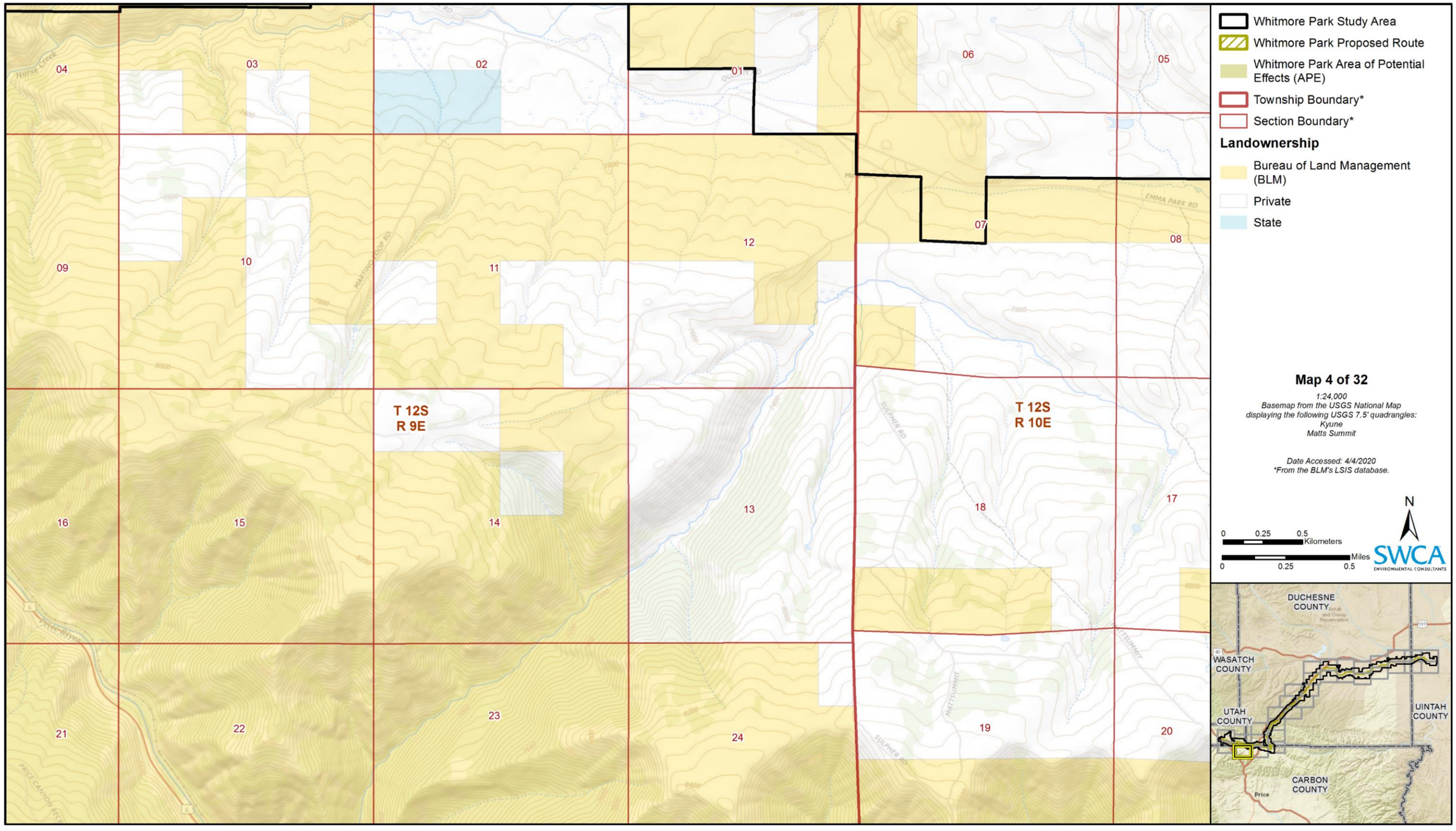

Figure B-4. Detailed project location map for Whitmore Park Proposed Route (map 4 of 32).

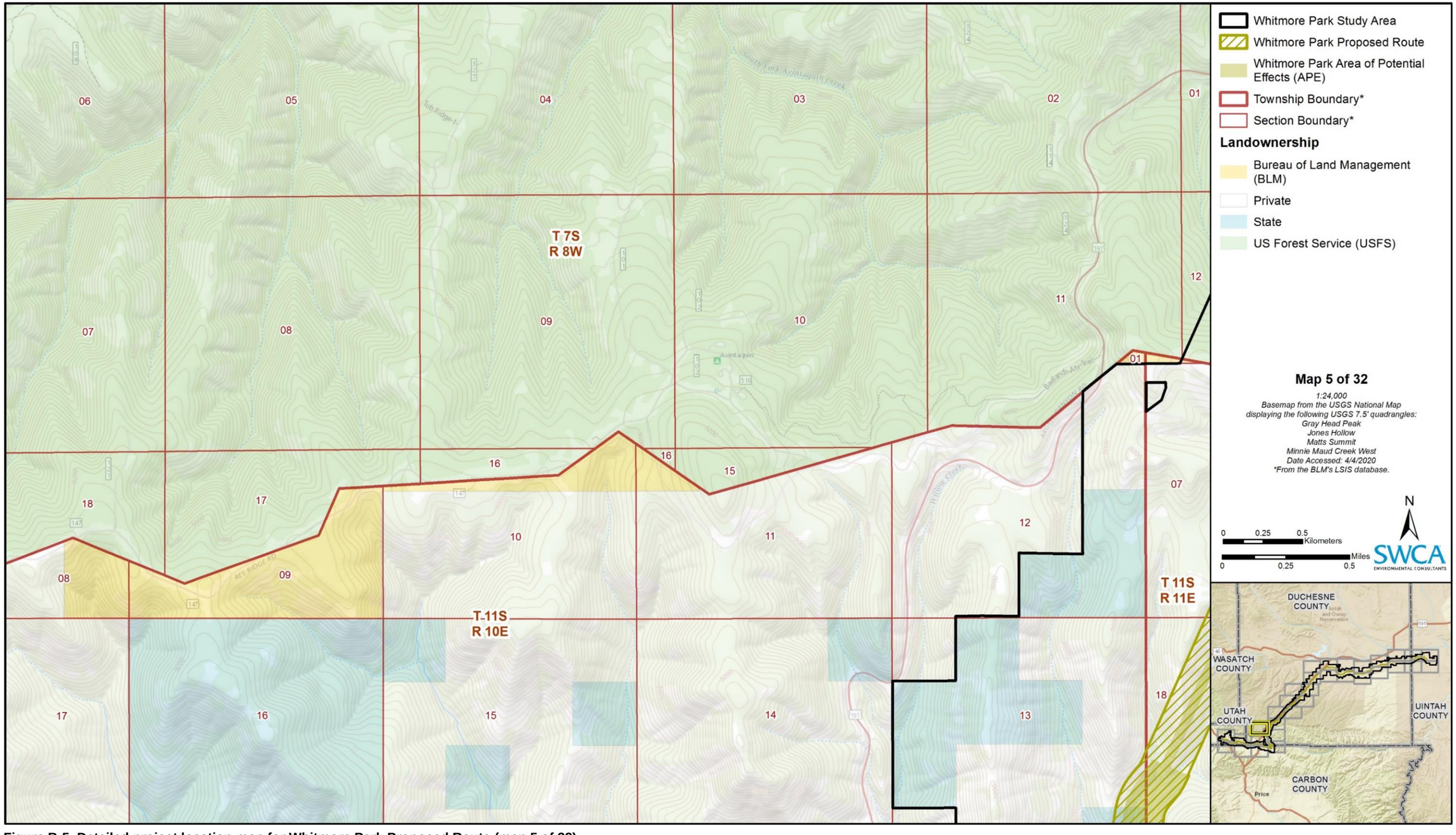

Figure B-5. Detailed project location map for Whitmore Park Proposed Route (map 5 of 32).

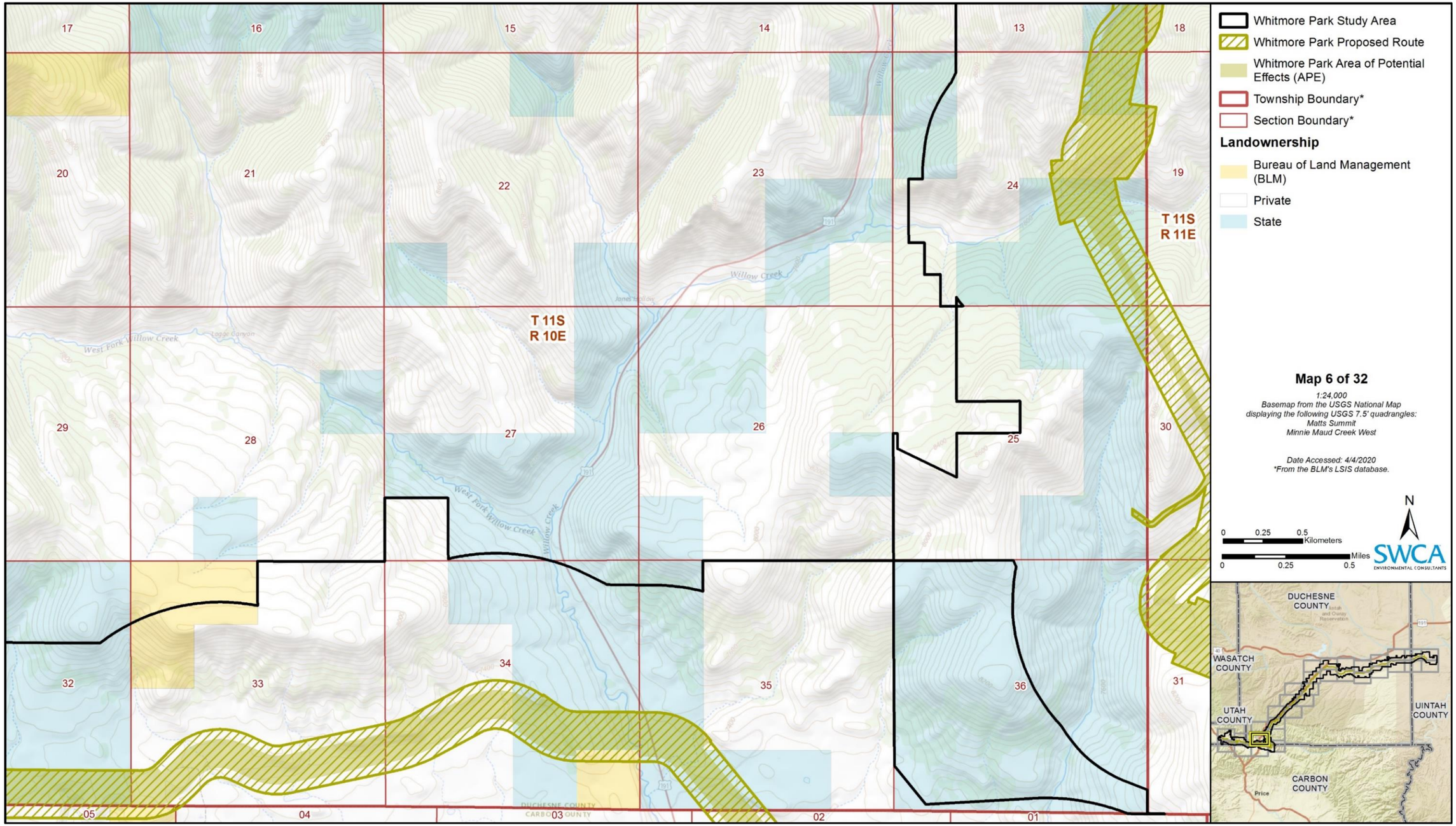

Figure B-6. Detailed project location map for Whitmore Park Proposed Route (map 6 of 32).

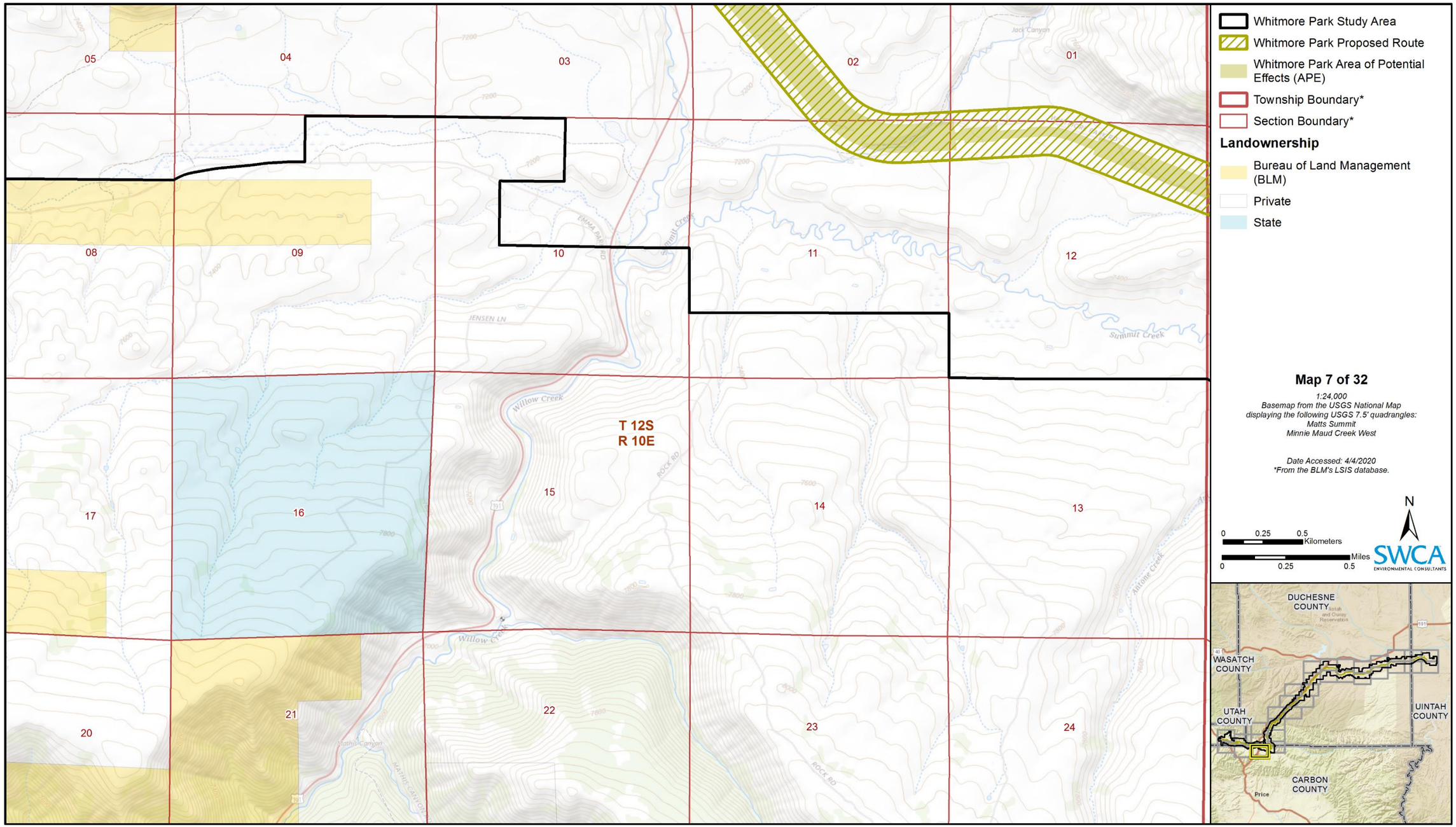

Figure B-7. Detailed project location map for Whitmore Park Proposed Route (map 7 of 32).

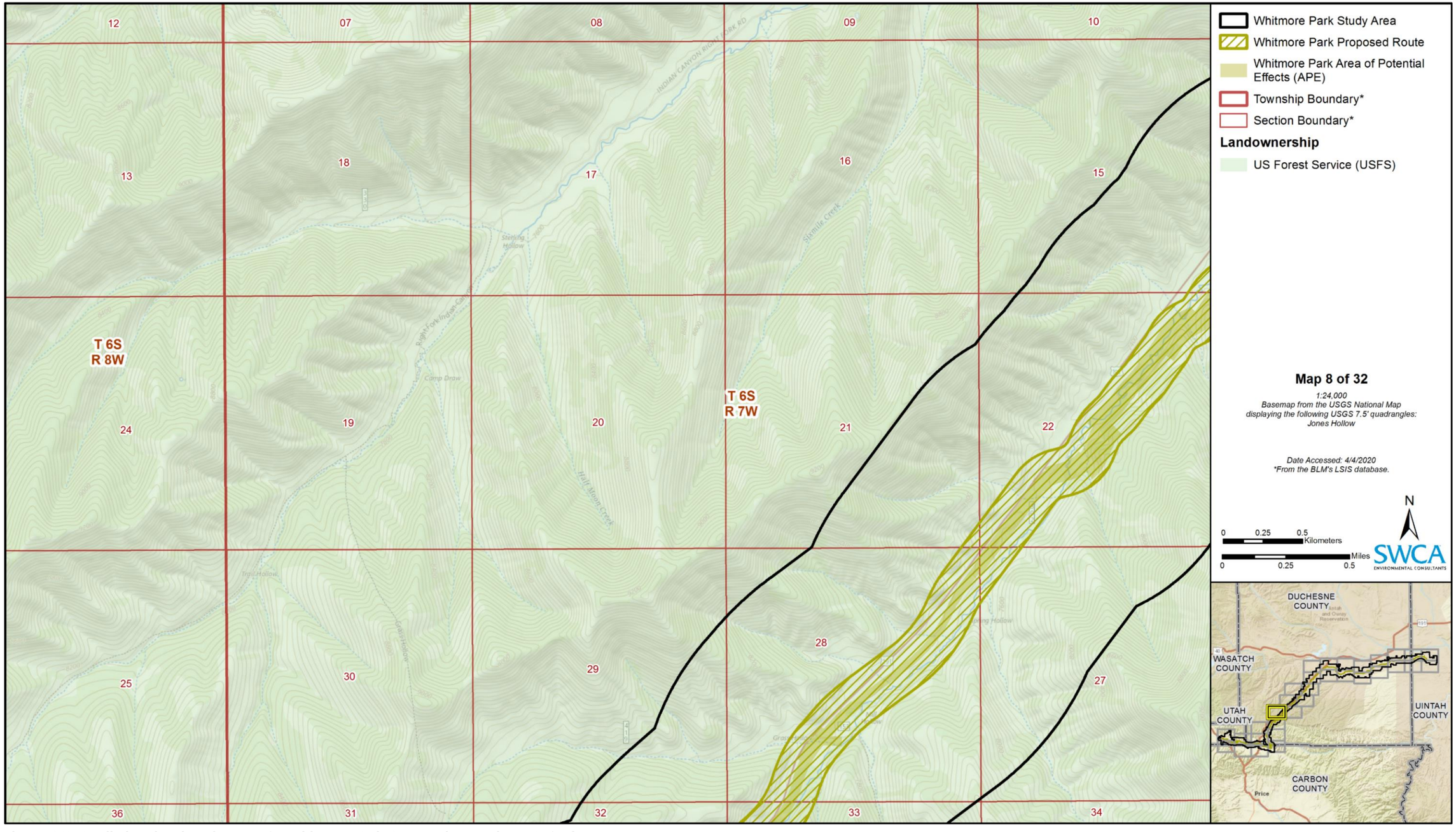

Figure B-8. Detailed project location map for Whitmore Park Proposed Route (map 8 of 32).

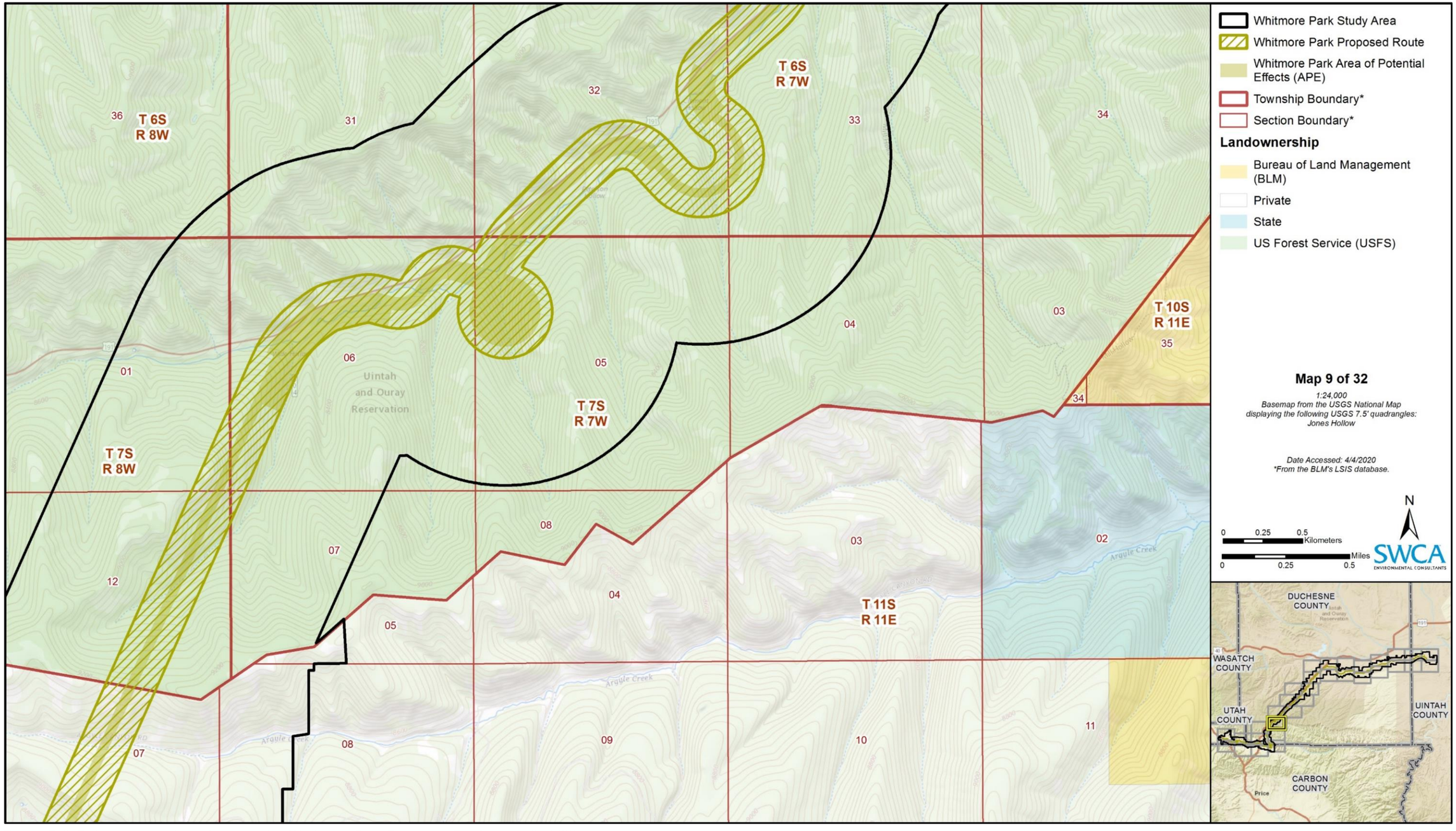

Figure B-9. Detailed project location map for Whitmore Park Proposed Route (map 9 of 32).

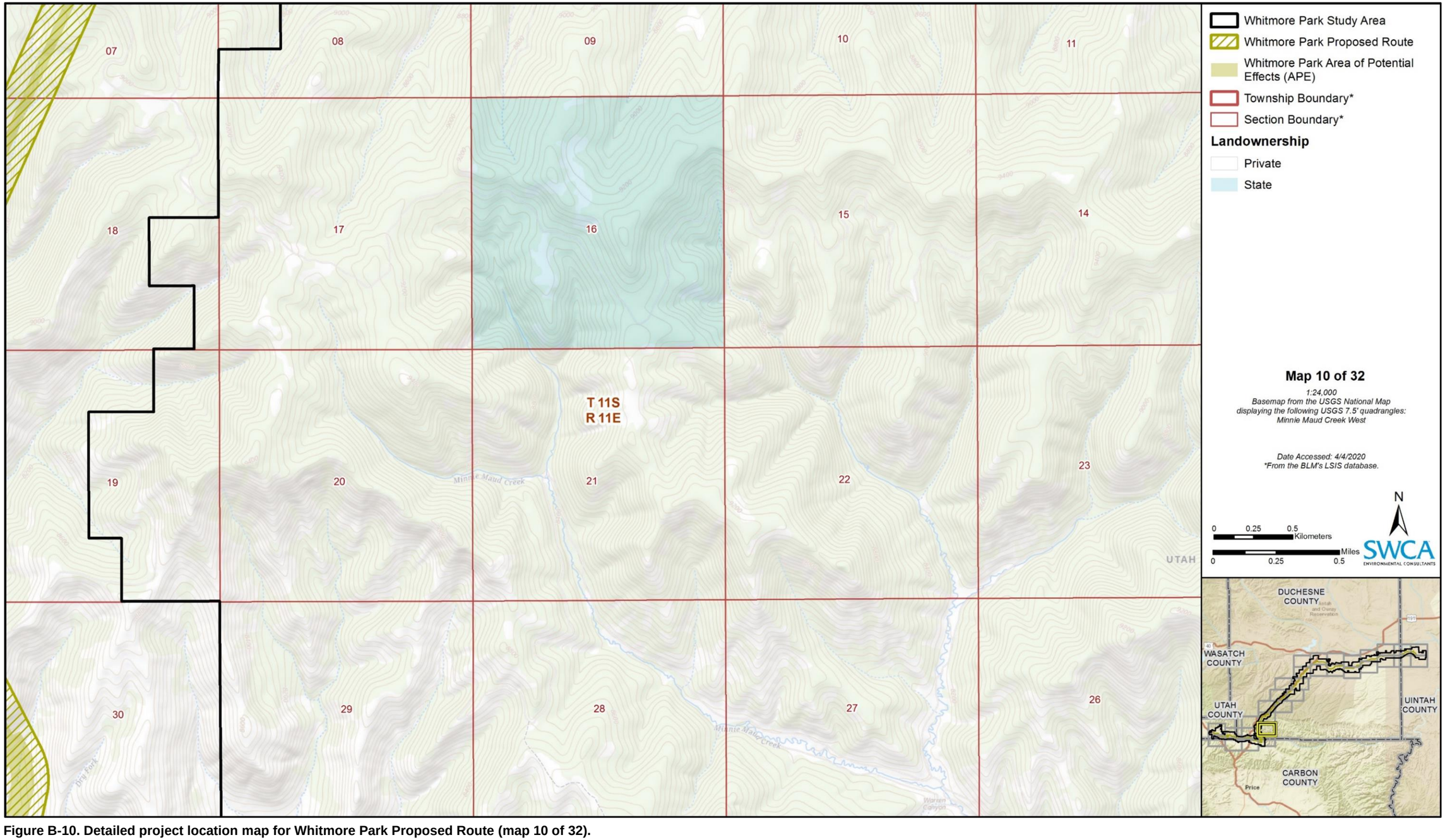

Figure B-10. Detailed project location map for Whitmore Park Proposed Route (map 10 of 32).

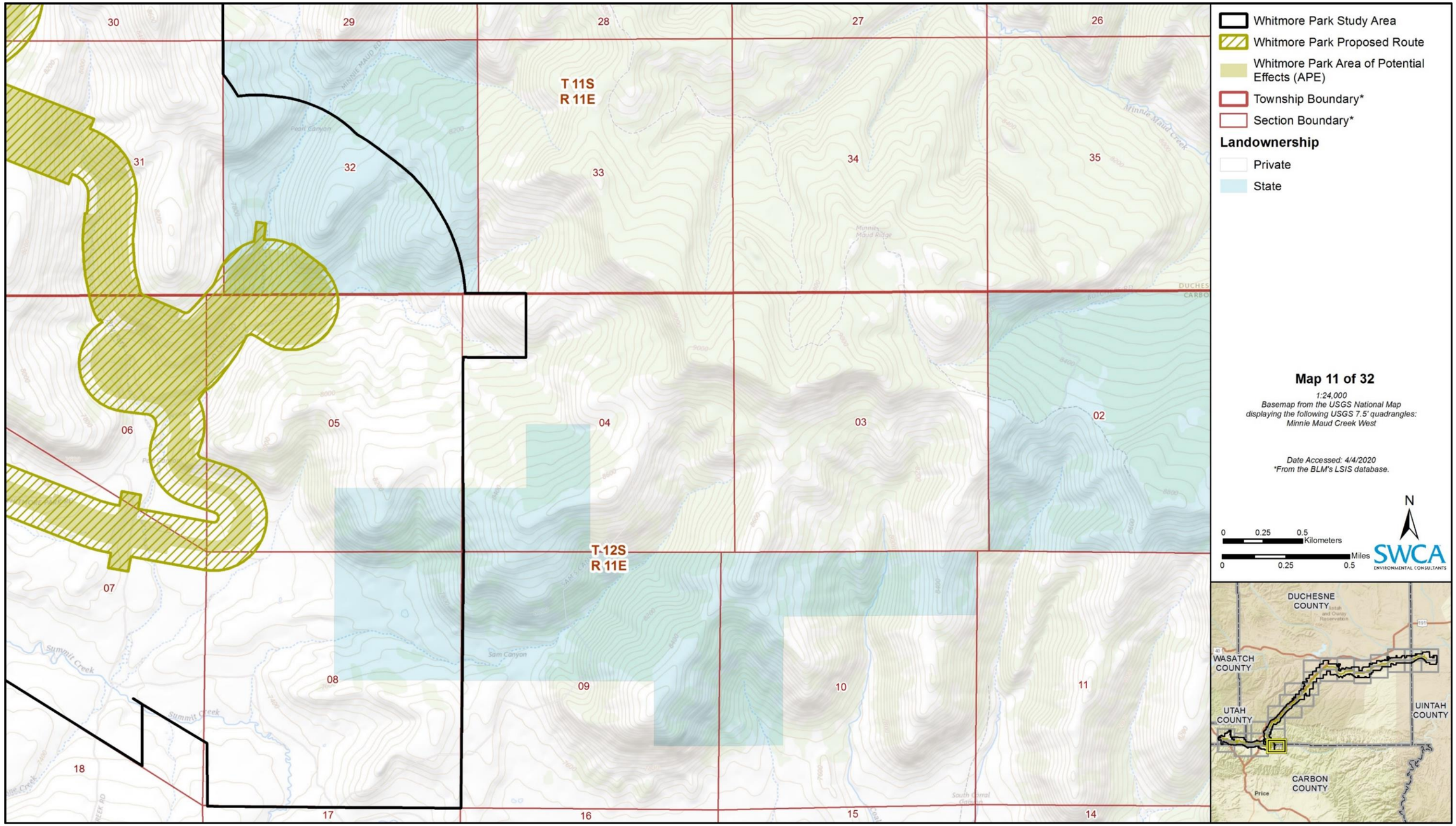

Figure B-11. Detailed project location map for Whitmore Park Proposed Route (map 11 of 32).

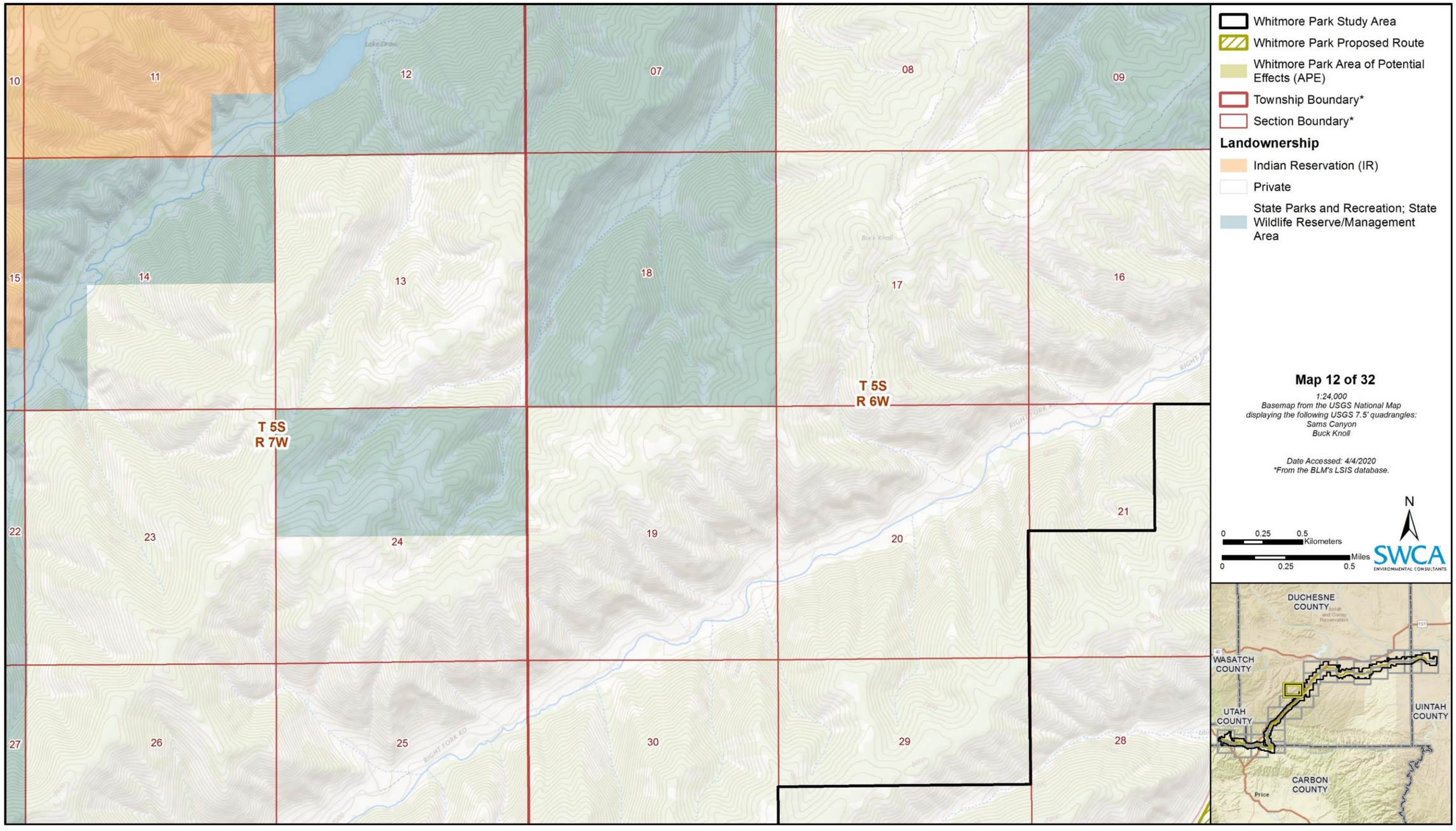

Figure B-12. Detailed project location map for Whitmore Park Proposed Route (map 12 of 32).

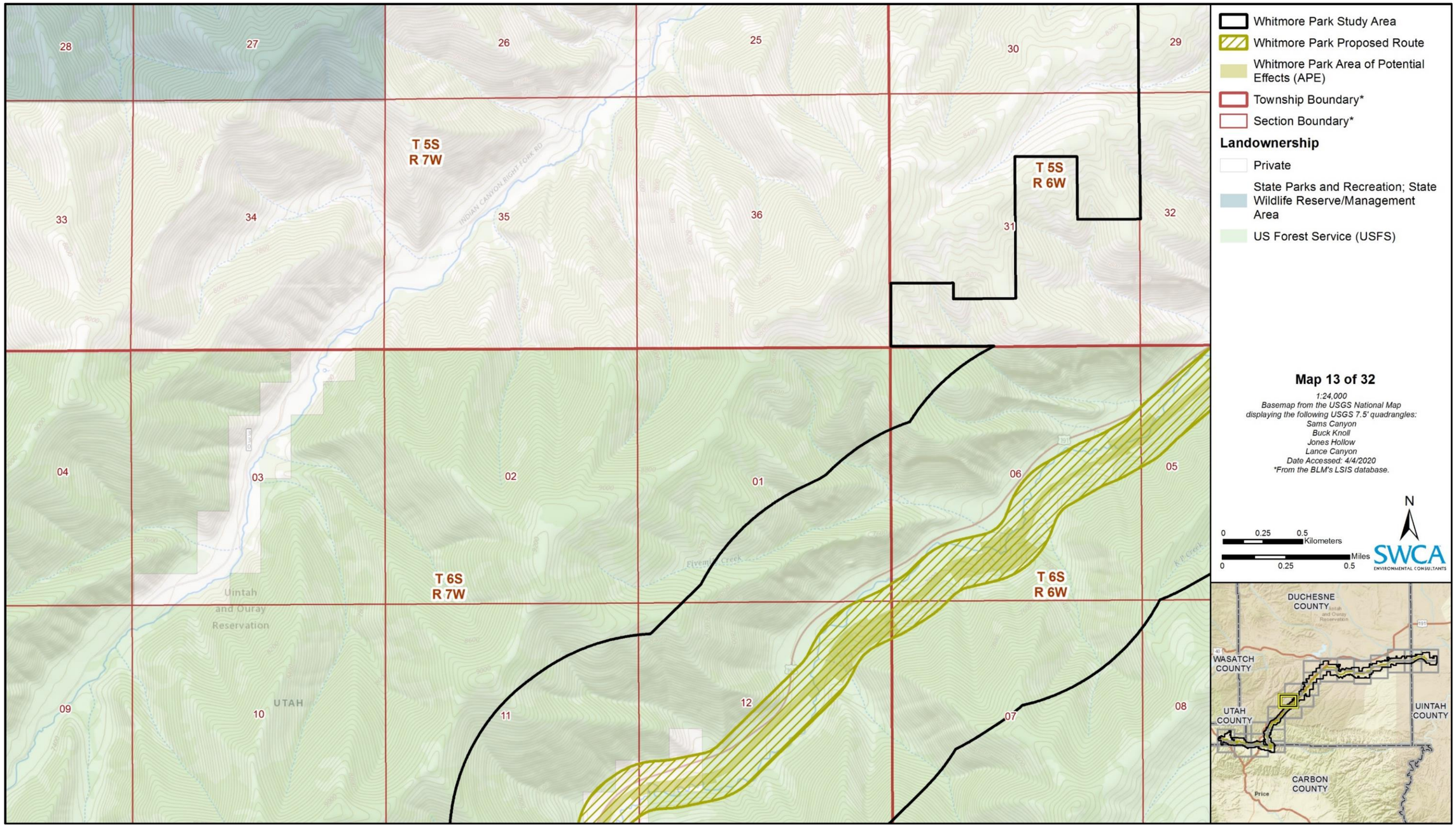

Figure B-13. Detailed project location map for Whitmore Park Proposed Route (map 13 of 32).

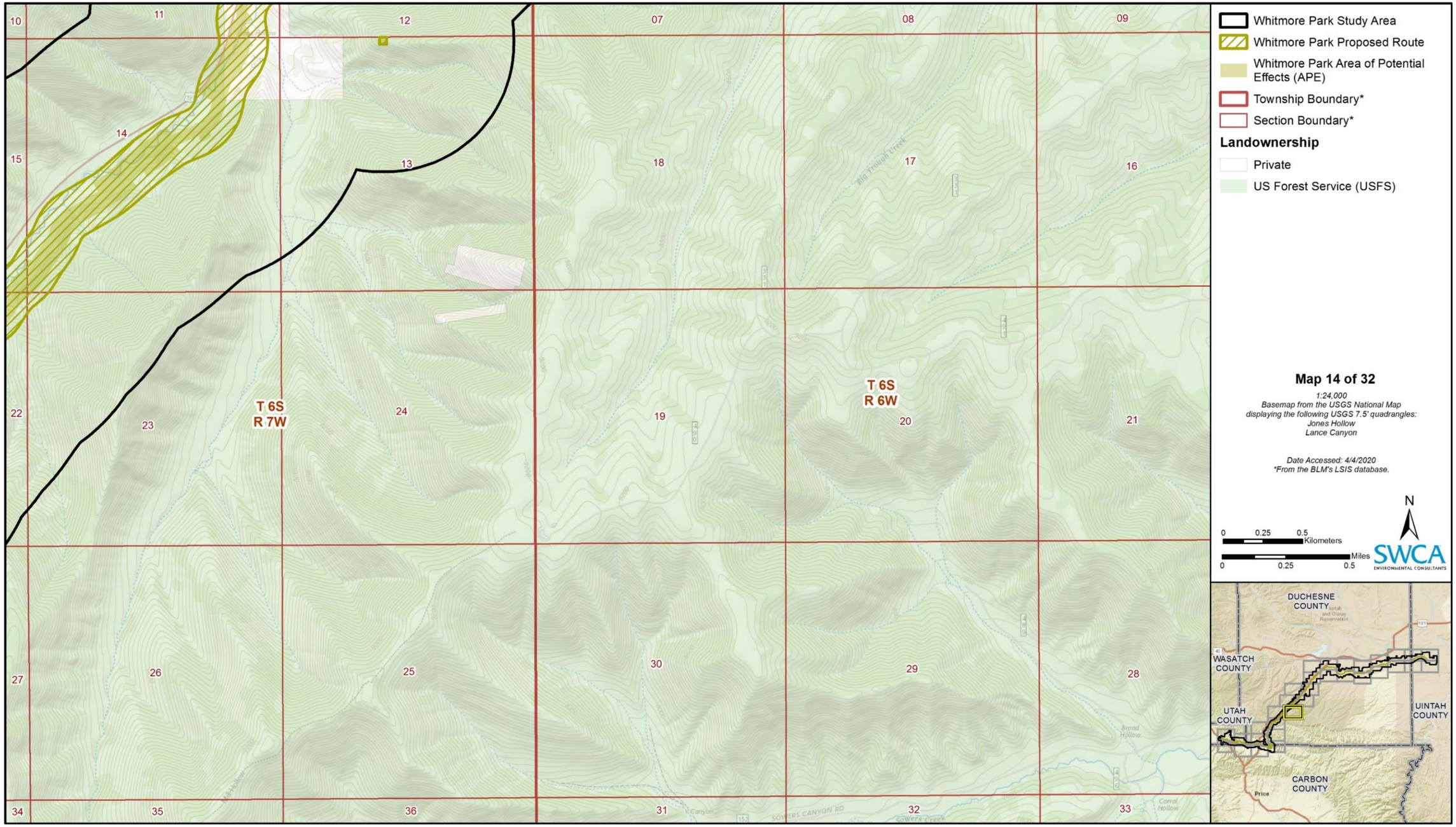

Figure B-14. Detailed project location map for Whitmore Park Proposed Route (map 14 of 32).

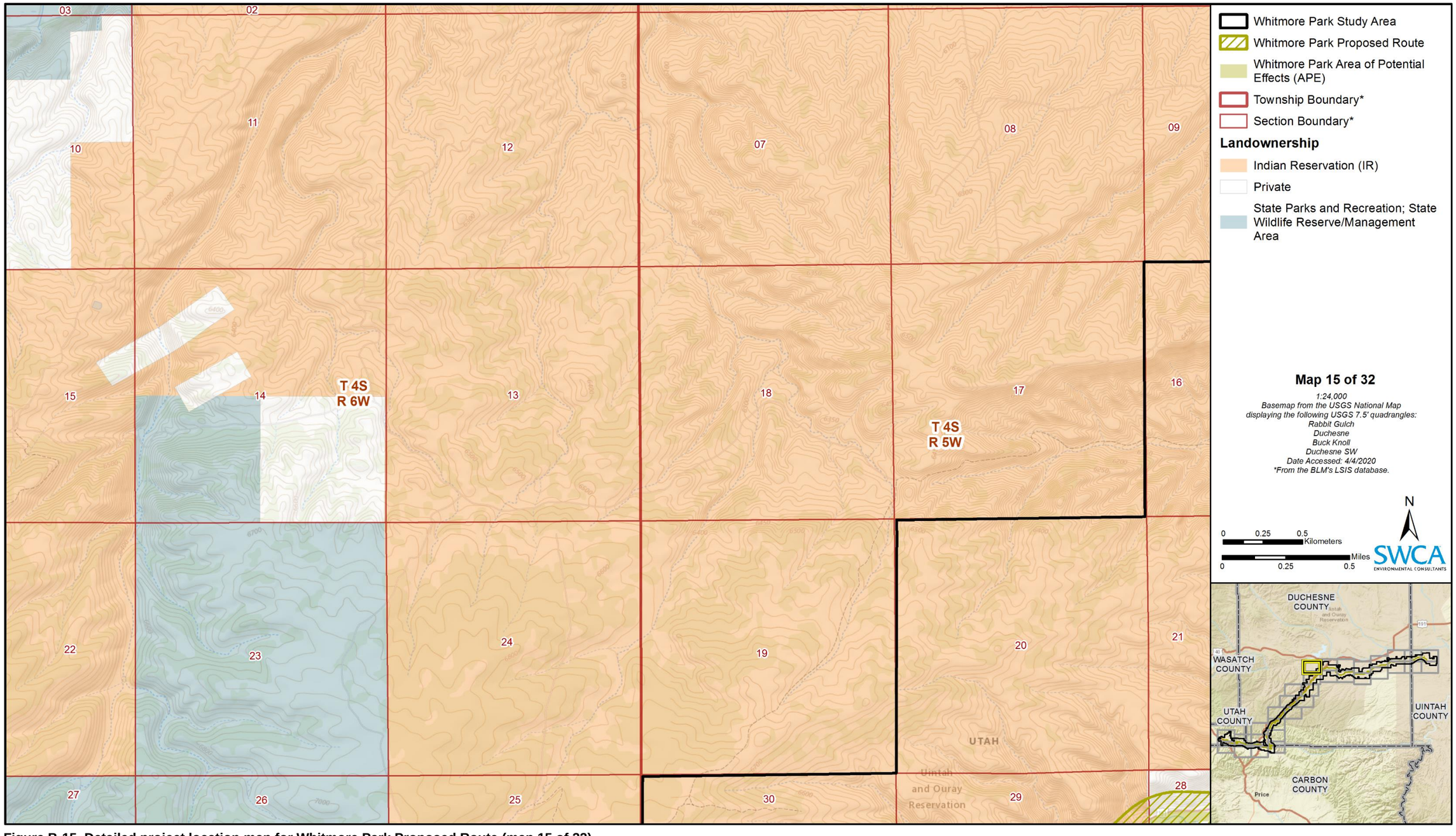

Figure B-15. Detailed project location map for Whitmore Park Proposed Route (map 15 of 32).

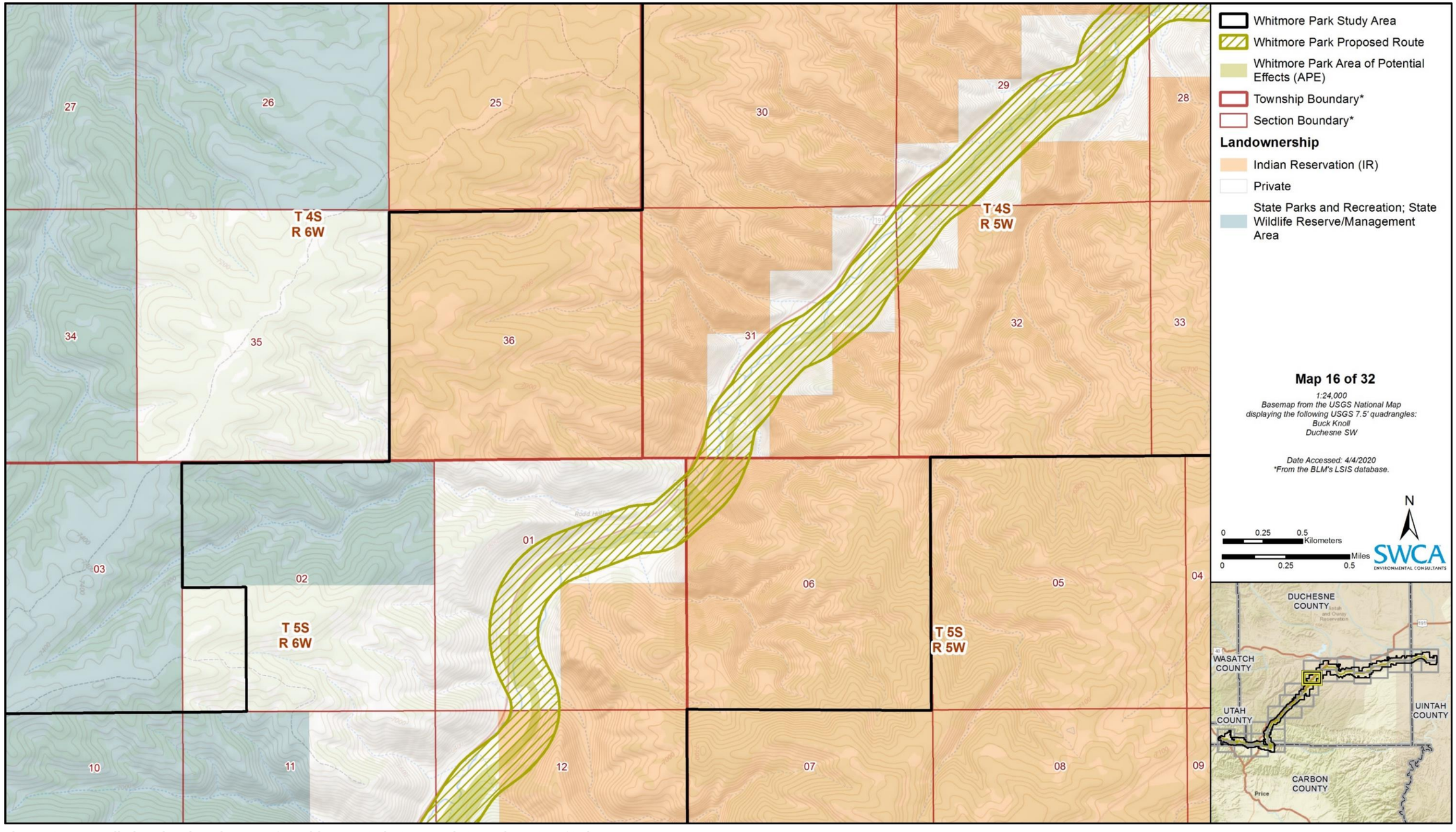

Figure B-16. Detailed project location map for Whitmore Park Proposed Route (map 16 of 32).

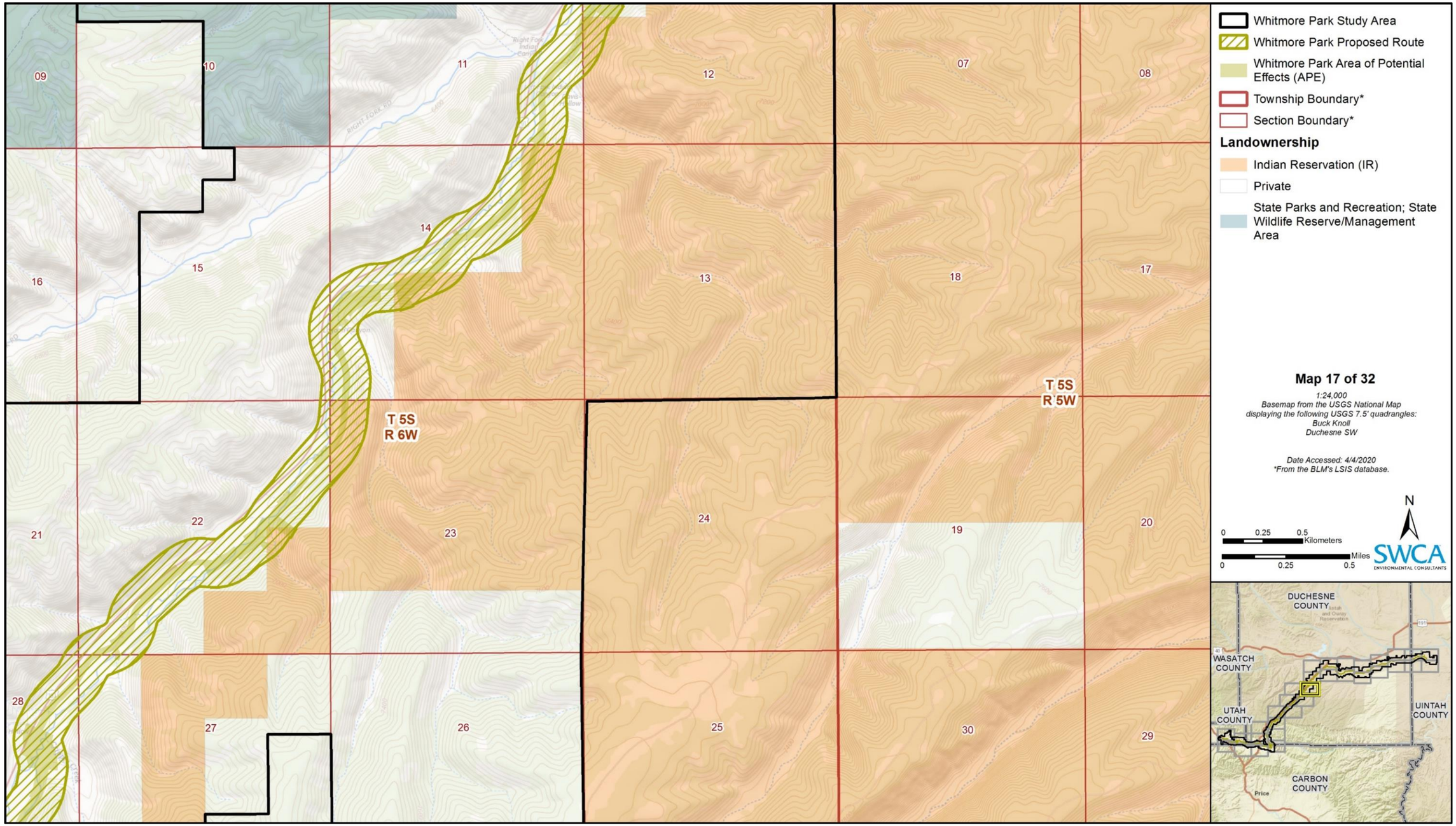

Figure B-17. Detailed project location map for Whitmore Park Proposed Route (map 17 of 32).

