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National Park Service  
Cultural Landscapes Inventory  
2014



Moose-Wilson Road Corridor  
Grand Teton National Park

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## Inventory Unit Summary and Site Plan

### Inventory Unit

Cultural Landscape Inventory Name:	Moose-Wilson Road Corridor
Cultural Landscape Inventory Number:	[Number to be added]
Parent Cultural Landscape Inventory Name:	Grand Teton National Park landscape
Parent Cultural Landscape Inventory Number:	890193
Park Name:	Grand Teton National Park
Park Alpha Code:	GRTE
Park Org Code:	1460

#### Landscape/Component Landscape Description:

This document constitutes a Cultural Landscape Inventory (CLI) for the Moose-Wilson Road Corridor located within Grand Teton National Park (subsequently referred to in this document as “Park”). For the purposes of this CLI, the Moose-Wilson Road is considered a component landscape—the Moose-Wilson Road Corridor cultural landscape—of the parent landscape, the Grand Teton National Park cultural landscape.

The Moose-Wilson Road Corridor is situated in the state of Wyoming in western Teton County. The 63.1 acre corridor is comprised of two Landscape Areas—the Moose-Wilson Road Landscape Area and the Death Canyon Road Landscape Area. The majority of the corridor follows the alignment of Moose-Wilson Road, which originates at Highway 22 approximately 1 mile west of the community of Wilson and continues to the north-northeast, past Teton Village, before entering Grand Teton National Park at the Granite Canyon Entrance Station. The road then follows a northeast trending alignment through the Park, where it intersects with the Death Canyon Road; from this intersection the Moose-Wilson Road continues and curves to the southeast to provide access to the Park Service headquarters in Moose. The Death Canyon Road extends to the north and west of its intersection with the Moose-Wilson Road. The road passes the National Register of Historic Places (NRHP)-listed White Grass Ranch Historic District and terminates at the Death Canyon Trailhead. Both roads extend through richly diverse ecological areas with the coniferous forest of the Teton Range located to the north and west and the riparian area of the Snake River to the east.

A wagon road providing a route for early settlers travelling along the eastern base of the Teton Range is first depicted on a 1892 General Land Office (GLO) map to the north of Wilson, west of the Snake River, and to the east of the current alignment of the Moose-Wilson Road. In 1894, William Menor established a homestead on the west side of the Snake River, in Township 43 North (T43N), Range 116 West (R116W), and developed a ferry which allowed settlers to travel back and forth between the eastern and western sides of the river. In 1908, the Teton National Forest was created and the portion of the Moose-Wilson Road located within T43N, R116W came under authority of the forest. The segments of the road to the south of this area remained on private or open public lands. In 1927, the Bureau of Public Roads constructed a steel truss bridge over the Snake River, in the area of Menor’s Ferry eliminating the need for the ferry service.

After the creation of the Grand Teton National Park in 1929, ownership of the road in T43N, R116W was transferred to the Park Service. In 1936 the Park Service constructed a new road alignment to the west of the existing road alignment to provide more direct access to the White Grass Ranger Station (formerly known as the White Grass Snow Shoe Cabin and White Grass Patrol Cabin). With the subsequent designation of the Jackson Hole National Monument in 1943, the portions of the road within T42N, R116W also came under the purview of the Park Service. In 1945 the Park Service re-aligned the portion of the Moose-Wilson Road within T42N, R116W. The 1936 and 1945 road segments, combined, form the basis of the modern Moose-Wilson Road.

Subsequent Park Service improvements to the Moose-Wilson Road continued in the 1950s with grading, surface treatment of the road, and the construction and installation of nine corrugated metal pipe (CMP) culverts. Between 1958 and 1960, the northernmost portion of the road was realigned to provide a more streamlined access to the new Park Service headquarters in Moose. A comparison of two maps dating from 1959 and 1975 indicate that the Moose-Wilson Road was extended from 6.8 miles to 7.3 miles; this likely occurred during realignment of the road between 1958 and 1960. The 1975 map also indicates that the five northernmost miles of the route were paved, while the lower 2.3 mile portion of the road was strictly graded. Interestingly, a Teton County highway map dating to 1980 does not include a key, but depicts the northernmost portion of the road, roughly north of Phelps Lake as a solid black line and the southern segment of the road as a dashed line, which suggests different surface treatments. A significant gap in available documentation limits the ability to define when the road took its current form; however, a 1998 road inventory states that the first 4.7 miles of the road, south from Moose were paved at which point a gravel section began and then terminated at milepost 6.14. The remainder of the road, to milepost 6.98, was noted as paved.

The construction of the Death Canyon Road dates to an early 1910s homestead claim and also provided access to the Death Canyon Trail on land owned by the Forest Service. In 1930 the Park Service constructed the White Grass Ranger Station and in 1936 the Park Service re-aligned a northern portion of the Moose-Wilson Road to connect to the Death Canyon Road and ranger station. By 1958, the northern portion of the Death Canyon Road was re-aligned to provide more direct access to the ranger station, parking area, and likely the Death Canyon Trailhead.

The information for historic resources of the Moose-Wilson Road Corridor cultural landscape contained herein was developed from archival research and two field visits completed by Logan Simpson Design Inc. (Logan Simpson) in 2014. Additionally, pertinent information about the road corridor has been incorporated from an existing historic transportation survey completed for the Park, as well as a National Register of Historic Places (NRHP) Determination of Eligibility (DOE) for the Moose-Wilson Road; a formal DOE for the Death Canyon Road has not been prepared. The historic transportation survey, which included documentation of the Moose-Wilson Road and 26 other transportation-related properties (e.g., trails and trail networks and a patrol cabin and bridge) within the Park, was completed by Stephen F. and Carol Drake Mehls of Western Historical Studies, Inc. in 1989; however, a report describing the study was not completed until 1995. As a result of that report, the Moose-Wilson Road was assigned archeological site number 48TE1205 and was recommended not eligible for inclusion in the NRHP due to its lack of engineered features and changes in function. The Wyoming State Historic Preservation Office (SHPO) did not concur with this recommendation, however, stating that “a change of function and lack of engineered features” was “not appropriate rationale for ineligibility,” and that the author failed to provide an explanation of how the property failed to meet the registration requirements (Keck 1995:5).

The Death Canyon Road and the Death Canyon Trail were also inventoried and assigned archeological site numbers (48TE1138 and 48TE1138) as part of the 1989 inventory. The 1995 report identified the

road (referred to as the “White Grass Ranger Station Road”), as “potentially eligible by the Wyoming SHPO’s staff for possible National Register stature as fifty years old and representative of the role of transportation in Grand Teton National Park history” (McKoy 1995:8). The Death Canyon Trail, located at the northern end of the Death Canyon Road, was recommended eligible for inclusion in the NRHP for its association with the “Valley Trails System” (formerly known as the Skyline Trail), a network of nine trails that were built or upgraded by the Park Service between 1931 and 1933 to provide access to major attractions within the newly-established Park (McKoy 1995:8).

The DOE for Moose-Wilson Road (referred to as “the Moose to Wilson Road”) was prepared in 2006 by William M. Harding of North Wind, Inc. Although the road was determined eligible for listing in the NRHP under Criterion A, C, and D, the DOE did not define a level of significance. The nominated roadway included two contributing resources—a timber stringer bridge and a double CMP culvert with a mortared rock headwall (described as a “mortared rock bridge”)—and eight non-contributing resources including seven CMPs and a concrete box culvert (CBC) (Harding 2006: 6-2). Although the exact age of the double CMP culvert is not known, and the original timber stringers of the bridge have been replaced with steel I-beams, Harding (2006: 6-2) argued that both of these structures contributed to the eligibility of the roadway as their design and materials are “consistent with a rural setting” and are consistent with “common highway features of the early 19<sup>th</sup> and 20<sup>th</sup> centuries.” The DOE defined the period of significance as 1892 to present, with the beginning year corresponding to the date that the road first appeared on a General Land Office (GLO) map for T41N, R116W (Harding 2006).

This CLI reduces the period of significance for the Moose-Wilson Road Corridor cultural landscape to A.D. 1936 to 1968. Of the structures originally included in the 2006 DOE for the Moose-Wilson Road, the CMP culverts retain integrity and together, with previously unidentified landscape features, are considered to be contributing components of the Moose-Wilson Road Corridor cultural landscape.

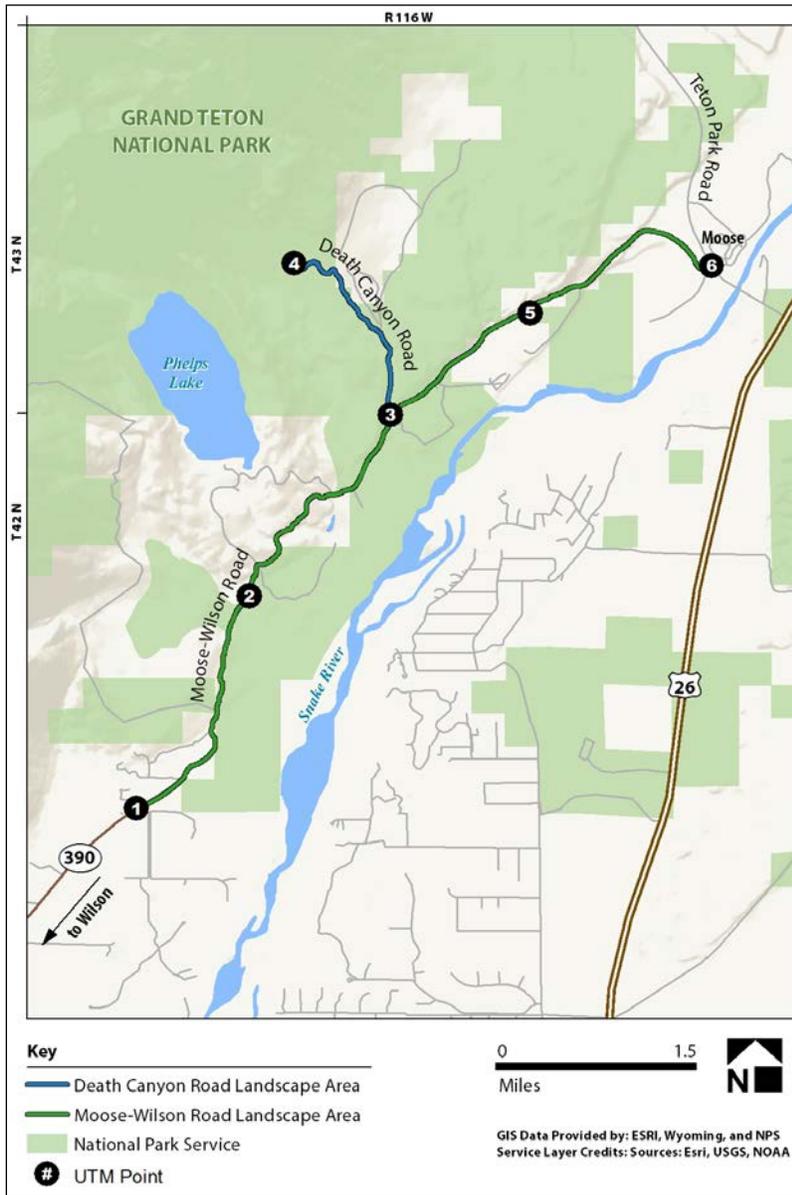
Inventory Unit Size (Acres):	63.1
Property Level:	Component Landscape

CLI Hierarchy Description:

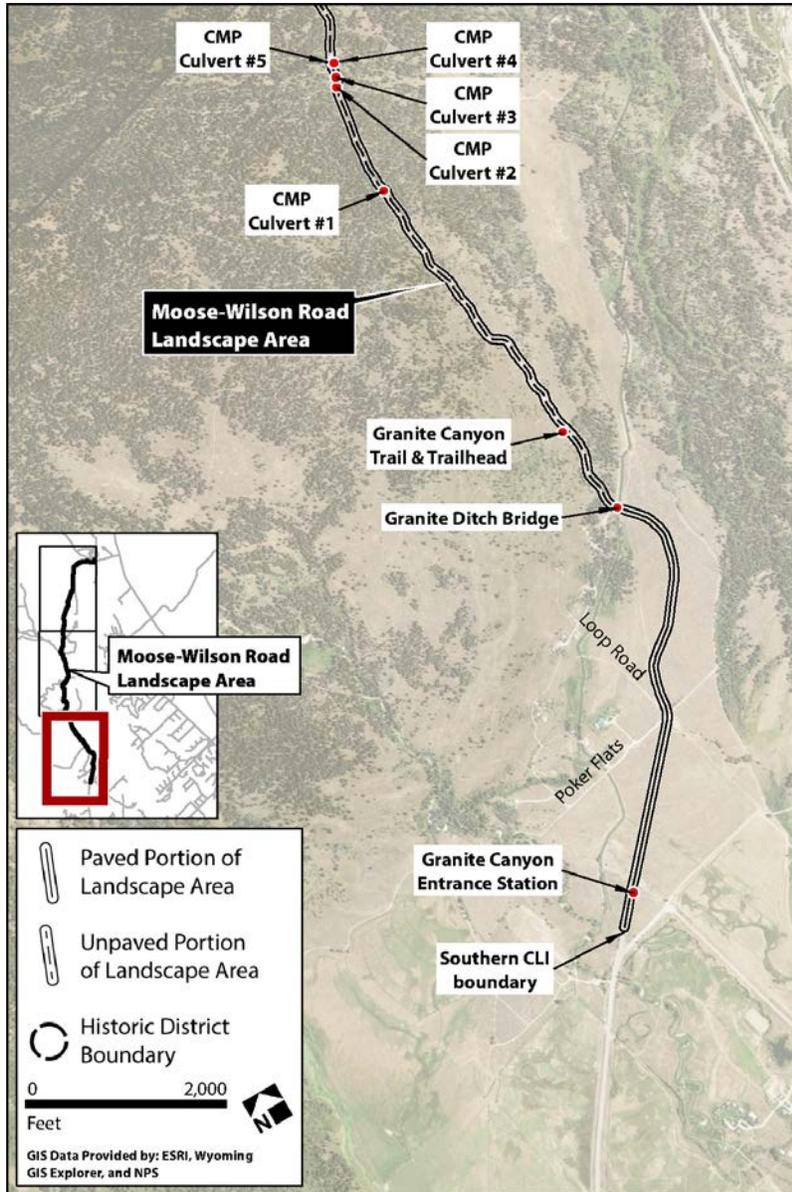
The Moose-Wilson Road is one of several component landscapes within the larger Park cultural landscape. Other identified component landscapes include Murie Ranch National Historic Landmark District, Jackson Lake Lodge National Historic Landmark District, White Grass Dude Ranch Historic District, 4 Lazy F Ranch Historic District, Menor’s Ferry/Maud Noble Cabins Historic District, Beaver Creek Administrative Area, and the Sky Ranch Historic District.

### Site Plan Graphic Information

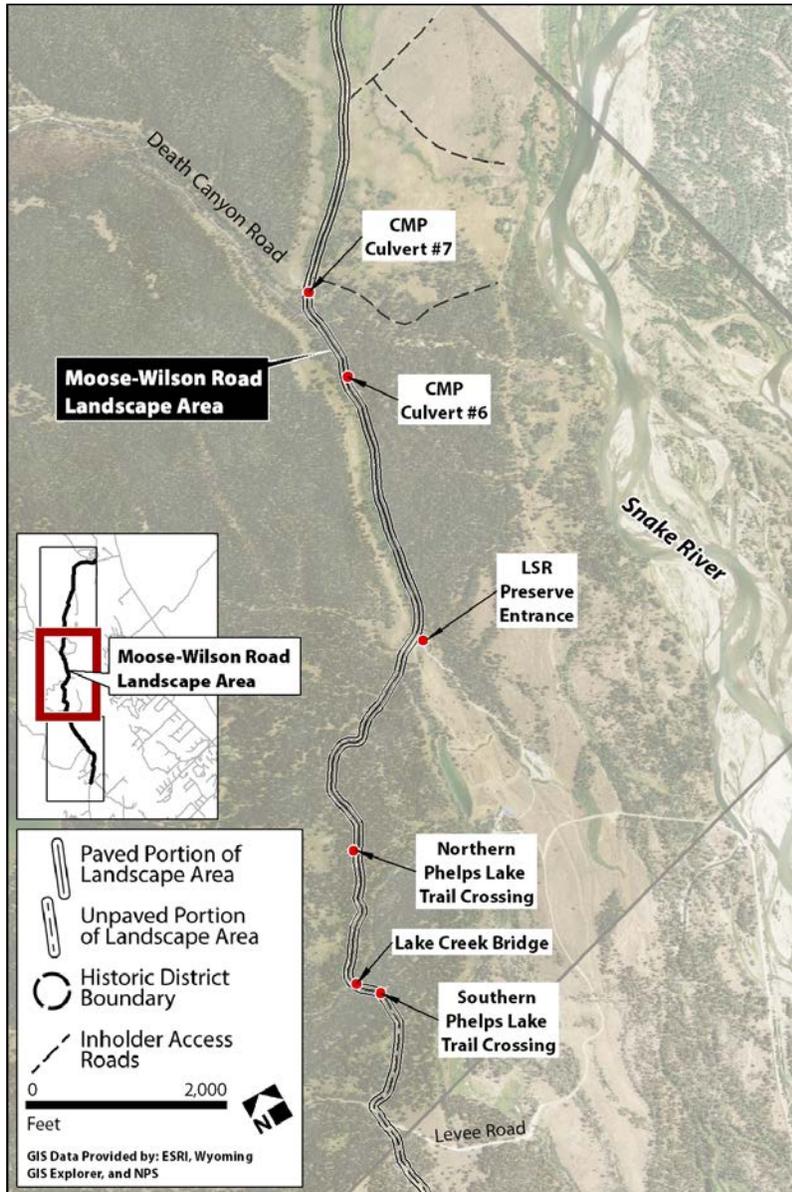
Site Plan Graphic:



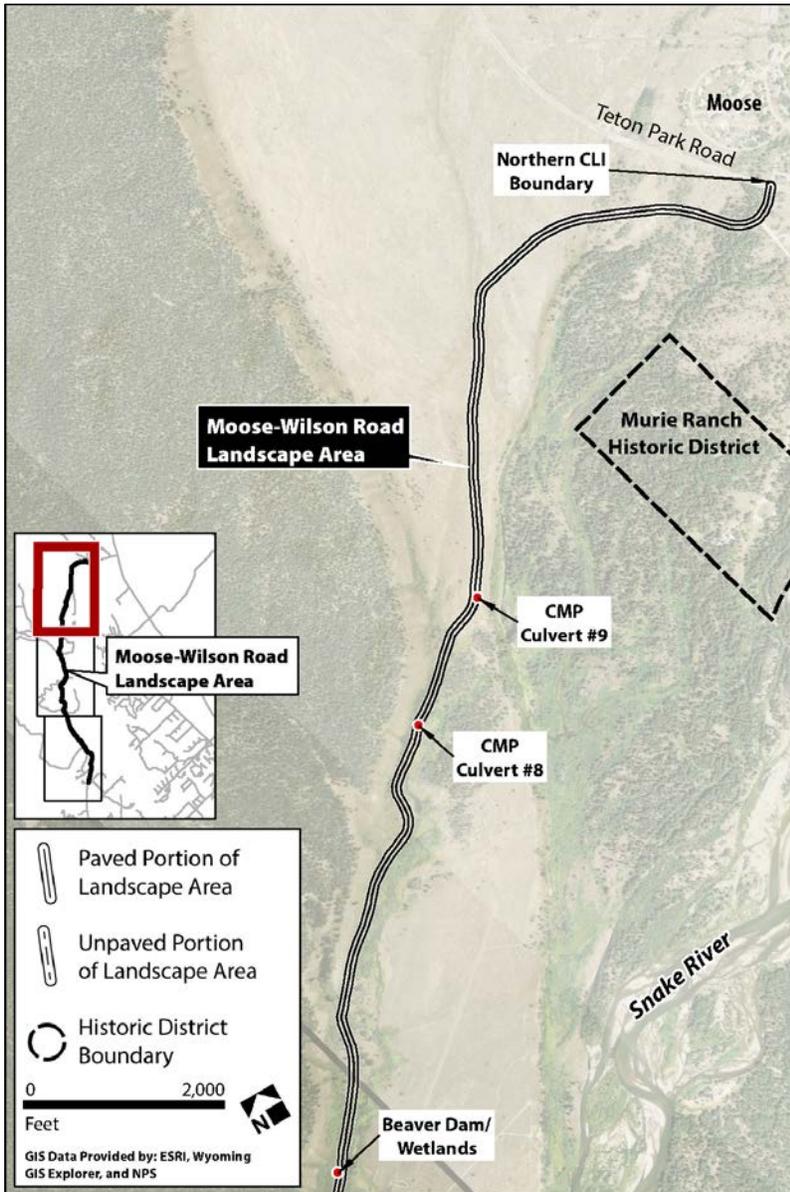
Overview of the Moose-Wilson Road Corridor cultural landscape (Source: Logan Simpson, 2014).



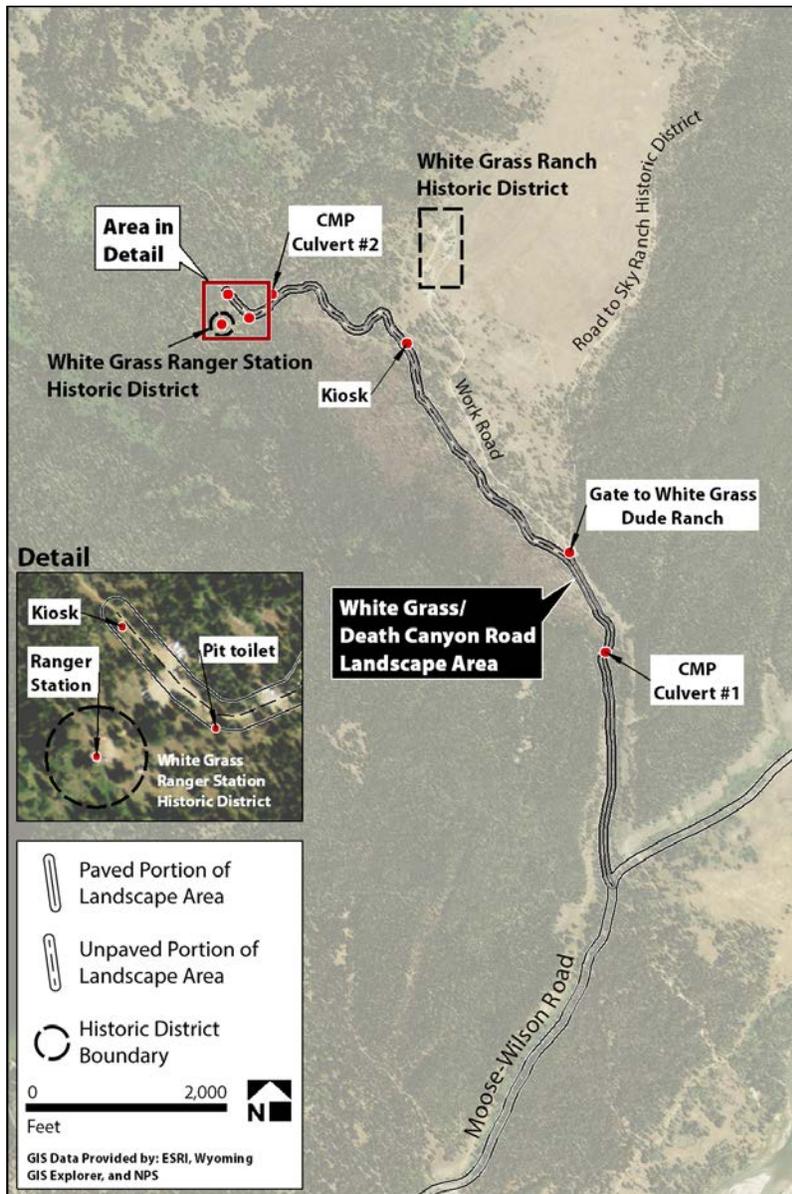
Site plan (1 of 3) showing features located within and adjacent to the Moose-Wilson Road Landscape Area (Source: Logan Simpson, 2014.).



Site plan (2 of 3) showing features located within and adjacent to the Moose-Wilson Road Landscape Area (Source: Logan Simpson, 2014.).



Site plan (3 of 3) showing features located within and adjacent to the Moose-Wilson Road Landscape Area (Source: Logan Simpson, 2014.).



Site plan showing features located within and adjacent to the Death Canyon Road Landscape Area (Source: Logan Simpson, 2014.).

**CLI Hierarchy Description Graphic Information:**

Inventory Description Graphic: [\(Optional\)](#)

Inventory Description Graphic Caption: [\(Optional\)](#)

## Concurrence Status

Inventory Status: Incomplete

Hide Inventory Unit: N/A

Completion Status Explanatory Narrative:

Portions of this CLI were adopted from the DOE for Moose-Wilson Road, which was prepared by North Wind, Inc. in 2006 (Harding 2006). Information contained in this CLI also draws heavily from both the original and revised versions of *Survey Report, Grand Teton National Park Historic Transportation Study* (Mehls and Mehls 1989; McCoy 1995), *A Place Called Jackson Hole: A Historic Resource Study of Grand Teton National Park* (Daugherty 1999), and the Grand Teton National Park Multiple Property Submission (Hubber and Caywood 1997). Historic maps and reports available through E-TIC, the Denver Service Center Technical Information Center's online repository for Park Service staff were also consulted, as were National Register nominations for the Menor's Ferry/Maud Noble Cabins, White Grass Dude Ranch, and the White Grass Ranger Station Historic Districts, the National Historic Landmark Nomination for the Murie Ranch, and the Determination of Eligibility for the Sky Ranch, all of which are located in the vicinity of the Moose-Wilson Road or Death Canyon Road but outside the CLI boundary. Landscape features of the Moose-Wilson Road Corridor cultural landscape were documented by Greta Rayle, Kelly Smith, and Helana Ruter of Logan Simpson in October and November 2014.

Park Superintendent Concurrence: (To be filled in upon Supt. concurrence.)

Date of Superintendent Concurrence: (To be filled in upon Supt. concurrence.)

National Register Eligibility: (To be filled in upon SHPO concurrence.)

National Register Eligibility  
Concurrence Date (SHPO/Keeper): (To be filled in upon SHPO concurrence.)

National Register Concurrence  
Explanatory Narrative: (To be filled in upon SHPO concurrence.)

**Concurrence Graphic Information** (To be filled in upon Supt./SHPO concurrence.)

**Revisions** (Required, if applicable. RC will fill in.)

## Geographic Information and Location Map

### Inventory Unit Boundary Description:

Moose-Wilson Road begins at Wyoming Highway 22 (also known as Teton Pass Highway) east of Wilson, a census-designated place in Teton County. From this point, the road continues north for approximately 7.7 miles, past Teton Village and the Jackson Hole Mountain Resort, to the southern boundary of Grand Teton National Park. This stretch of the Moose-Wilson Road, designated as Wyoming Highway 390, is owned and maintained by the Wyoming Department of Transportation (WYDOT) and is not included in the CLI boundary.

This CLI boundary is based on the existing 18.2-acre boundary for the Moose-Wilson Road established in the DOE and described by Harding (2006:1-1) as beginning “at the Granite Gate entrance to the park” and continuing “north until the intersection with Teton Park Road at Moose, Wyoming.” Where Moose-Wilson Road intersects with Death Canyon Road (historically known as the White Grass Ranch Road), the boundary extends to the north-northwest to encompass the 1.6-mile-long Death Canyon Road and parking areas for the Death Canyon Trailhead. The current boundary for the corridor encompasses 63.1 acres of land within the SW¼ of Section 25, the SE¼ of Section 26, the SW¼ of Section 28; the E½ of Section 33, the NE¼ and SW¼ of Section 34, and NW¼ of Section 35; T43N, R116W, 6<sup>th</sup> Principal Meridian (7.5' Grand Teton, WY 1991; Moose, WY 1991; Teton Village, WY 1991) and the NE¼ and SW¼ of Section 4, the SE¼ of Section 5, the E½ of Section 8, the W½ of Section 17, and SE¼ of Section 18; T42N, R116W, 6<sup>th</sup> Principal Meridian (7.5' Grand Teton, WY 1991; Teton Village, WY 1991).

The boundary of the landscape generally extends 60 feet on either side of the Moose-Wilson Road's centerline to create a 120-foot-wide corridor, but expands at developed areas along the road's course to include views and vistas, vegetation, and historic construction and archaeological sites dating to the period of significance. The boundary includes abandoned road segments, bridges, CMP culverts, trailheads and trails, and turnouts associated with the road's construction. It expands to include development at the Granite Canyon entrance, the entryway to the LSR Preserve, and the Granite Canyon Trailhead and Sawmill Ponds turnouts. It does not include buildings and structures associated with the Preserve or those associated with the Murie Ranch Historic District National Historic Landmark (NHL) or the NRHP-eligible Sky Ranch Historic District.

Along Death Canyon Road, the boundary is approximately 80 feet on either side of centerline until the last 100 feet, where it widens to 120 feet. The boundary also widens near the terminus of Death Canyon Road to encompass two large parking areas for the Death Canyon Trailhead. The boundary includes the in-use road and its associated features, parking areas (both formal and informal), views and vistas, and vegetation. Contributing and non-contributing properties of the NRHP-listed White Grass Dude Ranch Historic District and the White Grass Ranger Station are not included within the CLI boundary.

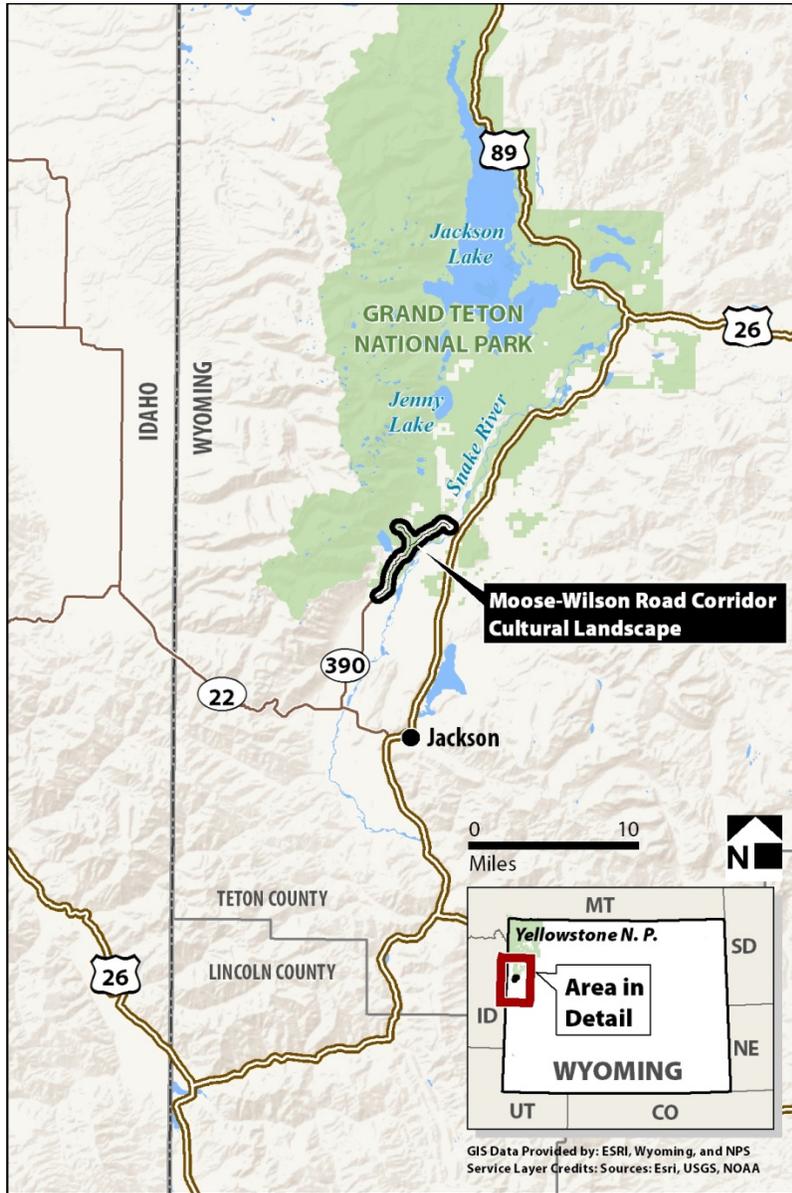
## Counties and States

State: Wyoming

County: Teton

## Location Map Graphic Information

Location Map Graphic:



Project location map.

## Boundary UTM

(See Site Plan Graphic for UTM locations)

Boundary UTM Source	Boundary UTM Type	Boundary UTM Datum	Boundary UTM Zone	Boundary UTM Easting	Boundary UTM Northing
Other Digital Source (NAD 1983)	Area	1	12	515763.382	4827082.816
Other Digital Source (NAD 1983)	Area	2	12	517099.066	4829676.299
Other Digital Source (NAD 1983)	Area	3	12	517604.840	4833719.899
Other Digital Source (NAD 1983)	Area	4	12	518789.015	4831895.178
Other Digital Source (NAD 1983)	Area	5	12	520473.808	4833147.952
Other Digital Source (NAD 1983)	Area	6	12	522668.298	4833745.498

## Regional Landscape Context

### Physiographic:

Grand Teton National Park is situated in northwestern Wyoming in Teton County. The Park's distinctive terrain is the result of numerous geologic processes, the most important of which are uplift and glaciation. Because of these geologic forces, the Park's topographic features are extremely varied and consist of rugged mountainous areas with jagged ridges and sharply-pointed peaks; terminal and glacial moraines; glacial horns; kettles; arêtes; cirque, piedmont, and glacial lakes; and U-shaped valleys (Love and Reed 1971). Elevations range from 6,320 feet at the basin floor to the 13,775-foot-high Grand Teton near the Park's western boundary. The Snake River runs the length of the valley. Vegetation within the Park reflects this dramatic variation in altitude and can be divided into four plant communities: sagebrush flats, riparian corridors and wetlands, forests, and alpine (National Park Service 2012). Of these, the sagebrush flats are the most extensive and contain at least 100 species of plants (Daugherty 1999). The complex variety of plants within the Park provides for a diversity of wildlife species, including American black and grizzly bears, moose, bison, gray wolves, mule deer, bighorn sheep, elk, pronghorn antelope, river otter, badger, prairie dogs, and numerous rodent species including beavers, yellow-bellied marmot, muskrat, Uinta ground squirrel, pika, snowshoe hare, and porcupine. The Park is also home to six species of bats and over 300 species of birds including the calliope hummingbird, the smallest bird species in North America (National Park Service 2012).

The Moose-Wilson Road Corridor is located to the east of the 40-mile-long Teton Range and to the west of the Snake River in the southern portion of the Park. Located along the foothills and terraces of the Teton Range, the topography of the corridor varies from low sagebrush, to gently rolling meadows and wetlands, to alpine forest. Vegetation includes big and low sagebrush, antelope bitterbrush, huckleberry, arrowleaf balsamorhiza, willows, Utah honeysuckle, and lupine. Also present are lodgepole pine, aspen, cottonwood, Douglas fir, subalpine fir, Engelmann spruce, blue spruce, whitebark pine, and limber pine.

### Cultural:

The record of human habitation of the Jackson Hole area extends for thousands of years. Evidence suggests prehistoric groups used the region seasonally, remaining in particular locations for short durations of time, primarily to acquire wild plant resources and obsidian from known sources within the Teton Range. As such, land use practices are only manifested archeologically within the Moose-Wilson Road Corridor cultural landscape in the form of short-term habitation sites and artifact scatters. Between the years 500 B.C to 1700 A.D., the archeological record suggests little, if any, long-term occupancy occurred in the Jackson Hole area. However, historically at least 18 tribal groups used the area now known as Grand Teton National Park for subsistence, trade, ceremonial, or other purposes, including the Crow, Blackfeet, Gros Ventre, Nez Perce, Bannock, and Flathead (Walker and Graves 2007). The Jackson Hole region was also home to the Shoshone, a Numic-speaking group who revered the peaks of the Teton Range for their spiritual meaning while sporadically using the land and harvesting the valley's riches in the hospitable summer months.

Beginning in the 1800s, fur traders ventured into the area in search of beaver which inhabited the wetlands along the Snake River. In the mid-1860s, prospectors passed through Jackson Hole en route to northern Wyoming and southern Montana; however, they found the region void of significant mineral deposits. Due to the region's harsh climate, Euro-American settlement occurred much later, with the first permanent settlers arriving in Jackson Hole in 1880s. While early settlers attempted farming and cattle ranching, the natural and scenic qualities of the area proved to be its greatest resource, and by the 1920s, dude ranches and other tourist-related recreation became an important part of Jackson Hole's

commerce. To connect these early settlements, a network of wagon roads was developed to the west of the Snake River, north of the community of Wilson. The establishment of a reliable transportation network, coupled with the natural beauty of the area, attracted conservationists to the area, and eventually led to the creation of Grand Teton National Park in 1929. Large-scale efforts to conserve additional lands, spearheaded by philanthropist John D. Rockefeller Jr., led to the designation of the Jackson Hole National Monument in 1943. The Park Service re-aligned and made improvements to the Moose-Wilson Road in the areas under its management following both the 1929 and 1943 designations. The National Monument was incorporated into the National Park in 1950.

Beginning in the late 1950s and continuing through the 1970s, the Park Service constructed pull-outs and trailheads and installed informational signage and kiosks along the Death Canyon Road and Moose-Wilson Road to educate visitors on the cultural and natural significance of the Park and the Teton Range. These sites, which include the Sawmill Ponds interpretive site, and the Granite Canyon and Death Canyon Trailheads, remain in the corridor today. Other resources such as the Granite Canyon entrance station near the southern end of Moose-Wilson Road and a pit toilet at the Death Canyon Trailhead were constructed in the modern era to facilitate tourism and accommodate visitors. Today, the corridor is one of the most popular scenic drives in the Park, with more than 2,000 vehicles travelling the Moose-Wilson Road per day.

#### Political:

The Moose-Wilson Road Corridor is located within Grand Teton National Park in the northwestern corner of the state of Wyoming and is owned and managed by the Park Service. Grand Teton National Park was established in February 1929 under Executive Order No. 4685 by President Calvin Coolidge to protect the imposing peaks of the Teton Range and the six glacial lakes located at its base (Skaggs 2000).

On March 15, 1943, Franklin Delano Roosevelt issued a subsequent proclamation (Proclamation 2578), creating Jackson Hole National Monument. The 221,000-acre monument combined the acreage of Teton National Forest with other federal properties including Jackson Lake and a 35,000-acre donation by John D. Rockefeller, Jr.

The original 1929 Park and the 1943 Monument were combined in September 1950 to create the present-day boundaries of Grand Teton National Park (Public Law 86-729, 8 September 1960; 74 Stat. 857), thereby granting the Park Service administrative control over the 310,000-acre ecosystem of the Teton Range, Jackson Lake, and much of Jackson Hole (Skaggs 2000).

## Management Information

Management Category:	Should be preserved and maintained
Management Category Date:	[To be filled in]
Management Category Explanatory Narrative:	The Wyoming SHPO concurred that the Moose-Wilson Road is eligible for listing in the NRHP; therefore, the road should be preserved and maintained.
Do Adjacent Lands Contribute?:	Yes
Adjacent Lands Description:	

Views of the Teton Range contribute significantly to the significance of this cultural landscape. Related historic road segments and settlements and dude ranches are also present on lands along both sides of the corridor. The communities of Moose and Teton Village border the northern and southern ends of the Moose-Wilson Road within GRTE and serve as the starting points for automobiles traveling the Moose-Wilson and Death Canyon Roads. The JY Ranch was also important to the development of roads and trails in the region, and continues to draw tourists seeking a contemplative natural experience as the LSR Preserve today.

