



SEQUOIA NATIONAL PARK, CALIFORNIA

GENERALS HIGHWAY

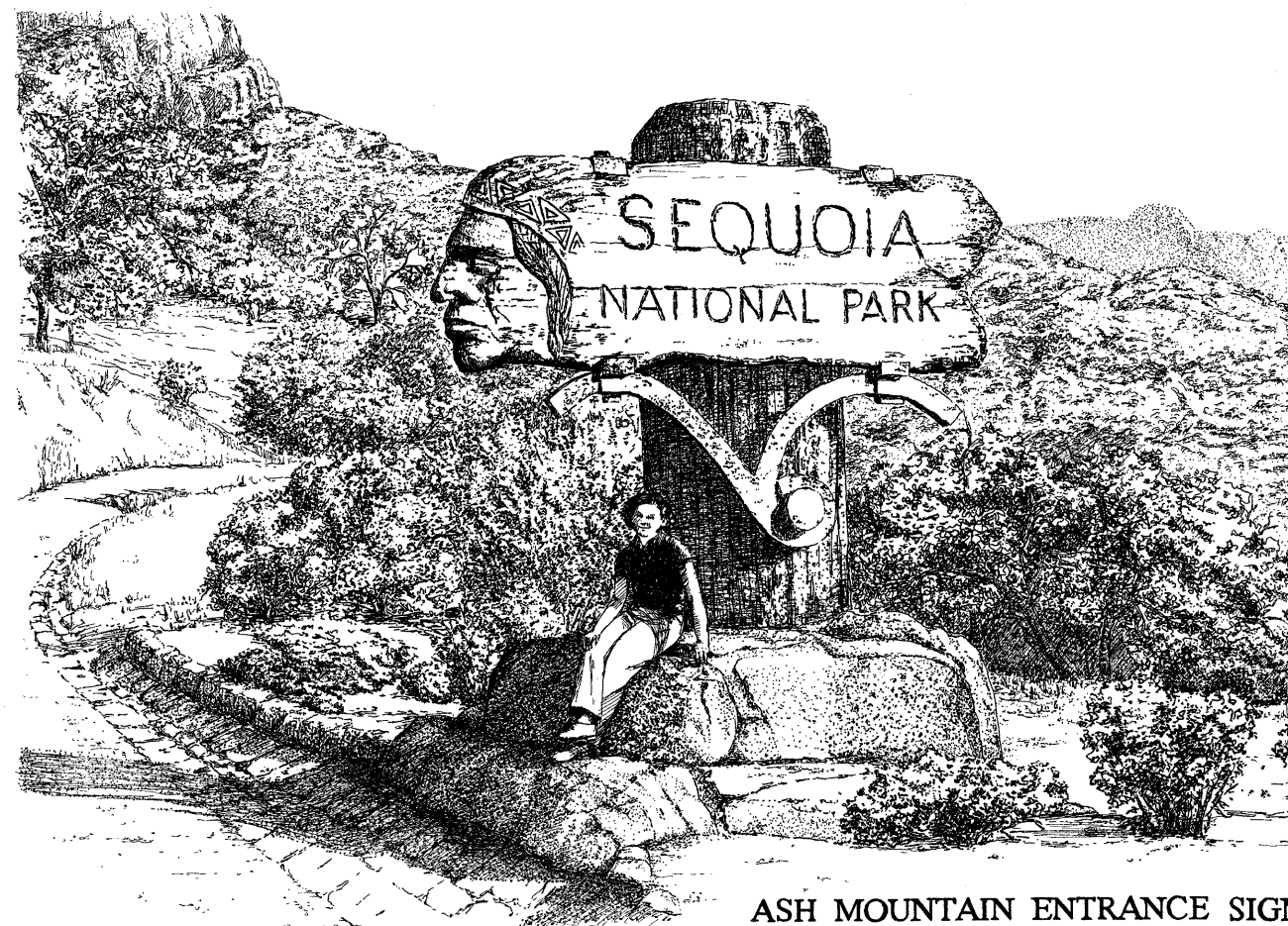
BRIDGES, DETAILS, AND LANDSCAPE



Sequoia was designated a national park on September 25, 1890. The early military superintendents of the park soon discovered that only two wagon roads entered the park: the Mineral King and Colony Mill Roads. These two roads, although steep, prone to winter washout, and narrow, would remain the primary roads into the Park until the opening of the Generals Highway in 1926. The Mineral King Wagon and Toll Road, built in 1879, provided an access route into the new Park as it connected the foothill community of Three Rivers with the mining community of Mineral King. The Colony Mill Road, also known as the Giant Forest Road, was begun by the socialist Kaweah Colony in 1886 as a link to their land claims in the Giant Forest area and the nearby mill. The colonists' road was only completed to their mill site, 8.7 miles below the Giant Forest.

The need for improved roads in Sequoia was apparent to the park's early managers, as a road was desperately needed to reach the highly desirable Giant Forest area of the Big Trees. For many years a lack of funding prohibited road improvements within the Park, but finally in 1900 the Park received its first appropriation and the extension of the Colony Mill Road to the Giant Forest was completed in 1903.

The Mount Whitney Power Co. Road or Elk Park Road, was the third road to enter the Park prior to the construction of the Generals Highway. The power company was granted a right of way, by contract with the Department of the Interior, allowing for the construction of flumes, ditches, etc. within the park. In this agreement the power company constructed a \$25,000 wagon road along the right of way up the Middle Fork Canyon to Hospital Rock. The Park in anticipation began the construction of a road down from Giant Forest to meet with the road to Hospital Rock. The "Smith Grade,"



ASH MOUNTAIN ENTRANCE SIGN

This project is part of the Historic American Engineering Record (HAER), a long range program to document historically significant engineering and industrial works in the United States. The HAER program is administered by the Historic American Buildings Survey/Historic American Engineering Record Division (HABS/HAER) of the National Park Service, U.S. Department of the Interior. The Generals Highway, Sequoia National Park recording project was cosponsored during the summer of 1993 by HAER under the general direction of Dr. Robert J. Kapsch, Chief; the National Park Service Roads and Bridges Recording Project; Tom Mulhern, Cultural Resource Division of the Western Regional Office; and by Sequoia National Park, J. Thomas Ritter, Superintendent.

The field work, measured drawings, historical reports, and photographs were prepared under the direction of Eric N. Delony, Chief of HAER, and project leader Todd A. Croteau. The recording team consisted of Carolyn J. Kiernat, team supervisor and architectural technician, Arizona State University; B. Devon Perkins, architectural technician, Yale University; Renata Stachanczyk, landscape architect, ICOMOS, Poland; Christina Slattery, historian, Ball State University; and large format photography by Brian C. Grogan, photographer.

begun in 1909, was only completed from Camp Sequoia at Commissary Curve to Eleven Range Point, never connecting with the power company road at Hospital Rock.

The wagon roads, constantly in disrepair, were anticipated to be inadequate for automobile traffic, and under the recommendation of National Park Service Director Stephen T. Mather, a new road was surveyed to access the Giant Forest. The Peters survey, completed in 1919, was to become the route of the Generals Highway. The new road would connect the existing Mt. Whitney Power Co. route to Hospital Rock, with the Giant Forest by way of a switchback section through Deer Ridge. The original design laid out a one-way road into the park, with the Colony Mill route serving as the exit road for outgoing traffic. Construction of the one-way highway began in 1921, but by 1923 the road design was widened to a two-way road. The Colony Mill Road was abandoned with the completion of the Generals Highway to Giant Forest in 1926.

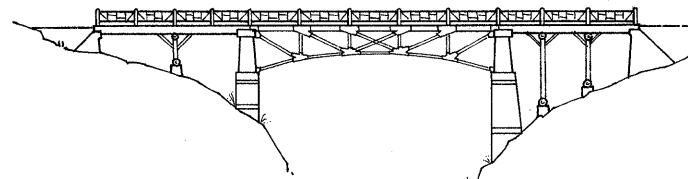
The highway's extension from Giant Forest Village to the northern park boundary and on to General Grant National Park was begun by the Bureau of Public Roads in 1926. The National Park Service and the Bureau of Public Roads signed a joint agreement, in January of 1926, for the survey, construction, and improvement of roads and trails within the National Parks and Monuments. Under this agreement the Bureau of Public Roads supervised the extension of the highway from Giant Forest Village to the Park's northern boundary at Lost Grove, the construction of bridges and culverts, the reconstruction of the road below Hospital Rock, and the paving of the highway. The Generals Highway was dedicated on June 23, 1935 as a one-day scenic loop connecting Sequoia and General Grant national parks.