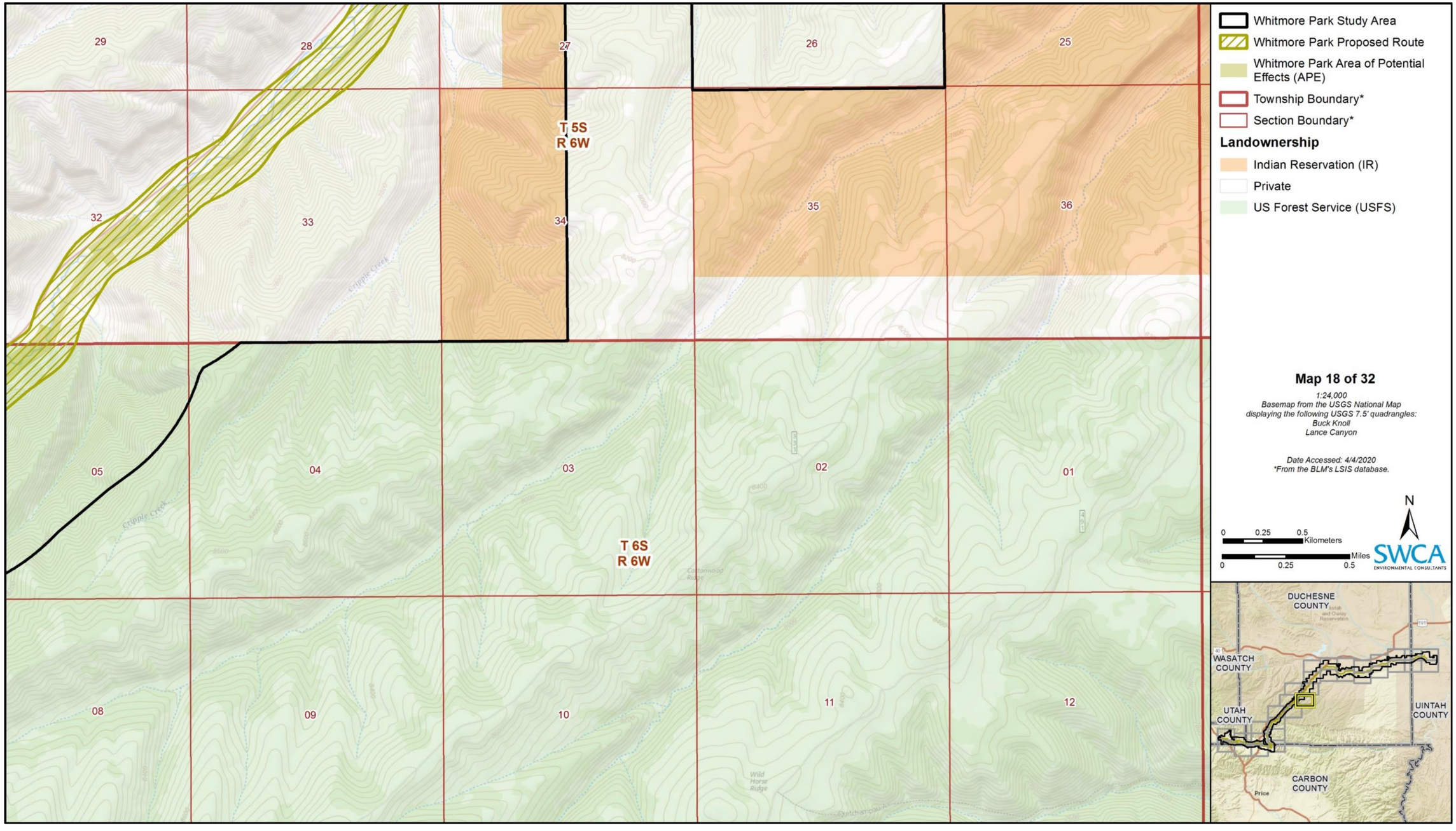

Figure B-18. Detailed project location map for Whitmore Park Proposed Route (map 18 of 32).

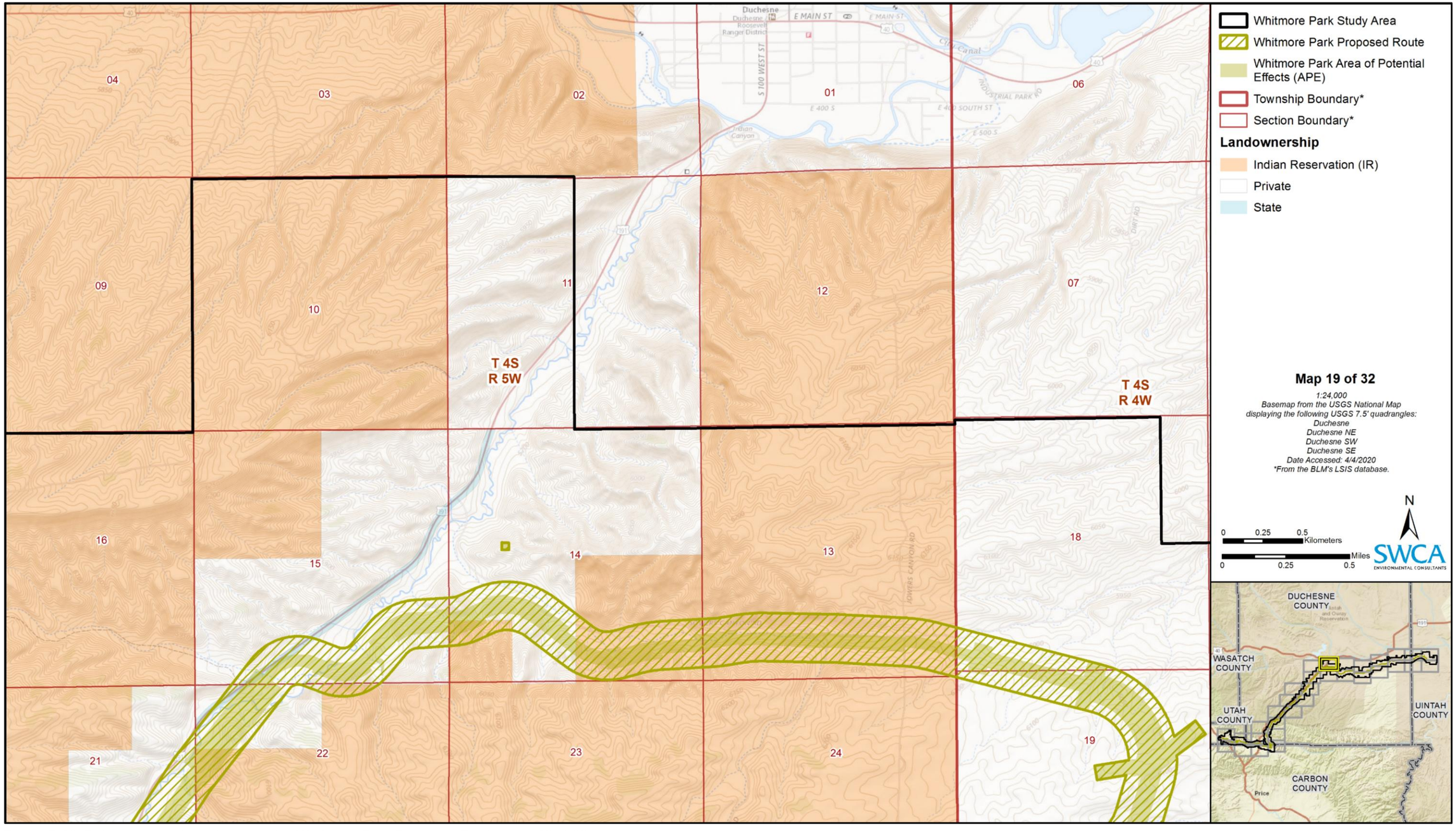

Figure B-19. Detailed project location map for Whitmore Park Proposed Route (map 19 of 32).

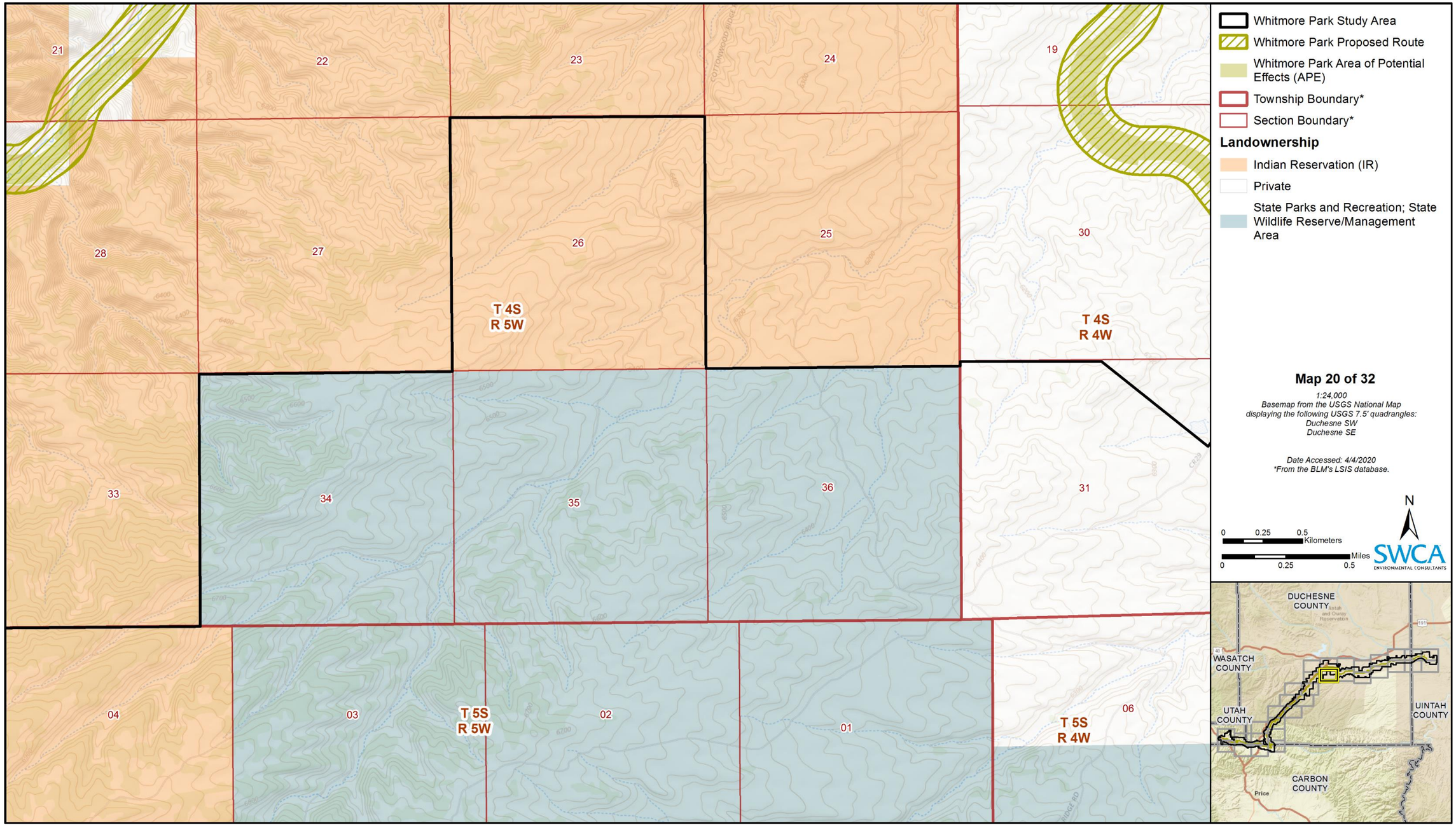

Figure B-20. Detailed project location map for Whitmore Park Proposed Route (map 20 of 32).

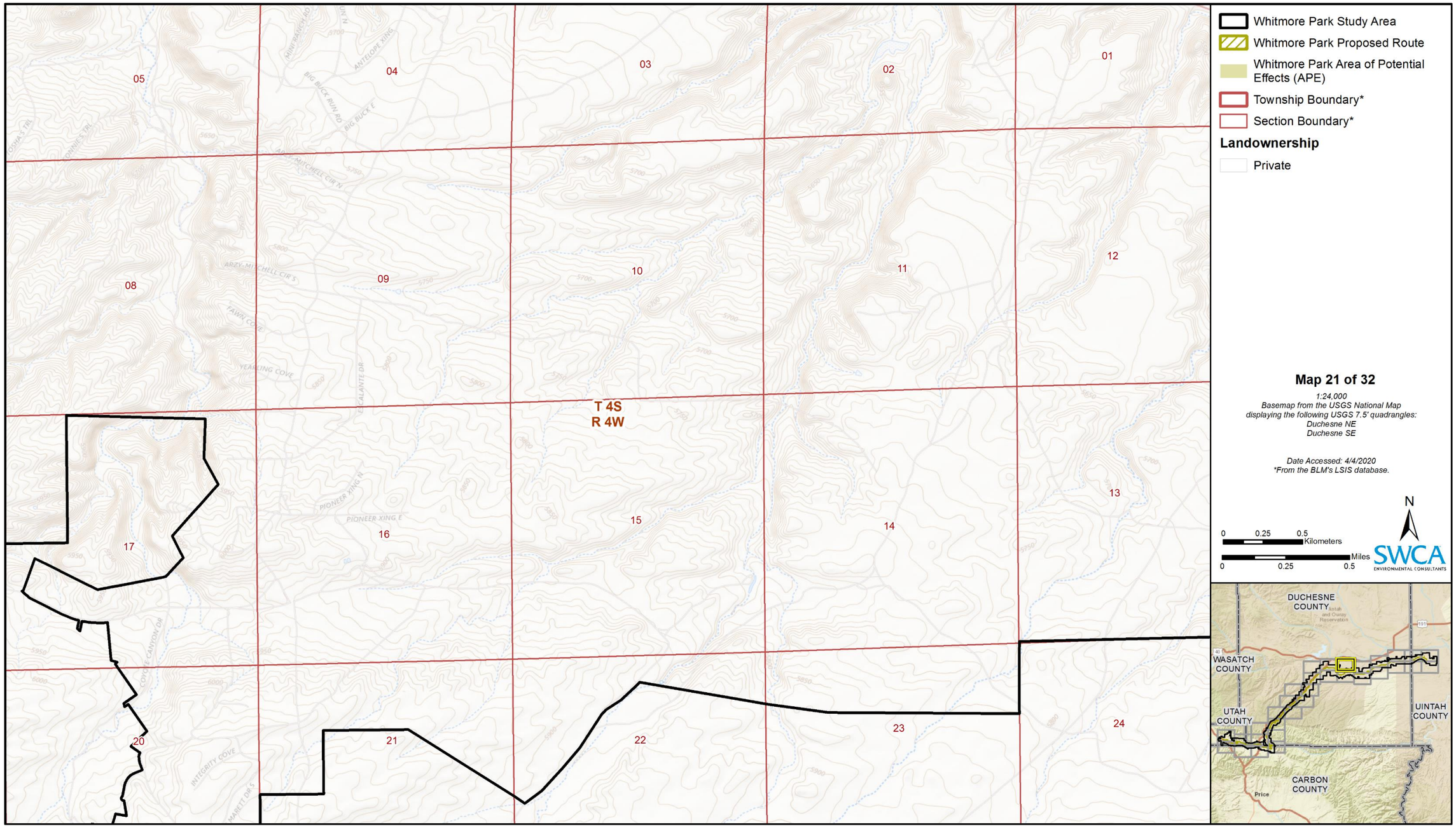

Figure B-21. Detailed project location map for Whitmore Park Proposed Route (map 21 of 32).

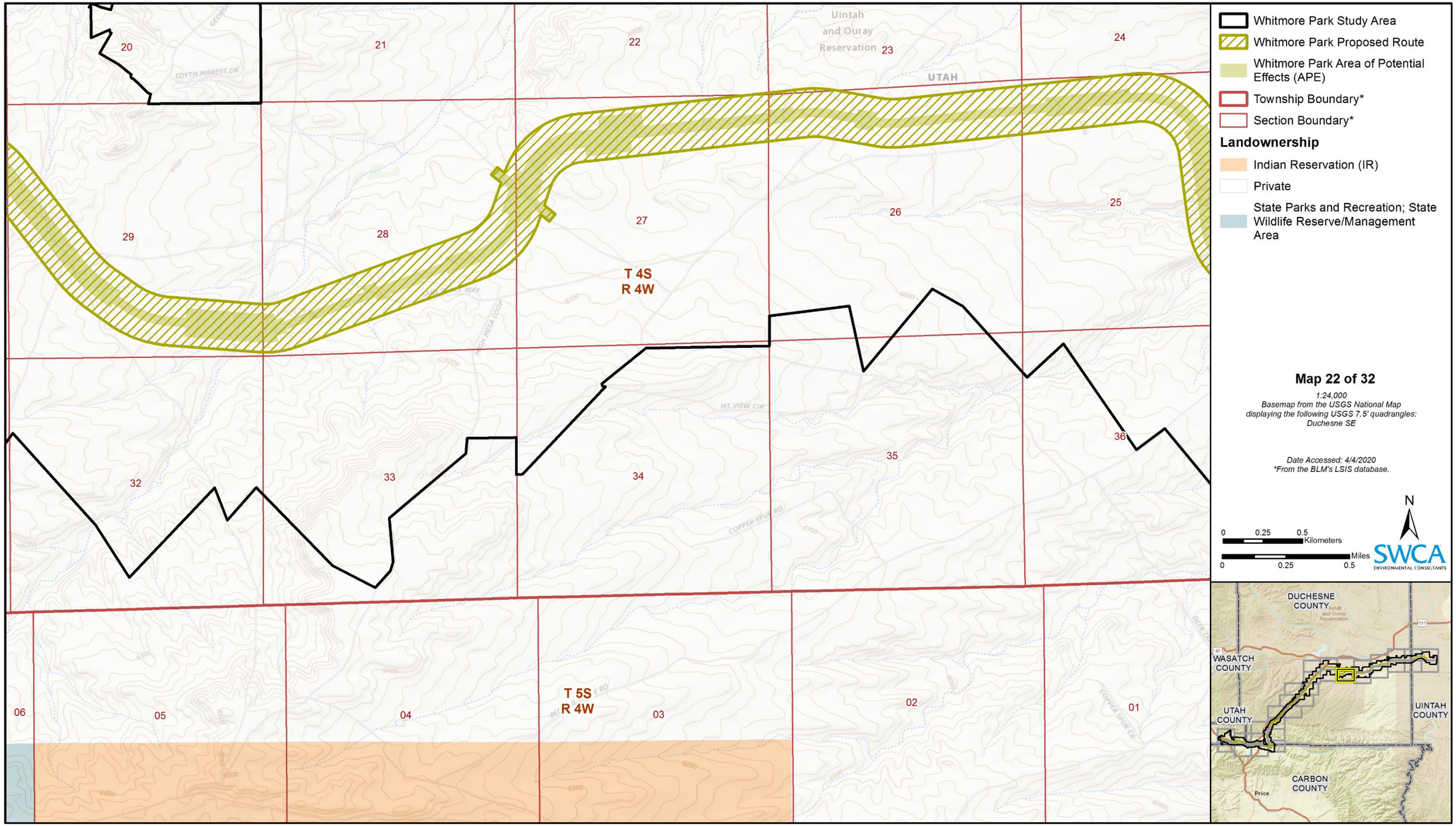

Figure B-22. Detailed project location map for Whitmore Park Proposed Route (map 22 of 32).

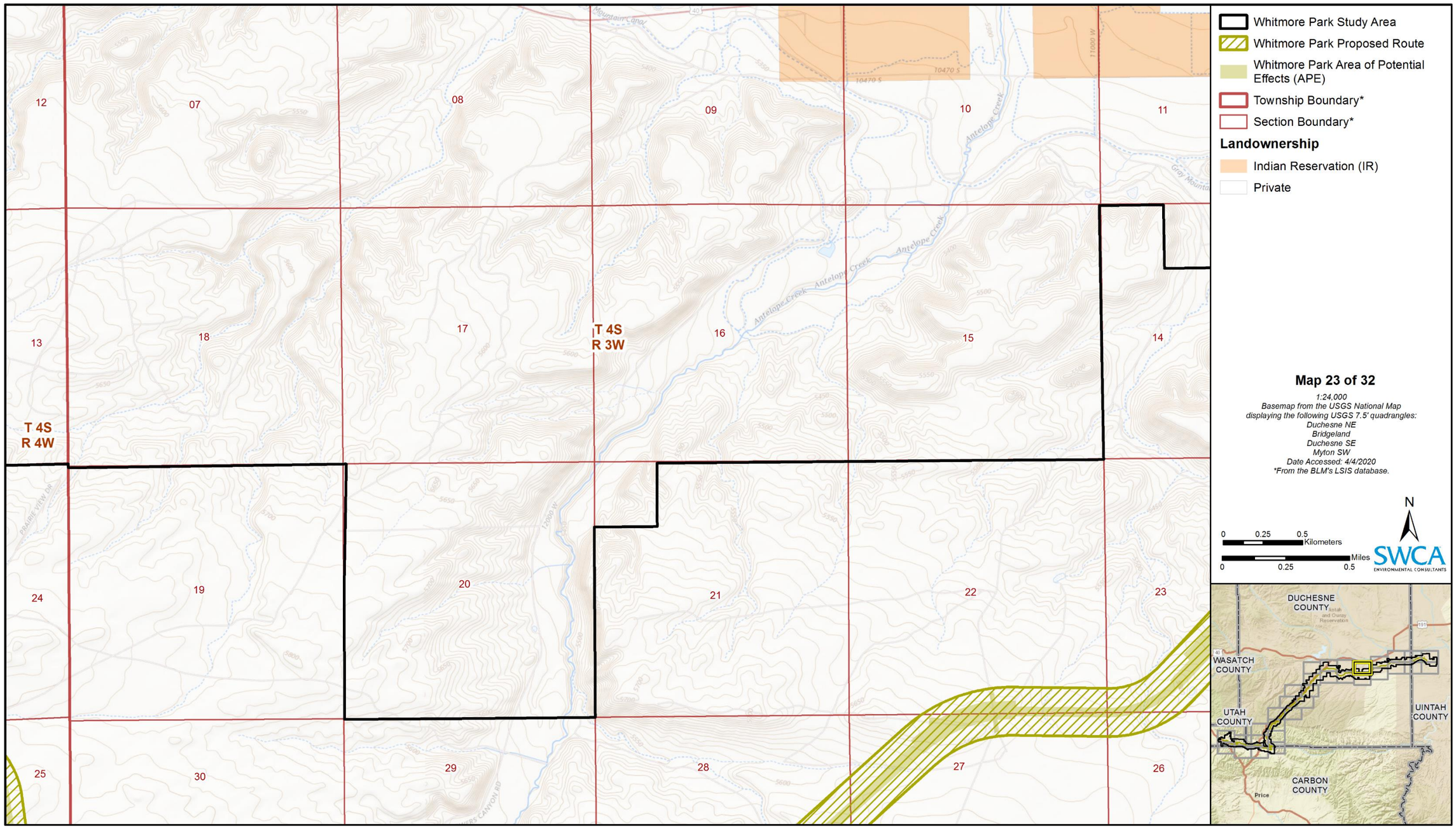

Figure B-23. Detailed project location map for Whitmore Park Proposed Route (map 23 of 32).

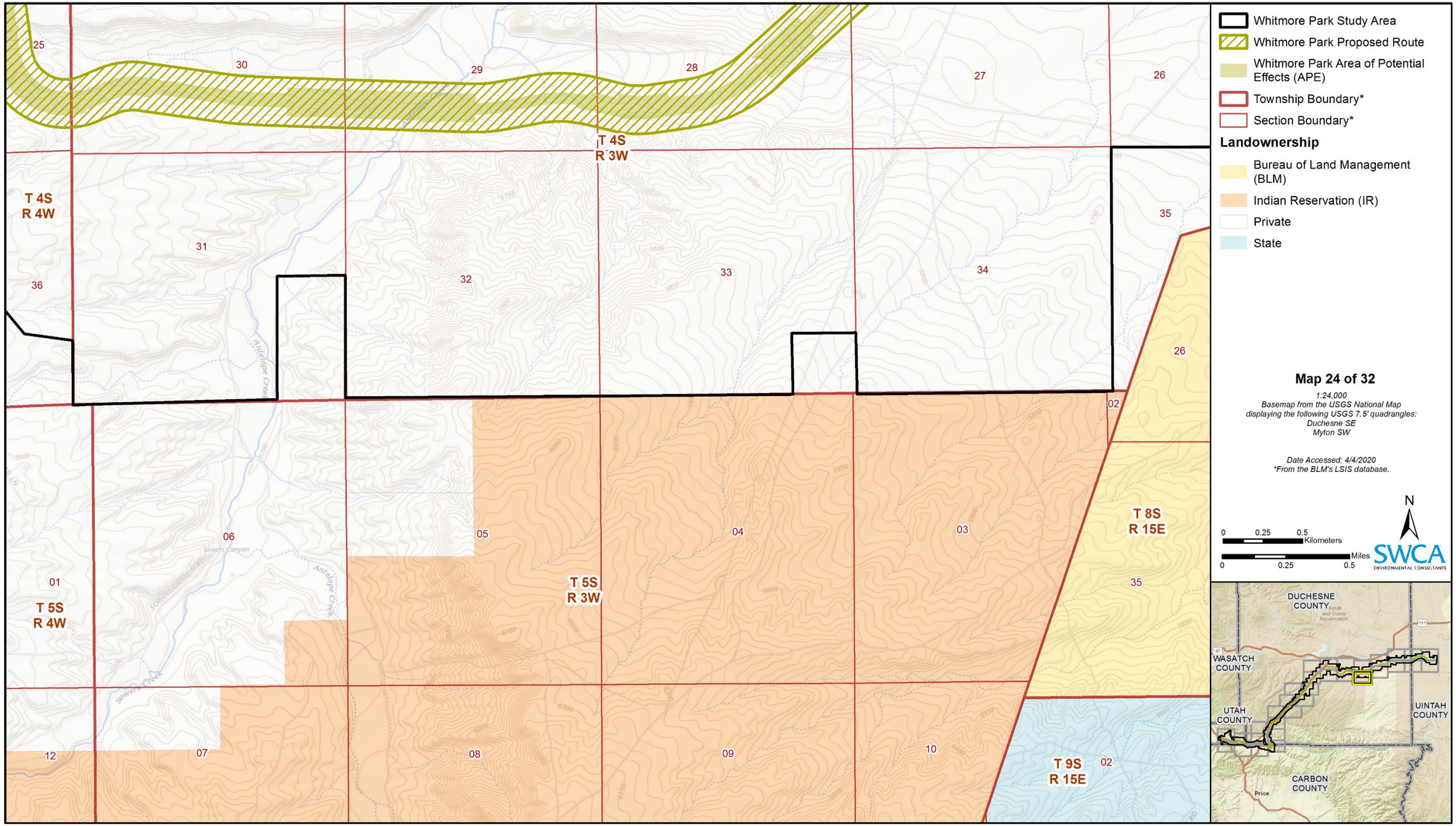

Figure B-24. Detailed project location map for Whitmore Park Proposed Route (map 24 of 32).

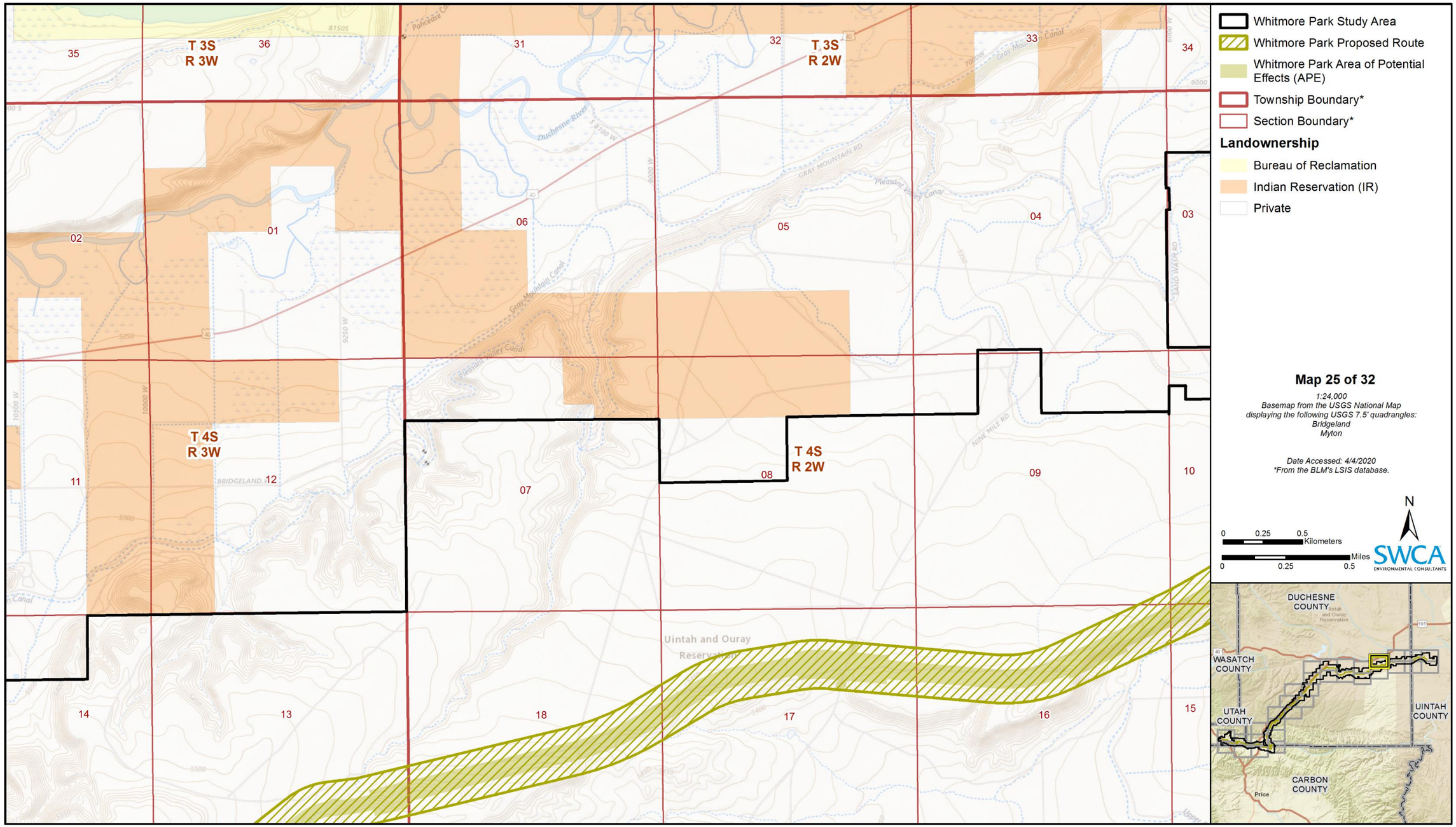

Figure B-25. Detailed project location map for Whitmore Park Proposed Route (map 25 of 32).

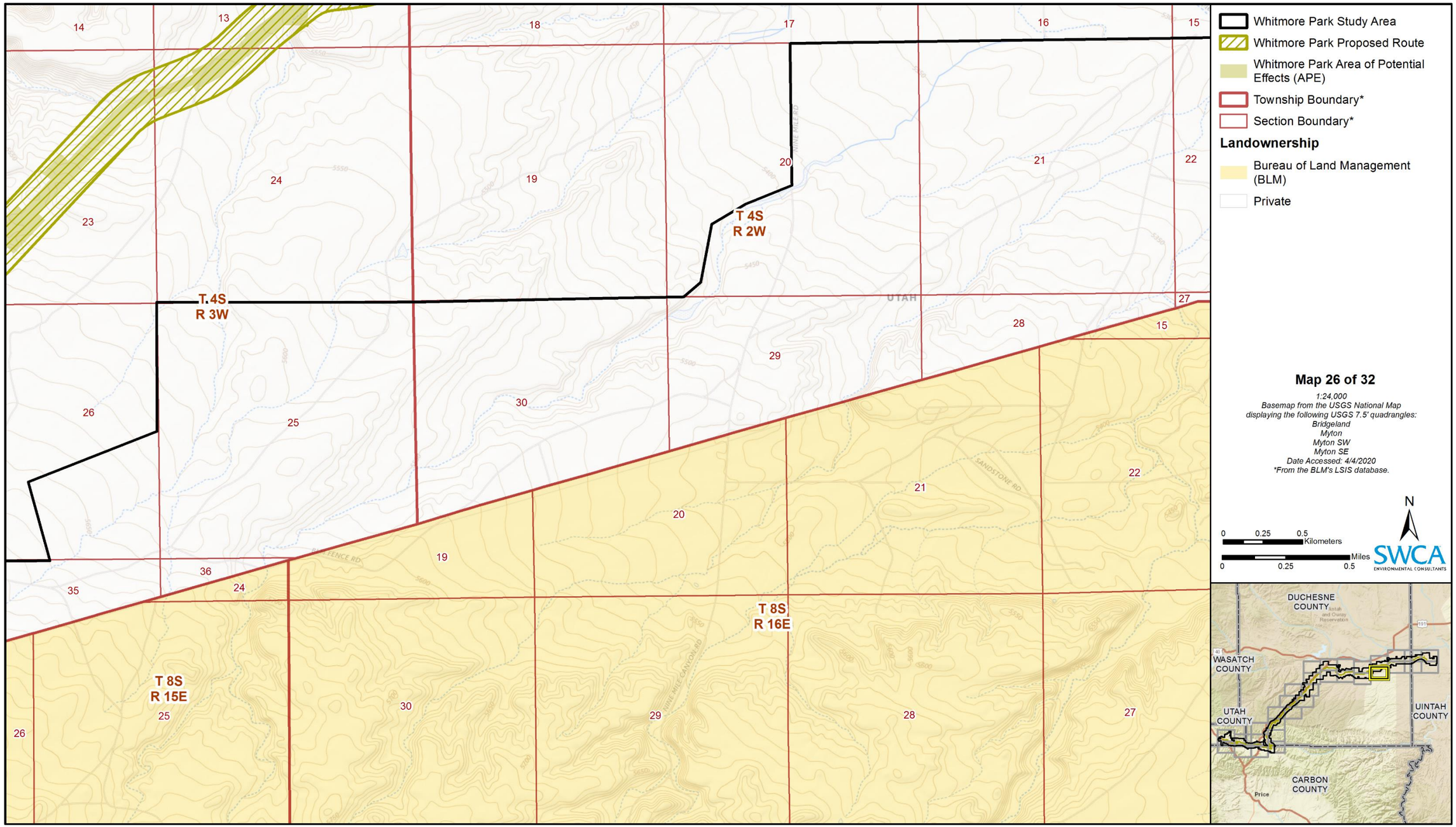

Figure B-26. Detailed project location map for Whitmore Park Proposed Route (map 26 of 32).

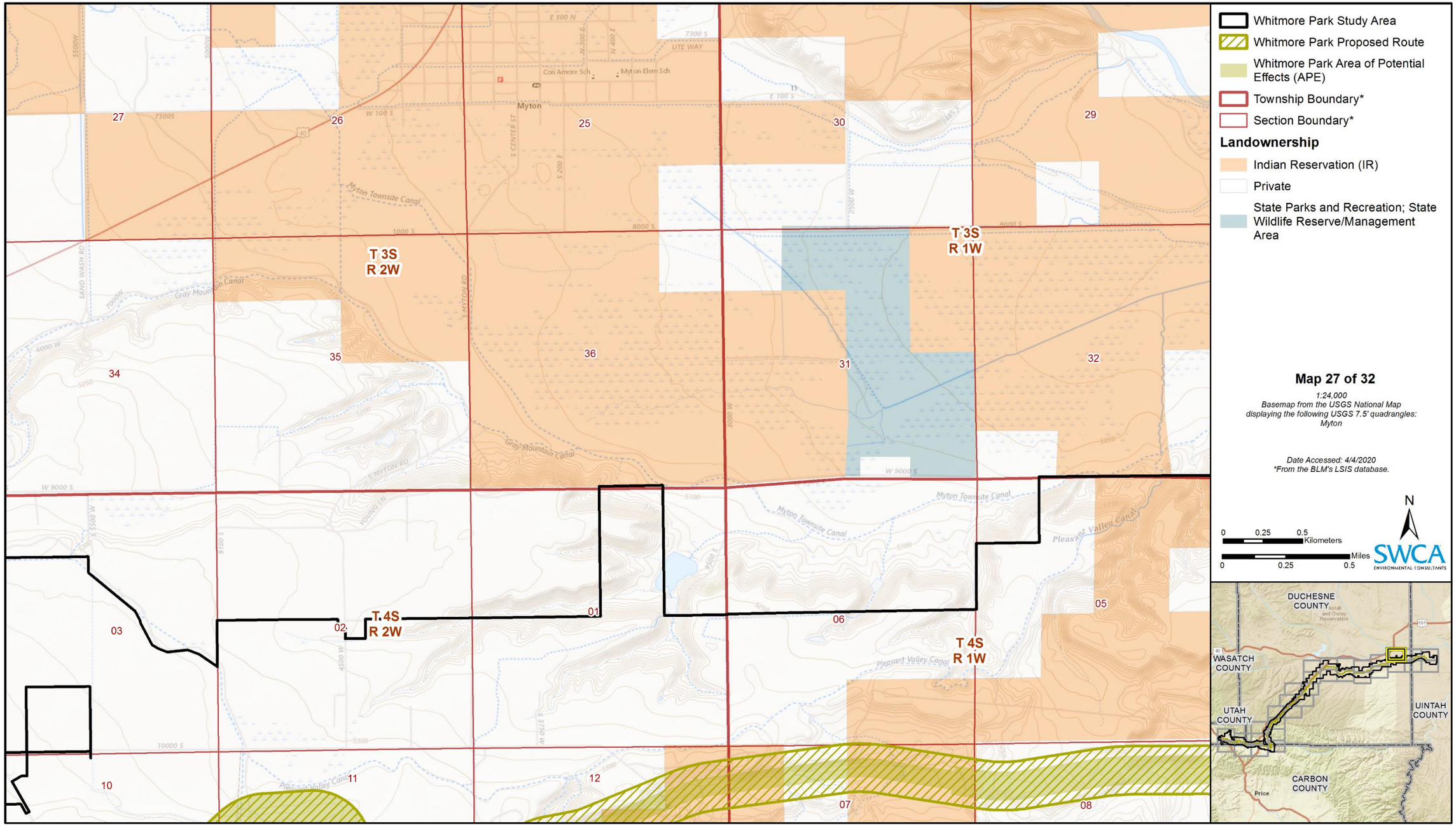

Figure B-27. Detailed project location map for Whitmore Park Proposed Route (map 27 of 32).

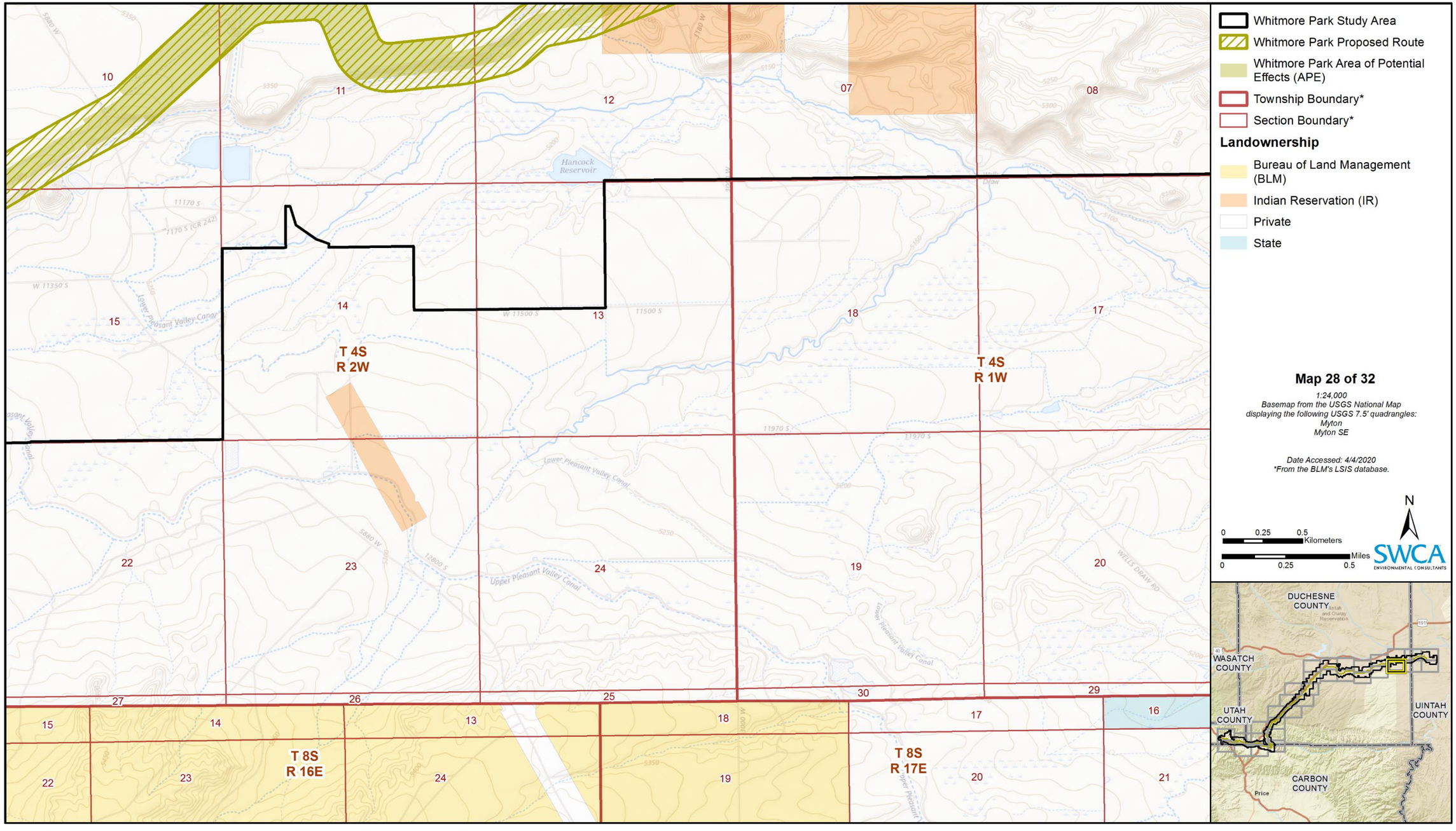

Figure B-28. Detailed project location map for Whitmore Park Proposed Route (map 28 of 32).

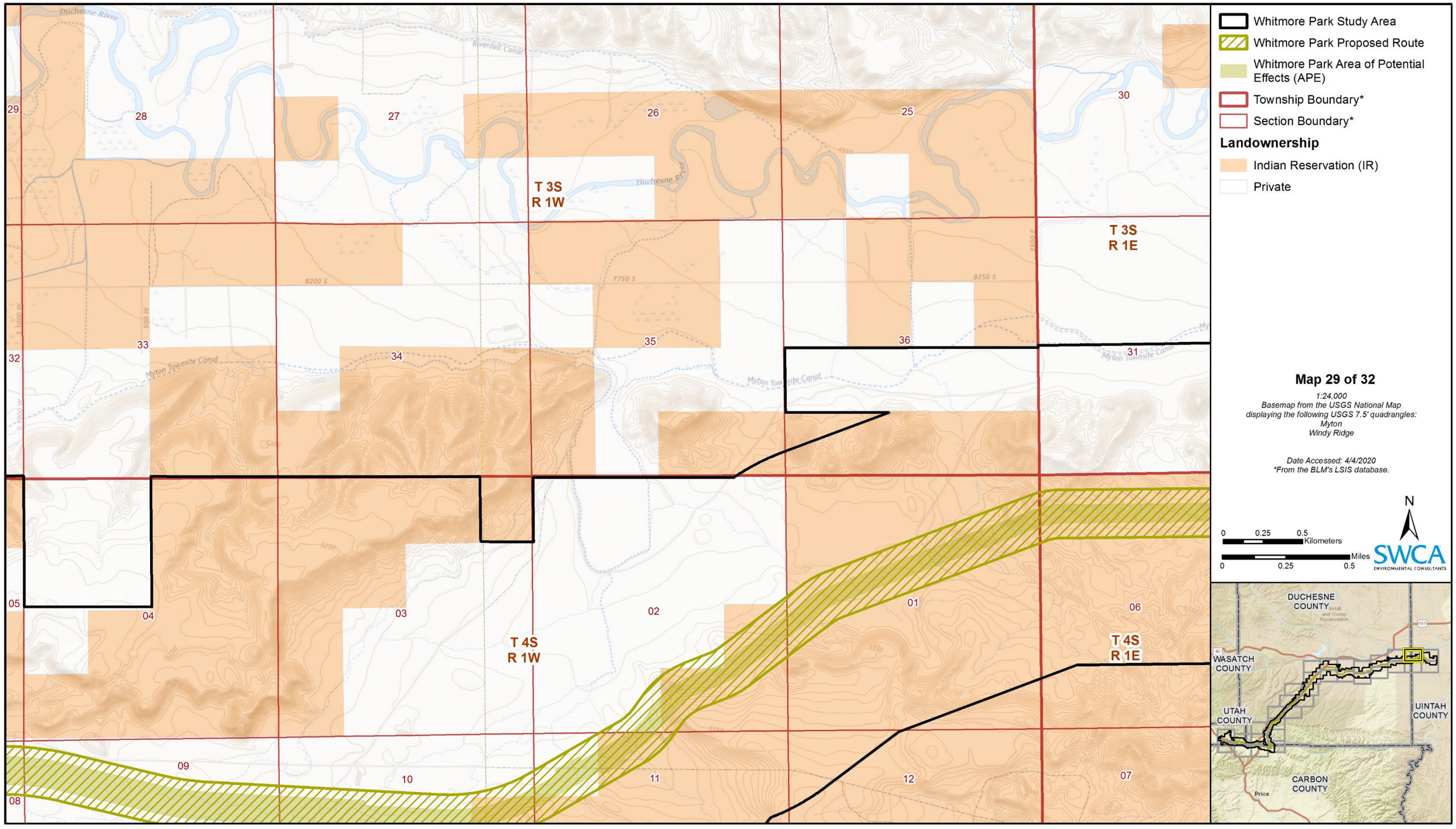

Figure B-29. Detailed project location map for Whitmore Park Proposed Route (map 29 of 32).

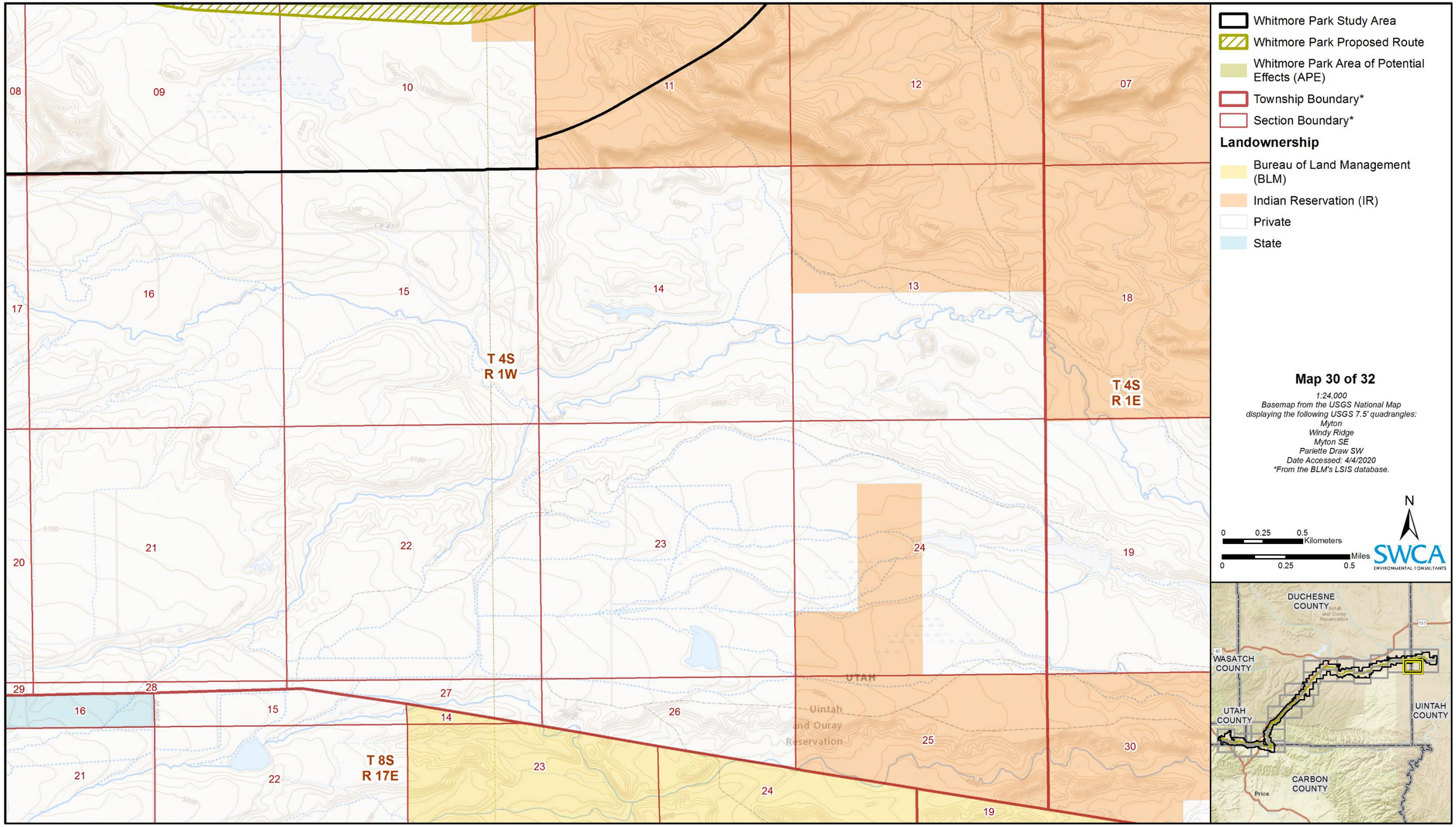

Figure B-30. Detailed project location map for Whitmore Park Proposed Route (map 30 of 32).

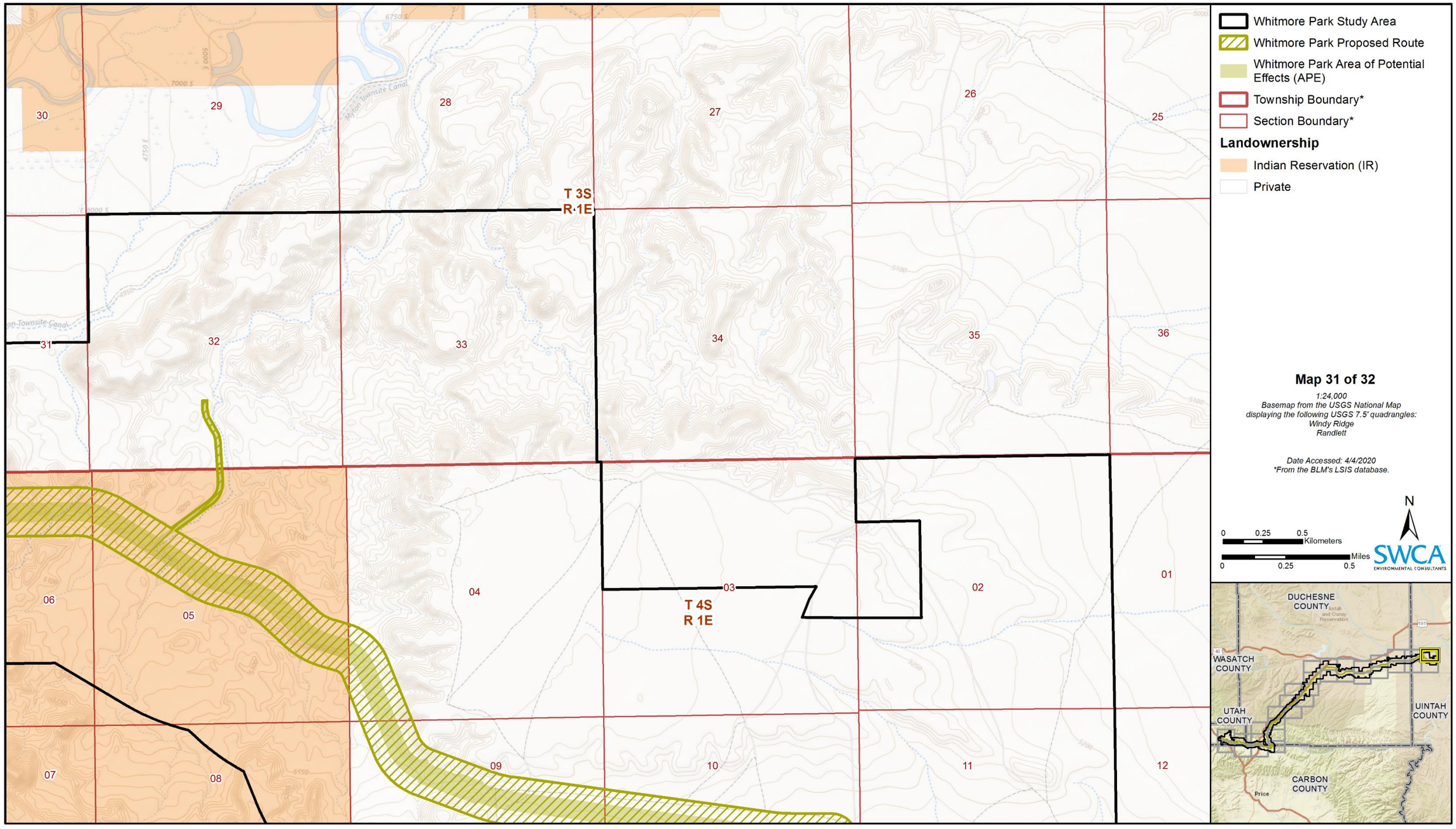

Figure B-31. Detailed project location map for Whitmore Park Proposed Route (map 31 of 32).

