1. NAME AND LOCATION OF PROPERTY

Historic Name: Blue Ridge Parkway

Other Name/Site Number: None

Street and Number (if applicable)**:** N/A

City: Multiple

State: Virginia **Counties:** Augusta, Nelson, Rockbridge, Amherst, Botetourt, Bedford, Roanoke, Franklin, Floyd, Patrick, Carroll, Grayson

North Carolina **Counties:** Surry, Alleghany, Ashe, Wilkes, Watauga, Caldwell, Avery, Burke, Mitchell, McDowell, Yancey, Buncombe, Henderson, Haywood, Transylvania, Jackson, Swain

Zip Code: Multiple

Designated a National Historic Landmark by the Secretary of the Interior December 13, 2024.

2. SIGNIFICANCE DATA

NHL Criteria: 1 and 4

NHL Criteria Exceptions: 8

NHL Theme(s): II. Creating Social Institutions and Movements
4. Recreational activities
III. Expressing Cultural Values
5. Architecture, Landscape Architecture, and Urban Design
VI. Transforming the Environment
3. Protecting and Preserving the Environment

Period(s) of Significance: 1933–1987

Significant Person(s) (only Criterion 2)**:** N/A

Cultural Affiliation (only Criterion 6)**:** N/A

Designer/Creator/Architect/Builder: National Park Service, landscape and architectural design and construction; US Department of Agriculture Bureau of Public Roads (and successor agencies), road engineering and construction

Historic Contexts: XVII. Landscape Architecture
XVIII. Technology (Engineering and Invention)
B. Transportation
XXXII. Conservation of Natural Resources
C. Conservation Movement Matures
10. The Great Depression and Conservation
XXXIV. Recreation
C. General Recreation
National Park Service Mission 66 Era Resources National Register of Historic Places Multiple Property Documentation Form (2015)
National Historic Landmark Theme Study of Park Service Landscape Architecture, 1917-1941 (1995)

3. WITHHOLDING SENSITIVE INFORMATION

Does this nomination contain sensitive information that should be withheld under Section 304 of the National Historic Preservation Act?

___ Yes

_X_ No

4. GEOGRAPHICAL DATA

1. Acreage of Property: approximately 95,000 acres

2. Use either Latitude/Longitude Coordinates or the UTM system:

Latitude/Longitude Coordinates (enter coordinates to 6 decimal places)**:**
Datum if other than WGS84:

A. Latitude:	38.028438	**Longitude:** -78.855463
B. Latitude:	37.875462	**Longitude:** -79.012393
C. Latitude:	37.877329	**Longitude:** -79.165485
D. Latitude:	37.790682	**Longitude:** -79.205880
E. Latitude:	37.574344	**Longitude:** -79.334262
F. Latitude:	37.415872	**Longitude:** -79.605443

G.	**Latitude:** 37.485627	**Longitude:** -79.670208
H.	**Latitude:** 37.397528	**Longitude:** -79.834105
I.	**Latitude:** 37.241011	**Longitude:** -79.853167
J.	**Latitude:** 37.122508	**Longitude:** -80.122983
K.	**Latitude:** 37.011386	**Longitude:** -80.101035
L.	**Latitude:** 36.841644	**Longitude:** -80.344384
M.	**Latitude:** 36.640622	**Longitude:** -80.537696
N.	**Latitude:** 36.664921	**Longitude:** -80.695026
O.	**Latitude:** 36.569893	**Longitude:** -80.909374
P.	**Latitude:** 36.374415	**Longitude:** -81.145198
Q.	**Latitude:** 36.369831	**Longitude:** -81.365685
R.	**Latitude:** 36.125904	**Longitude:** -81.638471
S.	**Latitude:** 36.158238	**Longitude:** -81.732236
T.	**Latitude:** 35.955581	**Longitude:** -81.915829
U.	**Latitude:** 35.739911	**Longitude:** -82.189487
V.	**Latitude:** 35.750232	**Longitude:** -82.335443
W.	**Latitude:** 35.666837	**Longitude:** -82.481585
X.	**Latitude:** 35.524302	**Longitude:** -82.512995
Y.	**Latitude:** 35.292226	**Longitude:** -82.915227
Z.	**Latitude:** 35.508083	**Longitude:** -83.300836