TO GENERAL
GRANT TREE

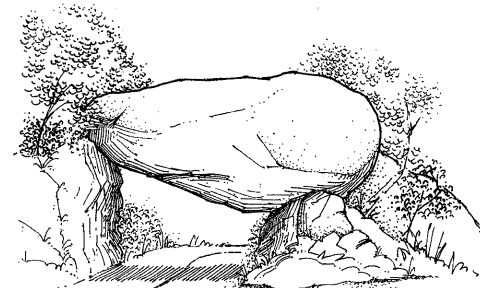
GENERALS HIGHWAY SEQUOIA NATIONAL PARK



NORTH ENTRANCE SIGN
ELEVATION 6800 FEET
1938



MARBLE FORK BRIDGE
ELEVATION 5180 FEET
1924



TUNNEL ROCK
ELEVATION 1980 FEET
1984



PUMPKIN HOLLOW BRIDGE
1924



0 .5 1 2
MILES

STATE ROUTE 198
TO VISALIA

MINERAL KING ROAD
TO OAK GROVE BRIDGE

SEQUOIA NATIONAL
FOREST BOUNDARY
SEQUOIA NATIONAL
PARK BOUNDARY
NORTH
ENTRANCE SIGN

CABIN CREEK
CULVERT

DORST CREEK
CULVERT

SUWANEE CREEK
CULVERT

GENERALS HIGHWAY

CRYSTAL CAVE

MARBLE FORK
BRIDGE

CRYSTAL CAVE ROAD

FOUR GUARDSMEN

GRANITE SPRING

MORO ROCK

BIG FERN SPRING

MULTIPLE
ARCH CULVERT

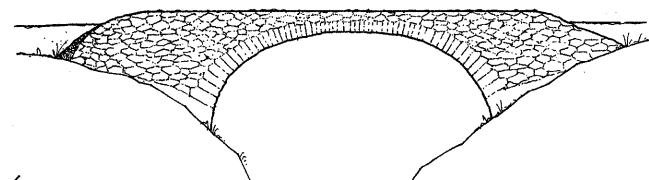
AMPHITHEATER
POINT

HOSPITAL ROCK
INTERPRETIVE
TURNOUT

ASH MOUNTAIN
PARK HEADQUARTERS

INDIAN HEAD
ENTRANCE SIGN

PUMPKIN HOLLOW BRIDGE



CLOVER CREEK BRIDGE
ELEVATION 6740 FEET
1931

CLOVER CREEK BRIDGE

SILLIMAN CREEK CULVERT

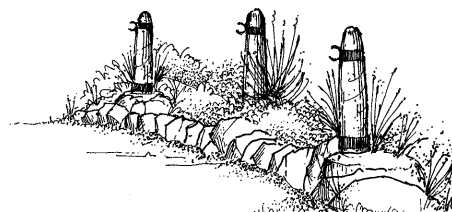
LODGEPOLE BRIDGE

WOLVERTON CREEK CULVERT

GENERAL SHERMAN TREE



FOUR GUARDSMEN
ELEVATION 5860 FEET
1938

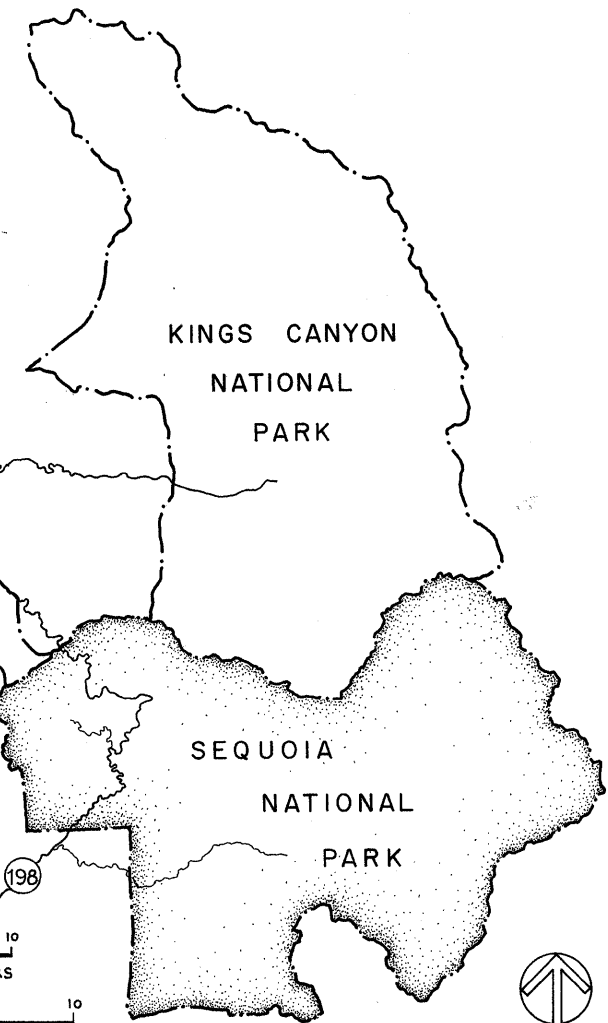


HOSPITAL ROCK WATERING STATIONS
ELEVATION 2700 FEET
c. 1933



INDIAN HEAD SOUTH ENTRANCE SIGN
ELEVATION 1420 FEET
1936

- ▲ BORROW PIT
- △ QUARRY
- CCC CAMP
- CONSTRUCTION CAMP
- ROADSIDE FEATURE

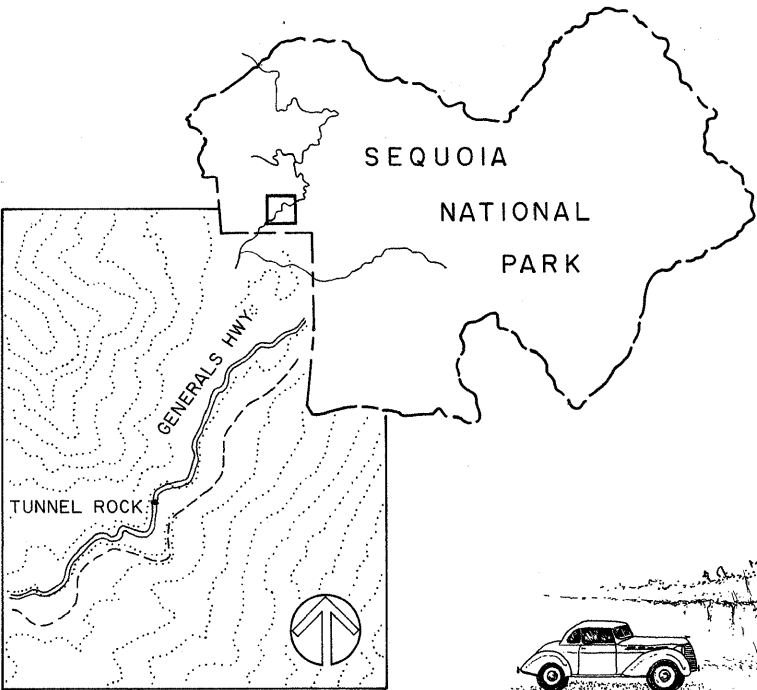


TO FRESNO (180)
TO VISALIA (198)
0 5 10
KILOMETERS
0 5 10
MILES

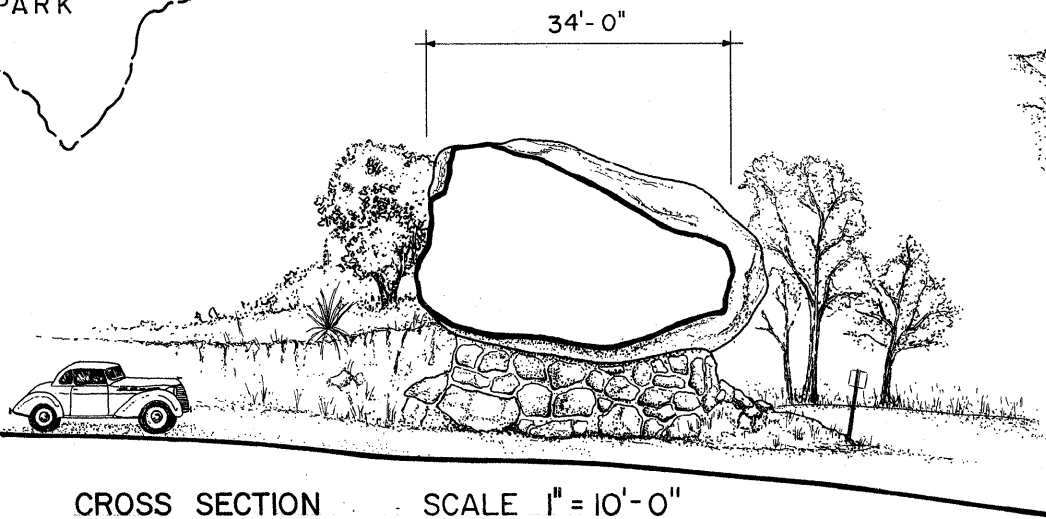
GENERALS HIGHWAY
SEQUOIA NATIONAL PARK SOUTH ENTRANCE UTM: 11 / 335500 / 4039230
SEQUOIA NATIONAL PARK NORTH ENTRANCE UTM: 11 / 335940 / 4057610

The Generals Highway is a rustic mountain road which travels through the scenic western edge of both Sequoia and Kings Canyon national parks. Constructed between 1921 and 1935, the Generals Highway was built as the major transportation route through Sequoia National Park. The highway was extended to General Grant National Park (now Kings Canyon National Park) to connect the two parks and the two big trees: General Sherman in Sequoia and General Grant in Kings Canyon. The road extends for a distance of 32.5 miles within the boundaries of Sequoia National Park and then another 13.3 miles through Sequoia National Forest and Kings Canyon National Park. The Generals Highway begins at the Ash Mountain entrance in the Sierra Nevada foothills at an elevation of 1500 feet and quickly rises in elevation through the switchback section to 6400 feet at the Giant Forest. The highway is joined on the southern end by California State Highway 198 and on the northern end by California State Highway 180. This documentation project focuses primarily on the Generals Highway within the boundaries of Sequoia National Park.

TUNNEL ROCK GENERALS HIGHWAY



UTM: 11 / 337780 / 4040970
BASED ON 1967 USGS 7.5 MINUTE MAP
GIANT FOREST QUADRANGLE

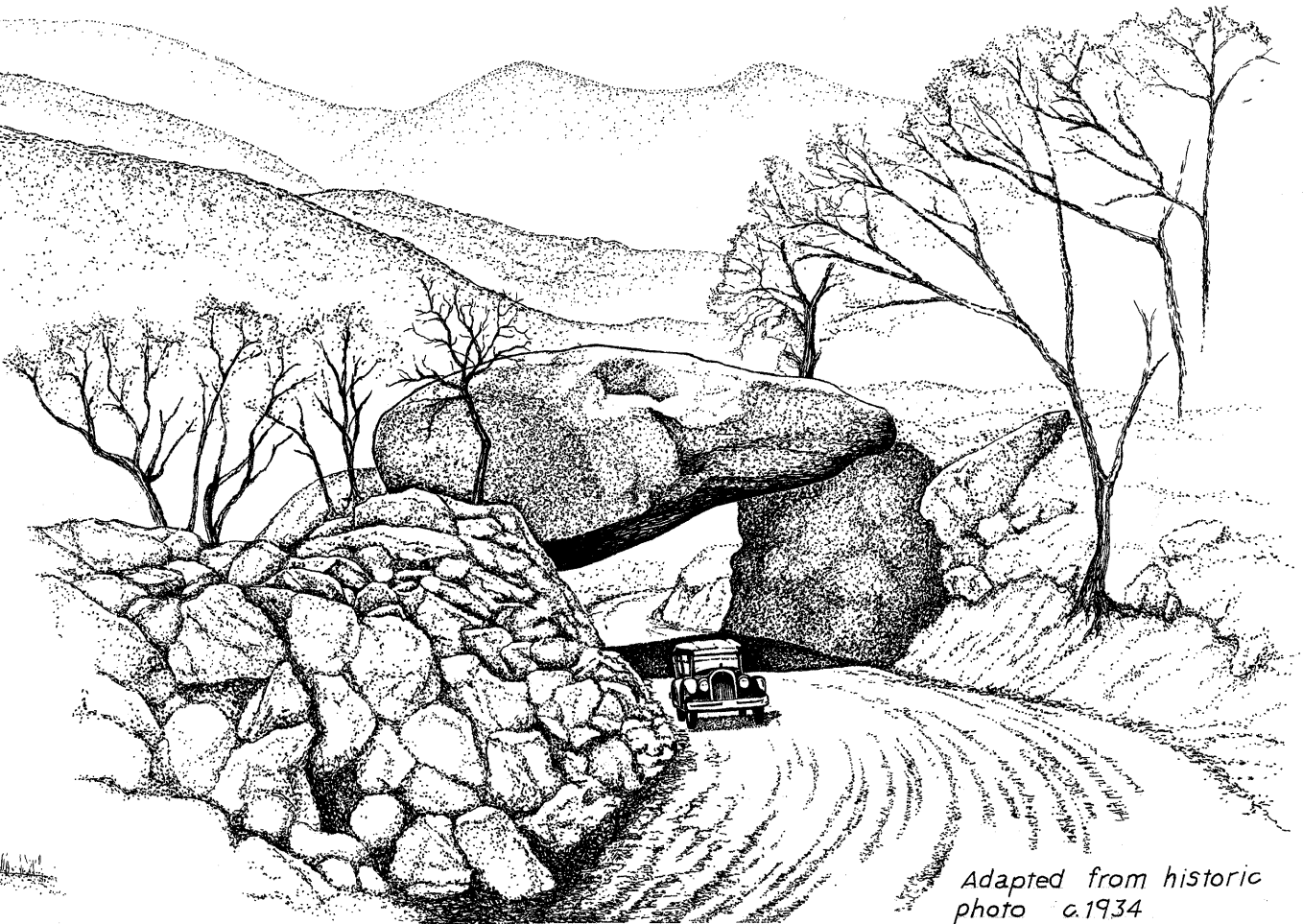
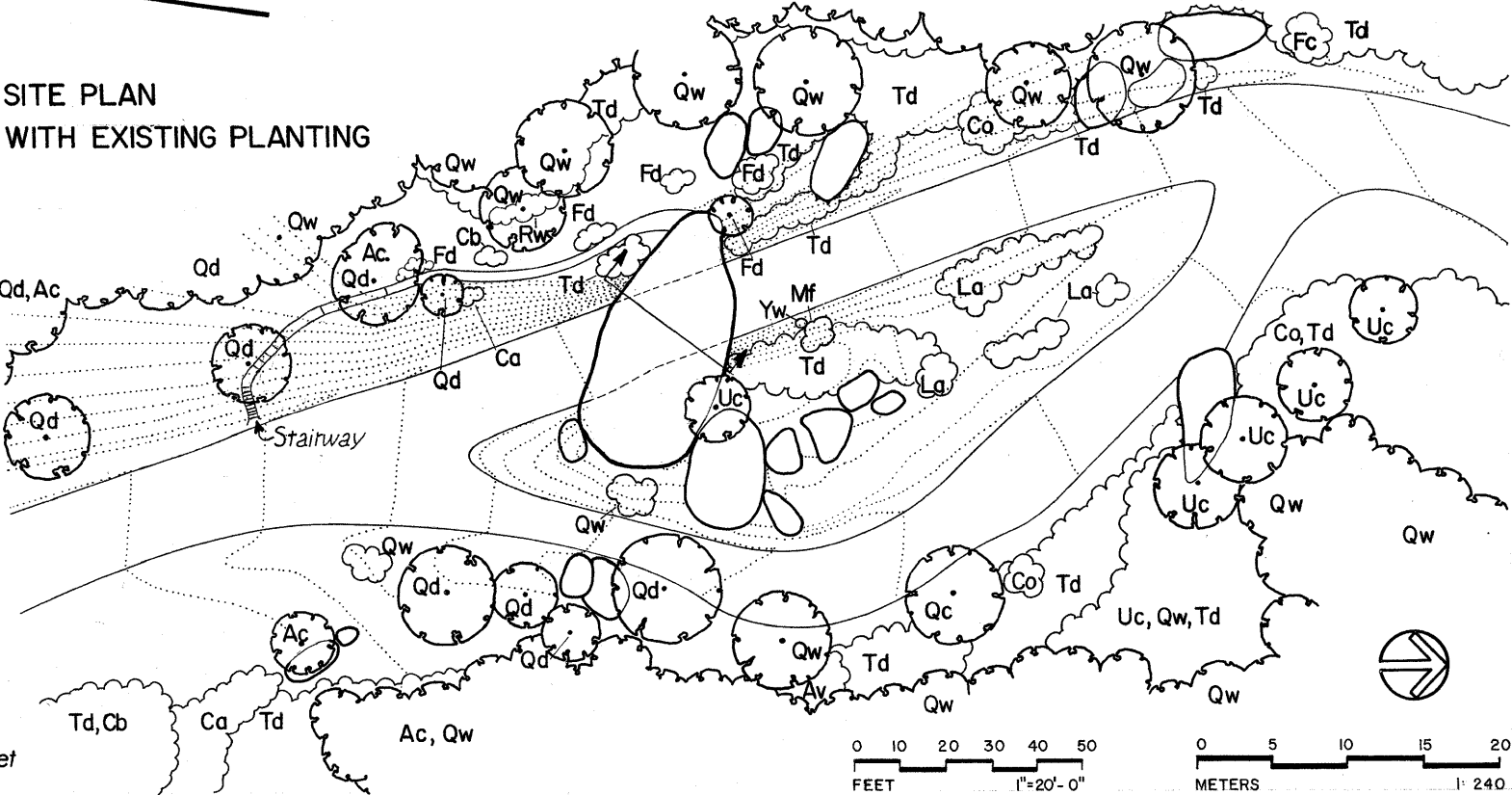