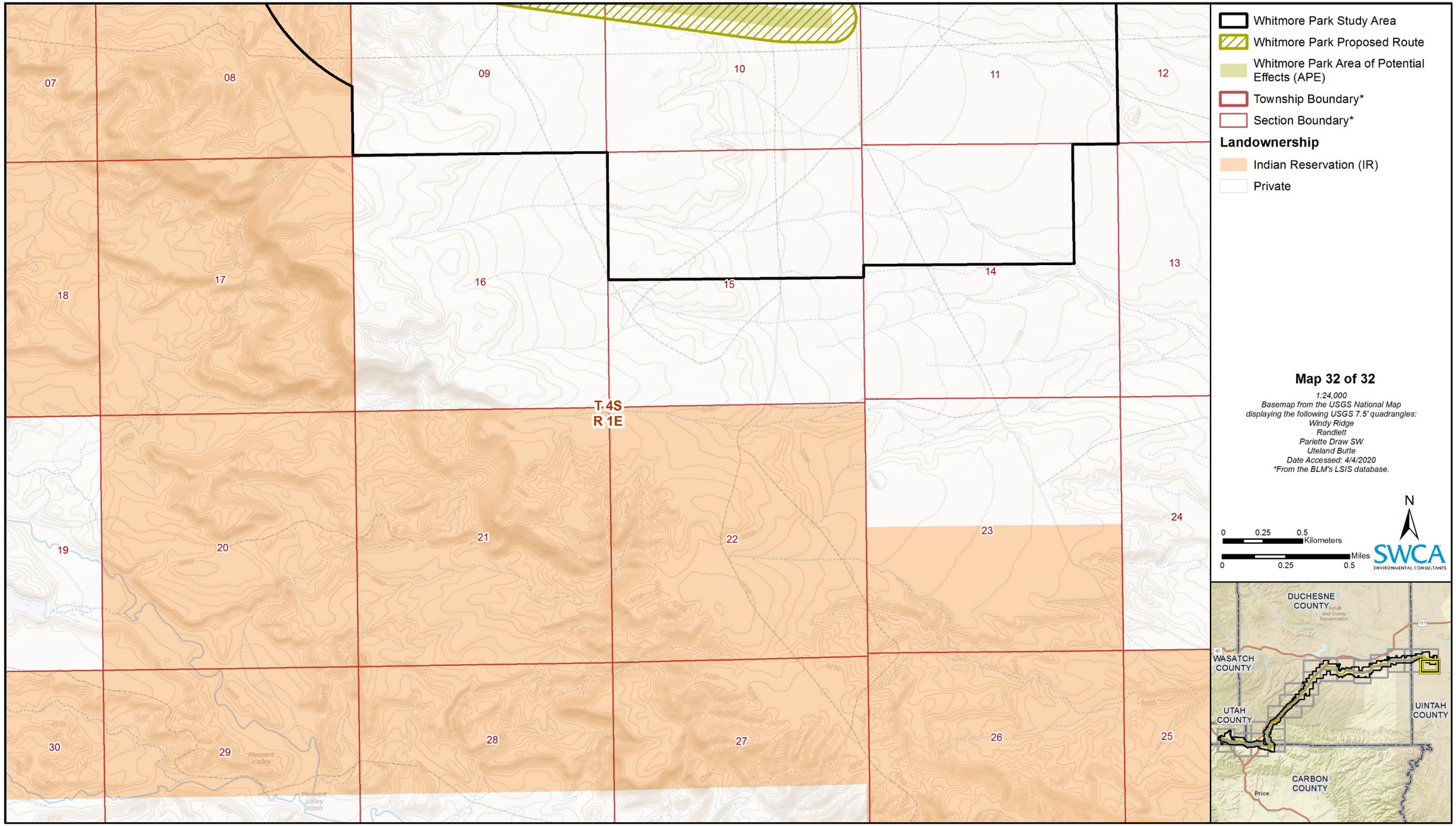

Figure B-32. Detailed project location map for Whitmore Park Proposed Route (map 32 of 32).

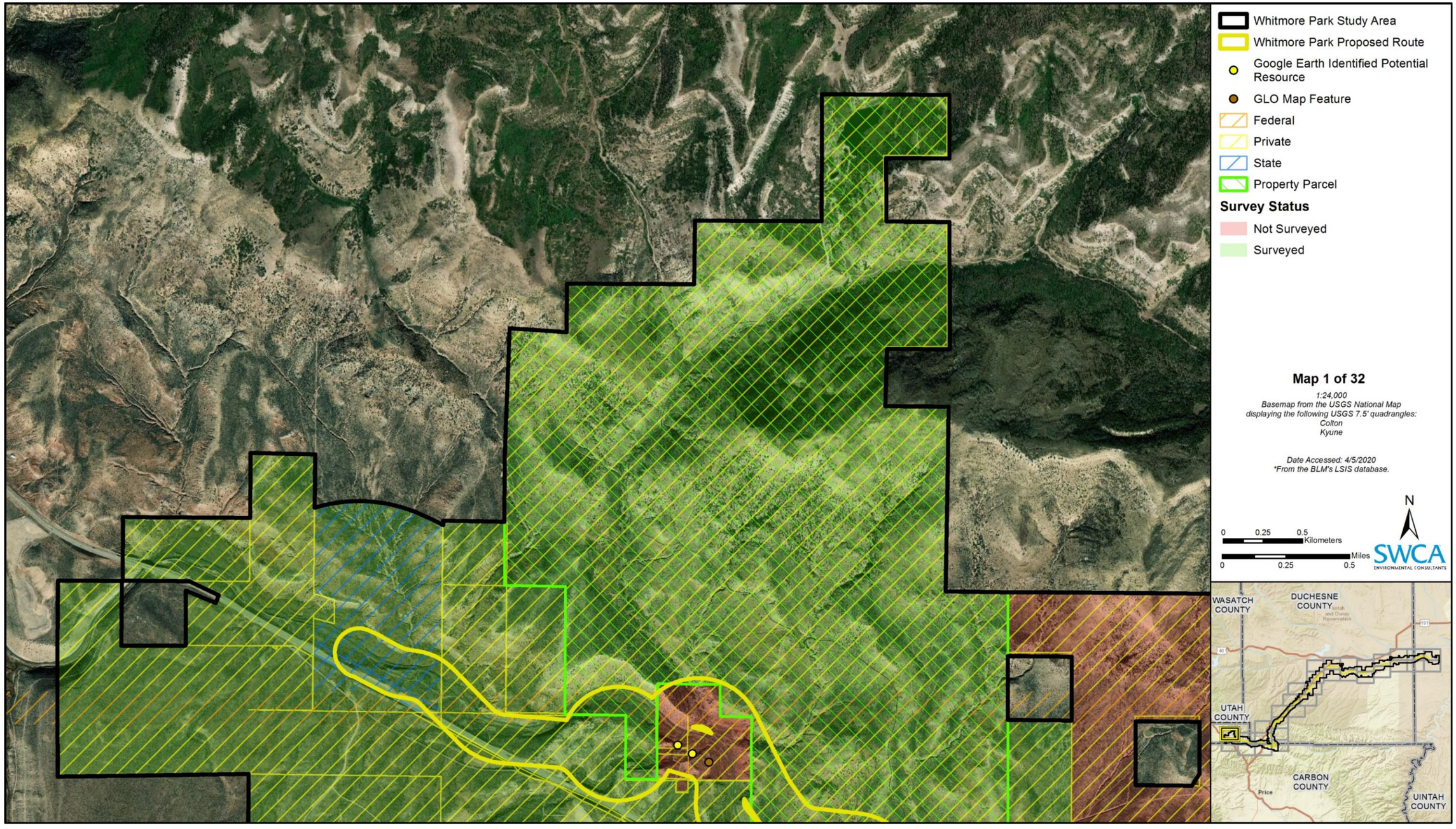

Figure B-33. Detailed results map for Whitmore Park Proposed Route (map 1 of 32).

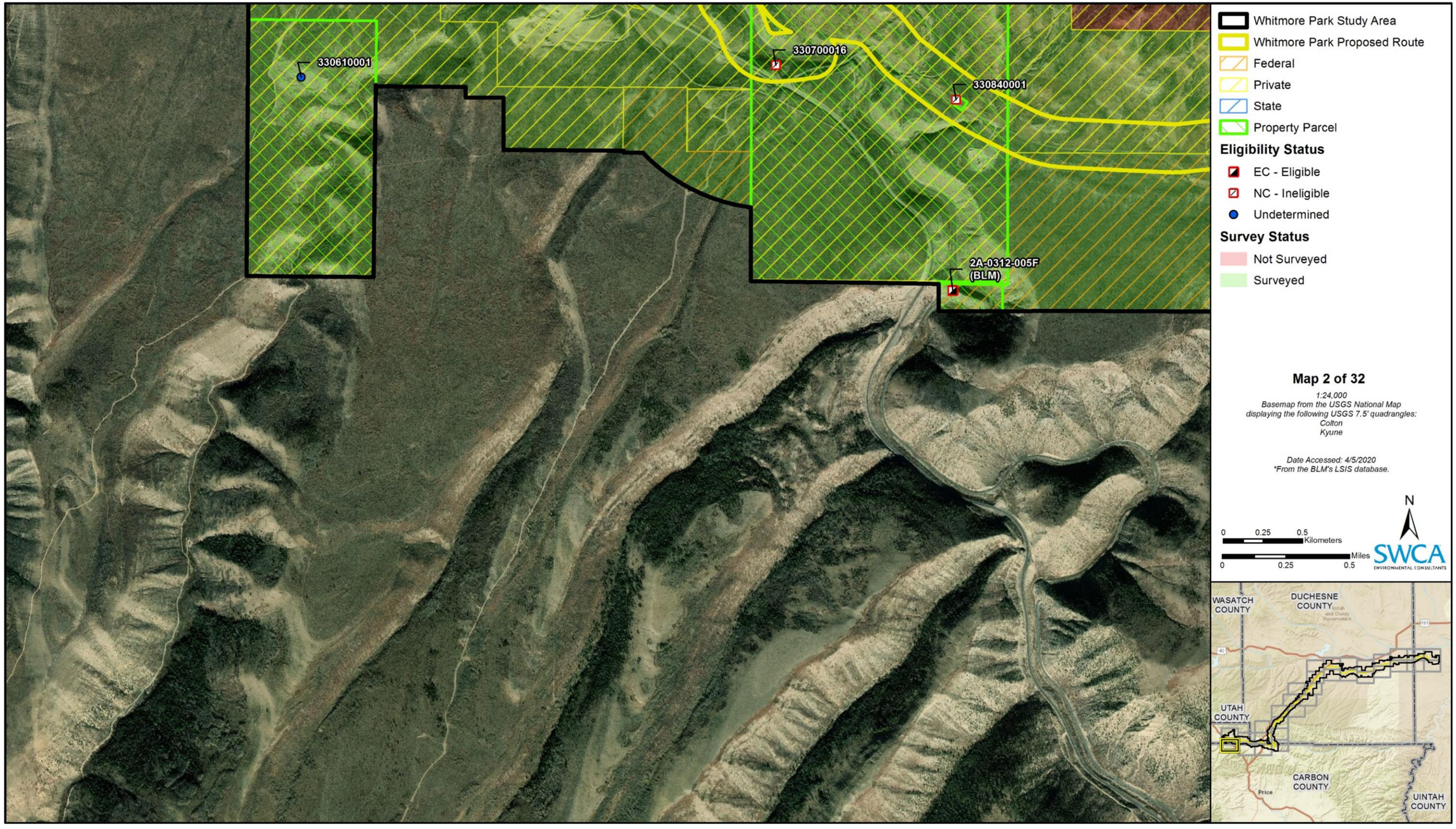

Figure B-34. Detailed results map for Whitmore Park Proposed Route (map 2 of 32).

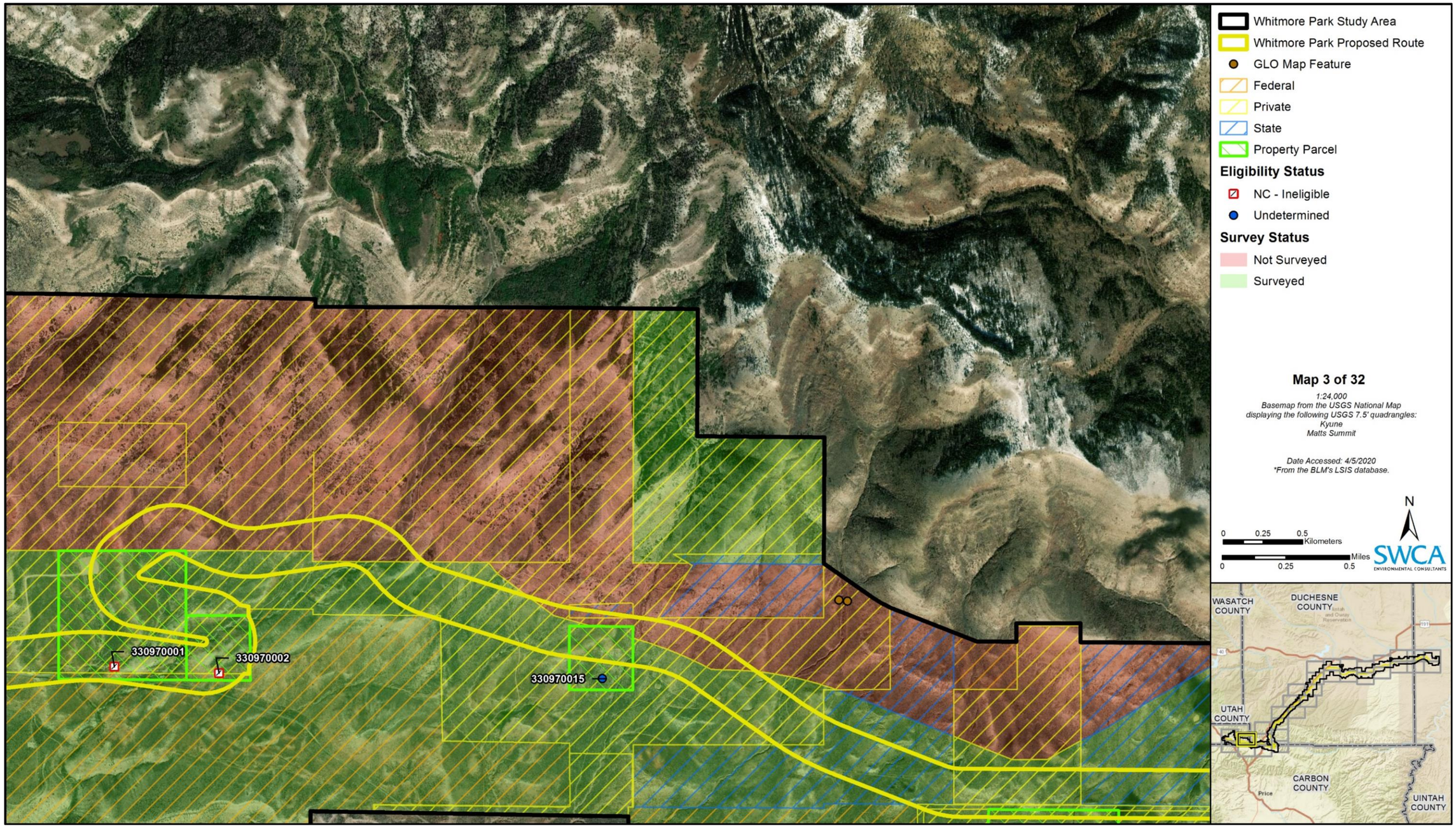

Figure B-35. Detailed results map for Whitmore Park Proposed Route (map 3 of 32).

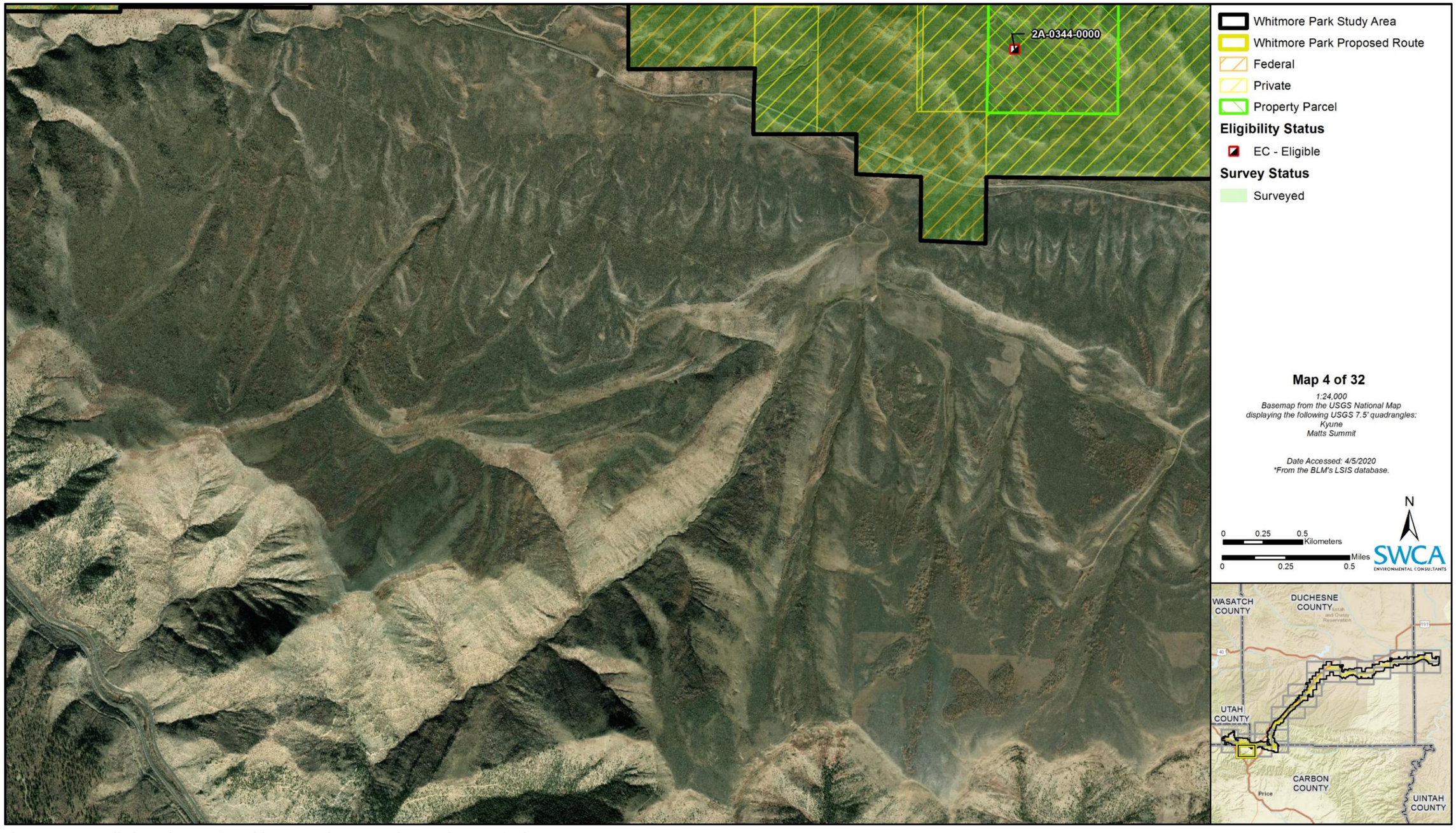

Figure B-36. Detailed results map for Whitmore Park Proposed Route (map 4 of 32).

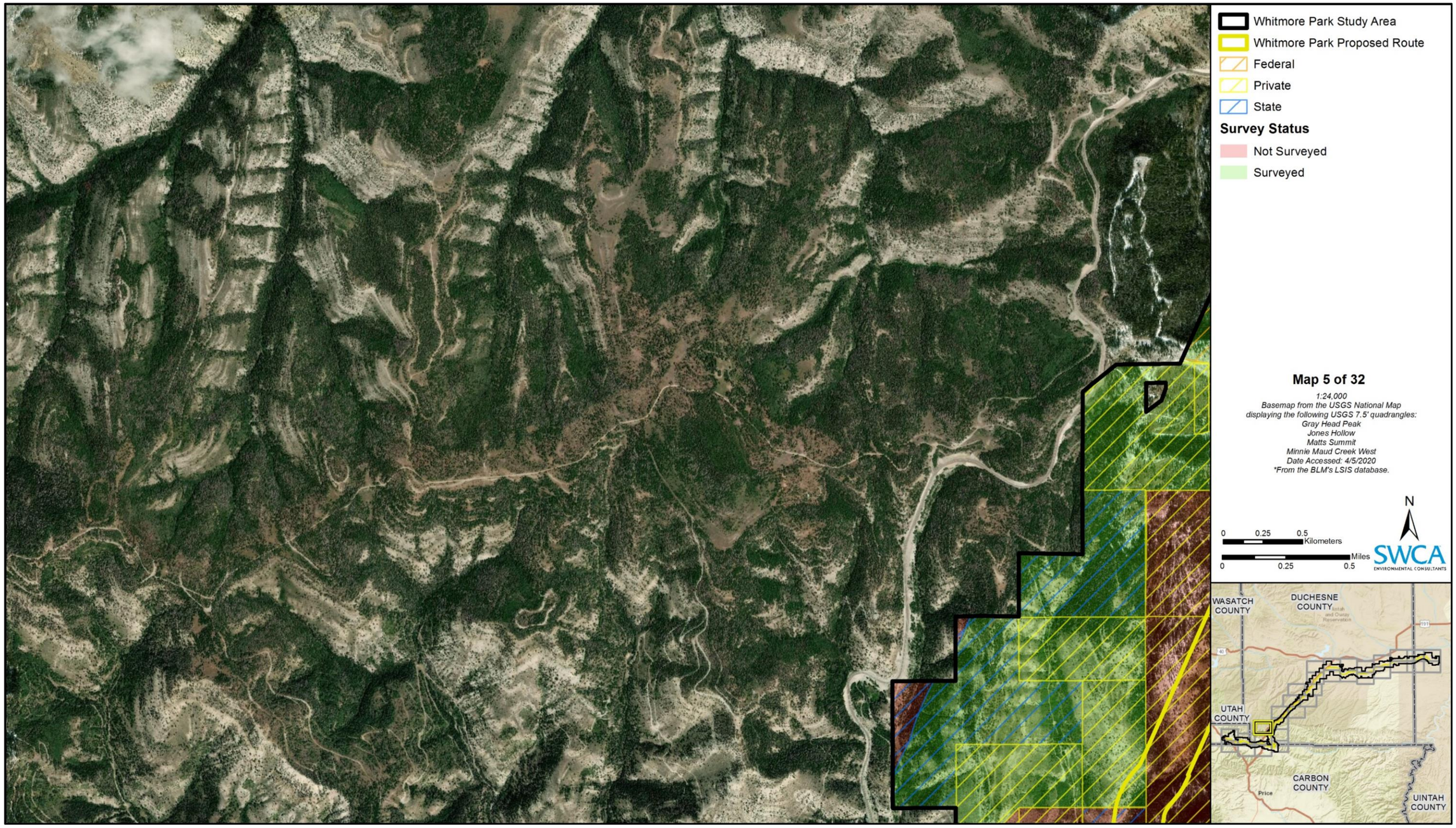

Figure B-37. Detailed results map for Whitmore Park Proposed Route (map 5 of 32).

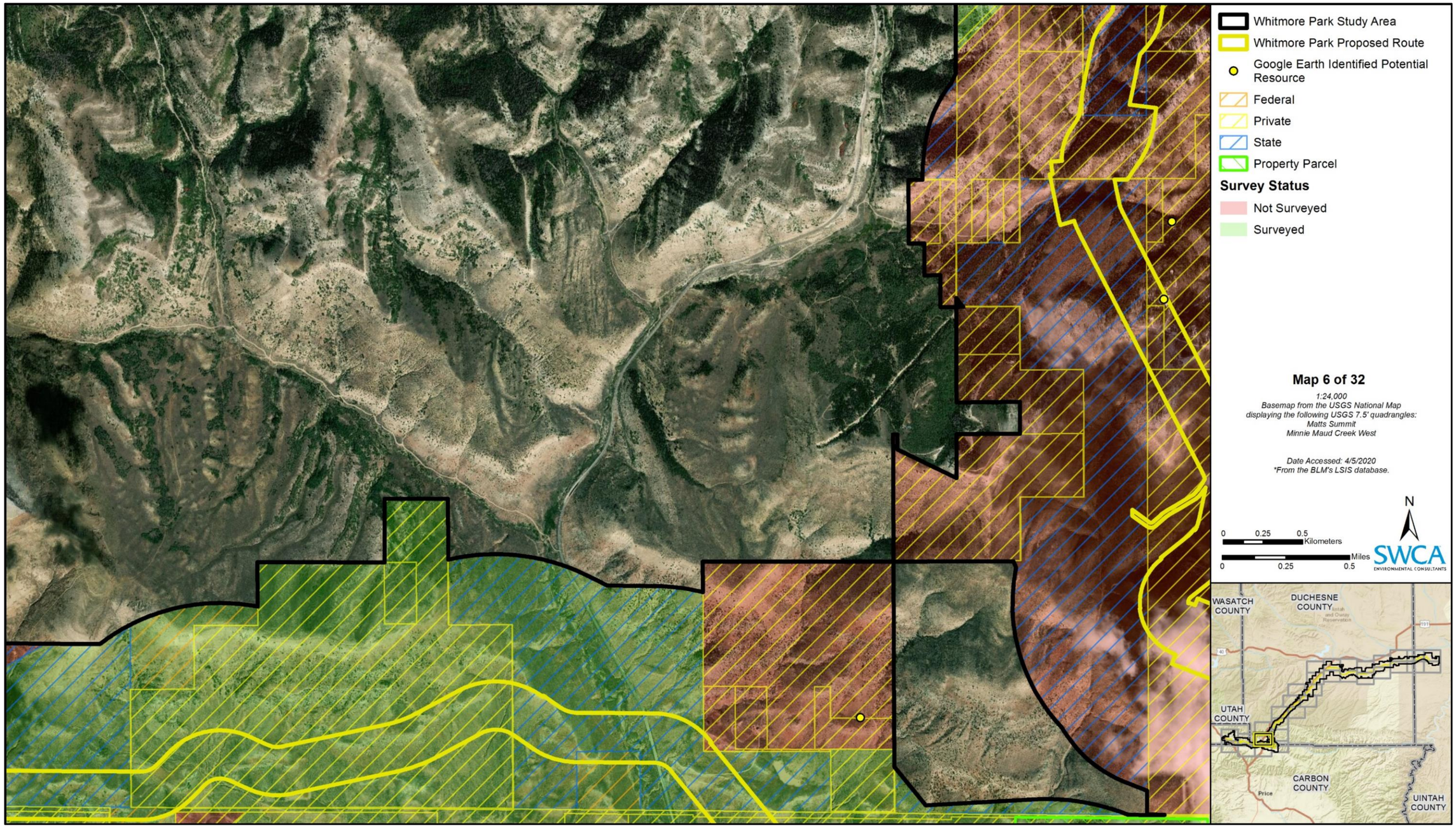

Figure B-38. Detailed results map for Whitmore Park Proposed Route (map 6 of 32).

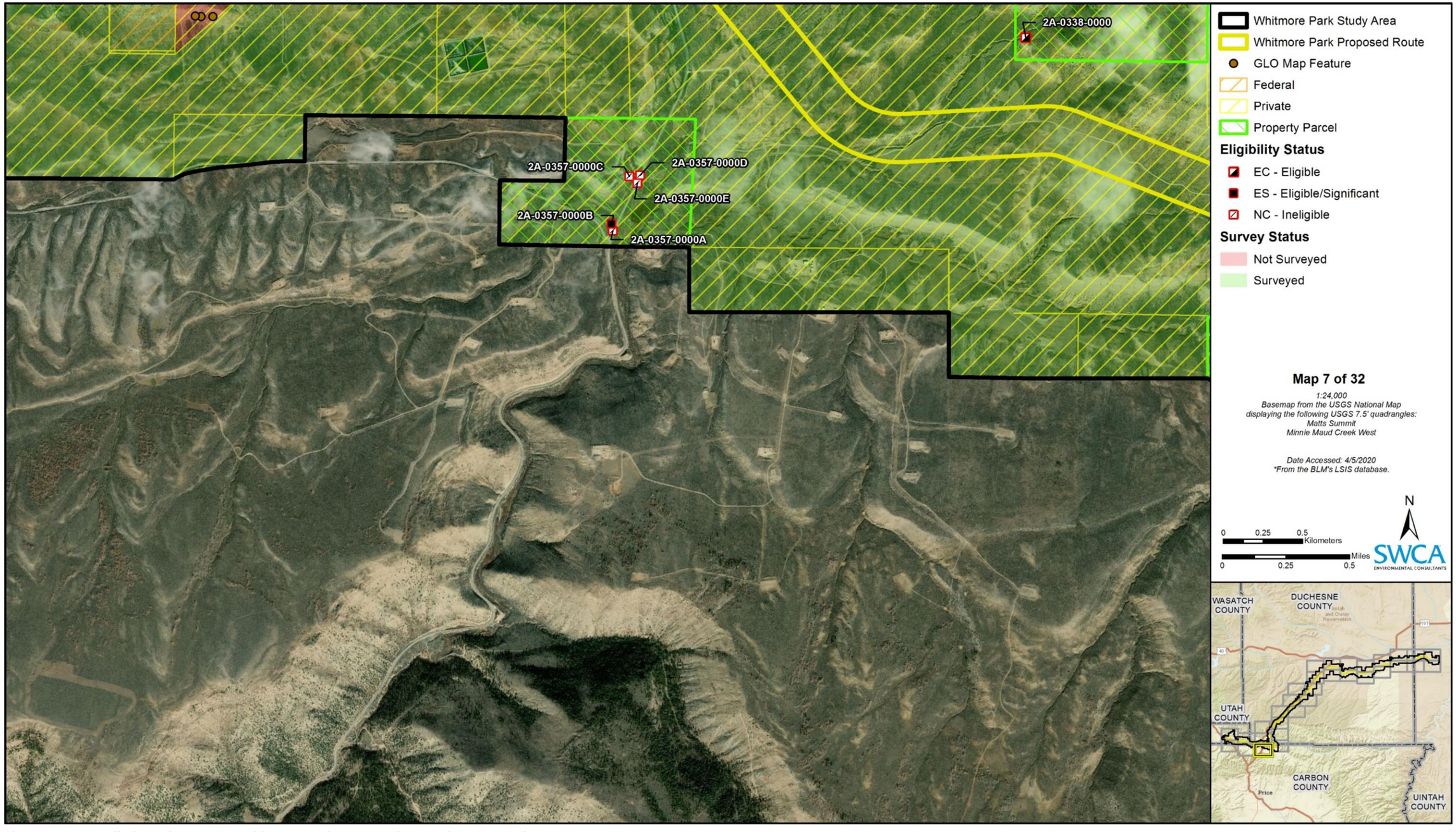

Figure B-39. Detailed results map for Whitmore Park Proposed Route (map 7 of 32).

Figure B-40. Detailed results map for Whitmore Park Proposed Route (map 8 of 32).

Figure B-41. Detailed results map for Whitmore Park Proposed Route (map 9 of 32).

Figure B-42. Detailed results map for Whitmore Park Proposed Route (map 10 of 32).

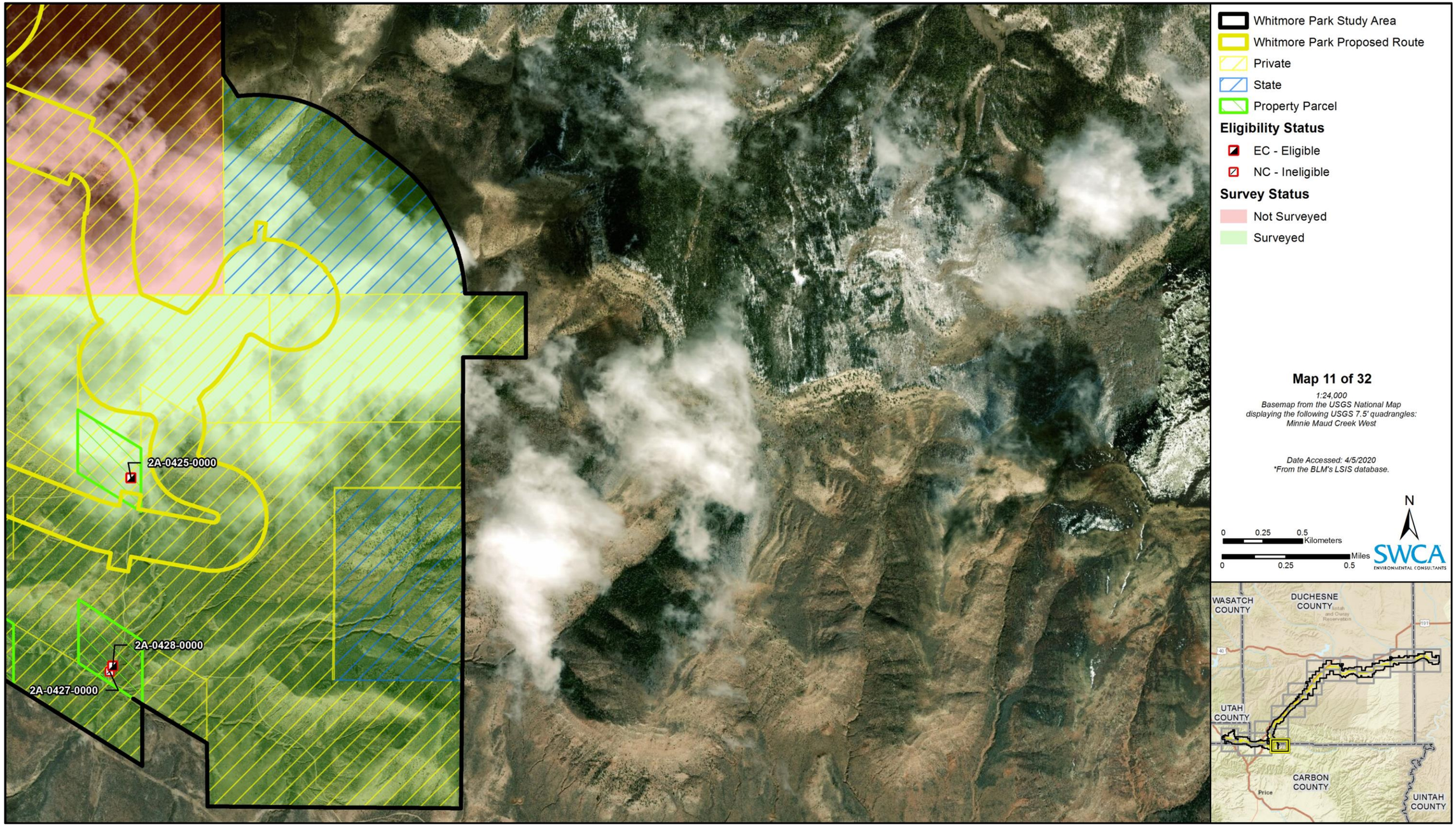

Figure B-43. Detailed results map for Whitmore Park Proposed Route (map 11 of 32).

Figure B-44. Detailed results map for Whitmore Park Proposed Route (map 12 of 32).

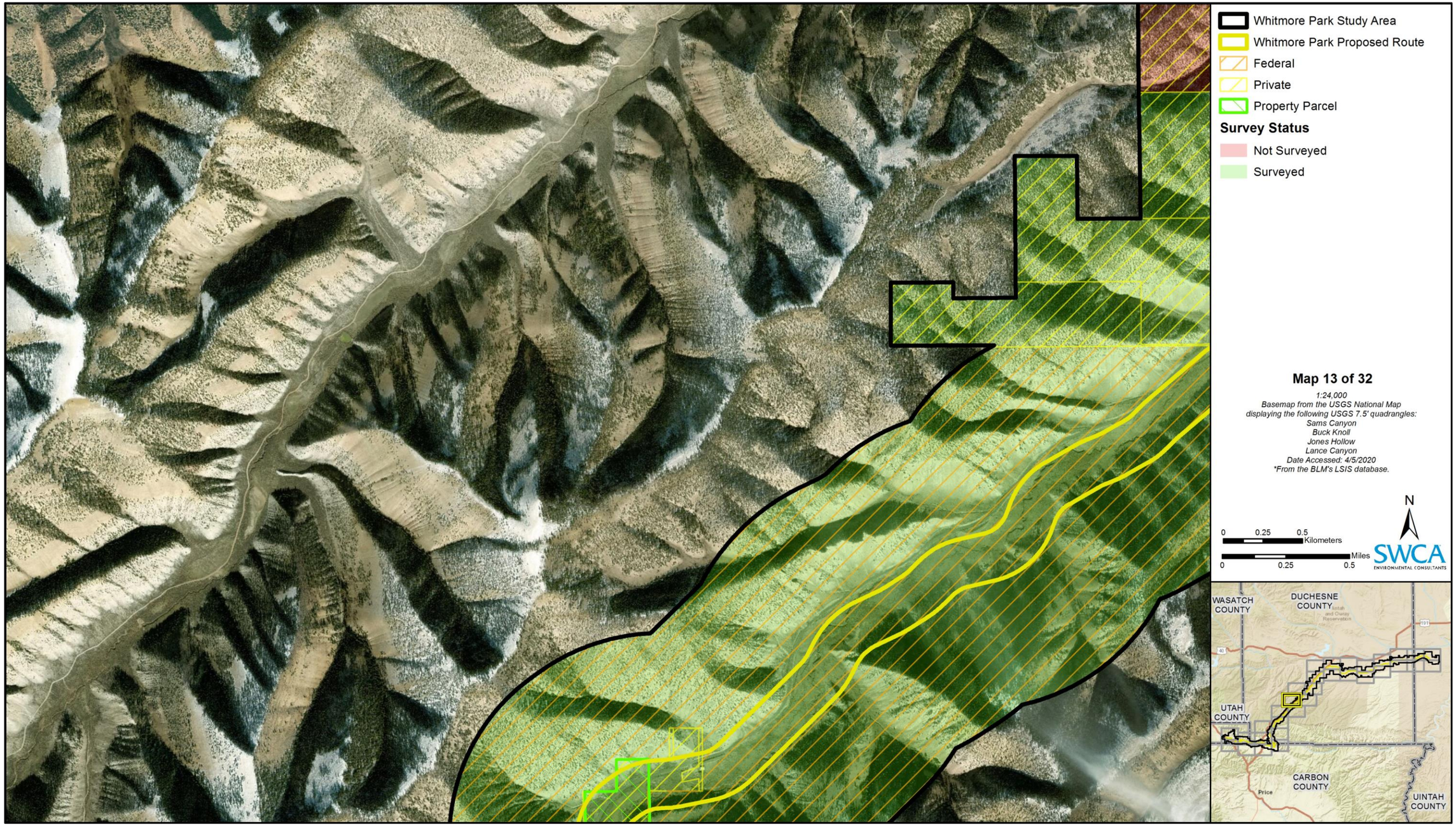

Figure B-45. Detailed results map for Whitmore Park Proposed Route (map 13 of 32).

Figure B-46. Detailed results map for Whitmore Park Proposed Route (map 14 of 32).

Figure B-47. Detailed results map for Whitmore Park Proposed Route (map 15 of 32).

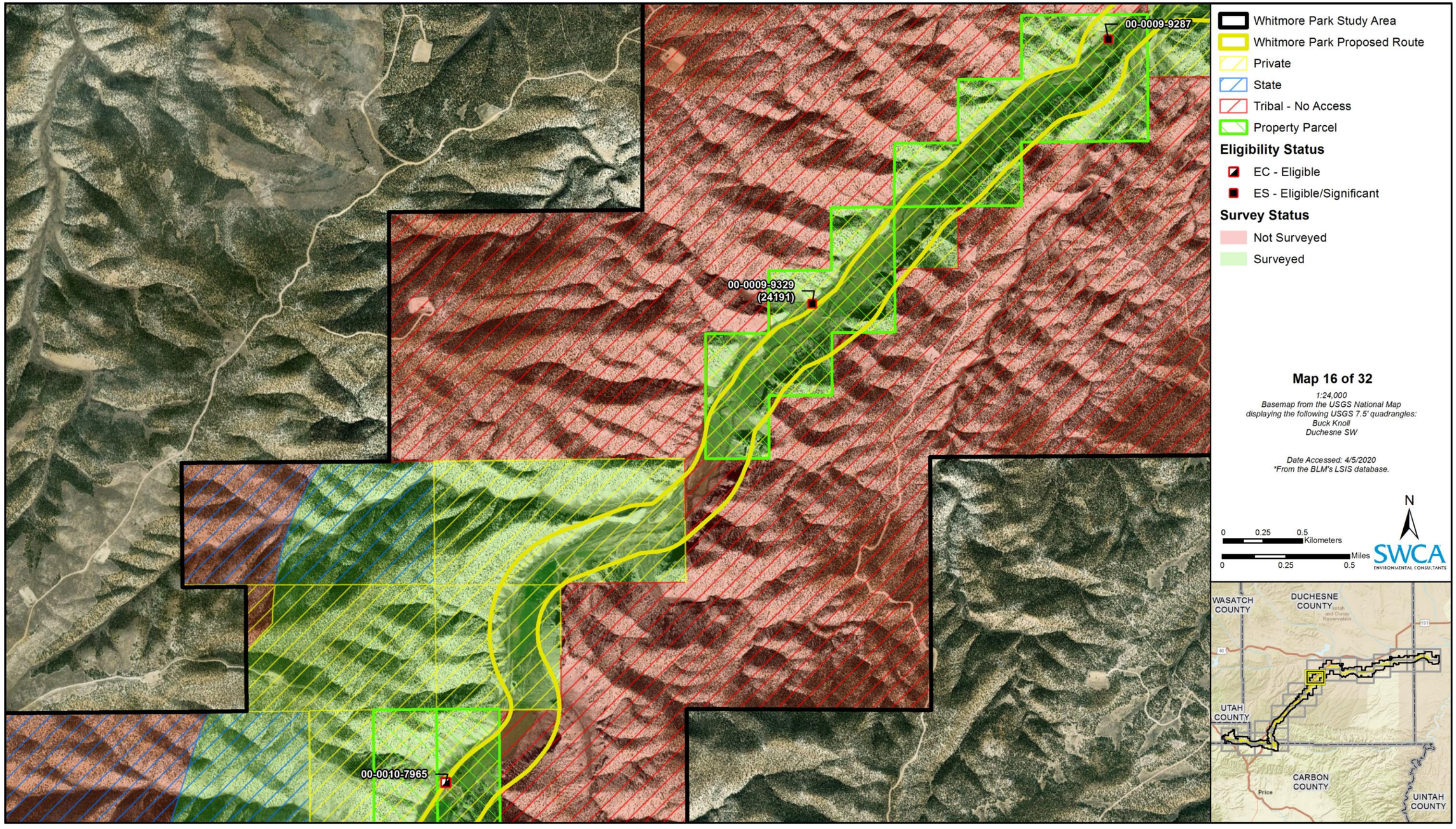

Figure B-48. Detailed results map for Whitmore Park Proposed Route (map 16 of 32).

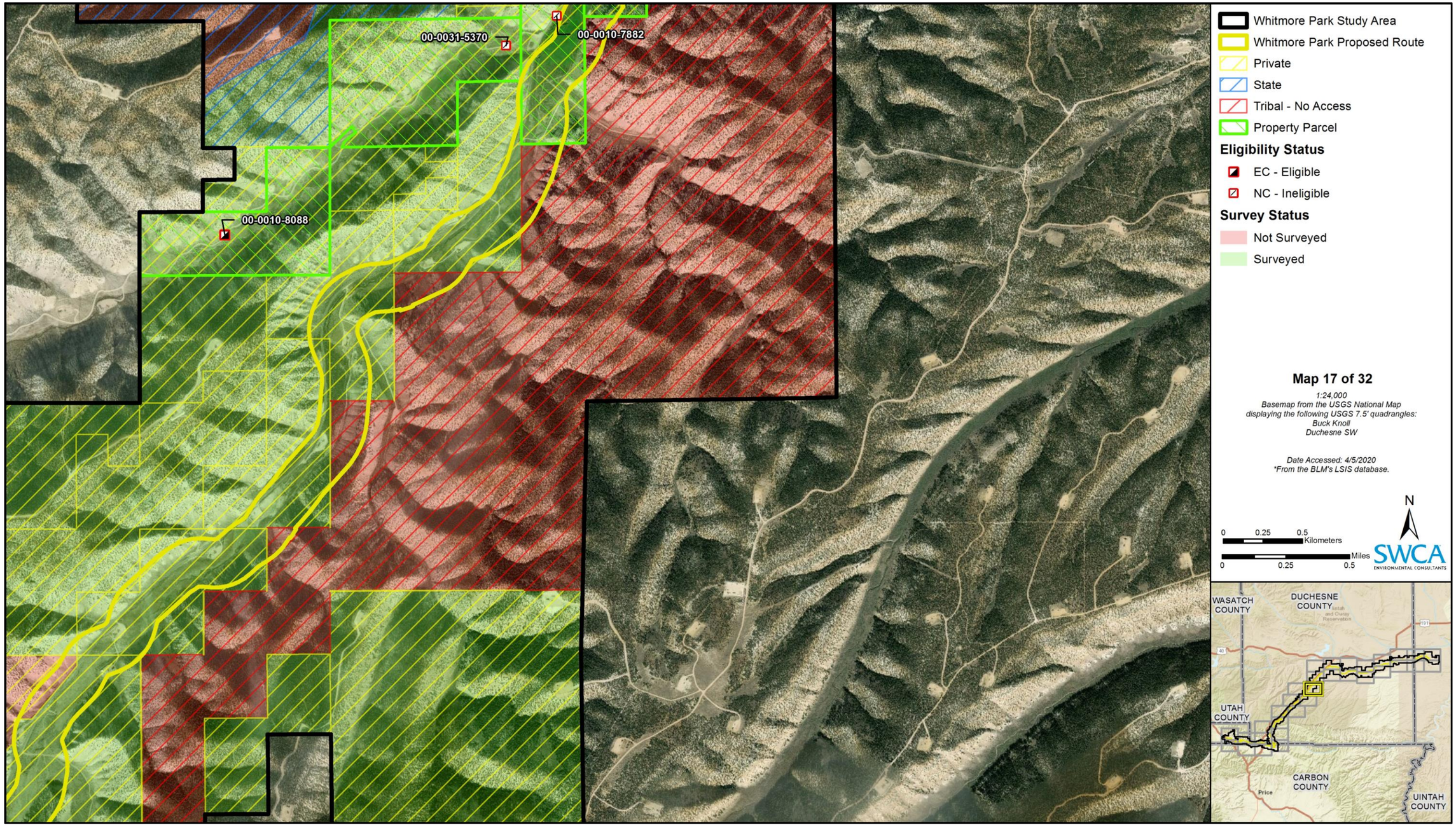

Figure B-49. Detailed results map for Whitmore Park Proposed Route (map 17 of 32).

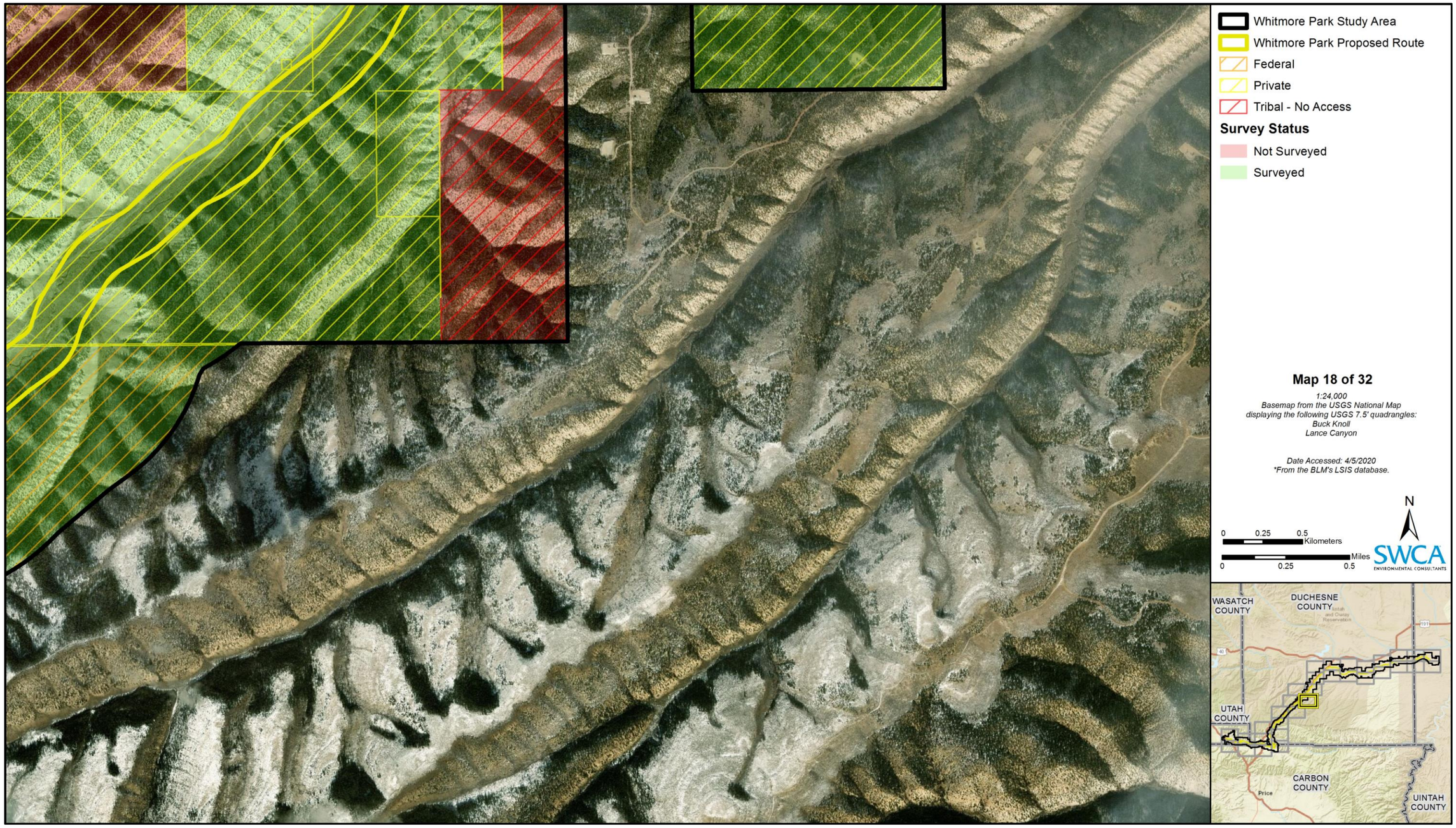

Figure B-50. Detailed results map for Whitmore Park Proposed Route (map 18 of 32).