3. Verbal Boundary Description: The nominated property is a linear district that extends 469 miles through the southern Appalachian Mountains from Rockfish Gap, Virginia, to Great Smoky Mountains National Park at Highway 441, North Carolina. As shown on the attached "Blue Ridge Parkway National Historic Landmark District Map," the boundary encompasses the lands that are owned by the United States of America and managed by the National Park Service as Blue Ridge Parkway, including the right-of-way (ROW) that averages 825 feet wide (100 acres per mile) and includes the Parkway roadbed and its associated structures (bridges, tunnels, retaining walls, overlooks, etc.) and the adjacent wayside park and administrative areas that extend beyond the ROW at regular intervals along the route.

4. Boundary Justification: The boundary includes the contiguous federally owned lands that are within the boundary of the Blue Ridge Parkway and encompasses all resources associated with the historical development of the Parkway during its period of significance (1933–1987). It includes the road corridor right-of-way that was acquired by the states of Virginia and North Carolina and transferred to the federal government for the construction of the Blue Ridge Parkway and lands acquired by the federal government for the development of recreation, service, and maintenance areas and for conservation purposes.

5. SIGNIFICANCE STATEMENT AND DISCUSSION

INTRODUCTION: SUMMARY STATEMENT OF SIGNIFICANCE

Stretching 469 miles through the abundantly diverse natural and cultural setting of the southeastern Appalachian Mountains, the Blue Ridge Parkway (or the Parkway) is the nation's premier scenic and recreational motorway. It possesses national significance under Criterion 1 and the theme Transforming the Environment as the pinnacle achievement of the American parkway movement of the early twentieth century and for its associations with important trends and events related to automobile tourism, the expansion of the National Park System in the eastern United States, national parkway development, national recreational planning, conservation, and the federal government's response to the Great Depression. The Parkway is further nationally significant under NHL Criterion 4 and the theme Expressing Cultural Values as a masterwork of landscape architecture and transportation engineering and as one of the finest examples of the collaborative work of the National Park Service (NPS) and Bureau of Public Roads (BPR).

The Blue Ridge Parkway represents the most the advanced demonstration of the possibilities that first half of the twentieth-century parkways offered for meeting the burgeoning national demand for recreational motoring. Its basic purpose was to provide a motor road connection between Shenandoah and Great Smoky Mountains national parks, which, along with Mammoth Cave National Park, were authorized in 1926 as the first national parks in the Southeast. After the project was assigned to the NPS, however, it quickly evolved to take on larger dimensions through the adoption of the parkway form, which was pioneered by Frederick Law Olmsted and Calvert Vaux in their park and carriage parkway systems of the late 1860s and was first applied to motor parkways in the 1910s during the design of Westchester County, New York's Bronx River Parkway. By transferring urban parkway principles to the rural setting of the southern Appalachian Mountains, the planners were able to expand the concept by incorporating the surrounding scenic and cultural landscape into the design to produce the effect of a much larger park area that extends well beyond the narrow right-of-way through which the road travels. The scheme was further augmented by the development of large wayside park areas that were regularly spaced along the Parkway route and offered a variety of outdoor recreational activities and visitor amenities. The result was a massive, elongated park that forms the connecting link in a unique national park and parkway system and is a major tourist destination in its own right, consistently ranking among the most visited units of the National Park System on an annual basis.