**Management Agreement**

Management Agreement: None

Management Agreement Expiration Date: N/A

**NPS Legal Interest**

Type of Legal Interest: Fee Simple

Fee Simple Reservation for Life: N/A

Fee Simple Reservation Expiration Date: N/A

Other Organization/Agency: N/A

**Public Access to Site**

Public Access: Unrestricted

## National Register Information

National Register Landscape Documentation: SHPO – partially documented (Moose-Wilson Road only)

National Register Explanatory Narrative:

A DOE was completed for the Moose-Wilson Road in June 2006. The Wyoming SHPO concurred with the DOE, stating that the property was eligible for listing in the NRHP under **Criterion A** for its association with “community and economic development” of the Jackson Hole area; **Criterion C** for its embodiment of “the distinctive characteristics of a type of vernacular road construction; and **Criterion D** for its information potential (Harding 2006). A period of significance of 1892 to present was established for the road and two features—a steel I-beam bridge and double CMP culvert with a mortared rock headwall—were identified as contributing. The DOE did not list landscape features as contributing or non-contributing.

This CLI used the 2006 DOE as a starting point; however additional research and field survey conducted by Logan Simpson resulted in the revision of recommendations for the criterion of significance and period of significance for the Moose-Wilson Road Corridor cultural landscape. This CLI, more specifically, focuses on the Moose-Wilson Road Corridor as developed and managed by the Park Service. The Moose-Wilson Road Corridor cultural landscape is recommended significant under **Criterion A** only for its association with the broad patterns of recreation/entertainment (tourism), politics and government, conservation and transportation, historic contexts which are articulated in the Grand Teton National Park Multiple Property Submission (Hubber and Caywood 1997). The Moose-Wilson Road Corridor cultural landscape does not embody distinctive characteristics of vernacular road construction and is therefore not recommended eligible under Criterion C. While it is recognized that resources along the corridor may be evaluated for their information potential (Criterion D) under other historic contexts, the information potential of the resources within the corridor as related to Criterion A contexts in this document has been exhausted by the research and recordation conducted for this CLI.

The period of significance was changed to date between 1936 and 1960 to reflect the earliest Park Service construction of the modern road alignment and the date at which the northernmost portion of the road was realigned to access the new Park Service headquarters in Moose. This CLI categorizes the key landscape features of the Moose-Wilson Road as contributing or non-contributing. It also provides a discussion of the historical development of the Death Canyon Road, considered a landscape area of the Moose-Wilson Road Corridor in this CLI, and summarizes its’ contributing and non-contributing landscape features.

National Register Eligibility: (Will be filled in upon SHPO concurrence.)

National Register Eligibility Concurrence Date: (Will be filled in upon SHPO concurrence.)

National Register Significance Level: Local

National Register Significance Contributing/Individual: Individual

National Register Classification: Site

National Historic Landmark Status: No

National Historic Landmark Date: N/A

National Historic Landmark Theme: N/A

World Heritage Site Status: No

World Heritage Site Date: N/A

World Heritage Category: N/A

Statement of Significance:

The Moose-Wilson Road Corridor cultural landscape is significant for listing in the NRHP at the local level under **Criterion A** (event) for its association with the broad patterns of recreation/entertainment (tourism), politics and government, conservation and transportation and its significant contribution to those associated historic contexts articulated in the Grand Teton National Park Multiple Property Submission (Hubber and Caywood 1997).

## **PERIOD OF SIGNIFICANCE**

The period of significance for the Moose-Wilson Road Corridor cultural landscape spans from A.D. 1936 to 1960. The year 1936 marks the date of the earliest Park Service construction of the modern road. Prior to this date, the road was located further to the east, with few secondary access roads providing access to homesteads and ranches along the Snake River. In 1945, the portion of the road south of Death Canyon Road was relocated to its present alignment. By 1958, the Moose-Wilson Road had become the main road to the west of the Snake River, with no other roads depicted except smaller driveways and individual access roads leading to private inholdings. Between 1958 and 1960, the Park Service relocated the Park Headquarters from Beaver Creek to Moose and realigned the northern end of the Moose-Wilson Road to provide access to the new headquarters and visitor center. The year 1960 was selected as the end date for the period of significance as it reflects a change in use of the road to provide direct access to the new park headquarters at Moose.

## NRIS Information

Park Alpha Code/NRIS Name (Number): N/A  
 Other National Register Name: N/A  
 Primary Certification Date: N/A

## Other Certifications

Other Certification: N/A  
 Other Certification Date: N/A

## National Register Significance Criteria

National Register Significance Criteria:  
 A – Associated with events significant to broad patterns of our history.

## National Register Significance Criteria Considerations

National Register Criteria Consideration: N/A

## National Register Period of Significance

Start Year: 1936  
 Start Era AD/BC: AD  
 End Year: 1960  
 End Era AD/BC: AD

## Historic Context Theme

Historic Context Theme:	Creating Social Institutions and Movements
Historic Context Subtheme:	Recreation
Historic Context Facet:	General Recreation
Other Historic Facet:	Tourism
Historic Context Theme:	Developing the American Economy
Historic Context Subtheme:	Transportation by Land and Air
Other Historic Facet:	Tourism
Historic Context Theme:	Transforming the Environment
Historic Context Subtheme:	Conservation of Natural Resources
Historic Context Facet:	Origin and Development of the National Park Service

## National Register Areas of Significance

Area of Significance Category: Entertainment/Recreation (Tourism)

Area of Significance Category: Transportation

Area of Significance Category: Politics/Government

Area of Significance Category: Conservation

## Chronology and Physical History

Primary Historic Function - Major Category: Transportation

Primary Historic Function - Category: Road-Related

Primary Historic Function: Automobile

Primary Current Use - Major Category: Transportation

Primary Current Use - Category: Road-Related

Primary Current Use: Automobile

Ethnographic Study Conducted: Yes

Ethnographic Significance Description:

An ethnographic survey for the Park and National Elk Refuge was completed by Deward Walker, Jr. and Pamela Graves of Walker Research Group, Ltd. in November 2007. As the survey indicates, the Park and its surrounding areas have cultural significance for 29 Native American groups; while significant, these values do not contribute to this CLI. Please refer to Walker and Graves (2007) for more information regarding the traditional presence of these tribes in the region.

## Cultural Landscape Types

Cultural Landscape Type: Historic Vernacular Landscape

## Other Current and Historic Uses/Functions

Other Historic Function – Major Category: N/A

Other Historic Function – Category: N/A

Other Historic Function or Current Use: N/A

Other Historic Function of Current Use Type: N/A

## Ethnographic Associated Groups

Ethnographic Associated Group Name: Euro-American

Association Historic, Current or Both: Both

Ethnographic Associated Group Name: Apache  
 Arapaho  
 Assiniboine Sioux  
 Blackfoot  
 Cheyenne  
 Coeur d'Alene  
 Comanche

Crow  
 Eastern Shoshone and Sheepeaters  
 Gros Ventre  
 Kiowa  
 Nez Perce  
 Salish-Kootenai Group  
 Shoshone-Bannock/Northern Paiute  
 Teton Sioux  
 Umatilla Group  
 Yakama Group  
 Both

Association Historic, Current or Both:

### Current and Historic Names

Current and Historic Name	Type of Current and Historic Name	Display Sequence
Moose-Wilson Road	Both Current and Historic	1
Moose to Wilson Road	Both Current and Historic	2
48TE1205	Current	3
Route 9	Historic	4
Route 6	Historic	5
Route 17	Historic	6
White Grass Road	Both Current and Historic	7
Death Canyon Road	Both Current and Historic	8
White Grass Ranger Station Road	Both Current and Historic	9

## Chronology

<u>Start Year of Major Event</u>	<u>Start Era</u>	<u>End Year of Major Event</u>	<u>End Era</u>	<u>Major Event</u>	<u>Major Event Description</u>
1807	AD	1807	AD	Explored	Explorer John Colter purportedly visits Jackson Hole as part of the Lewis and Clark Expedition, making him the first Euro-American to see the Teton Mountain Range (National Park Service 1933:8).
1827	AD	1830	AD	Established/ Exploited	In 1827, David Jackson of the Rocky Mountain Fur Company, dispatches trappers to the Snake River to trap beaver. By 1830 the area bore his name (Daugherty 1999:55).
1863	AD	1863	AD	Explored	The first prospectors arrive in Jackson Hole; however, they find no minerals of value and leave shortly thereafter (Hubber and Caywood 1997:E2).
1872	AD	1872	AD	Explored	Geologist Ferdinand V. Hayden travel to Jackson Hole with Nathaniel Langford and ascended Grand Teton with photographer William H. Jackson, taking the first photos of the Teton Range (Hubber and Caywood 1997:E2).
1889	AD	1889	AD	Established	Mormon emigrants Elijah Nicholas Wilson, his brother Sylvester, and members of their immediate family cross the Teton Pass from Idaho and settle in the area which would become known as the community of Wilson (Daugherty 1999:91–92).
1892	AD	1893	AD	Established	GLO maps of T41N, R116W drafted in 1892 and 1893 show an extensive network of wagon roads in the Jackson Hole and National Elk Refuge area. One of these roads shown on the 1892 map is located to the west of the Snake River and east of the current alignment of Moose-Wilson Road. By 1893, a series of wagon roads are present within the current Park boundaries (Harding 2006:2–3).
1894	AD	1911	AD	Established	William Menor establishes a 148-acre homestead on the west bank of the Snake River within the present-day boundaries of Moose. In addition to constructing a cabin, several outbuildings, and a series of ditches to irrigate his land, he also built and operated a pontoon ferry to take wagons across the river, as well as a cable car to transport pedestrians. The ferry and cable

					car allowed persons travelling along the Moose-Wilson Road passage across the river (Engle 2013).
1897	AD	1897	AD	Established	President Grover Cleveland establishes the 829,400-acre Teton Forest Reserve to conserve the Teton Range (Hein n.d.). The reserve includes the Moose-Wilson Road within T43N, R116W.
1899	AD	1899	AD	Established	An 1899 GLO map shows roads on both sides of the Snake River, allowing settlers to travel from one end of the valley to the other. They crossed the river via fords and river crossings, which are also depicted on the map (Harding 2006:2–3).
1906	AD	1906	AD	Established	The Forest Homestead Act of 1906 is passed, thereby granting individuals the right to establish homestead claims on agricultural lands inside forest boundaries. Individuals could claim up to 160 acres of land, assuming the following requirements were met: the claimant was required to pay a per-acre filing fee, occupy the claim for several years, cultivate the land, construct a house and outbuildings, and within 5 years file the required proof of residence and cultivation (McKay 1994).
1907	AD	1908	AD	Built	The first dude ranch in Jackson Hole—the JY Ranch—starts as a collaborative effort between Louis Joy and Max Struthers Burt. The ranch was located to the south of Phelps Lake along the Moose-Wilson Road (Caywood and McDonald 2008:11).
1908	AD	1908	AD	Expanded	President Theodore Roosevelt expands the Teton Forest Reserve into the 1,991,200-acre Teton National Forest, covering all of the Teton Range and including half of the land that would eventually become Grand Teton National Park. The new boundary encompasses the majority of the Moose-Wilson Road north of Phelps Lake. (Hein n.d.).
1910	AD	1912	AD	Built	Postal route maps of the State of Wyoming for the years 1910 and 1912 show a road extending northwest from Jackson, through Wilson, and continuing northwest into eastern Idaho. Although the small settlements of Zenith and Teton are depicted on the maps to the west and east of the Snake River, the lack of postal service to the north of Wilson suggests that few homesteads were established in the Moose-Wilson Road Corridor by this time (1910; 1912 Postal route maps on file at Wyoming State Archives Map Case Collection).

1918	AD	1918	AD	Established	President Woodrow Wilson grants the Park Service veto power over any plans the Forest Service might have in 600,000 acres of the northern Tetons, further protecting the Teton Range from development (Hein n.d.).
1918	AD	1919	AD	Established	Wyoming Congressman Frank Mondell drafts a proposal (commonly referred to as the Mondell Bill) to change part of the Teton National Forest to a national park. Although the bill passed the House, it was rejected by the Senate. It was also met with local opposition from residents and Idaho sheep ranchers who worried that their grazing rights would be curtailed (National Park Service 1933:17).
1919	AD	1919	AD	Inhabited	White Grass Ranch, accessed by what would become Death Canyon Road, begins housing summer dudes (Caywood and McDonald 2008:16).
1921	AD	1922	AD	Established	Teton County is created from land detached from Lincoln County, which included the Moose-Wilson Road corridor; however, the county is not fully organized until the following year (Long 2006).
1921	AD	1921	AD	Built	The Forest Service improves the Death Canyon Trail creating a route to the summit of the range; they also create the Pemble Trail extending from south of Phelps Lake to Beaver Creek (Daugherty 1999:320).
1923	AD	1923	AD	Established	Yellowstone National Park Superintendent Horace Albright meets with local Jackson Hole residents at Menor's Ferry and devises the "Jackson Hole Plan" to acquire funds to purchase lands and preserve the valley (Daugherty 1999).
1925	AD	1925	AD	Planned	The Coordinating Commission on National Parks and Forests issues a report that favors dedicating 100,000 acres of Teton National Forest as a National Park (Daugherty 1999:303).
1927	AD	1927	AD	Established	President Calvin Coolidge issues executive order to remove 20,000 acres of land in Jackson Hole area from public settlement (Daugherty 1999:311).
1927	AD	1943	AD	Purchased	John D. Rockefeller, Jr. buys 114,170 acres in northern Jackson Hole at a cost of \$1,397,000. With the help of his lawyers, the Snake River Land Company was formed as a front, with Jackson banker Robert Miller hired to negotiate the sales

					(Daugherty 1999; Hein n.d.).
1927	AD	1927	AD	Built	Bureau of Public Roads constructs a road on the west side of the Snake River between Jackson and Menor's Ferry and constructs a steel truss bridge over the Snake River to the south of Menor's Ferry, making the cultural tradition of crossing the Snake River by boat obsolete (Engle 2013). The development of the new highway results in construction of a cluster of tourist facilities at "Moose." (Daugherty 1999:260).
1929	AD	1929	AD	Established	President Calvin Coolidge signs a bill which creates the 96,000 acre Grand Teton National Park (Daugherty 1999:303). The park boundary encompasses a small segment of the Moose-Wilson Road, east-northeast of Phelps Lake.
1929	AD	1929	AD	Planned	The Beaver Creek location is selected to become the park headquarters and the Forest Service Stewart Ranger Station at Beaver Creek is adapted for use as the Beaver Creek Ranger Station (Koziol 2009: 318-319).
1929	AD	1929	AD	Planned	Park naturalist Fritiof Fryxell proposes a master plan for the park trail system (Pritchard 2010).
1930	AD	1930	AD	Built	The Park Service constructs the White Grass Ranger Station to the north of Phelps Lake and west of White Grass Ranch, accessed from White Grass (later Death Canyon) Road (Mehls 1988).
1930	AD	1930	AD	Planned	Snake River Land Company reveals Rockefeller's involvement in land purchases in Jackson Hole and his plan to donate land to the Park Service (Daugherty 1999:312).
1931	AD	1935	AD	Built	The Park Service completes a 90 mile trail system within the park including the Valley Trail which extended from Phelps to Leigh lakes and a connection between the Cascade and Death Canyon trails (Daugherty 1999:321).
1936	AD	1936	AD	Built	A Park map illustrates a second Moose-Wilson Road alignment, parallel to and east of the existing road alignment which intersected with the White Grass (Death

					Canyon) road. This is the first iteration of the Moose-Wilson Road within GRTE (National Park Service 1936).
1938	AD	1938	AD	Planned	The Park Service prepares a pamphlet entitled "A Report by the National Park service on the Proposal to Extend the Boundaries of Grand Teton National Park, Wyoming" outlining legislation for a boundary extension which would have included the northwest quarter of T42N, R116W, east of the Snake River, encompassing the portion of the modern Moose-Wilson Road south of Phelps Lake (Daugherty 1999:315).
1938	AD	1938	AD	Planned	The opposing Jackson Hole Committee lays out an anti-expansion argument winning congressional backing (Daugherty 1999:315).
1939	AD	1939	AD	Built	The Granite Ditch Bridge was constructed in conjunction with the Granite Ditch which crossed the Moose-Wilson Road (north of the modern Granite Canyon Entrance Station) (Connor 1991).
1942	AD	1942	AD	Planned	John D. Rockefeller Jr. writes a letter to Secretary of the Interior Harold Ickes stating that if the federal government was unwilling or unable to accept the Snake River Land Company lands in Jackson Hole, he would investigate selling them in the open market (Daugherty 1999:315).
1942	AD	1942	AD	Planned	Harold Ickes and the Park Service lobby President Franklin Delano Roosevelt to designate the land under authority of the Antiquities Act of 1906 to circumvent congress (Daugherty 1999:315).
1943	AD	1943	AD	Planned	On March 5, 1943, Harold Ickes presents a memorandum on the subject of creation a national monument to President Roosevelt, along with a proclamation to create the Jackson Hole National Monument (Daugherty 1999:316).
1943	AD	1943	AD	Established	President Roosevelt signs a proclamation to create the 221,000-acre Jackson Hole National Monument on March 15, 1943 (Daugherty 1999:316).
1945	AD	1945	AD	Built	The portion of the Moose-Wilson Road located within T42N, R116W is realigned by the Park Service (National Park Service 2013).

1949	AD	1949	AD	Planned	Opposing interested parties met in the Senate Appropriation Committee chambers and drafted a compromise creating Grand Teton National Park including most of the Jackson Hole National Monument with concessions to grazing rights, reimbursement to the county for lost tax revenues, and controlled elk reduction in the park (Daugherty 1999:318).
1949	AD	1949	AD	Established	John D. Rockefeller, Jr. gifts 32,117 acres of land to the United States government and its citizens on December 26, 1949 (Daugherty 1999:318). He retains the land he acquired as part of the JY Ranch, within T42N, R116W, which includes a large segment of the Moose-Wilson Road.
1950	AD	1950	AD	Established	Grand Teton National Park is formed from existing lands within the Grand Teton National Park and the Jackson Hole National Monument on September 15, 1950 (Daugherty 1999:318). Rockefeller's JY Ranch becomes an "inholding" property within the new Park.
1952	AD	1952	AD	Planned	Construction Plan for Moose-Wilson Road (Route 9) consists of grading and laying asphaltic material, installing guide posts, bridge replacement, installing culverts, and a bridge extension (National Park Service 1952).
1952	AD	1958	AD	Built	Sawmill Ponds overlook constructed along Moose-Wilson Road (National Park Service Drawing no. GRTE_136_3108B 1958).
1953	AD	1953	AD	Established	William Balderston II developed the Sky Ranch from a portion of the original White Grass Ranch property located off of the Death Canyon Road (Humstone 2005).
1955	AD	1957	AD	Built	Modern Route 26 on the east side of the Snake River constructed.
1958	AD	1958	AD	Built	The headquarters of Grand Teton National Park moves from Beaver Creek to Moose (Daugherty 1999:319).
1958	AD	1958	AD	Built	The parking area near the White Grass Ranger Station is constructed by this time (Source: National Park Service Drawing No. GP-GT 3108-B 1958).
1958	AD	1958	AD	Built	The western portion of the loop road at Poker Flats is constructed by 1958 (National Park Service Drawing no.

					GRTE_136_3108B 1958).
1958	AD	1958	AD	Built	A new alignment of the Death Canyon Road is constructed which provides direct access to the ranger station, parking area, and presumably the improved Death Canyon Trailhead (Grand Teton National Park Topographic Map 1958).
1958	AD	1960	AD	Built	The northernmost portion of the Moose-Wilson Road is realigned to access the new park headquarters in Moose (National Park Service Drawing No. GP-GT 3108-B 1958).
1966	AD	1966	AD	Purchased	The Park Service purchased the Murie Ranch, located south of Moose along the Moose-Wilson Road, through a life-estate (Timmons et.al. 2010)
1975	AD	1976	AD	Built	The Granite Canyon Trailhead is constructed along Moose-Wilson Road (National Park Service Drawing No. GRTE_136_40060 1976).
1998	AD	1998	AD	Built	A road inventory of the Park notes that first 4.7 miles of the Moose-Wilson Road, south of Moose, as paved, followed by 1.44 miles of gravel and the remaining .84 miles as paved, to the southern park boundary (Federal Highway Administration 1998).
1999	AD	1999	AD	Built	The Granite Canyon Entrance Station is constructed near the southwestern Park boundary (National Park Service 1998:2; drawing no.GRTE_136_41970 1999).
2003	AD	2005	AD	Built	The Lake Creek Bridge on Moose-Wilson Road is reconstructed (Federal Highway Administration 2009:1).
2003	AD	2010	AD	Built	Following the death of Marty Murie, the Park Service took over management of the Murie Ranch and carried out rehabilitation and new infrastructure improvements.
2005	AD	2005	AD	Purchased	The Park Service acquires the Sky Ranch property (Humstone 2005).
2007	AD	2008	AD	Built	The LSR Preserve is constructed along the Moose-Wilson Road (LSR Preserve 2011).
2013	AD	2013	AD	Planned	The Park Service begins the Moose-Wilson Corridor management planning effort.

## Physical History

### Approximately 12,000 B.C.–A.D. 1700 — Native American Occupation

Grand Teton National Park and the Jackson Hole area were utilized by prehistoric populations of Native Americans for thousands of years before the first Euro-Americans visited the region. The Jackson Hole area is considered an intermediate zone amidst the surrounding Great Plains, Great Basin, and Columbia Plateau regions, which thus creates a unique culture history for the area (Whitman 2013).

Jackson Hole was first occupied by humans during the Paleoindian Period (12,000 to 8,000 B.C.). Evidence of Paleoindian occupation is manifested by the occasional discovery of isolated, lanceolate-shaped projectile points that were either hand-thrown or mounted on a spear or atlatl (Daugherty 1999; Whitman 2013). During the Early Archaic Period (8,000 to 5,000 B.C.) a warming climate brought about new flora and fauna; humans adapted to the environment with new subsistence strategies. In addition to gathering wild plant resources hunting practices shifted to small game. Hunting technologies evolved as spear points with side notching were developed to more readily haft the point to the spear (Whitman 2013). Archaeological sites dating to this time period are also characterized by the advent of roasting pits, indicating more intensive food processing practices (Whitman 2013).

A significant transition occurred in the Middle Archaic Period (5,000 to 3,000 B.C.) as the general increase in archaeological sites suggests an increase in population or, minimally a frequency of travel to the area. The sites are characterized by increasing numbers of roasting pits and grinding stones, indicating a further intensification in food processing activities established in the Early Archaic. Tipi rings become present during this time period and a shift in spear technology suggests potential outside influences during this time period. The spear points of the Middle Archaic Period do not have side notches; but rather have stemmed bases or lanceolate-shapes (e.g. McKean) (Daugherty 1999; Whitman 2013). Lithic artifacts from this time period indicate that the primary source for obsidian shifted from the Teton Pass to Obsidian Cliff (Whitman 2013).

The Late Archaic Period (3,000 to 1,500 B.C.) is characterized by a return to side notching on projectile points in the form of corner notches (e.g. Pelican Lake). Archaeological evidence of this time period suggests wide-spread use of the area which would become Grand Teton National Park. Subsistence remained similar to the prior era with a focus on gathering and processing wild plant resources; however, Late Archaic groups appear to have returned to acquiring obsidian from the Teton Pass (Whitman 2013).

The Late Prehistoric Period (1,500 to 500 B.C.) is characterized by a dramatic shift in hunting technologies, as large spear points and the atlatl were abandoned in favor of smaller triangular points mounted to arrows and shot from bows. Additionally, this era marks the initial presence of steatite bowls and clay pottery. Lithic tools were made from obsidian obtained from local sources which, in conjunction with the incorporation of steatite and clay vessels, suggests a more sedentary lifeway (Daugherty 1999; Whitman 2013). The archaeological record does not provide evidence of human habitation in Jackson Hole between the end of the Late Prehistoric Period (500 B.C.) and the beginning of the Protohistoric Period (1700 A.D.).

### 1700–1883 — Early Euro-American Exploration/Settlement

The advent of the Protohistoric Period (1700 to 1850 A.D.) is characterized by the introduction of European goods and horses to the region. The mobility offered by horses dramatically shifted the landscape of native populations as it allowed people from different regions, such as the Great Basin, Great Plains, and Rocky Mountains to develop new hunting and fishing networks (Whitman 2013).

When Euro-American trappers and mountain men entered Jackson Hole in the nineteenth century, the first native peoples they encountered were the Eastern Shoshone, living in the surrounding mountains (Whitman 2013). The Eastern Shoshone of Jackson Hole, labeled “Sheep Eaters” by Euro-American trappers due to their reliance on a diet consisting heavily mountain sheep, did not use horses and employed dogs as their primary pack animals. The successful adaptation of the Eastern Shoshone lifeway to mountain terrain allowed them to thrive in Jackson Hole (Daugherty 1999). Ultimately, amidst increased competition with Euro-Americans for natural resources, in 1868 the Shoshone of Jackson Hole were removed to the Wind River Reservation. While they retained hunting rights in their former homeland, and in Jackson Hole specifically, conflicts continued to arise with an ever increasing Euro-American population (Walker and Graves 2007). For more information on traditional Native American land use in the Jackson Hole area, see Walker and Graves 2007.

Trapper John Colter, a former member of the Lewis and Clark expedition, is purportedly the first Euro-American to explore Jackson Hole. He joined the Missouri Fur Company in 1807 on an expedition to the Rocky Mountains and assisted with the establishment of Fort Raymond, a fur trading post located near the confluence of the Bighorn and Yellowstone Rivers (Moulton 1993). Four years following the Colter expedition, Wilson Price Hunt and Robert Stuart, employees of the John Jacob Astor American Fur Company, passed through Jackson Hole in an effort to establish a route to the Columbia River (Daugherty 1999). However, it was not until 1827 or 1828 that trapper David E. Jackson, partner in the Rocky Mountain Fur Company, began to dispatch trappers into the area along the Snake River that would ultimately bear his name (Daugherty 1999). By the early 1840s, the beaver population in Jackson Hole had largely been exhausted and trappers began to leave the region. It was not until the 1860s that the next wave of Euro-Americans entered Jackson Hole.

In 1863 a group of prospectors, led by Walter W. DeLacy, travelled along the Snake River into the Yellowstone region. In August of that year, the group reached Jackson Hole and continued north toward Jackson Lake conducting prospecting activities along the Snake River and its tributaries. However, no minerals of value were located in the area and this mining venture proved short lived. Additional prospecting activities occurred between 1864 and 1890s by various miners, some of whom achieved small-scale success; but the region never produced large quantities of ore (Daugherty 1999).

United States scientists came to the region shortly on the heels of the initial prospectors. In 1871, geologist Ferdinand V. Hayden, under government contract, travelled to the Yellowstone region with photographer William Henry Jackson and landscape artist Thomas Moran to survey and document the area. The data produced in the Hayden Survey is credited with ensuring the 1872 establishment of Yellowstone National Park. The group returned the following year and split into two divisions with geologist James Stevenson leading a party into the Snake River valley and Jackson Hole (Daugherty 1999). James Stevenson and N.P. Langford are noted as the first persons to ascend the Grand Teton mountain range with William H. Jackson taking the first photographs from atop the range (Figure 1). The group surveyed the valley and mapped the mountain range (Daugherty 1999). Additional systematic surveys were conducted under Hayden in the 1870s with the last survey completed in 1878. The following year the U.S. government formally created the U.S. Geological Survey and dispensed with the practice of hiring civilian contractors for survey.

### **1884–1918 — Euro-American Settlement and the Development of Wagon Roads in the Snake River Valley**

The first Euro-Americans to settle in Jackson Hole were John Holland, John Carnes, and his wife Millie Carnes. Holland and Carnes had previously traveled to the Jackson Hole area as trappers and returned in 1884 and filed homestead claims east of the Snake River and south of the Gros Ventre River in the

“Flat Creek area.” The men were followed by a number of other migrants to the area in the late 1880s and by 1888, the population of the area had purportedly reached 20 men, two women, and one child by 1888 (Daugherty 1999).

Mormon migration to the area began in 1889 when Elijah N. Wilson “Uncle Nick” persuaded his brother Sylvester Wilson to move to Jackson Hole area from Idaho. The group who ventured to Jackson Hole consisted of five families including Sylvester and his wife Mary, their children grown son Ervin and his wife and child, and their grown daughter and her husband and two children. Nick brought his wife Matilda and their grown daughter Louise Smith also came with her two sons. The families came to the Jackson Hole area from Idaho and crossed the Teton Pass in wagons. They settled on the west side of the Snake River and founded a community which would be named “Wilson” in Elijah’s honor. The route the Wilson clan



Figure 1. Pioneer photographer William Henry Jackson (kneeling) with assistant Charles Bell in the Tetons, ca. 1872 (Photograph reprinted from WyoHistory.org).

took over Teton Pass became the primary route used by Mormon settlers migrating from Utah and Idaho in the late 1890s and early 1900s, and more broadly, by people traveling to the region from the west (Daugherty 1999).

William O. Owen, employee of the General Land Office, carried out surveys of the Jackson Hole area in 1892 and 1893 in response to the increased level of settlement. His surveys established formal township and range lines and, in doing so, facilitated new homestead claims. Settlers at this time were by and large clustered in certain areas of the Snake River valley including the aforementioned Flat Creek and Wilson areas, as well as in the South Park and Spring Gulch areas to the east of the Snake River and south of the Moose-Wilson Corridor (Daugherty 1999). The Owen surveys also mapped roads and trails used by settlers in the area, including a route north of Wilson along the west side of the Snake River. The 1892 survey of T42N, R116W, depicts this primary road and its intersection with ancillary trails. The route ran to the east of the modern Moose-Wilson Road in closer proximity to the Snake River (Figure 2).

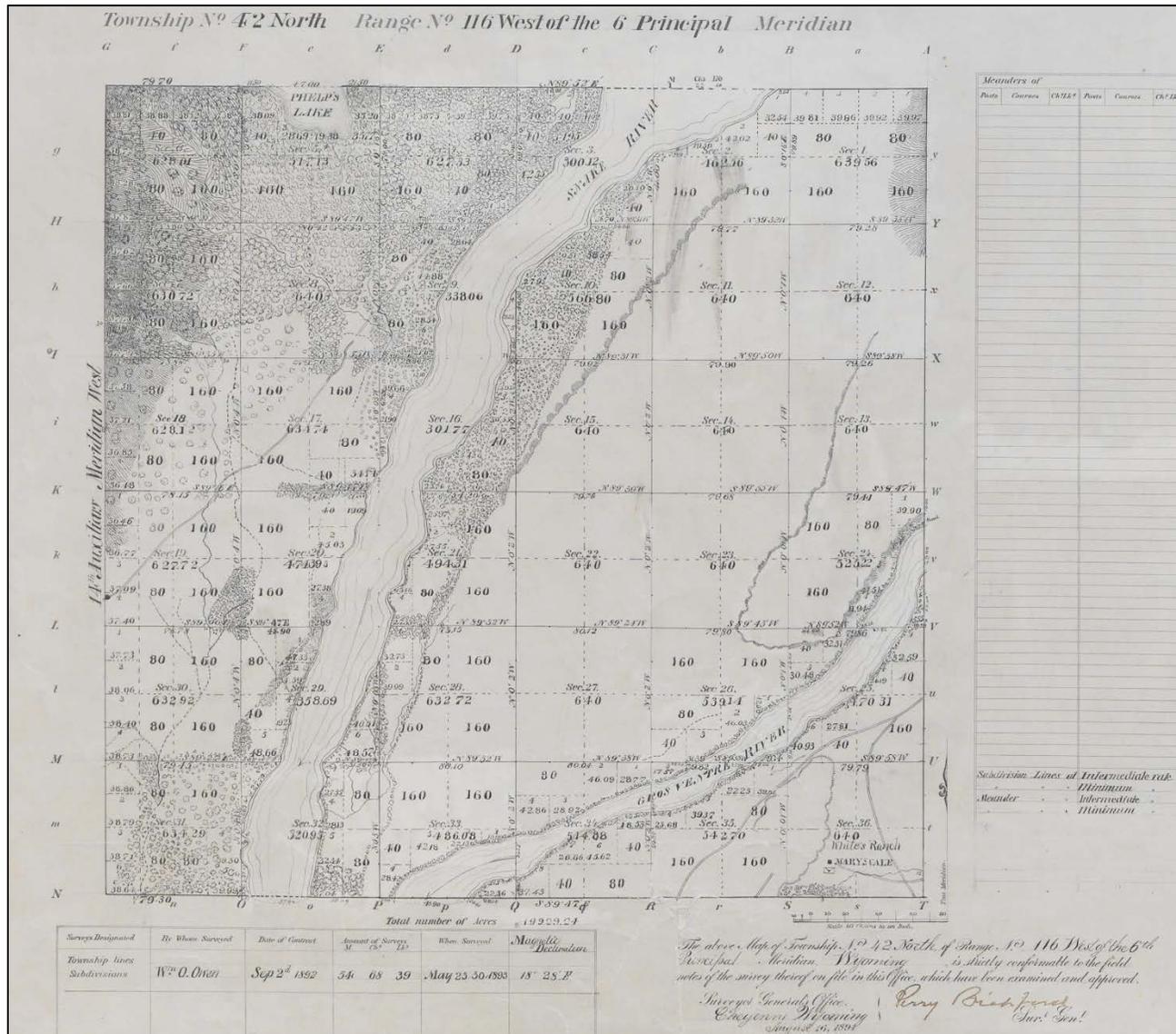


Figure 2. 1893 GLO map of T42N, R116W showing wagon roads in the vicinity of the Snake River (Source: Wyoming Cultural Resource Information System).

The Snake River divided the community of Wilson from the settlements on the east side of the Snake River and proved a challenge for those seeking to travel between the two areas. In 1894 William D. Menor homesteaded a 148-acre piece of land on the west side of the Snake River, north of the Gros Ventre River, and established a ferry service (Figure 3) (Daugherty 1999). Menor's ferry served an important function for the region as it allowed residents who lived on the eastern side of the Snake to access the western bank for hunting and resource gathering and also allowed for greater expansion of settlements on the west side of the river (Engle 2013).

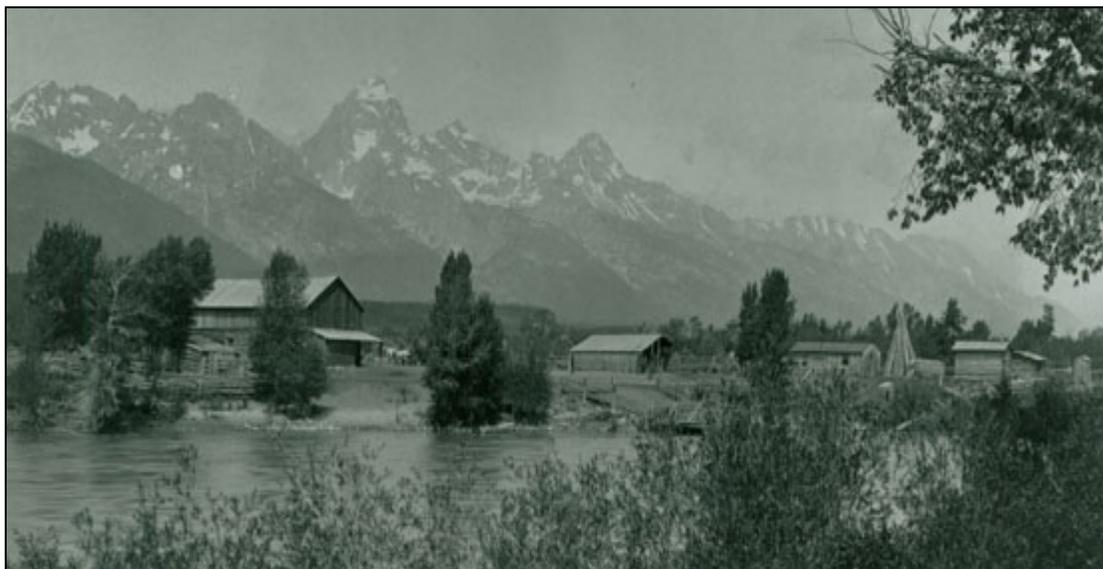


Figure 3. Menor's homestead and ferry, ca. 1898 (Image reprinted from <http://www.nps.gov/grte/historyculture/menor.htm>).

In 1897, Grover Cleveland established the Teton Forest Reserve under authority of the Forest Reserve Act of 1891. The new forest consisted of 829,410 acres of land which incorporated northern portions of the Jackson Hole area (Daugherty 1999). The subsequent Yellowstone Forest Reserve, created by Theodore Roosevelt in 1902, incorporated the lands of the Teton Forest Reserve and amassed a large amount of land totaling more than eight million acres. The Yellowstone Forest Reserve was separated into seven distinct forests in 1908 and included the Teton National Forest whose boundaries included the Teton Range and limited portions of the western side of the Snake River Valley north of Wilson. The Teton National Forest boundary encompassed the northern portion of the Moose-Wilson corridor within T43N, R116W. However, much of the land on the west side of the Snake River, south of Phelps Lake, remained open to settlement.

A number of settlers established farmsteads on the west side of the Snake River to the north of Wilson in the late 1890s and early 1900s, taking advantage of federal settlement programs including the Homestead Act (1862), the Desert Land Act (1877), the Forest Homestead Act (1906), and the Stock-Raising Homestead Act (1916). One of the earliest to settle in the area was Fred White who patented land in T42N, R116W, in 1899 under the Homestead Act (General Land Office 1899). Additional settlers to locate in this area included Robert Pemble who in 1900 filed for a 160 acre homestead west of the Snake River in the same township and range, near the present day Moose-Wilson Road, and received his patent in 1906 (General Land Office 1906; Daugherty 1999). John F. Miller submitted a homestead claim to the west of Pemble's homestead, located along the present day Moose-Wilson Road, which was patented in 1906 (General Land Office 1906; Daugherty 1999). In 1903 Emma Edwards received a 373 acre patent under the Desert Land Act on the west side of the Snake River. Each of these settlers had to prove up the

land, a task which included agricultural improvements- and in the case of claims under the Homestead – erection of physical infrastructure such as cabins, fences, sheds, stables, etc. (Daugherty 1999). In total, sixteen patents were issued for this township and range alone between 1899 and 1907 (General Land Office). By 1906 the residents of the western side of the Snake River, north of Wilson, came together to create a post office, which they designated Teton (Daugherty 1999). The post office, initially located within a homestead, did not remain fixed in one location (Figure 4). However, its designation is indicative of increases in both the population and its sense of community, in this area.