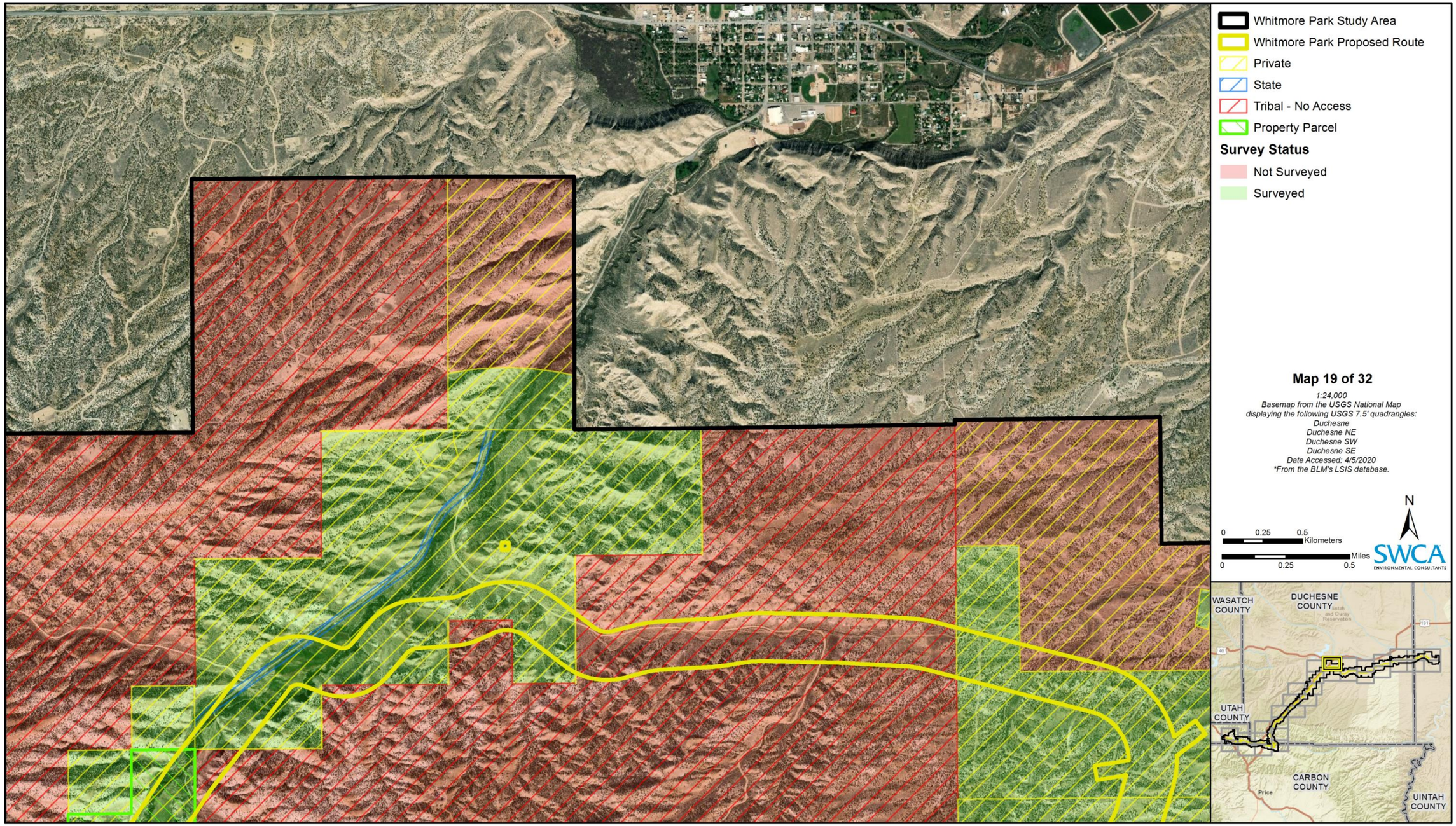

Figure B-51. Detailed results map for Whitmore Park Proposed Route (map 19 of 32).

Figure B-52. Detailed results map for Whitmore Park Proposed Route (map 20 of 32).

Figure B-53. Detailed results map for Whitmore Park Proposed Route (map 21 of 32).

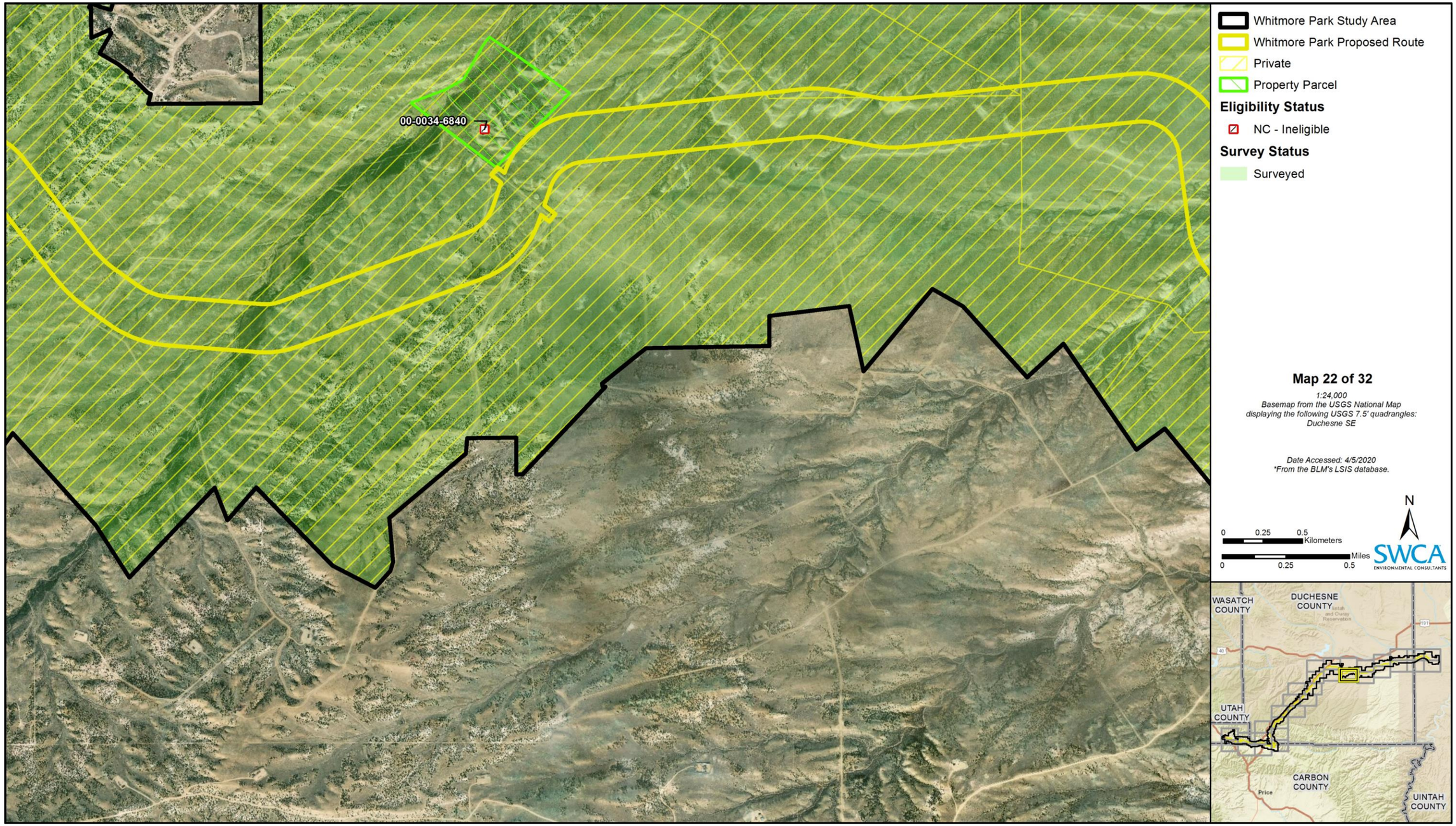

Figure B-54. Detailed results map for Whitmore Park Proposed Route (map 22 of 32).

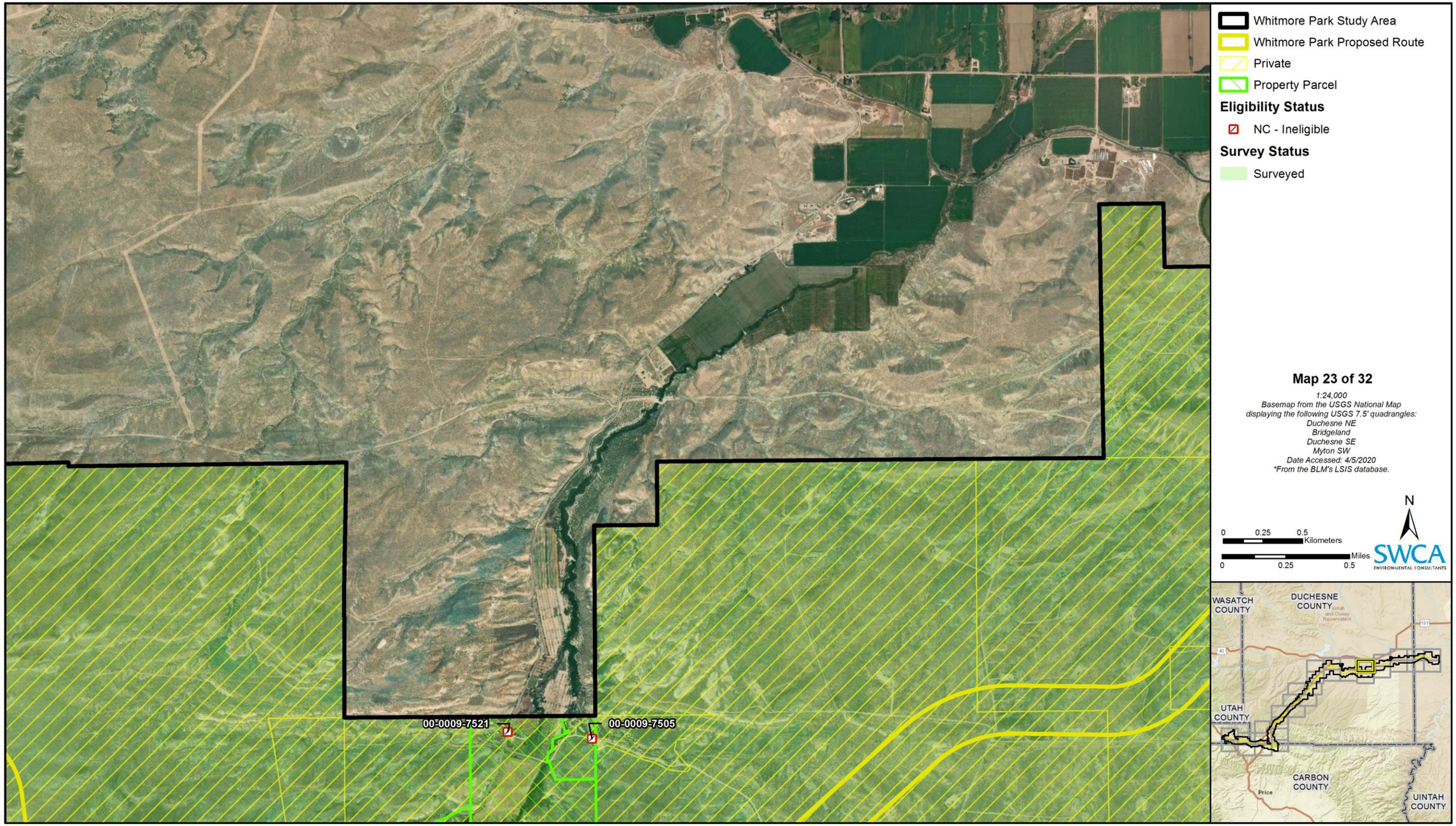

Figure B-55. Detailed results map for Whitmore Park Proposed Route (map 23 of 32).

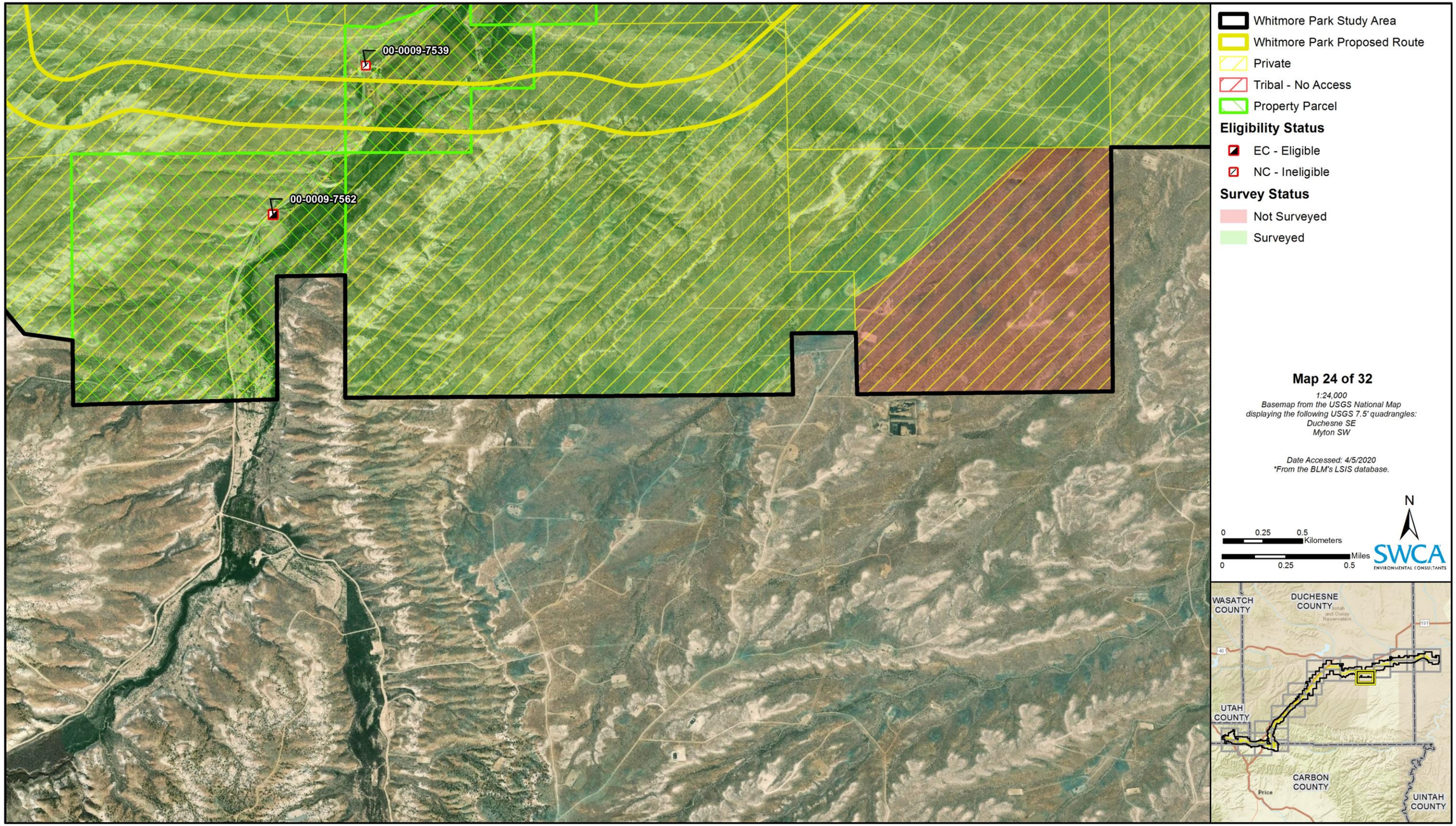

Figure B-56. Detailed results map for Whitmore Park Proposed Route (map 24 of 32).

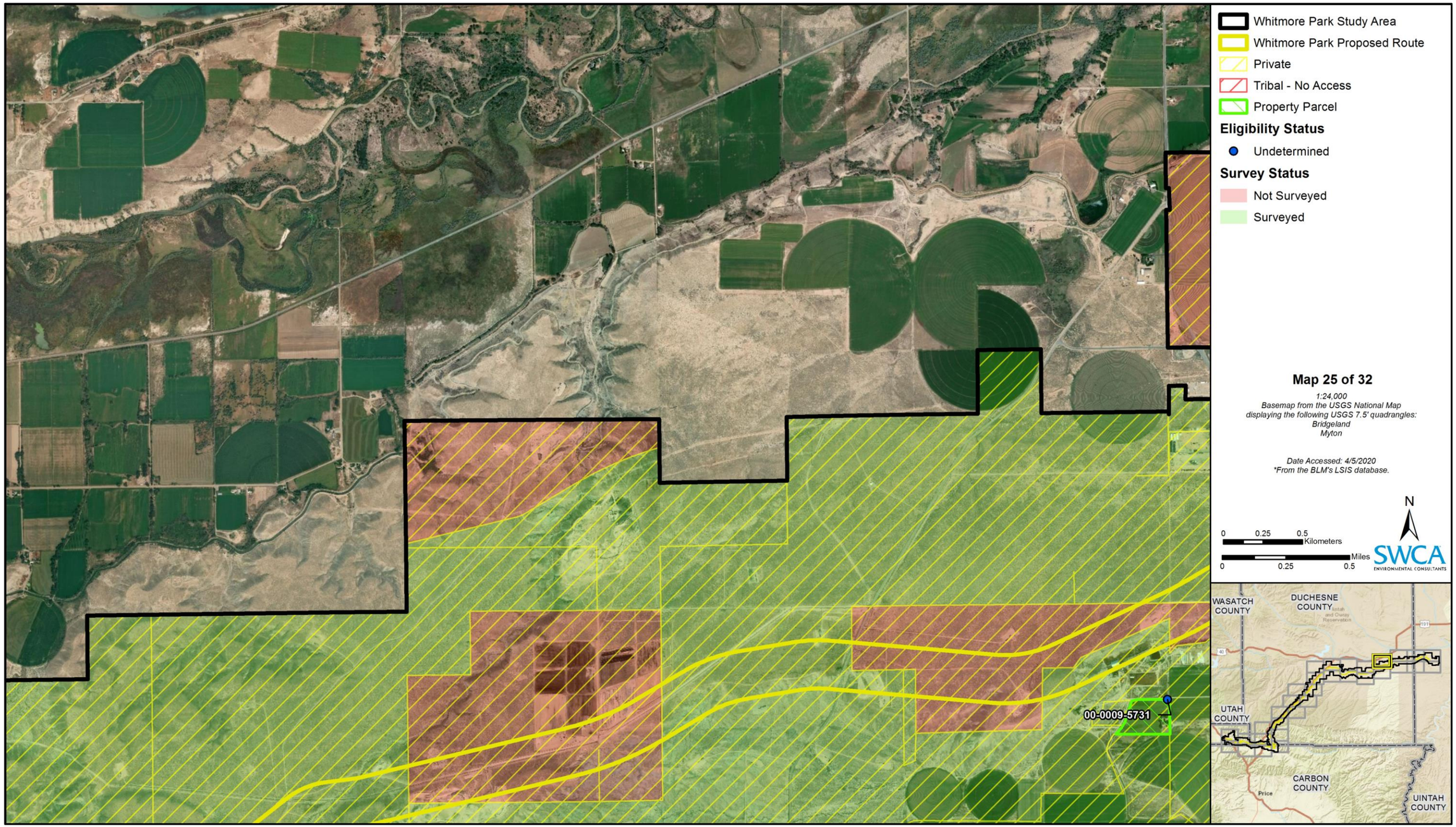

Figure B-57. Detailed results map for Whitmore Park Proposed Route (map 25 of 32).

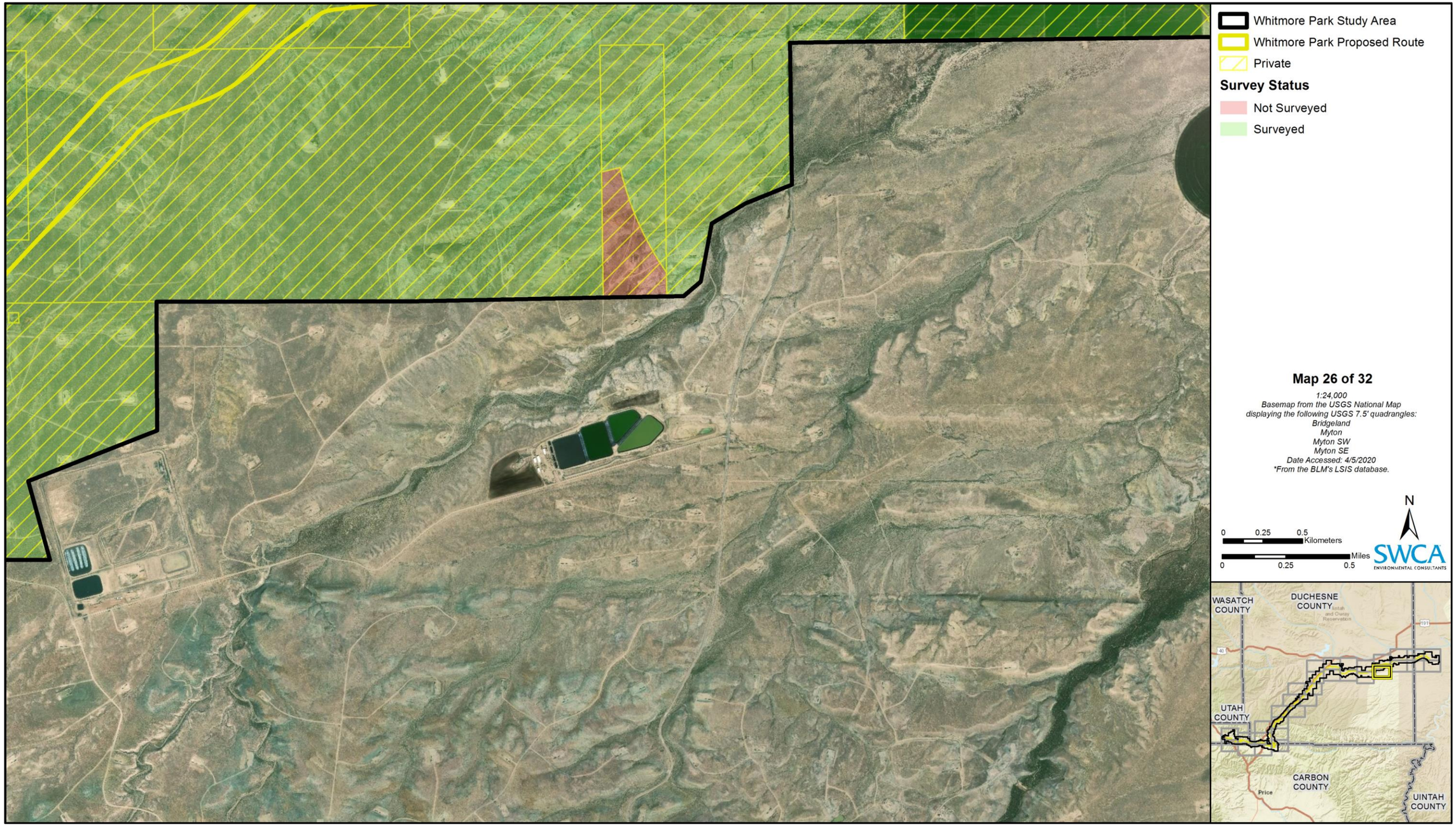

Figure B-58. Detailed results map for Whitmore Park Proposed Route (map 26 of 32).

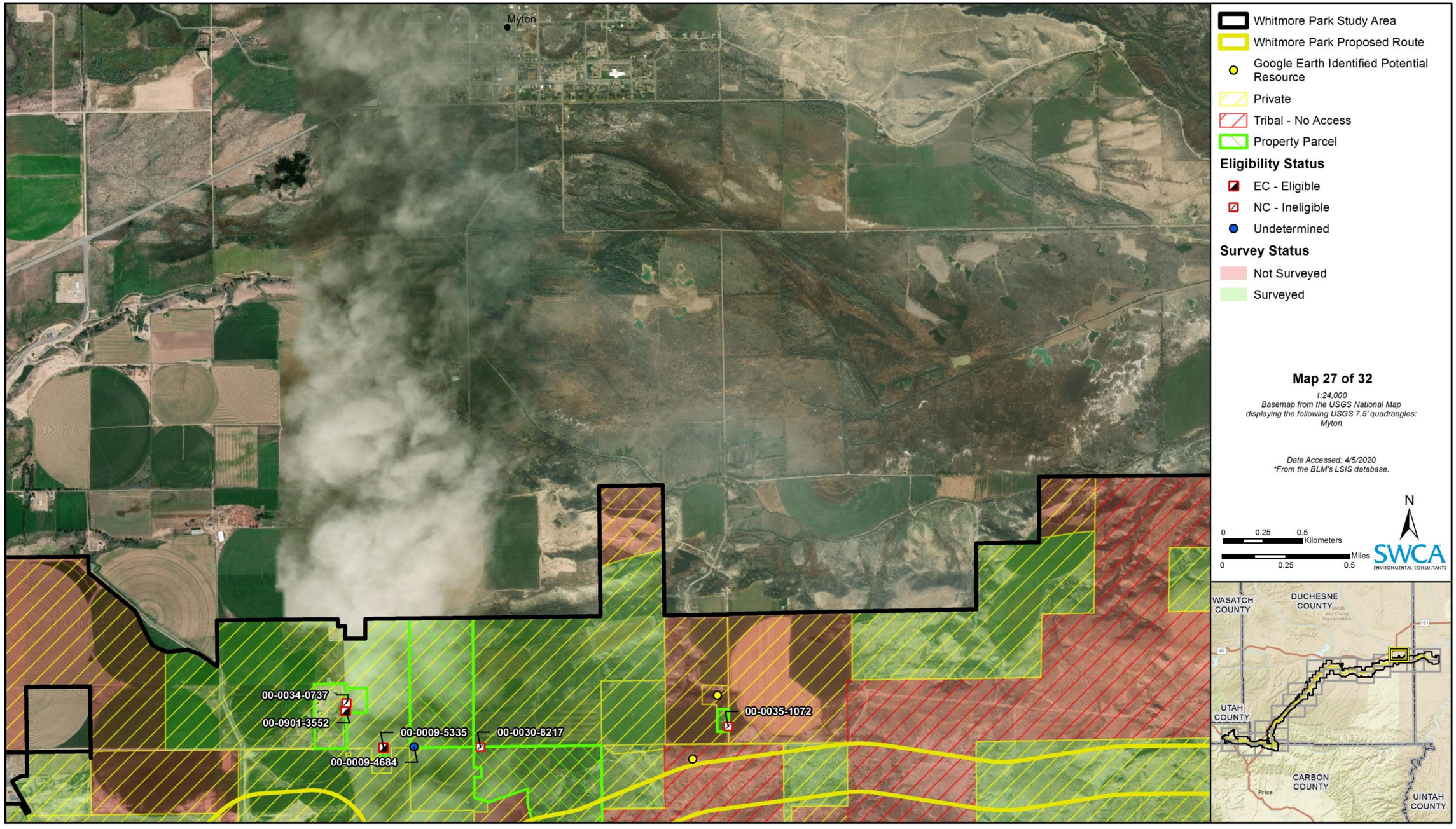

Figure B-59. Detailed results map for Whitmore Park Proposed Route (map 27 of 32).

Figure B-60. Detailed results map for Whitmore Park Proposed Route (map 28 of 32).

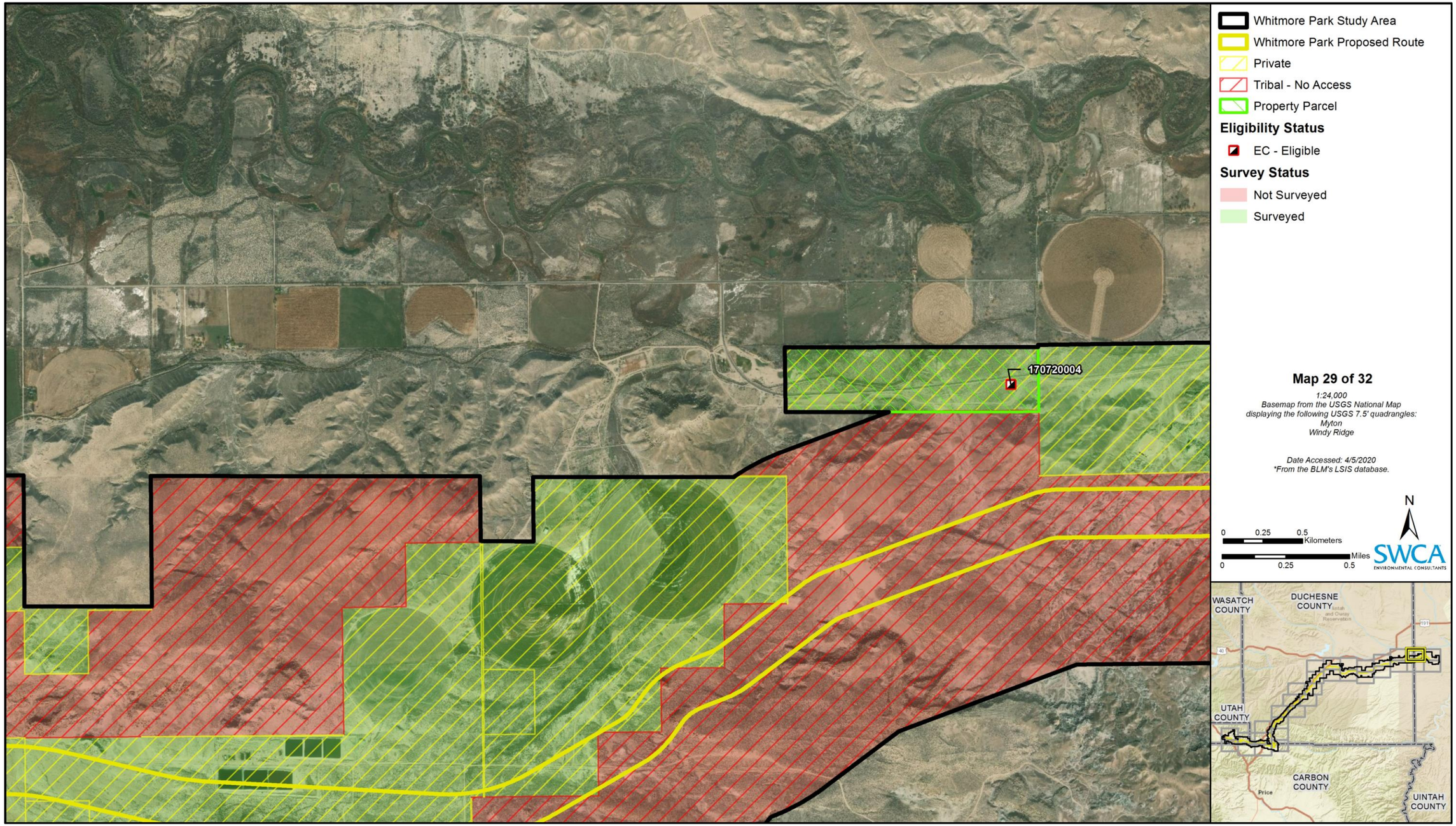

Figure B-61. Detailed results map for Whitmore Park Proposed Route (map 29 of 32).

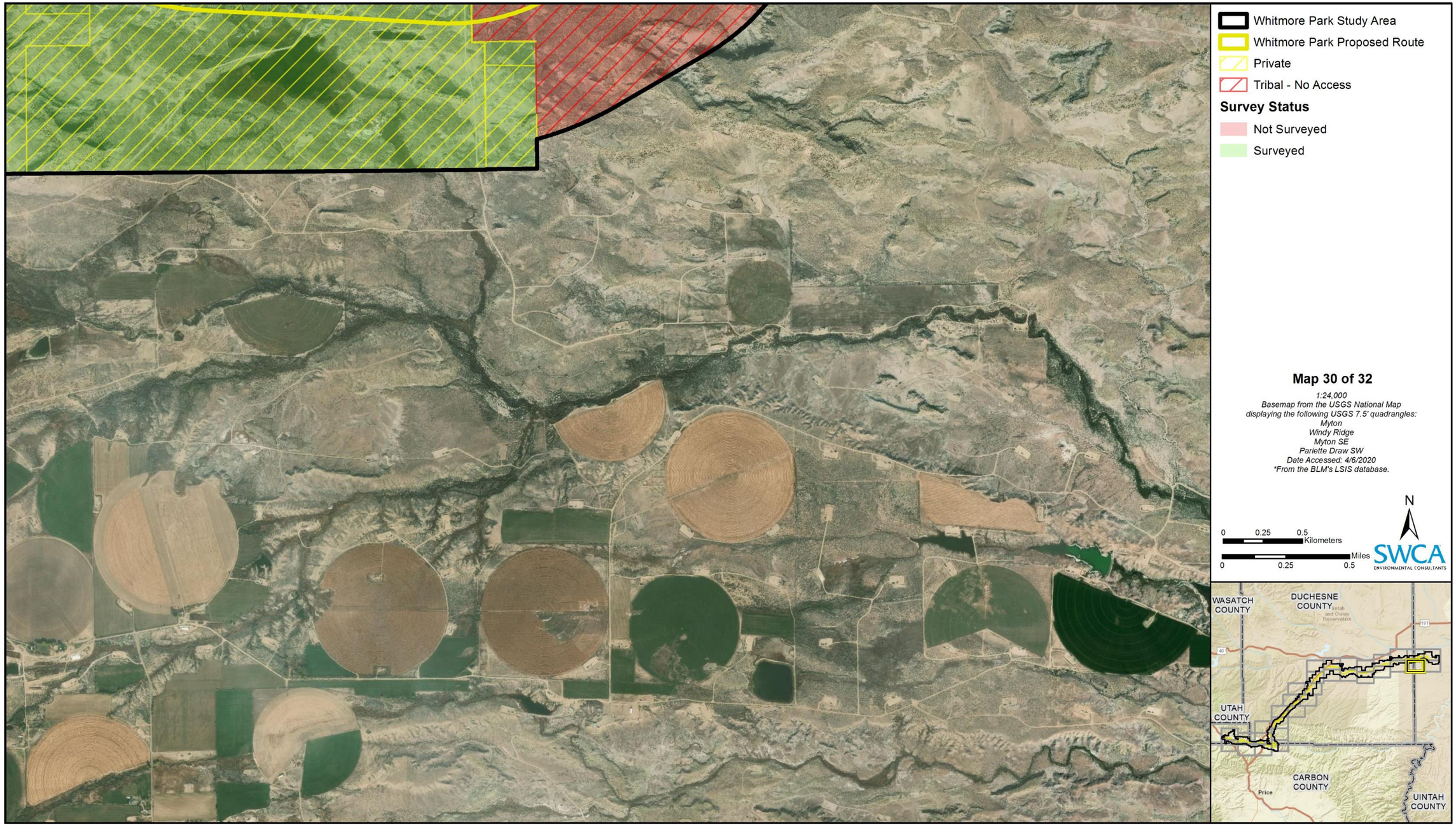

Figure B-62. Detailed results map for Whitmore Park Proposed Route (map 30 of 32).

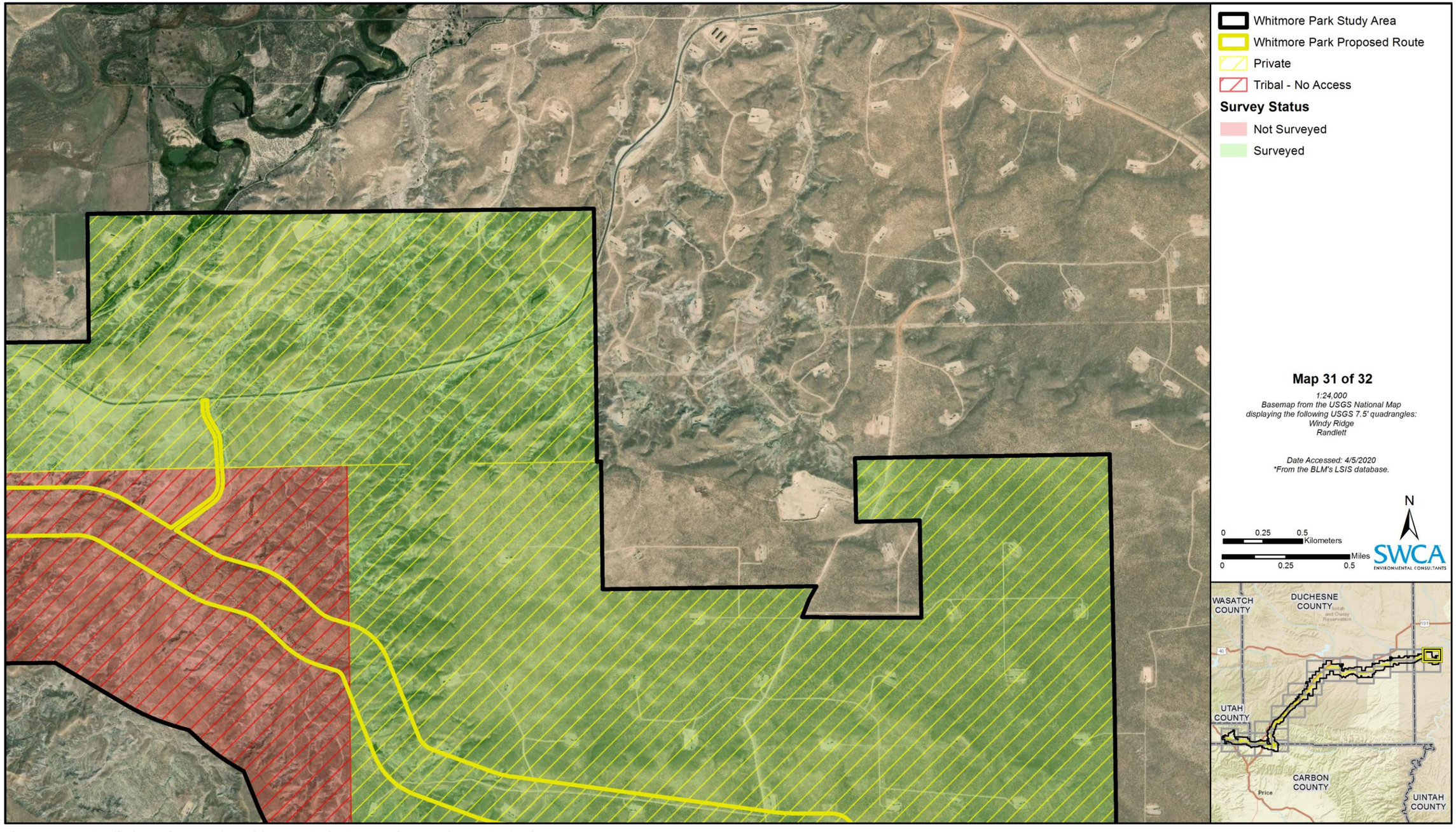

Figure B-63. Detailed results map for Whitmore Park Proposed Route (map 31 of 32).

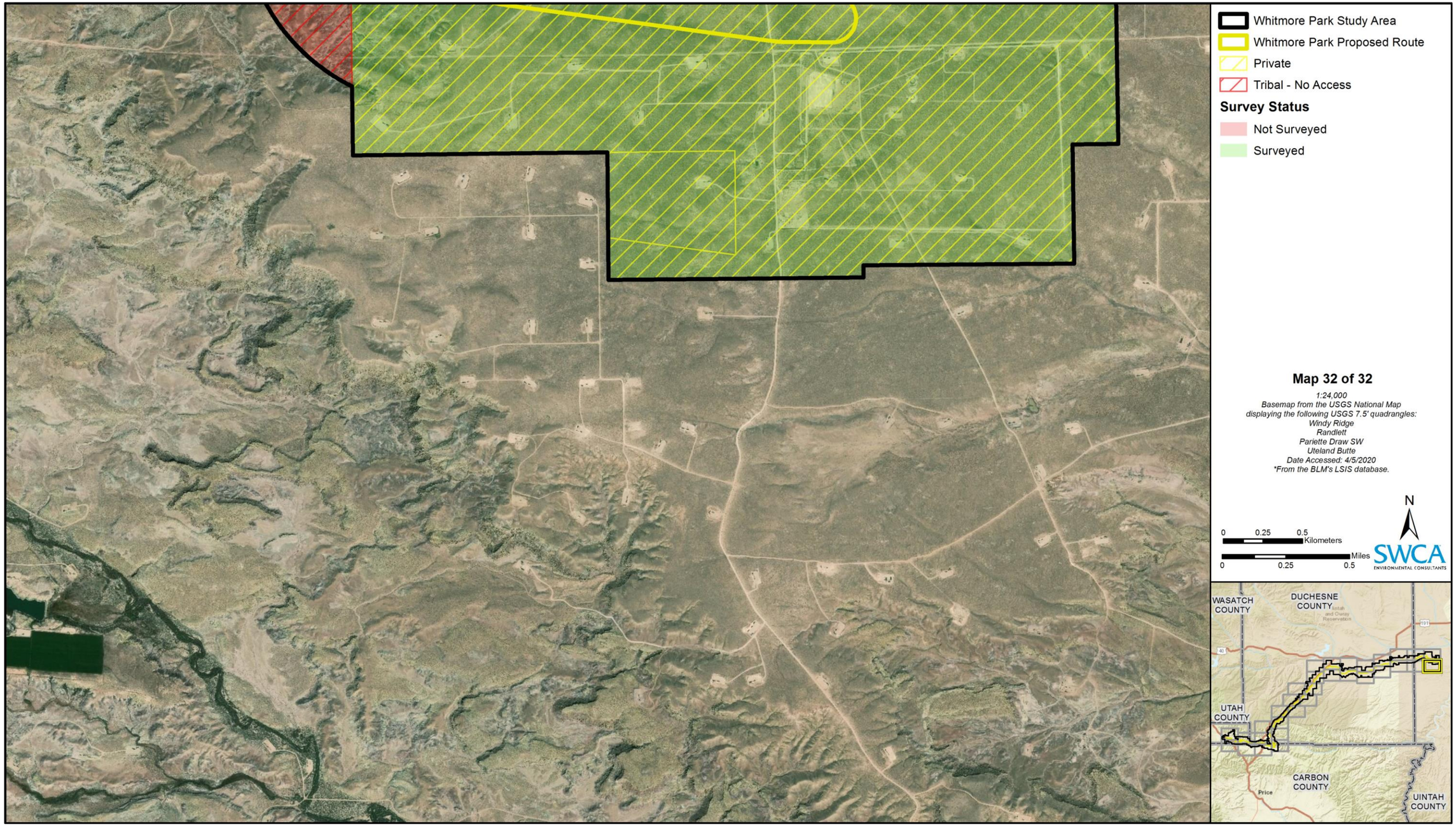

Figure B-64. Detailed results map for Whitmore Park Proposed Route (map 32 of 32).

APPENDIX C

Maps for Wells Draw Proposed Route

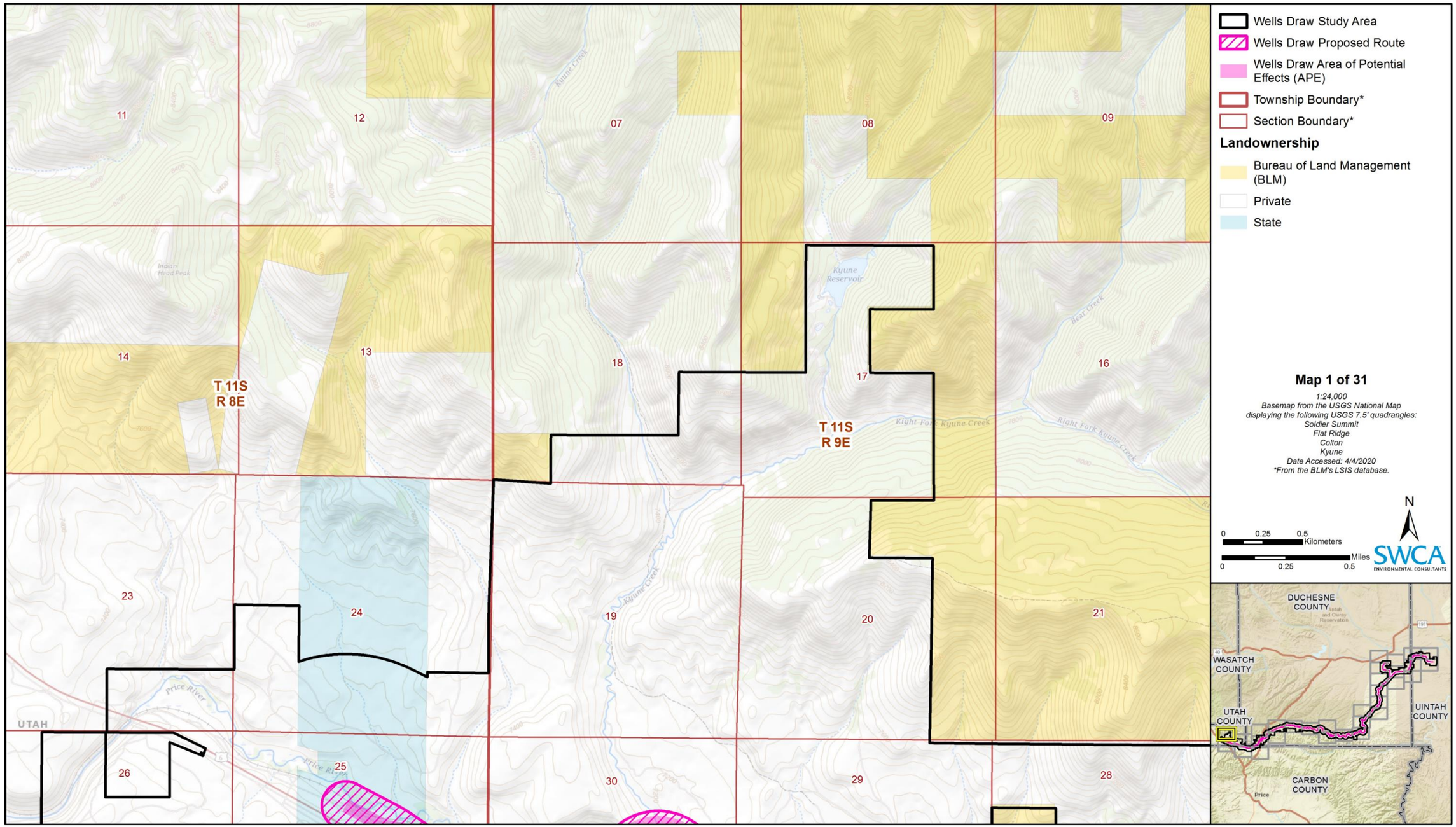

Figure C-1. Detailed project location map for Wells Draw Proposed Route (map 1 of 31).

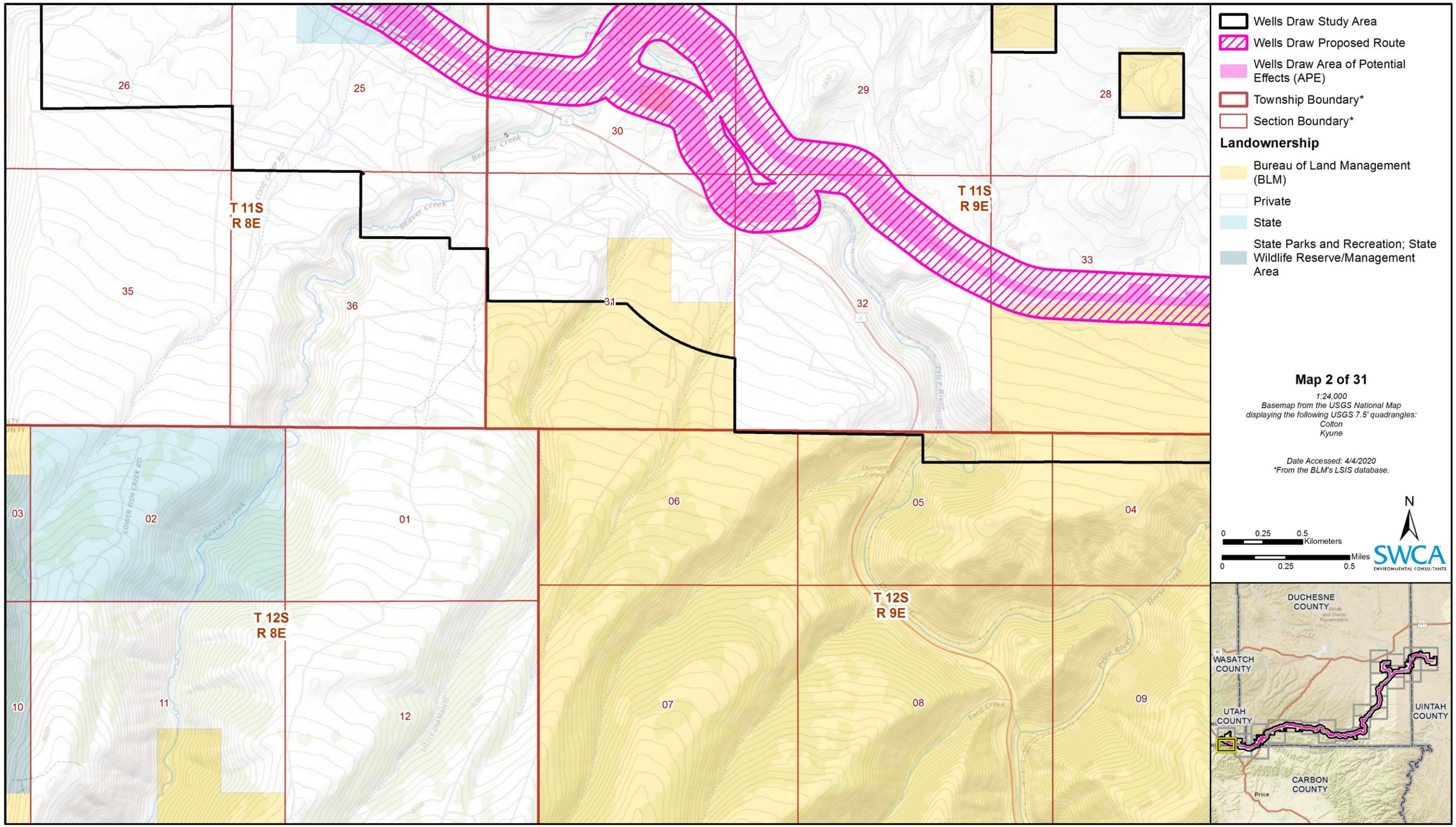

Figure C-2. Detailed project location map for Wells Draw Proposed Route (map 2 of 31).

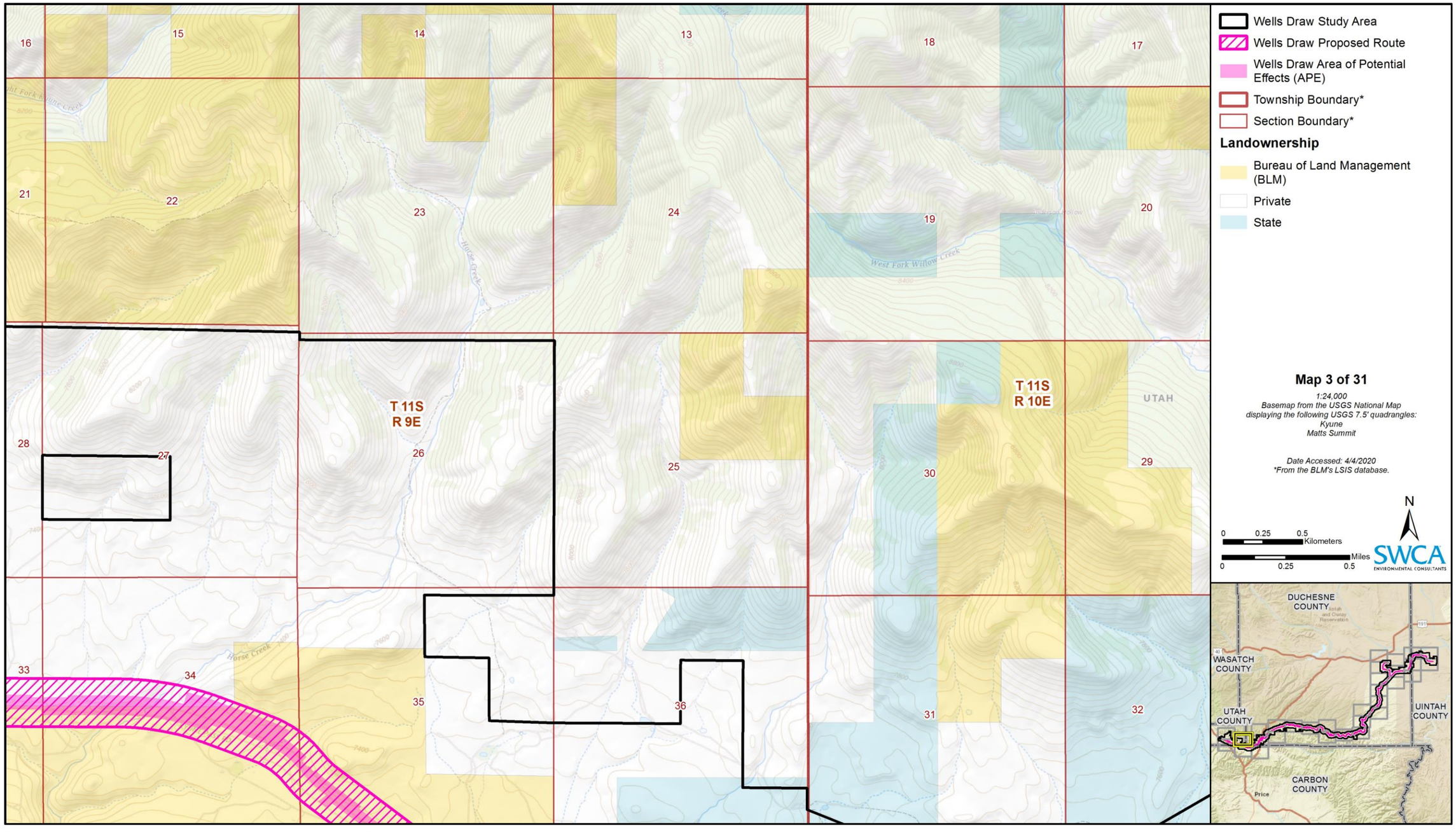

Figure C-3. Detailed project location map for Wells Draw Proposed Route (map 3 of 31).