As a major economic relief and recreational development of the New Deal, the Parkway exemplifies the extraordinary measures that the federal government implemented to combat the devastating economic and social effects of the Great Depression (1929–1939). At the time of its authorization in 1933, no federally funded road project of its scale had ever been attempted , and the Parkway ultimately achieved the distinctions of being the longest parkway ever built and the longest road of any type planned as a single unit in the United States. It was a major work of regional planning that fulfilled its goals of providing economic stimulus to one of the nation's most

depressed regions through the development of service-based commercial enterprises that catered to tourists, both on the Parkway through concessions and in adjacent towns. The massive scope of the project required substantial cooperation among federal and state agencies and the application of multiple New Deal programs. Thousands of workers were hired through the Works Progress Administration (WPA) and Civilian Conservation Corps (CCC), as well as private contractors who were paid with funds provided under the National Industrial Recovery Act (NIRA) and direct congressional appropriations. The acquisition of lands for the Parkway's right-of-way was done by the states of Virginia and North Carolina under state laws that were specifically enacted for the purpose. Tens of thousands of acres for the development of the wayside parks were acquired through the Resettlement Administration's submarginal lands program and through cooperation with the US Forest Service (USFS).

The Parkway was an important early manifestation of the NPS's expanding role during the 1930s as the lead agency responsible for national recreational development. In 1936 it became the first national parkway to be established as a separate unit of the National Park System and paved the way for the creation of other new types of recreation-focused national parks, including recreation demonstration areas, national seashores, and national recreation areas that were added to the system in subsequent years. From its inception, the Parkway was envisioned to be part of an extensive national parkway system that would connect national parks and other recreational areas throughout the eastern United States. Between 1930 and 1965, a number of parkways, including several that would have surpassed the mileage of the Blue Ridge, were proposed and studied. However, a variety of factors, including the substantial cost of acquiring rights-of-way, rising concerns over the environmental impacts of parkway construction on natural and culturally sensitive areas, and the post-World War II focus on the development of the more utilitarian interstate highway system, contributed to forestalling the national parkway vision and only one other major project, the Natchez Trace Parkway, was developed. [1]

The Parkway's significance in the area of conservation is related to the methods employed to preserve natural and cultural scenery for the use and enjoyment of the touring public. The acquisition of lands for the wayside parks was among the most significant aspects of the conservation program. Encompassing up to 6,000 acres, the wayside parks were large enough "to comprehend a mountain or embrace a lake and the hills around with insulation enough to conserve it forever with some kind of integrity."[2] These "bulges," as they were often referred to, were developed at semi-regular intervals at places of important scenic and cultural interest along the route. They provided a variety of outdoor recreational amenities, including picnic areas, hiking trails, and campgrounds, as well as dining and lodging facilities, comfort stations, automobile service facilities that catered to tourists and allowed the Parkway to function as a self-contained unit. Together with numerous scenic overlook parking areas along the Parkway, the wayside parks encouraged the "drive awhile, stop awhile" philosophy that planners sought to encourage as defining features that distinguished parkways from other types of roads.

[1] The Natchez Trace Parkway extends 444 miles from Natchez, Mississippi, to Nashville, Tennessee. Information about its history and place within the national parkway system is provided in the Comparative Analysis section below.
[2] Stanley W. Abbott, interview by S. Herbert Evison, 1958, transcript, Blue Ridge Parkway [BLRI] Library, 18.

Extraordinary efforts were also made to preserve the setting of the Parkway by reclaiming damaged timberlands, using scenic easements that restricted adjacent property owners from unauthorized clearing and erecting incompatible structures, and implementing a leasing program on federal lands that encouraged the continued operation of farms to preserve the pastoral setting of the Parkway. The Parkway also employed an agronomist to assist farmers in implementing better cultivation practices that increased the viability of their operations. Log cabins, mills, farmhouses, and other preexisting historic buildings and structures that were in the path of the Parkway were saved from demolition as examples of Appalachian pioneer culture. In keeping with the NPS's prevailing approach toward historic preservation and interpretive planning during the 1930s, many of the buildings were moved, modified, and grouped into contrived and heavily edited landscapes that were meant to present an idyllic, rather than authentic, view of Appalachian lifeways. In combination, these conservation actions were essential in lending the Parkway the expansive, unspoiled scenic quality of a national park that extends far beyond the narrow ribbon of the right-of-way.