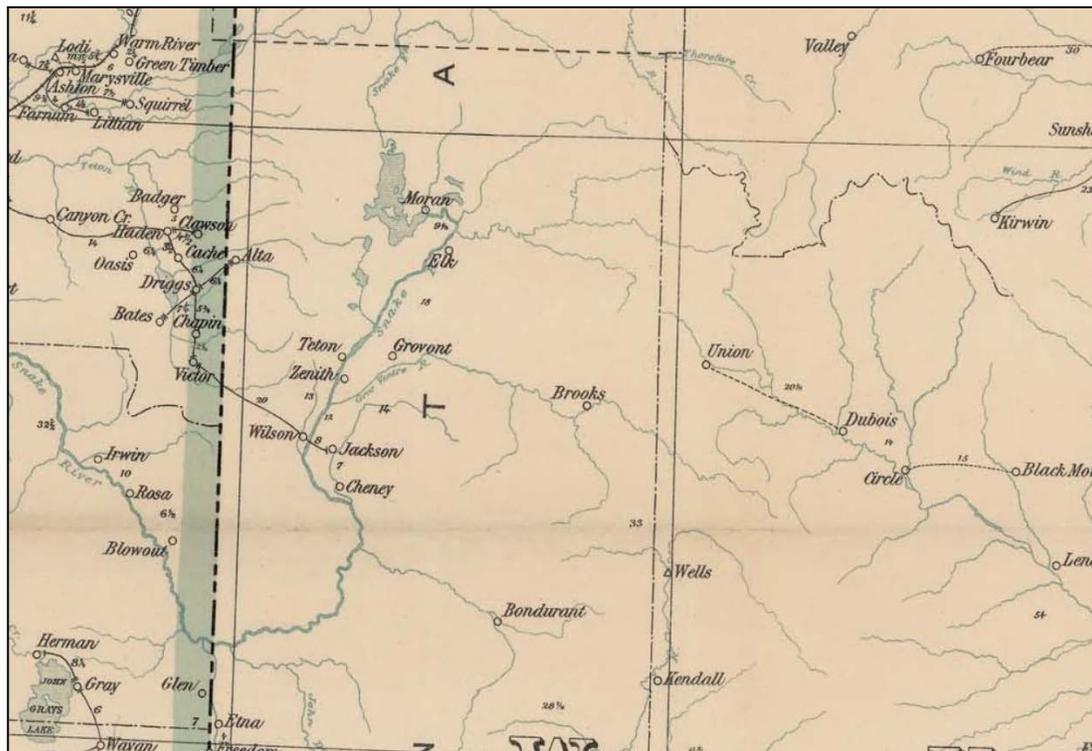


Figure 4. 1910 Postal route map depicting the Wilson and Teton post offices (Map on file at Wyoming State Archives Map Case Collection).

Initially, many of the new residents located on the west side of the Snake River focused on agriculture or small-scale ranching. Louis Joy acquired the 1903 homestead claim by Dave Spalding at the foot of Phelps Lake in 1907 with the intent of starting a ranch which became known as the “JY.” Harold Hammond and George “Tucker” Bispham each claimed 160 acre parcels northeast of Phelps Lake in the 1910s with the intent of establishing a ranch which eventually became known as the “White Grass.” Harry Clissold staked a 160 acre claim north of the White Grass land in 1916 and started the Trail Ranch. When the Stock Raising Act of 1916 increased the allowable acreage for patent claims to 640 acres, then current JY Ranch owner Henry Stewart added 637 acres of land to the ranch (Daugherty 1999).

It soon became apparent to land owners that this region would not support large-scale ranching; feed had to be supplied in the winter months and increased homesteading reduced available summer grazing lands. Faced with these challenges, a number of the private ranch owners decided to establish dude ranches to capitalize on the ever increasing tourism characterizing the Jackson Hole area. The JY and White Grass ranches were prominent examples of such a conversion (Daugherty 1999). The JY is credited as the first dude ranch in the valley, started by owner Louis Joy and partner Struthers Burt in 1908. Hammond and Bispham converted the White Grass to a dude ranch in 1919 (Daugherty 1999).

A 1916 GLO map for T43N R116W depicts a route along the west side of the Snake River with a segment that branches to the northeast towards Menor's Ferry (Figure 5). Another branch extends from the main alignment into sections 33, 28, and 27 and intersects with a fenced cabin in the location of the Harold Hammond and Tucker Bispham homestead claims creating the White Grass Ranch property. The route to the Hammond and Bispham property would later be called the White Grass Road, and subsequently the Death Canyon Road. This map represents an early depiction of the Moose-Wilson Road north of Phelps Lake.

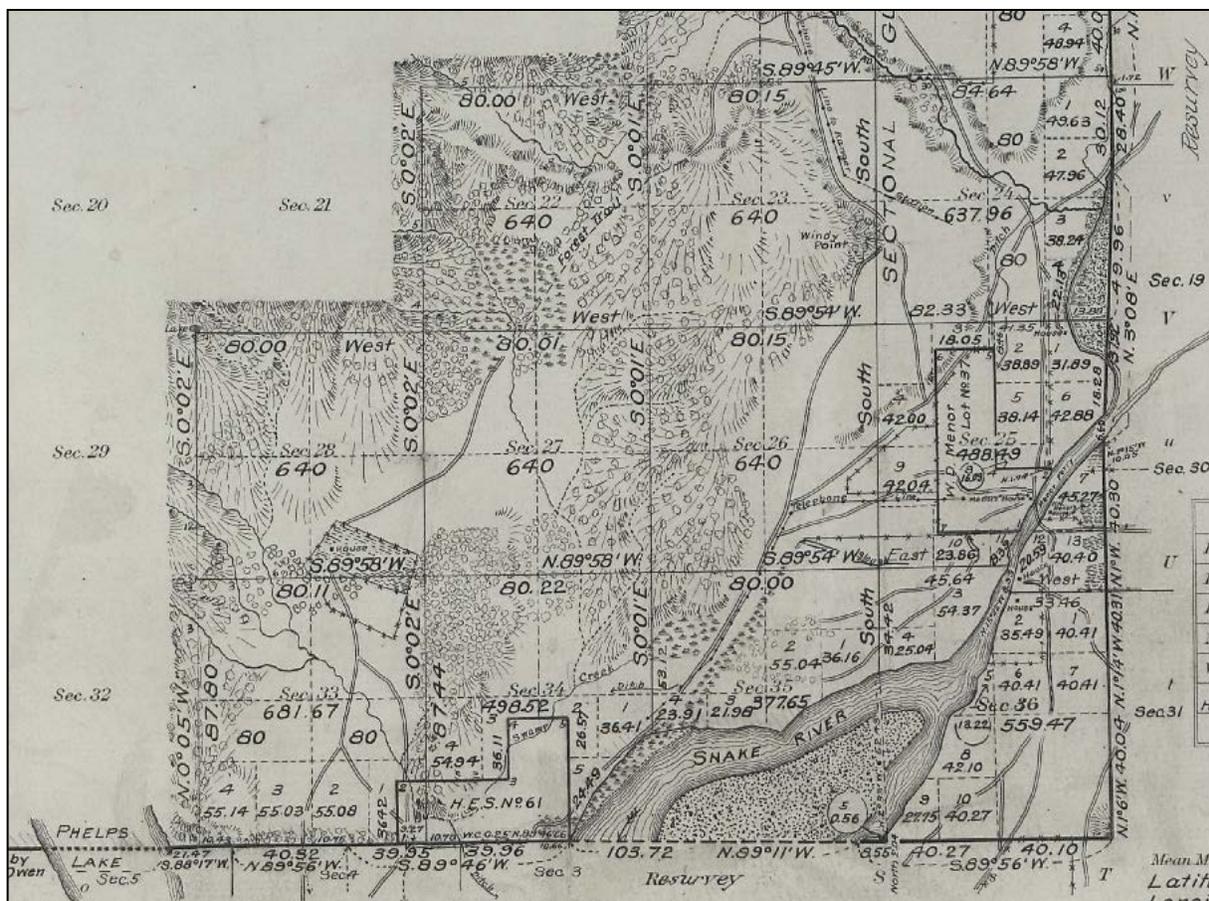


Figure 5. Excerpt from a 1916 GLO map of T43N, R116W showing wagon roads in the vicinity of the Snake River, homestead claims, and inset of the Menor property (Source: Wyoming Cultural Resource Information System).

The broader network of roads providing access to the properties located between Wilson and Menor's Ferry are depicted on a map originally dating to 1901 and subsequently revised in 1923 and 1929. The map illustrates a principal northeast to southwest trending road which runs parallel to the Snake River in the area of Phelps Lake, near the JY and White Grass ranches, and reaches "Menor's Ferry Bridge." The steel-girder bridge, constructed in 1927, obviated the need for the ferry and streamlined transit between the eastern and western sides of the Snake River (Figure 6).

Calls for conservation of the area began amidst the backdrop of this increased settlement along the foot of the Teton Range in the late nineteenth and early twentieth century. In 1898, the United States Senate called for an investigation of the potential extension of the Yellowstone National Park boundaries south to include the Teton Range or the creation of a new National Park (National Park Service 1933). The response from the Secretary of the Interior, Dr. Charles D. Walcott, included a recommendation that the Teton Range should be removed from Forest Service administration and either be incorporated within the expanded boundaries of Yellowstone or made its own National Park (National Park Service 1933). No action was taken at that time and in 1902 the Secretary of the Interior proposed a bill to expand the Yellowstone boundary to incorporate the Tetons. However, formal legislation would not be forthcoming until after the creation of the National Park Service in 1916 (National Park Service 1933).

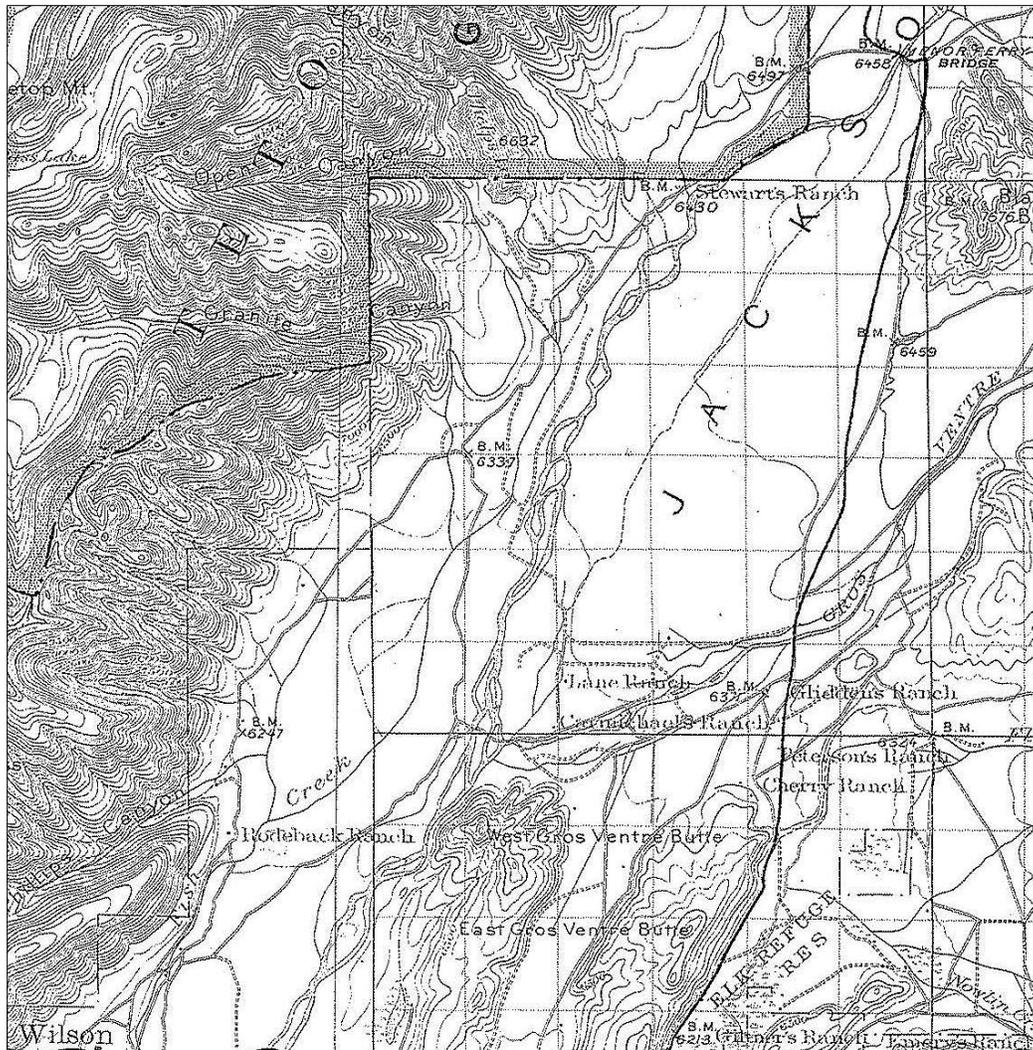


Figure 6. 1901 map (revised in 1923 and 1929) showing wagon roads in the vicinity of the Snake River (Map on file at Bridger-Teton National Forest, Jackson Hole).

### 1918–1929 — Land Conservation and the Establishment of Grand Teton National Park

In 1918, National Park Service Director Stephen Mather and assistant Horace Albright proposed adding part of the Tetons to the Yellowstone National Park through a bill sponsored by Wyoming Congressman Frank Mondell. In the interim, President Woodrow Wilson granted the Park Service authority to veto any Forest Service-proposed development in 600,000 acres of land in the northern Tetons (Hein n.d.). The bill passed the House but did not pass the Senate (Daugherty 1999). In 1919, Horace Albright became the superintendent of Yellowstone National Park and began to lobby for the federal designation of the Tetons. In 1923, Albright met with local citizens of Jackson Hole, to discuss a plan for the conservation of the Tetons and adjacent lands. The plan developed became known as the “Jackson Hole Plan,” a key component of which was to acquire private funds to purchase lands within the Jackson Hole area with the intent of preserving the existing lands and the rustic character of existing development (Daugherty 1999). The Jackson Hole Plan set the stage for a subsequent large-scale acquisition of private lands in the Jackson Hole area with the intent of conservation.

In 1925, the President’s Committee on Outdoor Recreation created a separate division, the Coordinating Commission on National Parks and Forests, to evaluate existing federal land boundary issues including National Park expansions and boundary disputes in areas where National Park lands abutted National

Forest lands. As part of this effort the Commission made a recommendation that 100,000 acres of the Teton National Forest, including the Teton Range, be removed from forest oversight and designated a separate national park (National Park Service 1933; Daugherty 1999). The Senate Public Lands Committee reviewed the commission's recommendations in 1926; however, Congressmen from the state of Idaho blocked any proposed bills to designate the land as a National Park (National Park Service 1933).

While federal designation of lands stalled, conservation efforts continued at the private level. In 1926, John D. Rockefeller Jr. and his wife Abby visited the Jackson Hole area. Rockefeller had previously visited Yellowstone National Park in 1924 with his sons. The couple received a tour of the Jackson Hole area from Yellowstone park superintendent Horace Albright. Mr. Rockefeller and his wife Abby expressed concern regarding the commercial development along the Snake River Valley, believing it marred the scenic beauty of the Teton Range. Rockefeller requested that Albright investigate the potential costs for acquiring private properties within the valley with the intent of donating them to the National Park Service (National Park Service 1933). Albright recommended that Rockefeller form a separate company to acquire the lands, so as not to divulge his interests and consequently drive up the cost of land in the region. In 1927, Rockefeller appointee Colonel Arthur Woods hired the Salt Lake City law firm Fabian & Clendenin to form the Snake River Land Company of Utah (Daugherty 1999). The newly formed company then set about the process of purchasing lands and removing buildings and structures located on the land. Because of concerns of the continued availability of public lands for settlement in the Jackson Hole area, in 1927 President Calvin Coolidge issued an executive order revoking 20,000 acres of land for public settlement.

Government efforts towards the creation of a new national park continued. Public hearings held in 1928, which discussed the proposed transfer of Teton National Forest land to the Park Service, were largely positive, contingent upon the park not developing new roads and concessionaire facilities. President Calvin Coolidge signed a bill in February of 1929 formally creating the Teton National Park. The Park included 6,000 acres of land, which predominantly consisted of the Teton Range and associated lakes at the foot of the mountains (Daugherty 1999). The terminus of the lake region of the park extended to the southern boundary of T43N, R116W, incorporating the majority of Phelps Lake. The eastern boundary in this area terminated to the west of what would become Moose. Thus the new park boundary encompassed roughly two miles of the Moose-Wilson Road and roughly the entire length of the Death Canyon Road (Figure 8). Much of the park land was transferred from the Teton National Forest to the Park Service. Rockefeller and his Snake River Land Company continued to purchase private lands within the Snake River Valley with the goal of expanding the park boundaries to the east, as well as buying private "in-holding" lands within the newly designated park boundaries. One of these properties was Menor's Ferry, owned by Maud Noble and Sydney Sandell at the time of its 1929 acquisition by the Snake River Land Company. Noble and Sandell had operated the ferry until 1927 when the Bureau of Public Roads constructed a new route connecting Jackson and Menor's Ferry and developed a steel-truss bridge over the Snake River (Daugherty 1999; Engle 2013). The road and bridge would eventually lead to the Park Service headquarters constructed at Beaver Creek in 1929. The area surrounding the bridge would later become known as Moose as new tourist amenities developed at the location.

### **1929–1950 — Early Grand Teton National Park Development and Continued Efforts towards Park Expansion**

Following the creation of Grand Teton National Park in 1929, newly-designated Superintendent Sam T. Woodring recognized an extensive need for infrastructure development within the Park which included items such as trails, roads, snow shoe and maintenance cabins, a headquarters, and comfort stations (Hubber and Caywood 1997). One of the first Park Service actions after creation of the park was to adapt the existing forest service building on Beaver Creek into the Beaver Creek Ranger Station. This building would become the nucleus of the new park headquarters (Mardorf 2011). The enabling legislation which created Grand Teton National Park restricted the development of new roads within the park boundaries, unless specific legislative appropriations were made; as such, Woodring made the maintenance of

existing trails and construction of new trails a priority (Figure 8). In 1929, geologist and Park Service



Figure 7. 1931 Grand Teton National Park topographic map illustrating park boundaries in red (Image located at Jackson Hole Historical Society).



Figure 8. Grand Teton National Park Superintendent Sam Woodring (Photograph reprinted from Pritchard 2010).

Employee, Fritiof Fryxell created a plan for a trail system within the newly designated park. The plan included the development of new trail routes as well as improvements to existing trails constructed during the Teton National Forest administrative era. The existing Forest Service trail system had been developed in the early 1900s and included the Death Canyon Trail and the intersecting Pemble Trail which connected Phelps Lake and Beaver Creek to the north (Daugherty 1999). Fryxell created a formal map in December of 1929 with proposed new trail routes and improvements to existing routes such as the Death Canyon Trail (Figure 9). Superintendent Woodring specified that construction of any buildings or structures associated with tourism and or management of the park, such as administrative buildings, ranger stations, or snow shoe cabins, should be subordinate to the landscape (Hubber and Caywood 1997).

The Grand Teton National Park, through a 1930 Road and Trail appropriation, undertook infrastructure improvements including the construction of the White Grass Ranger Station. The cabin was located to the southwest of the White Grass Ranch and in close proximity to the Death Canyon Trail. The rustic-style log cabin was one of the first administrative buildings constructed in the Park and is depicted on a park map dating to 1936 (Figure 10) (Mehls 1988).<sup>1</sup> This map also depicts a new northeast to southwest trending alignment of the Moose-Wilson Road in T43N, R116W located to the west of the existing alignment. This new Moose-Wilson alignment intersected the White Grass (now Death Canyon) Road, the latter of which provided access to the new White Grass Ranger Station. It is likely that this new Moose-Wilson Road

<sup>1</sup>For more information on this building, see the National Register Nomination for the White Grass Ranger Station Historic District prepared by Steven Mehls, 1988.

alignment was constructed to facilitate travel to the White Grass Ranger Station. The Park Service continued to implement the Fryxell plans and by the end of 1931 more than 60 miles of trails had been constructed, including the Valley Trail extending from Phelps Lake to Leigh Lake (Daugherty 1999). In

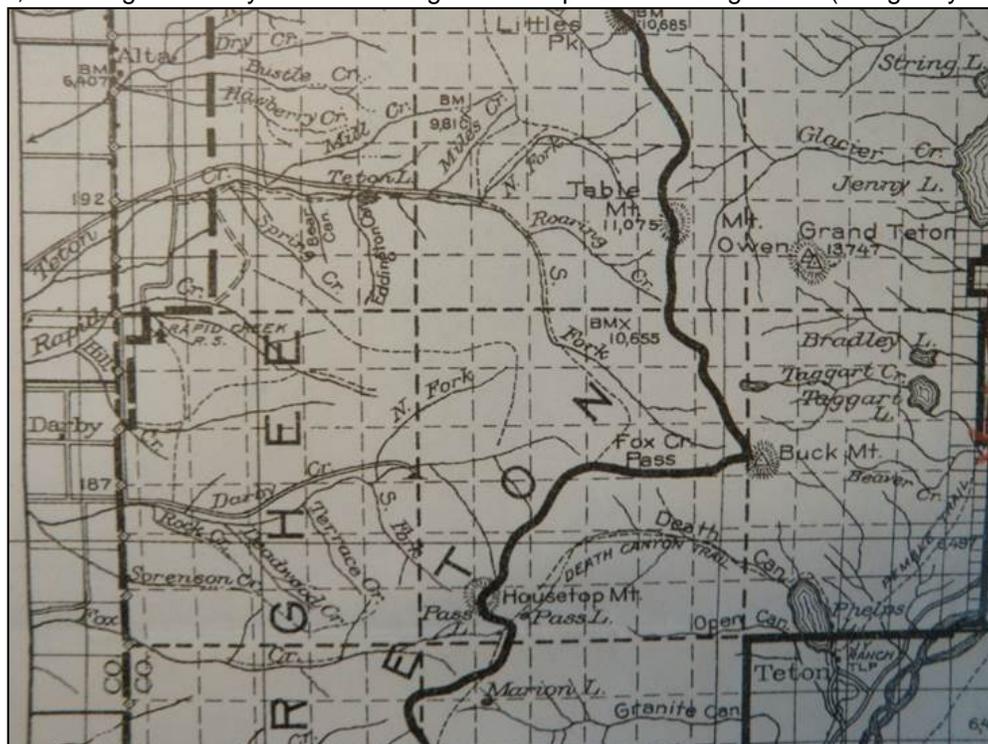


Figure 9. 1929 map developed by Fritiof Fryxell showing proposed park trail system (Death Canyon Trail visible at lower right) (Image located at National Archives; reprinted from Pritchard 2010).

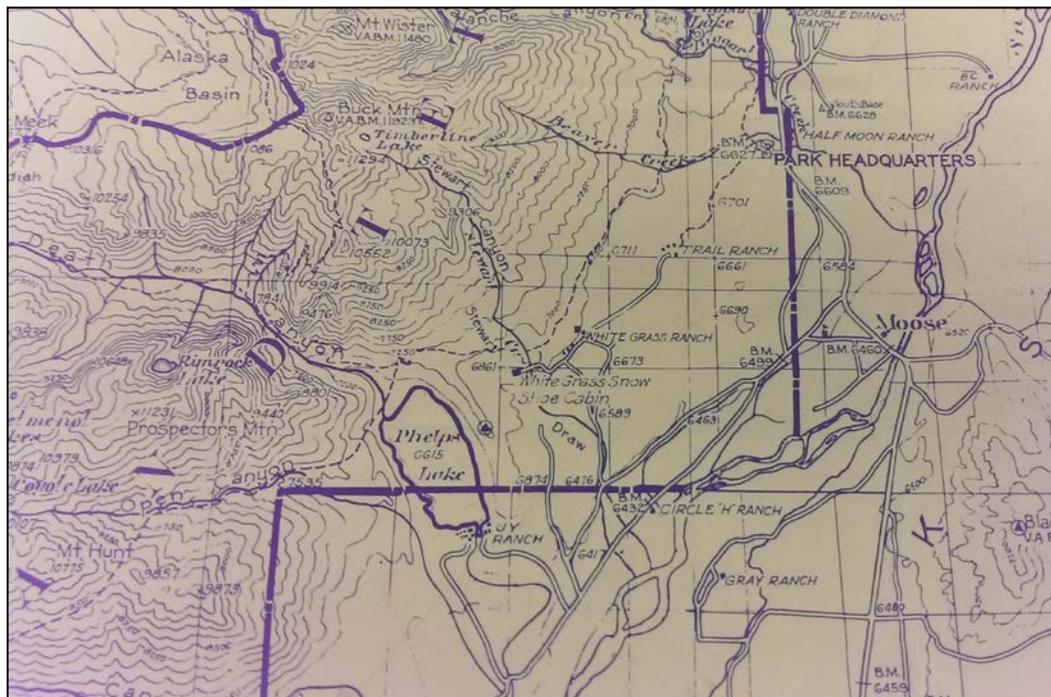


Figure 10. GRTE base map, ca. 1936. The White Grass Snow Shoe Cabin (now Ranger Station) is visible at center and the new western Moose-Wilson Road alignment is present to the southwest of Moose and intersects the road to the cabin (Map on file at the Jackson Hole Historical Society).

June of 1933, CCC workers connected the Death Canyon and Cascade Canyon Trails to form the broader Skyline Trail Loop. By 1935, the Park Service trail network totaled roughly 90 miles (Daugherty 1999).

As the park made improvements within the boundaries of Grand Teton National Park, the Snake River Land Company continued its program of buying private lands in the Snake River Valley. Local outcry erupted after the company revealed Rockefeller's involvement in the land purchases in Jackson Hole as well as his associated plan to donate the land to the Park Service, with residents claiming collusion between the Park Service and private interests to fix the price of land (Daugherty 1999:312). The United States Senate formed an investigating committee in 1933 at which point the Snake River Land Company refrained from additional property acquisitions. By this time the company had purchased roughly 35,000 acres of land for a cost of more than 1.4 million dollars, including the JY Ranch in the Moose-Wilson corridor which the Rockefeller family used as a private retreat. The hearings exonerated both the Park Service and the Snake River Land Company and land purchases resumed. In 1934, Senator Robert Carey introduced an unsuccessful bill to expand the boundaries of the Grand Teton National Park, which failed to pass the House (Daugherty 1999).

In 1938, the Park Service prepared a pamphlet entitled "A Report by the National Park Service on the Proposal to Extend the Boundaries of Grand Teton National Park, Wyoming" which outlined legislation for a proposed boundary extension. Anti-expansionist opponents of the plan persuaded Wyoming and Idaho congressmen to oppose any new legislation. In 1942, John D. Rockefeller Jr. wrote a letter to Secretary of the Interior Ickes voicing his frustration with the federal government's slow process of park expansion and threatening sale of the lands purchased by the Snake River Land Company on the open market (Daugherty 1999). Ickes and the Park Service pressured President Roosevelt to designate the land as a national monument under authority of the Antiquities Act of 1906 in order to circumvent congressional legislation. Ickes, more specifically, presented a memorandum to the president which outlined the history of the effort to expand the Grand Teton National Monument and drafted a proclamation for the president to review. In March of 1943, President Roosevelt signed the proclamation and in so doing created the 221,000 acre Jackson Hole National Monument (Figure 12) (Daugherty 1999). The new monument boundary encompassed Moose, which had formerly been approximately one mile to the east of Grand Teton National Park. Moose and much of the land within the new monument boundary was still privately owned, the majority of which was held by the Snake River Land Company (Figure 12).

Following the establishment of Jackson Hole National Monument, the Park Service began drafting plans for infrastructure development. The park administration faced continued pressures from Congress who, due to the lack of public support for its designation, withheld direct funding to the Monument. Despite lack of funding, the Park Service was able to undertake improvements within the monument. Primary goals of the administration included developing a new museum, administrative headquarters, and a primary eastern access route to the Park to reduce traffic on the western side of the river. The Grand Teton National Park Headquarters had been located at Beaver Creek since 1929, and the administration hoped to relocate away from this area, combining the administration facilities for both the Grand Teton National Park and the Jackson Hole National Monument. Headquarters locations were proposed for both Jackson and Moose in an effort to reduce traffic near the base of the Teton Range. Moose was selected as the preferred location due to its ease of vehicular access and proximity to the Park (Hubber and Caywood 1997). As the monument boundaries now incorporated land within T42N, R116W, as well as Moose proper, the management of these portions of the Moose-Wilson Road alignment fell under the purview of the Park Service. By 1945, the Park Service had realigned a major segment of the road, newly under their jurisdiction, linking it to the 1936 road alignment constructed by the Park Service in T43N,

R116W. The 1945 iteration of the Park Service road also incorporated the northernmost, triangular-shaped, segment of the 1936 road which connected to Moose (see Figure 10) (Figure 13).

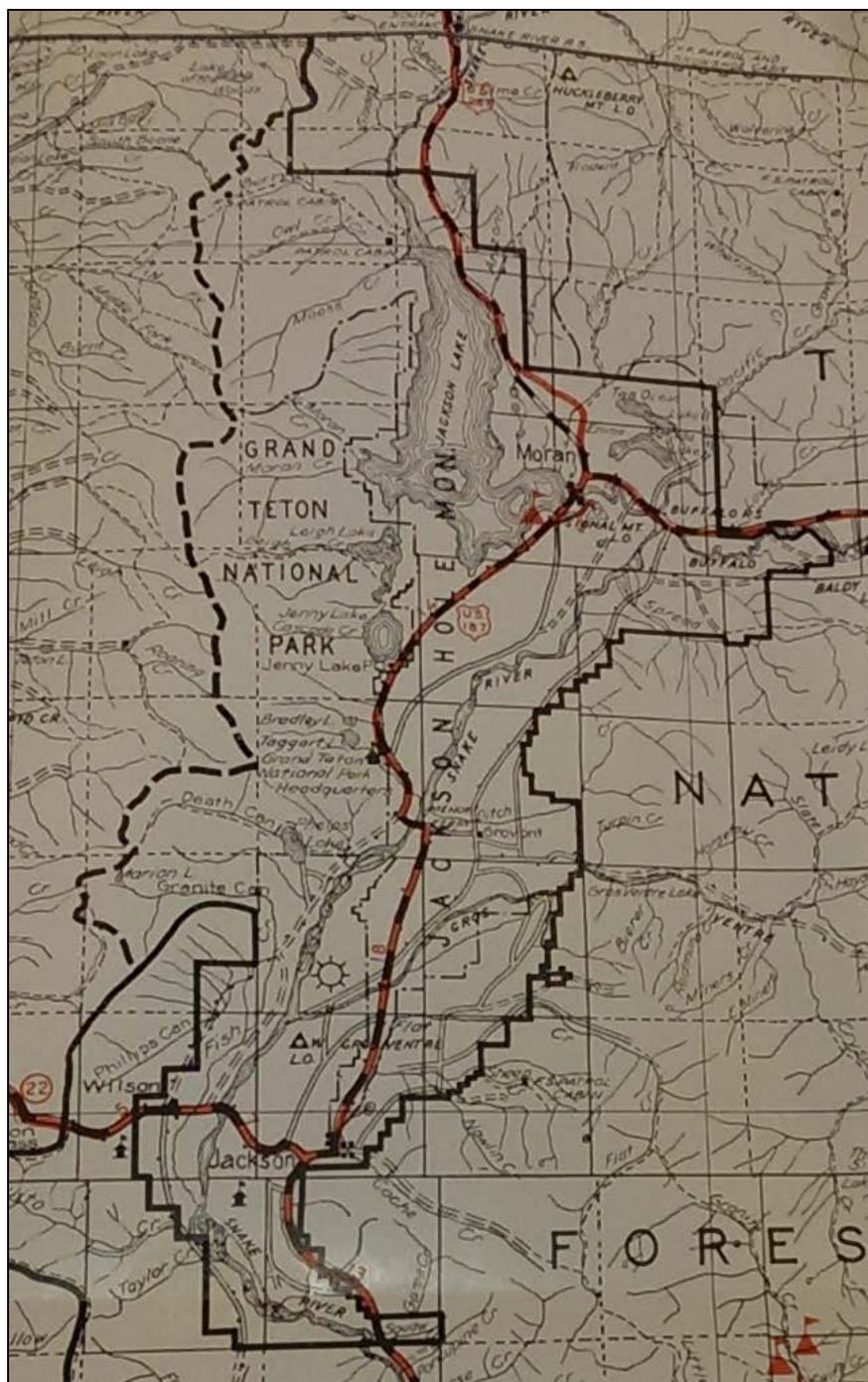


Figure 11. Map depicting Grand Teton National Park and the adjacent Jackson Hole National Monument, ca. 1948 (Teton National Forest Map on file at the Jackson Hole Historical Society).

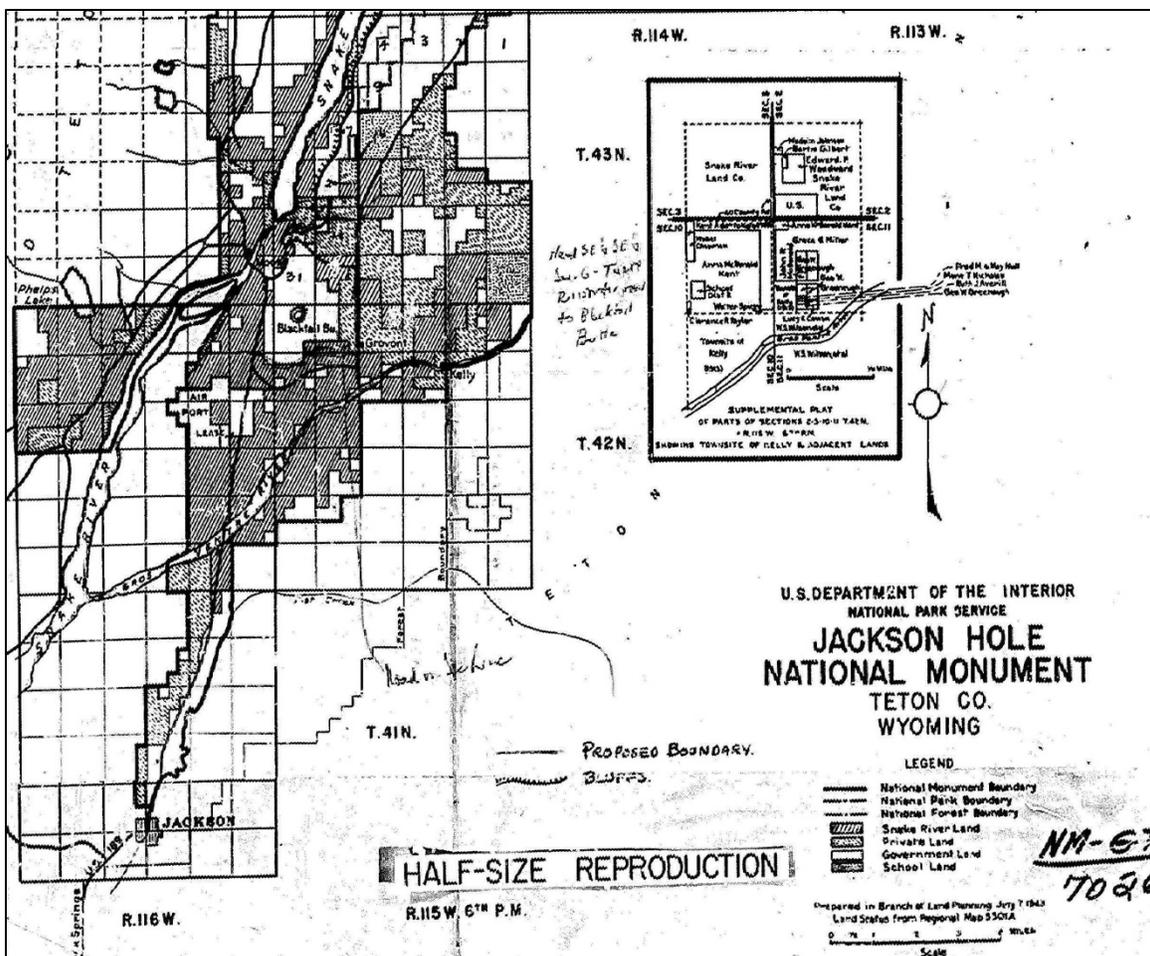


Figure 12. 1943 map (Drawing no. NM-GT-7026) showing a portion of the newly-established Jackson Hole National Monument. Note that the majority of land to the west of the Snake River, and in the vicinity of Moose-Wilson Road, is privately owned. (Source: Technical Information Center, Denver Service Center).

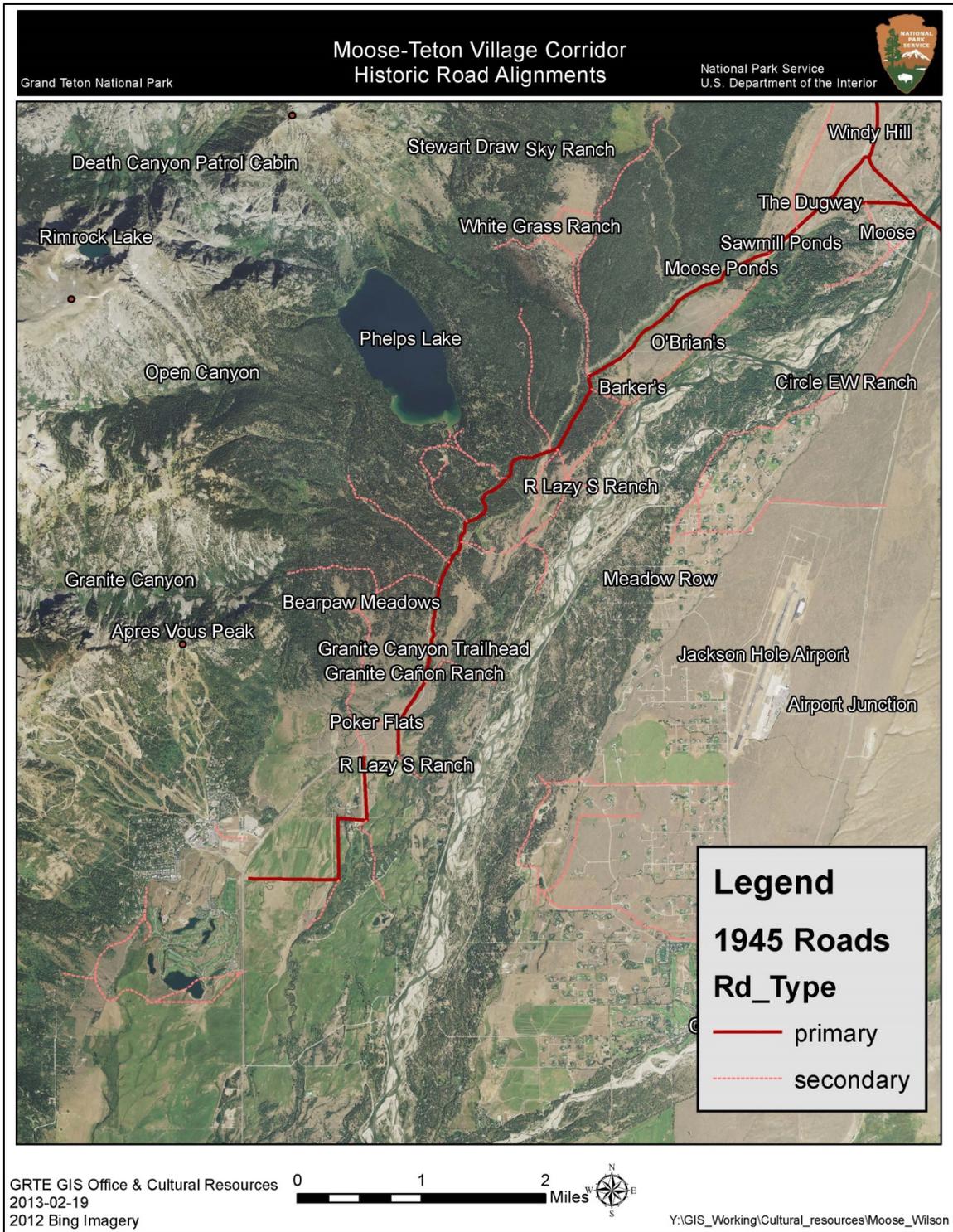


Figure 13. 1945 Road alignment map illustrating the modern configuration of the Moose-Wilson Road to the southwest of Moose (Source: Grand Teton National Park, 2013).