In 1934 a tunnel was excavated through this massive granite rock, located on the Generals Highway about one mile from the Ash Mountain Headquarters. The excavation by enlistees of the Civilian Conservation Corps (CCC) secured proper road alignment of the highway. The original road, constructed by the Mount Whitney Power Company, traveled around the rock to the east, similar to the current by-pass. In 1938, the CCC constructed masonry support walls on both sides of the tunnel to stabilize the earth walls. The CCC also built a stone stairway climbing to the top of the rock. The drawing on this page was adapted from an historic photograph and shows both the rock excavated from the boulder and the tunnel prior to the construction of the masonry support walls.

Drawings based on field measurements, historical photographs, and original design documents.

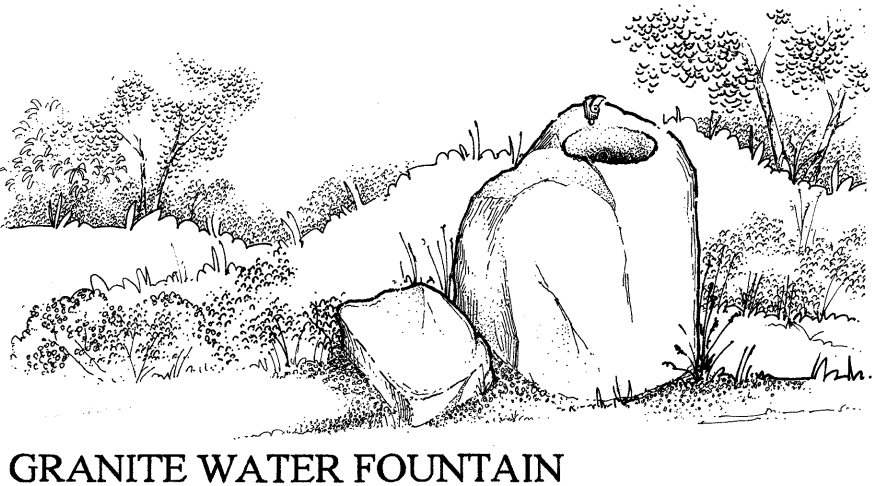
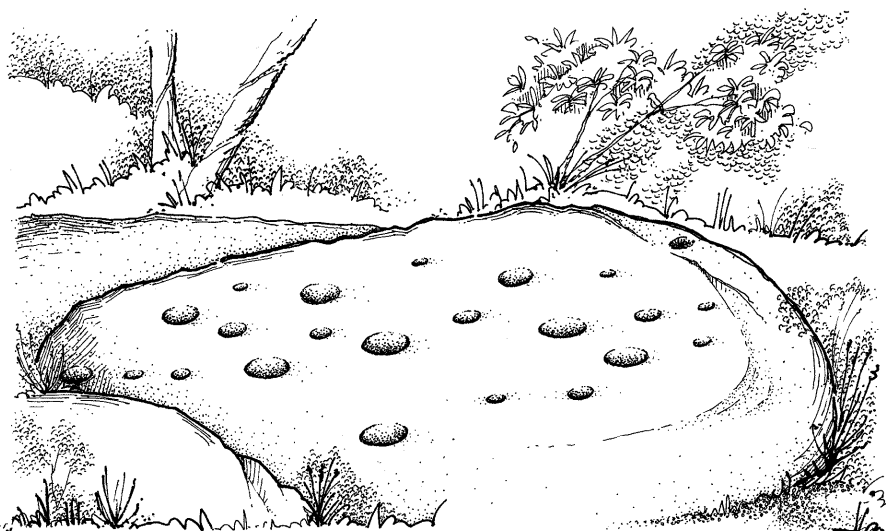
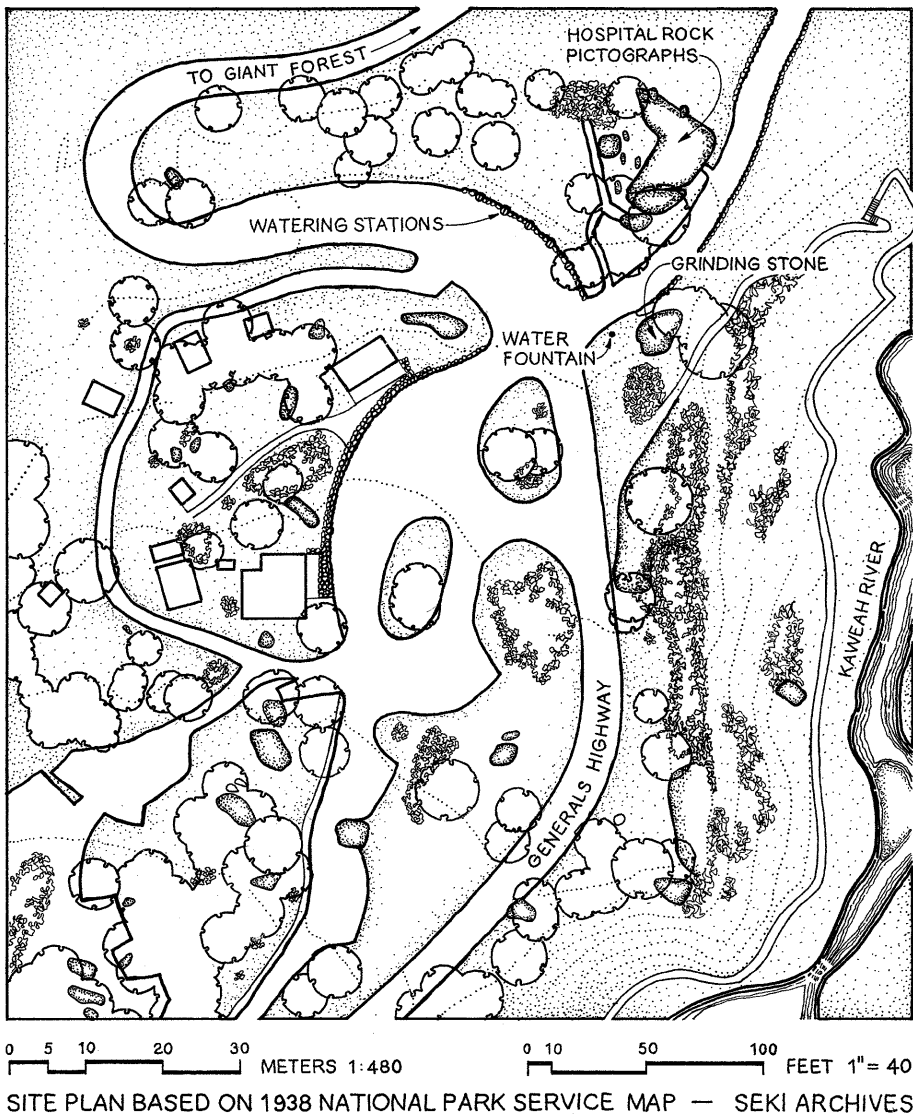
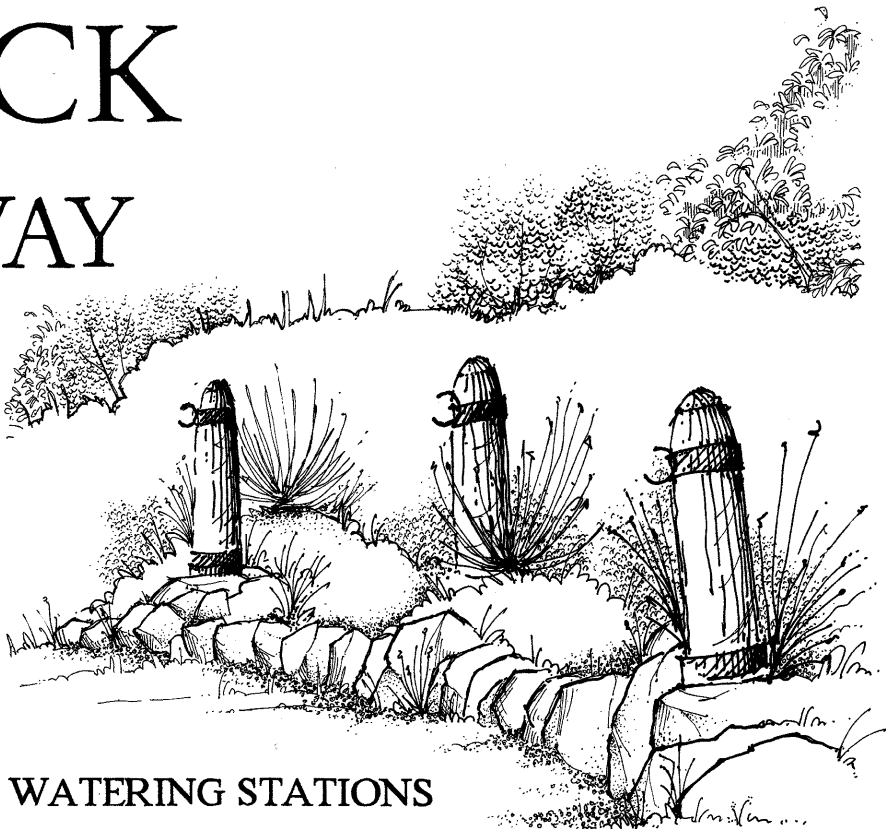
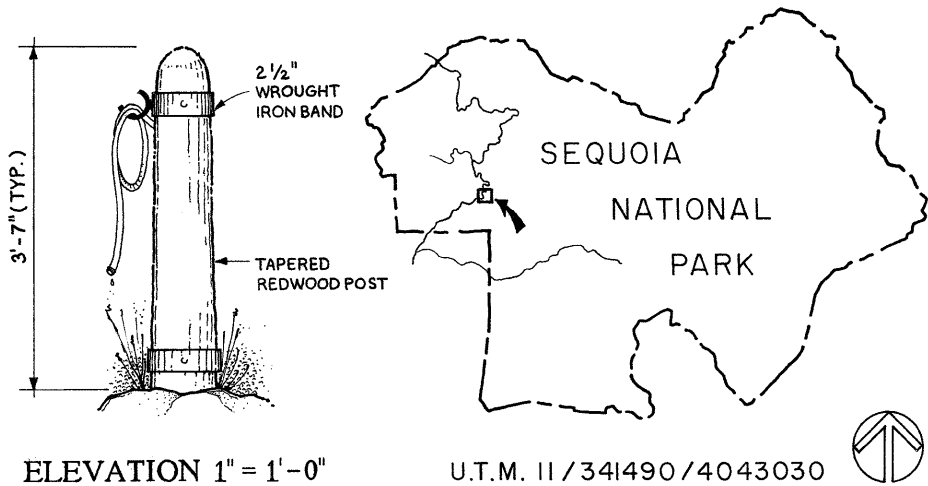
PLANT LIST		
Key	Botanical Name	Common Name
<u>Trees</u>		
Ac	<i>Aesculus californica</i>	California Buckeye
Fd	<i>Fraxinus dipetala</i>	Foothill Ash
Uc	<i>Umbellularia californica</i>	California Laurel
Qc	<i>Quercus chrysolepis</i>	Canyon Live Oak
Qd	<i>Quercus douglasii</i>	Blue Oak
Qw	<i>Quercus wislizenii</i>	Interior Live Oak
<u>Shrubs</u>		
Av	<i>Arctostaphylos viscida</i>	Whiteleaf manzanita
Ca	<i>Ceanothus cuneatus</i>	Buck Brush
Co	<i>Cercis occidentalis</i>	Redbud
Cb	<i>Cercocarpus betuloides</i>	Birchleaf cercocarpus
Fc	<i>Fremontodendron californicum</i>	California fremontia
La	<i>Lupinus arboreus</i>	Tree Lupine
Mf	<i>Malvastrum fremonti</i>	Fremont Falsemallow
Td	<i>Toxicodendron diversilobum</i>	Poison Oak
Yw	<i>Yucca whipplei</i> var. <i>caespitosa</i>	Yucca Spanish Bayonet