As a transformative project of regional scope, the Parkway generated a considerable amount of political and social controversy during its development. The determination of its route was a contentious process that involved intense lobbying from tourism boosters in the cities along its potential route and official state delegations from Virginia, North Carolina, and Tennessee. The acquisition of the right-of-way required the displacement of families that had lived on and farmed land along its route for generations. Adjoining property owners often did not understand and frequently complained about strict prohibitions against incompatible development on lands fronting the Parkway and restrictions on their access and use of the road. Owners of tourism-based enterprises expressed concerns about how the Parkway and its planned recreational, service, and lodging facilities would impact their businesses. Protracted negotiations were required to overcome the Eastern Band of the Cherokee Indians' objection to the Parkway's construction through their tribal lands. The need to maintain support for Parkway appropriations among the powerful congressional delegations of Virginia and North Carolina forced the Department of the Interior to navigate the federal government's role in reinforcing Jim Crow era laws and customs by providing segregated recreational and service accommodations for African Americans.

The Parkway's significance under Criterion 4 is demonstrated through the innovative landscape planning and state-of-the-art road engineering methodologies that were employed to produce one of the most significant designed landscapes in the National Park System.[3] The Parkway is a remarkable example of the collaboration between the NPS and BPR that produced a number of the most significant roads ever constructed in the national parks, including Shenandoah Drive and Glacier's Going-to-the-Sun Road, which have been designated National Historic Landmarks. Under the terms of a 1926 inter-bureau agreement, the NPS was responsible for the aesthetic design of the Parkway, and the BPR carried out technical aspects of the road-building effort. The key members of the NPS team were Resident Landscape Architect Stanley W. Abbott, who had previously worked on the Westchester County Parks Commission's urban parkways and would later serve as the first superintendent of the

[3] Ethan Carr, *Executive Summary, National Historic Landmark Theme Study of Park Service Landscape Architecture, 1917–1941* (Washington, DC: National Park Service, 1995), 11.

Parkway, and Landscape Architect Edward Abbuehl. The BPR team for the Parkway was led by District Engineer Harold J. Spelman, assisted by engineers William Austin and W. I. Lee. The entire design process was done in conformance with the innovative master planning process that NPS Chief Landscape Architect Thomas C. Vint implemented in 1927 to guide development projects in the national parks.

The main design feature of the Parkway was the two-lane, undivided road that was intentionally routed to take optimal advantage of what is some of the finest rural and mountain scenery available in the East. The design team specifically wished to differentiate the Parkway from Shenandoah National Park's Skyline Drive, which is primarily a ridge top route, by creating a winding and undulating route that traversed ever-changing scenery ranging from panoramic alpine views, to narrow canopied forest areas that hug the roadway, to pastoral valleys where agricultural fields stretch out and glimpses of traditional Appalachian culture can be had. Designed to "float" over the landscape and blend unobtrusively with its surroundings, the road featured graceful spiral curves, streamlined cross sections, and rounded edges. The adjoining strips of land that flanked the roadbed within the right-of-way were carefully landscaped with native plant materials to repair damage caused by the road's construction, manipulate scenic views and vistas, and screen views of maintenance areas and off-road development that would otherwise impinge on the natural setting of the Parkway. Through these features, the designers produced a constantly changing series of scenic vignettes that instills a sense of anticipation for what new aspect travelers may discover around the next bend.

The design of buildings and structures constructed for the Parkway reflected the rustic aesthetic that characterized NPS design during the 1920s and 1930s. The intention was to harmonize them with the surrounding setting by employing traditional Southern Appalachian vernacular architectural forms and using natural materials in their construction. Although modern concrete construction techniques were used to execute the numerous tunnels, bridges, and retaining walls along the route, these structures were usually faced with a veneer of locally sourced stone to blend into the scenery. Parkway development during and after the NPS's Mission 66 program (1956–1966) reflected the modernistic approach that the NPS adopted during the period. Concrete bridges were increasingly left unadorned and streamlined modern designs were applied to most of the buildings constructed in the recreation, maintenance, and service areas.