A Road System Plan Map (Drawing No. NPM-GTJ-2004-A) completed by the Park Service Regional Office in conjunction with a 1940s agency-wide road and trail master planning efforts suggests that a total of 89.3 miles of roads and 288.9 miles of trails had been constructed within the Park by October 1949. Both the Moose-Wilson Road and the road to the White Grass Ranger Station (Death Canyon Road) are depicted on this map; however, neither road is referenced by its current name. The road in the vicinity of the Moose-Wilson Road is depicted on the map as "Route 6", and the route leading to the Death Canyon Trail is shown as "Route 17" (Figure 14). A key of the road and trail system printed along with the map refers to Route 6 as the "Snake River Road" and Route 17 as the "White Grass Road." Interestingly, a handwritten notation underneath Route 6 suggests the name "Foothills Road" was also proposed for the route sometime after the map was printed. The map shows Route 6 as a graded primary road that stretches 6.4 miles between U.S. 287 near Moose and the southern Park boundary. Route 17 is also shown on the map as a primary graded road that originates from Route 6, to the southwest of Moose, and continues generally northwest to the White Grass Ranger Station. Both of the roads are defined as "Class 2" routes on the key.

The year 1949 brought to a close a decade's long effort to expand the Grand Teton National Park. Interested parties came together at a Senate Appropriations Committee meeting and developed a compromise to create a singular entity from the Grand Teton National Park and the Jackson Hole National Monument which would potentially incorporate the lands amassed by the Snake River Land Company. Three concessions were made to former opponents of the legislation which consisted of: the protection of grazing and stock driving rights, government reimbursement to the county for projected lost tax revenues, and continued controlled elk reduction in the park (Daugherty 1999). Based upon this compromise, John D. Rockefeller Jr. gifted 32,117 acres of land, purchased by the Snake River Land Company, to the United States government in December of 1949. Formal legislation was forthcoming and the new Grand Teton National Park was created in September of 1950.

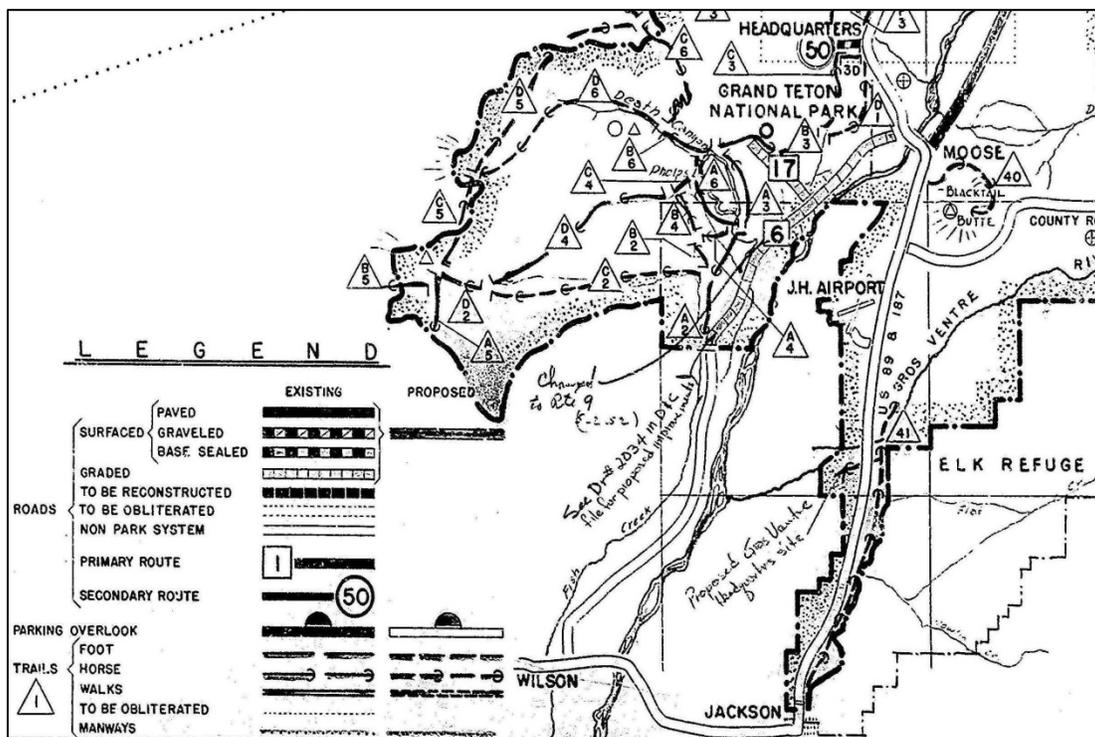


Figure 14. Moose-Wilson Road (Route 6) and White Grass Road (Route 17) as depicted on a 1949 Park Service Road System Plan map (Drawing no. NPM-GTJ-2004-A) (Source: Technical Information Center, Denver Service Center).

### 1950–1960 — Continued Development of the Moose-Wilson Road Corridor

In 1952, Park Service as-built plans for proposed improvements to the Wilson Road “Route 9” note improvements included grading the road and replacing surface aggregate, including a liquid asphalt dust treatment, installing CMP culverts, repairing and replacing wood bridges, installing guideposts and widening of the road at several locations to improve visibility and/or passing (Figure 15). The overall width of the road was noted as varying between 8 feet and 16 feet. While specific locations were not given for the widening activities, the construction plans note that excavation activities were planned for the third, fourth, and fifth miles of the route, suggesting that these locations were also widened. The plans called for the extension of a timber bridge within the third mile of the road as well as the replacement of a 16-foot-long by 14-foot-wide timber bridge in the sixth mile. The plans also called for the installation of ten CMPs: two within the first and second miles, one in the third mile, three in the fourth and fifth miles, and four in the sixth mile. All of the culverts were 22 feet long and 18 inches in diameter.

A subsequent map produced sometime between 1952 and 1953 shows the modifications undertaken in the as-built, as Route 9 is characterized as a “surface treated” road. The intersecting Route 10, or White Grass Road, is depicted as a primitive road (Figure 16). The White Grass Road continued the dual function of providing access to the private White Grass Dude Ranch, as well as providing park access to the White Grass Ranger Station. The modern alignment of Route 26 was constructed between 1955 and 1957 as part of the plan to relocate the main highway away from the foot of the Tetons and provide eastern access to the park in the vicinity of Moose (Daugherty 1999). The Park Service’s plan to relocate its headquarters from Beaver Creek to Moose was completed in the fall of 1958 (Daugherty 1999).

A roads and trails map dating to January 1958 provides the first reference to the road known as Route 9 as the “Moose-Wilson Road,” versus its former moniker as “Wilson Road.” This map depicts a re-alignment of the northernmost portion of the Moose-Wilson Road which provided streamlined access to the new Park Service headquarters located in Moose. The remainder of the southwest-trending Moose-Wilson alignment located within the boundaries of the park remained intact. The length of the Class 1 road is noted as 6.7 miles; to the north of Phelps Lake, the road has been surface treated, and to the south, the roadbed consists of a base surface or gravel (Figure 17). It is unclear as to whether the former map dating to ca. 1952 inaccurately depicted the southern portion of the road as surface treated, or if this treatment was removed sometime between 1952 and 1958. The White Grass Road is depicted on the 1958 map as a 1.5-mile-long, graded Class 3 road with termini at Route 9 (Moose-Wilson Road) and the White Grass Ranger Station. A parking area is depicted near the ranger station, which further indicates its improved use as an access point to the Death Canyon Trail.

A 1968 Grand Teton National Park topographic map provides a clear depiction of the northernmost 1958–1960 re-alignment of the Moose-Wilson Road to the Park Service headquarters in Moose. The map also depicts the final changes to the Death Canyon Road, reflecting its modern alignment and two ancillary routes to the White Grass Ranch. The three separate road alignments all share the same easternmost entry alignment which intersects with Moose-Wilson Road and is depicted on the map as a “light duty” road. This light duty road alignment extends approximately 0.5 miles before segmenting into separate alignments which are depicted as “unimproved dirt” road segments. The southernmost alignment leads directly to the White Grass Ranger Station and Death Canyon Trailhead, while the central alignment, classified by the Park Service as the “work road,” provides access to the White Grass Ranch property. The northernmost alignment was used historically as the main entrance to the White Grass Dude Ranch, but is no longer in use (Betsy Engle, personal communication, January 16, 2015) (Figure 18).

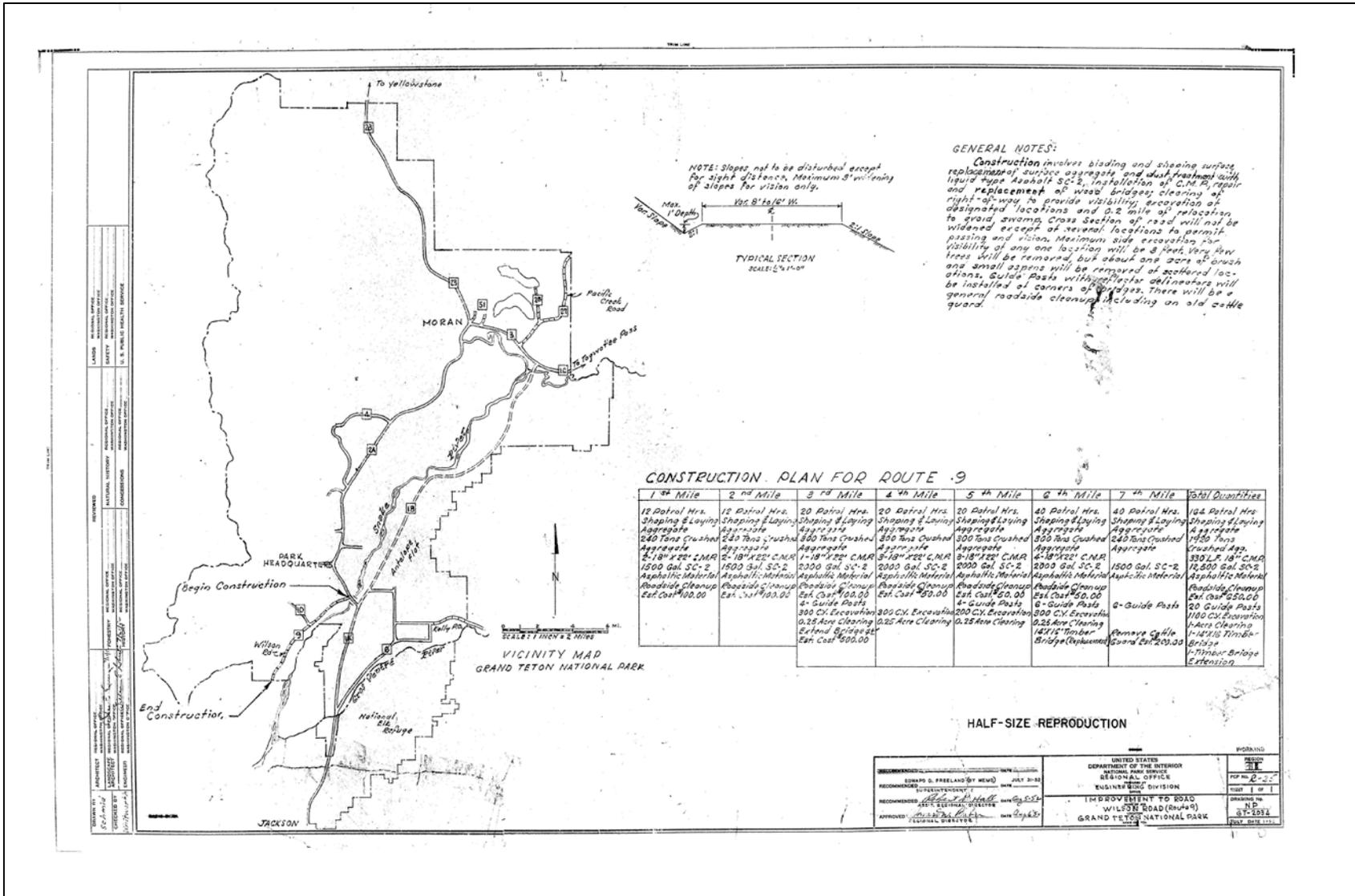


Figure 15. Construction plans for the Moose-Wilson Road (identified as Route 9), drafted by the Park Service Engineering Division in July 1952 (Source: Drawing No. NP GT-2034).

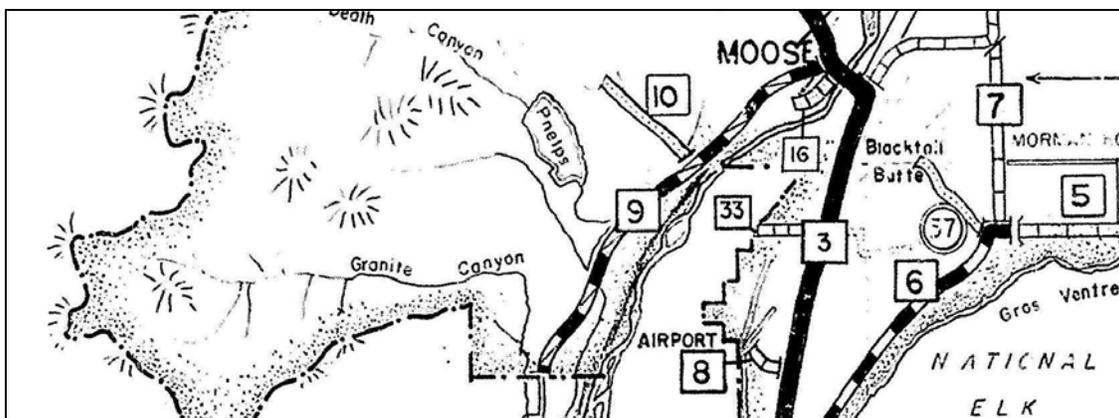


Figure 16. Park Service Roads and Trails System map showing the Moose-Wilson Road (Route 9) and the White Grass Road (Route 10), ca. 1952 (Source: Drawing No. NP-GT-2101-B).

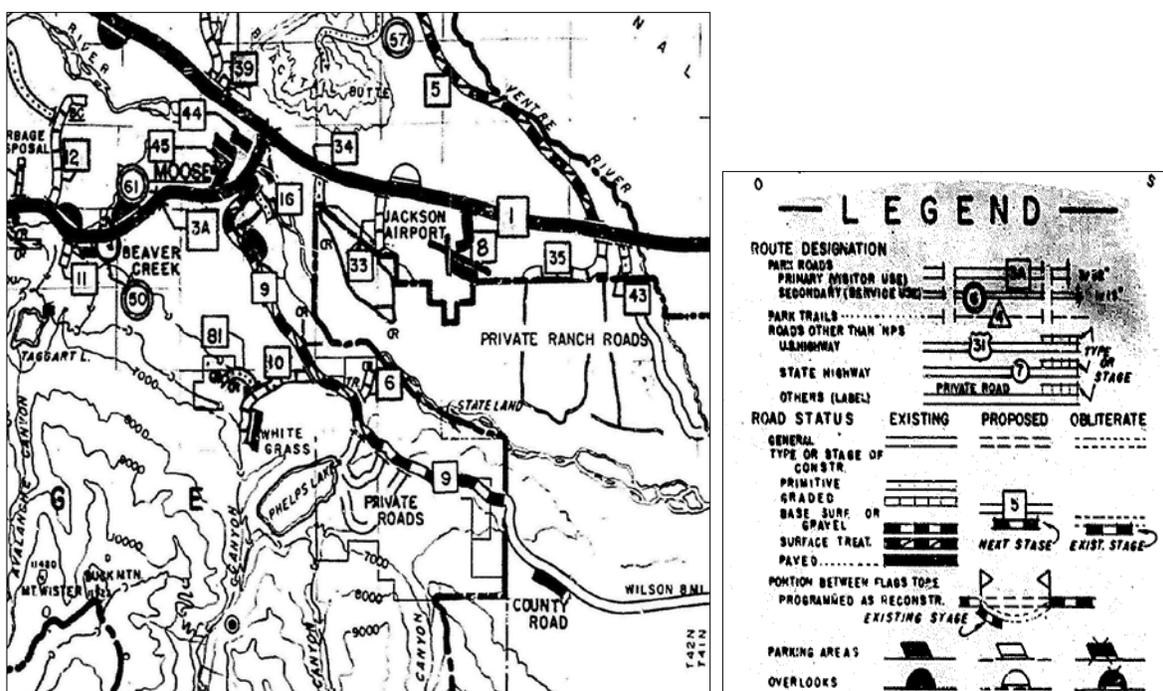


Figure 17. Map showing existing and proposed roads and trails within Grand Teton National Park, January 1958, and its associated key. Moose-Wilson Road is identified as Route 9 and Death Canyon Road is Route 10, depicted with a parking area (Source: Drawing No. NP-GT-2101-C).

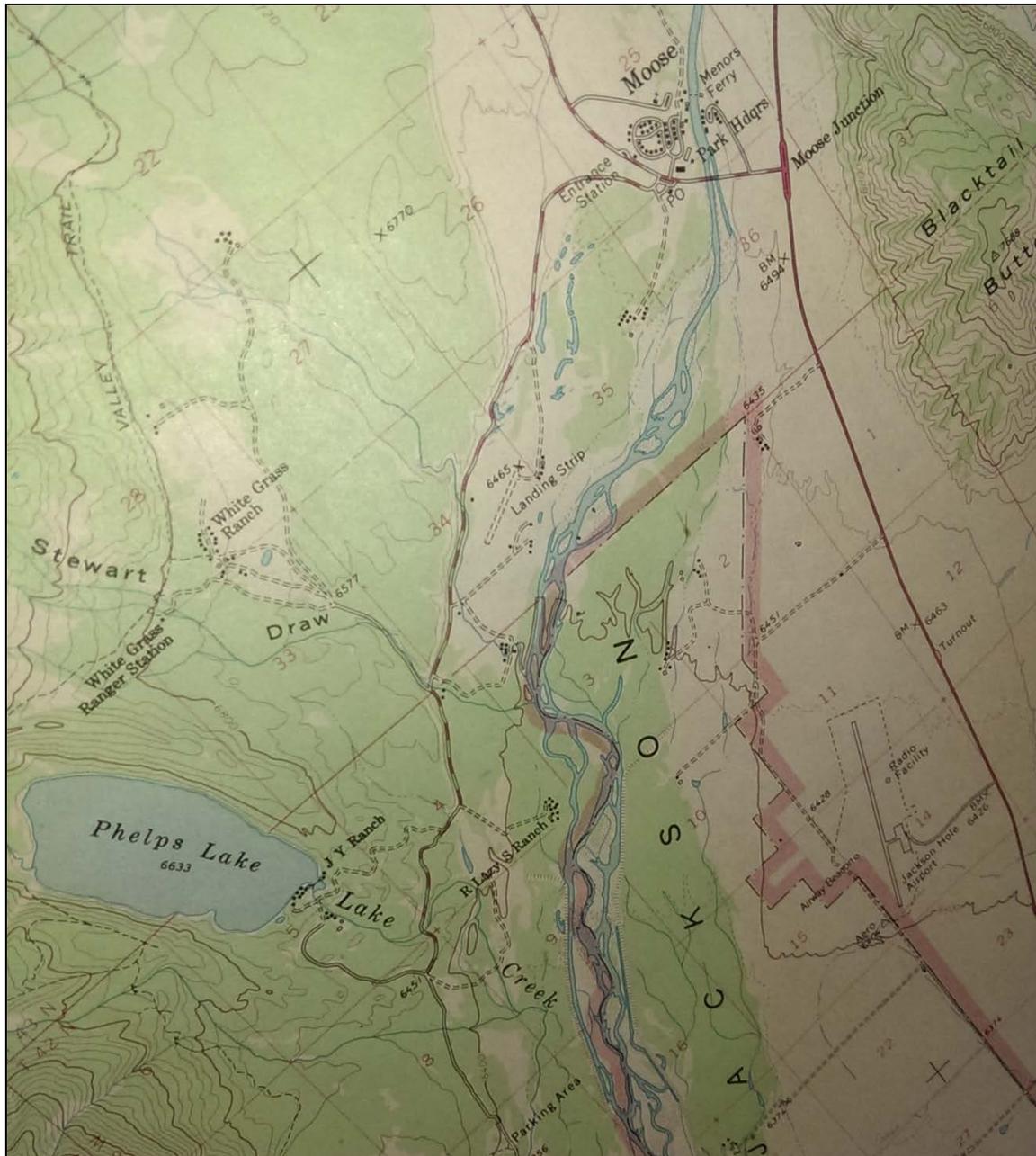


Figure 18. 1968 Grand Teton National Park topographic map depicting the altered alignment of the Moose-Wilson Road near Moose, the Death Canyon Road, and the multiple road segments leading to the White Grass Ranch (Source: GRTE Office).

## 1961–Present — The Modern Era

Historic maps and correspondence suggest that few changes were made to the Moose-Wilson Road Corridor cultural landscape during the 1970s. While the Park Service continued to acquire private inholdings to the east and west of the Snake River, many residents and dude ranch owners continued to reside on their properties and operate business through lifetime leases. An example of this is the Murie Ranch property, which was sold to the Park Service in 1966 shortly after Olaus' Murie's death with a life tenancy for Mardy Murie, and Adolph Murie and his wife, Louise (Timmons et al. 2010:27). Adolph passed away at the ranch in 1974, and his wife Louise remained at the property for several years before relocating to Jackson Hole (Cassity 2003). Mardy continued to live at the ranch and use it as a base for conservation education until her death in 2003 (Cassity 2003). Following her death, several buildings were rehabilitated by the Park Service, in association with the Murie Center, a non-profit organization that continues to use the ranch facilities for educational purposes (Timmons et al. 2010).

A land status map dating to 1969 depicts additional privately held parcels on the southern side of the Moose-Wilson Road just north of the Death Canyon Road which were held by owners: Cheek, Forbes, Curtis, Flygare, and O'Brien. These parcels are accessed by the southeast trending driveway which continues along a northeast trending alignment before reconnecting with the Moose-Wilson Road to the northeast (Figure 19).

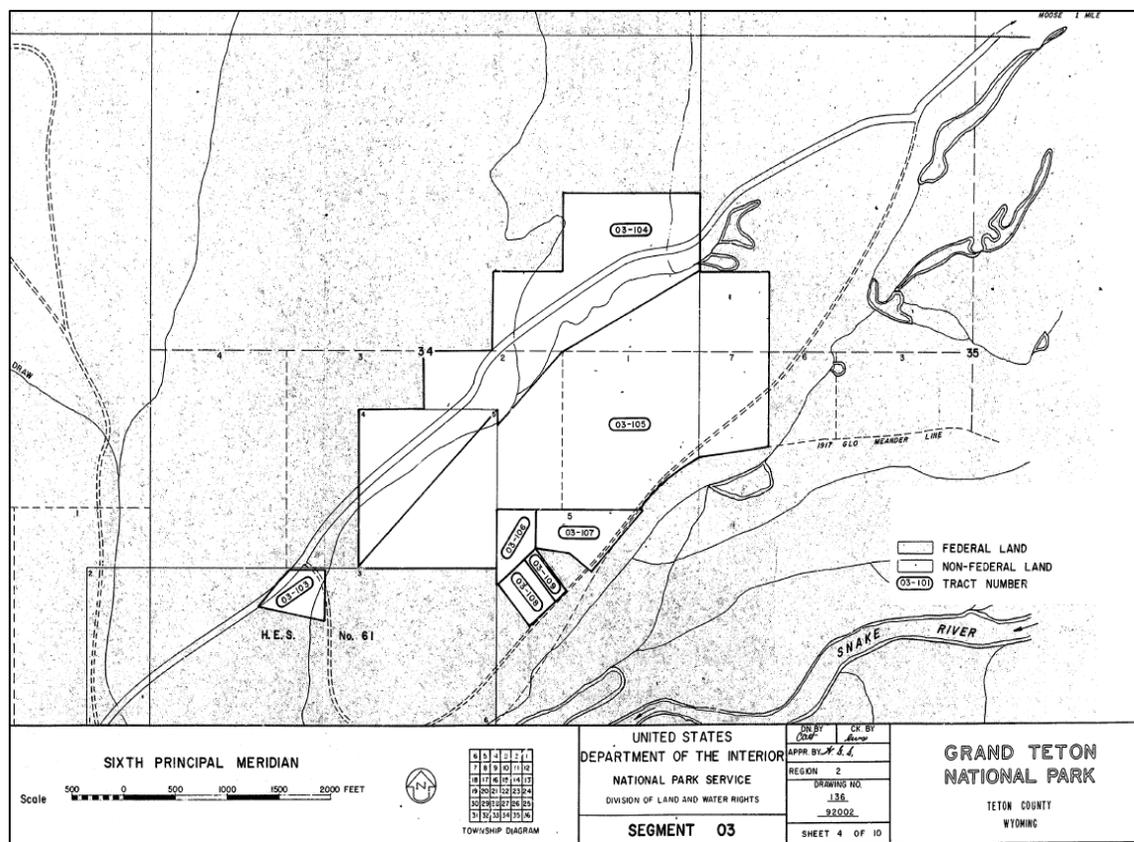


Figure 19. Grand Teton National Park Land Status Map (GRTE\_136\_92002 [id705]), drafted by the Park Service in January 1969 (Source: Technical Information Center, Denver).

Historic maps indicate that between 1958 and 1975, only 6.8 miles of new roadway had been constructed within the Park. By 1975, of the 238.3 miles of roads present within the Park, the majority- or 79 percent- were paved, 13 percent were graded, and 8 percent were sealed. Interestingly, mileage totals available for roads depicted on the 1975 map suggest that both the Moose-Wilson Road and White Grass Road increased in length during this time, although both roads are shown as generally following the same alignment (Figure 20; see Figure 17). Comparison of the two maps indicate that the Moose-Wilson Road increased in length from 6.8 miles to 7.1 miles between 1959 and 1975, a change in distance that likely resulted from the 1958-1960 realignment of the route. Similarly, the Death Canyon Road is shown as 1.8 miles long on the 1975 map, or 0.3 mile longer than that depicted the 1958 route. The reason for this increase is not known. The 1975 map also indicates that only the northern 5.0 miles of the Moose-Wilson Road and southern 0.6 mile of the Death Canyon Road were paved, with the remaining 2.3 and 1.5 miles, of both routes depicted as graded, respectively. As was depicted on a roads and trails map from 1958, the parking area at the northern end of Death Canyon Road and a pull-out, identified as the “Sawmill Ponds interpretive site,” along the segment of Moose-Wilson Road between the White Grass Road and the road’s intersection with Teton Park Road at Moose are also depicted on the 1975 map (see Figure 17 and Figure 20). The presence of a parking area suggests that the area north of the White Grass Ranger Station at the terminus of the Death Canyon Road had been developed as a trailhead for the Death Canyon Trail by the time of the 1958 plan; however, this does not formally appear as a trailhead until a subsequent 1976 circulation map of the Park (Figure 21).

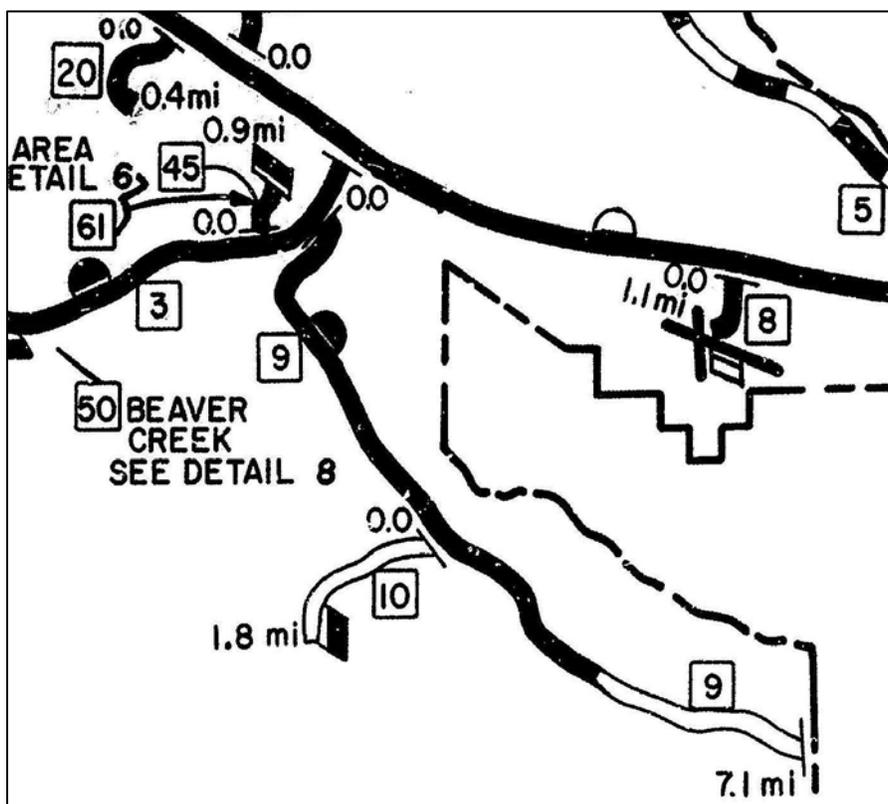


Figure 20. Excerpt from a 1975 Park Service map (Drawing no. 136-80000A) of maintained roads and trails located within Grand Teton National Park. The number 9 is adjacent to the Moose-Wilson Road and the number 10 is representative of the Death Canyon Road (Source: Technical Information Center, Denver).

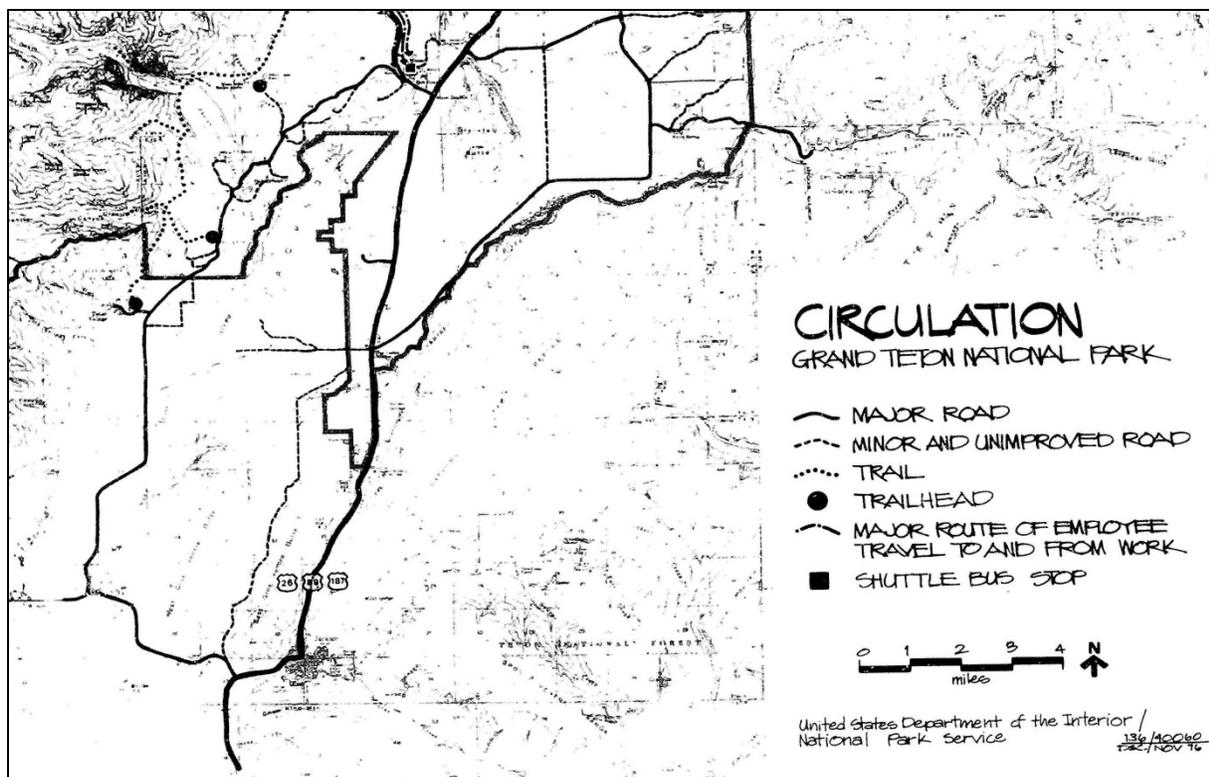


Figure 21. Excerpt from a 1976 Park Service circulation map (Drawing no. 136-80000A) for the Grand Teton, showing the Moose-Wilson and Death Canyon Roads and locations of the Granite Canyon and Death Canyon Trailheads (visible at top left) (Source: Technical Information Center, Denver).

Interestingly, a Teton County highway map, dating to 1980, does not include a key, but depicts the northernmost portion of the Moose-Wilson Road, roughly north of Phelps Lake, in a solid black line, while the southern segment of the road is shown as a dashed line, likely indicating graded/gravel. This seems to stand in contrast to the 1975 Park Service map which notes that 5 of the 7.3 total miles of the road were paved. It is unclear if the 1980 map provides an accurate depiction of the road materials (Figure 22). A later map drafted by the Park Service shows class statuses for the Moose-Wilson Road and Death Canyon Road but does not specifically depict the status of paving (Figure 23).

Comparison of the 1975 and 1976 trail maps suggest that an additional trailhead was established at the southern portion of the Moose-Wilson Road to access the Granite Canyon Trail. The trail itself was established as part of the Park Service trail improvement projects of the early 1930s; however, the first section of trail was rerouted presumably to circumvent private property. This reroute occurred sometime between 1975 and 1976, as the trail realignment first appears on a 1976 Park Service circulation map.

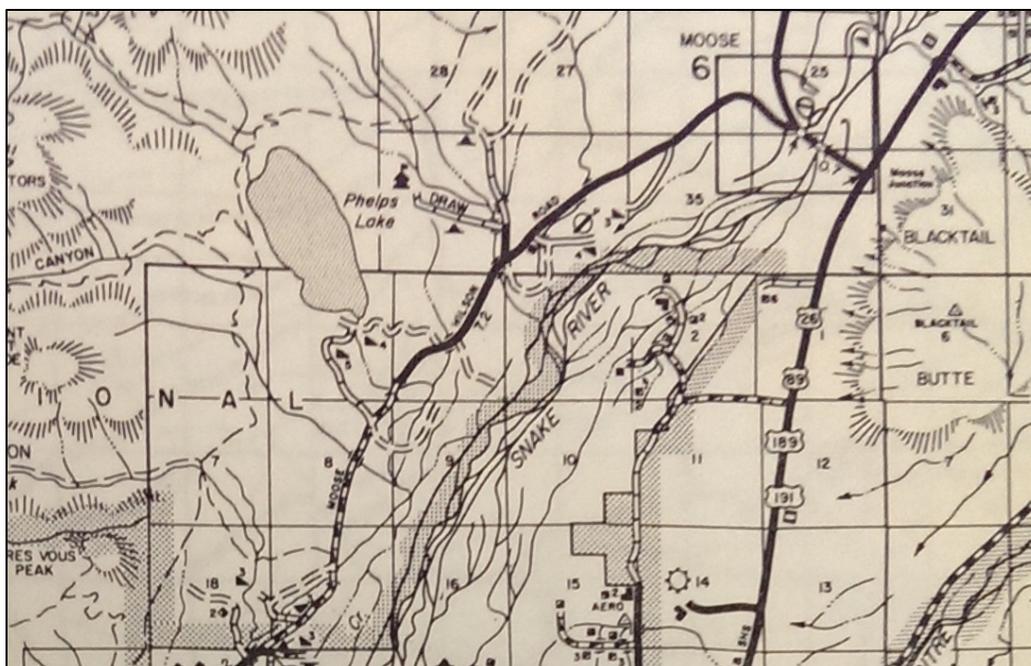


Figure 22. Excerpt from a 1980 Wyoming County map showing the Moose-Wilson Road and Death Canyon Road (Source: Technical Information Center, Denver).

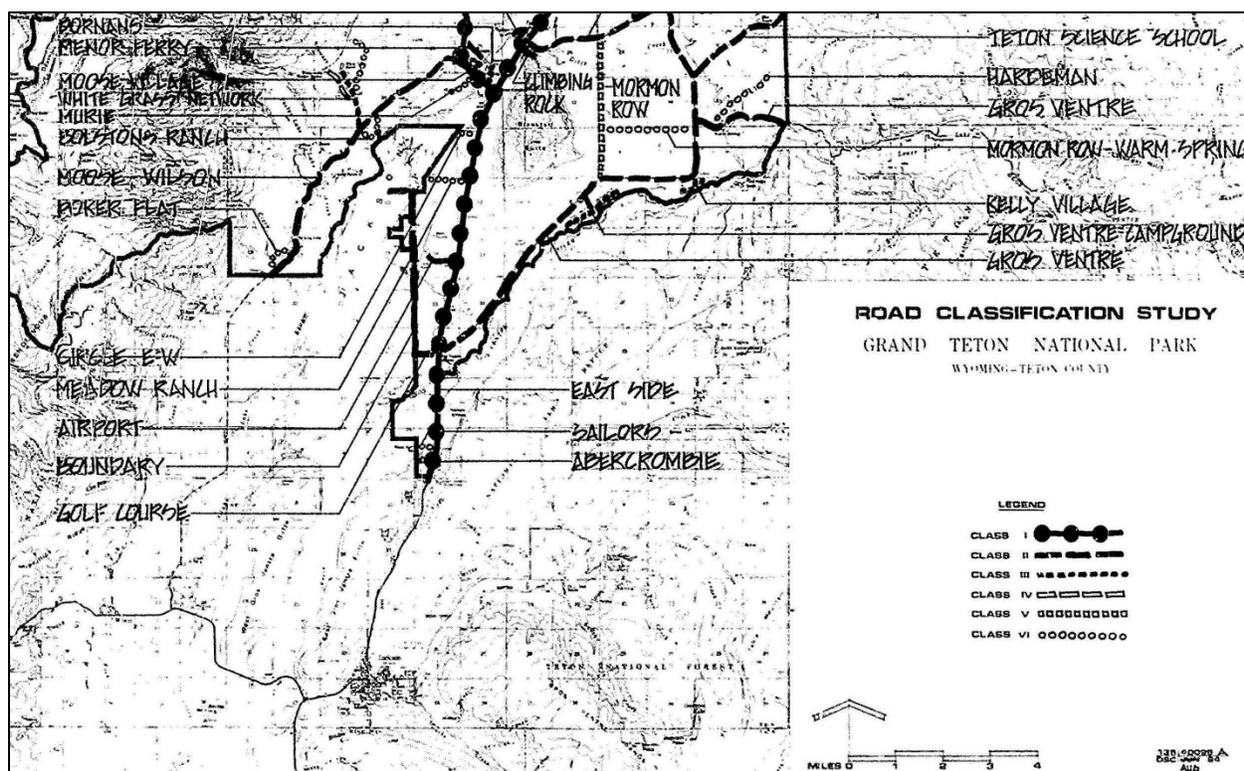


Figure 23. 1984 Road Classification Study map showing the Moose-Wilson Road and Death Canyon Road (towards top left) (Source: Technical Information Center, Denver).

By the early 1980s, all but one inholding within the northern portion of the corridor had been acquired by the Park Service outright or through life estate purchases. The Park Service has indicated that as of 2014, two inholding properties remained, one of which had been sold to the Park Service as a life estate in the 1970s. Ownership of this property transferred to the Park Service in December of 2014. The second property, near the Snake River and north of the Death Canyon Road intersection, remains in private ownership (Betsy Engle personal communication January 16, 2015). In the southern half of corridor, however, three parcels totaling approximately 1,384 acres remained in private ownership as late as 1983 (Figure 24). The largest of these inholdings, Rockefeller's JY Ranch, encompassed 1,106 acres of land on both sides of the Moose-Wilson Road. The majority of the ranch's acreage bordered the southern shore of Phelps Lake to the west of the road. The remaining two inholdings—the Poker Flats Ranch and the Resor Ranch—were located to the south of the JY Ranch near the southern Park boundary. The northern inholding, Poker Flats Ranch, and Resor Ranch properties remain privately-owned today.