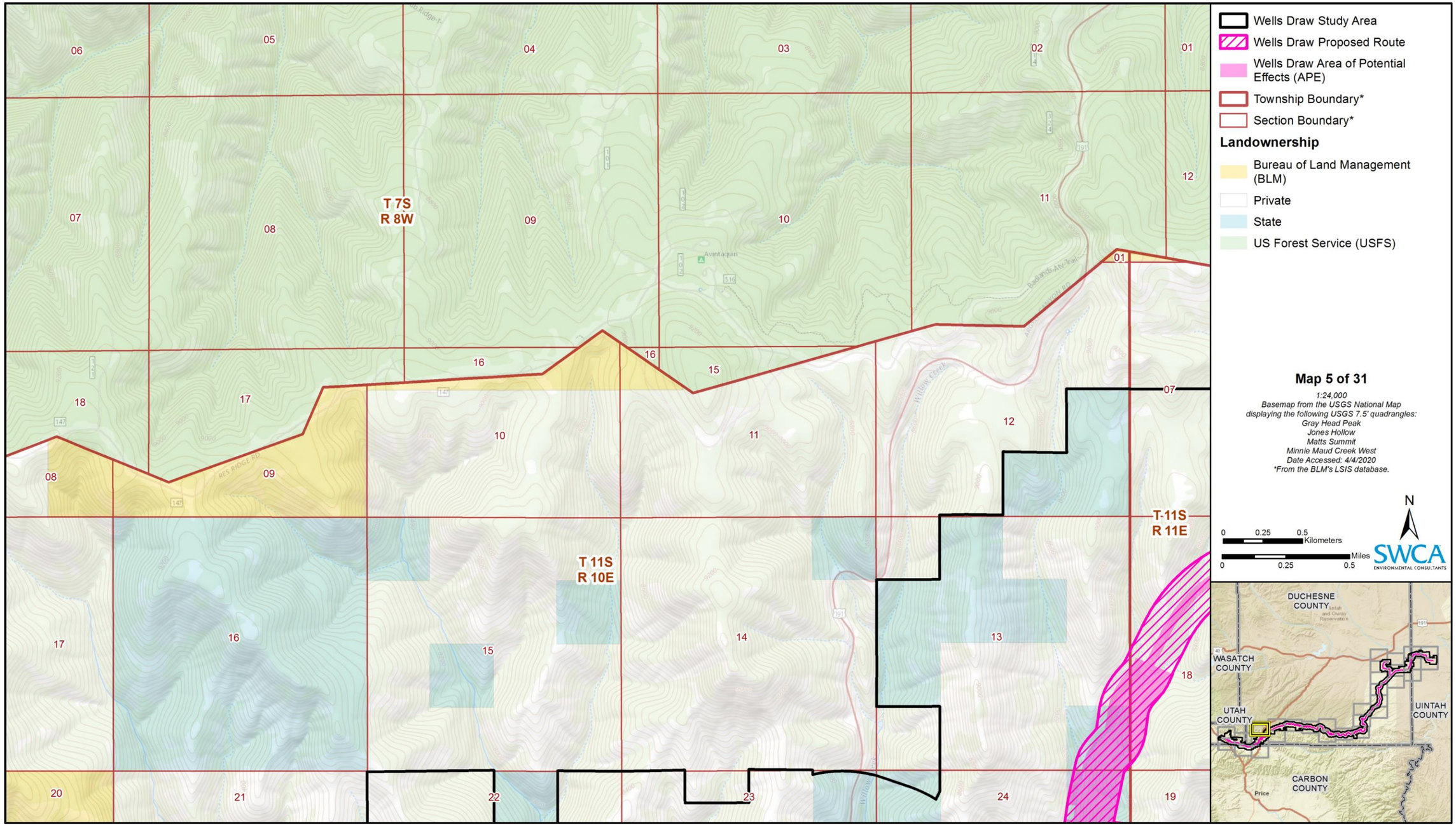

Figure C-4. Detailed project location map for Wells Draw Proposed Route (map 4 of 31).

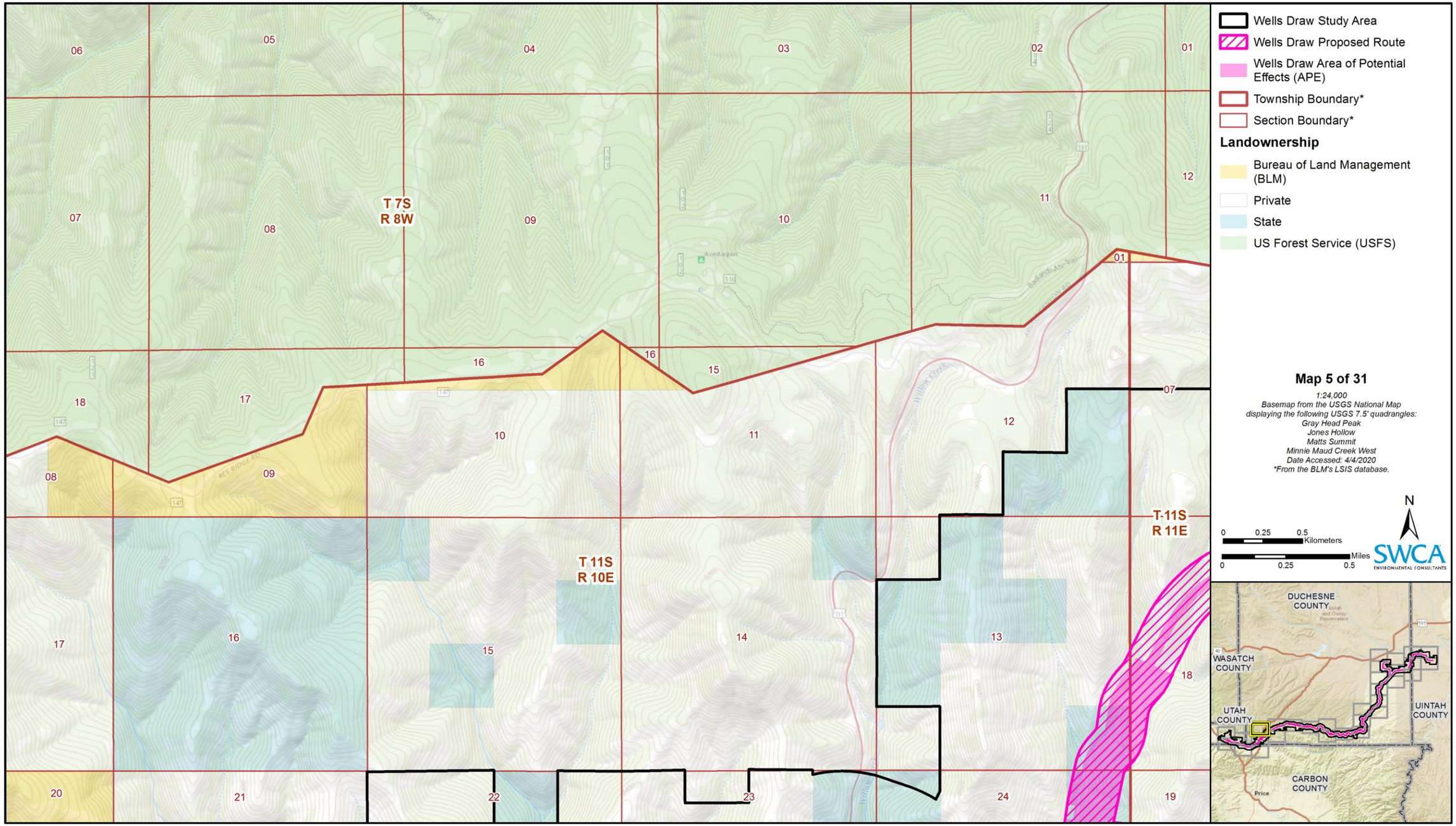

Figure C-5. Detailed project location map for Wells Draw Proposed Route (map 5 of 31).

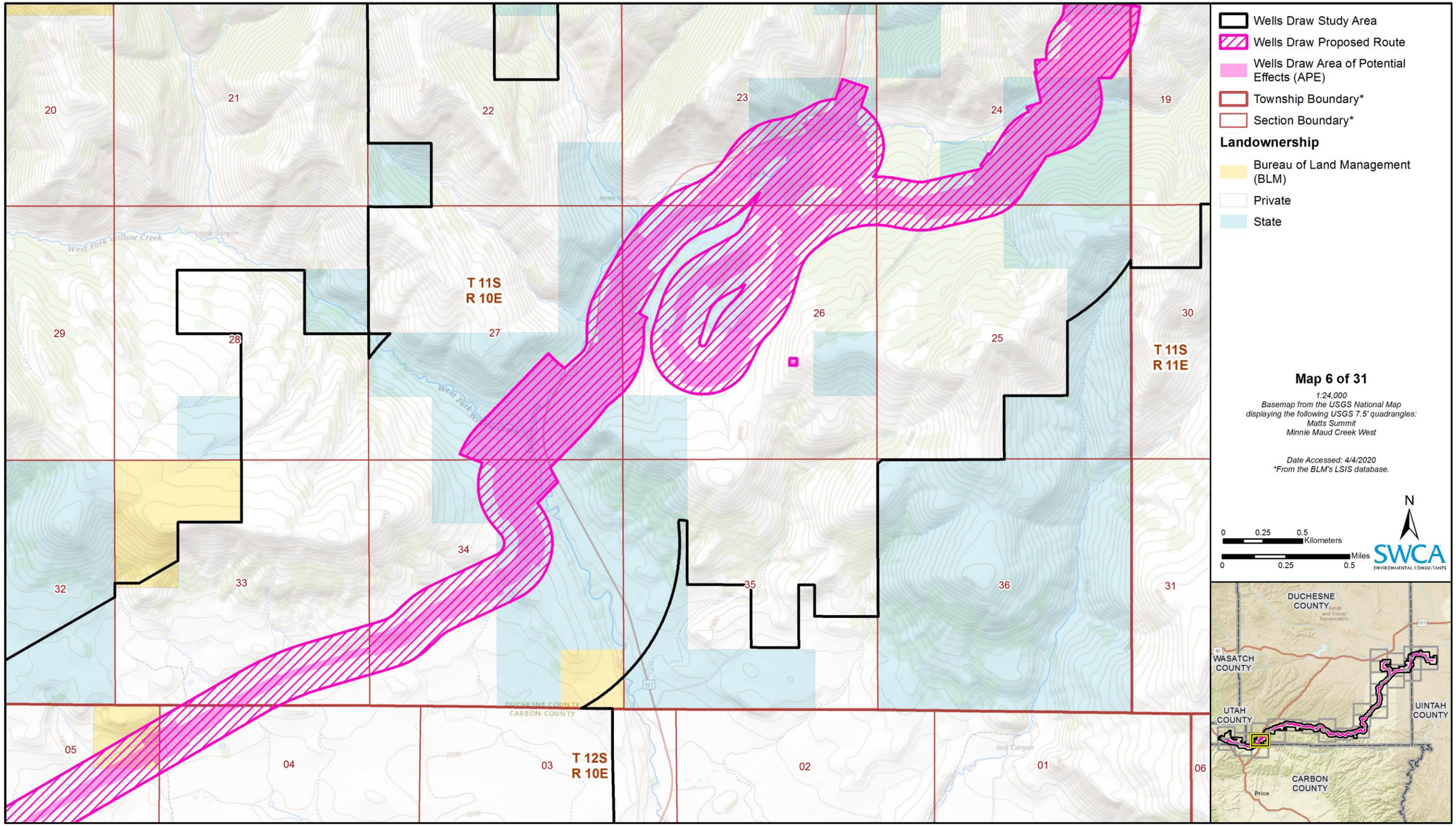

Figure C-6. Detailed project location map for Wells Draw Proposed Route (map 6 of 31).

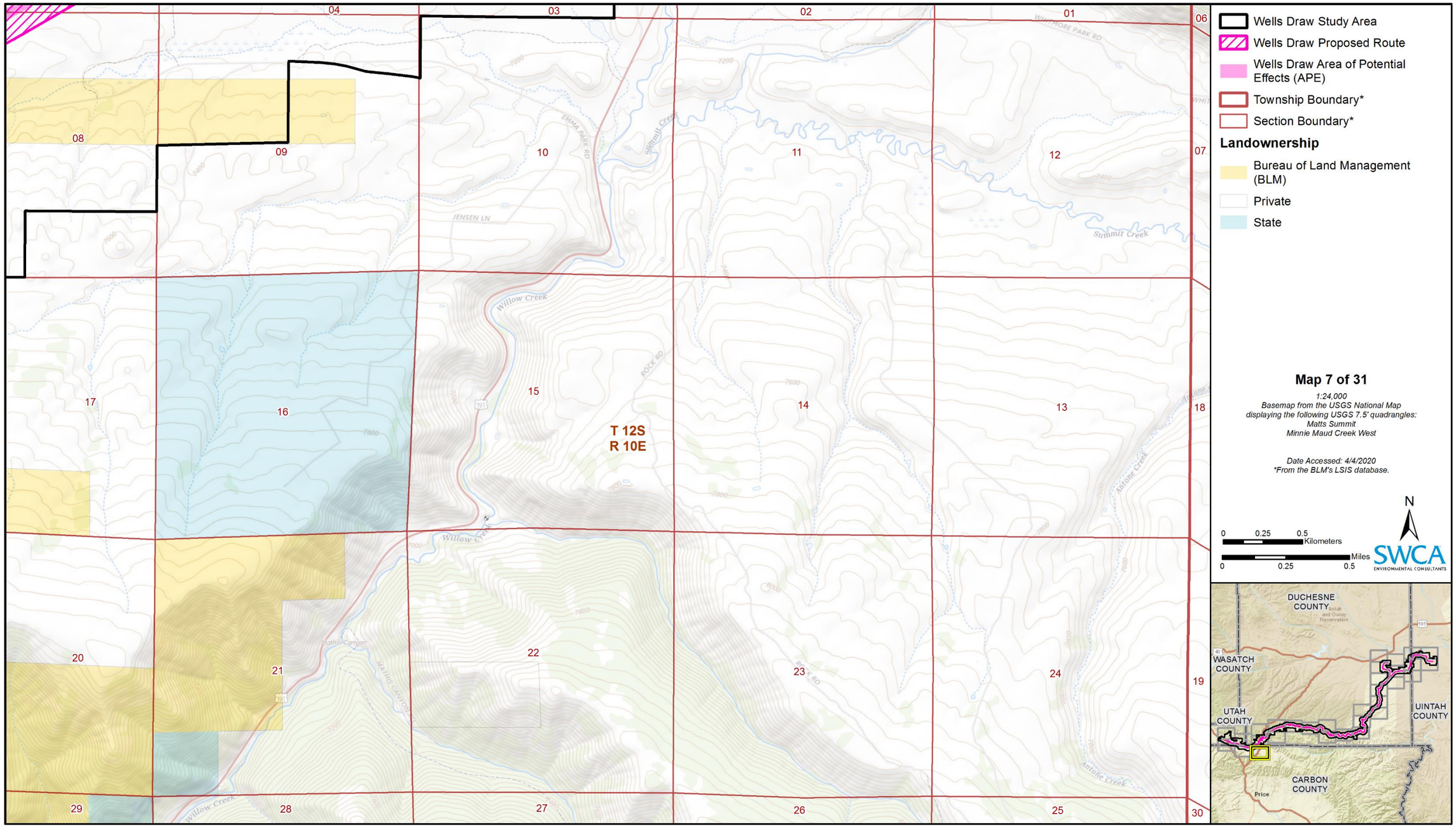

Figure C-7. Detailed project location map for Wells Draw Proposed Route (map 7 of 31).

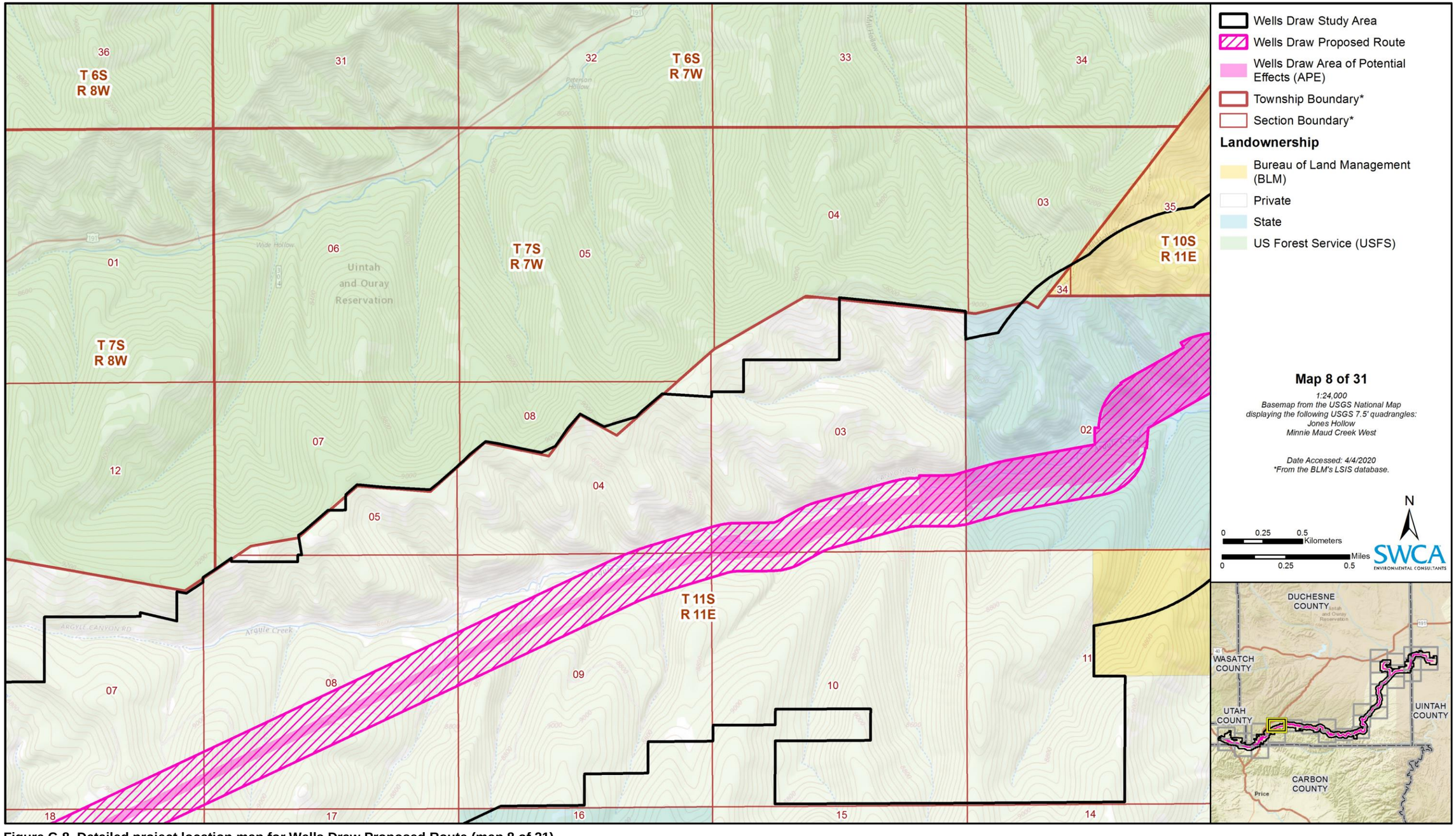

Figure C-8. Detailed project location map for Wells Draw Proposed Route (map 8 of 31).

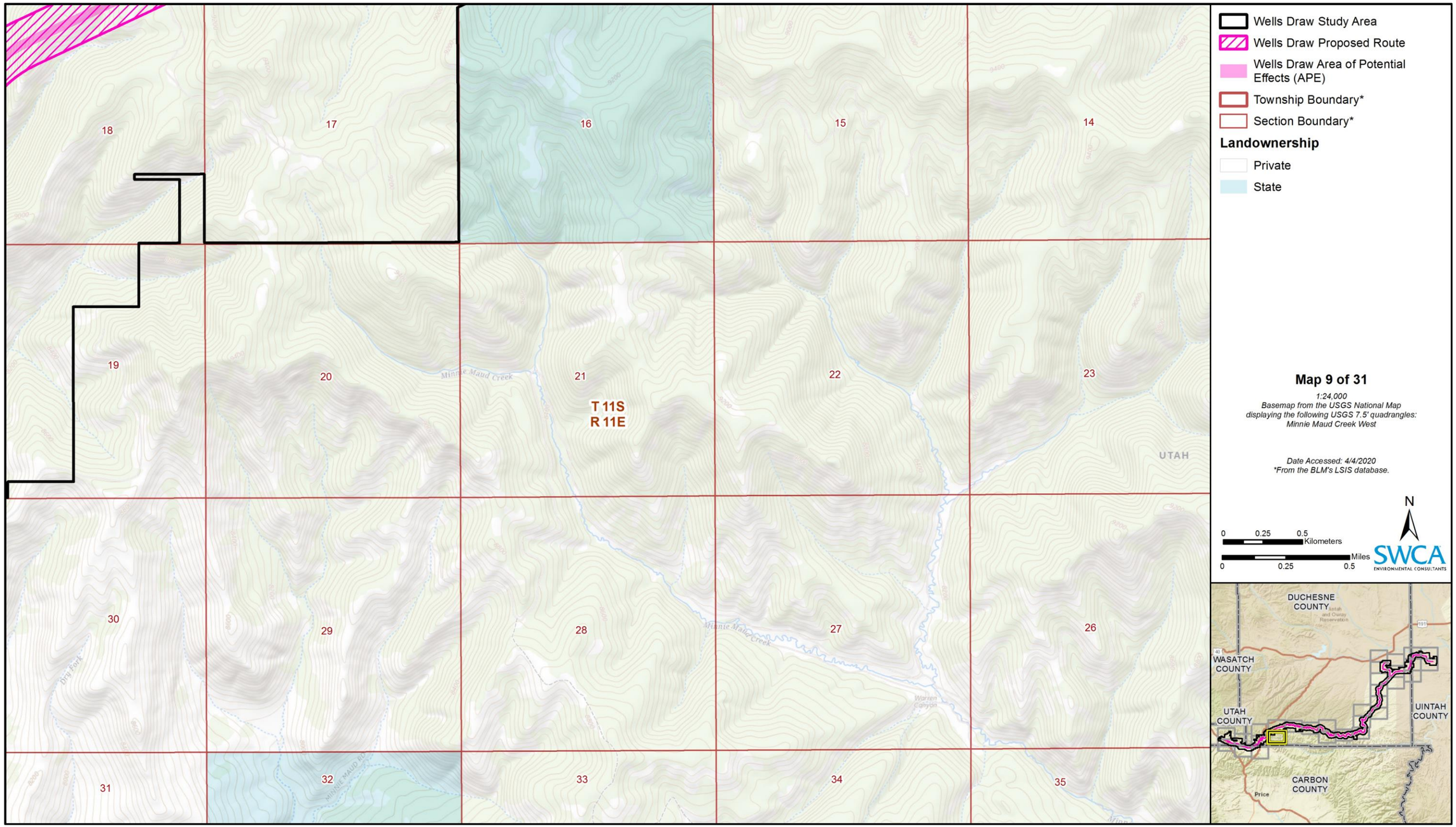

Figure C-9. Detailed project location map for Wells Draw Proposed Route (map 9 of 31).

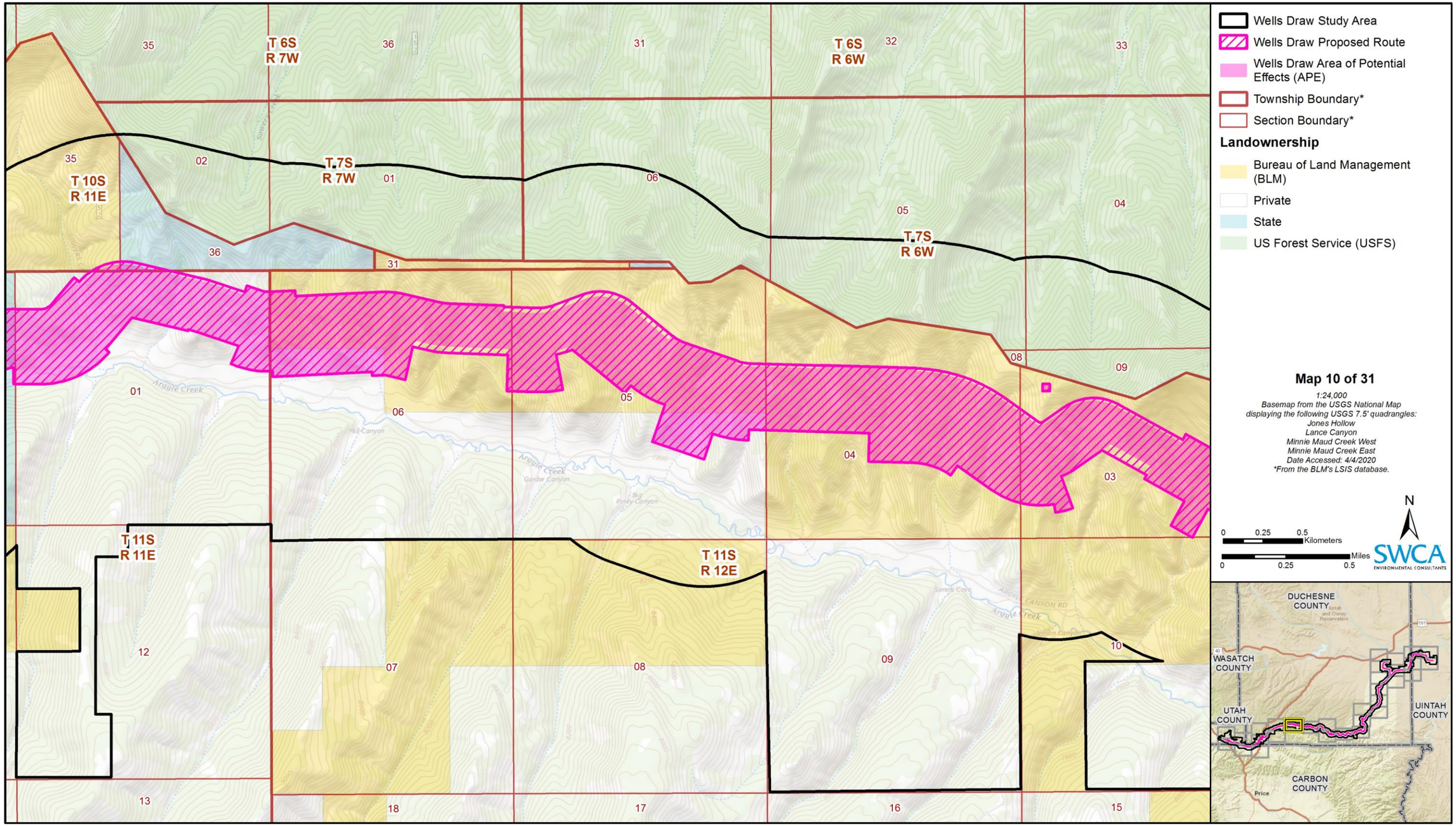

Figure C-10. Detailed project location map for Wells Draw Proposed Route (map 10 of 31).

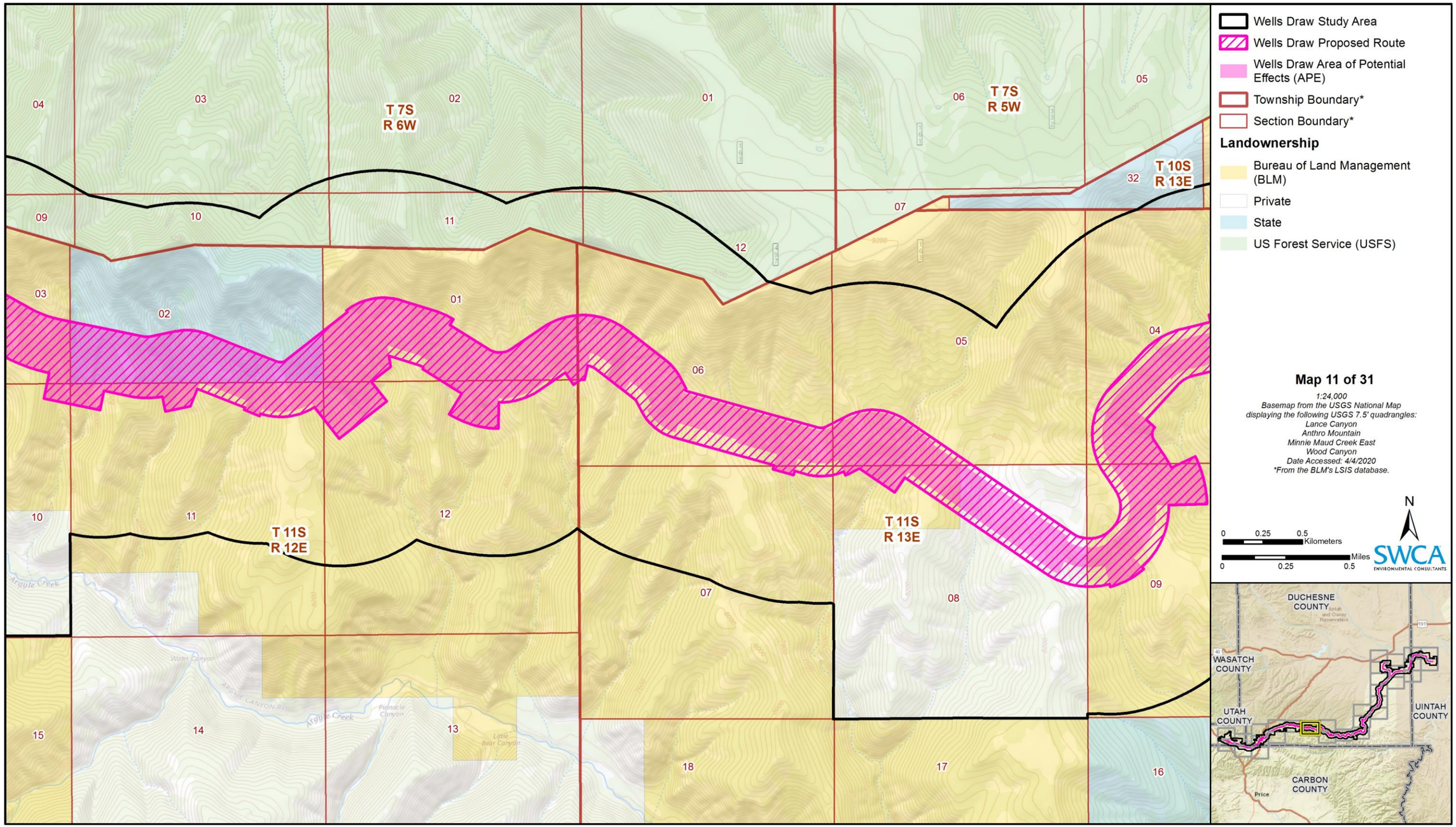

Figure C-11. Detailed project location map for Wells Draw Proposed Route (map 11 of 31).

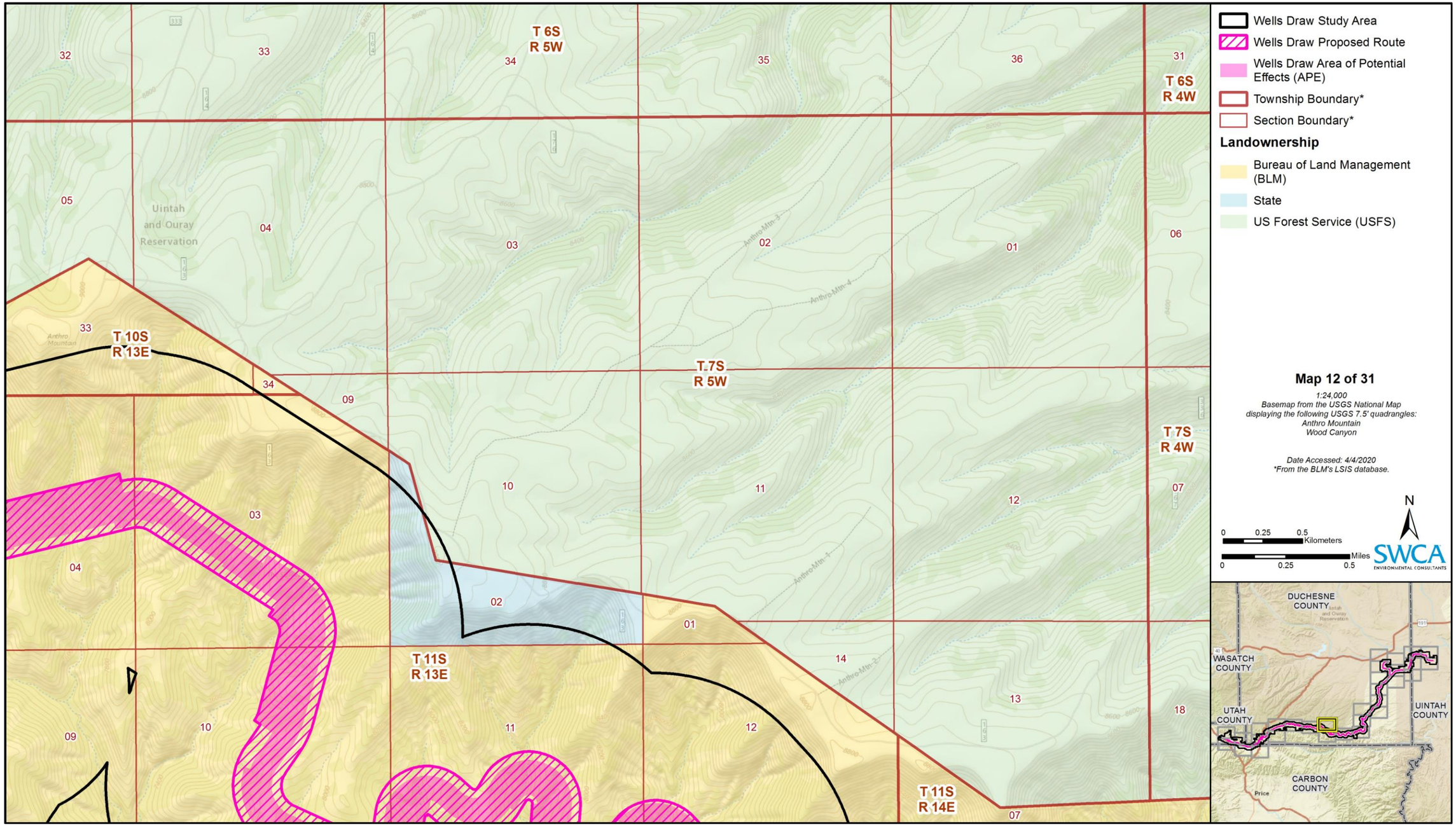

Figure C-12. Detailed project location map for Wells Draw Proposed Route (map 12 of 31).

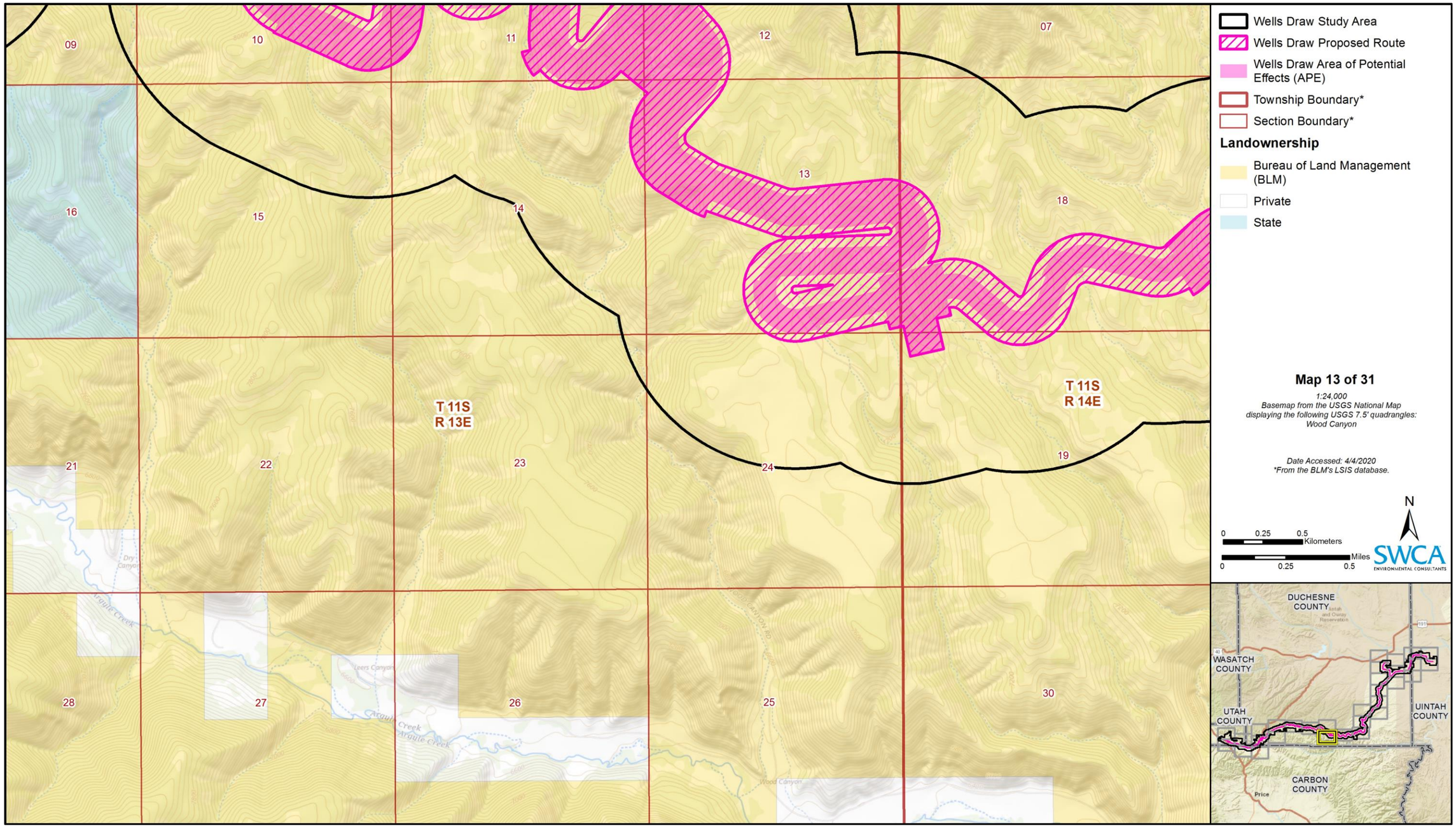

Figure C-13. Detailed project location map for Wells Draw Proposed Route (map 13 of 31).

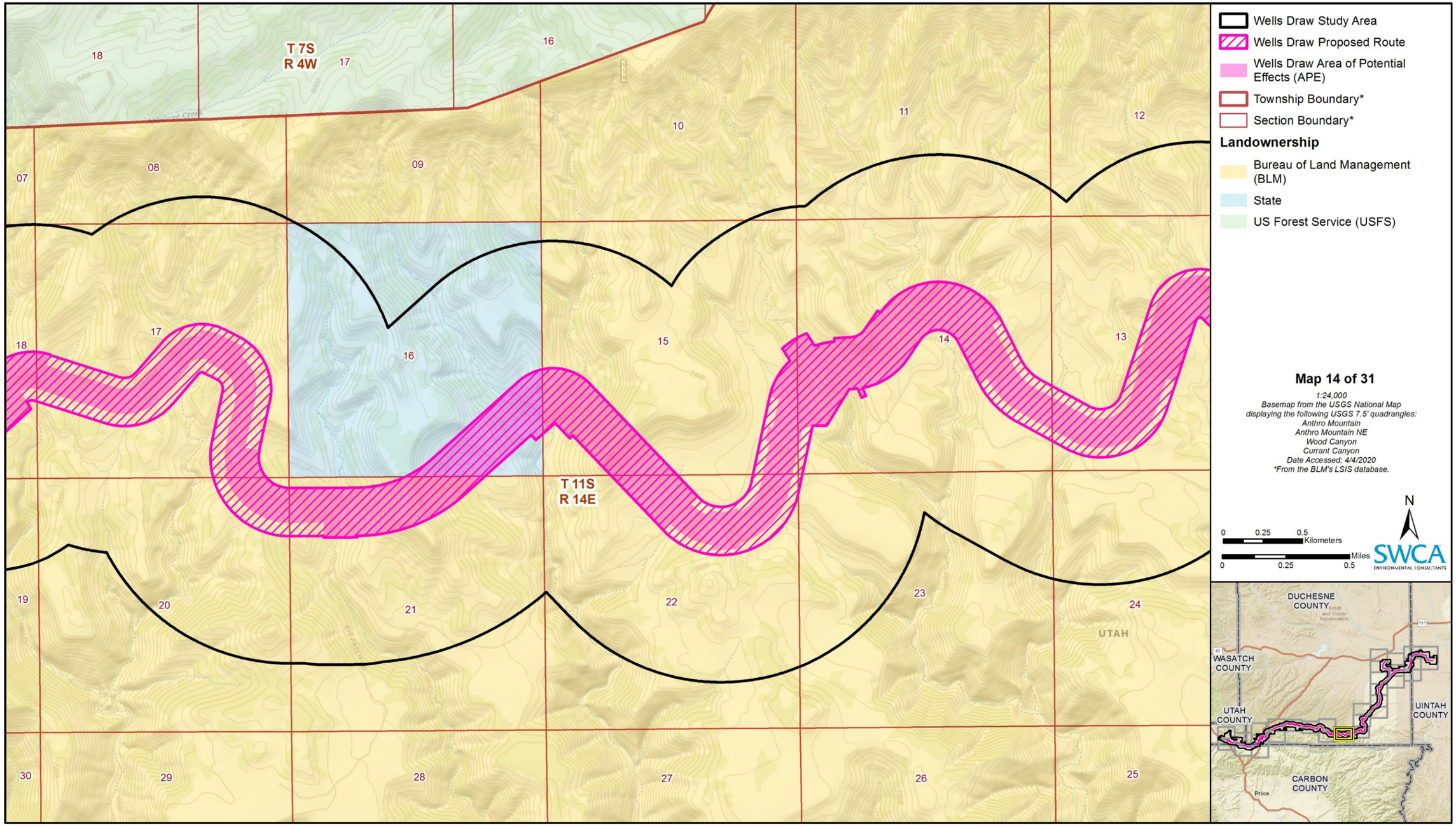

Figure C-14. Detailed project location map for Wells Draw Proposed Route (map 14 of 31).

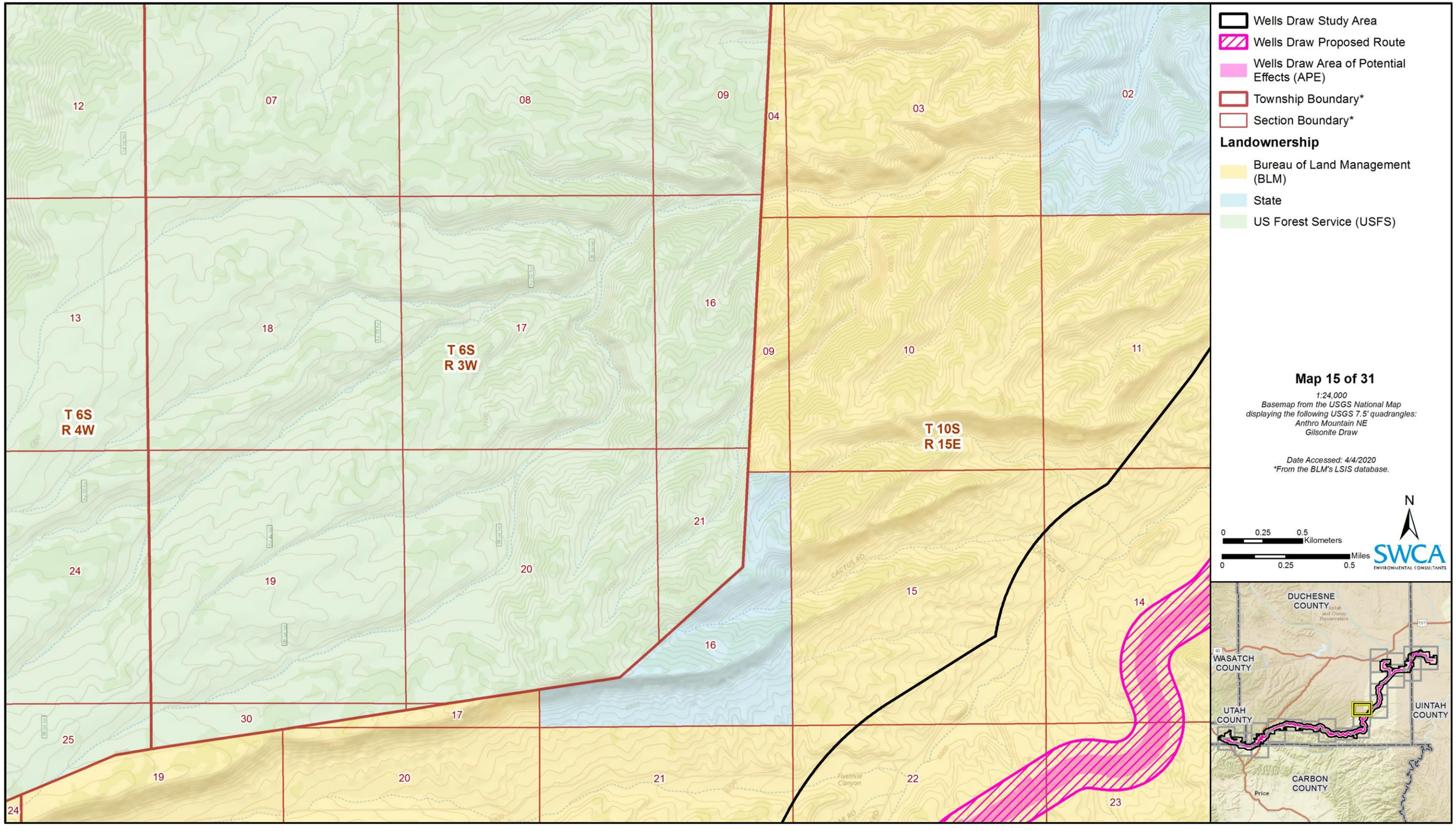

Figure C-15. Detailed project location map for Wells Draw Proposed Route (map 15 of 31).

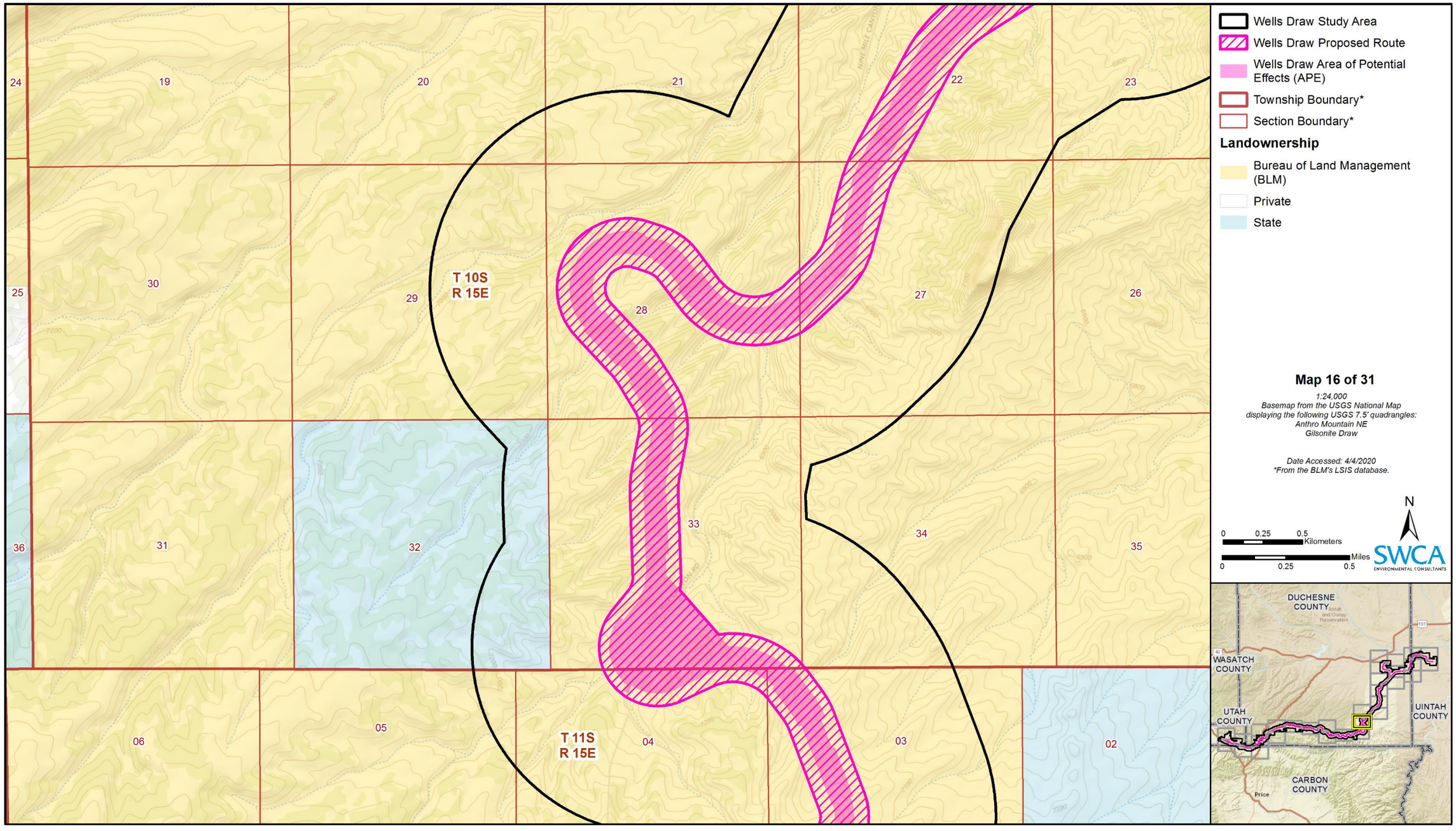

Figure C-16. Detailed project location map for Wells Draw Proposed Route (map 16 of 31).

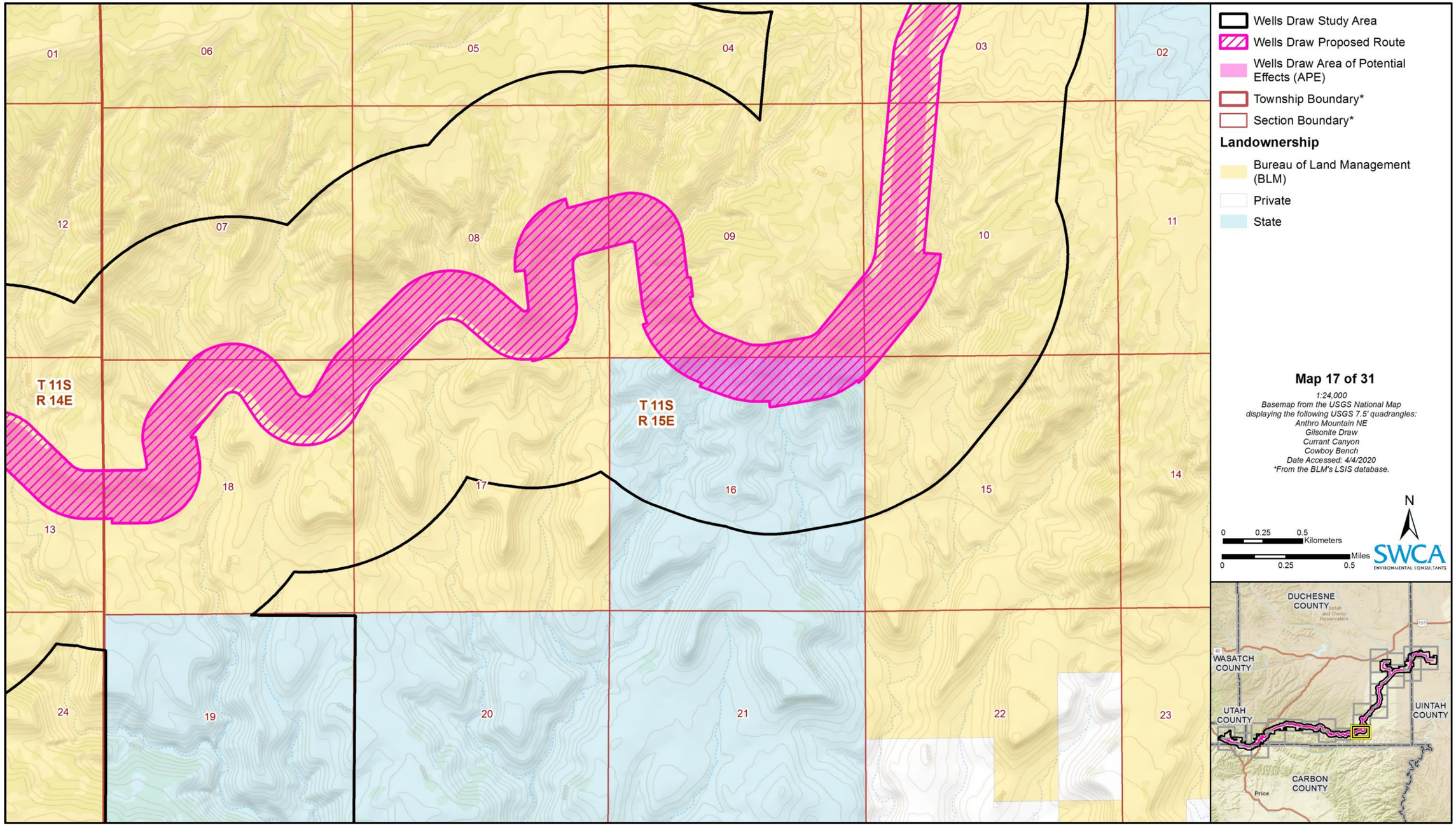

Figure C-17. Detailed project location map for Wells Draw Proposed Route (map 17 of 31).