SITE PLAN
WITH EXISTING PLANTING



HOSPITAL ROCK

GENERALS HIGHWAY



Hospital Rock interpretive turnout is located on Generals Highway 6.1 miles from the Ash Mountain Park entrance. Hospital Rock was the site of a Native American village of the Potwisha tribe. A large granite rock 60' long and 20' thick overhangs to create a spacious room which was used by the tribe as a shelter for the sick and as a gathering and ceremonial space for the village. Located adjacent to the rock are grinding holes which were used by the tribe to grind acorns to create flour for food preparation. Evidence of habitation prior to the Potwisha can be seen in the collection of pictographs painted on the rock face. The meanings of the painted designs are not known, but similar designs among other tribes have often had religious, ritual or magical significance.

The site earned the name "Hospital Rock" in 1873, ten years after the Potwisha tribe had abandoned the village, when it was used by some of the first explorers of the area to shelter and aid an injured man.

The development of the site as an interpretive turnout was largely completed by enrollees of the Civilian Conservation Corps (CCC) from November 1933 to April 1934. The men of the CCC laid out a parking area and campground, built a natural stone stairway to replace the wooden stairs reaching the pictographs, constructed automobile watering stations, completed roadside planting in the area and constructed a stone drinking fountain to mimic the character of the Native American grinding holes. Today the site serves as a reminder of the early inhabitants of the area prior to its creation as a national park.



DELINEATED BY: CAROLYN J. KIERNAT, 1993

GENERALS HIGHWAY
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

SEQUOIA NATIONAL PARK

GENERALS HIGHWAY
TULARE COUNTY

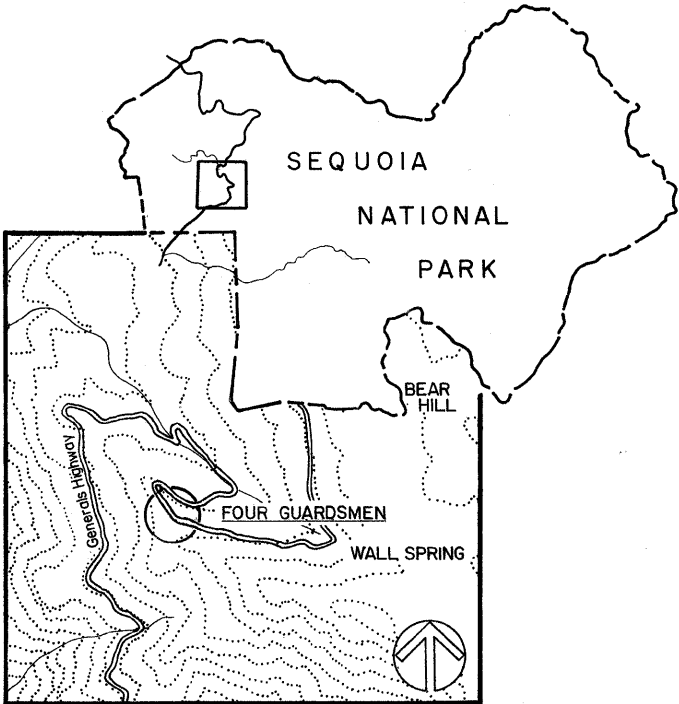
CALIFORNIA

SHEET
4 of 10

HISTORIC AMERICAN
ENGINEERING RECORD
CA-140

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INDEX NUMBER

FOUR GUARDSMEN GENERALS HIGHWAY



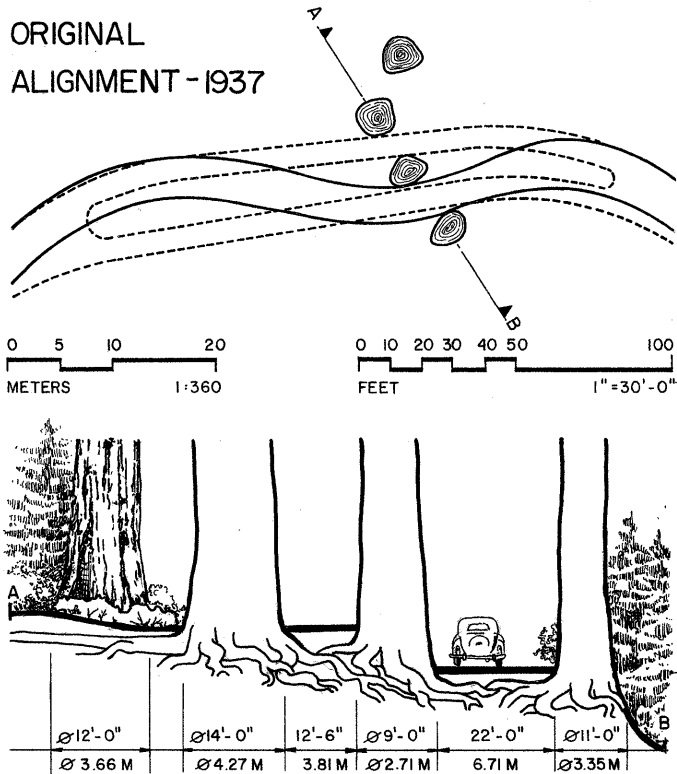
UTM: 11 / 340520 / 4046740
BASED ON 1987 USGS 7.5 MINUTE MAP
GIANT FOREST QUADRANGLE

The **FOUR GUARDSMEN**, also called the *Four Guardians* and the *Gateway Group*, are four large sequoia trees growing closely together which have been intersected by the *Generals Highway*. The *Four Guardsmen*, located about 14.9 miles above the *Ash Mountain* entrance and 2 miles below the *Giant Forest Village*, form a natural gateway to *Giant Forest*. The group of four trees were named by *George Welsh*, surveyor of the first road through the area. The original road design was a two-way single lane road between two of the trees. The narrow width of the road led to a bottleneck of traffic at the point and in 1939 a second lane was constructed cutting between the four trees. This area is a good example of road design which used the natural landscape elements to create a unique experience for park visitors.

The *Four Guardsmen* are located among the other big trees in the forested (middle) elevation zone.

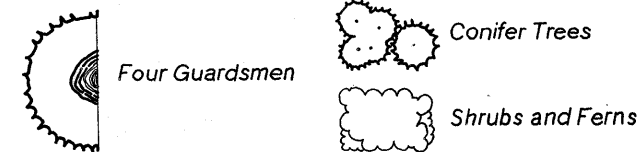
SOURCES: SEKI Archives, NPS Construction Documents
HABS/HAER Field Survey, 1993

ORIGINAL
ALIGNMENT - 1937



CROSS SECTION-1993

SURVEY OF EXISTING PLANTING - 1993
PLAN LEGEND



PLANT LIST

Key Botanical Name Common Name

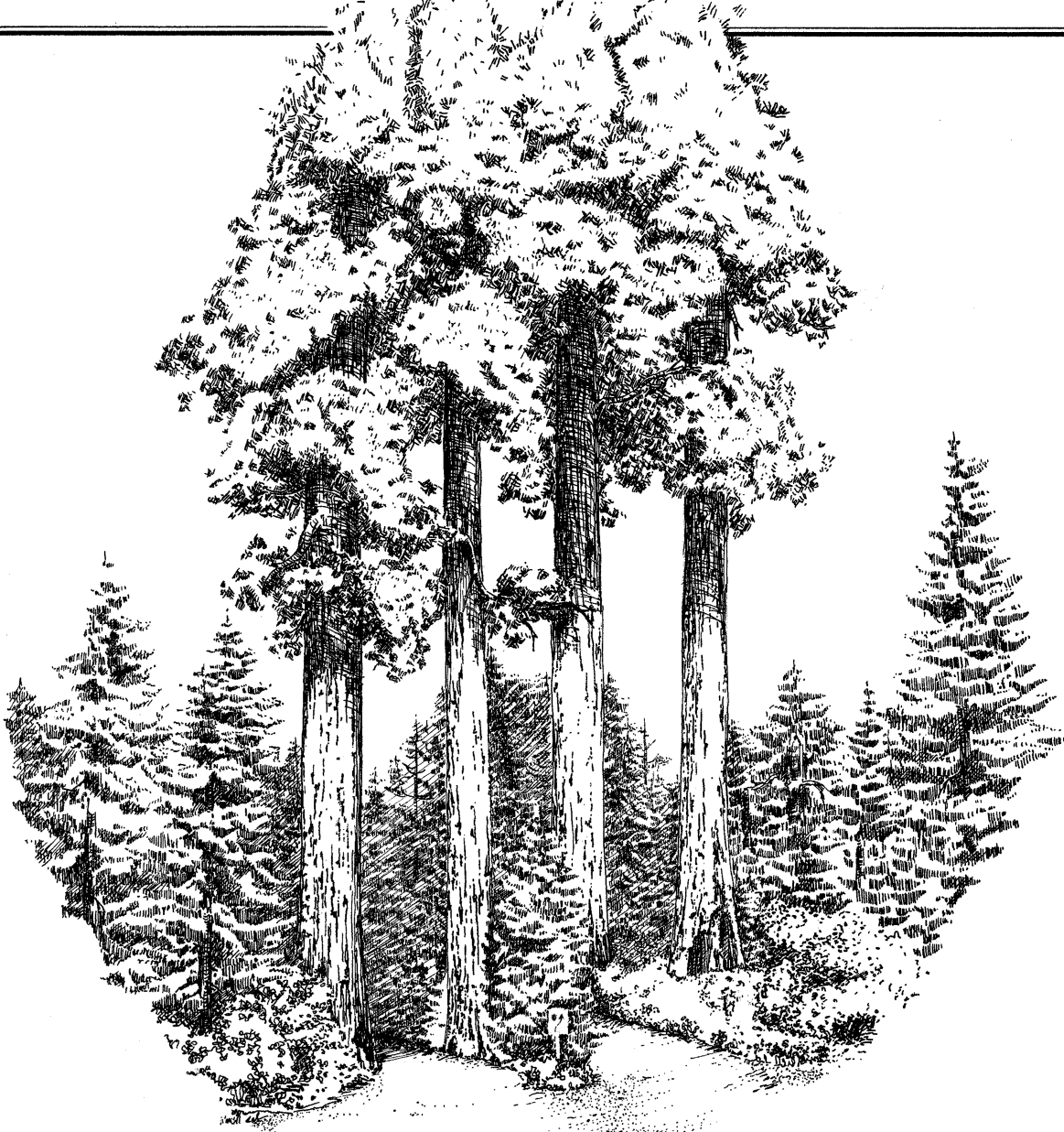
Trees

Ac	<i>Abies concolor</i>	White Fir
Cd	<i>Calocedrus decurrens</i>	Incense Cedar
Pl	<i>Pinus lambertiana</i>	Sugar Pine
Sg	<i>Sequoiadendron giganteum</i>	Giant Sequoia