A Rocky Mountain Region Archeological Project Report on file at the Park suggests that the Park Service was planning to improve the westernmost 0.5-mile section of the Death Canyon Road leading to the White Grass Ranger Station in 1991. According to the report, the Park Service was proposing to relocate the White Grass Ranger Station and Death Canyon Trailhead in order to facilitate expansion of the northern parking area and rehabilitate the road segment (Connor 1991:1). It is unclear, however, if this project was ever completed.

In 1997, due to the increasing popularity of the Moose-Wilson Road corridor for tourist purposes and expanding recreational activities at Teton Village and other communities adjacent to the Park, plans for the construction of an entrance station, visitor contact station, restroom or vault toilet, and employee housing were developed (National Park Service 1998:2). While four alternatives were proposed and subsequently considered for the complex's location and design, a 750-square foot entrance station (known today as the Granite Canyon Entrance Station), was eventually constructed along the Moose-Wilson Road, just north of the Park boundary in 1999. The selected alternative also called for the construction of a 250-square foot vault toilet at the Granite Canyon Trailhead; however, no toilet was constructed.

Improvements to the Moose-Wilson Road that were required as a result of the project are depicted on preliminary site plans drafted by the Park Service in January 1999 (Figure 25). These improvements included the widening of approximately 600 feet of the roadway to a maximum width of 70 feet to accommodate a 200-foot-long by 22-foot-wide island between two 11-foot-wide travel lanes; widening the existing approaches and installing rumble strips in the existing roadbed to the south of the entrance station; construction of a small parking area to the northeast of the building; and installation of log barriers and concrete curbing around the central island and landscaping (National Park Service 1998; see Figure 25). The site plan also called for repaving the approximately 4,110-foot-long (0.7-mile-long) portion of Moose-Wilson Road between the entrance station and the bridge spanning Granite Ditch. Although it is not known if the proposed segment of Moose-Wilson Road was repaved as part of the project, the current layout of the entrance station suggests that most of the improvements shown on the plans were completed at the time of, or immediately following, the building's construction (Photograph 1).

A road inventory document completed by the Federal Highway Administration in 1998, describes the Moose-Wilson Road as it exists today. The total length of the road is listed as 6.98 miles which begins at Route 11 and terminates at the southern park boundary. The report notes the first 4.7 miles of the road, south from Moose as paved, at which point a gravel section began and then terminated at milepost 6.14. The remainder of the road, to milepost 6.98, was noted as paved. The road width in the first and last

miles of the road segment was noted as 19 feet with the middle section of the route 18 feet in width. The road is listed as having 2 lanes of travel throughout its length (Federal Highway Administration 1998).

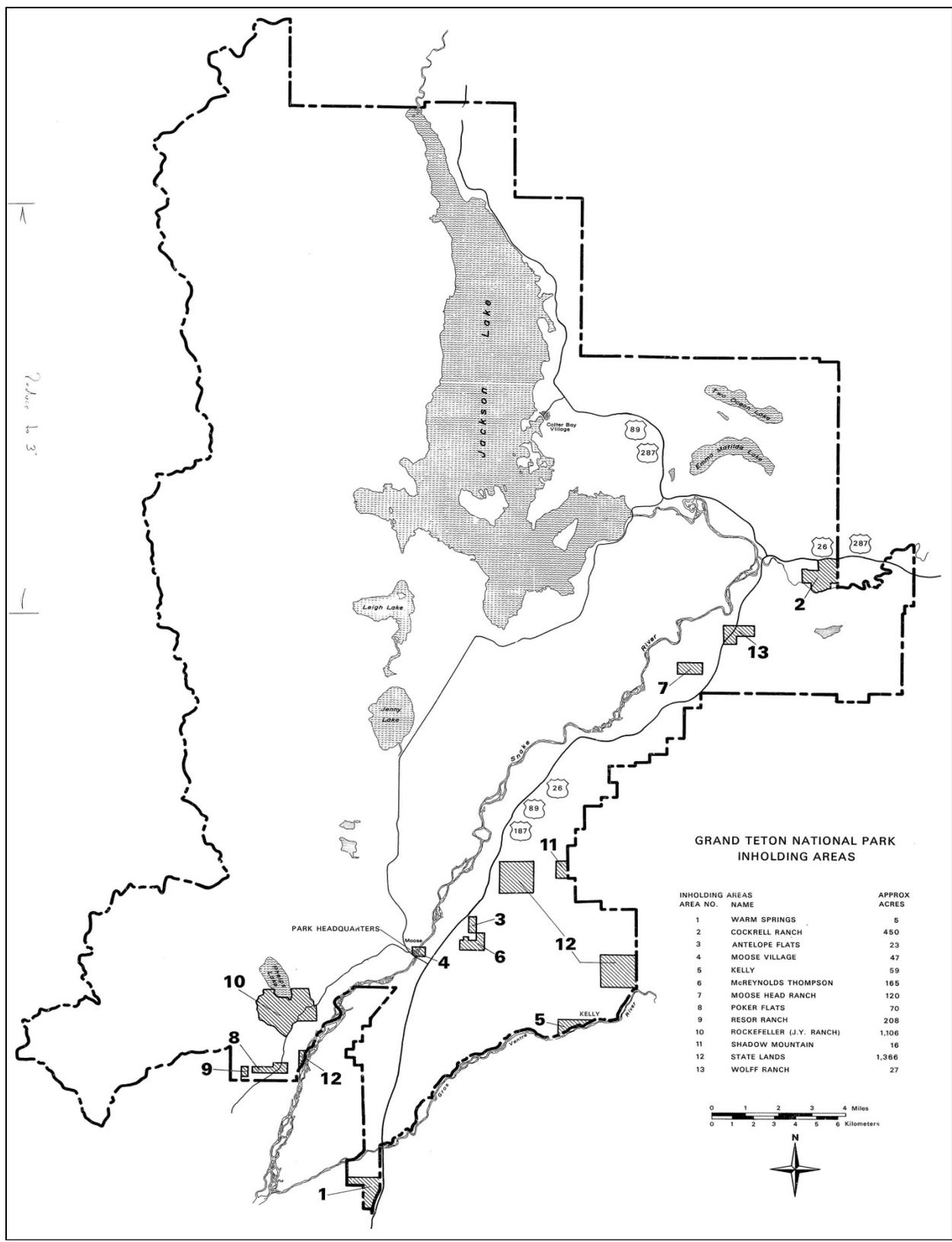


Figure 24. Park Service map of inholding areas in Grand Teton National Park, ca, 1983 (Source: Technical Information Center, Denver).



Further modifications were made to the Moose-Wilson Road between 2003 and 2005, when the wood timber bridge spanning Lake Creek (Structure no. 140-013P) was determined to be in critical condition by the U. S. Department of Transportation following a routine inspection (U. S. Department of Transportation 2003). The agency's inspection report recommended that the ca. 1952 bridge be closed immediately due to the total failure of the north abutment timbers (Figure 26). Other structural problems cited in the 2003 inspection report included undersized main load carrying members; extensive deterioration of the timbers of the south abutment, all wingwalls and the pier; and undermining of the south abutment (U. S. Department of Transportation 2003:2). Shortly after the inspection, the Park Service constructed a temporary bent, or pier comprised of multiple columns, at the northern abutment to stabilize the structure and help ensure its safety. The bent remained in place until 2005, when the existing structure was replaced with a new weathering steel multi-beam bridge which remains intact today (Federal Highway Administration 2009:1) (Photograph 2).

Additional changes were made to the corridor in 2007, following the establishment of the LSR Preserve. These changes, which included the construction of a formal entrance and the installation of signage, fencing, and landscaping (Photograph 3) were the result of years of planning which initially began in 2001 when Laurance S. Rockefeller announced his intent to donate the 1,106-acre J. Y. Ranch to the Park Service for the purpose of establishing a public nature preserve (LSR Preserve 2011). At the time of Rockefeller's announcement, the ranch (which had served as the family's retreat since the 1930s) was the largest private inholding remaining in the Park (Skaggs n.d.). In acceptance of the gift, the Park Service agreed to honor Rockefeller's wishes and vision for the property, which he outlined in his plan for the preserve in 2005. Rockefeller's goals for the preserve are summarized in this plan, appropriately titled *J. Y. Ranch, A Plan for the Future*, as follows:

- Enable visitors to experience the extraordinary beauty of Phelps Lake and the mountains and develop a better appreciation for nature;
- Create an experience that inspires visitors to be better stewards of the environment;
- Provide opportunities to express the contributions of John D. Rockefeller, Jr. and Laurance S. Rockefeller to Grand Teton National Park and the American conservation movement; and
- Provide interpretation of the natural environment and the history of the ranch (author unknown 2005:5).

In preparation for donation to the Park, Rockefeller obtained a conservation easement for the property and requested that all roads, buildings and structures, and utilities be removed in order to restore the landscape to its natural appearance (LSR Preserve 2011). Between 2004 and 2006, a total of 30 buildings were removed from the ranch (Figure 28). Seventeen of these buildings were moved to another family property to the south of the Park, and 13 were donated to the Park Service for reuse in other areas (LSR Preserve 2011). Rockefeller also commissioned the construction of a 7,500-square foot visitor center as well as an 8-mile-long network of trails leading to scenic and ecologically significant areas of the preserve, including Lake Creek, Phelps Lake, and the adjacent ridges (Skaggs n.d.). The visitor center, which incorporated such elements of "green" technology as solar power and composting toilets, was the first platinum-level Leadership in Energy and Environmental Design (LEED)-certified building to be built in the national park system (Skaggs n.d.). Lastly, Rockefeller made arrangements for a dedicated fund to assist the Park Service with the property's on-going maintenance (Skaggs n.d.).

In 2007, ownership of the ranch was officially transferred to the Park Service. At the time of its conveyance, the property had an estimated value of \$160 million, making it one of the most valuable gifts in the history of the Park Service (Skaggs n.d.). The former ranch was officially opened to the public as the LSR Preserve on June 22, 2008 and it continues to provide tourists with the opportunity to connect with

nature while learning about Rockefeller's conservation stewardship today (LSR Preserve 2011; Skaggs n.d.).



Figure 26. Photograph showing failure of the north abutment timbers on the west side of the Lake Creek Bridge, ca. 2003 (Photograph reprinted from U. S. Department of Transportation 2003).



Photograph 2. Lake Creek Bridge as it appears today at Milepost (MP) 4.46 along the Moose-Wilson Road, facing east-southeast (Source: Logan Simpson, 2014).



Photograph 3. View of the current entrance to the LSR Preserve, located west of and approximately halfway along the length of the Moose-Wilson Road, facing east (Source: Logan Simpson, 2014).



Figure 27. Photograph showing ranch buildings being removed in preparation for the opening of the LSR Preserve, ca. 2004–2005 (Image reprinted from the LSR Preserve blogspot [<http://lsrpreserve.blogspot.com>]).

With the exception of on-going maintenance and repairs, including grading and dust abatement, the Moose-Wilson Road Corridor cultural landscape has remained largely unaltered since 2008. In addition to providing tourists with access to the popular destinations such as the Murie Ranch National Historic Landmark District, the Granite Canyon Trailhead, and the LSR Preserve, the 7.7-mile-long road remains one of the best locations in the Park for viewing wildlife. Similarly, the Death Canyon Road provides access to the NRHP-listed White Grass Ranger Station Historic District, the popular Death Canyon Trailhead, numerous picnicking sites within a forested and remote environment, and views to the NRHP-listed White Grass Dude Ranch.

Today, the Park is grappling with satisfying the needs of different user groups while protecting the natural, scenic, and cultural resources that make this area a popular tourist destination. In 2006, the Park Service drafted the *Grand Teton National Park Final Transportation Plan/Environmental Impact Statement*, which proposed the construction of a multi-use trail running parallel to the Moose-Wilson Road to alleviate hazardous travel conditions for bicyclists. Since then, concerns over the hazards of a detached multi-use path for cyclists in a forested area with high grizzly bear activity have surfaced. Furthermore, concern over the potential increase of visitor-use impacts within an ecologically sensitive area has been voiced. Other less tangible concerns, such as impacts to the corridor's visual character are also present.

These continuing concerns, among others, have catalyzed the development of *the Moose-Wilson Corridor Comprehensive Management Plan Environmental Assessment*. This plan has identified four alternatives, several of which require realignment of portions of the road. As of winter 2014, the Park Service has completed the public scoping portion of the planning process where alternatives were formally presented to the public for comment. This CLI is part of the Comprehensive Management Plan development process in which it is hoped that the articulation of a historic context, inventory and assessment of existing conditions and features will assist Park Service in its selection of a preferred alternative as well as future planning and management decisions pertaining to the Moose-Wilson Road Landscape Area.

## History Graphic Information

History Graphic: None submitted

Historic Graphic Caption: N/A

## Analysis and Evaluation of Integrity

Cultural Landscape Inventory Name:	Moose-Wilson Road Corridor
Cultural Landscape Inventory Number:	[Number to be assigned]
Parent Cultural Landscape Inventory Name:	Grand Teton National Park landscape
Parent Cultural Landscape Inventory Number:	890193
Park Name:	Grand Teton National Park
Park Alpha Code:	GRTE
Park Org Code:	1460

### Analysis and Evaluation Summary:

The Moose-Wilson Road Corridor cultural landscape is a component landscape within the Grand Teton National Park and is a historic property eligible for listing in the NRHP at the local level under **Criterion A** (event) for its association with the broad patterns of recreation/entertainment (tourism), politics and government, conservation, and transportation.

Due to its size and complexity, the corridor is organized into two discrete Landscape Areas: the Moose-Wilson Road Landscape Area and the Death Canyon Road Landscape Area. The analysis and evaluation of these landscape areas is based on two field visits conducted by Logan Simpson in October and November 2014. The Moose-Wilson Road Landscape Area has changed very little since its period of significance (1936–1960). Although the northernmost and southernmost sections of the road have been paved with asphalt, the road continues to retain its integrity of location, design, and workmanship. Additionally, due to its predominantly isolated location and protective resource management practices of the Park Service, the road also retains its integrity of feeling, setting, and association. It does not retain integrity of material. Although the Death Canyon Road Landscape Area does not retain sufficient integrity to be individually eligible for listing in the NRHP, the area is an important landscape and contributes to the overall integrity of the Moose-Wilson Road Corridor cultural landscape.

### Aspects of Integrity

To determine if the Moose-Wilson Road Corridor cultural landscape retains the level of integrity required for listing in the NRHP, the physical characteristics of its two Landscape Areas and their ability to convey their significance must be evaluated. The physical features of the cultural landscape must convey their significance through a combination of seven aspects or qualities of integrity defined by the NRHP. These aspects are—location, design, setting, materials, workmanship, feeling, and association. The following narrative provides an evaluation of these aspects as they relate to the two roads (Moose-Wilson Road and Death Canyon Road) that comprise the cultural landscape. Further discussion examines whether modifications to landscape elements occurring after the period of significance have preserved or altered the individual integrity of the two Landscape Areas.

#### LOCATION—Retains integrity

Overall, the Moose-Wilson Road Corridor cultural landscape retains its integrity of location. Both the Moose-Wilson Road and Death Canyon Road continue to follow the same general alignment as when they were originally constructed. The earlier of the these roads, the Death Canyon Road was originally constructed as the White Grass Road in the late 1910s to provide access to the White Grass and Trail Ranches, located at the base of the Teton Range to the north and west of the current alignment of Moose-Wilson Road. Sometime prior to 1936, a spur road was added to the northern end of the White Grass Road to access a backcountry patrol cabin (known today as the White Grass Ranger Station),

which was constructed by the Park Service in 1930. This alignment, referred to as the Death Canyon Road, was modified again by 1958 through the addition of a parking area near the White Grass Ranger Station. A trailhead was completed at the terminus of the Death Canyon Road by 1976, although it may have been constructed in conjunction with the earlier parking lot improvement depicted in 1958 (see Figure 18). Two additional roads are present to the north of the Death Canyon Road and provide access to the White Grass Ranch. The alignment immediately to the north is referred to as the “work road” and is currently used by the Park Service to access the ranch property. The northernmost alignment was historically used to access the dude ranch but is no longer in use. Although informal parking areas and pull-outs have been created along the route in recent years, the Death Canyon Road continues to follow its 1958 alignment and provides public access to the Death Canyon Trailhead.

Similarly, the Moose-Wilson Road retains its integrity of location. With the exception of on-going maintenance due to erosion, weather, and normal vehicular use, the route has not been altered since the northern 0.5 mile was realigned by 1960, the end date for the cultural landscape’s period of significance. Additionally, with the exception of the Lake Creek Bridge which was replaced by the Park Service in 2005, many of the road’s circulation and small-scale features, such as its CMP culverts, formal pull-outs (i.e., the Sawmill Ponds interpretative site), directional and informational/interpretative signs, and gates and fences were also constructed or installed during the period of significance (1936–1960) and retain their integrity of location.

Aerial photography and recent archeological inventories of the corridor indicate that additional circulation features such as irrigation ditches, horse and pedestrian trails, and abandoned drives and access roads are located within and adjacent to the CLI boundary. Although the majority of these features have not been formally recorded by the Park Service, primary and secondary sources suggest that many of these properties may have been constructed or used during the cultural landscape’s period of significance in association with private settlement and subsequent tourist enterprises occurring in the Park following its initial establishment in the late 1920s and early 1930s. For these reasons, the integrity of location for the Moose-Wilson Road Corridor cultural landscape is retained.

#### DESIGN—Retains integrity

The design of the Moose-Wilson Road Corridor cultural landscape reflects the initial efforts of both homesteaders and private entrepreneurs and later, the Park Service, to promote tourism and improve access to privately-owned claims located to the west of the Snake River. The precursor to the Moose-Wilson Road was initially blazed by Euro-American settlers in the late 1890s. By the late 1910s and early 1920s, homesteaders realized the region’s potential for tourism and economic wealth, and developed dude ranches on the western edge of the White Grass Valley (e.g., the White Grass Ranch) and along the Snake River in the shadow of the Teton Range (e.g., the Bar BC Ranch) (Hubber and Caywood 1997:E-64).

When the Park Service gained control of the newly-established Park on June 4, 1929, one of its first goals was to establish “friendly relations with a distrustful local community” and begin preliminary surveys to address the Park’s infrastructure needs (Hubber and Caywood 1997:E-49). Park Service efforts initially focused on the development of a trail system (originally referred to as the Skyline Trail) linking the glacial lakes and canyons on the eastern flanks of the Teton Range, which was sporadically constructed between 1930 and 1933 (Hubber and Caywood 1997:E-50). The completed trail network totaled 50 miles and consisted of nine trails including the Death Canyon and Granite Canyon Trails. Despite necessary modifications due to user impacts and erosion, both trails continue to reflect the vernacular characteristics of their original 1930s construction and therefore retain their integrity of *design*. The White Grass Ranger Station was also constructed to the south of the present-day Death Canyon Trailhead by the Park Service during this time period. Although located outside the CLI boundary, the building and its associated corral and fire cache and tack room sheds (now an NRHP-listed historic district) also retain their integrity of

*design* and continue to exemplify Rustic style characteristics commonly employed by the Park Service for standard building designs in the 1930s (Mehls 1988).

While it is unclear whether the current alignments of the Moose-Wilson and Death Canyon Roads (i.e., surface and/or, cross section, or alignment) were formally designed or engineered, construction methods of these types of features were largely standardized by the Park Service during the mid-twentieth century and have not changed significantly since. Although maintenance and on-going modifications and repairs are required address erosion and/or user impacts, these necessary modifications have not affected the characteristics of these roads or their associated features and they continue to retain their integrity of design.

#### SETTING—Retains integrity

The Moose-Wilson Road Corridor cultural landscape retains its integrity of *setting* as the physical features of the Landscape Areas have maintained their relationship to the overall surroundings of the Snake River Valley and Teton Range. The Landscape Areas of the District as well as the Teton Range have remained relatively unchanged since the period of significance (1936–1960) except for changes incurred by such natural processes as flooding, weathering, and erosion. Additionally, the natural systems, geological features, topography, vegetation, spatial organization, and views and vistas preserve an overall wilderness setting for the corridor. Although the trails and development areas have been modified and improved over time, the majority of these alterations have preserved the corridor's integration with the landscape. Likewise, the buildings and structures both within and visible from the Moose-Wilson Road Corridor cultural landscape (e.g., the Granite Canyon Entrance Station, White Grass Ranch Historic District) remain integral to their original setting and reflect their surrounding environment through the incorporation of native materials.

#### MATERIALS—Does not retain integrity

The Moose-Wilson Road is subject to extreme weather conditions and extensive use. These two factors have required on-going maintenance to the road which has impacted the integrity of historic materials. The material condition of the 1950s-era Lake Creek Bridge required replacement by the Park Service in 2005. The new bridge was constructed from durable support materials including concrete and steel which are not compatible with the original historic-age wood frame bridge. Small scale features such as modern directional signs have been installed along the road and are considered to have a minor impact upon integrity of materials. Boulders and log fencing placed along the road to discourage pullouts are not historic in age. These features, however, are considered compatible with the surrounding landscape. Vegetation along the road corridor is predominantly native; although, the area surrounding Granite Creek entrance station has been formally landscaped, as have areas around the entrance to the LSR Preserve. By 1975, 5 miles of the road had been paved. In 1998, an additional 0.84 mile of roadway at the southern park boundary was paved, creating a 1.48-mile-long section of gravel road in the middle of the alignment. The sum of these modifications has diminished integrity of materials.

The Death Canyon Road continues to retain its historic alignment, dating to 1958. The road, as late as 1977, is depicted as being graded; by 1980, the portion of the road south of "Y" intersection has been paved. This alteration has negatively impacted integrity of materials.

#### WORKMANSHIP—Retains integrity

The Moose-Wilson Road Corridor cultural landscape retains its integrity of workmanship as the road corridor continues to convey its original design. As a road corridor subject to extreme weather, re-grading of roadways is considered standard, and this treatment is in keeping with the original workmanship of the road. The primary alterations to workmanship consist of the overlay of the majority of the road with asphalt pavement and the replacement of the 1950s-era wood frame Lake Creek Bridge as the engineering and materials of the bridge were intentionally altered to improve the structural rigidity and lifespan of the bridge. The earliest located as-built for the road dates to 1952 and notes the need to allow for automobile passing and visibility but yet emphasized the importance of limiting the amount of trees

and vegetation removed from alongside the road. Minimal grading and sloping were also emphasized and CMP culverts proposed to channel drainage which further reflects the simple approach to workmanship in the construction of the road. The noted alterations are not considered to detract from the corridor as a whole which continues to retain integrity of workmanship.

The Death Canyon Road continues to follow its historic-period alignment dating to 1958. However, integrity of workmanship for the road has been impacted by the paving of the southern portion of the road as well as the development of numerous informal pullouts along the unpaved northern portion of the road. In total, 58 visitor-created overflow parking areas occur along either side of the northern portion of road. These commonly used parking areas have impacted the integrity of workmanship for the road and have also negatively impacted natural vegetation.

#### FEELING—Retains integrity

The Moose-Wilson Road Corridor cultural landscape retains its integrity of feeling as the modern driver continues to have the sense of the road as a small thoroughfare which is secondary to the surrounding natural beauty of the landscape. Recreational vehicles and trailers are restricted from the narrow, two-lane road which continues to convey tourists in passenger vehicles from the southern end of the park to locations such as trailheads, the White Grass Ranger Station, and the park headquarters. The road also continues to provide a conduit to wildlife watching providing an immersive experience for tourists. The central, unpaved portion of the Moose-Wilson Road, in particular, provides a sense of the early transit through the park during its period as the Jackson Hole National Monument.

While the number of visitors has greatly increased in recent years, the landscape and native flora and fauna still provide a sense of isolation that allows the visitor to experience the same feelings mentioned above, contributing to the Moose-Wilson Road Corridor's retention of integrity of feeling.

The Death Canyon Road continues to follow a historic alignment through a heavily timbered area leading to the White Grass Ranger Station and Death Canyon trailhead. The remote location of the road and natural vegetation continue to provide visitors with the sense of the grandeur of the area.

#### ASSOCIATION—Retains integrity

The Moose-Wilson Road corridor retains integrity of association as the road continues to be used as an access point for tourism within Grand Teton National Park. The road, more specifically, provides access to existing trails, natural features, and administrative facilities, directly associated with early tourist and administrative enterprises in the park.

The Park Service has acquired formerly private properties within the Moose-Wilson Road Corridor, such as the White Grass Ranch. The Death Canyon Road historically provided access to this dude ranch; however, early in the road's history a branch was constructed to reach the White Grass Ranger Station and Death Canyon Trail. The present alignment was constructed by 1958 and continues to convey visitors to the Death Canyon Trailhead retaining its integrity of association.

## **Overall Integrity Assessment of the Landscape Areas**

### MOOSE-WILSON ROAD LANDSCAPE AREA

The Park Service constructed the Moose-Wilson Road in the period between 1936 and 1960 to provide access to hiking trails, scenic areas, and park service administration areas. Each period of development coincided with Park Service expansion. The Park Service constructed the first segment of the road between the intersection with the Death Canyon Road and Moose in 1936. This area had come under park service administration as part of the Grand Teton National Park in 1929. The 1936 road alignment provided access to the 1930 Park Service White Grass Ranger Station via the Death Canyon Road. The establishment of the Jackson Hole National Monument in 1943 resulted in the Park Service acquiring

additional lands to the south of the 1929 Grand Teton National Park boundary. The Park Service constructed the southern portion of the Moose-Wilson Road, the portion south of the Death Canyon Road, in this newly acquired area in 1945. This new road alignment superseded an earlier alignment farther to east. In 1950 the Grand Teton National Park and Jackson Hole National Monument were combined creating an expanded Grand Teton National Park. The Park Service re-located its headquarters to Moose in 1958 and realigned the northernmost portion of the Moose-Wilson Road to provide more direct access to the new headquarters by 1960. The modern Moose-Wilson Road continues to follow the alignment established by 1960. Although on-going maintenance and repairs to the road are necessary for visitor safety and access, these have not affected the road's location, and today, the spatial relationship of the road and its circulation pattern relative to the natural systems and topographic features of the surrounding terrain remain in the same location as during the period of significance (1936–1960). Features constructed after the period of significance include the Lake Creek Bridge as well as natural boulders and log fencing used to discourage pullouts along the road. These elements were built to blend in with the park's natural setting and are not considered to detract from the overall integrity. The Moose-Wilson Road landscape area retains integrity of location, design, setting, workmanship, feeling, and association. Because of this, the integrity of the Moose-Wilson Road Landscape Area is retained.

#### DEATH CANYON ROAD LANDSCAPE AREA

The Death Canyon Road was originally established to provide access to a homestead claim filed in the 1910s. The homestead formed the nucleus of the White Grass Dude Ranch, which developed in 1919. The road to the White Grass Ranch appears to have originally intersected with an earlier alignment of the Moose-Wilson Road located to the east of the present route (see Figure 10). In 1930 the Park Service constructed the White Grass Snow Shoe Cabin, which became the White Grass Ranger Station. The road to the dude ranch was subsequently extended to provide access to the ranger station. In the mid-twentieth century the Park Service developed a trailhead for Death Canyon located to the north of the Ranger Station. By 1958 the Park Service constructed a new road alignment which provided direct access to the ranger station, parking area, and presumably the Death Canyon Trailhead. The length of the road remained unpaved as late as 1977; after this time, the southern portion of the road was paved. The Death Canyon Road Landscape Area continues to retain integrity of location, design, setting, feeling, workmanship, and association. Because of this, the integrity of the Death Canyon Landscape Area is retained.

## Landscape Characteristics

### 1. ARCHEOLOGICAL SITES/HISTORIC DISTRICTS:

Cultural resources surveys of Grand Teton National Park have resulted in the identification of six archaeological sites, as well as numerous historic homesteads and dude ranches within and adjacent to the Moose-Wilson Road Corridor cultural landscape. Of the six archeological sites documented along the Moose-Wilson and Death Canyon Roads, three are associated with prehistoric occupation of the Park and are therefore considered non-contributing to the CLI as they are not within its period of significance. The sites are, however, recommended individually eligible for listing in the NRHP. The remaining sites date to the Corridor's period of significance and are considered contributing. These archeological sites consist of the in-use alignments of the Moose-Wilson and Death Canyon Roads, and the Death Canyon Trailhead. The homesteads and ranches have been formally recorded by the Park Service and are listed in or determined eligible for the NRHP as historic districts. These properties—which include the White Grass Dude Ranch, White Grass Ranger Station, Murie Ranch NHL, and Menor's Ferry/Maud Noble Cabins—are located outside the corridor, but are considered contributing to the Moose-Wilson Road Corridor cultural landscape as their establishment and continued occupation influenced the development of both the Moose-Wilson Road and Death Canyon Roads and also contributed to the growth of tourism within the Park during the period of significance. A brief description of the six sites and historic districts identified within and adjacent to the Moose-Wilson Road Corridor cultural landscape, organized by landscape area, is included below.

#### MOOSE-WILSON ROAD LANDSCAPE AREA

Archeological sites recorded within the Moose-Wilson Road Landscape Area include two pre-historic sites: Site 48TE498 and a newly recorded site without an assigned Smithsonian number, as well as the historic in-use alignment of Moose-Wilson Road (48TE1205). As previously discussed, the segment of Moose-Wilson Road within the CLI boundary was originally recorded by Mehls and Mehls in 1985 as part of a broader transportation study for the Park. It was subsequently documented by North Wind, Inc. in 2006 for the purpose of obtaining a DOE for the road. Because the Moose-Wilson Road is the primary thoroughfare of the Moose-Wilson Road Corridor, the road is considered contributing to the cultural landscape.

Although located outside the CLI boundary, the Menor's Ferry/Maud Noble Cabins Historic District and the Murie Ranch National Historic Landmark District are also considered contributing to the Moose-Wilson Road Landscape Area. Both districts are located at the northern end of the Moose-Wilson Road, to the east and south of Moose, respectively. The earlier of the two districts—the Menor's Ferry/Maud Noble Cabins Historic District—was originally established by William "Bill" Menor, a former cowpuncher and buffalo hunter who moved to the west bank of the Snake River in 1894 (Engle 2013). That year, Menor built and began operating a pontoon ferry and cableworks across the Snake River which became a vital crossing for early settlers of the Jackson Hole Valley. Land within the district was later developed by Menor's brother, Holiday, and subsequent owners Maud Noble and Frederick Sandell, who continued operation of the ferry until 1927. In 1929, the property was purchased by Rockefeller's Snake River Land Company (later known as the Jackson Hole Preserve, Inc.) for the purpose of conserving the site for inclusion in the newly-established Park (Engle 2013:33). Between 1942 and 1949, the company restored the Bill Menor homestead buildings and the Maud Noble cabin, and reconstructed the ferry boat, and all fencing, corrals, and the general layout of the grounds before finally transferring the property to the Park Service in 1953 (Engle 2013:36). Today, the 31-acre historic district includes 29 buildings, structures, and sites, 25 of which are considered contributing and date the Menor, Noble, and Sandell occupations (Engle 2013:8).

Located in a wooded area to the east of the Moose-Wilson Road, the Murie Ranch NHL (48TE1143) consists of 28 residences, guest cabins, utility structures, and outhouses associated with renowned

conservationists Olaus, Adolph, and Margaret “Mardy” Murie (Cassity 2003). Brothers Olaus and Adolph were wildlife biologists who achieved national prominence in the 1920s and 1930s for their visionary approach to habitat conservation, which focused on whole ecosystems rather than single organisms (Cassity 2003). Similarly, although not formally trained as a scientist, Olaus’s wife Mardy was an active participant in The Wilderness Society and became the family spokesperson for wilderness conservation following her husband’s death in 1963 (Cassity 2003). She was also instrumental in the passage of the National Alaskan Interest Lands Conservation Act, a role which earned her numerous medals and awards, including the Presidential Medal of Freedom in 1998 (Cassity 2003:55; The Murie Center 2011–13). The Muries purchased the 77-acre ranch in 1945 from their long-time friends, Buster and Frances Estes, who prior to the sale had operated a dude ranch known as the STS on the property (Cassity 2003:45). Between 1948 and 1963, the Muries hosted numerous events and meetings at the ranch, and the property also provided seasonal housing for students, writers, activists, and friends. In 1964, the property was sold to the Park Service, although Mardy continued to reside at the ranch until her death in 2003. Today, the Murie residence (also known as Building #973) and grounds serve as the headquarters for the Murie Center, a non-profit organization founded on the conservation principle of the Muries. In partnership with the Park, the center engages visitors to understand, preserve, and protect wildlife and their natural habitats (The Murie Center 2011–13).

#### IDENTIFIED CONTRIBUTING SITES/DISTRICTS:

##### **State Site No./Name**

1. 48TE1205/Moose-Wilson Road (1936–1960)
2. None assigned/Menor’s Ferry/Maud Noble Cabins Historic District (1894–1953)
3. 48TE1143/Murie Ranch National Historic Landmark (1945–1980)

#### NON-CONTRIBUTING SITES:

##### **State Site No./Name**

1. Two prehistoric sites

#### DEATH CANYON ROAD LANDSCAPE AREA

Contributing archeological sites located within the Death Canyon Road Landscape Area include the Death Canyon Trail (48TE1193) and the Death Canyon Road itself (48TE1138). The Death Canyon Trail was initially constructed by the Teton National Forest and improved by the Park Service in 1933 as part of a 50-mile-long network of trails known as the Skyline Trail (later referred to as the “Valley Trails Network”) linking the glacial lakes and eastern canyons of the Teton Range. Portions of the route outside the CLI boundary were improved by the Civilian Conservation Corps (CCC), who performed additional maintenance work on the trails of the network between 1933 and 1941 (Hubber and Caywood 1997:E-53). Maps suggest that by 1947, the improved trail was accessed solely from the Park Headquarters at Beaver Creek and from the Jenny Lake Museum. This changed, however, when the Park Service constructed a formal trailhead (known today as the Death Canyon Trailhead) and a short connecting trail for the trail at the northwestern end of the Death Canyon Road. With the exception of on-going maintenance and repairs, the 10.5-mile-long trail has been altered only minimally since construction of the trailhead and spur trail and it continues to provide hikers with stunning views of Phelps Lake, Death Canyon, Albright Peak and Prospector Mountain, and Fox Creek Pass.

Historic maps suggest the current alignment of the Death Canyon Road was constructed by the Park Service by 1958. The southern portion of this road was originally blazed in 1913 by Harold Hammond and George Tucker Bispham to access their homestead claims (White Grass Ranch CLI). In 1919, the two men converted their claims to a dude ranch which they co-managed until 1928. When Hammond died in 1938, the dude ranch passed to Hammond’s wife, and eventually his son-in-law Frank Galey, who sold the property to the Park Service in 1956. As a condition of the sale, Galey entered into a

lifetime lease with the Park Service which allowed him to reside on the property and operate the dude ranch until his death in 1985 (Mehls 1988). In 1990, the ranch was listed in the NRHP for its association with dude ranching and tourism within the Park. Although vehicular access is restricted to the public, the ranch continues to be accessed by the 1913 work road alignment of the White Grass Road, which branches from the Death Canyon Road and continues north to encircle the property. A buck-and-rail fence located along the north side of the Death Canyon Road defines the historic boundary of the property. Because the White Grass Dude Ranch Historic District was the primary impetus for the initial construction of the Death Canyon Road, it too is considered to be contributing to the Moose-Wilson Road Corridor cultural landscape.

The Sky Ranch Historic District and the White Grass Ranger Station Historic District are also considered contributing properties of the Moose-Wilson Road Corridor cultural landscape. Originally part of the White Grass Dude Ranch, the Sky Ranch was established in 1953 by William Balderston II as a family retreat. This 13.64 acre property contains 8 buildings and structures, all of which were built by Balderston in 1953 and 1969 (Humstone 2005). The property was acquired by the Park Service in 2005 and is currently closed to vehicular travel. It is accessed via the Death Canyon Road and a dirt road that forks to the right at the current entrance to the White Grass Ranch (Humstone 2005:4).

The White Grass Ranger Station Historic District is located at the northwestern end of the White Death Canyon Road to the south of the Death Canyon Trailhead. The district consists of a cabin, fire cache shed, tack room, and corral, all of which were built by the Park Service in 1930 for use as a backcountry ranger station for horse patrols (Mehls 1988b). The log and wood frame buildings were constructed in the Rustic architectural style using standardized design plans developed by the Park Service in the late 1920s and 1930s (Mehls 1988b).

Only one non-contributing prehistoric site—48TE1197—is located within the Death Canyon Road Landscape Area. This site was first recorded by the Midwest Archeological Center in 1988. It was subsequently re-recorded in 1991 by the Park Service prior to relocation of the White Grass Ranger Station and again in 2014 during the Park Service's archeological inventory of the Moose-Wilson Road Corridor (Stacey Whitman, personal communication, 20 November 2014).

#### IDENTIFIED CONTRIBUTING SITES/DISTRICTS:

##### State Site No./Name

1. 48TE1138/White Grass Ranch
2. 48TE1193/Death Canyon Trail
3. None assigned/White Grass Dude Ranch Historic District
4. None assigned/White Grass Ranger Station Historic District
5. None assigned/Sky Ranch Historic District

#### NON-CONTRIBUTING SITES:

1. One prehistoric site

## 2. BUILDINGS AND STRUCTURES:

Only two buildings—the Granite Canyon Entrance Station near the southern end of the Moose-Wilson Road and a single-user pit toilet in the vicinity of the Death Canyon Trailhead—are located within the Moose-Wilson Road Corridor cultural landscape boundary. Both of these buildings were constructed by the Park Service in recent years to facilitate tourism within the Park. A description of each building, by landscape area, is provided below.

#### MOOSE-WILSON ROAD LANDSCAPE AREA

The Granite Canyon Entrance Station, constructed in 1999, is located at the southern end of the Moose-Wilson Road Landscape Area, just north of where the road crosses the southwestern boundary of the Park. The single-story, cross-gable roofed building is situated within the center of a landscaped

island that is lined with concrete curbing and log barriers (Photograph 4). The long axis of the entrance station runs north-south and the cross-gable forms eaves to east and west, giving the building a cross-shaped appearance. The building is constructed of wood frame in the Park Service Rustic style, an architectural form that became popular in the nation's national parks in the 1920s and 1930s. Often whimsically referred to as "Parkarchitecture," this style emphasized the use of native materials and the siting of buildings in contexts respectful to the landscape (Tweed et al. 1977). In keeping with these design principles, the exterior walls of the entrance station are sheathed with board-and-batten siding



Photograph 4. Eastern façade of the Granite Canyon Entrance Station, facing west (Source: Logan Simpson, 2014).

and stone and masonry veneer has been applied to the lower walls on all facades of the building except for the gable ends, or eastern and western facades, of the ells. The corners of the southern and northern facades of the central portion of the building have concrete-capped stone and masonry piers that extend upward towards the roofline (Photograph 5). Fenestration is symmetrical, with sliding aluminum windows present on all facades. The roof of the building is sheathed in composition shingles. The interior is accessed by a single entryway located in the northern facade of the building. The east-west trending concrete sidewalk spans the rear of the building and provides access to the main entry.

A preliminary site plan for the entrance station suggests that it was constructed by the Park Service in 2009 (Figure 28). Although built outside the period of the significance, the entrance station is considered non-contributing, compatible to the Moose-Wilson Road Corridor cultural landscape due to its incorporation of Rustic style design elements and materials.

#### NON-CONTRIBUTING, COMPATIBLE FEATURES:

##### **Structure Name**

1. Granite Canyon entrance station (ca. 2009)

#### DEATH CANYON ROAD LANDSCAPE AREA

A single-user pit toilet, constructed post-1996, located at the northernmost parking area for the Death Canyon Trailhead, is the only building located within the Death Canyon Road Landscape Area. The prefabricated building is sheathed with wood frame siding and has a front-gabled, asphalt shingle roof (Photograph 6). The roof of the building extends over the northern façade, creating a narrow open truss porch supported by square posts over the main entry. A concrete ramp is present beneath the porch and provides access to the building. Correspondence on file at the Denver Service Center

indicates that the pit toilet was installed by the Park Service sometime after 1996 to replace an existing, smaller building that was not American with Disabilities Act (ADA) compliant (Cook 1996).