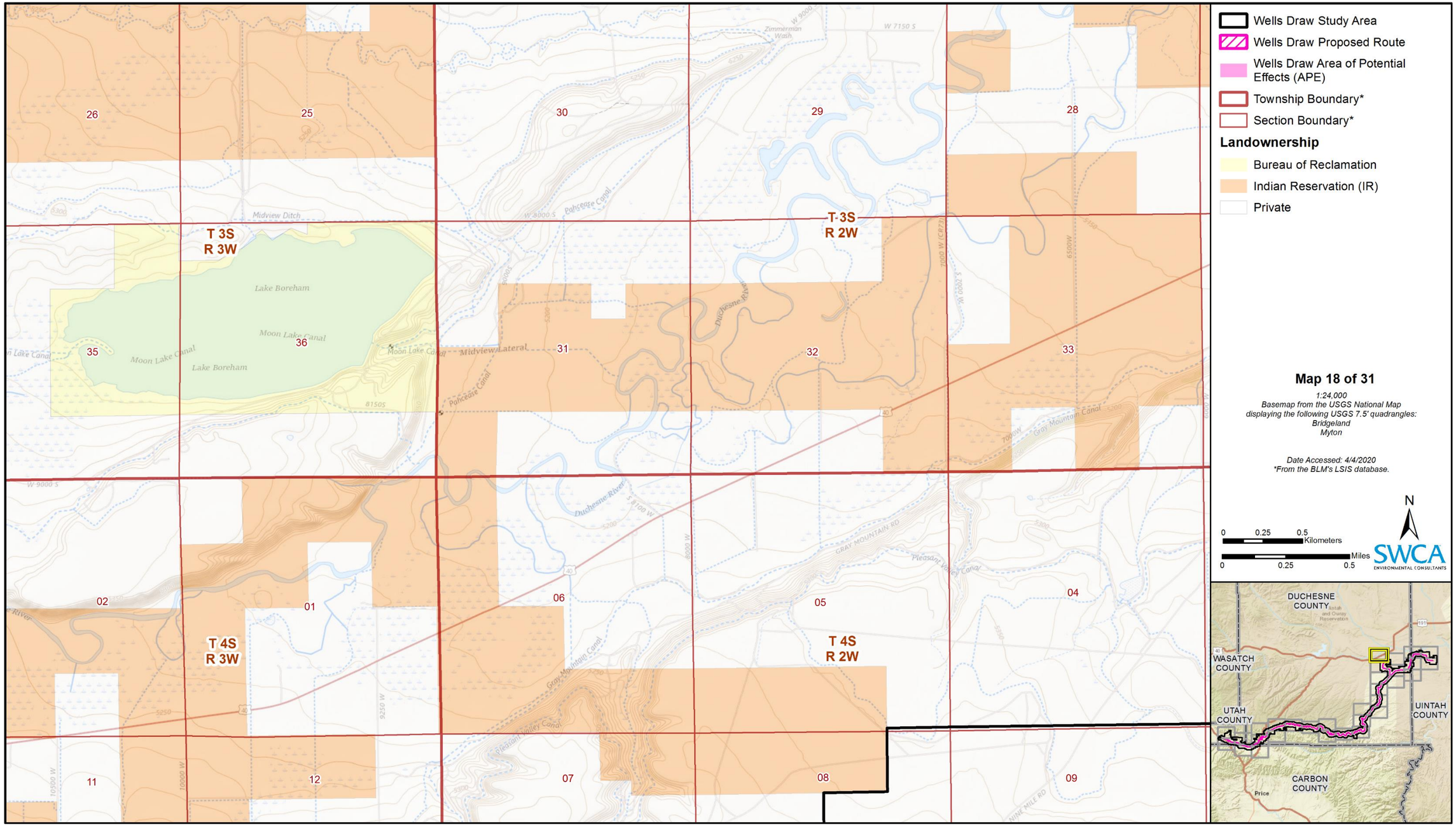

Figure C-18. Detailed project location map for Wells Draw Proposed Route (map 18 of 31).

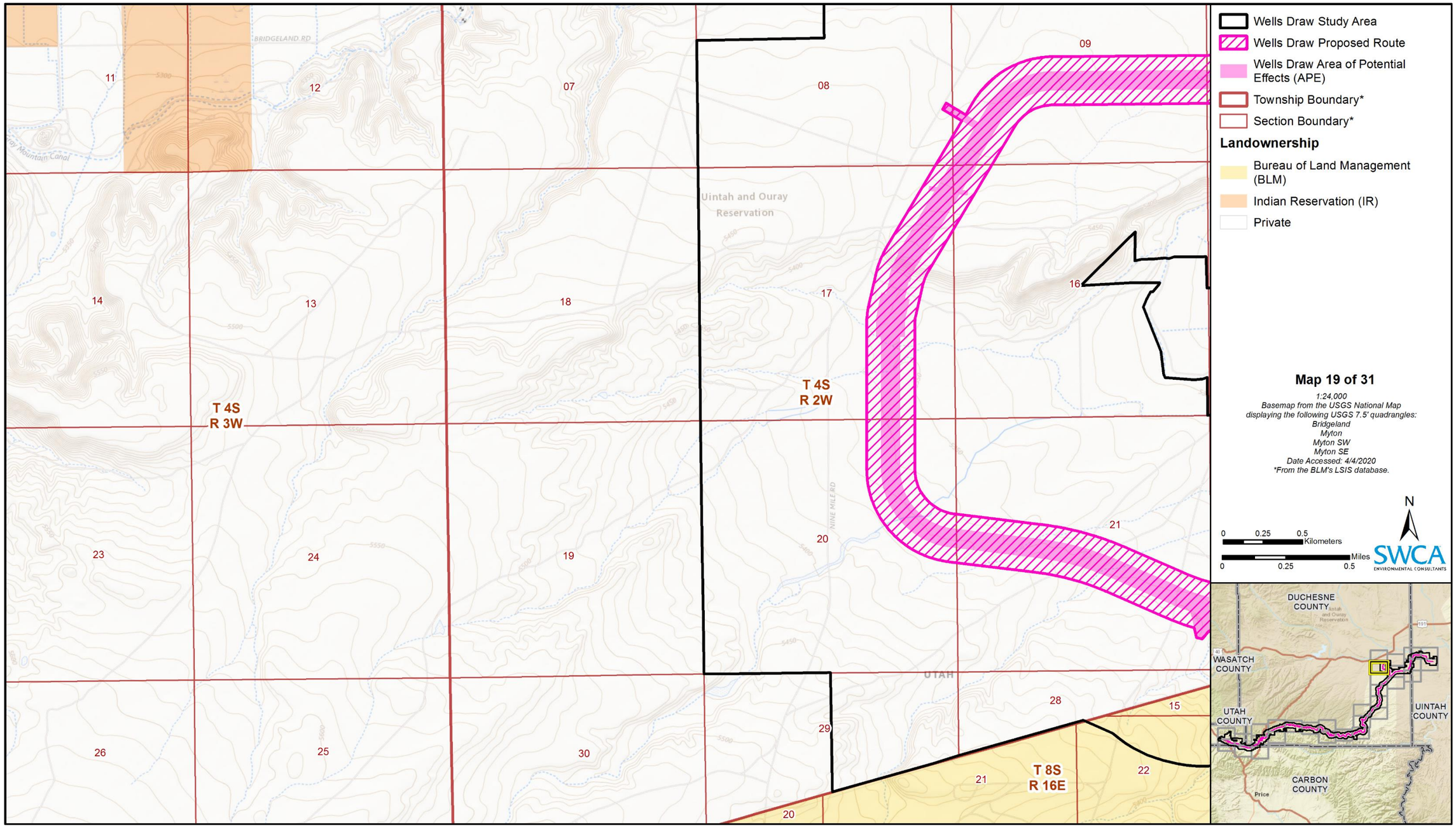

Figure C-19. Detailed project location map for Wells Draw Proposed Route (map 19 of 31).

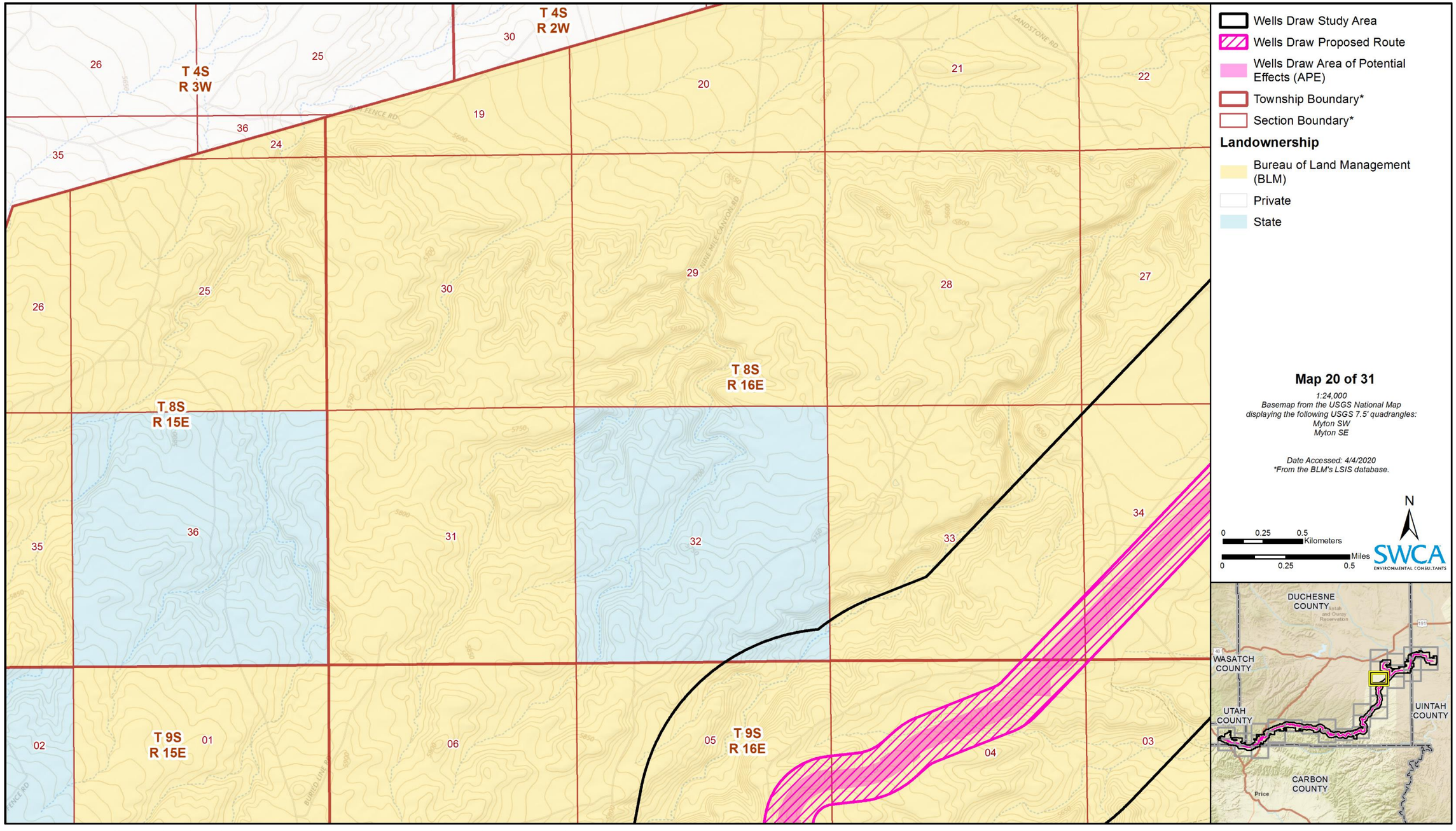

Figure C-20. Detailed project location map for Wells Draw Proposed Route (map 20 of 31).

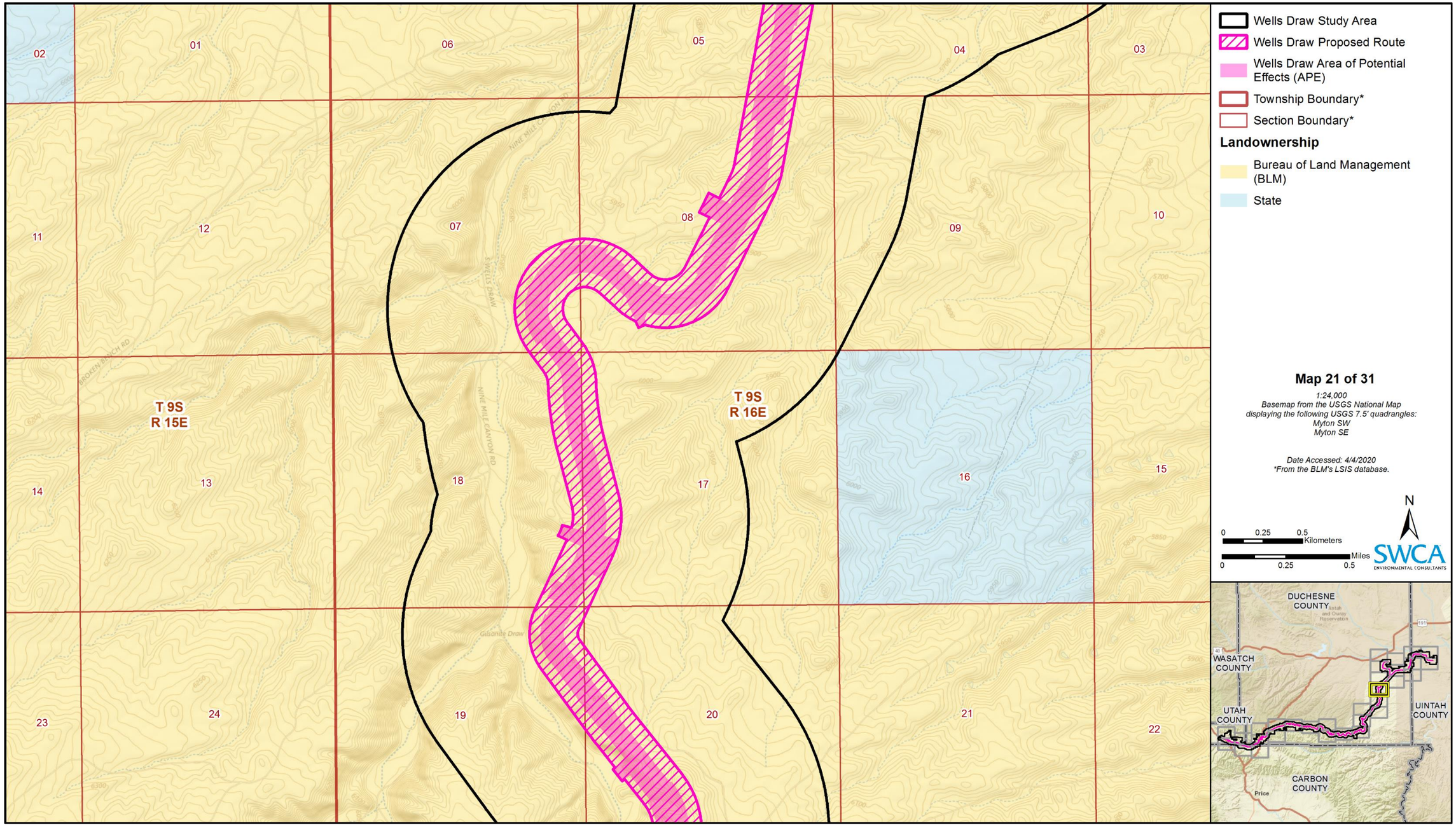

Figure C-21. Detailed project location map for Wells Draw Proposed Route (map 21 of 31).

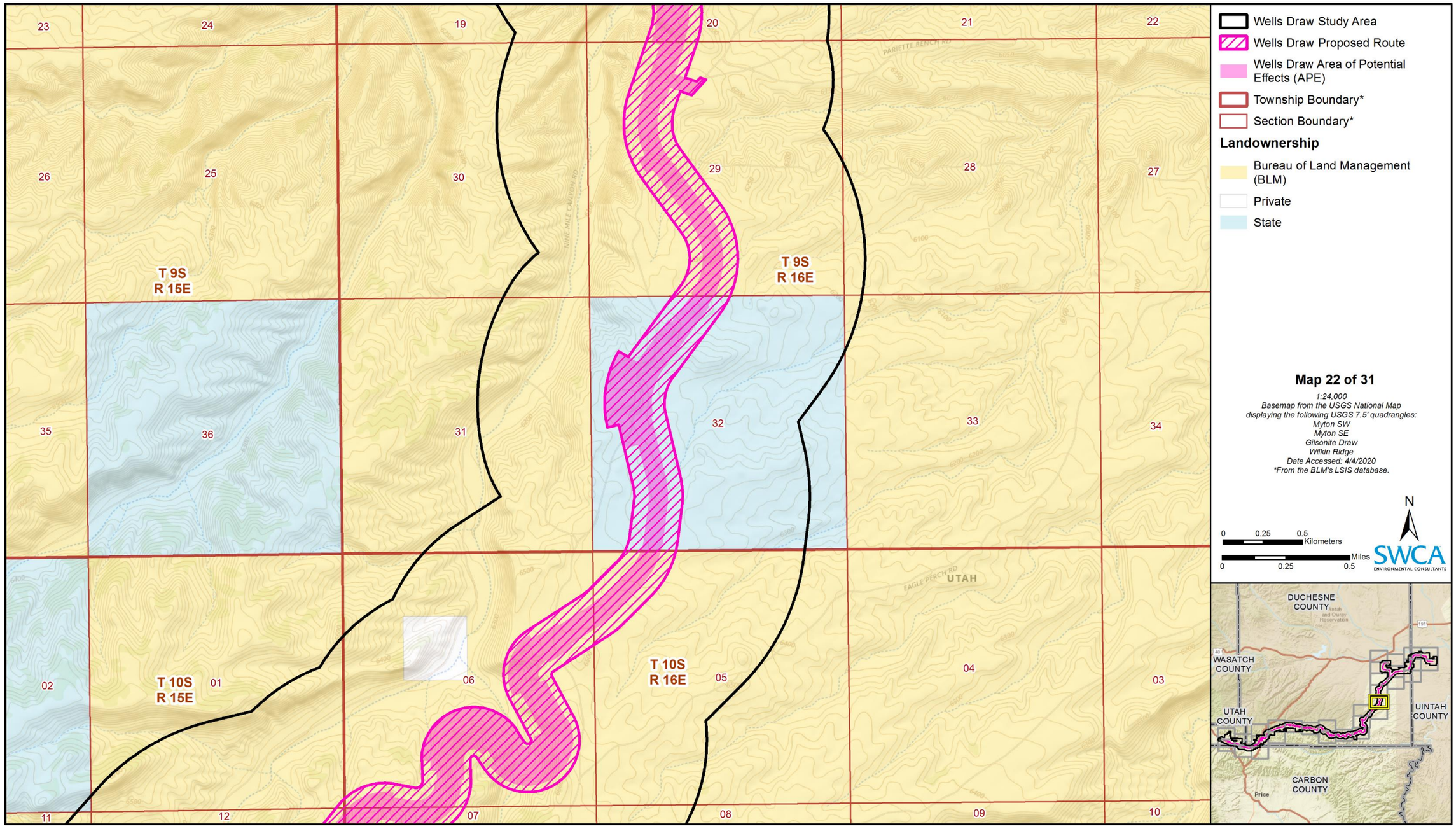

Figure C-22. Detailed project location map for Wells Draw Proposed Route (map 22 of 31).

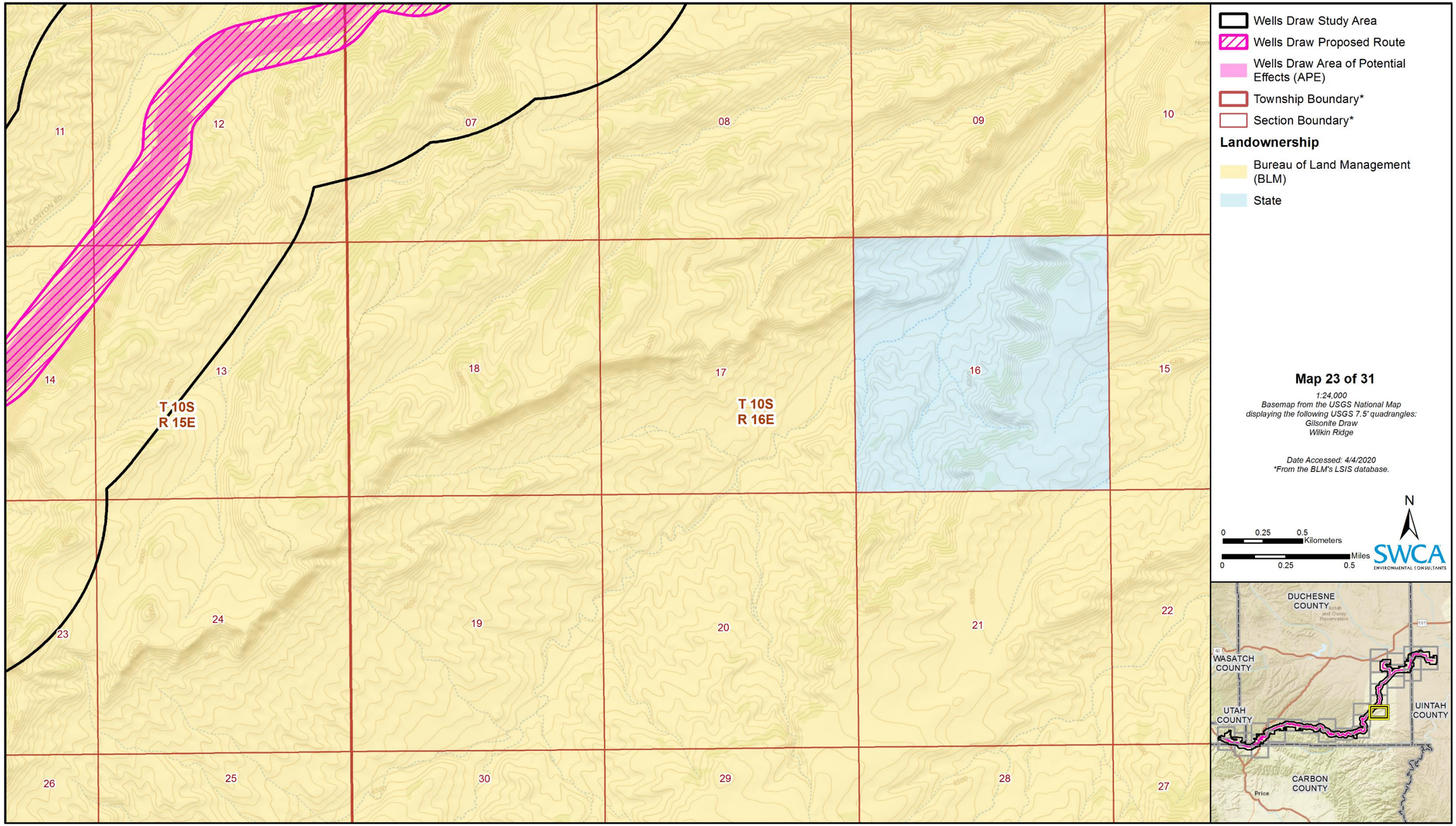

Figure C-23. Detailed project location map for Wells Draw Proposed Route (map 23 of 31).

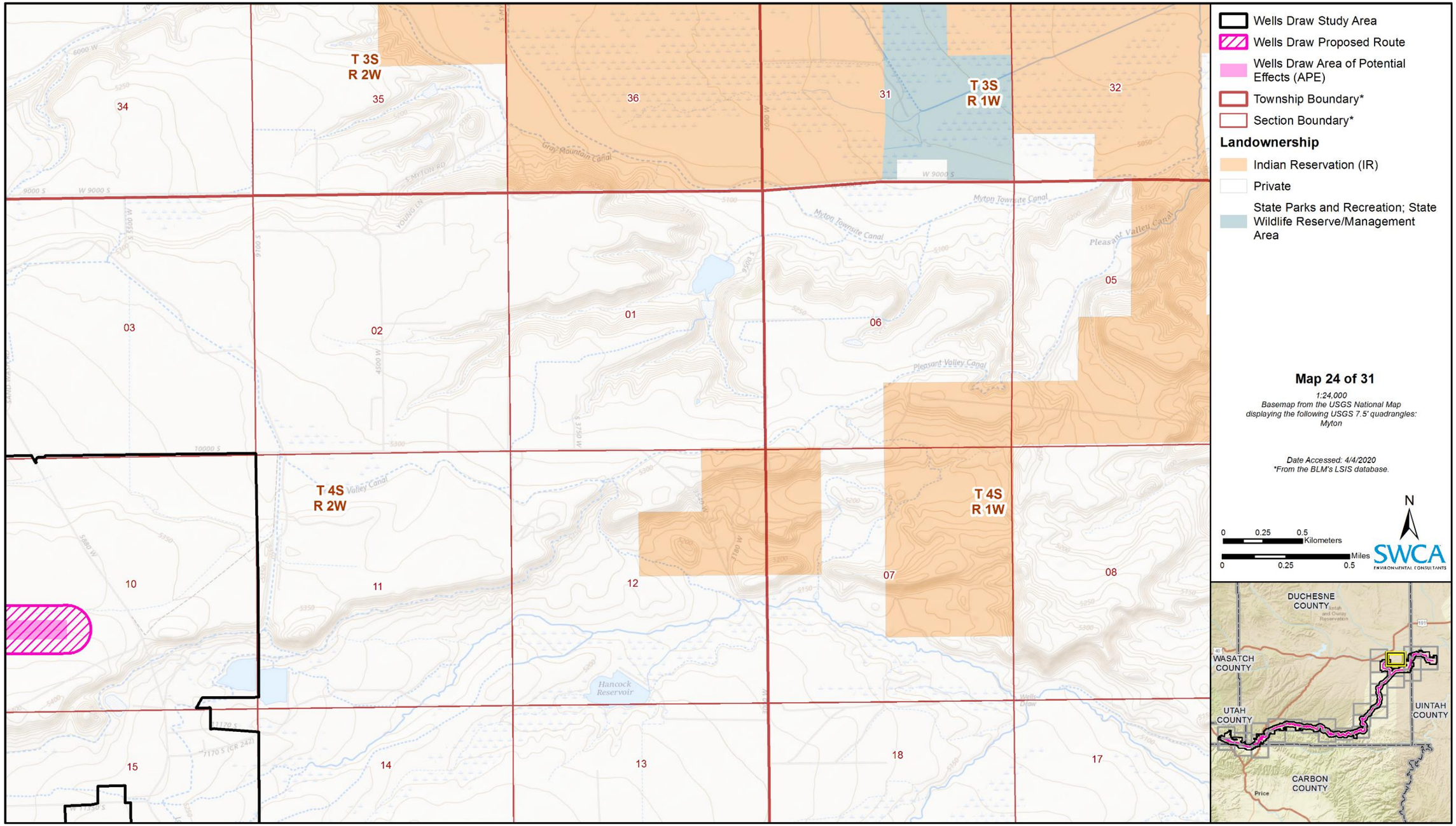

Figure C-24. Detailed project location map for Wells Draw Proposed Route (map 24 of 31).

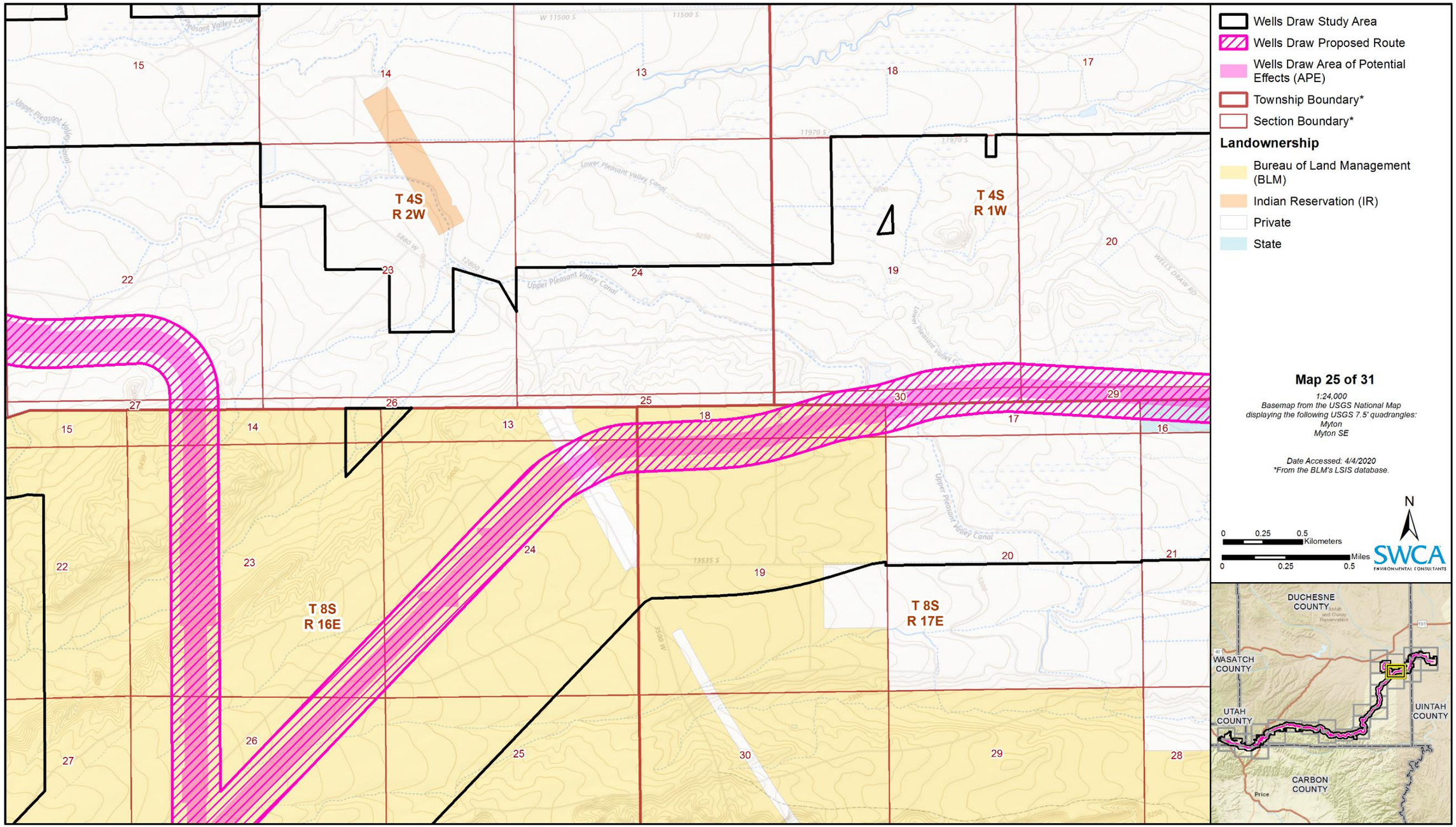

Figure C-25. Detailed project location map for Wells Draw Proposed Route (map 25 of 31).

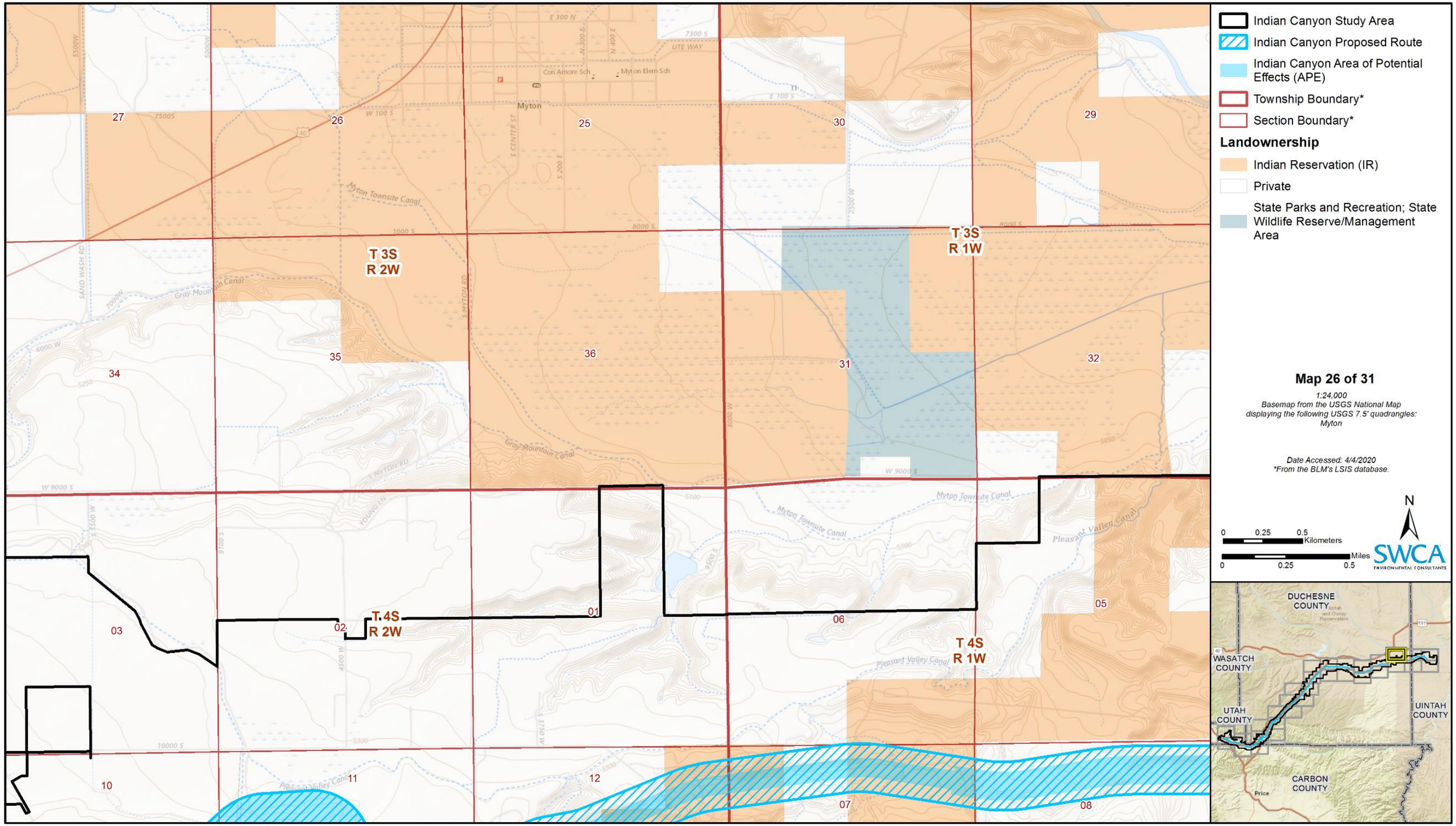

Figure C-26. Detailed project location map for Wells Draw Proposed Route (map 26 of 31).

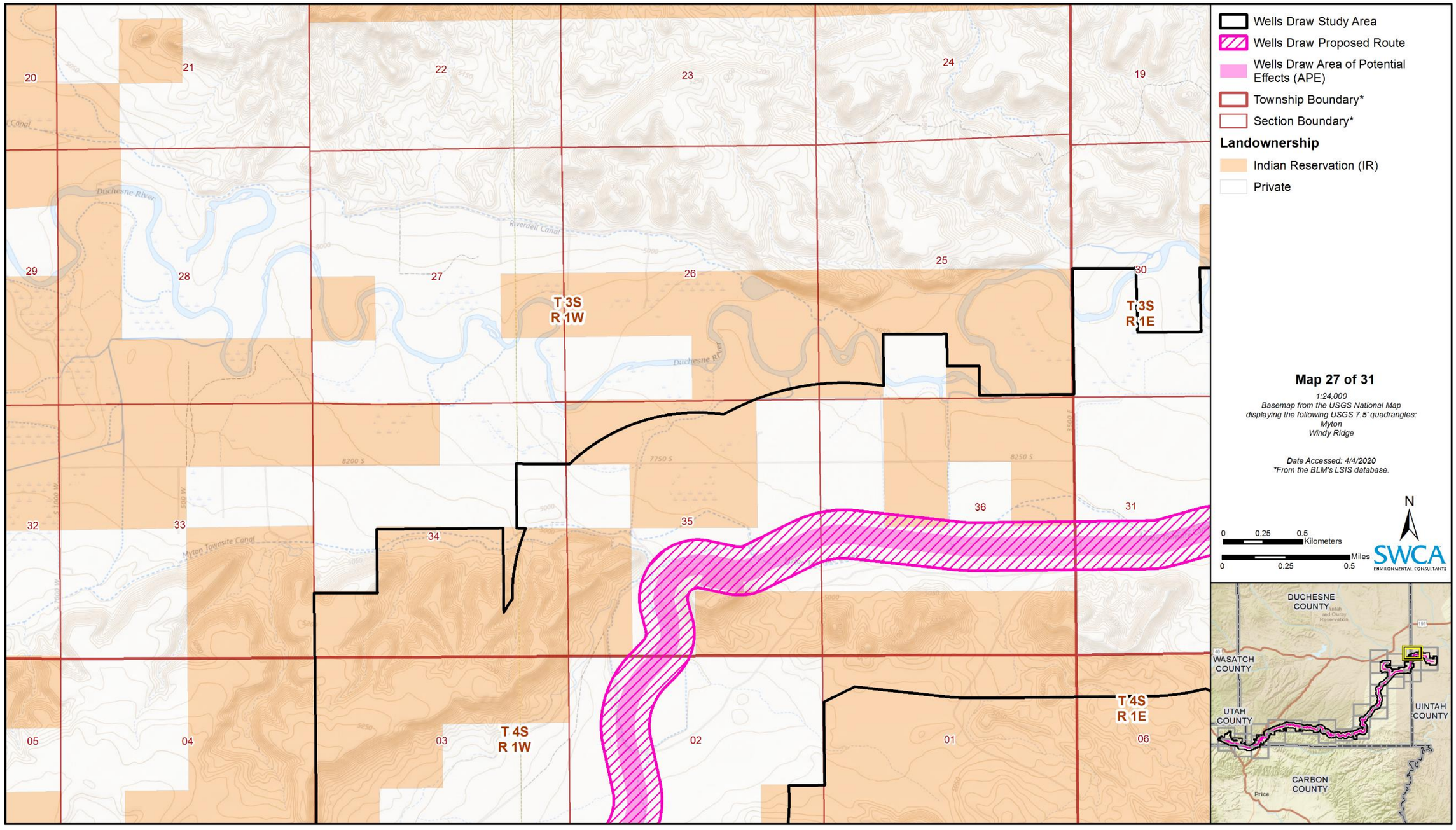

Figure C-27. Detailed project location map for Wells Draw Proposed Route (map 27 of 31).

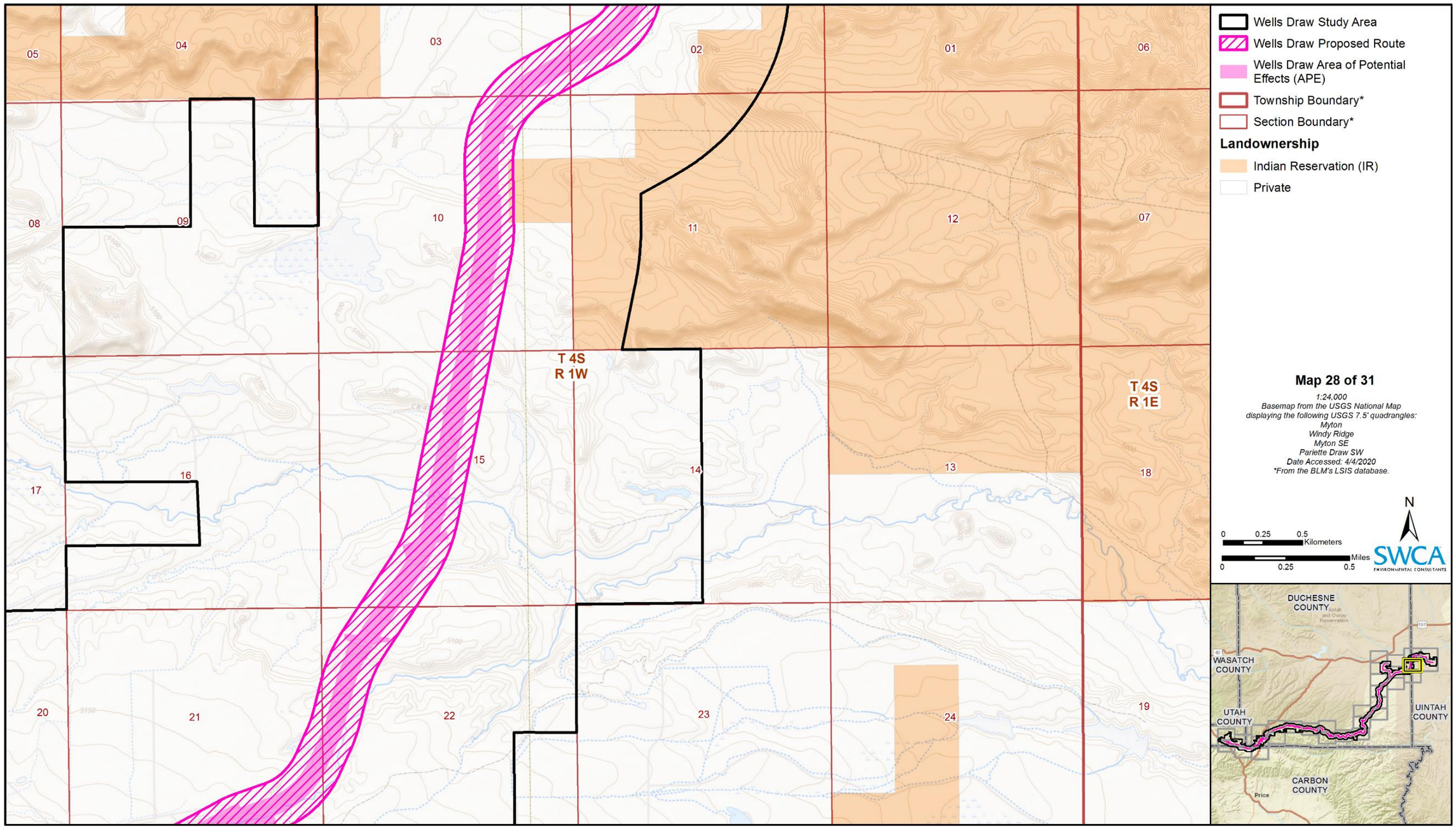

Figure C-28. Detailed project location map for Wells Draw Proposed Route (map 28 of 31).

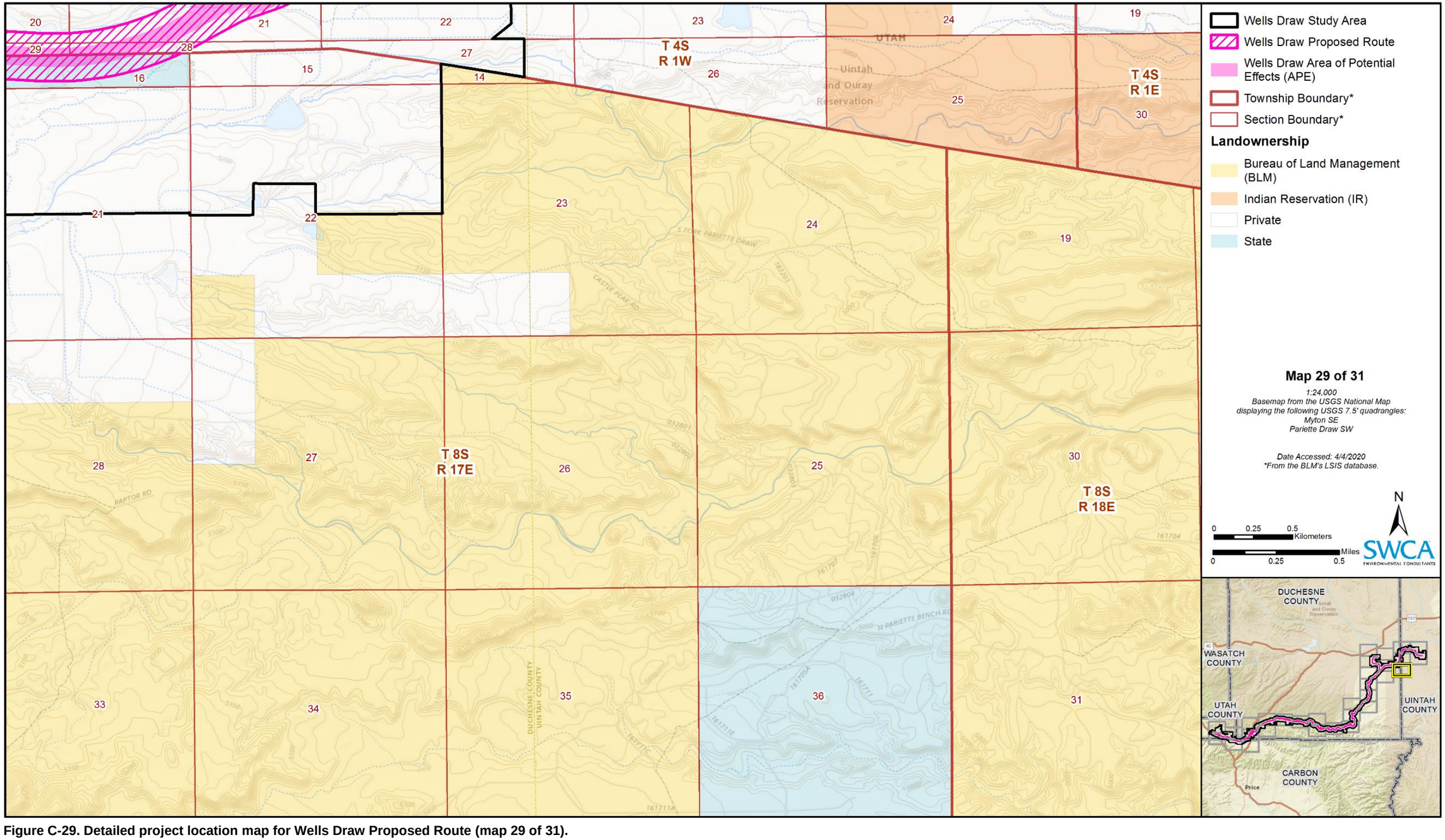

Figure C-29. Detailed project location map for Wells Draw Proposed Route (map 29 of 31).

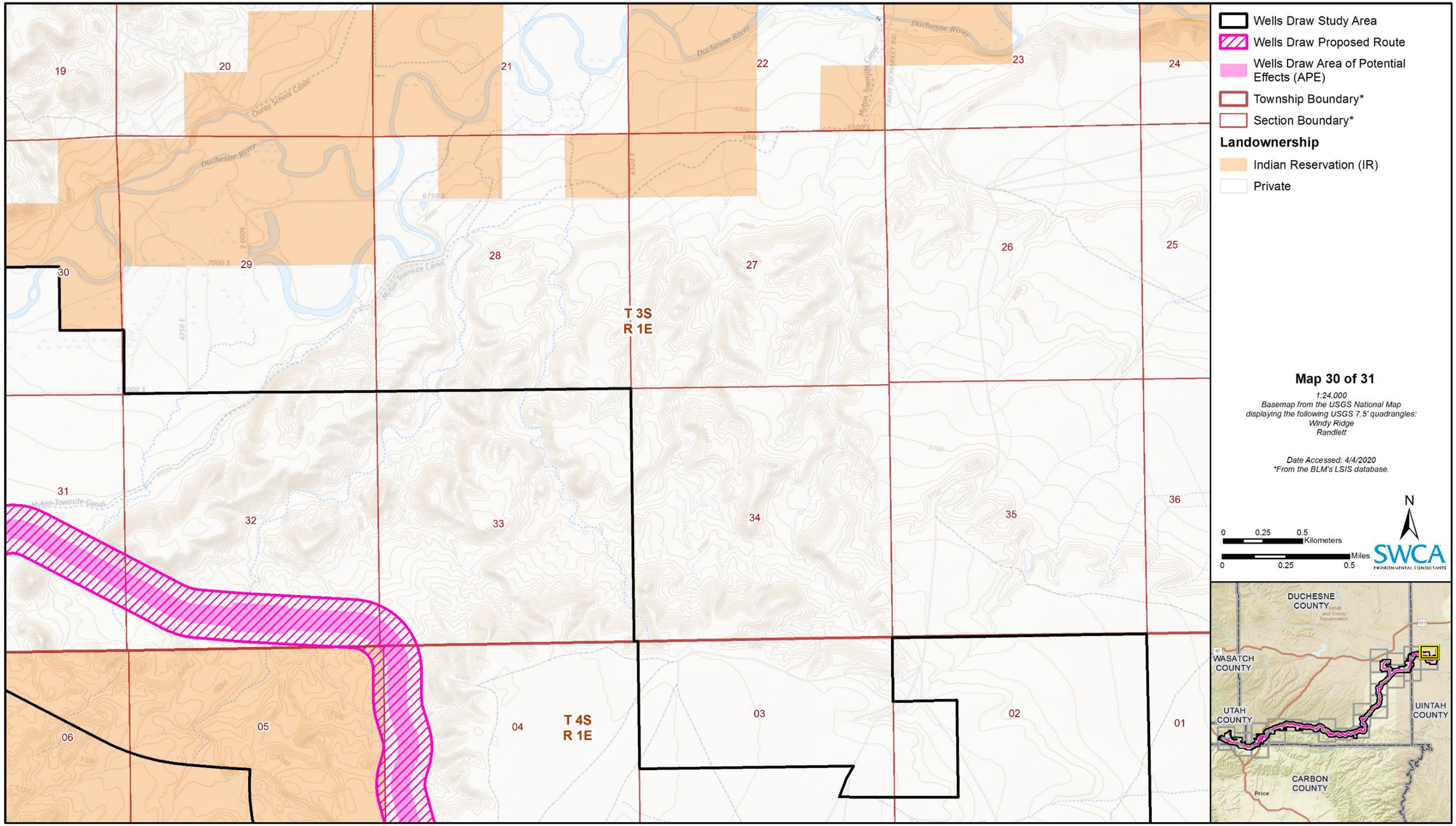

Figure C-30. Detailed project location map for Wells Draw Proposed Route (map 30 of 31).

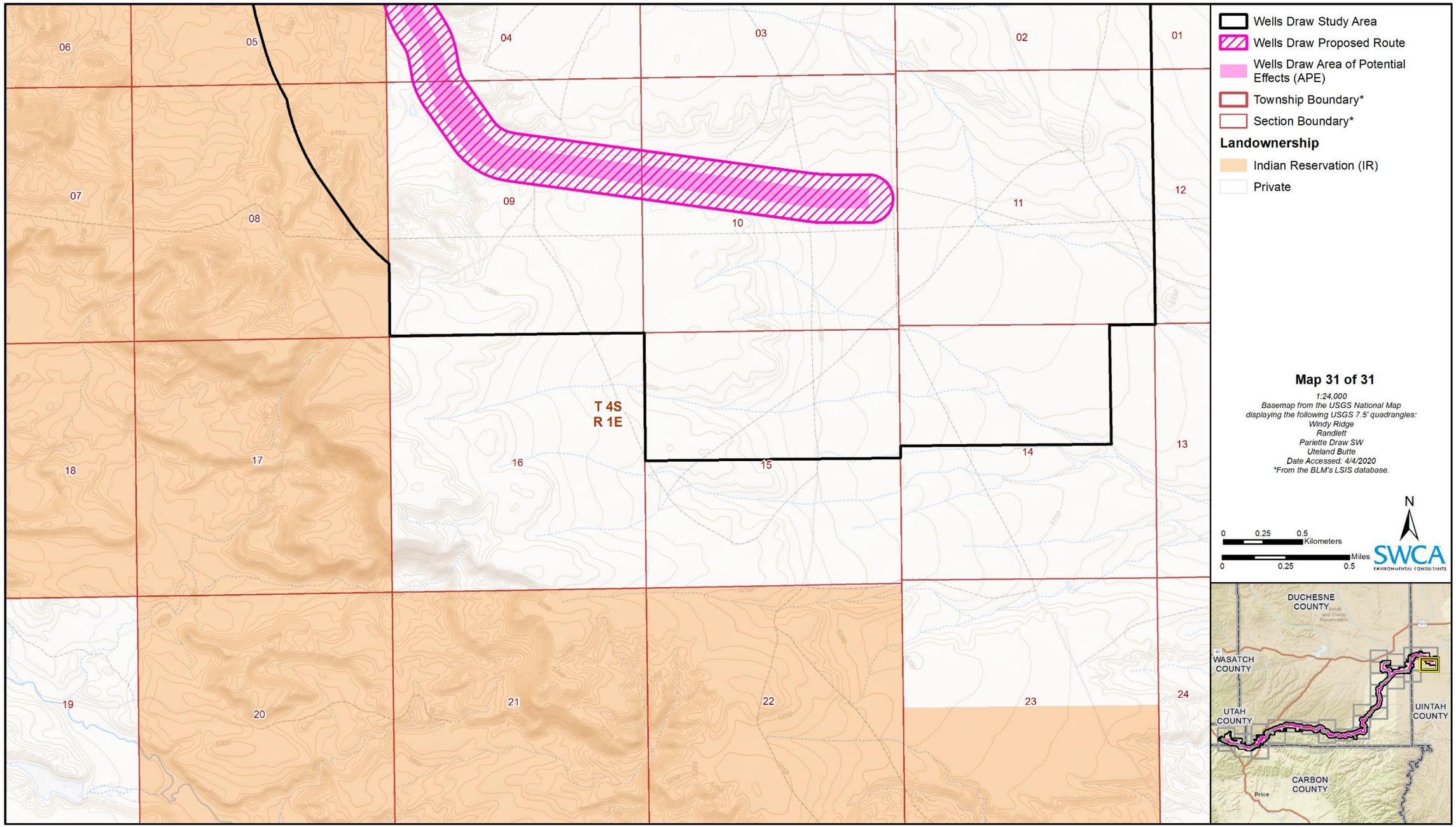

Figure C-31. Detailed project location map for Wells Draw Proposed Route (map 31 of 31).