The engineering significance of the Parkway is expressed by the methods required to construct the roadway through the mountainous terrain in a way that minimized impacts to natural features and made for a safe and pleasurable motoring experience. Unlike high-speed highways where point-to-point travel in the straightest line possible was the primary concern, the Parkway was intentionally routed on a meandering course that focused on bringing visitors to the most scenic areas. Engineers faced the challenging task of producing designs that avoided steep grades and sharp curves and minimized cut-and-fill operations that would scar the landscape. A targeted speed limit of 45 miles per hour, which was a higher design speed than previous park roads but conformed with standards for earlier motor parkways, required the engineers to rely on superelevated spiral curves of continually changing radii, which involved difficult computations and had never been employed on such a large scale. Other

major engineering efforts included the design and construction of 26 tunnels, which ranged in length from 150 to 1,434 feet and were bored through mountains to avoid large cuts that would otherwise have been necessary; 168 bridges that were required to maintain grade separation with intersecting roads and span water courses and ravines; and an extensive systems of retaining walls, rock embankments, drainage features, and parapet guard walls that protect the structural integrity and safety of the roadway.

The most significant engineering achievement was the Linn Cove Viaduct, which was begun in 1983 after years of negotiations over the best way to route the Parkway around Grandfather Mountain in North Carolina without extensive scarring that would impact the area's dramatic scenery. The viaduct was designed by the engineering firms of Barrett, Daffin, and Figg of Tallahassee, Florida, and Jean M. Muller–Europe Études of Paris, France, and is a 1,234-foot, seven-span, S–shaped bridge that hugs, but does not touch, the contours of the mountain shoulder, giving the impression that the roadbed floats across the landscape. The viaduct was constructed of 153 precast concrete units, each unique in dimension and curvature. The segments were manufactured off-site using a "match casting" process whereby each segment was cast against the preceding one and transported to the site for assembly employing the innovative technique of progressive construction. The Linn Cove Viaduct as an individual structure and the Blue Ridge Parkway as a whole have each been recognized by the American Society of Civil Engineers as National Historic Engineering Landmarks.

The completion of the Linn Cove Viaduct allowed for the opening of the last 7.7-mile segment of the Parkway in 1987. Its exceptional engineering significance as a groundbreaking work of transportation engineering and its importance to the final completion of the Parkway justify the application of NHL Criteria Exception 8 for properties that have achieved significance within the past 50 years.

The period of significance for the Blue Ridge Parkway extends from 1933, when construction of the Parkway was authorized, to 1987, when the last segment of the Parkway was completed, and the road was opened to its full, uninterrupted extent. The period encompasses four distinct eras of Parkway's construction: 1) New Deal (1933 to 1941), during which the Parkway was conceived, its route determined, the design principles that guided its development through all periods established, and the construction of a large portion of the roadbed using funds and labor supplied through various federal relief programs completed; 2) Post-World War II (1946 to 1955), when Parkway construction resumed following a hiatus caused by World War II under tight budgetary limitations; 3) Mission 66 (1956 to 1966), when funding for construction provided through the NPS Mission 66 program resulted in completion of the road for most of its length and the visitor center concept was introduced as an alternative approach to providing visitor amenities; and 4) Final Construction (1967 to 1987), when the innovative Linn Cove Viaduct and the final segment of the Parkway were completed to open the Parkway for travel along its entire 469-mile length.