Photograph 5. Western and southern facades of the Granite Canyon Entrance Station, showing the stone and masonry veneer and pillars at the southwest and southeast corners, facing northeast (Source: Logan Simpson, 2014).

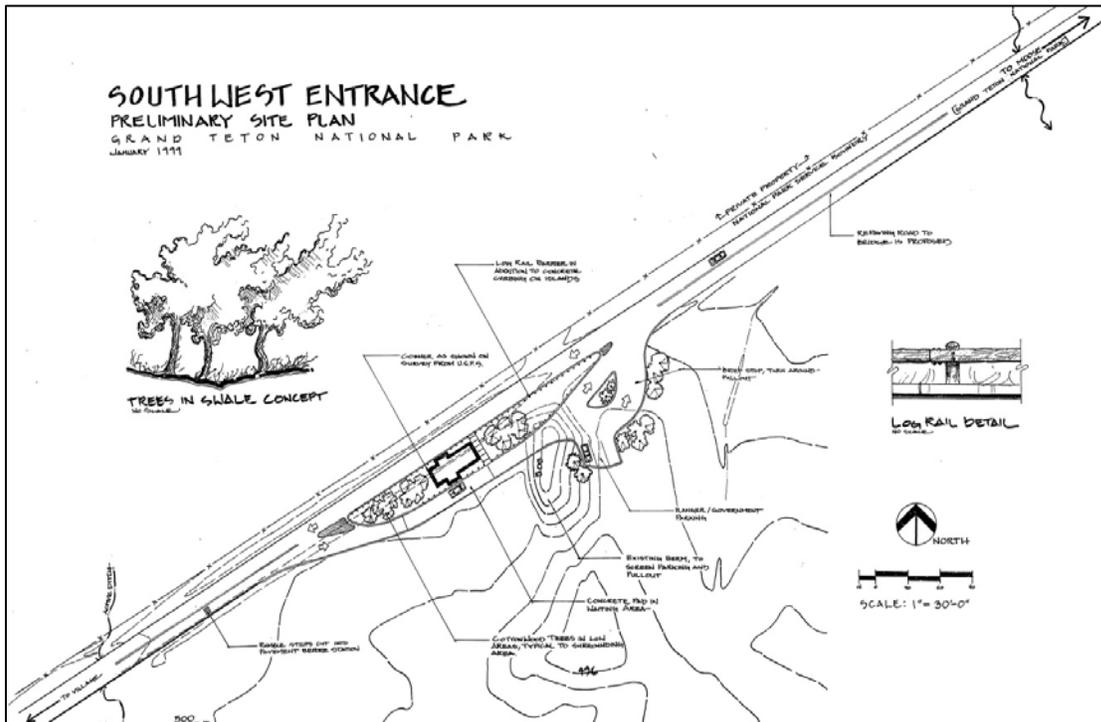


Figure 28. 1999 preliminary site plan (map no. GRTE\_136\_41970 [id88496]) for the Granite Canyon entrance station (Source: Denver Service Center, Denver).



Photograph 6. Pit toilet located along the Death Canyon Road in the vicinity of the Death Canyon Trailhead, facing southeast (Source: Park Service, 2014).

Due to its recent construction, the building is considered non-contributing to the Moose-Wilson Road Corridor cultural landscape.

#### NON-CONTRIBUTING FEATURES:

##### **Structure Name**

1. Pit toilet (post-1996)

### 3. CIRCULATION:

Circulation features of the Moose-Wilson Road Corridor cultural landscape include the Moose-Wilson Road, the Death Canyon Road, turnouts, designated and visitor-created parking areas, trail crossings, visitor-created trails, culverts, bridges, and driveways/road junctions. Although abandoned roads and horse trails are known to exist within the corridor, most of these features are outside the survey boundary and have not been formally recorded for NRHP evaluation by the Park Service and therefore, were not inventoried by Logan Simpson during the 2014 inventory or assessed in this CLI. A brief discussion of these resources as undetermined archeological sites is included in Section 1.

#### THE MOOSE-WILSON ROAD LANDSCAPE AREA

The Moose-Wilson Road Landscape Area, which comprised the survey area, is roughly 7.3 miles in length and ranges from 17 feet to 22 feet in width. The southern terminus of the Landscape Area begins at the Granite Canyon Entrance Station and terminates at Teton Park Road to the north. The middle section is gated and unplowed during winter months and reopens following spring melt-off (Figure 29). Vehicular traffic is limited to cars and use of the roadway by recreational vehicles (RVs), buses, and trailers is prohibited. Most of the road is paved, although roughly 1.5 miles of roadbed in

the center of the alignment is surfaced with gravel. Due to water runoff, the unpaved portion of the road is in poor condition and the roadbed is severely marred by potholes. As on-going maintenance of

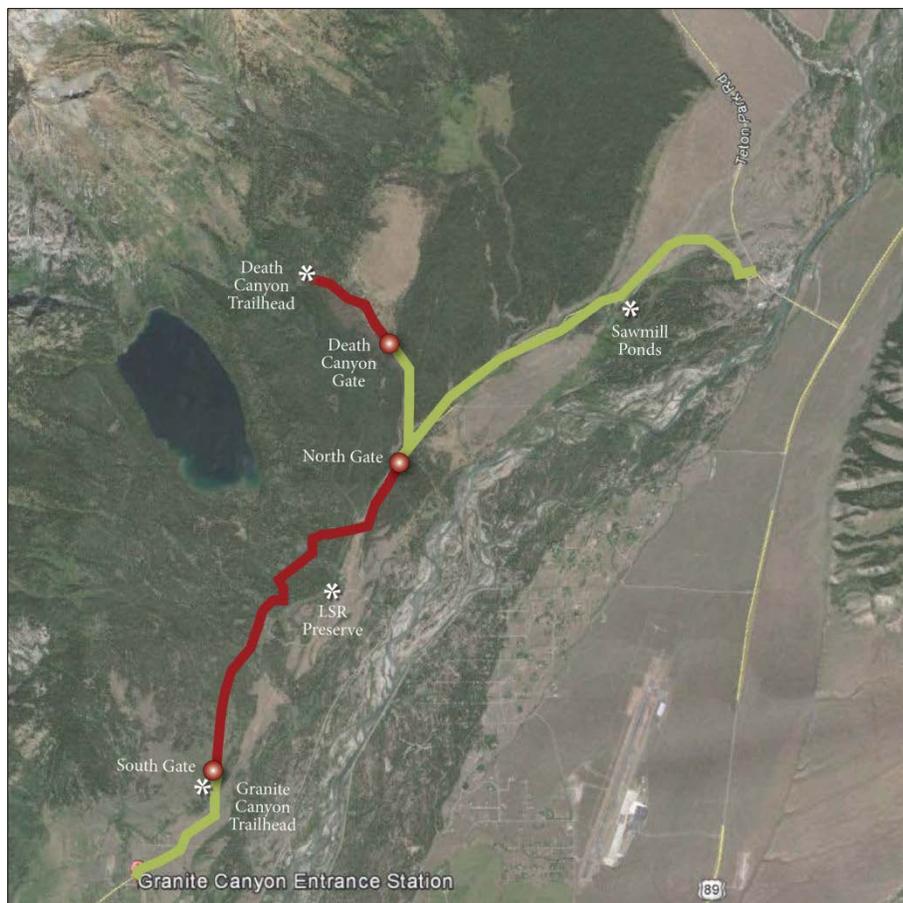


Figure 29. Diagram depicting road closure gates and popular visitor use areas in the Moose Wilson Road Corridor Cultural Landscape Area. Areas in green denote year-round access while areas in red denote restricted access during winter months (Source: Logan Simpson, 2014).

the road consists predominantly of blading operations to improve the smoothness and compaction of the road, in many locations, the grade of the road is lower than the surrounding terrain (Brinkly and Allred 2014). In comparison, the paved segments at the northern and southern ends of the road are in good condition.

The current alignment of the Moose-Wilson Road travels along a cross-slope for most of its length and has numerous culverts that convey water under the roadbed. The average width of the roadbed is 20 feet but narrower sections exist at higher elevations and along water crossings, requiring cars to pull over and yield to oncoming traffic. Narrow gravel shoulders line the edges of road in some areas; however, most of the road lacks shoulders (Photograph 7). This condition results in traffic congestion, particularly when tourists wish to stop and view wildlife (Photograph 8). Steep slopes and blind corners also require drivers to exercise caution while navigating the road. The low traffic speed likely contributes to the low frequency of accidents, with only 42 collisions reported along the route between 2002 and 2012 (Brinkly and Allred 2014). Historically, the road had no designated speed limit and it is unknown when the current speed limits were posted; however, the 25 mile per hour (MPH) speed limit along the midsection, and 35 MPH speed limit at the north and south ends were likely naturally adhered to during the period of significance given the narrow, curvilinear road conditions. The slow

travel speed of the road and its narrow, enclosed winding condition contribute to the Moose-Wilson Road Landscape Area.



Photograph 7. Narrow, circuitous conditions of the road, facing west-southwest (Source: Logan Simpson, 2014).



Photograph 8. Traffic congestion while wildlife present, facing southwest (Source: Logan Simpson, 2014).



### Circulation Cluster Areas

The Moose-Wilson Road has served as the primary route connecting the communities of Wilson and Moose since their establishment in the late nineteenth and early twentieth centuries, respectively. Historic and non-historic destinations along the road have resulted in clusters of secondary circulation features that branch from the main corridor (Figure 30). These destinations include private inholdings in the area of Poker Flats; visitor facilities and use areas such as the Granite Canyon and Death Canyon Trailheads, Sawmill Ponds Overlook, the Murie Center (also known as the Murie National Historic Landmark District), and the LSR Preserve (formerly the JY Ranch); the NRHP-listed White Grass Ranger Station; and former dude ranches and retreats including the White Grass Dude Ranch and Sky Ranch Historic Districts.

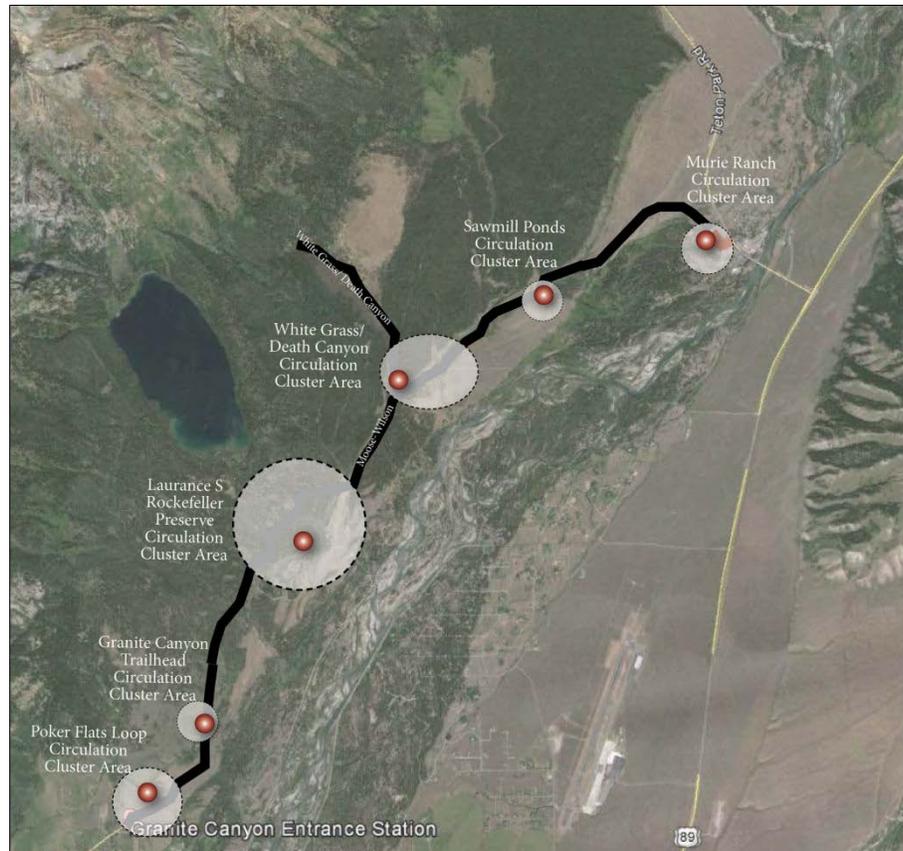


Figure 30. Diagram of cluster areas defined for the Moose-Wilson Road Landscape Area (Source: Logan Simpson, 2014).

#### Poker Flats Loop Cluster Area

This single-lane, 15-foot-wide loop road originates at Moose-Wilson Road approximately 1,584 feet (0.3 mile) northeast of the Granite Canyon Entrance Station and branches to the east and west where it provides access to private inholdings including the Granite Canyon Ranch (Figure 31). Two ranch gates, both comprised of 15-foot-long logs and bearing a “*Granite Canyon Ranch*” wooden panel sign, stand prominently along the western shoulder of the Moose-Wilson Road where the two roads intersect (Photograph 10). Historic maps of the Park suggest that the segment of the loop road to the west of the Moose-Wilson Road was constructed sometime prior to 1958. The segment of the loop road to the east of Moose-Wilson Road is not depicted on historic maps, making the age of this portion of the road unknown. For these reasons, the portion of the road to the west of the Moose-Wilson Road corridor is considered contributing, while the portion to the east is undetermined.



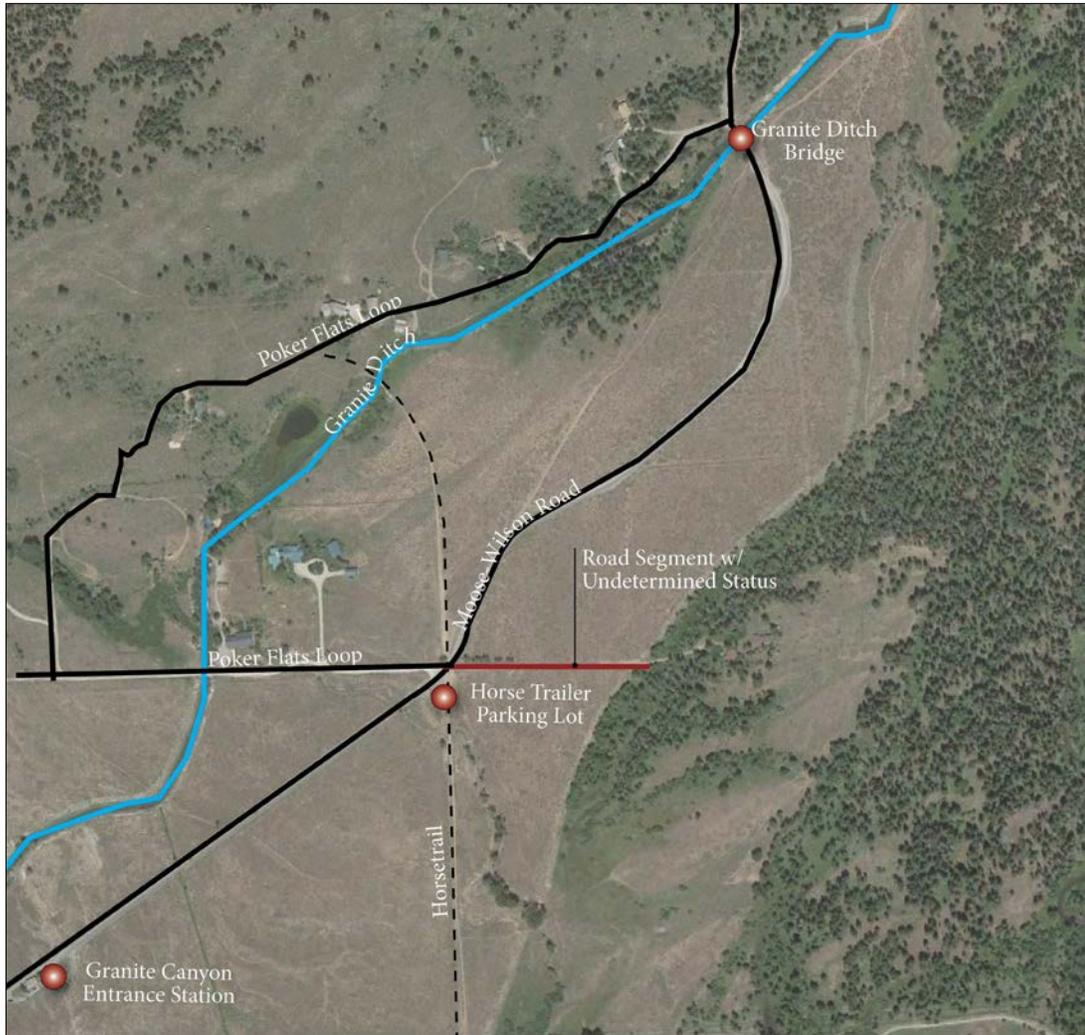


Figure 31. Diagram of the Poker Flats Loop cluster area within the Moose-Wilson Road Landscape Area (Source: Logan Simpson, 2014).



Photograph 9. Granite Canyon Entrance Station (left) and landscaped island, facing southeast (Source: Logan Simpson, 2014).



Photograph 10. Log pole ranch gate at Poker Flats Loop, facing west-southwest (Source: Logan Simpson, 2014).



Photograph 11. Parking lot to the south of the Poker Flats Loop, showing log barriers and horse trail beyond, facing southeast (Source: Logan Simpson, 2014).

No formal documentation of the two log pole ranch gates exist; however, both are in excellent condition and appear to be of modern construction. Both features are considered non-contributing, compatible as they are constructed of native materials and reflect Rustic style design principles.

A large parking area is situated to the south of the intersection of the Moose-Wilson Road and Poker Flats Loop (Photograph 11). Located adjacent to a horse trail and intended for horse trailers, this rectangular lot is surfaced with gravel and lined with log barriers. The long axis of the parking lot is oriented north-south, with the horse trail intersecting the northern and southern ends. The original construction date of the parking lot and associated horse trail could not be determined from historic maps; however it is known that the parking lot was expanded ca. 2011 (Betsy Engle, personal communication, January 16, 2015). Because the original construction information for the two circulation features is unknown, the status of both is considered to be undetermined.

At the north junction of Poker Flats Loop is another bridge, which was presumably constructed during the period of significance as the original bridge was slated for replacement in a 1952 Park Service proposed improvement project map. The bridge was necessitated by the crossing of an earthen irrigation ditch that diverts water from Granite and Lake Creeks and eventually feeds into the Snake River. The improved bridge consists of standard gray concrete wing walls and abutment. Affixed to the abutment are logs that serve as guard rails. Because this bridge was constructed during the period of significance, it is considered contributing to the Moose-Wilson Road Landscape Area (Photograph 12 and Photograph 13).

#### Granite Canyon Trailhead Cluster Area

One trailhead, the Granite Canyon Trailhead, is located along the Moose-Wilson Road (Figure 32). This popular day-use area consists of a gravel parking lot with a large landscaped island planted with

native grasses (Photograph 14). The trail itself was established prior to the period of significance; however, the original trailhead was moved north and consequently, the first section of trail was



Figure 32. Diagram of the Granite Canyon Trailhead cluster area within the Moose-Wilson Road Landscape Area (Source: Logan Simpson, 2014).



Photograph 12. Granite Ditch Bridge, facing northwest (Source: Logan Simpson, 2014).



Photograph 13. Granite Ditch Bridge, facing south-southwest (Source: Logan Simpson, 2014).





Photograph 14. Granite Canyon Trailhead parking area, facing northwest (Source: Logan Simpson, 2014).

rerouted presumably to circumvent private property. This occurred sometime between 1975 and 1976, as the trail realignment first appears on a 1976 Park Service circulation map. Because the day use area was constructed after the period of significance yet supports recreation of the area, it is considered non-contributing, compatible to the Moose-Wilson Road Landscape Area.

#### LSR Preserve Cluster Area

Approximately 2,640 feet (0.5 mile) northbound of the Poker Flats Loop is the first of two roads that provide access to the LSR Preserve (Figure 33). This southern road trends southeast and is a levee road that is shared by both the Park Service and Bureau of Reclamation. The road provides access to a levee and also accesses the LSR Preserve. A metal double-arm swing gate stands at the foot of the earthen drive to restrict public access. The formal northern entrance trends southeast and is located approximately 1,584 feet (0.3 mile) northbound from the south entrance. This two-lane road is paved in asphalt and leads to a large asphalt visitor parking lot. At the foot of this entrance stands a log pole ranch gate similar to those found at the Poker Flats Loop (Photograph 15). A hinged three-beam wooden gate is affixed to either side of the archway that restricts access to the property during off-hours. Historic maps indicate that only a portion of the southern road was constructed during the period of significance; the remaining section of the road and its associated features were built sometime after the period of significance. The function of the road segment that dates to the period of significance is unknown; however, aerial imagery suggests that it may have originally been an extension of a north-trending road that provided access to the historic JY Ranch (see description in next paragraph below). Because the function of this road is unknown, its status is considered to be undetermined. The remainder of the loop and its associated circulation features are considered non-contributing, compatible to the Moose-Wilson Landscape Area as their character and use are consistent with the cultural landscape, yet their construction post-dates its period of significance.



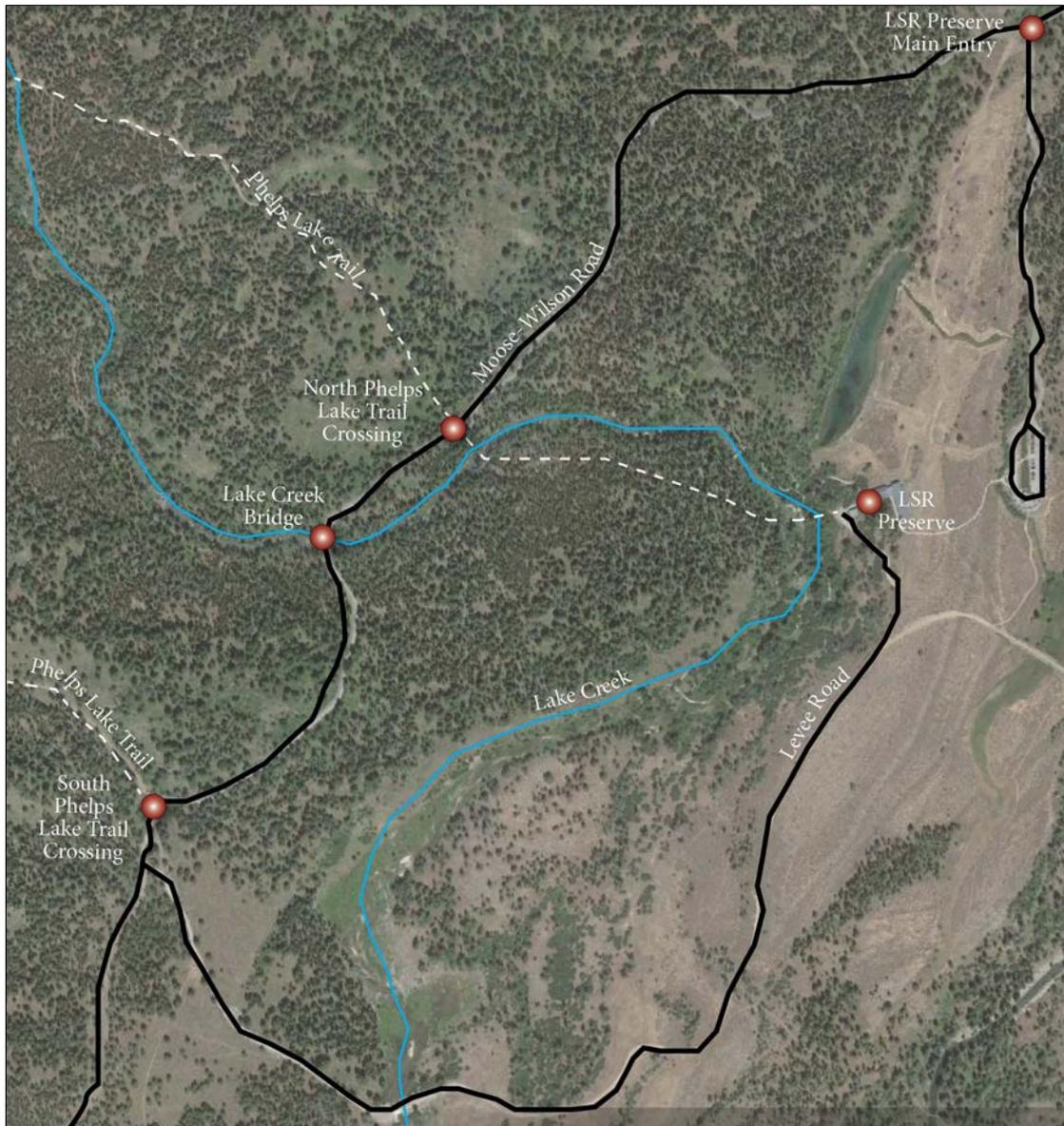


Figure 33. Diagram of the LSR Preserve cluster area within the Moose-Wilson Road Landscape Area (Source: Logan Simpson, 2014).



Photograph 15. Log pole ranch gate, signage, and fencing at the LSR Preserve, facing northwest (Source: Logan Simpson, 2014).

Roughly 200 feet north of the LSR Preserve maintenance drive is a crossing and trailhead for the Phelps Lake Trail. Historic maps suggest that the trailhead and southern alignment of the trail were part of a circa 1908 wagon road that encircled the JY Ranch property. The northern terminus of the JY Ranch loop road is located 0.5 mile to the north; this road is now abandoned and barricaded with boulders to prevent its use. One mile northbound from the southern trail crossing is a second crossing for the Phelps Lake Trail. According to historic maps, the segment of trail at the northern crossing is not associated with the JY Ranch, but was instead constructed by the LSR Preserve during the mid-2000s to broaden the trail network at Phelps Lake. At both crossings, the road is lined in buck-and-rail fencing and the asphalt paved roadbed of the Moose-Wilson Road changes to concrete lined with stone edging (Photograph 16). Signage delineating the pedestrian crossings is also provided at both crossings. At the northern crossing, stone steps (further described in Section 9: Small-Scale Features) assist hikers up the initial steep ascent. Although both of the trail crossings post-date the period of significance, they support recreation use and are considered to be non-contributing, compatible to the Moose-Wilson Road Corridor cultural landscape.

The natural drainage way, Lake Creek, drains from the mouth of Phelps Lake in a southeasterly direction, crosses Moose-Wilson Road and becomes a prominent tributary of the Snake River. The crossing of this significant water feature required the construction of a bridge that is located midway between the north and south entrances to LSR Preserve. The current bridge was constructed in 2005 and replaced the original wood timber bridge as it was not considered structurally sound during a 2003 inspection by the U.S. Department of Transportation. The inspection advised the bridge be closed immediately due to the total failure of the north abutment timbers (see Figure 26).

Additional problems with the structure included undersized main load carrying members, extensive deterioration of the timbers of the south abutment, all wingwalls and the pier, and undermining of south

abutment (U. S. Department of Transportation 2003:2). The replaced bridge consists of tan painted concrete wing walls with an applied wood texture, a weathered steel abutment, timber guard rails and



Photograph 16. Phelps Lake Trail crossing pavement change, facing northwest (Source: Logan Simpson, 2014).



Photograph 17. Lake Creek Bridge, facing south (Source: Logan Simpson, 2014).



Photograph 18. Lake Creek Bridge, facing east-southeast (Source: Logan Simpson, 2014).

a timber surface (Photograph 17 and Photograph 18; see Photograph 2). It measures 18 feet wide by 33 feet long. Although the current bridge does not match the original in material or construction technique, it harmonizes with the natural environment and retains the same location and configuration. The 2005 bridge is considered non-contributing compatible to the Moose-Wilson Road Corridor cultural landscape.

#### Death Canyon Road Cluster Area

The Death Canyon Road serves as the next road network cluster branching off the Moose-Wilson Road (Figure 34). Its current alignment was constructed sometime before 1958 to circumvent visitor access to the Death Canyon Trailhead around the White Grass Dude Ranch. More specific information about the character and construction of the corridor can be found in the Death Canyon Road Landscape Area circulation section below.

Less than 528 feet (0.1 mile) north of the Death Canyon Road intersection is an earthen, single-lane driveway trending southeast that leads to a private inholding near the Snake River. Lining the edges of the entrance are diagonally cut logs. Immediately across the junction is a winter parking area from which private landowners access their properties via snowmobile (Photograph 19 and Photograph 20). Several social trails trending north-northwest extend from this parking area and serve as shortcuts to the Death Canyon Road and White Grass Dude Ranch (Photograph 21). The parking area is not depicted on historic maps dating before, during, or after the period of significance. As the parking area and social trails are likely modern and visitor created, these features are considered to be non-contributing to the Moose-Wilson Road Corridor cultural landscape.

A land status map dating to 1969 depicts a cluster of five privately owned parcels on the southern side of the Moose-Wilson Road held by owners: Cheek, Forbes, Curtis, Flygare, and O'Brien. Historically, this area was part of the Circle H Ranch and was accessed by the pre-1936 alignment of Moose-Wilson Road (see Figure 19). Sometime between 1936 and 1969, a southeast trending driveway was constructed to access the southernmost parcel from the current alignment of the Moose-Wilson Road. As the exact age of this driveway is not known, its status is considered to be undetermined.

After 1969, a single-lane earthen driveway providing access to two additional parcels was built. The driveway is accessed from two secondary roads, both of which connect to the current alignment of the Moose-Wilson Road. The southeast and northeast trending secondary roads converge approximately 120 feet east of the Moose-Wilson Road, creating a large triangular landscape island that is lined with log barriers and planted with native vegetation (Photograph 22). The roads then trend east as a single alignment for approximately 200 feet before branching into two, single-lane earthen driveways. One of the driveways trends southeast while the other veers to the northeast, carving a dramatic Y-shaped alignment in the landscape. The southeast property was sold to the Park Service as a life estate in the 1970s, and ownership of this property was officially transferred to the Park in December 2014. The second property, located to the northeast, remains in private ownership (Betsy Engle, personal communication, January 16, 2015). As the Y-shaped driveway post-dates the period of significance (1936–1960) for the Moose-Wilson Road Corridor cultural landscape, it is considered to be non-contributing.

#### Sawmill Ponds Cluster Area

The most popular stop for visitors along the Moose-Wilson Road is Sawmill Ponds, an overlook of a large wetland habitat located along the southern shoulder off the main route (Figure 35) (Monz 2014). The overlook consists of a large gravel parking area with log wheel stops and interpretive signage (Photograph 23). According to Park Service maps, this parking area was constructed between 1952 and 1958 to provide visitors with a convenient location for viewing the wetland habitat. Metal

interpretive signage supported by upright metal posts describes the wetland ecosystem visible below. Park Service signage directing visitors to not disturb the wildlife is also present. A network of visitor-created social trails are present at this site, the majority of which measure less than or equal to 16 feet in length (Monz 2014). Because the parking area was constructed during the period of significance and supports tourism and recreation, it is considered to be contributing to the Moose-Wilson Road

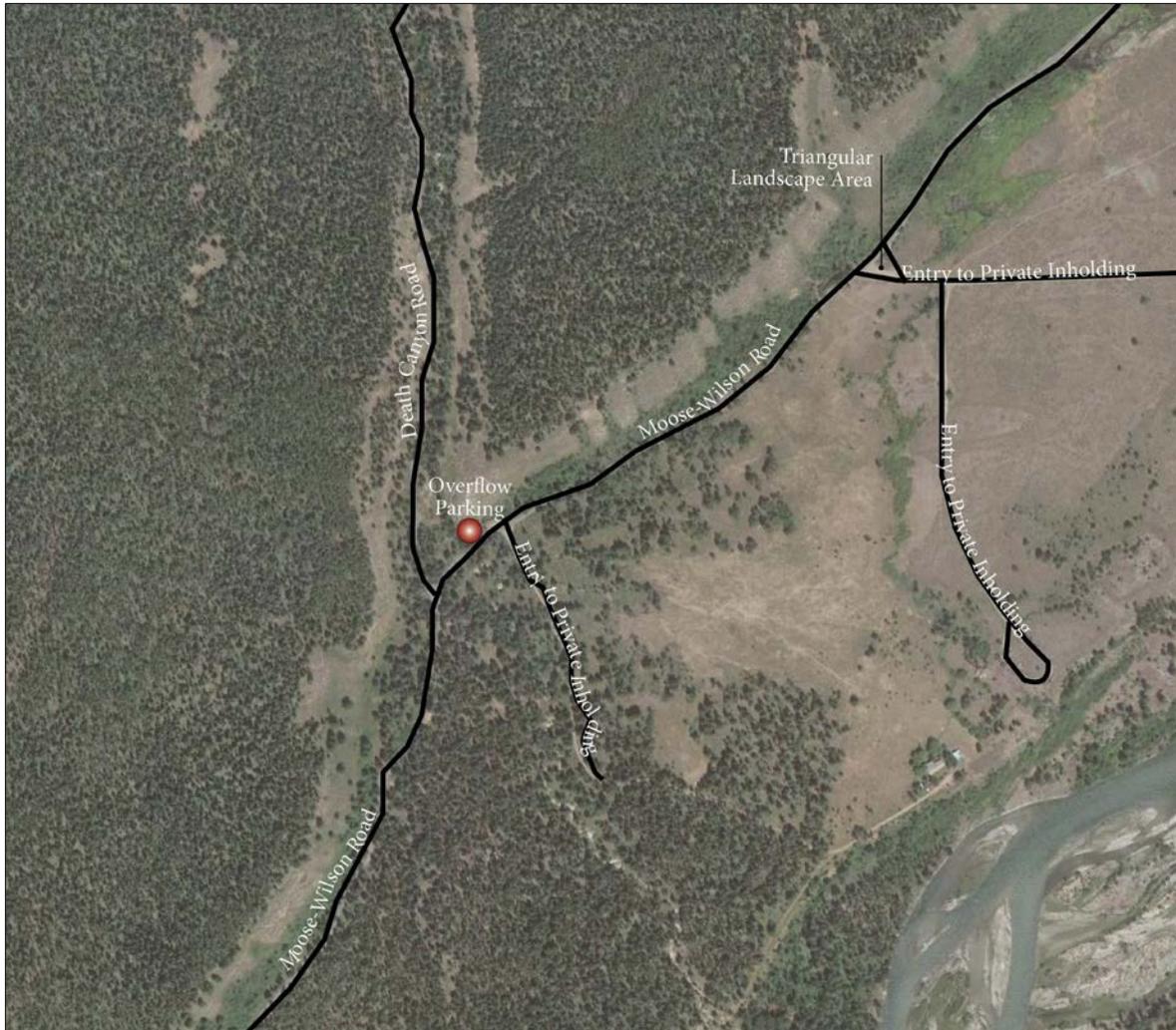


Figure 34. Diagram of the Death Canyon cluster area within the Moose-Wilson Road Landscape Area (Source: Logan Simpson, 2014).



Photograph 19. Private drive, facing south-southeast (Source: Logan Simpson, 2014).



Photograph 20. Parking area immediately north of Death Canyon Road and across the street from the private drive, facing west (Source: Logan Simpson, 2014).



Photograph 21. Social trail north of Death Canyon Road and across from private drive, facing south (Source: Logan Simpson, 2014).



Photograph 22. Triangular landscaped island at private entryway, facing north-northwest (Source: Logan Simpson, 2014).



Photograph 23. Sawmill Ponds overlook area with interpretive signage, facing south-southwest (Source: Logan Simpson, 2014).



Figure 35. Diagram of the Sawmill Ponds cluster area within the Moose-Wilson Road Landscape Area (Source: Logan Simpson, 2014).

Corridor cultural landscape. The social trails, however, are not formally constructed and are modern in age and are therefore considered non-contributing to the Moose-Wilson Road Corridor cultural landscape. For information on signage, see Section 9: Small-Scale Features.

#### The Murie Ranch Cluster Area

The last circulation cluster area identified within the Moose-Wilson Road Landscape Area is the Murie Ranch Road, located just south of the community of Moose (Figure 36). This two-lane, gravel road which leads to the Murie Center within the Murie Ranch NHL predates the period of significance; however, because the initial establishment of the Murie Ranch likely influenced the development of the Moose-Wilson Road, it is considered contributing to the Moose-Wilson Road Landscape Area (Photograph 24).

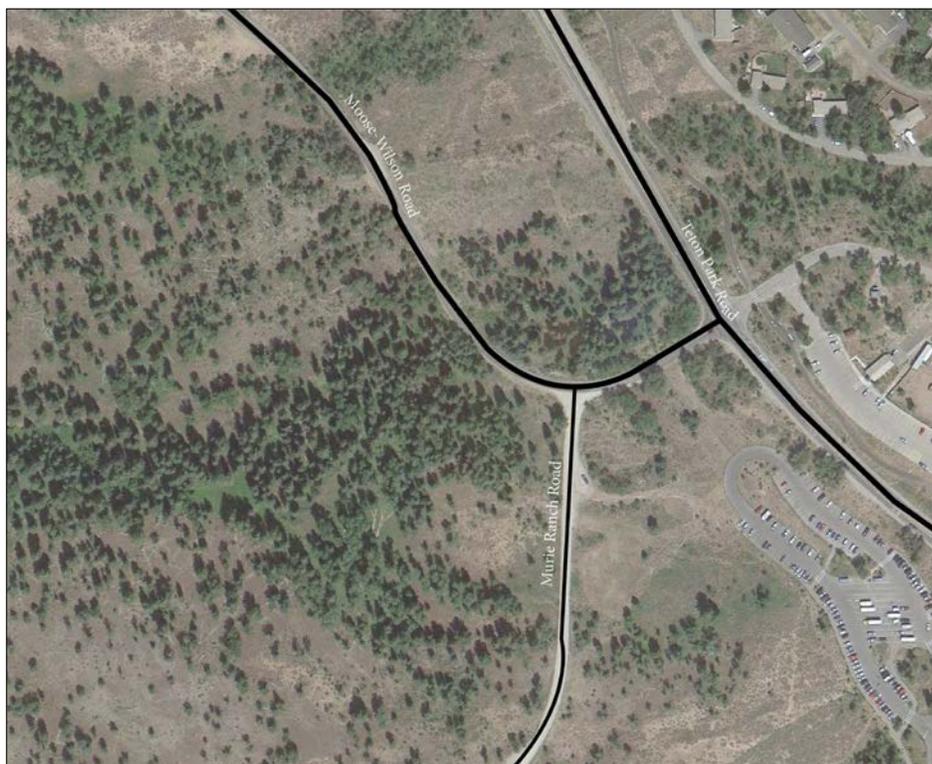


Figure 36. Diagram of the Murie Ranch cluster area within the Moose-Wilson Road Landscape Area (Source: Logan Simpson, 2014).

#### **Other Circulation Features**

A number of noteworthy circulation features not defined in the circulation cluster areas above occur throughout the Moose-Wilson Road Landscape Area. These features are typically spread throughout the landscape and do not have definitive boundaries, or they occur in isolated pockets outside circulation cluster area boundaries.

#### Turnouts

Within the Moose-Wilson Road Corridor, a total of 125 visitor-created overflow parking sites (turn-outs) have been documented (Monz 2014). Most of these turnouts occur near popular wildlife viewing areas, scenic viewing areas, narrower segments, hazardous curves, and utility infrastructure (Figure 37). Of these, 57 have been impacted by vegetation and erosion. Turnouts are generally 75 feet in length and 12 feet in width and have a crescent-shaped form. Many of these turnouts are delineated with boulders

or log barriers, while others are less pronounced and defined only by vegetative loss (Photograph 25). Out of all these turnouts, only one is paved in asphalt and is located approximately a quarter mile



Photograph 24. Murie Ranch Road, facing south-southwest (Source: Logan Simpson, 2014).