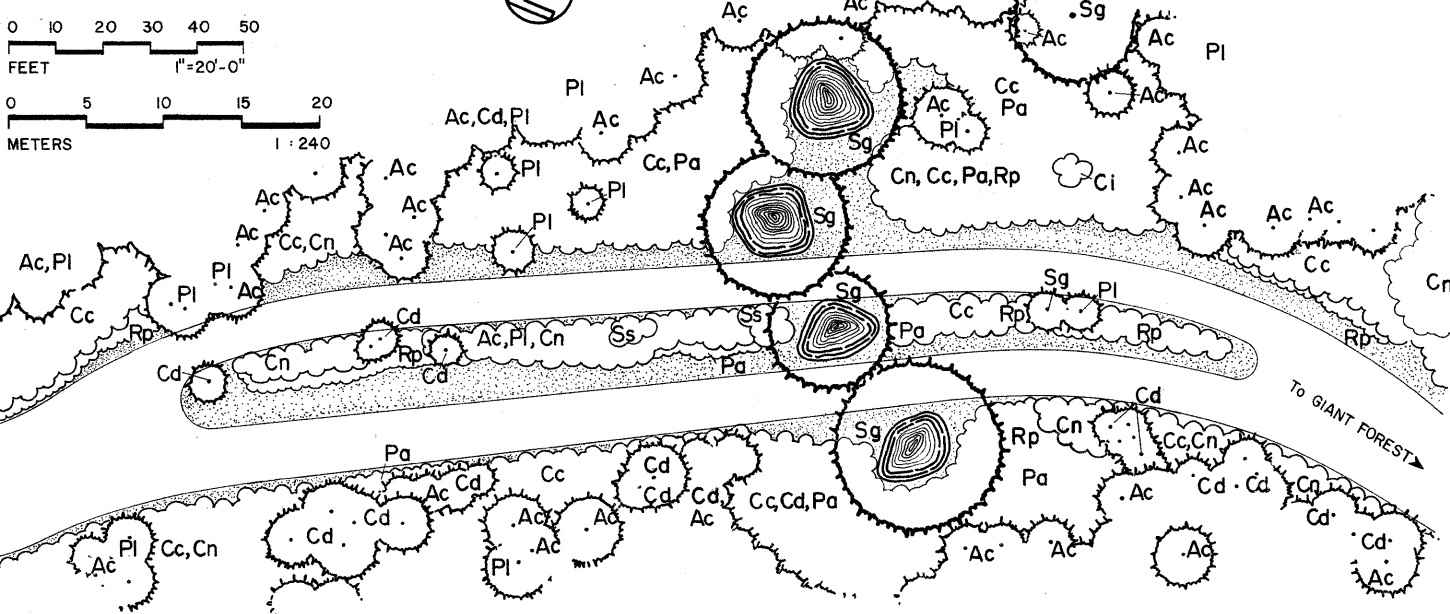
Shrubs and Ferns

Ci	<i>Ceanothus integerrimus</i>	Deer Brush
Cn	<i>Cornus nuttallii</i>	Pacific Dogwood
Cc	<i>Corylus cornuta</i> var. <i>calif.</i>	California Hazelnut
Pa	<i>Pteridium aquilinum</i>	Bracken Fern
Rp	<i>Rubus parviflorus</i>	Thimbleberry
Ss	<i>Salix scoulerana</i>	Scouler Willow

VIEW
LOOKING NORTH, NO SCALE



EXISTING
PLANTING PLAN - 1993

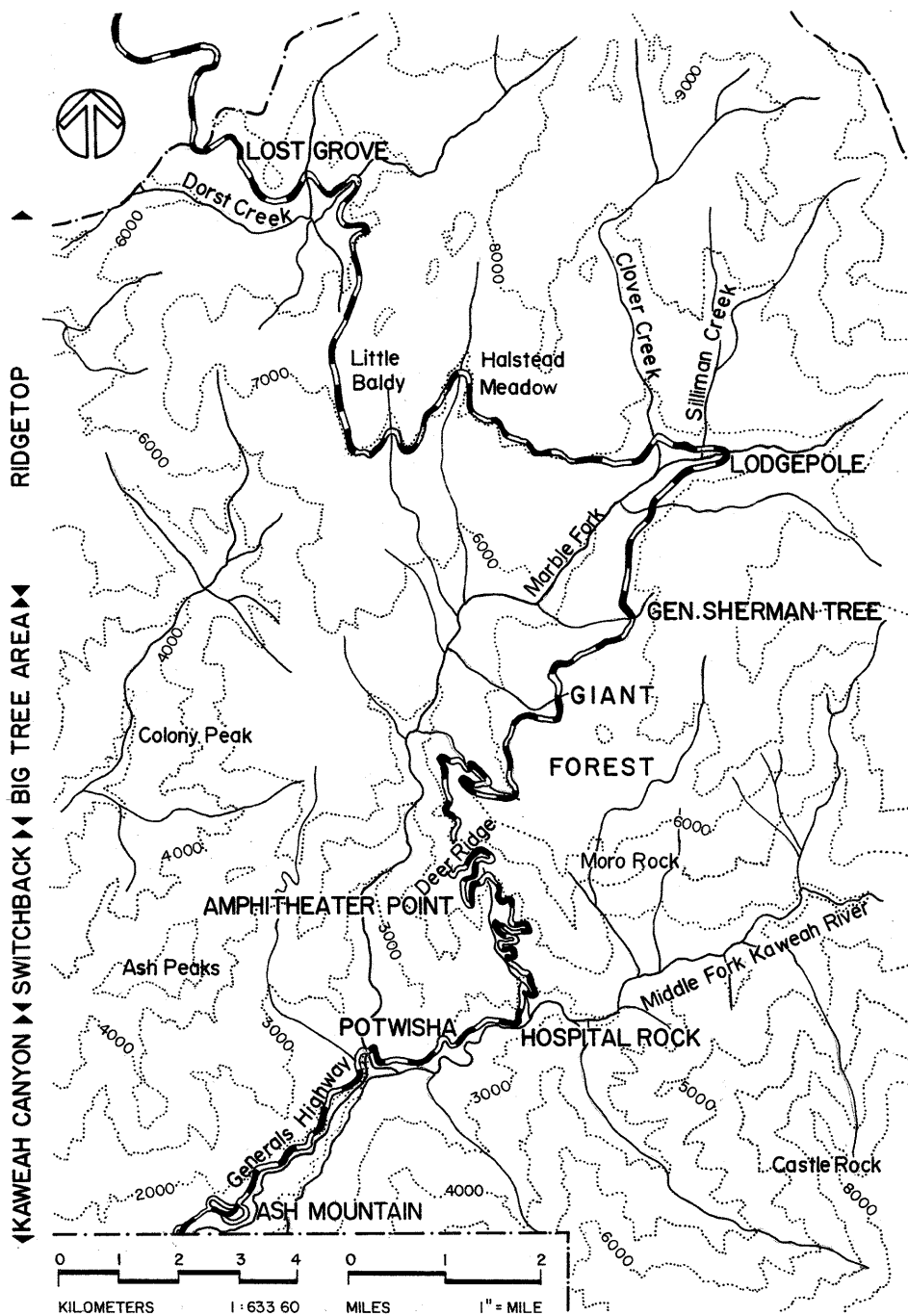


ROAD DESIGN

GENERALS HIGHWAY

SEQUOIA NATIONAL PARK

The Generals Highway route was dictated by topography and points of scenic and historic interest offering visitors a road distinct in character from that of an urban highway. The highway was carefully designed by National Park Service landscape architects to lay gently on the land, ensuring the protection of the existing landscape and providing for scenic vistas. The Generals Highway travels through four distinct areas offering a varied road character and visual experience.



BASED ON 1967 USGS 15 MINUTE MAP, SEQUOIA AND KINGS CANYON NATIONAL PARKS AND VICINITY

KAWEAH CANYON

From Ash Mountain entrance to Hospital Rock the road is constructed on a bench cut from the north wall of the canyon. The narrow and winding road follows the path of the Kaweah River and offers several spectacular views of the river as well as distant views of Moro Rock and the Great Western Divide.

SWITCHBACK

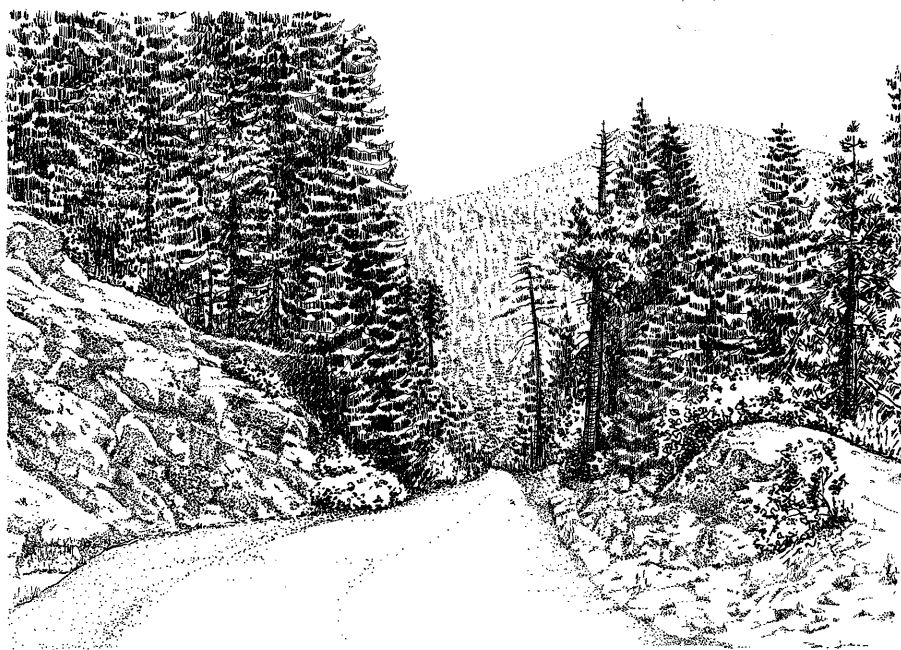
In the area between Hospital Rock and Giant Forest the road makes the most dramatic elevation gain by rising 3,600 feet in only 10.5 miles. The path of the road derives a serpentine character by continually changing direction to follow the contours of the landscape. This section of road with its 23 major switchbacks and some 200 curves offers many viewsheds of the canyon, vast panoramas of the surrounding landscape, and glimpses of the road itself.

THE BIG TREE AREA

In the area from Giant Forest to the General Sherman Tree the road blends into the gently rolling terrain with wide sweeping curves through the Giant Sequoia forest. The visitor experience is dominated by the large trees and a spatial sense of closure created by their height and crowns.