CRITERION 1
Transforming the Environment

The Blue Ridge Parkway's national significance under Criterion 1 is derived from the position it holds as the fullest realization of the parkway idea and its representation of national events associated with the movement to conserve natural and cultural resources in the eastern United States through the expansion of the National Park System in the 1920s and 1930s. With its roots extending to earlier proposals to construct a tourism-based highway in the southern Appalachian Mountains, the Parkway was conceived within the context of intersecting trends and events in automobile tourism, American motor parkway design, and the efforts made by the National Park Service (NPS) to accommodate automobile travel to and within the national parks. Its initial development was made possible by the New Deal, and it exemplified through its massive scope the extraordinary measures that the federal government implemented to combat the Great Depression. During that period, the Parkway was among the most important manifestations of the NPS's emerging role as the lead agency responsible for national recreational planning and development, representing, along with the several other contemporary national parkways, a new type of national park that was specifically devoted to recreational motor tourism. The long-term federal commitment that allowed for the Parkway's completion in 1987 was a testament to its importance as a nationally significant recreational resource that, more than any other of its type, demonstrated the possibilities the parkway form offered for meeting the burgeoning demand for automobile access to scenic natural and culturally resonant areas and outdoor recreational activities.

Native American Land Use

Native American use and occupation of the lands now comprising the Blue Ridge Parkway extends back thousands of years and influences the period of focus provided in this nomination. As summarized by the Park,

> The Cherokee Indians of North Carolina, and the Monacan, Saponi, and Tutelo Indians of western Virginia, were among the earliest inhabitants of the Blue Ridge, leaving artifacts and changes in the landscape as evidence of their existence. Many of the fields still visible at the base of the mountains date back centuries to ancient American Indian agricultural methods of burning and deadening the trees and underbrush to provide needed grazing and crop land. Mountain and river names along the Parkway also reflect the American Indian influence.[4]

Furthermore, the Parkway enters the Eastern Band of the Cherokee Indian Reservation in North Carolina at Milepost 457.7. The Eastern Band is related to the larger Cherokee Nation. As described by the Eastern Band's Tribal government, "However, when the Trail of Tears was mandated, and forced removal and relocation were directed by the US government and then President Andrew Jackson, the Cherokee Tribe became divided into what is known today as the Cherokee Nation and United Kituwah Band, located in Oklahoma, and the Eastern

[4] Blue Ridge Parkway, National Park Service, "Native American Culture and Influence," 2020, https://www.nps.gov/blri/learn/historyculture/native-american-culture-and-influence.htm

Band, made up of those who remained and rebuilt within North Carolina's Qualla Boundary (sometimes called the Cherokee Indian Reservation)."[5]

Auto Touring and the Good Roads Movement in the Early Twentieth Century

Recreational travel was one of the essential reasons behind America's wholesale adoption of the automobile in the early twentieth century. While early steam and gasoline-powered cars were expensive and difficult to maintain and operate, they became popular among wealthy sportsmen who ventured out for pleasure drives on unimproved country lanes or participated in organized races to test the speed and endurance of their machines. Advocates of auto touring often stressed physical and emotional benefits that city dwellers would derive from an invigorating fresh air ride in the country.[6] The introduction of increasingly more affordable and reliable cars, especially after Henry Ford introduced the first moving assembly line for the mass production of an entire automobile in 1913, coincided with Progressive Era labor reforms that created more leisure time and discretionary income. These conditions broadened the American middle class and allowed it to fully embrace the automobile for the convenience and freedom it offered to travel where and when they pleased. From 1910 to 1930, automobile registrations nationwide skyrocketed from 458,000 to 23 million. At the same time, the ills associated with urbanization and industrialization created the push factors that motivated city dwellers to seek out a wide range of restorative outdoor recreational activities. Autocamping became one such popular pastime. In an age before extensive auto-related roadside motels and restaurants were available, autocampers by the thousands packed camping gear and supplies into their cars and set out on extended journeys to scenic destinations, making camp each night along the roads they traveled.[7]

Proponents of recreational motoring were among the broad array of constituencies that joined the Good Roads Movement to address the deplorable condition of the nation's rudimentary road systems. The movement began in the 1880s and was led by the League of American Wheelmen, a national organization of bicyclists dedicated to improving their sport by advocating for improved streets and highways. In 1892, the League began publishing *Good Roads Magazine*, a monthly periodical that covered an exhaustive list of topics road-related topics and became a forum for advancing the cause for better roads. Around the turn of the century, the movement began attracting support from a broad spectrum of groups, including local governments, state highway departments, farmers, businessmen, and the automobile industry, that were interested in improving roads for motor vehicle use. The Automobile Club of America (ACA) and the American Automobile Association (AAA), established in 1899 and 1902, respectively, assumed leading roles at the national level for promoting good roads as a means of