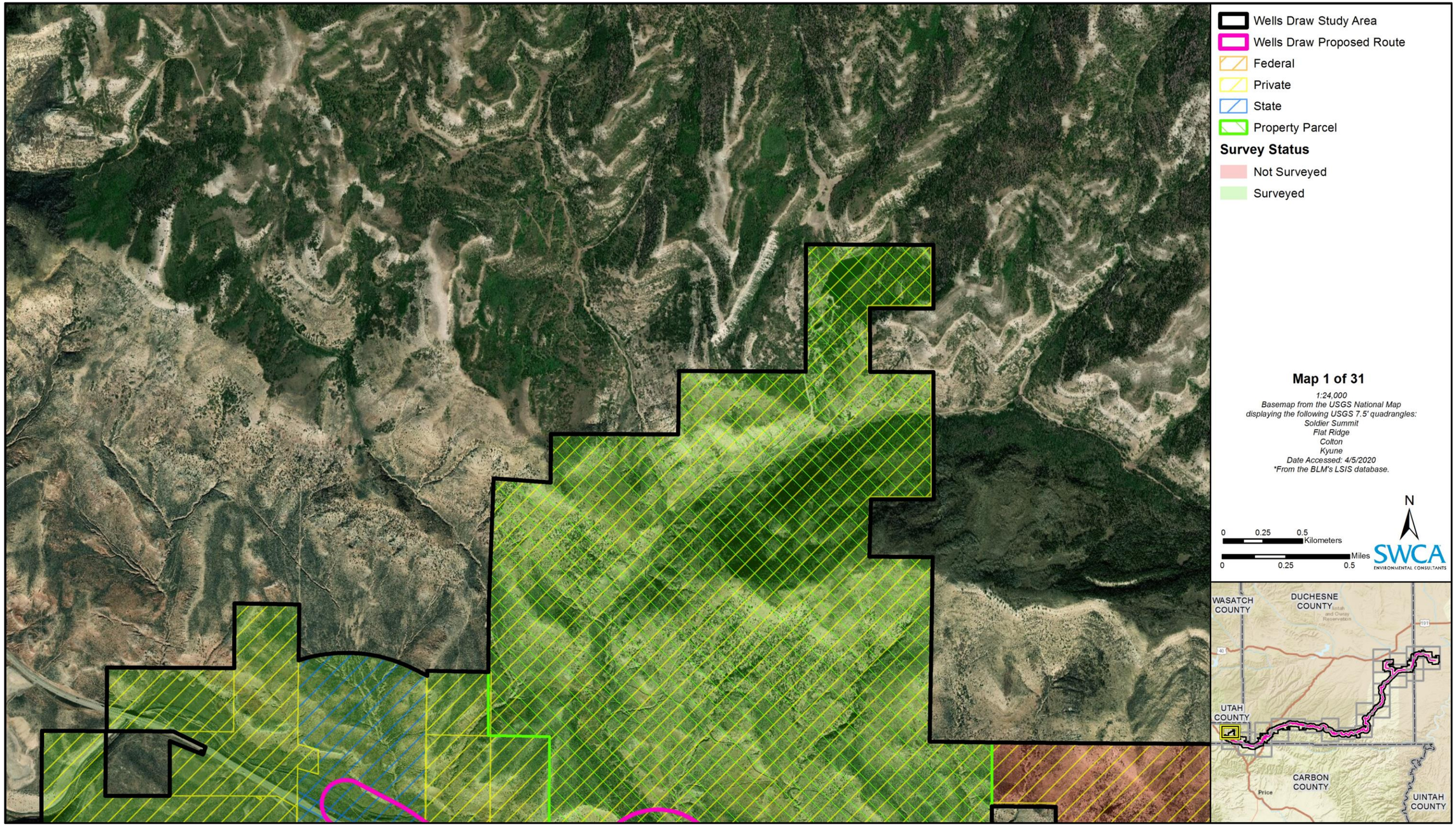

Figure C-32. Detailed results map for Wells Draw Proposed Route (map 1 of 31).

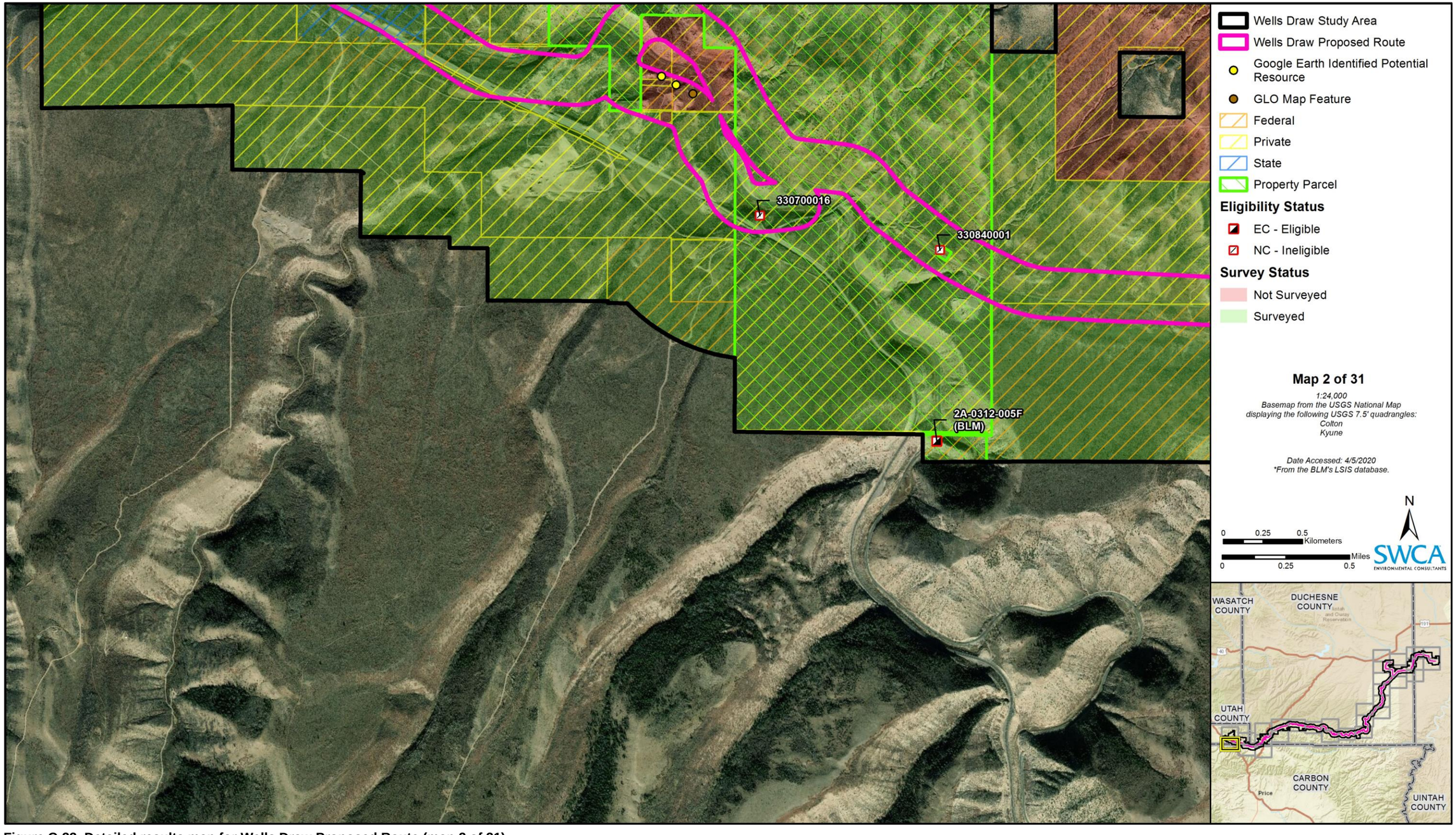

Figure C-33. Detailed results map for Wells Draw Proposed Route (map 2 of 31).

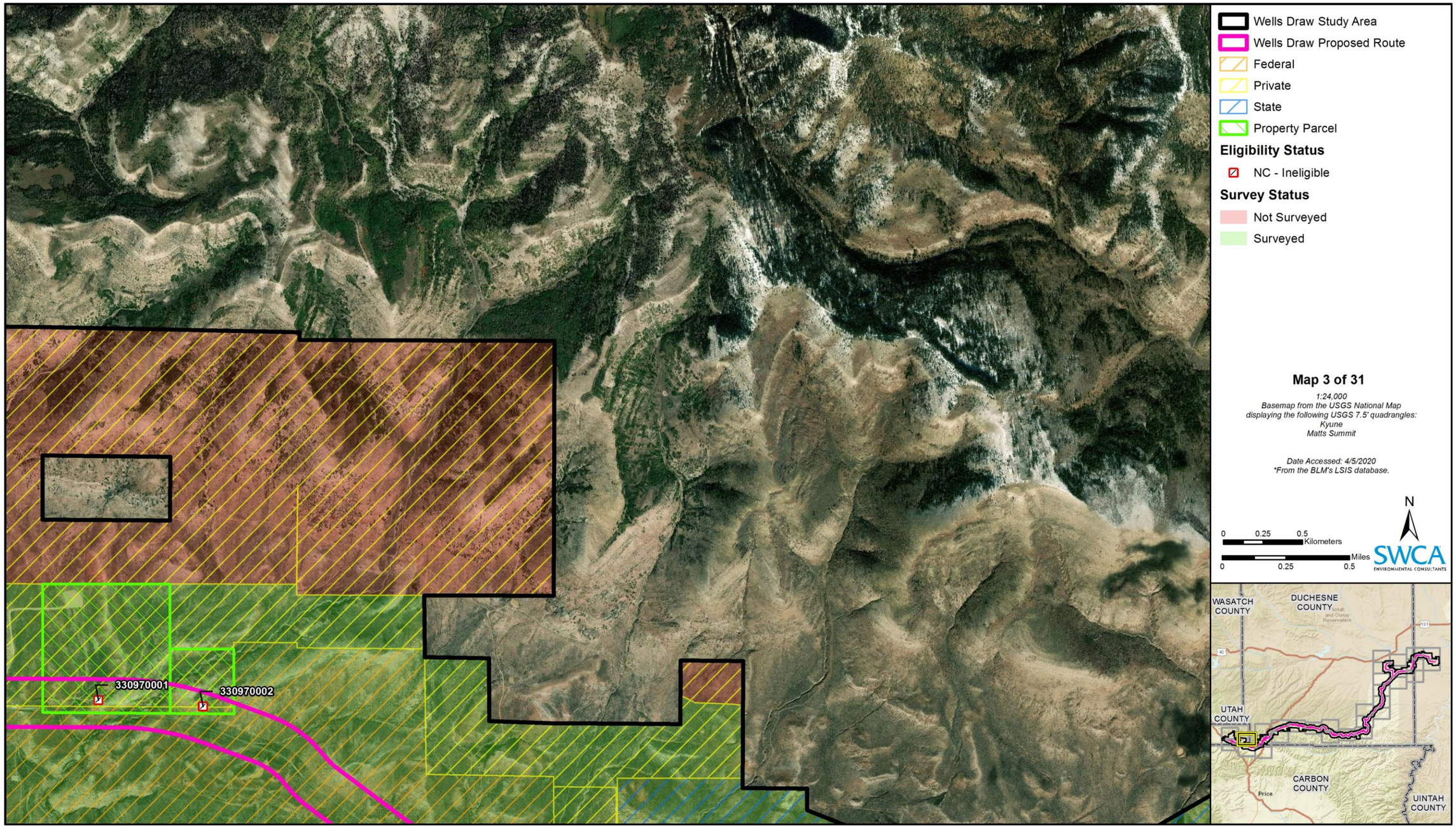

Figure C-34. Detailed results map for Wells Draw Proposed Route (map 3 of 31).

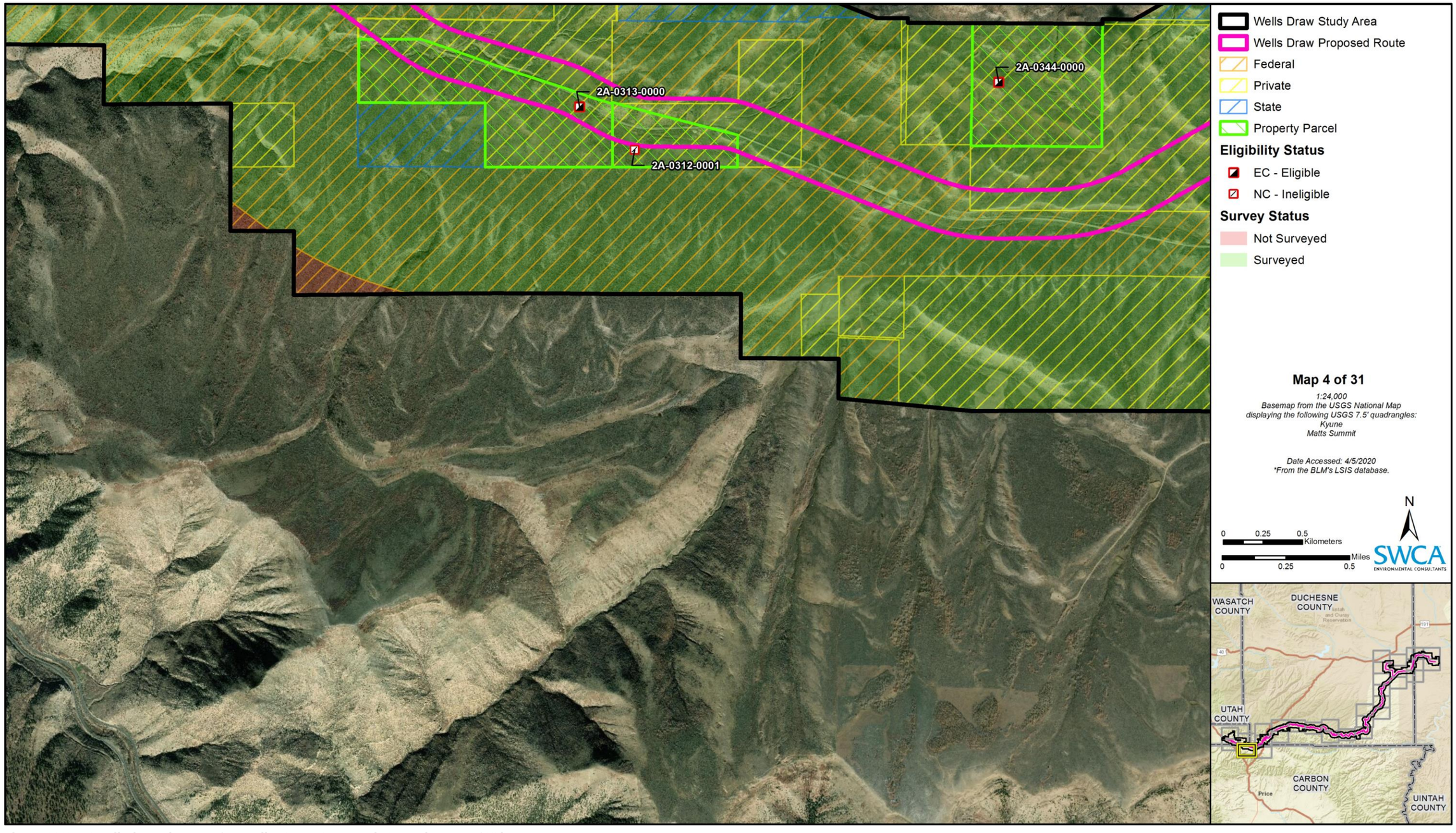

Figure C-35. Detailed results map for Wells Draw Proposed Route (map 4 of 31).

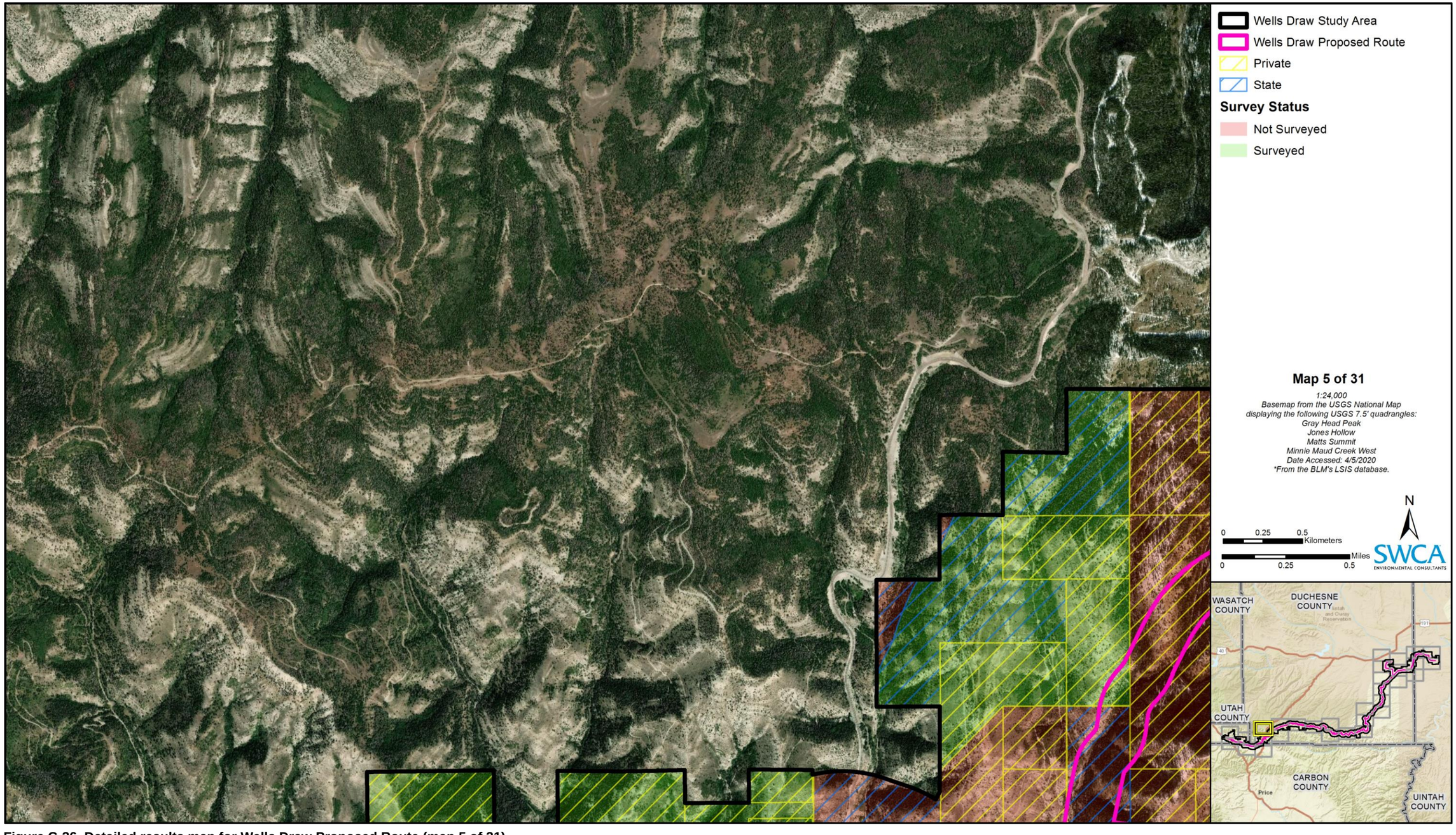

Figure C-36. Detailed results map for Wells Draw Proposed Route (map 5 of 31).

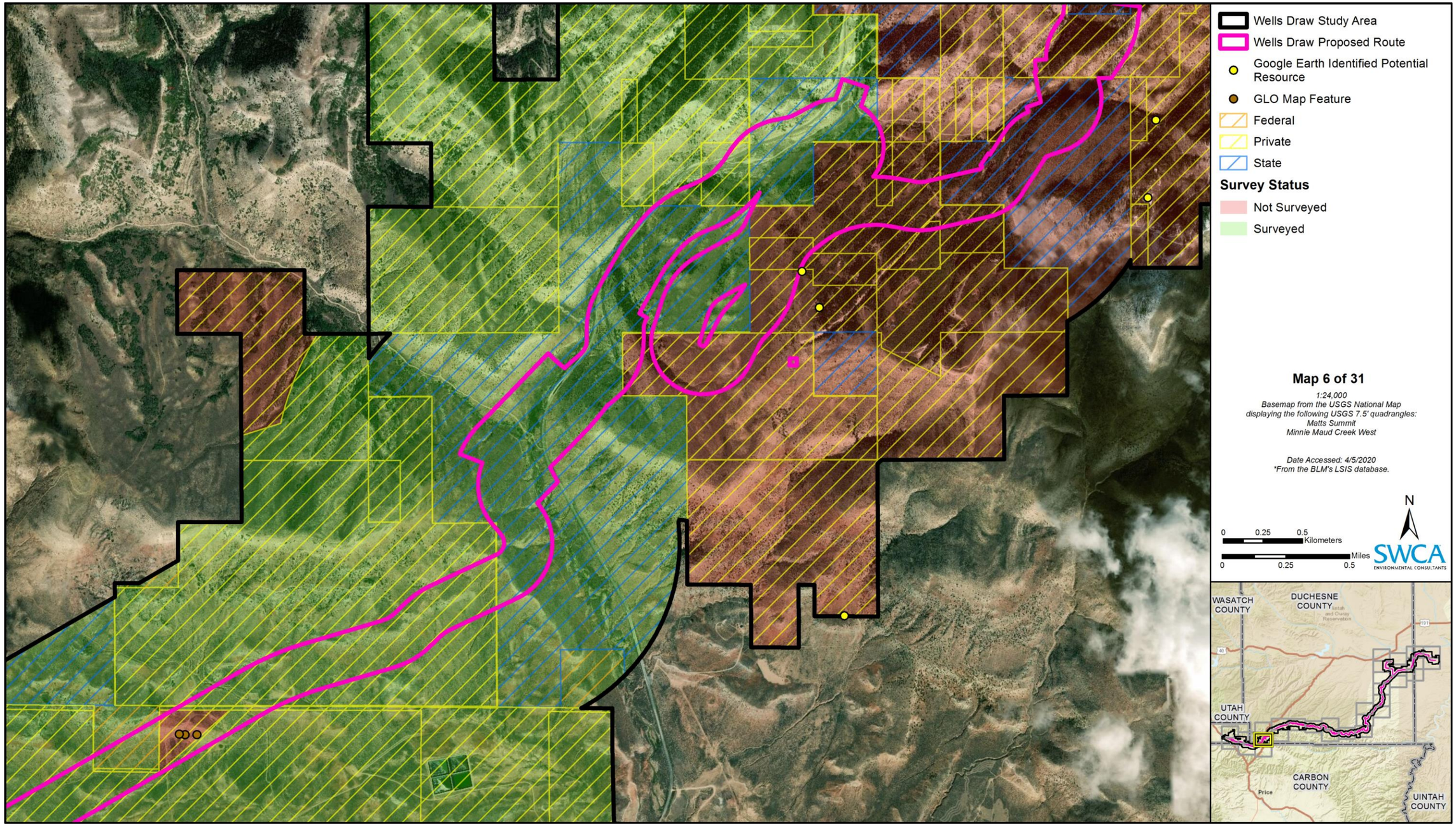

Figure C-37. Detailed results map for Wells Draw Proposed Route (map 6 of 31).

Figure C-38. Detailed results map for Wells Draw Proposed Route (map 7 of 31).

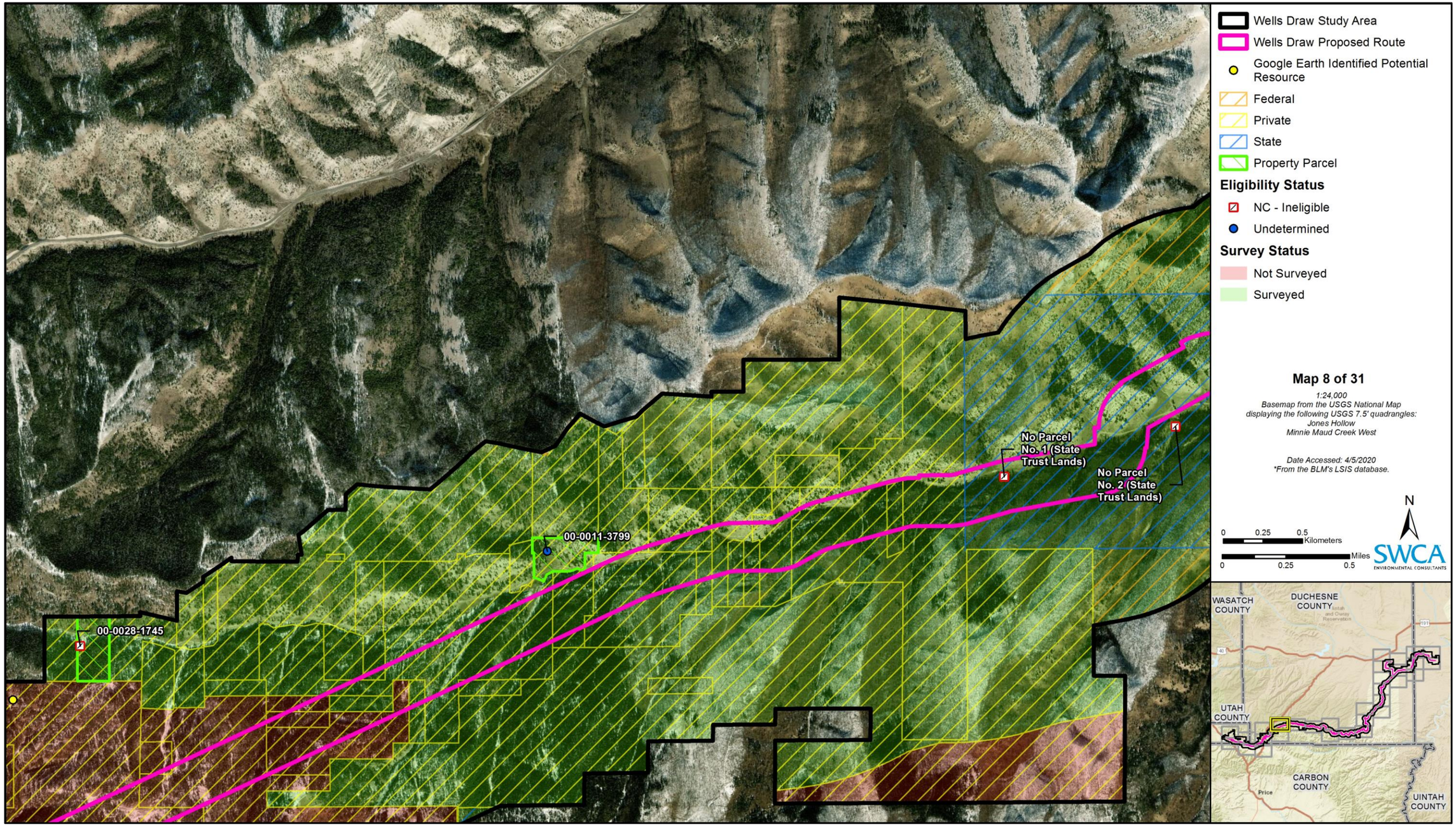

Figure C-39. Detailed results map for Wells Draw Proposed Route (map 8 of 31).

Figure C-40. Detailed results map for Wells Draw Proposed Route (map 9 of 31).

Figure C-41. Detailed results map for Wells Draw Proposed Route (map 10 of 31).

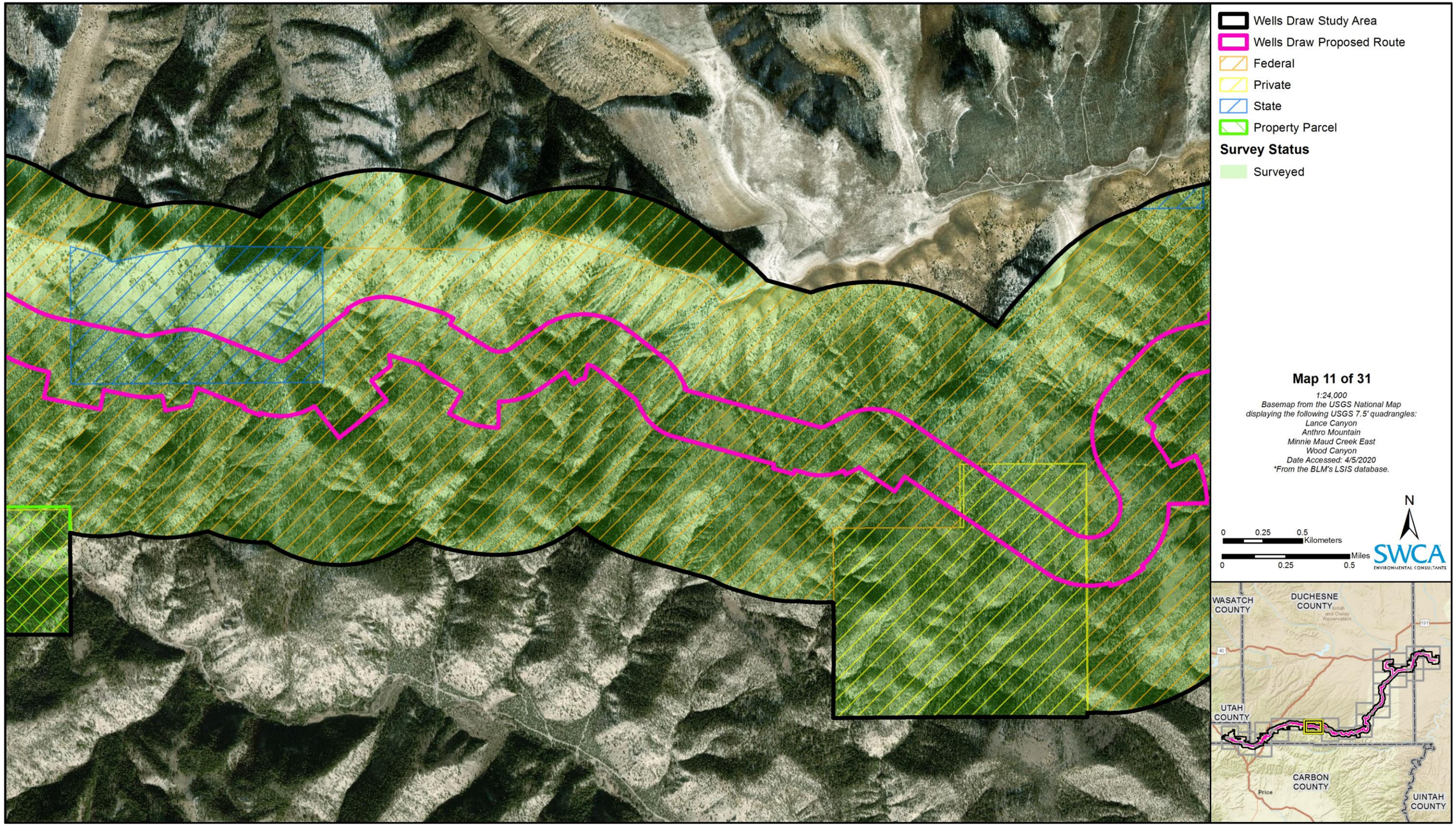

Figure C-42. Detailed results map for Wells Draw Proposed Route (map 11 of 31).

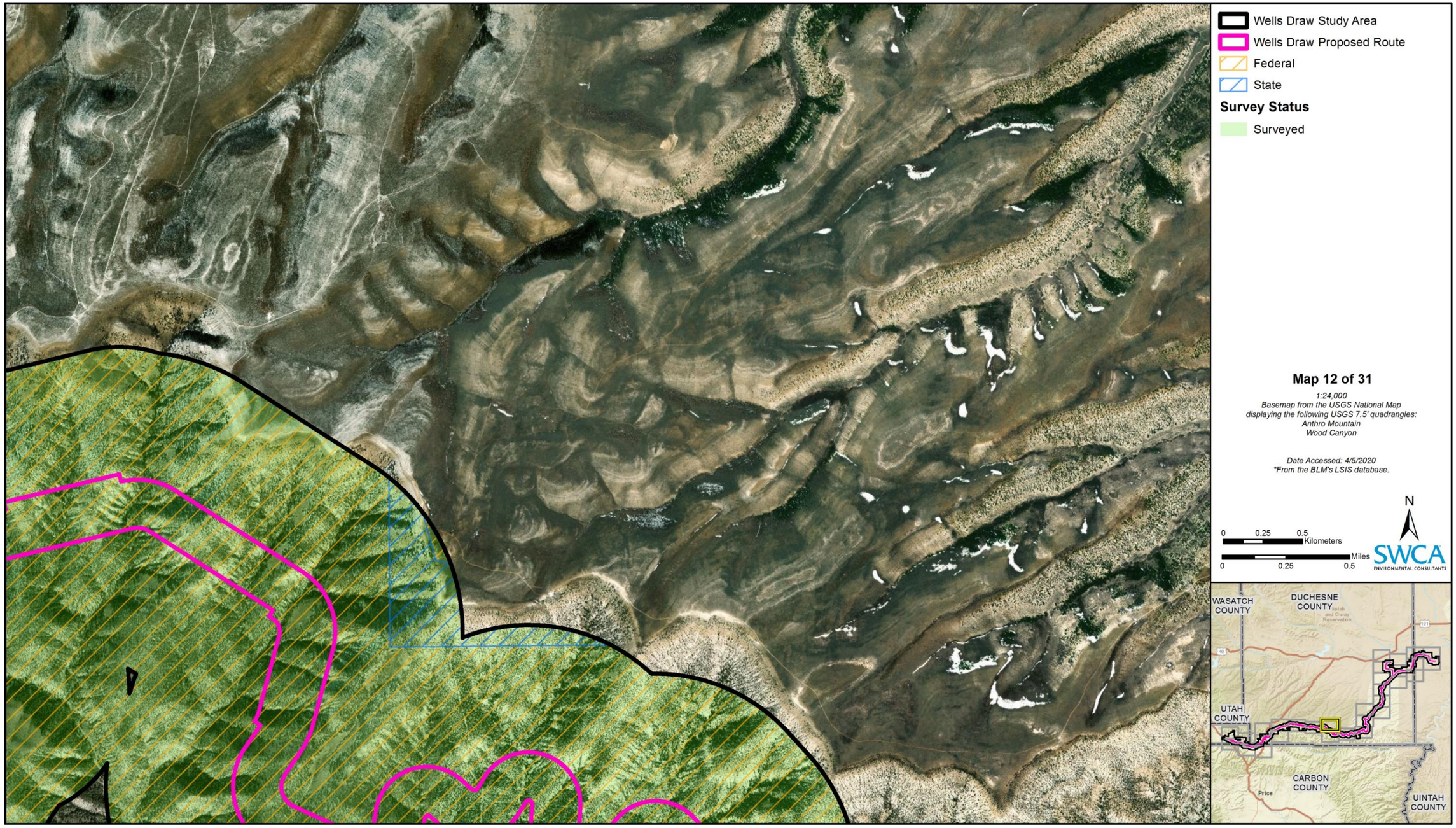

Figure C-43. Detailed results map for Wells Draw Proposed Route (map 12 of 31).

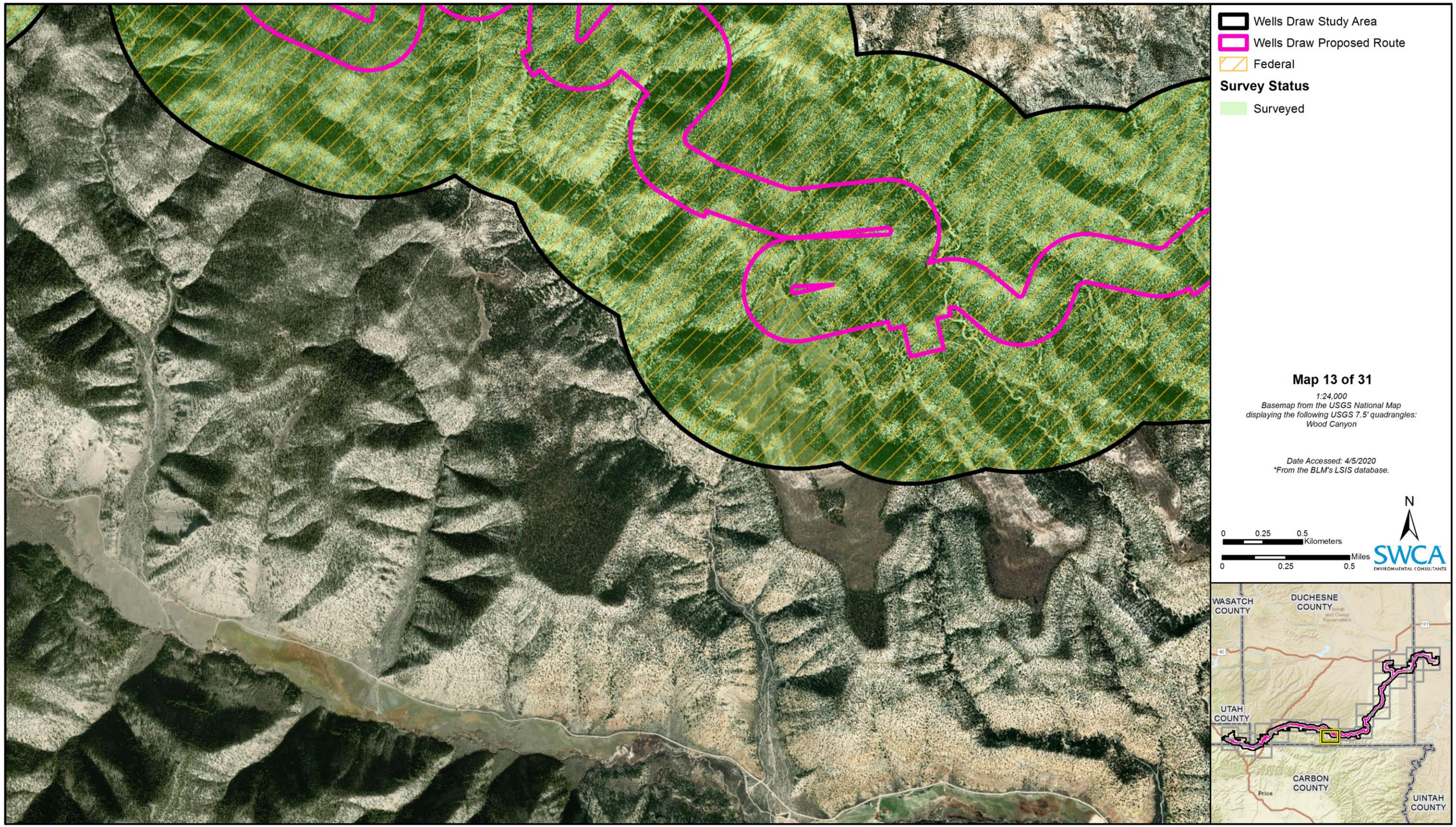

Figure C-44. Detailed results map for Wells Draw Proposed Route (map 13 of 31).

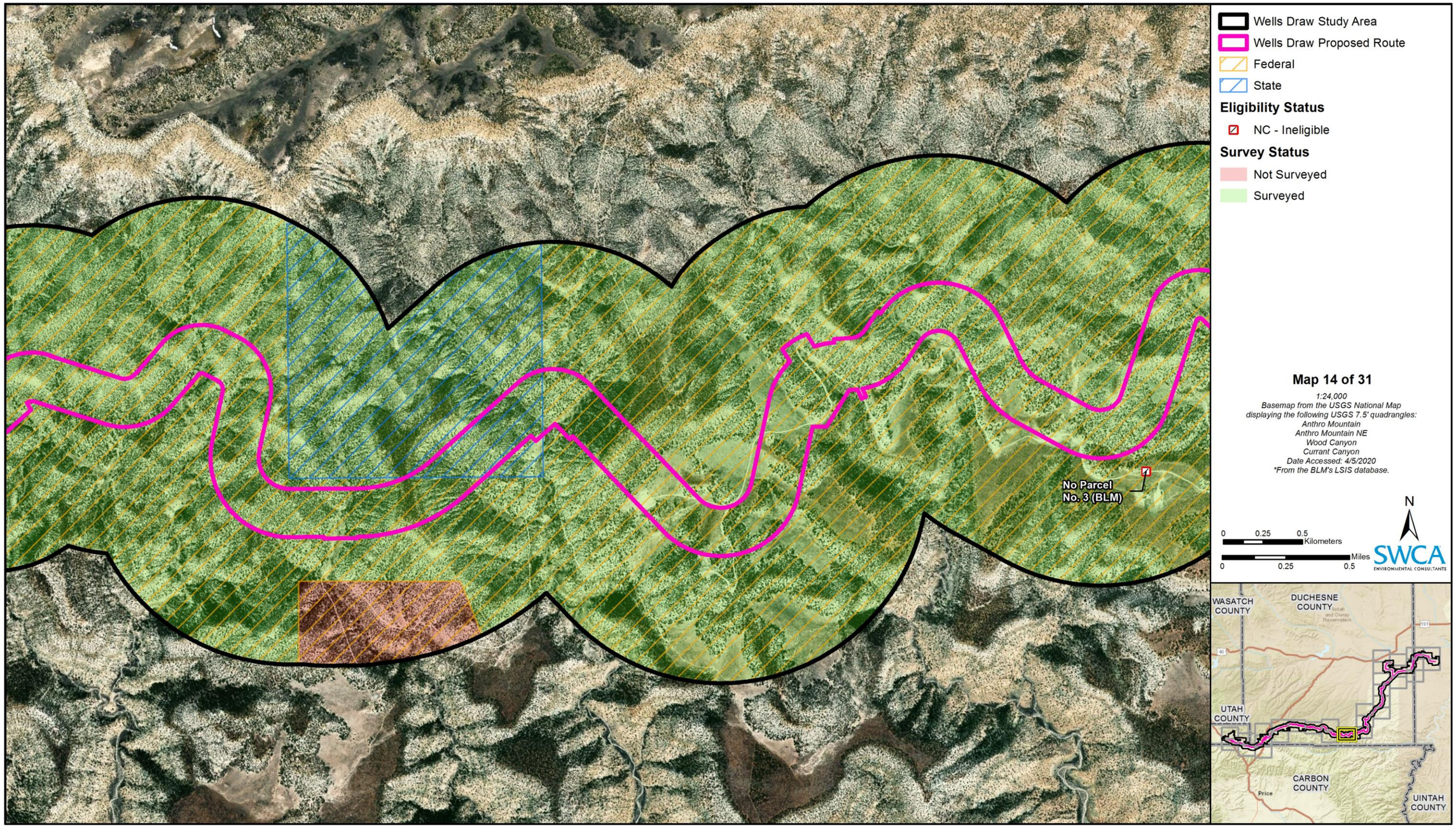

Figure C-45. Detailed results map for Wells Draw Proposed Route (map 14 of 31).

Figure C-46. Detailed results map for Wells Draw Proposed Route (map 15 of 31).

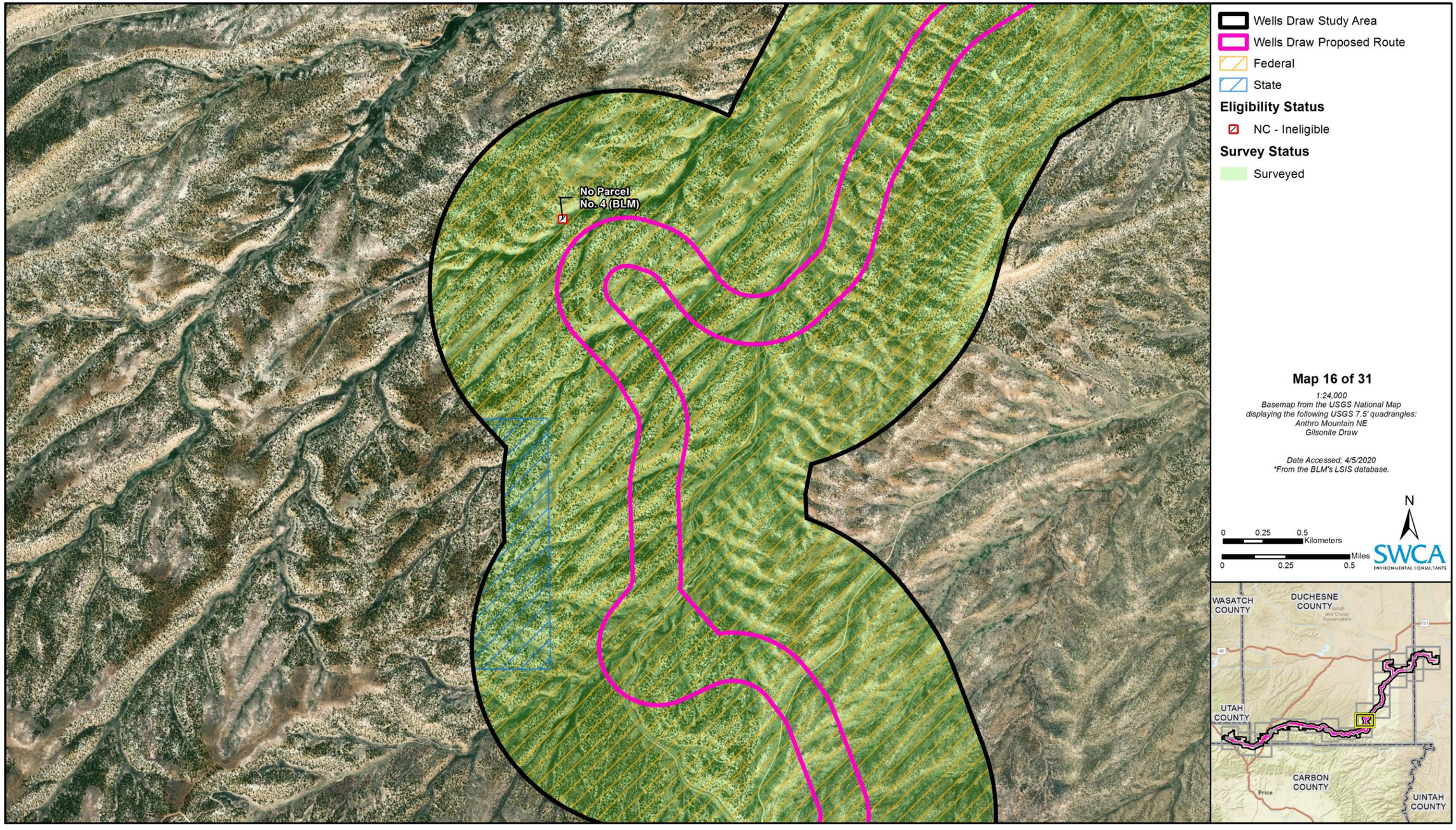

Figure C-47. Detailed results map for Wells Draw Proposed Route (map 16 of 31).

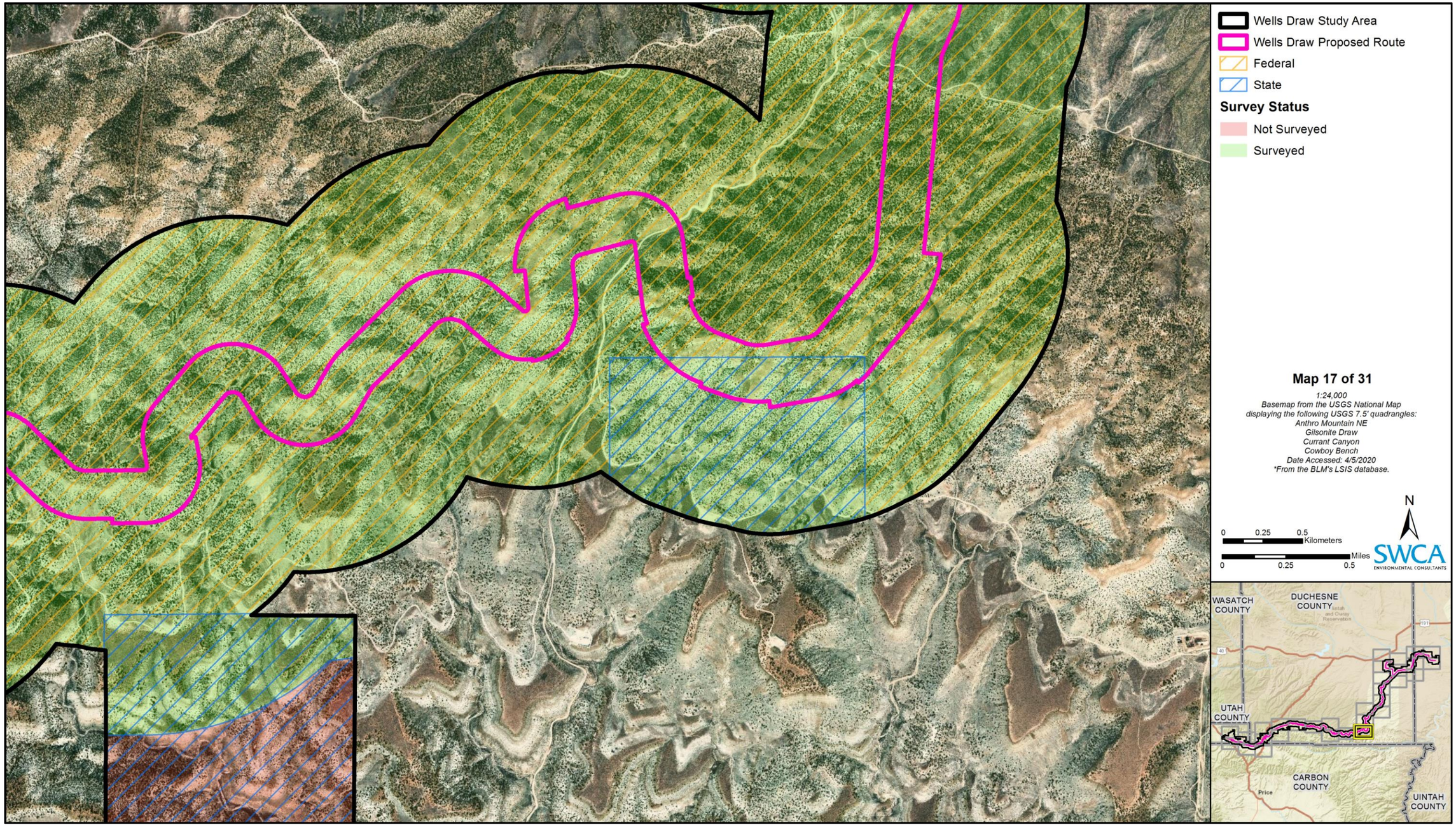

Figure C-48. Detailed results map for Wells Draw Proposed Route (map 17 of 31).