RIDGETOP

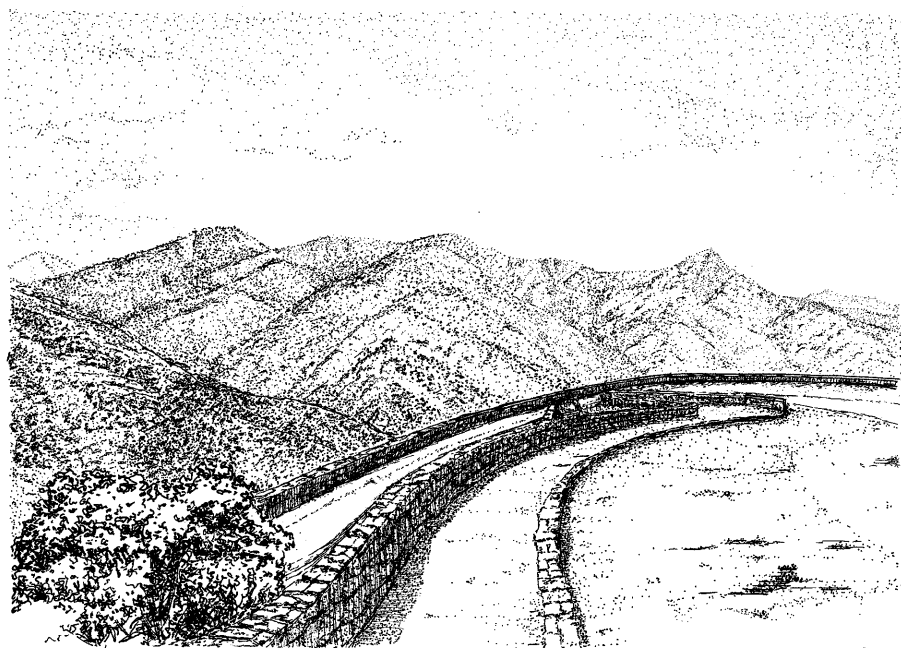
In the area extending from the General Sherman Tree to Lost Grove, the highway generally follows the ridge and reflects the less severe terrain of the area. The road winds through the mixed conifer forest and granite rock outcrops along gentle broad curves. The top ridge provides occasional viewsheds of the San Joaquin Valley and Kings Canyon.



VIEW OF RIDGETOP AREA



VIEW OF BIG TREE AREA



VIEW OF AMPHITHEATER POINT IN SWITCHBACK SECTION



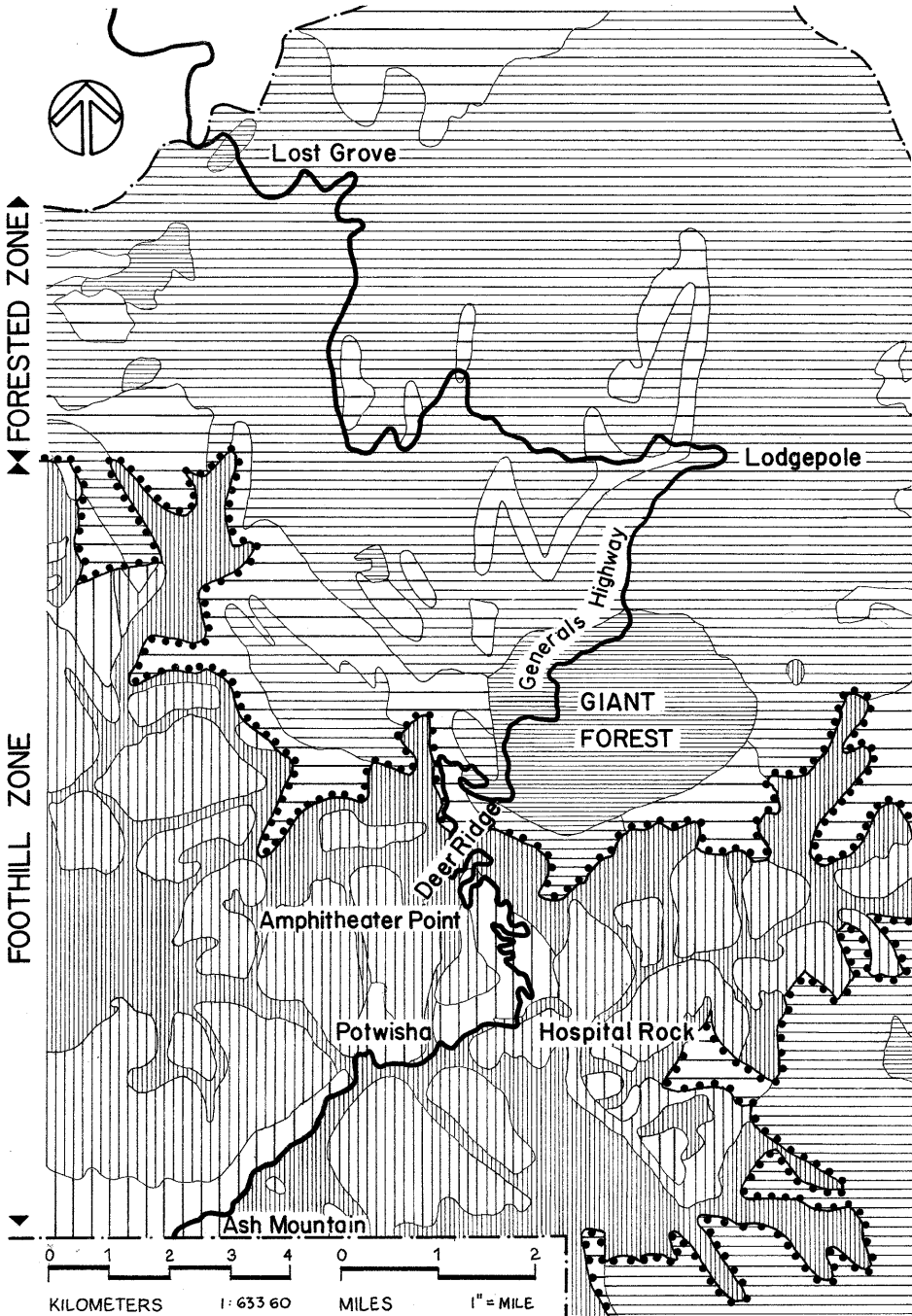
VIEW OF KAWEAH CANYON

DELINEATED BY: RENATA STACHANČZYK, 1993

GENERALS HIGHWAY RECORDING PROJECT NATIONAL PARK SERVICE UNITED STATES DEPARTMENT OF THE INTERIOR	SEQUOIA NATIONAL PARK	GENERALS HIGHWAY TULARE COUNTY	CALIFORNIA	SHEET 6 of 10	HISTORIC AMERICAN ENGINEERING RECORD CA-140	LIBRARY OF CONGRESS INDEX NUMBER
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ROADSIDE VEGETATION GENERALS HIGHWAY

The topography of Sequoia National Park results in several ecological zones. The region is classified into three zones of elevation each having a distinct flora. They are the foothill (Upper Sonoran) zone, the forested (Transition, Canadian and Hudsonian) zone, and the high treeless (Arctic-Alpine) zone. Since the Generals Highway passes through only the low and middle elevations it explores only the foothill and forested zones.



MAP OF VEGETATION TYPES



VIEW OF MIXED CONIFER FOREST



VIEW OF BIG TREE COMMUNITY IN FORESTED ZONE



VIEW OF WOODLAND GRASS AREA IN FOOTHILL ZONE

FOOTHILL

This vegetation may be observed along the road between Park Headquarters and Deer Ridge (1500-5000 feet).

WOODLAND - Grassland: This area consists of open stands of broadleaf species with a grass or herbaceous understory. Common species found here include: Blue Oak (*Quercus douglasii*), Interior Live Oak (*Quercus wislizenii*), and Canyon Live Oak (*Quercus chrysolepis*).

CHAPARRAL: This dense shrub community is characteristic of hot, dry, south-facing exposures. Dominant plants include: Chamise (*Adenostoma fasciculatum*), Manzanita (*Arctostaphylos viscida*), Birchleaf Mountain Mahogany (*Cercocarpus betuloides*), and Buckbrush (*Ceanothus cuneatus*), with occasional oak species and California Buckeye (*Aesculus californica*).

BROADLEAF FOREST: This is a forest in which broad-leaf evergreen trees form a complete canopy obscuring the understory vegetation from view. Typical plants found in this area are: Canyon Live Oak (*Quercus chrysolepis*), Black Oak (*Quercus kellogii*), and California Bay (*Umbellularia californica*).

FORESTED AREA

A coniferous forest grows along the road from near Deer Ridge to Lost Grove (5000-7300 feet).

PINE: This is a mostly pine forest including Ponderosa and Jeffrey Pine (*Pinus ponderosa* and *Pinus jeffreyi*) as well as Incense Cedar; this community grows best on dry or west-facing slopes.

MIXED CONIFER: This forest area consists of mixed stands dominated by White Fir (*Abies concolor*), Sugar Pine (*Pinus lambertiana*), or pure fir stands with White Fir (*Abies concolor*) and Shasta Red Fir (*Abies magnifica shastensis*).

BIG TREE: The giant sequoia trees (*Sequoiadendron giganteum*) are seldom found in pure stands, but are most often associated with Sugar Pine (*Pinus lambertiana*) and White Fir (*Abies concolor*). The majority of the Big Trees grow between 5500 and 7500 feet in elevation.

Sources: *Road Character Guidelines, Sequoia and Kings Canyon National Parks*. National Park Service, 1990 and SEKI Archives.

DELINEATED BY: RENATA STACHAŃCZYK

GENERALS HIGHWAY
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SEQUOIA NATIONAL PARK

GENERALS HIGHWAY

TULARE COUNTY

CALIFORNIA

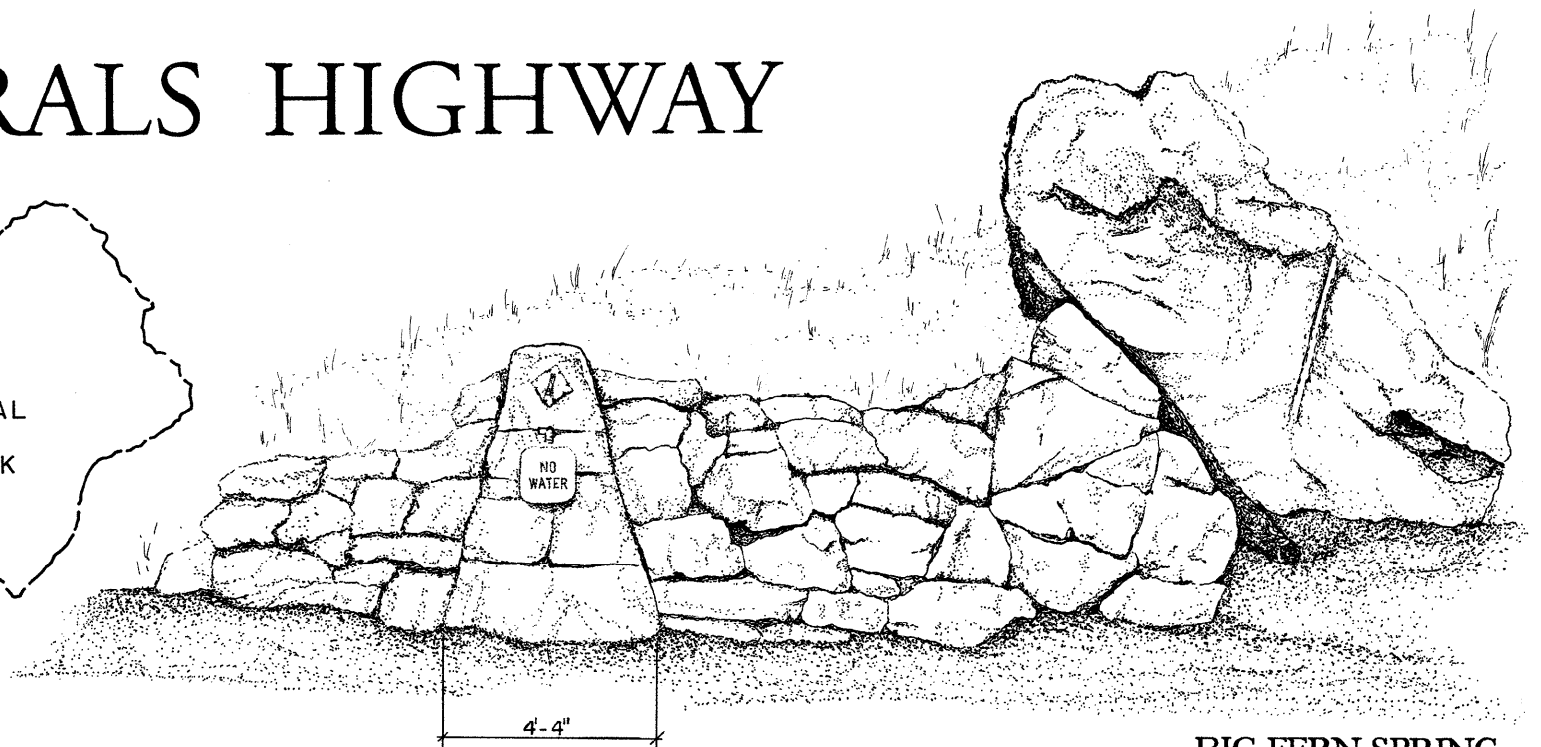
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GENERALS HIGHWAY



