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Report to Howard W. Baker, resident Landscape Architect on Colorado National Monument

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REPORT TO
HOWARD W. BAKER, RESIDENT LANDSCAPE ARCHITECT
ON
COLORADO NATIONAL MONUMENT
BY
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MAY 23, 1936.

COLORADO NATIONAL MONUMENT

General

The weather during the month of May has been continuously warm and clear. This fact, together with an increase in strength at both C.C.C. Camps, has meant a decided improvement in the work accomplished.

Mr. Howard Huber, landscape foreman, returned from a month's leave of absence on May 4. He has been given the supervision of a small crew doing bank sloping work in the Cold Shivers section.

On Sunday, April 26, Mr. Nusbaum accompanied by Engineer Hamilton from Mesa Verde, made a trip over the Monument road with Mr. Secrest and I, after which we drove to Montrose for a conference with the Montrose and Crawford people regarding the work at Black Canyon.

On Wednesday, May 13, Junior Forester Lane and I drove to the south rim of Black Canyon to look over the proposed changes in the county road leading to the Canyon and to investigate the proposed extension of the Monument road toward the East.

Mr. Franke, together with Mr. Townsend, Senior Project Superintendent at Mesa Verde, went over the work at Colorado Monument with me on Friday, May 15. On Saturday, the 16th, we visited both rims of Black Canyon.

Road Construction

Section A Head of Fruita Canyon to Reservoir,
 Fruita Canyon

Between Stations 542 and 580 the finishing of the slopes and the subgrade is in process of completion under the supervision of Mr. John Breene, foreman

from Camp 3. This work consists mainly of flattening the outer fill slopes, pulling in large boulders which lie outside the toe of the fill, and breaking down undesirable daylight areas. No attempt will be made at present to clean the inside slopes because of the muck which will have to be pulled down from them when the road excavation directly above is completed.

In the vicinity of Station 520, the Roads and Trails crews are widening the road where it is benched along the face of the cliff. At this point a natural seam in the rock made it advisable to carry the excavation beyond the limits of the true cross-section with the result that there would have been considerable excess width between the inner shoulder and the face of the cut. Mr. Nusbaum suggested that a sort of artificial talus slope composed of rock blasted from the cut, be left to fill in this extra width, and the work has been carried on with this suggestion in mind. However the result is not particularly pleasing, and I believe that a further study should be made to determine whether the alignment of the road can be changed so that it conforms more nearly to the face of the cut.

A crew of C.C.C. enrollees are working at Station 478, bringing the roadway to full width, laying subgrade, and flattening cut and fill slopes.

A second crew of Roads and Trails men are widening the approach to Tunnel #1 at the upper portal in accordance with the approved plans.

Section B Head of Fruits Canyon to West Boundary

The construction work in Section B by enrollees from Camp 2 is concentrated along the rim above Fruits Canyon.

Section C West Boundary to Line Kila Canyon

A few men from the transient camp are working the larger cuts along the right-of-way near the west boundary, but are making comparatively little progress.

Section D Lime Kiln Canyon to Cold Shivers Point

The pioneer crews between Stations 174 and 225 are working ahead satisfactorily. A considerable amount of the excavation is in dirt which obviously facilitates the progress of the work. A gang of enrollees are following up near the head of Red Canyon where they are carrying out the preliminary finishing of the slopes and subgrade.

A small crew under Howard Huber, landscape foreman, have started at Station 10 and are giving the cut and fill slopes a final working over. Mr. Huber's health was, I believe, benefitted materially by his month's leave. He is taking an active interest in the job and the bank blending which he is doing is pleasing because of its departure from the usual standardized, sandpapered finish.

Wall Construction

At Station 444, Section A, where the road follows very closely the canyon rim, a rubble masonry retaining wall is being constructed by Stonemason D'Angelo. Because of the danger of automobiles going over the rim to the canyon below on this curve, the retaining wall is to be carried up into a masonry guard wall.

Tote Road Obliteration

Mr. Lane's forestry crew are carrying on their work of tote road obliteration in Section D.

Camp Ground Development

The first of the two garbage can receptacles in the camp ground area has been completed. Work has been started again on the relocation of the barrier rocks along the camp ground road.

Garage Construction

Work on the Custodian's garage is now entirely finished. Along with the work on the garage, the house roof has been repainted brown, a more satisfactory color I believe, than the original green.

Fruita Water Line

About 6000 feet of water line, from Monument headquarters to the Fruita Canyon Reservoir, have been laid and cut into the old pipe line at headquarters. The trenching for the line has resulted in a rather bad scar where the pipe cuts across the head of Fruita Canyon, and to date practically no action has been taken by the W.P.A. foreman in the obliteration of the cut. I believe that a decided effort should be made to clean up this part of the work, for the longer it is left undone, the more difficult it will be to get any action on it.

Development of the Utility Area *

Mr. Nusbaum has O.K.ed the construction of a temporary office and warehouse building in the utility area. Work was begun on it this week and the framing about fifty per cent completed.

Subject to redesign with  instead of  roof.



View of completed garage



Rubble masonry wall
Station 444 Section A



Tote road obliteration



Spraying the pinons in
camp ground area



Garbage can receptacle -
camp ground area.



Two views of completed fireplaces and tables.



Two views of bank sloping
in Section D.



Slide at Station 538

Section A.

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