Photograph 25. Typical turnouts found along Moose-Wilson Road. Right turnout is delineated by log barriers; left is not delineated, facing northwest (Source: Logan Simpson, 2014).

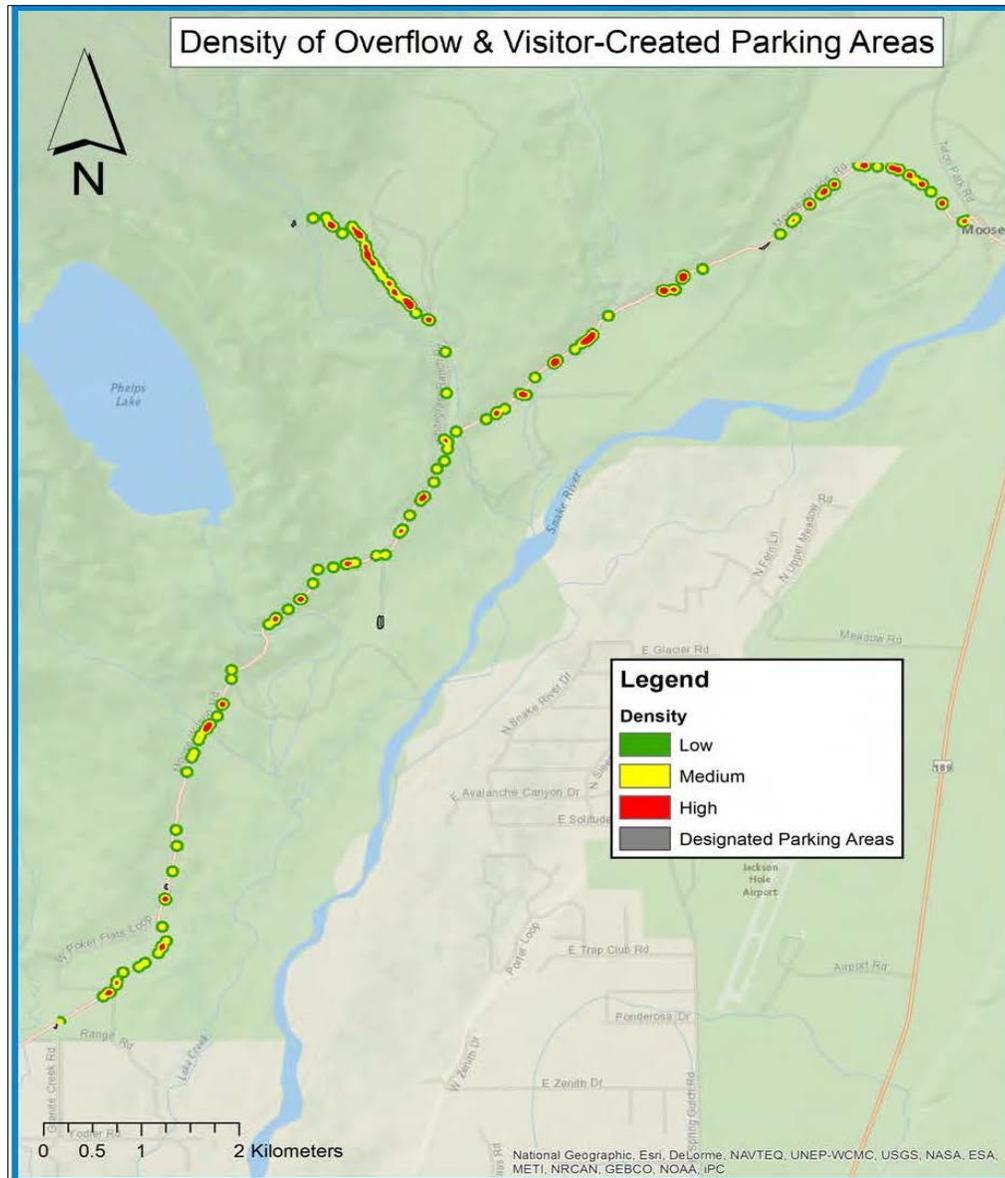


Figure 37. Density of overflow/visitor-created parking areas along Moose-Wilson and Death Canyon Roads (Source: Moose-Wilson Corridor Use Levels, Types, Patterns and Impacts in Grand Teton National Park, 2014).

south of Sawmill Ponds. Little historic documentation exists on the locations of turnouts along Moose-Wilson Road. Because these features are the result of visitor use and will likely persist and evolve over time, they are considered to be non-contributing features of the Moose-Wilson Road Landscape Area.

### Culverts

The natural topography and hydrology surrounding the Moose-Wilson Road necessitated the construction of nine CMP culverts in 1952 to facilitate drainage of snow melt and rainwater (see Site Plans 1–3 at the beginning of the document for culvert locations). The majority of these features consist of single CMP that ranges between 24 inches and 4 inches in diameter and approximately 27 to 39 feet in length (Photograph 26); however, one of the culverts is a double CMP with a mortared

rock headwall and wingwalls on the southern side and loose stacked rock on the north. The roadbed above the feature is lined with logs, giving it a bridge-like appearance (Photograph 27).



Photograph 26. CMP culvert #1, a typical culvert along the Moose-Wilson Road, facing north-northeast (Source: Logan Simpson, 2014).



Photograph 27. Double CMP culvert (CMP culvert #3) with mortared rock headwall and wing walls, facing south-southwest (Source: Logan Simpson, 2014).

#### Abandoned Extant Circulation Features

A number of abandoned roads, horse trails, and footpaths, many of which are barricaded with log barriers or landscape boulders, are located along the Moose-Wilson Road. Because they have not been formally recorded by the Park Service for an evaluation of NRHP eligibility and are outside of the survey boundary, their status is considered to be undetermined.

#### CONTRIBUTING FEATURES:

1. The Moose-Wilson Road
2. Narrow, winding character
3. Slow travel speed
4. Poker Flats Loop northern segment
5. Sawmill Ponds parking area

#### NON-CONTRIBUTING FEATURES:

1. Visitor-created foot trails and spurs
2. Visitor-created overflow parking areas
3. North entry to LSR Preserve
4. Y-shaped driveway leading to a former life estate property and private inholding

#### NON-CONTRIBUTING, COMPATIBLE FEATURES:

1. Culverts
2. Bridges
3. Designated parking areas at Granite Canyon Trailhead, Granite Entrance Station and the Poker Flats horse trailer parking
4. Log entry features at Poker Flats Loop
5. Entry features and north entrance road at the LSR Preserve
6. Phelps Lake trail crossings
7. Murie Ranch Road
8. Granite Canyon Trailhead parking area
9. Granite Canyon Entrance Station parking area

#### UNDETERMINED FEATURES:

1. Poker Flats Loop southern segment
2. Abandoned roads, foot paths and horse trails
3. In-use horse trails
4. South entry to LSR Preserve
5. Private southeast trending driveway leading to the southernmost inholding

#### DEATH CANYON ROAD LANDSCAPE AREA

Within this Landscape Area, the segment of the Death Canyon Road is approximately 1.5 miles long and has an average width of 16 feet. The road trends in a north-northwest direction, with the first 3,970 feet (0.75 mile) paved in asphalt and the remainder consisting of rough, graded dirt. Similar to the Moose-Wilson Road, the unpaved portions of road are in poor condition and are prone to potholes and puddles. The paved section is in good condition and has likely been improved since the period of significance. This section runs through a narrow valley and travels along the course of Stewart Draw, a prominent drainage channel originating from the Teton Range. Approximately midway along this stretch, the road intersects Stewart Draw, requiring the construction of a CMP culvert (Photograph 28). A second CMP culvert is located along the unpaved portion of the road in the vicinity of the White Grass Ranger Station. Where the canyon broadens, the road branches and veers in a northwesterly direction while two spurs continue northeast and lead to the White Grass Dude Ranch and Sky Ranch properties. A wooden gate constructed at this intersection prohibits vehicular access during winter months (Photograph 29).





Photograph 28. CMP culvert on north side of Death Canyon Road, facing west (Source: Park Service, 2014).



Photograph 29. Gate at the entrance to the White Grass Dude Ranch, facing west (Source: Park Service, 2014).

The Death Canyon Trailhead and the NRHP-listed White Grass Ranger Station are located at the western terminus of the road. The ranger station was constructed by the Park Service in 1930 as a patrol cabin for rangers patrolling the Park's network of backcountry trails then known as the Skyline Trail. This network, which included the Death Canyon Trail, was originally accessed only from the Park headquarters at Beaver Creek and the Jenny Lake Museum. A new road was established prior to 1958 that bypasses the White Grass Dude Ranch, restricting vehicular access to the ranch by the public. In addition, the Park Service established a trailhead to the north of the ranger station, near an existing road that connected to the entrance of the White Grass Dude Ranch. Because the Death Canyon Road reflects efforts made by the Park Service to resolve conflicts between historic and contemporary land uses within the Park, the current alignment is considered to be contributing to the Moose-Wilson Road Corridor cultural landscape. The enclosed winding character of the road and its slow travel speed are also considered contributing to the cultural landscape.

A number of visitor-created parking areas located along its eastern and western shoulders are considered to be non-contributing to the landscape area. In total, 58 visitor-created overflow parking areas occur along the corridor, all of which occur above the end of the paved section of road. According to a 2013 visitor use assessment of the corridor, far more vehicles parked in the overflow or visitor-created parking areas than in the designated parking lot. The density of these overflow areas is higher than of Moose-Wilson Road, and parking areas are classified as having a moderate level of impact, with about 50 percent vegetation loss (Monz 2014).

An additional circulation feature—a footpath/trail leading from the interpretative kiosk to White Grass Dude Ranch—is present within the landscape area. Although the exact age of the trail is not known, it is likely of modern construction and is considered to be non-contributing.

#### CONTRIBUTING FEATURES:

1. The Death Canyon Road
2. Narrow, winding character
3. Slow travel speed
4. Death Canyon Trailhead
5. White Grass Work Road
6. White Grass Entrance Road

#### NON-CONTRIBUTING FEATURES:

1. Visitor-created trails and spurs
2. Visitor-created overflow parking areas
3. Footpath/trail leading from the interpretative kiosk

#### NON-CONTRIBUTING, COMPATIBLE FEATURES:

1. Culvert in the vicinity of the White Grass Ranger Station
2. Culvert at Stewart Draw
3. Gravel parking areas

#### 4. CLUSTER ARRANGEMENT:

See Section 3: Circulation and Section 7: Spatial Organization for more information on cluster arrangement.

#### 5. CONSTRUCTED WATER FEATURES:

Constructed water features within the Moose-Wilson Road Corridor cultural landscape consist predominantly of irrigation ditches that were predominantly constructed by homesteaders and ranchers in the late nineteenth and early twentieth centuries to provide water to their claims (see "Circulation" for a description of culverts and bridges identified within the corridor). As many of these constructed water features remain in use, they have not been formally documented by the Park Service as cultural resources. Only two irrigation ditches and one drainage-related water feature was identified within the corridor. The section below provides a discussion of these three documented water features as well as a general assessment of where additional constructed water features dating to the period of significance may be located.

#### MOOSE-WILSON ROAD LANDSCAPE AREA

Current aerial photography shows numerous ditches adjacent to and in the vicinity of the Moose-Wilson Road Landscape Area. Most of these features are visible at the southern end of the road, where private inholdings were once prevalent, and in some cases, still remain.

The presence of irrigation ditches is also confirmed by a 1953 Park Service map showing water rights within the Park. This map depicts six ditches in the current vicinity of the Moose-Wilson Road (Figure 38; Table 1); however, only one of these ditches, the Pemples New Ditch, has been formally recorded (Johnson 1999). This canal, which is located to the north of the CLI boundary, was recommended not eligible for listing in the NRHP (Johnson 1999); the reason for its ineligibility is not known.

In 1991 and again 1996, Park Service archeologists documented a series of laterals extending into the Moose-Wilson Road Landscape Area just south of the Granite Canyon Entrance Station (Connor 1991; Johnson 1999). Interestingly, whereas Connor (1991) surmised that the laterals were originally constructed in 1939 in association with the Granite Ditch, a canal that provided water to the NRHP-listed Snake River Ranch (outside the GRTE boundary), Johnson (1999) reported that the irrigation features were laterals extending from the Pemples New Ditch and Granite Creek, and further

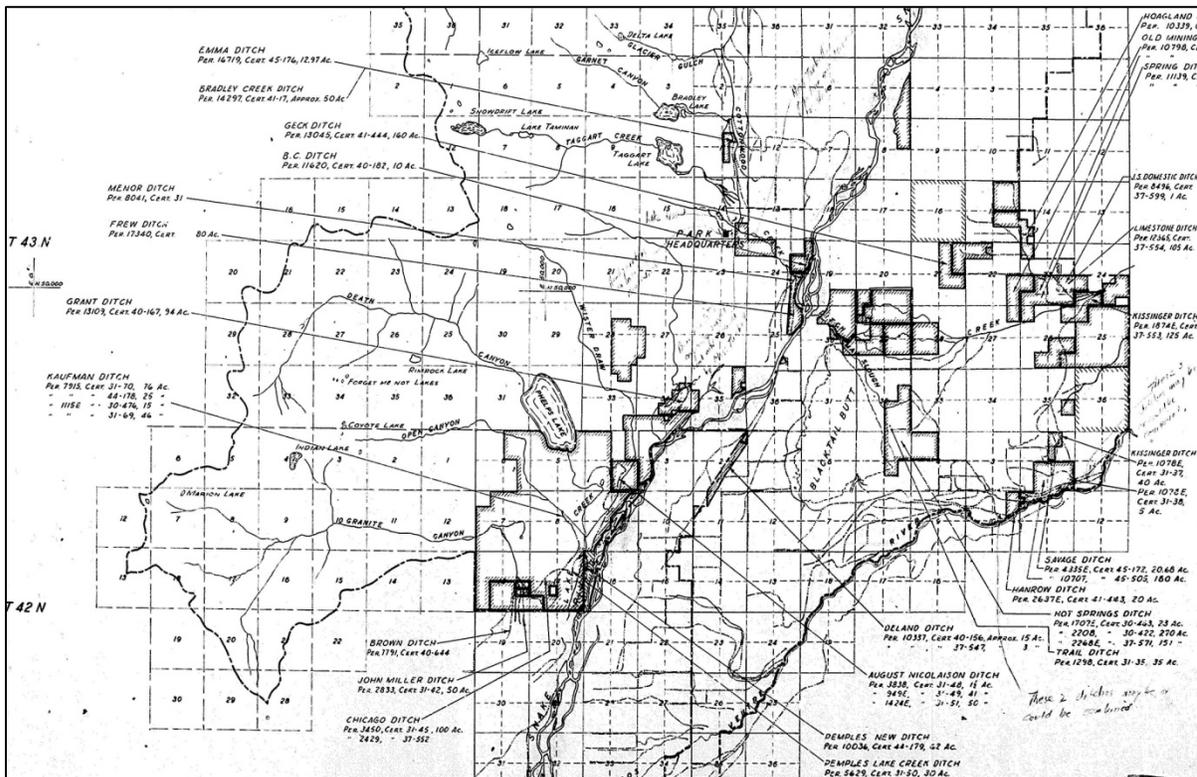


Figure 38. 1953 map (Drawing no. NP-GT-6953) showing the names and locations of ditches in the vicinity of Moose-Wilson and Death Canyon Roads (Source: Technical Information Center, Denver Service Center).

Table 1. Ditches located within or in the vicinity of the Moose-Wilson Road Corridor, ca. 1953 (Source: Park Service 1953).

<b>Name of ditch</b>	<b>Location</b>	<b>Acres irrigated</b>
Pembles Lake Creek	NE¼ of Sec. 17, T42N, R116W	30
Pembles New Ditch	NW¼ of Sec. 16, T42N, R116W	62
August Nicolaison Ditch	SE¼ of Sec. 4, T42N, R116W	92 1/3
Chicago Ditch	NW¼ of Sec. 18, T42N, R116W	100
Kaufman Ditch	E½ of Sec. 8 and the NE¼, NW¼, and SW¼ of Sec. 17, T42N, R116	162
Grant Ditch	E½ of Sec. 34, T43N, R116W	94

described the ditches as varying in size with the largest ditch, closest to Moose-Wilson Road, measuring 3.3 feet wide by 2 feet deep (1 m wide by 0.6 m deep). Although Connor (1991) recommended that further research be conducted to determine the significance of the ditches and their relationship to the Granite Ditch, Johnson (1999) recommended the laterals not eligible for listing in the NRHP due to their association with the Pembles New Ditch and its previous determination of ineligibility (Johnson 1999). The Connor (1991) report was never sent to the Wyoming SHPO for concurrence (Johnson 1999). As these features provided irrigation water to early settlements and dude ranches in the region, they are considered contributing to the Moose-Wilson Road Corridor cultural landscape.

Two irrigation ditches and an associated irrigation feature were recorded by Logan Simpson during the 2014 inventory of the Moose-Wilson Road Corridor cultural landscape. The larger of the two ditches, the Granite Ditch, is located in the southern portion of the Landscape Area just north of the Poker Flats Loop. Within the corridor, the ditch is approximately 24 feet wide and runs predominantly east-west, perpendicular to the Moose-Wilson Road (Photograph 30). A concrete bridge (referred to in this document as the Granite Ditch Bridge) is present where the ditch intersects the road. According to Daugherty (1999), settlers P. C. Hansen and Albert Mangum secured rights to divert 3.49 cubic feet of water from Granite Creek through the Granite Ditch in 1898, suggesting that portions of the ditch were constructed prior to this time. As the ditch continues to provide irrigation water to private inholdings within the Park, it is considered contributing to the Moose-Wilson Road Corridor cultural landscape.

The second ditch is located to the northeast of the intersection of Moose-Wilson Road and the Death Canyon Road. This ditch measures 3 feet long by 1.5 feet wide ditch and empties into Stewart Draw downstream from CMP No. 5. A structure comprised of 2 x 4 wooden boards spans the width of the ditch at its western end (Photograph 31 and Photograph 32). The interior channel of the ditch is lined with stacked wooden boards that are supported by a series of upright boards and cross-beams, and a single board forms a wing wall at the northeastern corner (see Photograph 32). The feature appears to be a diversion structure that at one time directed water into Stewart Draw; however, its relatively good condition suggests that it is not historic in age. The ditch is visible on a modern aerial photograph as extending generally east-west, across a private road, for approximately 1,680 feet (0.3 mile) before intersecting with a perpendicular, north-south trending ditch. As the age of the ditch is not known, it is considered to be an undetermined feature of the Moose-Wilson Road Corridor cultural landscape.

In addition to these ditches, one non-contributing water feature was documented within the Moose-Wilson Road Landscape Area. This feature, which consists of water control device to the east of the Moose-Wilson Road in the vicinity of a beaver dam, was recently installed by the Park Service. This device protects the habitat by controlling water levels behind the dam, and also prevents the marsh from flooding into the road corridor. A laminated paper sign, attached to a log post in the area of the device, educates visitors on its function. Due to its age, the water control device is considered to be non-contributing the Moose-Wilson Road Corridor cultural landscape.



Photograph 30. Channel of the Granite Ditch, facing southwest (Source: Logan Simpson, 2014).



Photograph 31. Ditch and wooden diversion structure identified along the east side of Moose-Wilson Road in the vicinity of the Death Canyon Road intersection and CMP no. 7, facing east (Source: Logan Simpson, 2014).



Photograph 32. Top view of the wooden diversion structure and ditch, facing west-southwest (Source: Logan Simpson, 2014).

**CONTRIBUTING FEATURES:**

1. Remnants of historic irrigation ditches shown on the 1953 water rights map and located within the corridor boundaries along Moose-Wilson Road
2. Laterals associated with the Granite Creek/Pembles New Ditch, as documented by the Park Service in 1991 and 1996

**NON-CONTRIBUTING FEATURE:**

1. Wooden diversion structure spanning an unnamed ditch to the east of Stewart Draw
2. Park Service installed water control device at the beaver dam

**UNDETERMINED FEATURE:**

1. Unnamed ditch identified along the east side of Moose-Wilson Road

**DEATH CANYON ROAD LANDSCAPE AREA**

No ditches are visible in the Death Canyon Road Landscape Area, nor have any been recorded; however, it is possible that remnants of the extensive irrigation system for the White Grass Ranch may extend into the corridor. A 1939–1985 Period Plan for the White Grass Ranch shows an “enhanced stream channel” originating from Lake Ingeborg, a man-made lake that has since been filled in by the Park Service (Figure 39). The channel parallels the current alignment of Death Canyon Road to the east. The CLI for the White Grass Dude Ranch also notes the presence of irrigation laterals and contoured field ditches outside the homestead claim boundaries for the ranch (Historical Research Associates, Inc. 2010:5). Although portions of the ditches outside the historic district were filled in by the Park Service in 1985, it is possible that discontinuous sections of the ranch’s irrigation system remain intact but are not readily discernable due to duff, overgrown trees and brush, and post-abandonment activities (Historical Research Associates, Inc. 2010:54). If present, these features would be considered contributing constructed water features of the Moose-Wilson Road Corridor cultural landscape.

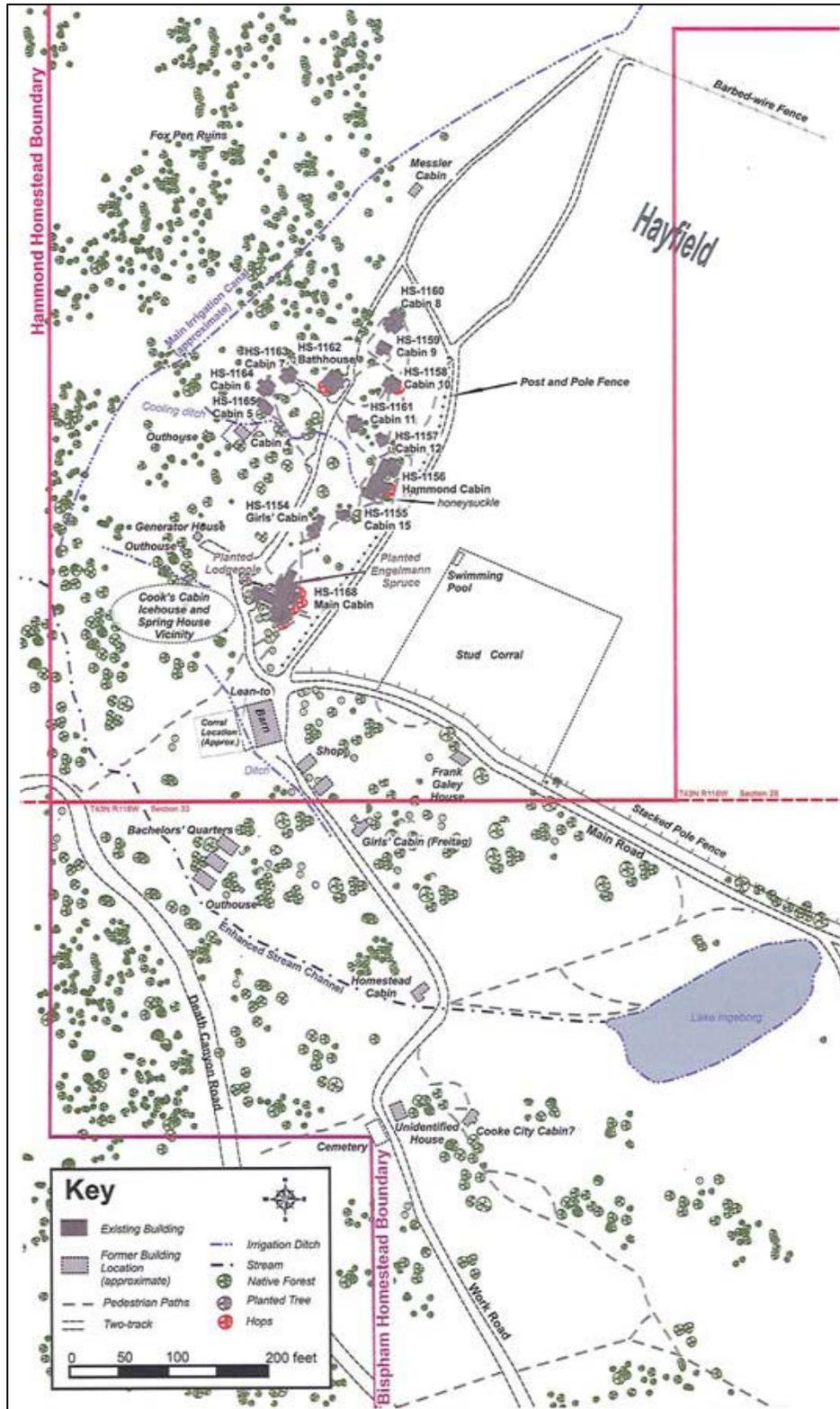


Figure 39. 1939–1985 Period Plan for the White Grass Dude Ranch, showing the “enhanced stream channel” and constructed water features including irrigation ditches (Image reprinted from Historical Research Associates, Inc. 2010).

#### CONTRIBUTING FEATURES:

1. Remnants of historic irrigation ditches built in association with the White Grass Dude Ranch
2. Intact segments of the White Grass Dude Ranch's main canal
3. Enhanced stream channel originating from the former site of Lake Ingeborg

#### 6. CULTURAL TRADITIONS:

Euro-American settlement of the Moose-Wilson Road Corridor cultural landscape began in the late 1880s, when a series of homestead claims were patented along major water features, such as drainage channels, draws, glacial lakes, the Snake River and its tributaries. Many of these new residents focused on agriculture or small-scale ranching operations; however, following the passage of the Enlarged Homestead Act of 1909, several ranchers in the area acquired additional acreage adjacent to their existing homesteads for the purpose of establishing large-scale ranching operations. However, Jackson Hole's harsh environment prohibited year round grazing which necessitated the use of cultivated hay and/or the transport of cattle during winter months. Consequently, many land owners in the area converted their working ranches into dude ranches in the early twentieth century to capitalize on tourism as it became clear that ranching was not economically viable. This cultural shift from ranching to tourism persisted during the period of significance and remains evident today through trends in recreation development on both private inholding and public properties.

#### MOOSE-WILSON ROAD LANDSCAPE AREA

Prior to the Moose-Wilson Road, circulation consisted of an interconnected network of wagon roads that joined working and dude ranches west of the Snake River, and north of the community of Wilson. Ultimately, this system connected the communities of Moose and Wilson through a braided network of roads that intersected and ran parallel to each other. After the Park was established in 1929, the disjointed wagon roads were consolidated into one, creating the Moose-Wilson Road. At this time, homesteads and ranches were organized in isolated locations far from one another. The development pattern consisted of buildings clustered near natural water features, such as creeks, glacial lakes, and the Snake River and its tributaries. The original, east alignment of the Moose-Wilson Road strived to provide a primary route from which to access these remote ranches.

Upon its establishment, the Park commissioned Samuel T. Woodring to lead a horseback party into the Teton Range to determine possible routes for trail construction (Pritchard 2010). This resulted in the Park's first trails master plan, which subsequent trail development largely followed. Additionally, the Park developed a patrol cabin (now referred to as the White Grass Ranger Station) off the White Ranch/Death Canyon Road to support patrol groups traveling trails by horseback. The rise of automobile traffic and an increased interest in outdoor recreation activities led to the rapid growth in Park visitation. As visitation soared, the Park Service broadened its trail network, visitor use areas, and roads and supporting infrastructure. In 1936 a new alignment of the Moose-Wilson Road was constructed by the Park Service within T43N, R116W, to the west of the existing road to provide better access to the White Grass Dude Ranch and patrol cabin. In 1945, the portion of the existing road to the south of the Death Canyon Road was realigned by the Park Service to create a southern extension of the 1936 alignment.

The need for a formalized, consolidated road network and the subsequent realignments of the Moose-Wilson Road, reflect larger trends of American culture that have persisted since the early twentieth century, and is evident through the variety of visitor use improvements and developments that have been implemented during and since the period of significance. Wilderness-based recreation within the Moose-Wilson Road Landscape Area continues to be the principal attraction as visitors from around the world travel the corridor for its outstanding representation of the park's major natural ecological communities; narrow winding rustic experience; and exceptional scenic, wildlife viewing, and recreation opportunities.

**CONTRIBUTING FEATURES:**

1. Use of the road associated with homesteading and ranching operations
2. Use of the road associated with recreation and tourism

**DEATH CANYON ROAD LANDSCAPE AREA**

The Death Canyon Road Landscape Area shares a similar history of cultural tradition as the Moose-Wilson Road Landscape Area. Remotely sited on relatively flat land near a major natural water feature, the White Grass Dude Ranch, for which the road and landscape area is named, reflects the traditional development pattern of early twentieth century ranches in the area. The Death Canyon Road was originally constructed as an access drive to the White Grass Ranch property. It traverses a narrow valley carved out by Stewart Draw and avoids adjacent hillsides to follow the path of least resistance. However, in 1919 the working ranch was converted into a dude ranch as it became evident that ranching was not financially feasible. Shortly after the Park was established in 1929, the Park Service erected a patrol cabin (referred to today as the White Grass Ranger Station) to support park rangers patrolling the Park's backcountry trail system—which included the Death Canyon Trail—by horseback. This station is located only 2,640 feet (0.5 mile) from the ranch property and shares a segment of the same entrance road as the White Grass Ranch.

Sometime before 1958, a parking area for the Death Canyon Trail and a short connecting trail leading north from the parking area to the Death Canyon Trail was established. Prior to this modification, the Death Canyon Trail was only accessible from the Park Headquarters at Beaver Creek and the Jenny Lake Museum. Also during this time, a secondary road to the west of the existing road was constructed, presumably to bypass the privately-owned White Grass Dude Ranch and provide visitors and Park Service personnel with a more direct route to the patrol cabin. Sometime before 1960, the Death Canyon Road trailhead was established. Since then, the Park Service has expanded the visitor use facility to include a pit toilet and several designated gravel parking areas in the vicinity of the trailhead. Interpretive signage, kiosks, and picnic tables have been installed to facilitate the growing visitor use demand.

**CONTRIBUTING FEATURES:**

1. Use of the road associated with homesteading and ranching operations
2. Use of the road associated with recreation and tourism

**7. LAND USE:**

In the context of a CLI, land use is defined as human activities that have helped form, shape, or organize the landscape into distinctive features, such as fields, pastures, orchards, open ranges, and terraces (Robert Page 2009:7.7). Although evidence suggests the Jackson Hole area was intensively utilized by prehistoric Native American populations, this use appears to have been seasonal in nature where groups remained in the area for short durations of time, primarily to acquire obsidian from known sources within the Teton Range. As such, land use practices are only manifested archeologically within the Moose-Wilson Road Corridor cultural landscape in the form of short-term habitation sites and artifact scatters. Between the years 500 B.C to 1700 A.D. archeological record suggests little, if any long-term human occupancy, occurred in the Jackson Hole area.

Land use practices that are evident in the landscape today date back to the late nineteenth century, when settlers began establishing homesteads and ranches in Snake River Valley. Known for its abundant water resources, harsh winters, and various soil conditions, the Snake River Valley provided an environment most suited for agriculture and rangeland. These homesteads and ranches were predominantly small-scale, spread afar, and located on flat land near glacial lakes, draws, or creeks.

Following the passage of the Enlarged Homestead Act of 1909, many of the ranch owners acquired additional acreage in hopes of securing financial gain. Consequently, the character and organization

of the regional landscape changed slightly, as the existing network of irrigation ditches was expanded and the clearing of vegetation continued. This expansion of ranch properties and the subsequent establishment of the Park in 1929 effectively stalled development, thus preserving the cultural landscape's natural ecological communities, rustic character, and exceptional scenic quality.

#### MOOSE-WILSON ROAD LANDSCAPE AREA

When the current alignment of the Moose-Wilson Road within T43N, R116W, was originally constructed in 1936, the purpose was to provide a primary route from which to access remote ranches and to access Park Service infrastructure in the southern reaches of the newly-established Park. The corridor during this time was fairly isolated from adjacent development, which land use primarily consisted of privately-owned dude ranches and homesteads sited in remote locations.

Beginning in the 1950s, the Park Service made numerous improvements and modifications to the Moose-Wilson Road to facilitate tourism and recreation. Between 1952 and 1958, the Sawmill Ponds Overlook was constructed along the eastern shoulder of the Moose-Wilson Road, making the expansive gravel parking area a highly visible feature within the corridor (see Photo). Similarly, sometime between 1975 and 1976, the Granite Canyon Trailhead and parking area was established, presumably to avoid private inholdings at Poker Flats. Recent efforts to promote tourism within the corridor include the establishment of the LSR Preserve in the former location of the JY Ranch by long-time owner Laurance S. Rockefeller and the Park Service in 2007–2008. In addition to providing a state of the art, LEED-certified visitor center and interpretive displays of the history of the property, the preserve offers a network of trails (known collectively as the Phelps Lake Trail) that crosses the Moose-Wilson Road in two locations.

According to a 2013 visitor use assessment of the Moose-Wilson Road Landscape Area, approximately 2,000 vehicles travel the road per day during the spring and summer months. Of these, 40 percent stop at the Sawmill Ponds Overlook, followed by 20 percent visiting the LSR Preserve (Monz 2014). The growth in visitor use has impacted the landscape through a number of visitor-created trail networks, overflow parking areas and traffic congestion. However, the landscape area still retains its distinguishing narrow, enclosed, rustic, and winding character, as well as its numerous ecological features, which attract tourists and wildlife alike to the area.

#### CONTRIBUTING FEATURES:

1. Ranching/agriculture
2. Recreation/tourism

#### DEATH CANYON ROAD LANDSCAPE AREA

Similar to the Moose-Wilson Road Landscape Area, land use in Death Canyon Road Landscape Area has changed little since the period of significance. Historically, land use in this area was ranching/agriculture but transitioned to recreation/tourism in 1919, after the White Grass Ranch was converted from a private homestead to a dude ranch. Use of the area for recreation/tourism was further solidified by the establishment of the Park in 1929, and it has remained the principal land use of the Death Canyon Landscape Area today.

During the period of significance, the Park Service constructed one building in the Landscape Area—a patrol cabin known today as the White Grass Ranger Station, which is currently located outside the CLI boundary to the south of the western terminus of the Death Canyon Road. They also established a parking area, and likely a trailhead, for the circa 1933 Death Canyon Trail to the north of the cabin and constructed a short connecting trail to the existing trail alignment to the parking area. Also during this time, a secondary road to the west of the existing road was constructed, presumably to bypass the privately-owned White Grass Dude Ranch and provide visitors and Park Service personnel with a more direct route to the trailhead and patrol cabin. All of these improvements were completed along the road corridor prior to 1960, or the end date for the cultural landscape's period of significance.

In recent years, additional improvements have been made to the Landscape Area including the construction of a single-user pit toilet at the Death Canyon Trailhead and the establishment of

additional parking areas to the north and east of the White Grass Ranger Station. These developments were intended to facilitate visitor use and access to the Death Canyon Trailhead and trail. Increased visitor use has also led to a number of impacts to the Landscape Area, including the creation of informal parking area. These informal modifications has led to the Death Canyon Road Landscape Area as having the highest level of recreation-related resource impacts of all of the Moose-Wilson Road Corridor cultural landscape (Monz 2014).

**CONTRIBUTING FEATURES:**

1. Ranching/agriculture
2. Recreation/tourism

**8. NATURAL SYSTEMS AND FEATURES:**

Located at the convergence of riparian and montane ecosystems along the base of the Teton Range, the Moose-Wilson Road Corridor cultural landscape is a diverse, ecologically rich environment with superior scenic quality. The natural systems and features of the Moose-Wilson Road Corridor cultural landscape have heavily influenced the area's land use, settlement practices, and development patterns. Humans were first drawn to the area for its abundant water resources and wildlife. Today, these water resources, which take the form of glacial lakes, mountain streams and creeks, and braided channels of the Snake River, cover 10 percent of the Park's surface. These resources, as well as terraces and depressions, break the regularity of the valley floor below, while the absence of foothills accentuates the contrast between the valley and the Teton Range. Coniferous forest dominates the mountain slopes, while the valley floor is covered by sagebrush, and the riparian areas support vegetation such as cottonwood, willow, and spruce (Mott 1998).

A variety of soils exist in the area—the most prevalent being well-drained gravelly loam with a moderate water retention capacity (National Resources Conservation Service n.d.). Major problems associated with these soils include erosion and climatic limitations, and recommended land uses consist of either forest or rangeland. Low mean annual precipitation requires that most crops be irrigated and a short growing season limits crop production to grass, hay, and small grain (Mott 1988). As the soils and climate represent limiting factors for land use, much of the surrounding landscape was used as rangeland, a tradition which continues today. Coincidentally, historically settlement was predominantly clustered around natural water features at lower elevations.

**THE MOOSE-WILSON ROAD LANDSCAPE AREA**

The current alignment of the Moose-Wilson Road undulates along the base of the ecologically diverse Teton Range. It weaves through a variety of landscapes—including open shrub land, dense coniferous forest, and wetlands—and provides views of distinct landforms such as Rendezvous Mountain, Mount Hunt Divide, Buck Mountain, Snake River Valley, and the Wind River Mountain Range. Prominent drainages originating from the Teton Range, such as Lake Creek and Stewart Draw, intersect the Moose-Wilson Road and drain eastward. These drainages required construction of the nine culverts and two bridges that exist today. Although these drainage channels presented challenges when building the road, the availability of water provided sustenance for travelers, settlers, and pack animals.

Today, the Moose-Wilson Road Landscape Area is experiencing an influx of certain wildlife such as grizzly bears and raptors, and a decrease in others, including moose. This is partially the result of a natural expansion of forested vegetation communities along the Snake River, which has compromised the willow-alder shrub swampland communities—the prime habitat for moose (Mott 1998). Regardless

of this phenomenon, the Moose-Wilson Road Landscape Area attracts thousands of tourists annually for wildlife and scenic viewing (Monz 2014).

**CONTRIBUTING FEATURES:**

1. Drainage channels intersecting the road (including Lake Creek and Stewart Draw)
2. Wetlands
3. Native flora and fauna
4. Open sage flats
5. Dense forest areas

**THE DEATH CANYON ROADLANDSCAPE AREA**

Within this Landscape Area, the Death Canyon Road consists of a generally northwest trending alignment that travels up the base of Buck Mountain through dense forest. The first 2,640 feet (0.5 mile) of the road follows the channel of Stewart Draw—a prominent drainage originating from the Teton Range—through a narrow forested valley. This drainage intersects the road midway through the valley, requiring the construction of the CMP culvert that exists today. Irrigation ditches splinter from the channel and extend north onto the White Grass Dude Ranch property. A second drainage is present at the northern end of the road in the vicinity of the White Grass Ranger Station and Death Canyon Trailhead.

**CONTRIBUTING FEATURES:**

1. Drainage channels intersecting the road (including Stewart Draw)
2. Native flora and fauna
3. Death Canyon

**9. SMALL SCALE FEATURES:**

Given the extreme climatic conditions and sparse regional development pattern, the Moose-Wilson Road Corridor cultural landscape retains no contributing small-scale features. Small-scale features identified within the cultural landscape consist of gates and fencing, reflectors, regulatory and interpretive signage, log barriers and landscaping boulders, and utilities, the majority of which were installed by the Park Service to enhance public safety and protect the natural environment. Because many of these features were installed in the modern era, they are considered to be non-contributing to the Moose-Wilson Road Corridor cultural landscape. Features that reflect Rustic design principles through the utilization of native materials such as stone and log are categorized as non-contributing, compatible. A description of these small-scale features, organized by landscape area, is included below.