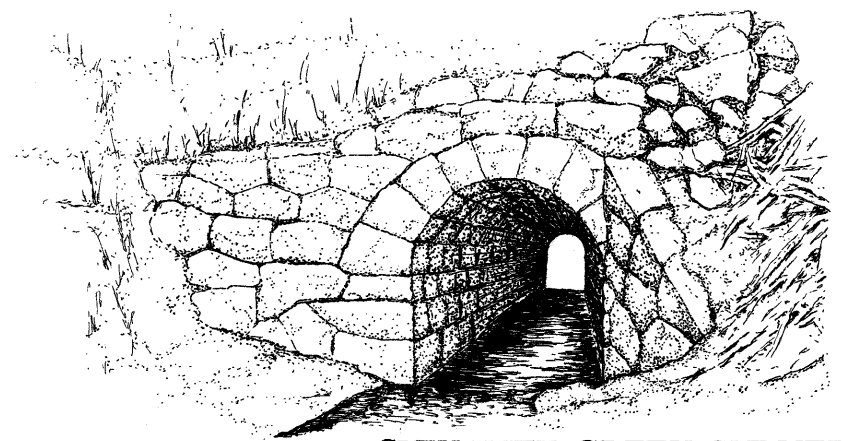
BIG FERN SPRING

The Generals Highway contains a variety of stonework which contributes to the rustic character of the road. The stonework within the park reflects its surroundings through the use of local schist and granite stone. Much of the stonework was constructed by the Civilian Conservation Corps (CCC) between 1933 and 1942. As a New Deal program the CCC was established to provide jobs for unemployed young men through work with the government. The contributions of the ten CCC camps within Sequoia were numerous and included extensive stonework along the highway. The CCC worked to improve road drainage through the construction of schist gutters and accompanying drop culverts in 1936 from the southern park boundary to just beyond the park headquarters. The CCC also improved the springs along the highway, including the construction of a stone wall and watering station at Big Fern Spring in 1934.

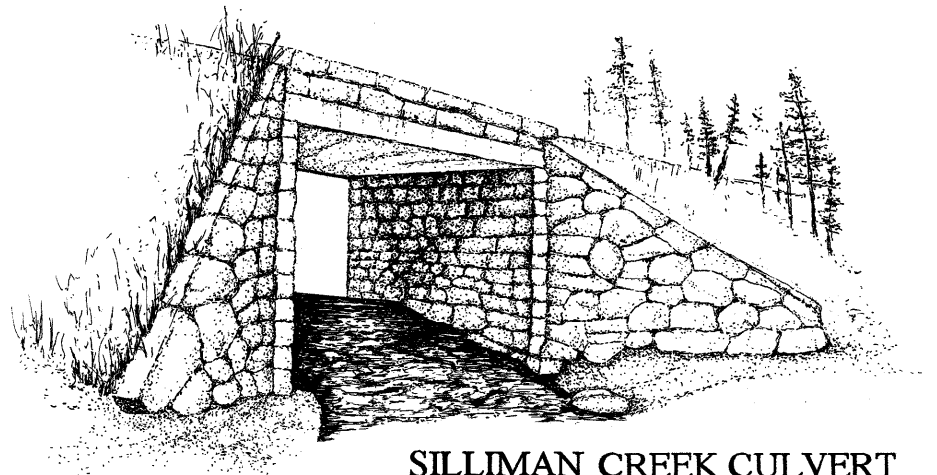
The Suwanee Creek Culvert is located on the highway between the Clover Creek Bridge and Dorst Creek. Designed in 1930 by the Bureau of Public Roads, this culvert is a true stone masonry arch with an entire length of over 150'. The opening is 6' wide and 7' high with an arch radius of 3'.

The Silliman Creek Culvert is located on the highway between the Lodgepole and Clover Creek Bridges. It was built during 1930 and 1931 under the same Bureau of Public Roads contract as the bridges. The structure is a reinforced concrete slab which spans 16' between rubble masonry abutments. The interior walls are 9'-6" high at the upstream elevation and are also of stone.

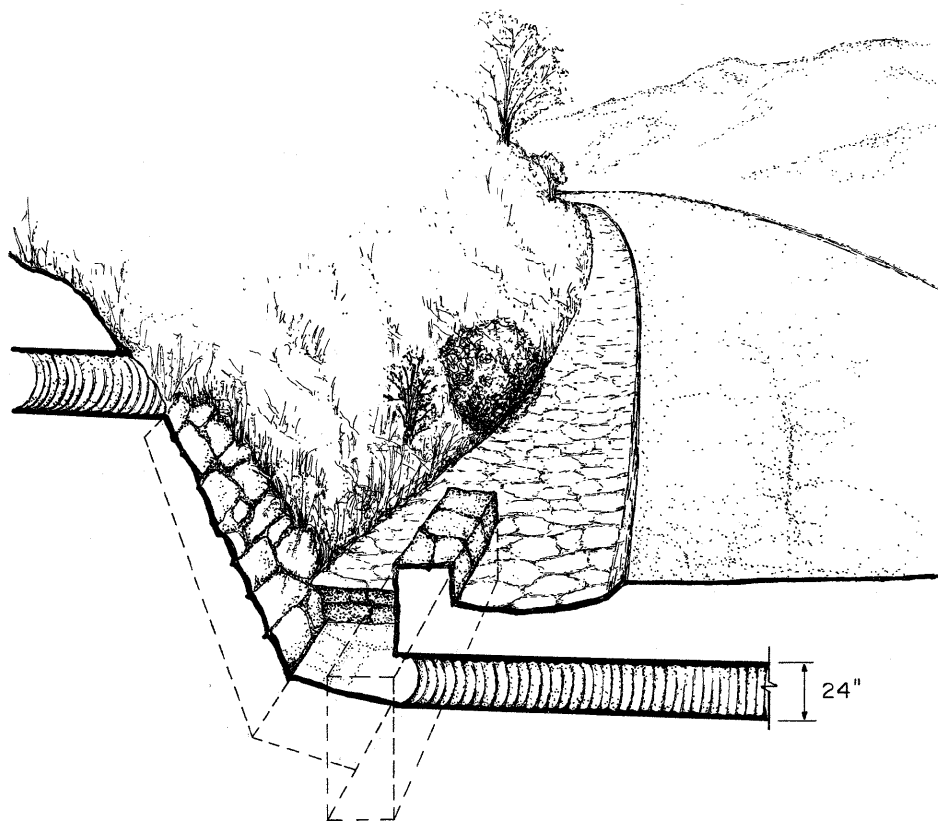
Along the Generals Highway a variety of stone guardwalls have been constructed using materials corresponding to the stone of the area. Mostly low smooth profile stone walls are used to outline parking areas and road edges, but one location has a crenellated wall. The Kaweah Canyon and switchback areas contain mostly schist walls but also some granite, while the big tree area uses large granite blocks which relate better to the scale of the sequoia trees. In the ridgetop area, granite is also the more common type of guardwall.