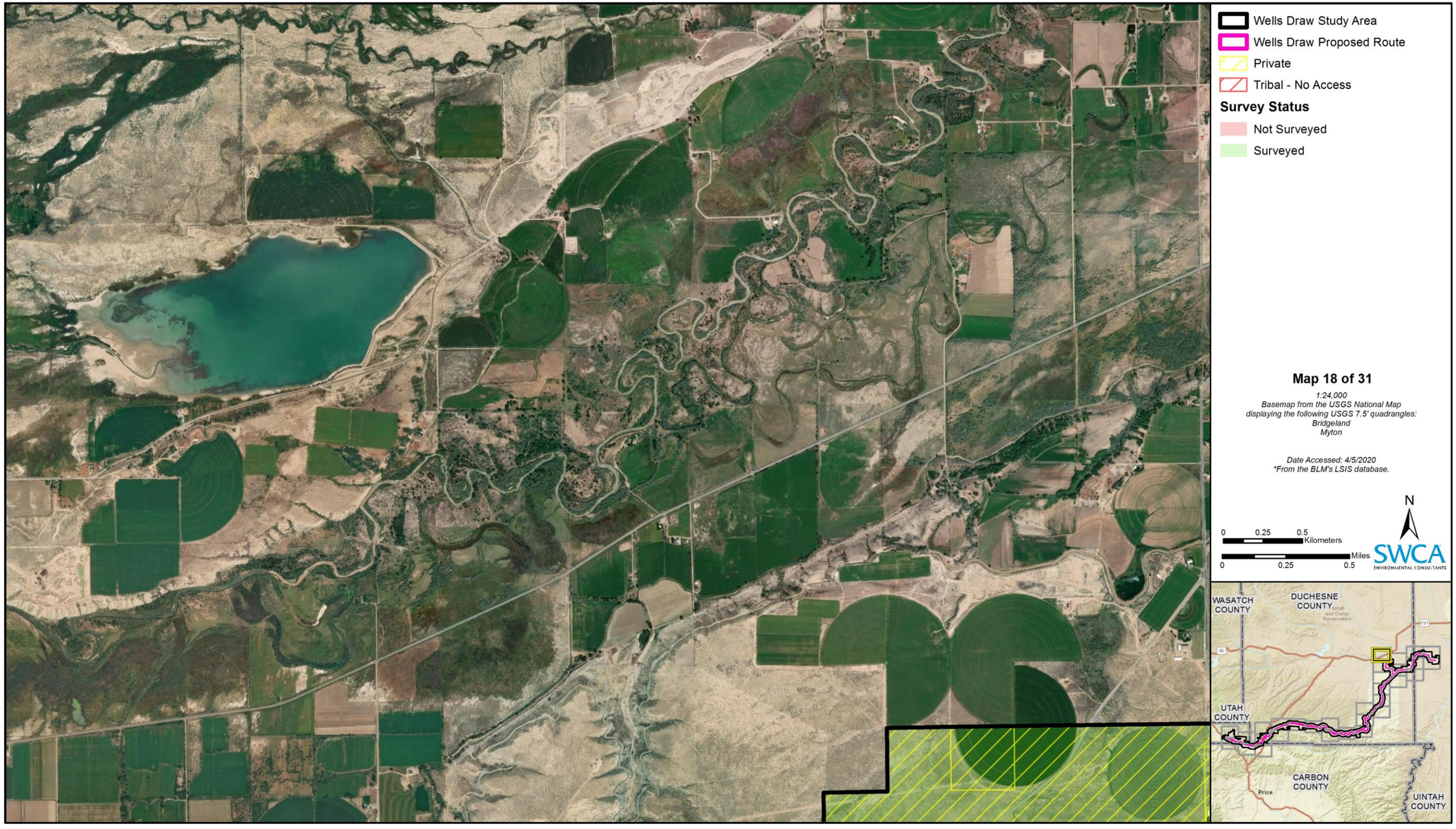

Figure C-49. Detailed results map for Wells Draw Proposed Route (map 18 of 31).

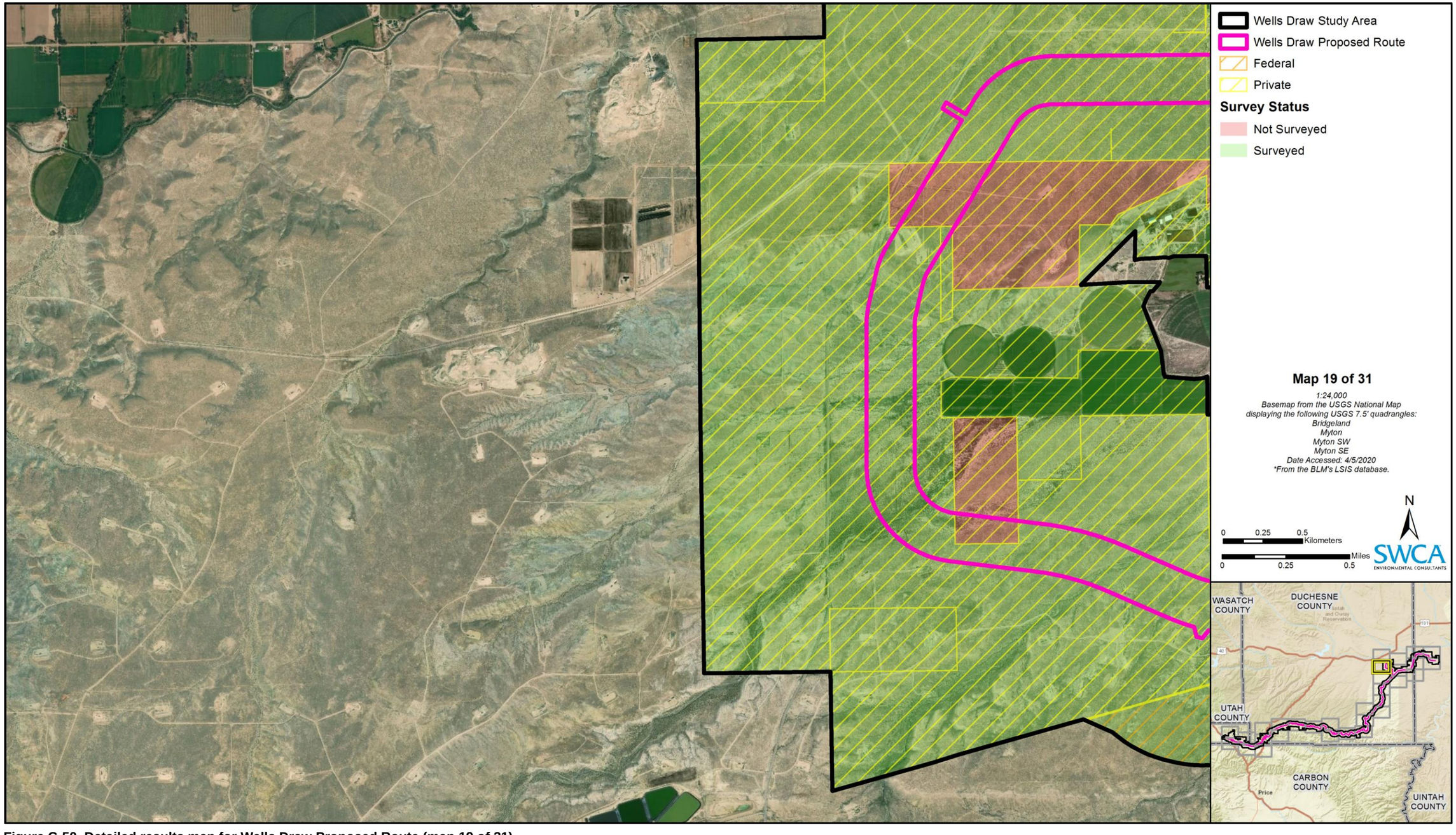

Figure C-50. Detailed results map for Wells Draw Proposed Route (map 19 of 31).

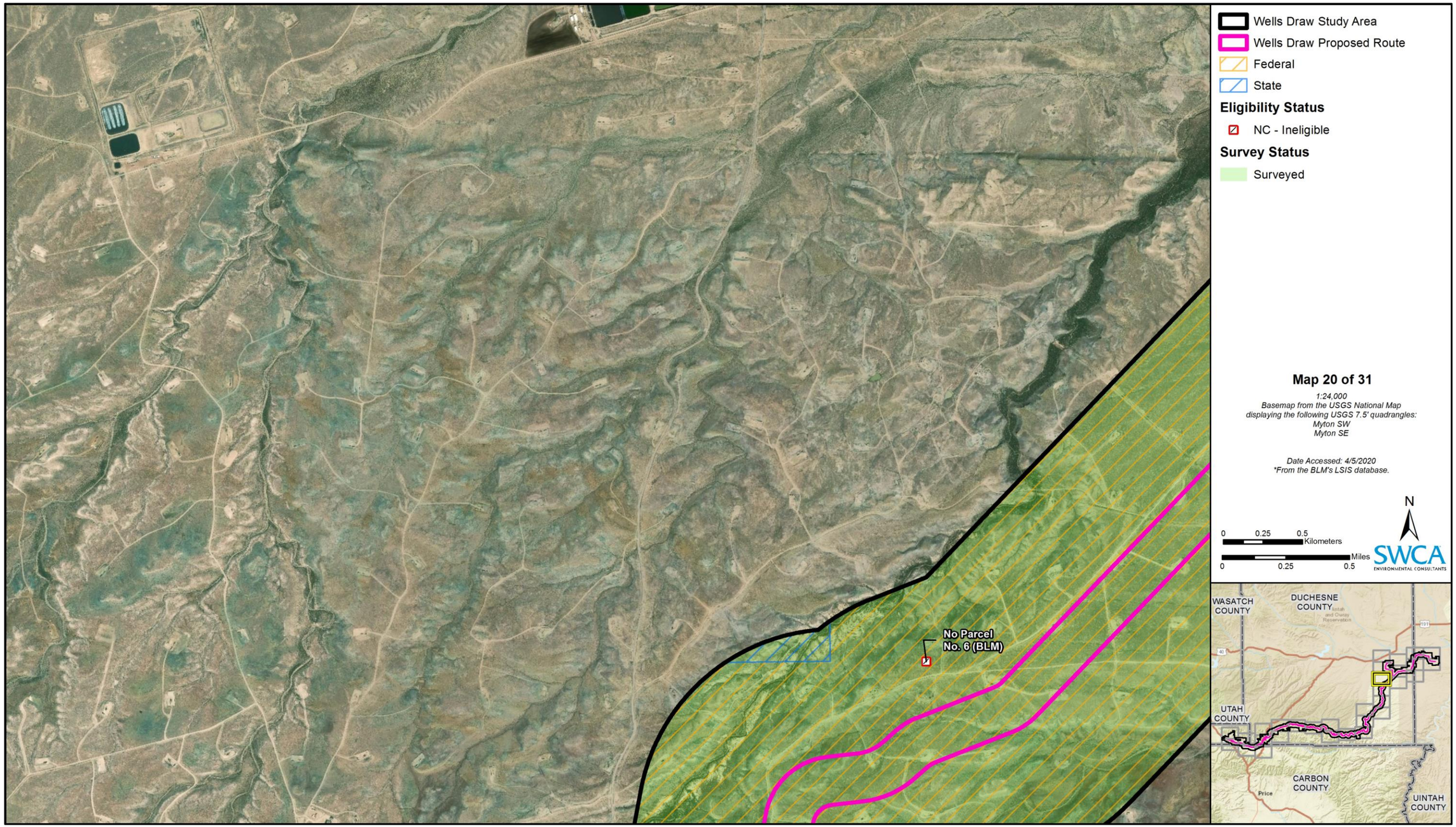

Figure C-51. Detailed results map for Wells Draw Proposed Route (map 20 of 31).

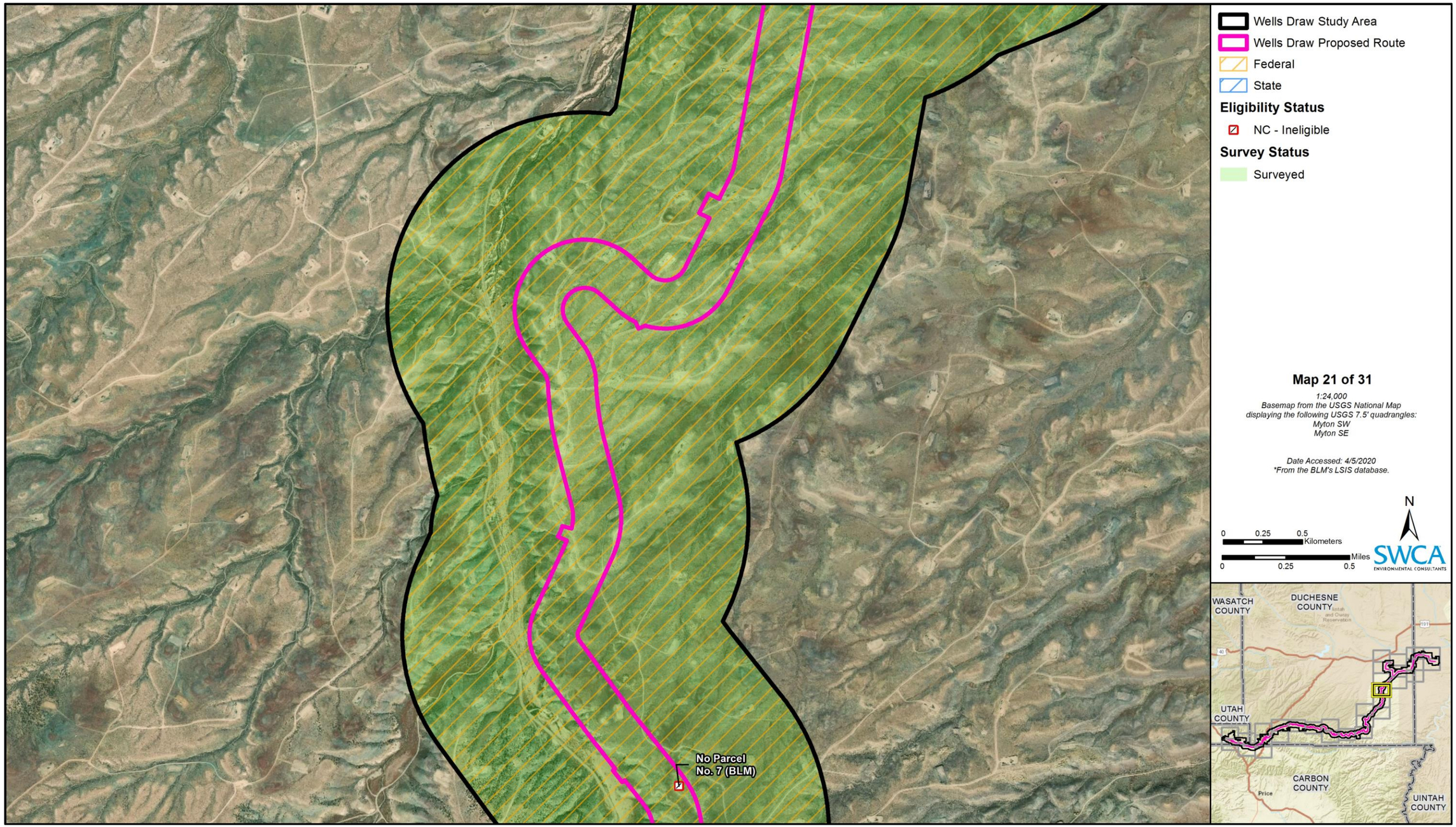

Figure C-52. Detailed results map for Wells Draw Proposed Route (map 21 of 31).

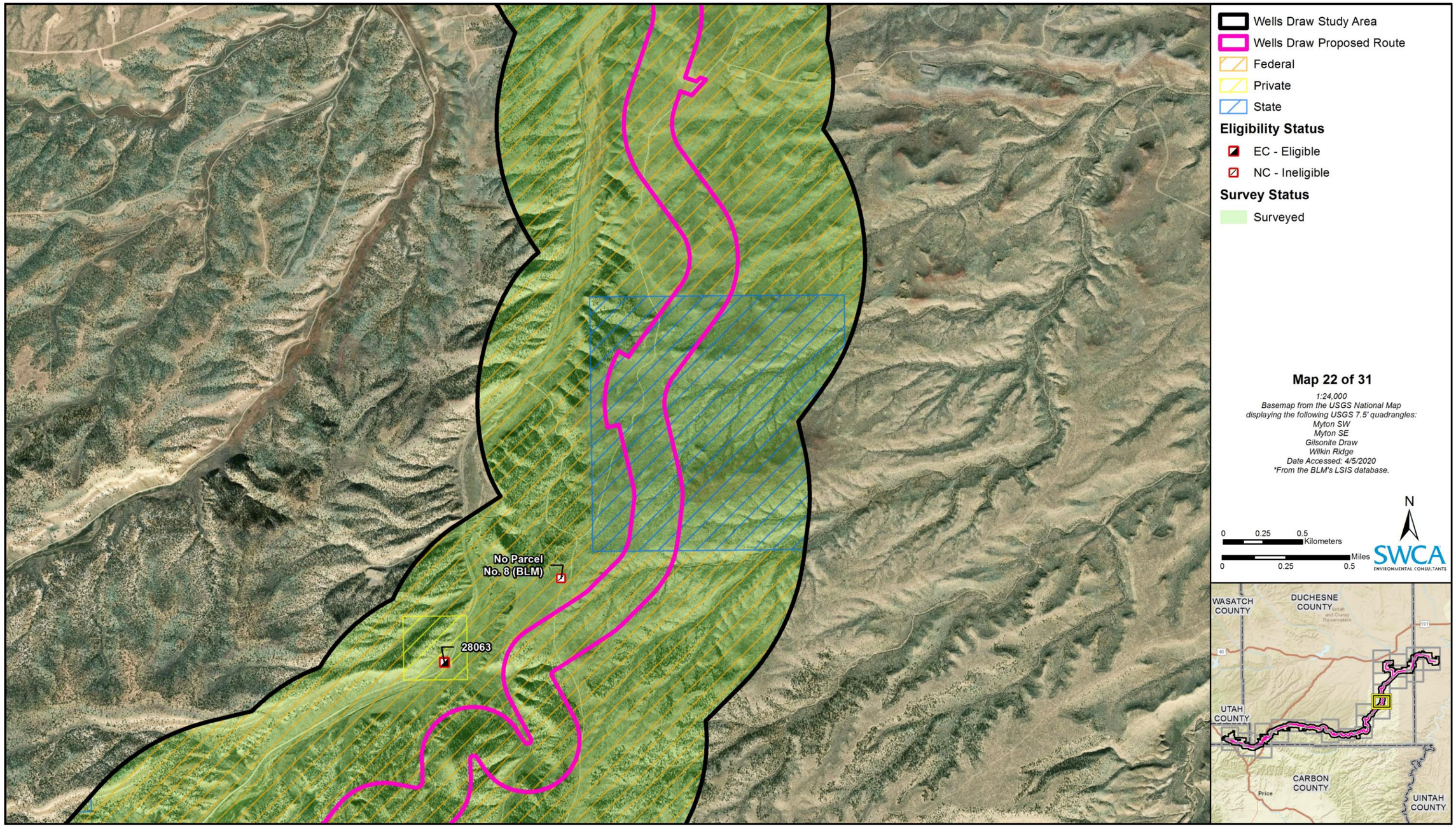

Figure C-53. Detailed results map for Wells Draw Proposed Route (map 22 of 31).

Figure C-54. Detailed results map for Wells Draw Proposed Route (map 23 of 31).

Figure C-55. Detailed results map for Wells Draw Proposed Route (map 24 of 31).

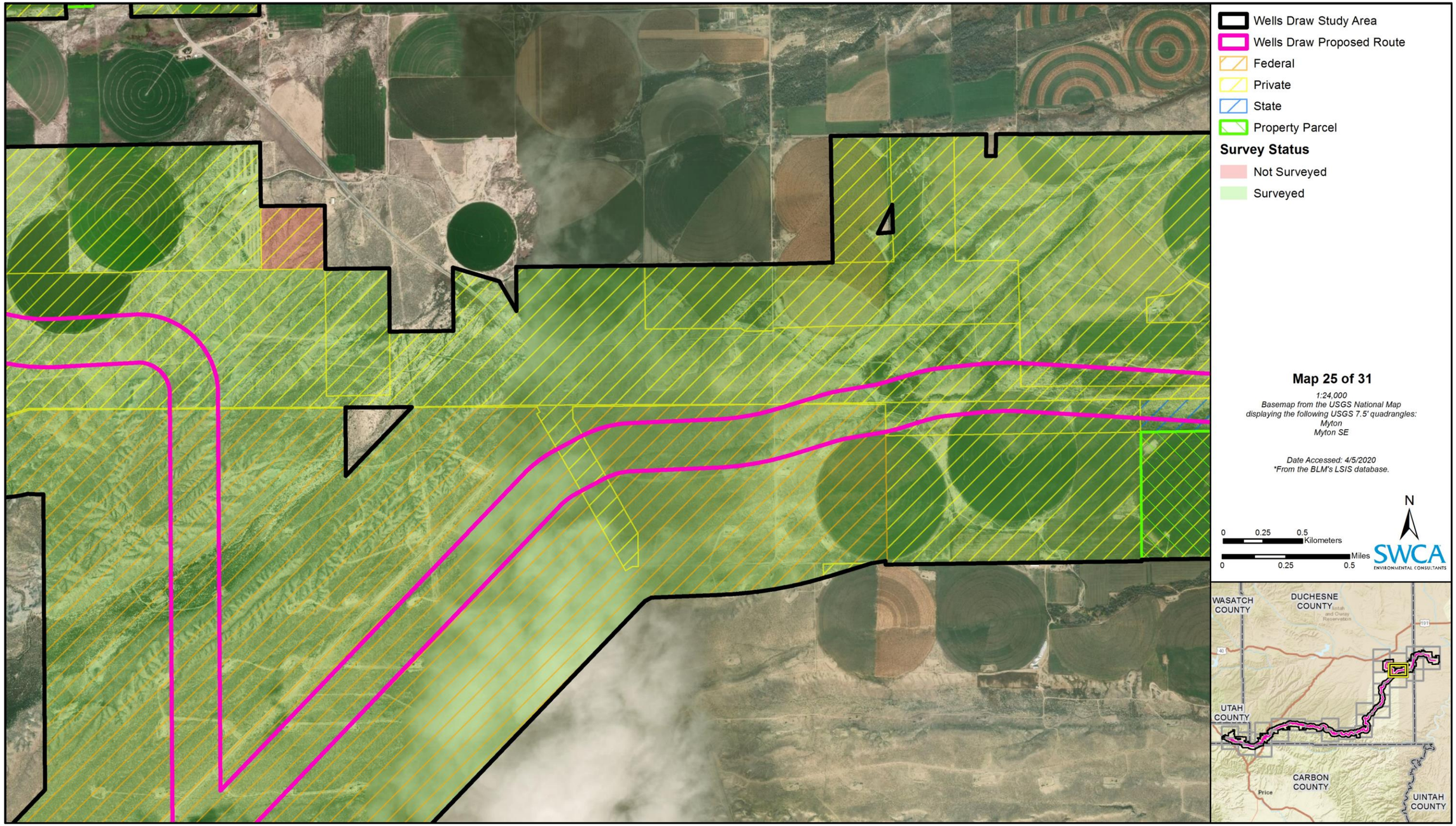

Figure C-56. Detailed results map for Wells Draw Proposed Route (map 25 of 31).

Figure C-57. Detailed results map for Wells Draw Proposed Route (map 26 of 31).

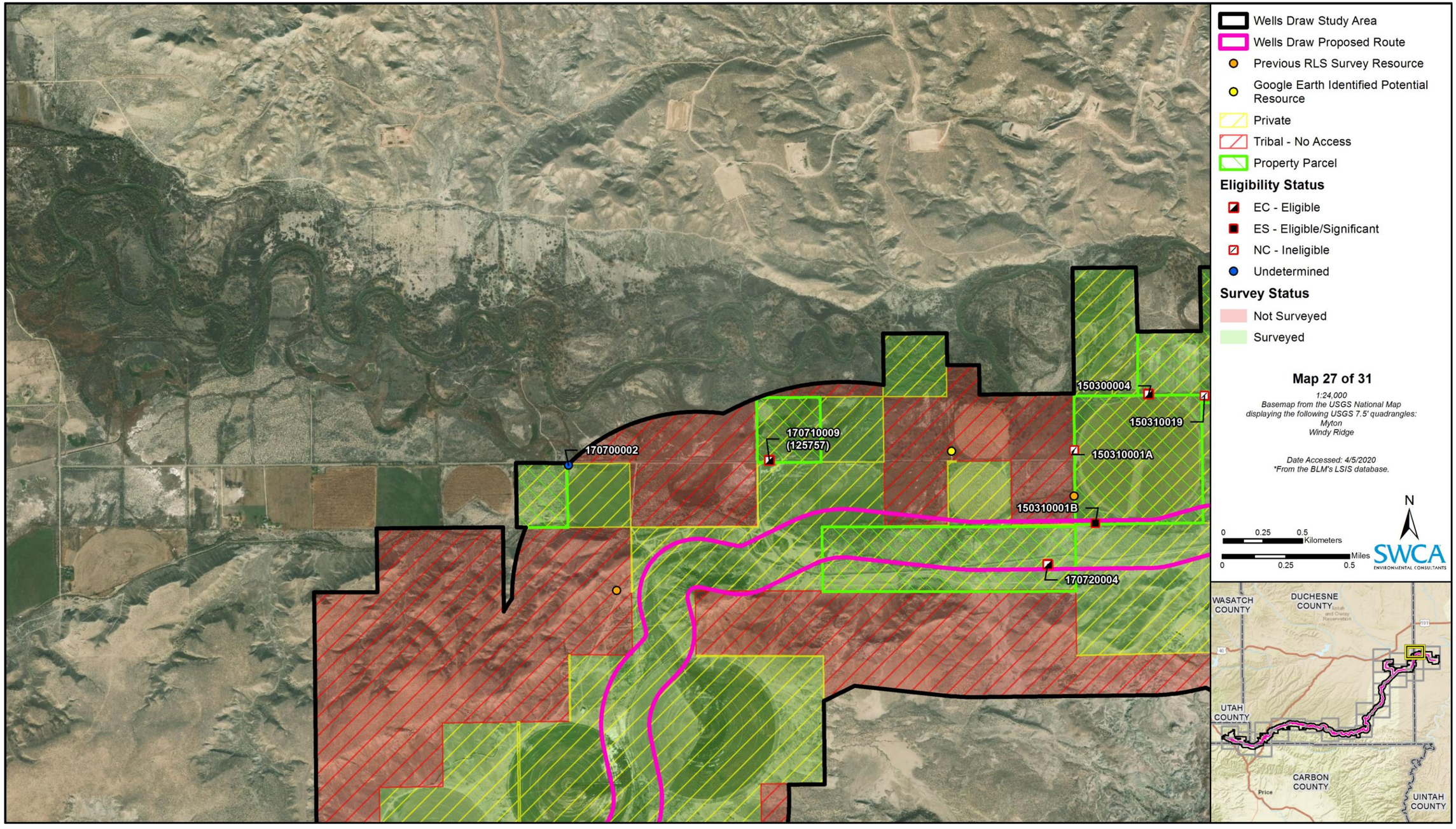

Figure C-58. Detailed results map for Wells Draw Proposed Route (map 27 of 31).

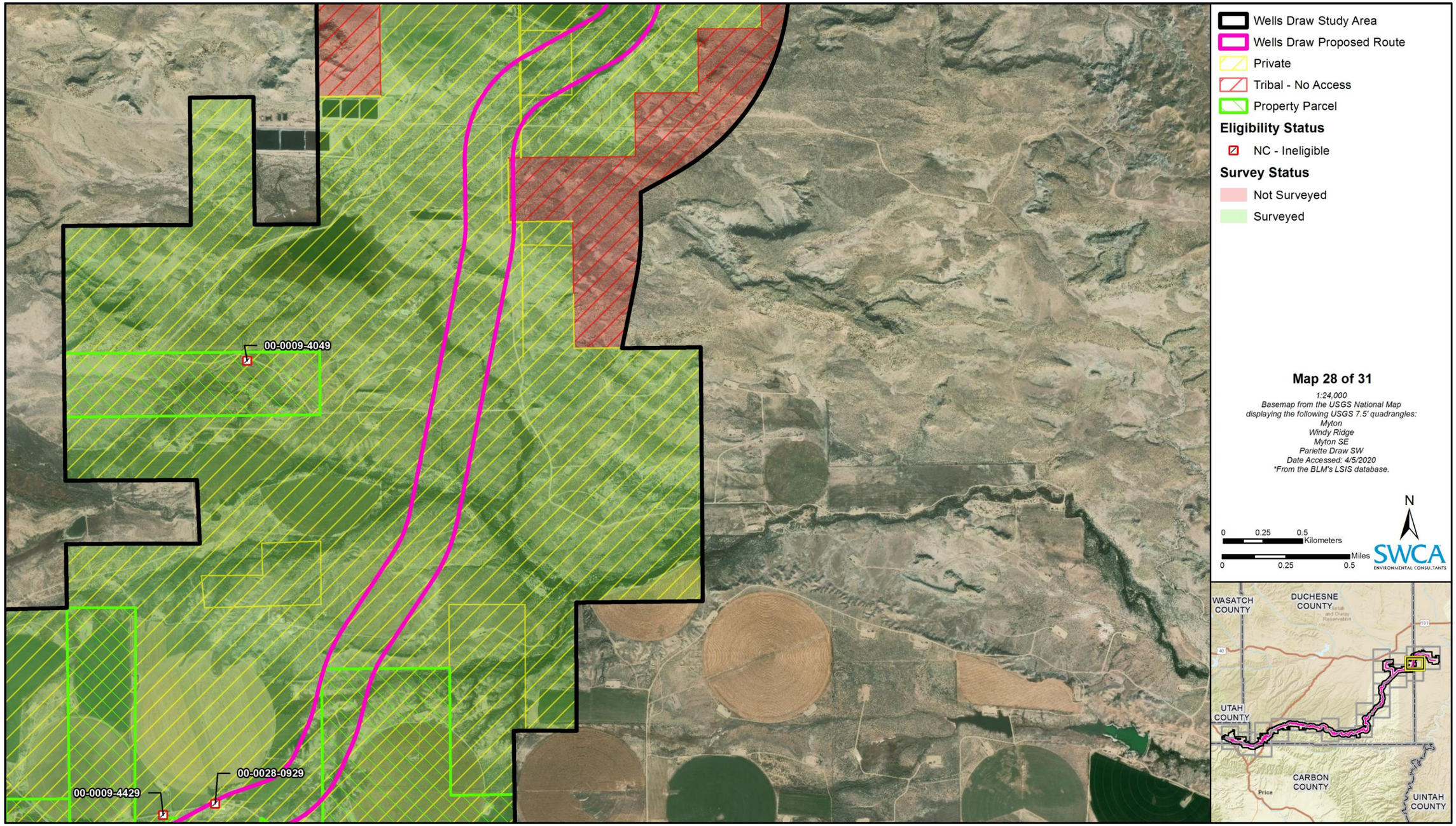

Figure C-59. Detailed results map for Wells Draw Proposed Route (map 28 of 31).

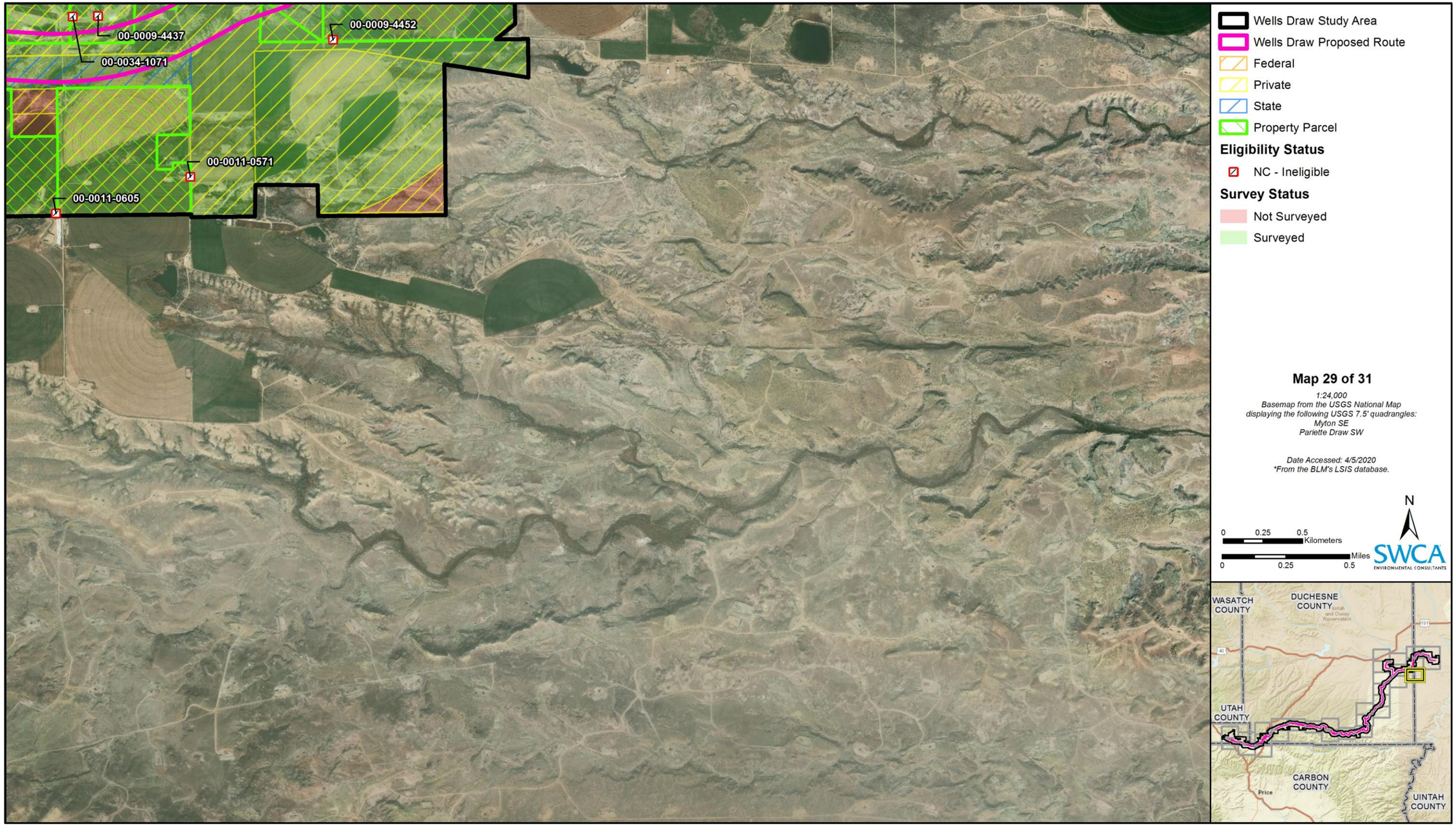

Figure C-60. Detailed results map for Wells Draw Proposed Route (map 29 of 31).

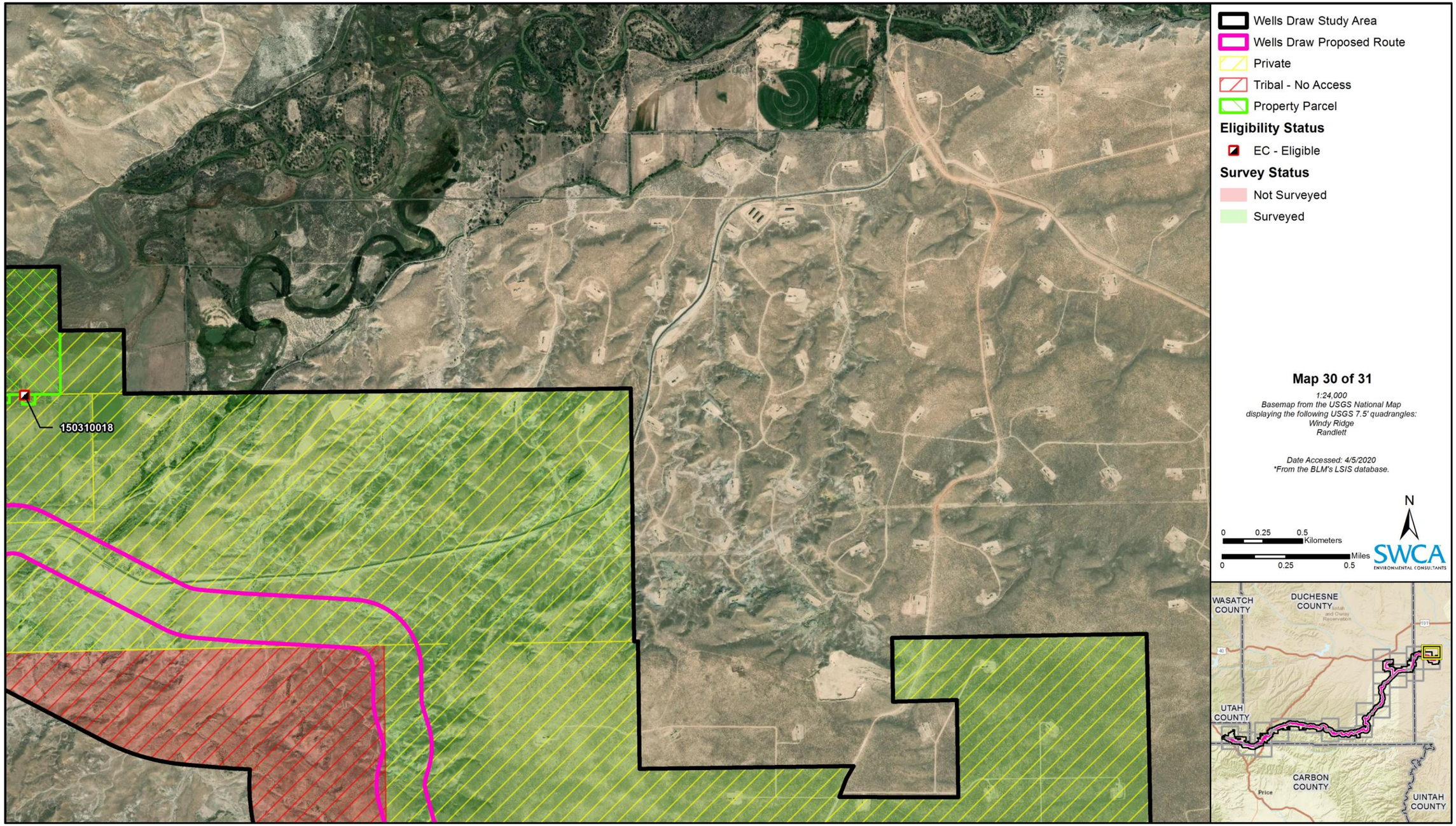

Figure C-61. Detailed results map for Wells Draw Proposed Route (map 30 of 31).

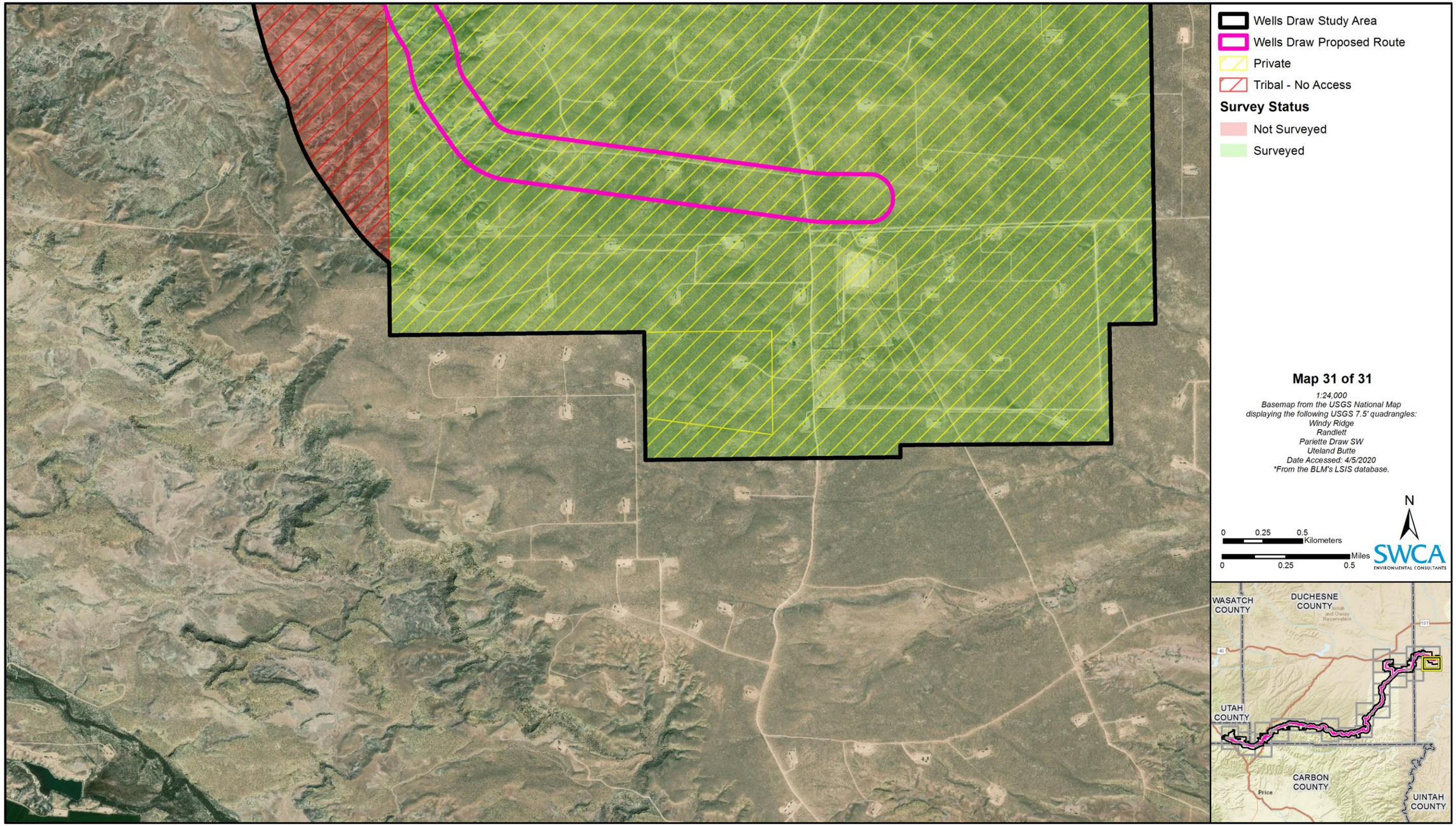

Figure C-62. Detailed results map for Wells Draw Proposed Route (map 31 of 31).

APPENDIX D

Property Data Table

Table D-1. Property Data

Parcel Number/ID (SHPO Property Record ID)	CountyID	Recommended Eligibility	Construction Year (Secondary Period of Construction)	Original Use	Plan Type	Style	Indian Canyon	Wells Draw	Whitmore Park
330610001	UT	U	ca. 1930	Unknown	N/A	20th C.: Other			Study Area Buffer
330700016	UT	NC	ca. 1960	Outdoor Recreation	Park	Other/Unclear Style	APE	APE	APE
330840001	UT	NC	ca. 1950	Animal Facility	Corral	Other/Unclear Style	APE	APE	APE
330970001	UT	NC	ca. 1930	Road Transp. Related	Bridge	Timber Stringer Bridge	APE	APE	APE
330970002	UT	NC	ca. 1930	Road Transp. Related	Bridge	Timber Stringer Bridge	APE	APE	APE
2A-0312-005F	CR	EC	ca. 1920	Rail Transp. Related	Other/ Undefined	Neoclassical	Study Area Buffer	Study Area Buffer	Study Area Buffer
330970015	UT	U	ca. 1940	Agricultural - Gen.	Shed - Misc.	Other/Unclear Style			APE
2A-0313-0000	CR	EC	ca. 1900	Animal Facility (Single Dwelling)	Corral	Other/Unclear Style	APE	APE	
2A-0312-0001	CR	NC	ca. 1900	Animal Facility	Corral	Other/Unclear Style	APE	APE	
2A-0344-0000	CR	EC	ca. 1900	Single Dwelling	Single Cell	20th C.: Other	Study Area Buffer	Study Area Buffer	Proposed Route Buffer
00-0028-1745	DU	NC	ca. 1940	Single Dwelling	Other Residential Type	20th C.: Other	APE	Study Area Buffer	APE
00-0011-0373	DU	EC	ca. 1910	Single Dwelling (Agricultural - Gen.)	Single Cell	20th C.: Other	APE		APE
00-0011-0340	DU	NC	ca. 1910	Single Dwelling (Agricultural - Gen.)	Hall-Parlor	20th C.: Other	APE		APE
42465	DU	ES	1914	Institutional Housing	Other Residential Type	20th C.: Other	Study Area Buffer		Study Area Buffer
00-0010-8088	DU	EC	ca. 1910	Single Dwelling	Single Cell	20th C.: Other	Study Area Buffer		Study Area Buffer
00-0009-9329 (24191)	DU	ES	ca. 1910	Single Dwelling (Agricultural - Gen.)	Other Residential Type	20th C.: Other	APE		APE
00-0009-9287	DU	ES	ca. 1911	Single Dwelling (Agricultural - Gen.)	Single Cell	20th C.: Other	APE		APE
00-0009-9154	DU	NC	ca. 1910	Road Transp. Related	Bridge	Timber Stringer Bridge	APE		APE
00-0031-5370	DU	NC	ca. 1975	Single Dwelling (Agricultural - Gen.)	Mobile Home	Mobile Home - Gen.	Proposed Route Buffer		Proposed Route Buffer
00-0010-7882	DU	NC	ca. 1950	Animal Facility	Loafing Shed	Other/Unclear Style	APE		APE
00-0010-7965	DU	EC	ca. 1905	Single Dwelling (Agricultural - Gen.)	Other Residential Type	20th C.: Other	APE		APE
00-0009-7562	DU	EC	ca. 1910	Single Dwelling	Double Cell	20th C.: Other	Study Area Buffer		Study Area Buffer
00-0009-7539	DU	NC	ca. 1930	Single Dwelling (Agricultural - Gen.)	Rectangular Block	Minimal Traditional	APE		APE
00-0009-7521	DU	NC	ca. 1905 (ca. 1990)	Single Dwelling (Agricultural - Gen.)	Rectangular Block	Manufactured Home - Gen.	Study Area Buffer		Study Area Buffer
00-0009-7505	DU	NC	ca. 1940	Agricultural - Gen.	Shed - Misc.	Other/Unclear Style	Study Area Buffer		Study Area Buffer
00-0009-5731	DU	U	ca. 1940	Single Dwelling	Other Residential Type	Other/Unclear Style	Study Area Buffer		Study Area Buffer
00-0028-9888	DU	NC	ca. 1970	Single Dwelling	Ranch/Rambler	Late 20th C.: Other	Study Area Buffer	Study Area Buffer	Study Area Buffer
00-0009-5632	DU	NC	ca. 1970	Single Dwelling	Mobile Home	Mobile Home - Gen.	Study Area Buffer		Study Area Buffer
00-0009-5640	DU	NC	ca. 1975	Single Dwelling	Split Entry with Garage	Split Entry - Gen.	Study Area Buffer		Study Area Buffer
00-0009-5608	DU	NC	ca. 1905 (ca. 1990)	Single Dwelling (Agricultural - Gen.)	Other Late 20th c. Type	Late 20th C.: Other	Study Area Buffer	Study Area Buffer	Study Area Buffer
00-0033-8493	DU	NC	ca. 1960	Single Dwelling	Ranch with Garage	Ranch/Rambler - Gen.	Study Area Buffer		Study Area Buffer
00-0009-5590	DU	NC	ca. 1950	Single Dwelling (Agricultural - Gen.)	Ranch/Rambler	Ranch/Rambler - Gen.	Study Area Buffer		Study Area Buffer
00-0901-3552	DU	EC	ca. 1950	Energy Facility	Other/ Undefined	Brutalism	Study Area Buffer		Study Area Buffer

Parcel Number/ID (SHPO Property Record ID)	CountyID	Recommended Eligibility	Construction Year (Secondary Period of Construction)	Original Use	Plan Type	Style	Indian Canyon	Wells Draw	Whitmore Park
00-0034-0737	DU	NC	ca. 1920 (ca. 1960)	Single Dwelling	Ranch/Rambler	Ranch/Rambler - Gen.	Study Area Buffer		Study Area Buffer
00-0009-5335	DU	EC	ca. 1975	Single Dwelling	Split Entry with Garage	Split Entry - Gen.	Study Area Buffer		Study Area Buffer
00-0009-4684	DU	U	ca. 1930	Single Dwelling	Other Residential Type	Other/Unclear Style	Study Area Buffer		Study Area Buffer
00-0030-8217	DU	NC	ca. 1960	Single Dwelling	Mobile Home	Mobile Home - Gen.	APE		APE
00-0035-1072	DU	NC	ca. 1955	Single Dwelling	Box Ranch	Box Ranch	Study Area Buffer		Study Area Buffer
00-0009-5418	DU	NC	ca. 1950	Agricultural Outbuilding	Shed - Misc.	Other/Unclear Style	APE		APE
00-0009-3876	DU	EC	ca. 1950	Single Dwelling	WWII-Era Cottage	Minimal Traditional	Study Area Buffer		Study Area Buffer
170700002	UI	U	ca. 1970	Single Dwelling (Agricultural - Gen.)	Other/ Undefined	Other/Unclear Style		Study Area Buffer	
170710009 (125757)	UI	EC	ca. 1910	Single Dwelling	Single Cell	Other/Unclear Style		Study Area Buffer	
170720004	UI	EC	ca. 1910	Single Dwelling	Double Cell	Other/Unclear Style	Study Area Buffer	APE	Study Area Buffer
150310001A	UI	NC	ca. 1940	Animal Facility	Shed - Misc.	Other/Unclear Style		APE	
150310001B	UI	ES	ca. 1905	Single Dwelling	Single Cell	Other/Unclear Style		APE	
150300004	UI	EC	ca. 1940	Single Dwelling	Cape Cod	Post-WWII: Other		Study Area Buffer	
150310019	UI	NC	ca. 1950	Agricultural - Gen.	Shed - Misc.	Other/Unclear Style		Study Area Buffer	
150310018	UI	EC	ca. 1975	Single Dwelling	Ranch/Rambler	Ranch/Rambler - Gen.		Study Area Buffer	
00-0009-4049	DU	NC	ca. 1920	Animal Facility	Corral	Other/Unclear Style		Study Area Buffer	
00-0011-3799	DU	U	ca. 1950	Single Dwelling	Other/ Undefined	Other/Unclear Style		Study Area Buffer	
NO PARCEL NO. 1 (SITLA)	DU	NC	ca. 1920	Animal Facility	Corral	Other/Unclear Style		APE	
NO PARCEL NO. 2 (SITLA)	DU	NC	ca. 1900	Single Dwelling	Single Cell	20th C.: Other		Study Area Buffer	
00-0035-0193	DU	NC	ca. 1900	Single Dwelling	Single Cell	20th C.: Other		APE	
00-0011-5208	DU	EC	ca. 1920	Camp/Seasonal Housing (Agriculture - Gen.)	Single Cell	20th C.: Other		APE	
00-0032-2860	DU	NC	ca. 1910	Single Dwelling	Single Cell	20th C.: Other		APE	
00-0011-5257	DU	EC	1933	Single Dwelling (Agricultural - Gen.)	Single Cell	20th C.: Other		Study Area Buffer	
NO PARCEL NO. 3 (BLM)	DU	NC	ca. 1910	Other	Other/ Undefined	Other/Unclear Style		Study Area Buffer	
NO PARCEL NO. 4 (BLM)	DU	NC	ca. 1910	Animal Facility	Corral	Other/Unclear Style		Study Area Buffer	
NO PARCEL NO. 5 (BLM)	DU	NC	ca. 1950	Animal Facility	Corral	Other/Unclear Style		Study Area Buffer	
NO PARCEL NO. 6 (BLM)	DU	NC	ca. 1910	Other	Other/ Undefined	Other/Unclear Style		Study Area Buffer	
NO PARCEL NO. 7 (BLM)	DU	NC	ca. 1910	Other	Other/ Undefined	Other/Unclear Style		Proposed Route Buffer	
28063	DU	EC	ca. 1890	Road Transp. Related	Other/ Undefined	Other/Unclear Style		Study Area Buffer	
NO PARCEL NO. 8 (BLM)	DU	NC	ca. 1950	Animal Facility	Corral	Other/Unclear Style		Study Area Buffer	
00-0034-1071	DU	NC	ca. 1950	Single Dwelling	Mobile Home	Mobile Home - Gen.		Proposed Route Buffer	
00-0009-4437	DU	NC	ca. 1960	Single Dwelling (Agricultural - Gen.)	Box Ranch	Ranch/Rambler - Gen.		APE	
00-0009-4429	DU	NC	ca. 1975	Single Dwelling	Mobile Home	Mobile Home - Gen.		Proposed Route Buffer	

Parcel Number/ID (SHPO Property Record ID)	CountyID	Recommended Eligibility	Construction Year (Secondary Period of Construction)	Original Use	Plan Type	Style	Indian Canyon	Wells Draw	Whitmore Park
00-0011-0605	DU	NC	ca. 1920	Agricultural - Gen.	Shed - Misc.	Other/Unclear Style		Study Area Buffer	
00-0011-0571	DU	NC	ca. 1950 (ca. 1980)	Agricultural - Gen.	Quonset Hut	Quonset Hut		Study Area Buffer	
00-0028-0929	DU	NC	ca. 1940	Single Dwelling	Cape Cod	Minimal Traditional		APE	
00-0009-4452	DU	NC	ca. 1920 (ca. 1960)	Single Dwelling	Hall-Parlor	20th C.: Other		APE	
2A-0357-0000A		NC	ca. 1920	Road Transp. Related	Bridge	Bridge: Other			Study Area Buffer
2A-0357-0000B (37458)		ES	1918	Monument/Marker	Monument	Other/Unclear Style			Study Area Buffer
2A-0357-0000C		NC	ca. 1930	Animal Facility	Corral	Other/Unclear Style			Study Area Buffer
2A-0357-0000D		NC	ca. 1920	Road Transp. Related	Bridge	Bridge: Other			Study Area Buffer
2A-0357-0000E		NC	ca. 1930	Other	Dam	Other/Unclear Style			Study Area Buffer
2A-0338-0000		EC	ca. 1910	Single Dwelling	Single Cell	Other/Unclear Style			Study Area Buffer
2A-0425-0000		EC	ca. 1905	Single Dwelling (Agricultural - Gen.)	Single Cell	Other/Unclear Style			APE
2A-0427-0000		NC	ca. 1920	Animal Facility	Corral	Other/Unclear Style			Study Area Buffer
2A-0428-0000		EC	ca. 1910	Single Dwelling	Single Cell	20th C.: Other			Study Area Buffer
00-0034-6840		NC	ca. 1950	Extraction/Mining	Mining - Other/Misc.	Other/Unclear Style			Study Area Buffer

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