**MOOSE-WILSON ROAD LANDSCAPE AREA**

Regulatory and directional signage is the most common type of small-scale feature identified within the Moose-Wilson Road Landscape Area. Whereas regulatory signage consists of retroreflective panels supported by either metal or wooden posts, directional signage is composed of wood. Examples of regulatory signs installed throughout the corridor to help guide and control the flow of traffic, and keep pedestrian, bicycle, equestrian and vehicular traffic safe include no parking, speed limit, warning and street identification signs (Photograph 33, Photograph 34, and Photograph 35). These signs are considered non-contributing to the Moose-Wilson Road Corridor cultural landscape because they are not historic in age and their contemporary design is not compatible with the historic character of the road.

Wooden signage is composed of wooden panels supported by one or more log posts. As is typical of the Park Service Rustic architectural style, these signs are painted brown and have cream-colored lettering. This type of signage is used within the corridor for boundary delineation, welcome, and

directional and informational purposes (Photograph 36, Photograph 37, and Photograph 38). Although presumably modern in age, these signs are considered non-contributing, compatible as their design incorporates elements of the Park Service Rustic style.

A third type of signage is found within the corridor at the Phelps Lake Trail crossings and at the entrance to the LSR Preserve. Installed prior to the preserve's opening in 2008, these signs consist of rough log posts and a brown metal panel with text inscribed in white (Photograph 39 and Photograph 40). Because these signs are representative of both Park Service Rustic and modern design principles, these signs are considered to be non-contributing, compatible to the Moose-Wilson Road cultural landscape.



Photograph 33. Regulatory sign along Moose-Wilson Road near the southern end of the corridor, facing north-northwest (Source: Logan Simpson, 2014).



Photograph 34. Regulatory sign along Moose-Wilson Road near the southern end of the corridor, facing east-northeast (Source: Logan Simpson, 2014).



Photograph 35. Regulatory near the Moose-Wilson Road and Teton Park Road intersection, facing west-southwest (Source: Logan Simpson, 2014).



Photograph 36. Park entrance sign near the Granite Canyon Entrance Station, facing east (Source: Logan Simpson, 2014).



Photograph 37. Road sign located to the southwest of the Moose-Wilson Road and Teton Park Road intersection, facing south (Source: Logan Simpson, 2014).



Photograph 38. Informational sign located at the Sawmill Ponds Overlook, facing south (Source: Logan Simpson, 2014).



Photograph 39. Directional signage at the LSR Preserve, facing northeast (Source: Logan Simpson, 2014).



Photograph 40. Pedestrian signage at the southern Phelps Lake Trail crossing, facing south-southwest (Source: Logan Simpson, 2014).

Additional signage found within the Moose-Wilson Road Landscape Area includes a freestanding, metal post and panel sign and an informal laminated paper sign, both of which are used for interpretive purposes. The freestanding metal sign is located in the parking area of the Sawmill Ponds Overlook to the south of the Moose-Wilson Road and provides information on moose habitats within in the Park (Photograph 41). The paper sign is stapled to a log barrier at the beaver dam to educate visitors on the artificial water flow device installed by the Park Service to control water levels behind the dam, protect beaver habitat, and prevent flooding of the Moose-Wilson Road (Photograph 42). Whereas the sign at the Sawmill Ponds Overlook is considered to be non-contributing, compatible due to its design which is commonly used by the Park Service in other national parks across the country, the paper sign is both informal and temporary and is considered non-contributing to the Moose-Wilson Road Corridor cultural landscape.

In addition to signage, log barriers have also been installed by the Park Service in numerous areas along the shoulders of the road to help control the flow of traffic. The log barriers are generally comprised of a single 10-foot-long log with two, 2-foot-long logs at either end, interlocked through a saddle notch. These barriers are commonly used to line the outer edges of pull-outs and parking areas to prevent vehicular travel (Photograph 43). Freestanding logs are also used to edge other vehicular-oriented areas such as parking and turn-outs.

Boulders are another edging material that is commonly used throughout the cultural landscape. Boulders measuring approximately 2 feet long by 3 feet wide line the edges of the Granite Canyon Trailhead parking lot; the entrance to the LSR Preserve; utility boxes, several pull-outs; and are also used as traffic barriers (Photograph 44).

Different types of reflectors are also used to delineate features within the Landscape Area, including utility boxes, landscaped islands in parking areas, culverts, bridges, and in some cases the edge of road. These reflectors are either comprised of wood posts with circular yellow reflectors, a metal post and rectangular panel with black and yellow diagonal stripes, or 8-foot-high orange snow stakes (Photograph 45 and Photograph 46).



Photograph 41. Interpretive sign located at the parking area for the Sawmill Ponds Overlook, facing east (Source: Logan Simpson, 2014).



Photograph 42. Informational signage at the beaver dam and wetlands, facing east-northeast (Source: Logan Simpson, 2014).



Photograph 43. Log barriers lining the edge of road, facing east (Source: Logan Simpson, 2014).



Photograph 44. Landscape boulders used as edging along a turn-out, facing southwest (Source: Logan Simpson, 2014).



Photograph 45. Reflective snow stakes lining the nose of the landscape island at the Granite Entrance Station, facing east (Source: Logan Simpson, 2014).





Photograph 46. Reflectors at all four corners of the Granite Ditch Bridge, facing south-southwest (Source: Logan Simpson, 2014).

Because the corridor traverses along private property and is also closed during the winter months due to snowfall, several gates exist in key locations to restrict traffic. A double swing metal gate with circular yellow reflectors and “*No Parking Any Time*” sign attached stands at the foot of the maintenance drive to the LSR Preserve (Photograph 47). Across the road from the access drive is a single swing gate mounted on wood posts with an “*Authorized Vehicles Only*” sign attached. This gate prohibits public use of a narrow dirt road that snakes up steep terrain and continues to Phelps Lake (Photograph 48). At the northern and southern ends of the Moose-Wilson Road, where the Park Service stops plowing during the winter months, single swinging metal gates with reflectors and “*Road Closed*” signs attached are present (Photograph 49 and Photograph 50). A gate constructed of four logs with a cross beam affixed to freestanding wooden posts is also located at the end of a well-traveled footpath leading onto private property (Photograph 51).

Fencing in the Moose-Wilson Road Landscape Area consists of two types—buck-and-rail and post-and-wire. Buck-and-rail fences are widely distributed across the landscape and primarily serve to delineate the boundaries of private inholdings. The fences vary in length persisting for miles. Fallen segments of buck-and-rail fencing are also common along the road shoulders due to the region’s harsh weather conditions. Buck-and-rail fencing is also present at the entrance of the LSR Preserve and along the circuitous stretch of road to leading to the visitor center (Photograph 52). Post-and-wire fencing occurs solely at the southern end of the road in the vicinity of the Granite Canyon Entrance Station. This fencing, which consists of juniper posts and four strand wire, extends northbound from the entrance station for approximately 1,800 feet (0.35 mile). Much of this fencing lacks wiring and in some areas, the posts have fallen (Photograph 53).



Photograph 47. Metal double-arm gate at the south maintenance drive of Laurance S. Rockefeller, facing east-southeast (Source: Logan Simpson, 2014).



Photograph 48. Metal single-arm gate at an earthen single track trail prohibiting public access, facing north-northeast (Source: Logan Simpson, 2014).



Photograph 49. Metal single-arm gate prohibiting road access during off-season months, facing south-southeast (Source: Logan Simpson, 2014).



Photograph 50. Metal single-arm gate prohibiting public access from the north, facing west (Source: Logan Simpson, 2014).



Photograph 51. Wood gate prohibiting public access from entry at a trail on private property, facing southwest (Source: Logan Simpson, 2014).



Photograph 52. Buck-and-rail fencing at the entrance to the Laurance S. Rockefeller Preserve, facing east-southeast (Source: Logan Simpson, 2014).



Photograph 53. Juniper post and four-wire fencing near the Granite Entrance Station, facing east-northeast (Source: Logan Simpson, 2014).

Other non-contributing, compatible small-scale features within the Moose-Wilson Road Landscape Area occur where the Phelps Lake Trail crosses the road near the middle of the corridor and at the southern end of the corridor in the vicinity of the Granite Canyon Entrance Station. At the northern pedestrian crossing for the Phelps Lake Trail, a stone staircase comprised of five steps and dry-stacked boulder walls is present and provides hikers easier access up the steep terrain adjacent to the roadway. Directional and regulatory signage is also provided as is buck-and-rail fencing along both shoulders of the road to increase pedestrian safety (Photograph 54). A flagpole—a common feature at Park Service administrative complexes—is also present to the east of the Granite Canyon Entrance Station (see Photograph 1).

Small-scale features that are considered non-contributing to the Moose-Wilson Landscape Area include overhead transmission lines and unscreened utility boxes (Photograph 55 and Photograph 56). The majority of these features are located at the northern and southern ends of the road in the vicinity of Moose, private inholdings at Poker Flats, and the Granite Canyon Entrance Station.



Photograph 54. Small-scale features at the northern Phelps Lake pedestrian crossing, including regulatory signage, buck-and-rail fencing, and stone and boulder staircase, facing east-northeast (Source: Logan Simpson, 2014).



Photograph 55. Overhead utilities near the Sawmill Ponds Overlook, facing northeast (Source: Logan Simpson, 2014).



Photograph 56. Screened utility features at the Granite Canyon Entrance Station, facing south-southeast (Source: Logan Simpson, 2014).

#### NON-CONTRIBUTING, COMPATIBLE FEATURES:

1. Directional and interpretive signage exhibiting Park Service Rustic design principles
2. Buck-and-rail fencing (both extant and fallen)
3. Post-and-wire fencing
4. Log barriers
5. Landscape boulder barriers
6. Hinged metal gates
7. Stone steps and walls at northern Phelps Lake trail pedestrian crossing
8. Flagpole

#### NON-CONTRIBUTING FEATURES:

1. Transmission lines
2. Utility boxes near the northern and southern ends of the Moose-Wilson Road
3. Modern regulatory signage
4. Reflective snow posts

#### THE DEATH CANYON ROAD LANDSCAPE AREA

Similar to the Moose-Wilson Road Landscape Area, signage is considered the most prominent small-scale feature due to its widespread distribution. Most signage reflects the standard rustic Park Service vernacular of brown painted wood posts and panels with cream painted lettering. This type of signage is primarily used for directional and informational purposes. In addition to the wooden signs, one regulatory sign consisting of retroreflective panel mounted on a wooden post is also present within the corridor to warn visitors to be aware of bear activity within the area (Photograph 57). Whereas the wooden signs are considered non-contributing, compatible due to their incorporation of Park Service Rustic design elements, the regulatory sign is non-contributing as its contemporary design is not compatible with the historic character of the road.



Photograph 57. Regulatory sign near the southern terminus of the White Grass Ranch, facing north (Source: Logan Simpson, 2014).

Two wooden kiosks—one located at the road's western terminus and the other situated immediately east of the NRHP-listed White Grass Dude Ranch—provide information about the Death Canyon Trail, surrounding landscape, and historic features. These kiosks are constructed of log posts and wood panel with a side-gabled roof that protects the panel from natural elements (Photograph 58).

Fencing in the area consists exclusively of buck-and-rail, which periodically lines the northern and southern shoulders of the road. Where the road splits at the entrance to the White Grass Canyon Dude Ranch, a gate constructed of four wooden logs and a log cross-beam bearing a “*Road Closed*” sign is present. Immediately in front of the gate rests a “*Do Not Block Gate*” sign, and just beyond is a “*4 Wheel Drive Recommended*” sign, indicating the steep grade and curvature of the road beyond (Photograph 59).

Several parking areas lined in log edging are provided along the road. Wooden picnic tables are located at some of these parking areas to provide hikers with comfortable resting areas. Log blockades and signage are also present to deter hikers from entering into areas that are presently being reclaimed by the Park Service.

In addition to the regulatory signage, a transmission line is the only other non-contributing small-scale feature documented within the Death Canyon Road Landscape Area. This feature parallels the eastern shoulder of the portion of the road to the south of the White Grass Dude Ranch and presumably provides power to the ranch property (Photograph 61).



Photograph 58. Kiosk at branch of the road near the White Grass Ranch, facing west-northwest (Source: Logan Simpson, 2014).



Photograph 59. Directional and informational signage at the entrance gate where the Death Canyon Road branches to the northwest, facing west-northwest (Source: Logan Simpson, 2014).





Photograph 60. Parking area along the Death Canyon Road delineated with log edging, facing [direction] (Source: Park Service, 2014).



Photograph 61. Overhead utilities along the Death Canyon Road, facing southeast (Source: Logan Simpson, 2014).

**NON-CONTRIBUTING, COMPATIBLE FEATURES:**

1. Regulatory, informational, wayfinding and directional signage
2. Buck-and-rail fencing
3. Log barriers
4. Information kiosks near the Death Canyon Trailhead
5. Wooden gate at the entrance to the White Grass Dude Ranch
6. Picnic tables

**NON-CONTRIBUTING FEATURES:**

1. Overhead utilities
2. Modern regulatory signs

**10. SPATIAL ORGANIZATION:**

The organization of the Moose-Wilson Road Corridor cultural landscape is based on the opportunities and constraints provided by the natural systems and features of the Snake River Valley. The steep topography of the Teton Range, meandering Snake River, and access to water resources dictated the alignment of both the Moose-Wilson and Death Canyon Roads. The cultural landscape as a whole is characterized by narrow winding roads with multiple vehicular pull-outs that are sited near trails, natural features, and prominent views. Development is sparse and predominantly articulated in clusters near natural water features and at established visitor use areas (e.g., Sawmill Ponds Overlook, Granite Canyon Entrance Station, and Granite Canyon Trailhead) sited along the road.

**THE MOOSE-WILSON ROAD LANDSCAPE AREA:**

The current spatial organization and overall setting of the Moose-Wilson Road Landscape Area has changed little since the period of significance. The road is roughly 7.3 miles in length and begins at the Granite Canyon Entrance Station to the south and terminates at Teton Park Road to the north, near the present-day Park Headquarters at Moose. The alignment of the road was predominantly influenced by the steep slopes and channel networks of the Teton Range. To reduce grade, avoid natural waterways, and balance cut and fill, the road winds and undulates along the base of three contiguous mountains.

The road's spatial organization can be categorized into two distinct zones. The first zone, which occurs along the initial stretches of road, is characterized by flat open shrub land and broad views of the distant mountain scenery. In contrast, the middle portion of the road is characterized by undulating terrain, steep adjacent hillsides, sharp curves, and thick vegetative canopy. Sight distances in this zone are limited by tight geometries, topography, and the surrounding vegetation. The contrast between the limited sight distances and seemingly unlimited views of the distant mountain scenery is a prominent characteristic of the spatial experience of the Moose-Wilson Road Landscape Area.

Aside from the Granite Canyon Entrance Station at the southern end of the road, no buildings are sited immediately within or adjacent to the corridor. Most buildings are sited at least 1,320 feet (0.25 mile) or more outside the corridor, in densely forested areas along major water features. The building closest to the corridor—a residence built outside the period of significance—is located approximately 422 feet (less than 0.1 mile) away from the road in open shrub land near the Granite Canyon Entrance Station. The remote character of the corridor is another important aspect that defines the spatial organization of the Moose-Wilson Road Landscape Area.

**CONTRIBUTING FEATURES:**

1. Organization constrained by the natural features of the area, including adjacent steep hillsides and tree canopy
2. Organization of corridor into two distinct character zones
3. Organization of buildings and structures clustered away from the corridor

#### THE DEATH CANYON ROAD LANDSCAPE AREA

The spatial organization of the Death Canyon Road Landscape Area is primarily enclosed by steep hillsides and tree canopy. Approximately 1.6 miles in length, the road offers few views beyond the corridor. Only one prominent view of the Teton Range occurs where the road branches to the adjacent historic White Grass Ranch property. Another view of the historic White Grass Dude Ranch is provided through a small vegetative clearing. The remote enclosed character is the prominent spatial experience of the Death Canyon Road Landscape Area.

#### CONTRIBUTING FEATURES:

1. Organization constrained by the natural features of the area, including adjacent steep hillsides and tree canopy
2. Organization of buildings and structures clustered away from the corridor

### 11. TOPOGRAPHY:

The Moose-Wilson Road Corridor cultural landscape is located in the southwest corner of the Grand Teton National Park in a broad valley of Jackson Hole between the Teton Range to the west and the Snake River to the east. The topographic relief of the Teton Range is oriented generally northeast-southwest. The graben valley was initially formed by glaciation and further shaped by hydrologic activities of the Snake River.

#### THE MOOSE-WILSON ROAD LANDSCAPE AREA

The alignment of the Moose-Wilson Road was heavily influenced by the topography of the area. The road essentially follows the path of least resistance and runs along the eastern base of three contiguous mountains of the Teton Range—Mount Hunt, Prospectors Mountain, and Buck Mountain. At the southern Park boundary, the road occupies a flat surface at an elevation of approximately 6,344 feet above mean sea level (asml). From this point the road steadily climbs northbound at a mean average of 3 percent for nearly 3 miles, until reaching its highest point of 6,546 feet asml. For the next mile, the road undulates across steep terrain until reaching level surface and eventually the Park Headquarters at Moose (Trimble Outdoors n.d.). A dendritic network of natural drainages originating from the Teton Range intersects the road in six locations, and flows eastward and feeds into the Snake River. This network of drainages, coupled with the steep terrain through which the road winds, necessitated the construction of nine culverts and two bridges. Soils vary considerably along the corridor between well drained gravelly loam to poorly drained sandy loam (National Resources Conservation Service n.d.).

Topographic modifications to the Moose-Wilson Road occurring outside the period of significance consist of earthworks to level parking areas at the Granite Canyon Entrance Station, Sawmill Ponds Overlook, Granite Canyon Trailhead, and at undeveloped locations along the roadway. As these modifications were conducted outside the period of significance, they are considered to be non-contributing to the Moose Wilson-Road Landscape Area.

#### DEATH CANYON ROAD LANDSCAPE AREA

The Death Canyon Road Landscape Area is located approximately 3 miles southwest of the Park Headquarters at Moose and can be accessed by the Moose-Wilson Road. Situated along the eastern base of Buck Mountain at an elevation of 6,473 asml, the road is relatively flat and climbs at a consistent 3 to 3.5 percent grade for nearly 1.5 miles, to its terminus at 6,780 feet asml (Trimble Outdoors n.d.). The first 2,640 feet (0.5 mile) of the road is situated in a narrow valley that trends

north and follows the alignment of Stewart Draw, a major natural drainage once diverted by dude wranglers at the historic White Grass Dude Ranch for irrigation and entertainment purposes (National Park Service n.d.). Midway through the valley, the road crosses Stewart Draw, which required the construction of a CMP culvert. As the valley broadens, the road branches to the northwest past the current entrance to the White Grass Dude Ranch, and continues north and west to the Death Canyon Trailhead. The road terminates where the grades of Buck Mountain steepen from 3 to 3.5 percent to more inhospitable grades of 8 percent or greater. Soils in this area are predominantly Tineman and are characterized as well drained gravelly loam (National Resources Conservation Service n.d.).

**CONTRIBUTING FEATURES:**

1. Steep side slopes of the Teton Range

**NON-CONTRIBUTING FEATURES:**

1. Topographic modifications to level parking areas at the Granite Canyon Entrance Station, Sawmill interpretive site, Granite Canyon Trailhead, and along both roadways

**12. VEGETATION:**

The diversity of growing conditions found throughout the Moose-Wilson Road Corridor cultural landscape, such as variations in soil composition, water availability, slope, aspect and elevation, has resulted in a variety of plant communities. The loose rocky soil of the valley floor provides perfect growing conditions for the abundance of silvery-green big leaf sagebrush. Narrow leaf cottonwood and willows grow along the banks of the Snake River and its tributaries, as well as in adjacent wetlands. Flat, open meadows with an abundance of water provide conditions that are well-suited to grasses, sedges, and wildflowers. Steep mountainsides comprised of soils that retain moisture support a conifer forest with scattered clusters of aspen.

Vegetation in the Moose-Wilson Road Corridor cultural landscape still features a similar species composition to that found during the period of significance; however, several natural and human-caused processes have altered the extent and density of certain species. The riparian plant community along the Snake River and its tributaries, for example, has changed as a result of the river's natural geomorphic and hydrologic processes. A study conducted between the years 1945 to 1989 determined forested vegetation communities along the Snake River expanded resulting in greater plant diversity, but at the expense of willow-alder shrub swampland (Mott 1998). Human-caused phenomena such as grazing have undoubtedly impacted natural vegetative stands as well, resulting in decreased vegetative heights and densities, as well as influx of non-native species. Other changes include the reduction of aspen stands in forest communities. This trend is not specific to the area, rather it spans across North America. Scientists hypothesize the decline of aspen is related to three primary reasons: fire suppression, climate change, and the rise of the poplar borer. The U.S. Forest Service's Rocky Mountain Research Station conducted three modeling studies to understand aspen success for the remainder of this century and found that by year 2060, more than half of current aspen stands in the central Rockies will no longer exist (Williams 2013). These natural processes will continue to alter species composition and diversity throughout the Moose-Wilson Road Corridor cultural landscape, and will influence land management practices and policies.

**THE MOOSE-WILSON ROAD LANDSCAPE AREA**

The variety of vegetation found in the Moose-Wilson Road Landscape Area is a specific contributor to the high scenic quality in the area, and supports a rich variety of wildlife that constitutes why this area is renowned for its wildlife viewing opportunities. The Moose-Wilson Road travels through several biotic communities, including sagebrush shrubland, coniferous forest, riparian/ wetland, aspen, and grassland meadow. The predominant biotic community through which the road travels is the

coniferous forest, which is dominated by lodgepole pine, with Douglas fir and limber pine scattered intermittently. This community creates a strong degree of overhead and lateral enclosure for nearly 3 miles, offering very limited views of the distant landscape. The understory composition consists of huckleberry and russet buffaloberry, with other plant communities, such as aspen, sagebrush shrubland, meadow and wetland, occurring in clusters.

At the south entrance, dry sagebrush shrubland and scattered aspen cover much of the landscape. Aspen communities are typically located in moist upland areas at lower elevations and often accompany the sagebrush shrubland community. Shrubland communities are predominantly comprised of antelope bitterbursh, sagebrush, chokecherry or serviceberry with a diverse forb and grass population. At the north entrance, tall shrubs, Engelmann Spruce, Douglas fir, and aspen cover much of the landscape (National Park Service 2007).

Aside from naturally occurring processes that have altered the composition of vegetation in the area, few manmade changes have occurred since the period of significance. Manmade disturbance to the natural landscape include vegetative clearings for designated parking areas at the Granite Canyon Entrance Station and Granite Canyon Trailhead. Based on the species composition and preliminary concept of the Granite Canyon Entrance Station (see Figure 25), the Park Service took great lengths to minimize disturbance, maintain existing vegetation where practicable, and plant vegetation native to the surrounding biotic community.

#### CONTRIBUTING FEATURES:

1. Surrounding native vegetation

#### THE DEATH CANYON ROAD LANDSCAPE AREA

The biotic community through which the Death Canyon Road Landscape Area traverses is coniferous forest, predominantly comprised of lodgepole pine. The density of this forest community encloses the road to such a degree that few lateral views are provided. The understory composition consists primarily of grasses and forbs. Manmade disturbance to the natural landscape since the period of significance include vegetative clearings for designated parking areas at the Death Canyon Trailhead.

#### CONTRIBUTING FEATURES:

1. Surrounding native vegetation

### 13. VIEWS AND VISTAS:

Views and vistas within the Moose-Wilson Road Corridor cultural landscape play a significant role in defining the landscape character. Extensive views of surrounding mountains, ridges, meadows and historic ranches can be experienced throughout the cultural landscape. Although the original roads prioritized utilitarian function over scenic quality, views of the natural setting were incidentally created. With the exception of a few non-historic intrusions, many of the views and vistas present during the period of significance still remain intact. These intrusions, which have the potential to diminish the integrity of the cultural landscape, include overhead utility lines, utility poles and boxes, adjacent roads with heavy traffic, designated and visitor created parking areas, regulatory signage, an increase in vehicular traffic, and non-historic buildings and structures. Given the linear configuration of the cultural landscape, prominent views consist of expansive views of the surrounding landscape as well as inwardly focused vistas of the immediate landscape.

#### THE MOOSE-WILSON ROAD LANDSCAPE AREA

The majority of views provided at the Moose-Wilson Road Landscape Area are fairly restricted and inwardly focused (Figure 40). The road's undulating topography, surrounding dense vegetation, and proximity to the Teton Range dictate the extent of views from the corridor into adjacent properties. Most view sheds occur at the southern and northern ends of the corridor and measure approximately one and a half miles in length. Traveling northbound from the south entrance, the road passes through flat sagebrush shrub land with open views, then ascends the base of Prospectors Mountain through mixed forest with limited views, then parallels a wetland's western bank, until finally descending into flat sagebrush shrub land with open views again.

Perhaps the most prominent view experienced in the Moose-Wilson Road Landscape Area is the wide panorama of the Snake River Valley and Teton Range for the first 1.5 miles of the southern section. This section of road provides a long expanse where nearly continual views of the surrounding peaks and valley are visible while traveling in both directions. Minimal modern intrusions

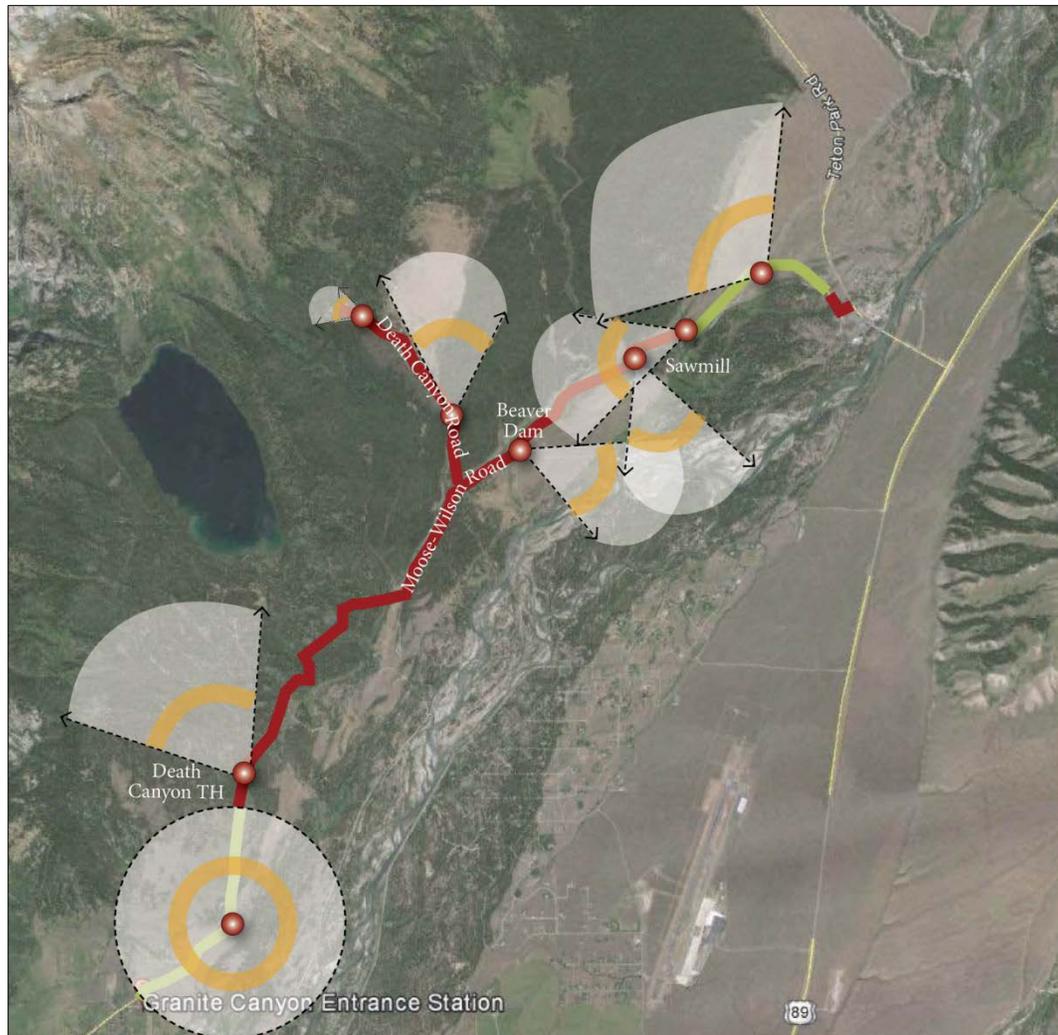


Figure 40. Diagram of key view sheds in the Moose-Wilson Road Landscape Area. Green sections along the corridor represent unrestricted view whereas red sections indicate restricted views (Source: Logan Simpson, 2014).

exist along this stretch, such as small overhead utilities, non-historic buildings designed in a rustic vernacular, and regulatory signage (Photograph 62, Photograph 63, and Photograph 64). As the road gains in elevation and transitions into a mixed conifer forest, view corridors become shorter and the closed canopy and adjacent hillside provide only fleeting views of the Teton Range (Photograph 65). Although broad views in this section are short-lived and sporadic, the diversity of natural landscape features, such as wetlands, adjacent steep hillsides, and mixed forest, provides a rich experience that enables visitors to focus on immediate and distant landscapes at intervals. One prominent view shed within this section occurs at the Granite Canyon Trailhead where the adjacent hillside and forest push westward, providing an expansive view of the Teton Range. However, the large parking area for the popular trailhead diminishes this view corridor (Photograph 66). The road does not reopen to a generous expanse for another four miles until the wetland, where the topography flattens and vegetation opens eastward to provide broad views of the Wind River Range (Photograph 67). Approximately a half-mile north of the wetland near Sawmill Ponds, another expansive view opens to the Wind River Range while traveling northbound, and to the Teton Range while traveling southbound (Photograph 68).



Photograph 62. View of the Teton Range near the Granite Entrance Station, facing east-northeast (Source: Logan Simpson, 2014).



Photograph 63. View of the Wind River Range near the Granite Entrance Station, facing east-southeast (Source: Logan Simpson, 2014).



Photograph 64. View of small overhead utilities near the Granite Canyon Entrance Station, facing east (Source: Logan Simpson, 2014).



Photograph 65. Example of restricted view common throughout the Moose-Wilson Road Landscape Area, facing north-northeast (Source: Logan Simpson, 2014).



Photograph 66. View of vegetative clearing near the parking area for the Granite Canyon Trailhead, facing northwest (Source: Logan Simpson, 2014).



Photograph 67. View of wetland and beaver dam, facing east-southeast (Source: Logan Simpson, 2014).



Photograph 68. View of clearing near the Sawmill Ponds Overlook, facing southwest (Source: Logan Simpson, 2014).

The last major view corridor occurs while traveling southbound near the community of Moose, where the road trends southwest-northeast facing the Teton Range. Nearly a mile and a half in length, this road section runs through flat sagebrush shrub land and provides a spectacular view of the Teton Range. However, notable intrusions occur in pockets such as large overhead utilities, Teton Park Road to the north from which vehicular traffic is audible, and non-historic buildings (Photograph 69 and Photograph 70).

#### CONTRIBUTING FEATURES:

1. Views of Teton Range
2. Views of the Wind River Range
3. Limited/closed views in the wooded areas of the Corridor

#### NON-CONTRIBUTING FEATURES:

1. Views of utility infrastructure (e.g., telephone lines and poles, transformer boxes)
2. Views of modern buildings along Teton Park Road

#### NON-CONTRIBUTING, COMPATIBLE FEATURES:

1. Views of regulatory and informational signage
2. Views of formal parking areas

#### DEATH CANYON ROAD LANDSCAPE AREA

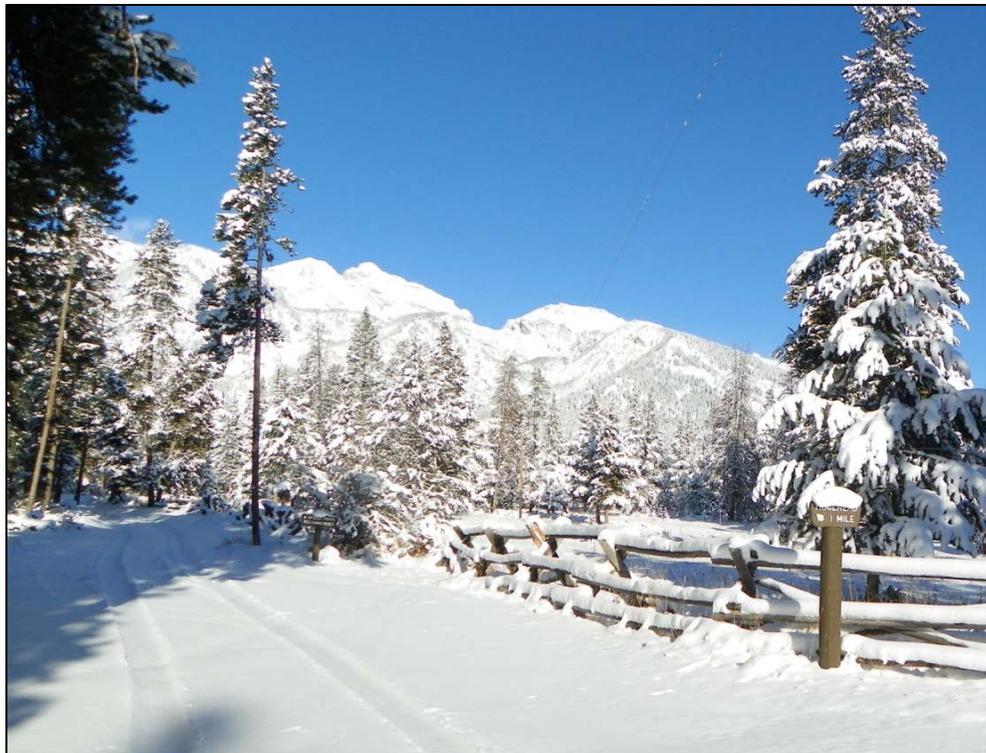
The views experienced in the Death Canyon Road Landscape Area are predominantly restricted and inwardly focused as the corridor's aspect, topography and surrounding dense vegetation inhibit views of adjacent properties. During the first half mile, views are limited as the road climbs through a narrow valley densely populated with mature conifers. When the valley opens approximately 3,168 feet (0.6 mile) up the corridor, open views of Buck Mountain and Static Peak can be appreciated (Photograph 71). This is the only broad view of the Teton Range provided in the Death Canyon Road



Photograph 69. View of Teton Range from the northern section of the Moose-Wilson Road, facing northwest (Source: Logan Simpson, 2014).



Photograph 70. View of Teton Park Road, non-historic structures and overhead utilities within the northern view shed, facing east-northeast (Source: Logan Simpson, 2014).



Photograph 71. View of Buck Mountain and Static Peak at the valley opening along the White/Grass/Death Canyon Road, facing west-northwest (Source: Logan Simpson, 2014).

Landscape Area. A notable view of the historic White Grass Ranch occurs immediately south of the property where a small vegetative clearing allows visitors the opportunity to view the historic buildings (Photograph 72). Inward views of the NRHP-listed White Grass Ranger Station have not changed since the period of significance and are considered contributing to the Death Canyon Road Landscape Area. The modern pit toilet is tucked into the landscape and buffered by trees and does not impact views of the landscape unless one is immediately stationed in front of the building. This view is considered non-contributing to the Death Canyon Road Landscape Area.

**CONTRIBUTING FEATURES:**

1. Views of Buck Mountain
2. Views of Static Peak
3. Views of the Teton Range
4. Views of historic buildings and structures associated with the NRHP-listed White Grass Ranch
5. Views of the NRHP-listed White Grass Ranger Station

**NON-CONTRIBUTING FEATURES:**

1. Views of the modern pit toilet

**NON-CONTRIBUTING, COMPATIBLE FEATURES:**

1. Views of regulatory and informational signage
2. Views of formal parking areas



Photograph 72. View of historic buildings and structures associated with the NRHP-listed White Grass Dude Ranch, facing north from Death Canyon Road (Source: Park Service, 2014).

## Condition

Cultural Landscape Inventory Name: Moose-Wilson Road Corridor  
 Cultural Landscape Inventory Number: [Number to be added]  
 Parent Cultural Landscape Inventory Name: Grand Teton National Park landscape  
 Parent Cultural Landscape Inventory Number: 890193  
 Park Name: Grand Teton National Park  
 Park Alpha Code: GRTE  
 Park Org Code: 1460

## Condition Assessment

Condition Assessment: Good  
 Assessment Date: October–November 2014

### Condition Assessment Explanatory Narrative:

The overall condition of the Moose-Wilson Road Corridor cultural landscape was assessed in 2014 as part of Logan Simpson's CLI completion efforts and was found to be in good condition. Ongoing erosion from visitor use and natural forces create the need for continual maintenance of roads, buildings and structures, as well as other infrastructure, present within the district. Balancing visitor use and access with resource protection creates the perpetual need for the protection and stabilization of fragile resource.

## Impacts to Inventory Unit

Impact Type: Erosion  
 External/Internal: Internal  
 Impact Explanatory Narrative: Due to current maintenance practices of unpaved portions of the Moose-Wilson and Death Canyon Road, these areas have eroded and are susceptible to potholes and puddles. Erosion along the road resulting from visitor-created turnouts and social trails affect the area's natural, scenic and cultural resources. Erosion resulting from heavy rains is also a continual problem and results in damage to the road and trail systems.

Impact Type: Adjacent Lands  
 External/Internal: Internal  
 Impact Explanatory Narrative: The cultural landscape is surrounded by National Park and private inholding properties. The primary land uses in the immediate vicinity include recreation and ranching. Major development of the Park has occurred in sensitive ecological habitats for recreation, wildlife and scenic

opportunities. This has led to a number of visitor-created disturbances that jeopardizes natural, visual and cultural resources.

Impact Type: Deferred Maintenance  
 External/Internal: Internal  
 Impact Explanatory Narrative: Deferred maintenance of stump and dead tree removal results in hazardous conditions for motorists and bicyclists. In addition, deferred roadside vegetation maintenance results in poor sight distance and visual barriers of road signage.

Impact Type: Operations on Site  
 External/Internal: Internal  
 Impact Explanatory Narrative: Although Park maintenance attempts to keep the road surface (both on the paved and unpaved portions of the road) in good condition, some maintenance activities require more time to perform than the allotted time given, or occur when weather compromises the effectiveness of treatments. In addition, the Park has a limited availability of manpower and resources to perform regular maintenance activities.

Impact Type: Fire  
 External/Internal: Internal  
 Impact Explanatory Narrative: Fire hazard is high due to the accumulation of fuel in forested areas of the cultural landscape. The cultural landscape falls within the Suppression Zone of the Park's Fire Management Plan EA and therefore receives prompt suppression responses that cause the least possible resource damage.

Impact Type: Exposure to Elements  
 External/Internal: Internal  
 Impact Explanatory Narrative: Exposure to elements causes weathering in small-scale features, structural features such as bridges, and unpaved portions of the road causes perpetual maintenance of historic and non-historic features.

Impact Type: Inappropriate Maintenance  
 External/Internal: Internal  
 Impact Explanatory Narrative: Drainage and ponding issues occur in many locations on the unpaved portions of road within the cultural landscape. Maintenance has been focused on smooth surfacing which has created sunken grade in some locations. Water runoff in these areas has resulted in puddles and potholes which cause some safety concerns as drivers veer into oncoming traffic to avoid hitting deep depressions.

Impact Type:

External/Internal:

Impact Explanatory Narrative:

Soil Compaction

Internal

Use of unauthorized trails and the creation of new paths cause damage to surrounding native vegetation and create compacted soils throughout the Moose-Wilson cultural landscape.

**Treatment**

Approved Landscape Treatment: Undetermined

Approved Landscape Treatment Completed: No

Approved Landscape Treatment Explanatory Narrative: N/A

Approved Landscape Treatment Document: N/A

Approved Landscape Treatment Document Date: N/A

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