[5] Official Government Website of the Eastern Band of Cherokee Indians, "Government," https://ebci.com/government/.
[6] Wolfgang Sachs, *For Love of the Automobile: Looking Back Into the History of Our Desires* (Berkeley, CA: University of California Press, 1992), 5–6.
[7] Cindy Aron, *Working at Play: A History of Vacations in the United States* (New York, NY: Oxford University Press, 1999), 46–47; John A. Jakle, *The Tourist: Travel in Twentieth-Century North America* (Lincoln, NE: University of Nebraska Press, 1985), 103–4, 110–11, 120–27; Warren James Belasco, *Americans on the Road: From Autocamp to Motel, 1910–1945* (Cambridge, MA: The MIT Press, 1979), 7–8.

increasing domestic tourism.[8] In addition to stressing the virtues of recreational motoring, advocates argued that the construction of roads to access the nation's unsurpassed scenic areas was vital to developing a domestic tourism industry that would prevent the loss of tens of millions in tourism dollars to European countries where improved road systems were available. Numerous articles in *Good Roads Magazine* were dedicated to this topic. One article described an AAA tour that had set out from New York on July 25, 1904, but had yet to reach its St. Louis destination by August due to the poor state of the roads traveled:

> Until roads are improved, touring in this country cannot reach a degree of development comparable with that of foreign countries. Every year many tourists go to Europe with their automobiles, not that the scenery is any better or the atmosphere more exhilarating, but because the comforts of travelling over good roads are greater than in our own country.[9]

Crest of the Blue Ridge Highway

In the early twentieth century, proponents for good roads in the Southern Appalachians often cited the potential that automobile tourism had for addressing the economic conditions that had made the southern Appalachian Highlands one of the poorest regions in the country. Largely bypassed by the industrial, transportation, and communication revolutions of the nineteenth century, the region's diffused population, which consisted primarily of families of Celtic and German ancestry spread out in small hollow and cove communities between the mountain ridges, led a self-sufficient frontier-like existence based primarily on subsistence farming and livestock raising. By 1900, however, generations of poor agricultural practices and eroding soils on the steep sloping lands made it increasingly difficult to eke out a living. Industrial logging of original-growth forest and intensive mineral mining operations in the late nineteenth and early twentieth centuries upset traditional economic and social patterns by introducing dependency on wage labor that lasted only until the surrounding forest was denuded or the mineral veins played out and the industries moved on. These conditions led to outmigration that resulted in the abandonment of small farms in favor of finding employment in textile mills or other industries in the lowland cities.[10]

Tourism in the Southern Appalachians began in the early nineteenth century when Carolina planters started making annual pilgrimages during the summer to escape the oppressive heat and threat of malaria at their lowland plantations in favor of the cool air and dramatic natural scenery the mountains afforded. After it was completed in 1827, the Buncombe Turnpike from Greenville, South Carolina, to Greenville, Tennessee, became the primary

[8] Anne Mitchell Whisnant, *Super-Scenic Motorway: A Blue Ridge Parkway History* (Chapel Hill: The University of North Carolina Press, 2006), 18; Laura E. Soullière, *Historic Roads in the National Park System, Special Resource Study* (Denver CO: United States Department of the Interior, National Park Service, Denver Service Center, 1995), 14.

[9] League of American Wheelmen, "A Long Tour and Its Lesson," *Good Roads Magazine* V (March 1905), 393.