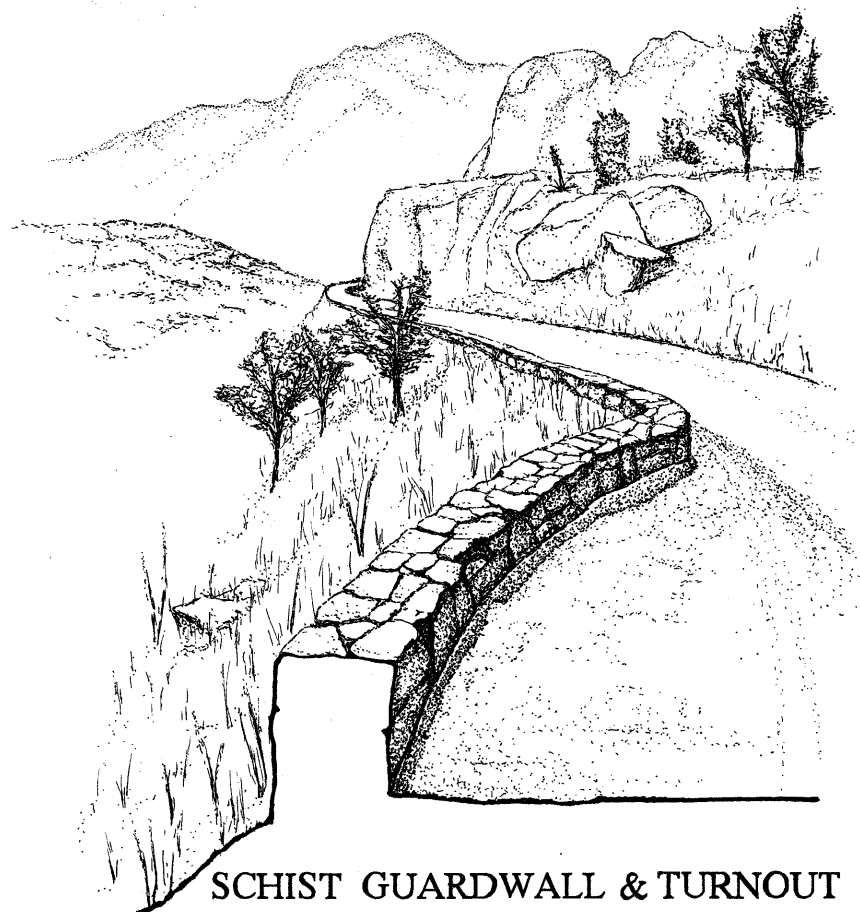
SUWANEE CREEK CULVERT



SILLIMAN CREEK CULVERT



DROP CULVERT & SCHIST GUTTER



SCHIST GUARDWALL & TURNOUT

DELINEATED BY: B. DEVON PERKINS, 1993

GENERALS HIGHWAY
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

SEQUOIA NATIONAL PARK

GENERALS HIGHWAY

TULARE COUNTY

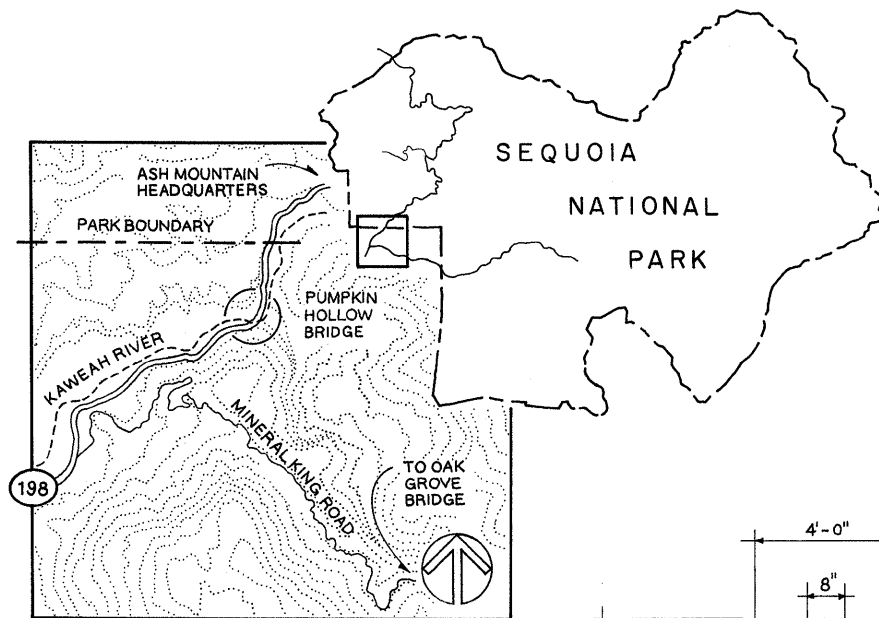
CALIFORNIA

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ENGINEERING RECORD
CA-140

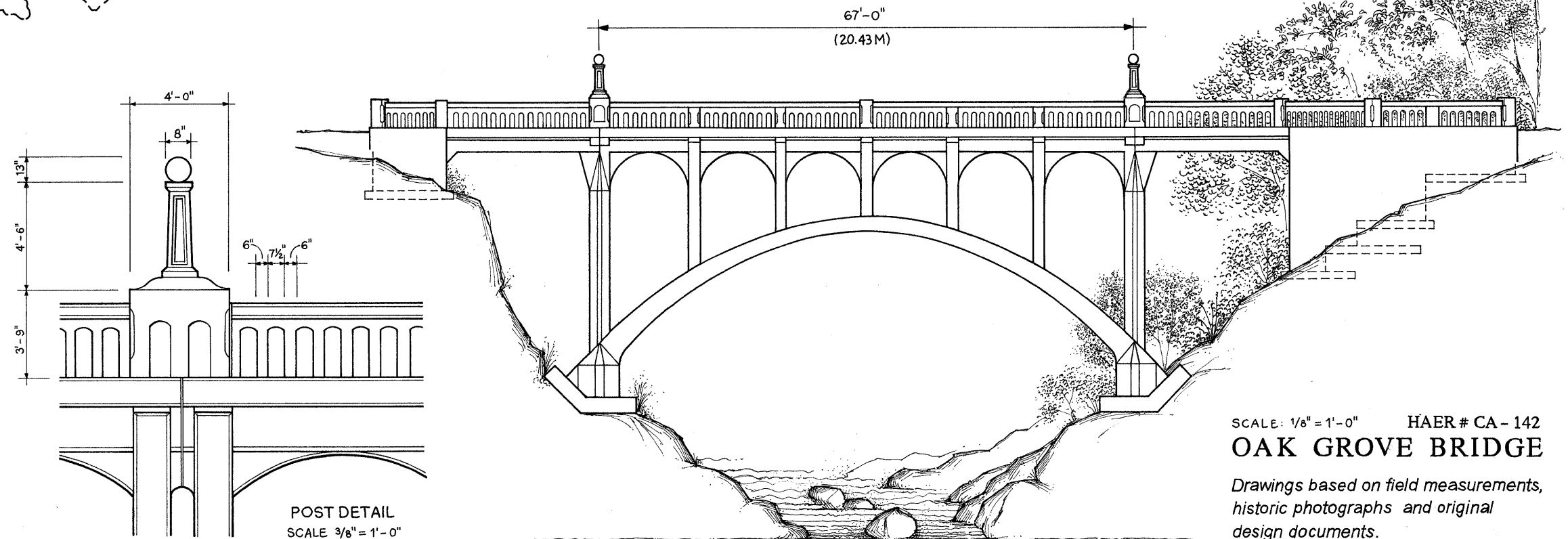
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APPROACH BRIDGES SEQUOIA NATIONAL PARK



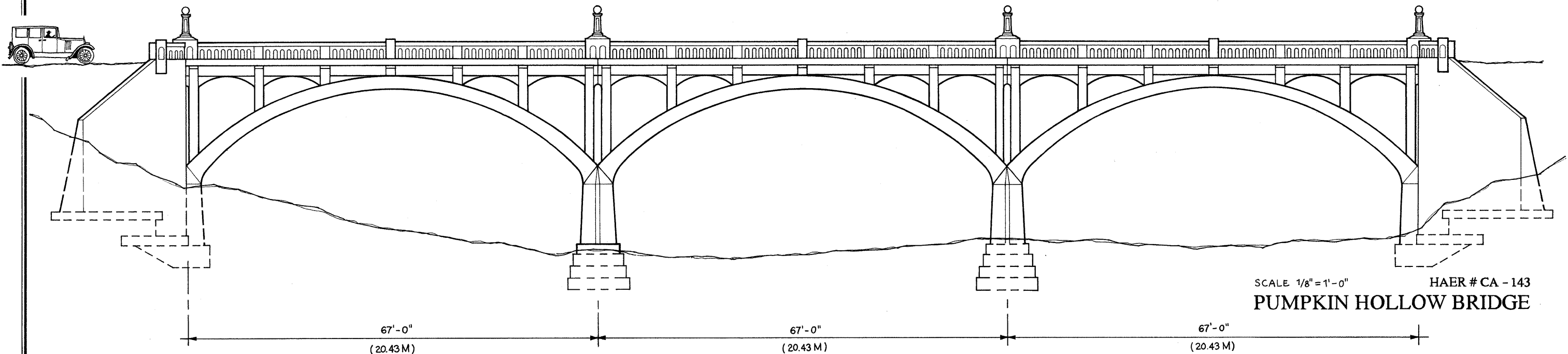
PUMPKIN HOLLOW UTM: 11 / 335300 / 4038460
OAK GROVE UTM: 11 / 339390 / 4035080
BASED ON 1987 USGS 7.5 MINUTE MAP
GIANT FOREST QUADRANGLE

The Oak Grove and Pumpkin Hollow bridges, built as reinforced concrete arch structures by Tulare County and local contractor, Nate Lovelace, serve as approach bridges to the park. The Oak Grove Bridge, completed in 1923, spans the East Fork of the Kaweah River and is located on Mineral King Road. The Pumpkin Hollow Bridge was completed the following year, 1924, and spans the Middle Fork of the Kaweah River on Highway 198. The bridges exhibit a modern design aesthetic, which is in contrast to the "rustic" style typically found within the park.

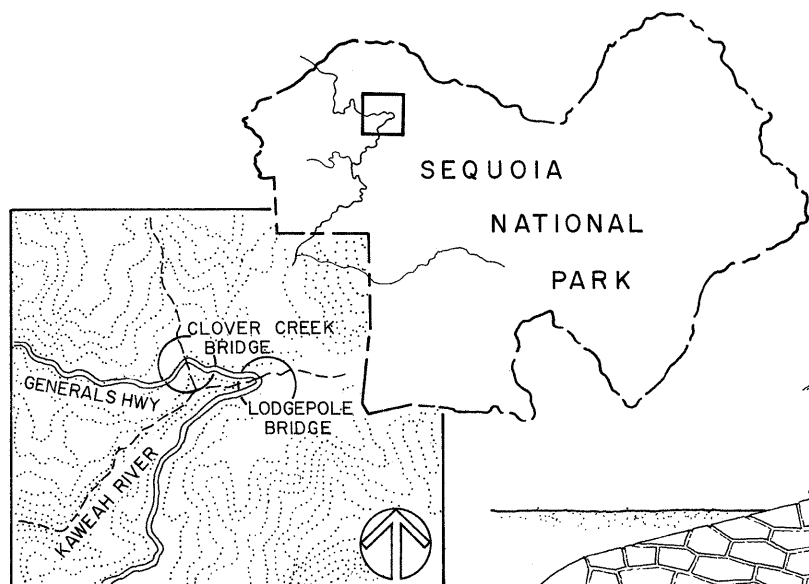


SCALE: $\frac{1}{8}'' = 1'-0''$ HAER # CA - 142
OAK GROVE BRIDGE

Drawings based on field measurements, historic photographs and original design documents.



SCALE $\frac{1}{8}'' = 1'-0''$ HAER # CA - 143
PUMPKIN HOLLOW BRIDGE



LODGEPOLE UTM: 11 / 344960 / 4052200
 CLOVER CREEK UTM: 11 / 343820 / 4052530
 BASED ON 1987 USGS 7.5 MINUTE MAP
 LODGEPOLE QUADRANGLE

The Clover Creek and Marble Fork (Lodgepole) bridges, constructed between 1930 and 1931, have the appearance of traditional stone bridges, but are actually reinforced concrete arch designs with a stone veneer. The two bridges are located only .8 miles apart on the Generals Highway, but vary dramatically in size and setting. The Clover Creek Bridge spans 90' across a barren granite bedrock canyon while the Marble Fork Bridge, with a span half the size, 45', is set in a wooded forest. Both bridges were designed by NPS landscape architect, John Wosky, and were constructed by contract under the supervision of the Bureau of Public Roads.

This project is part of the Historic American Engineering Record (HAER), a long range program to document historically significant engineering and industrial works in the United States. The HAER program is administered by the Historic American Buildings Survey/Historic American Engineering Record Division (HABS/HAER) of the National Park Service, U.S. Department of the Interior. The Generals Highway, Sequoia National Park recording project was cosponsored during the summer of 1993 by HAER under the general direction of Dr. Robert J. Kapsch, Chief; the National Park Service Roads and Bridges Recording Project; Tom Mulhern, Cultural Resource Division of the Western Regional Office; and by Sequoia National Park, J. Thomas Ritter, Superintendent.

The field work, measured drawings, historical reports, and photographs were prepared under the direction of Eric N. Delony, Chief of HAER, and project leader Todd A. Croteau. The recording team consisted of Carolyn J. Kiernat, team supervisor and architectural technician, Arizona State University; B. Devon Perkins, architectural technician, Yale University; Renata Stachanczyk, landscape architect, ICOMOS, Poland; Christina Slattery, historian, Ball State University; and large format photography by Brian C. Grogan, photographer.

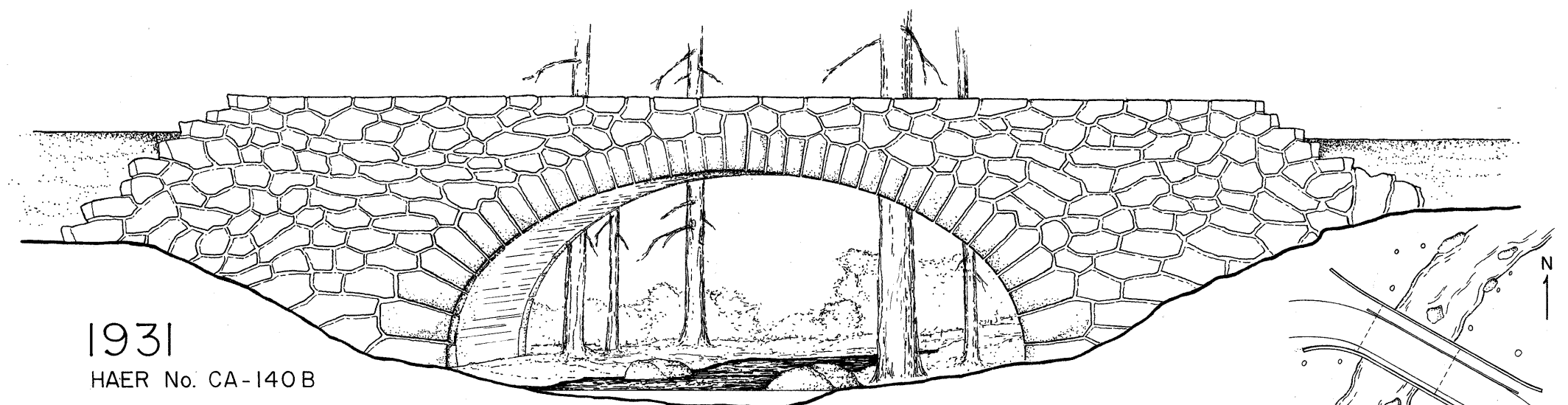
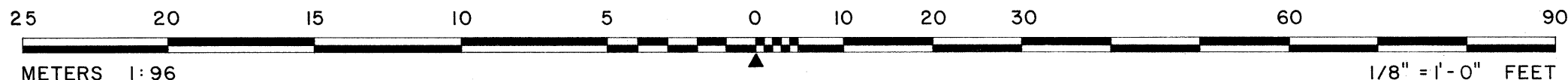
HISTORIC BRIDGES

GENERALS HIGHWAY

1931

HAER No. CA-140 A

CLOVER CREEK BRIDGE



1931

HAER No. CA-140 B

LODGEPOLE BRIDGE (Marble Fork Bridge)