[10] Ronald D. Eller, *Miners, Millhands, and Mountaineers: Industrialization of the Appalachian South, 1880–1930* (Knoxville: University of Tennessee Press, 1982), 225–242; E. Harley Jolley, *The Blue Ridge Parkway* (Knoxville: University of Tennessee Press, 1969), 50-53; Richard Quin, "Blue Ridge Parkway," HAER No. NC-42 (Washington, DC: US Department of the Interior, National Park Service, HABS/HAER Division, 1997), 11.

route to access resorts, including Flat Rock, the Cashiers Valley, Asheville, and Warm Springs, that were developed with summer estates, inns, and other accommodations for wealthy travelers during the antebellum period. After the Civil War, Asheville became an increasing important hub for regional tourism when the Western North Carolina Railroad was extended there in 1880. Guidebooks published during the late nineteenth century identified a proliferation of inns and private residences where sportsmen could find accommodations and guides for hunting and fishing expeditions in the mountains.[11]

Among the Southern states, North Carolina became a leader in the promotion of good roads as an economic imperative, both for promoting tourism and for providing farmers better access to markets. Established in 1899, the Good Roads Association of Asheville and Buncombe County was one of the first Good Roads organizations in the South. Already a popular tourist destination, Asheville became the epicenter for lobbying efforts to create roads to access the scenic Southern Appalachians. In 1909, delegates to a major state road convention held in the city formed the Southern Appalachian Good Roads Association to promote the development of long-distance, tourist-based highways to connect western North Carolina cities and others in South Carolina and Tennessee. Joseph Hyde Pratt, the head of the North Carolina Geological and Economic Survey and ardent Good Roads supporter, was elected president of the association.[12]

Pratt had proposed a highway through North Carolina's Appalachian region as early as 1906 and, in the 1910s, the project became the primary focus of his road development efforts. Called the Crest of the Blue Ridge Highway, the road was to be a single lane, 350-mile-long skyline route from its northern intersection with the Bristol-Washington Highway at Marion, Virginia, through the mountains of western North Carolina, to a connection with the National Highway near Cornelia, Georgia (Figure 1). Pratt's plan included a chain of roadside hotels, service stations, and other facilities to cater to tourists. Backed by private investors, Pratt formed the Appalachian Highway Company and received a charter from the North Carolina state legislature in 1910. The road was intended to be a toll road, but Pratt hoped that the state and federal governments and the counties along its route would provide appropriations once they realized the benefits the project offered for the region. The route was surveyed between 1910 and 1912, and construction of a section near Humpback Mountain in North Carolina began in the latter year. The expected government appropriations never materialized, however, and construction came to a halt after the United States entered World War I in 1917. Although the project failed, a portion of Pratt's Crest of the Blue Ridge Highway road alignment at Humpback Mountain was eventually incorporated into the Blue Ridge Parkway.[13]

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[11] Ora Blackmun, *Western North Carolina: Its Mountains and Its People to 1880* (Boone, NC: Appalachian Consortium Press, 1977), 202–3, 289–95; Lawrence Fay Brewster, *Summer Migrations and Resorts of Low-Country Planters* (1947; Reprint, New York, NY: AMS Press, 1970), 7–9, 63–70, 86; John J. Van Noppen and Ina Woestemeyer, *Western North Carolina Since the Civil War* (Boone, NC: Appalachian Consortium Press, 1973), 253–54.

[12] Whisnant, *Super-Scenic Motorway*, 19–20.

[13] Timothy Davis, *National Park Roads: A Legacy in the American Landscape* (Charlottesville, VA: University of Virginia Press, 2016), 195–196; Jolley, *The Blue Ridge Parkway*, 11–12; Quin, "Blue Ridge Parkway," 25; Whisnant, *Super-Scenic Motorway*, 20–21.

Accommodating the Automobile in the National Parks

In June 1900, the first automobile entered Yosemite National Park, beginning a long-running debate about how the machines would be accommodated in the National Park System. Some wished to ban the noisy machines because they interrupted the sereneness of the parks and because road construction would scar the scenic wilderness. Stagecoach companies that had traditionally provided transportation in Yellowstone, Yosemite, and other national parks objected to the competition and were supported by park visitors who viewed the stagecoach excursions and road systems they plied as a major part of the park experience. As automobile ownership expanded in the 1900s, however, auto clubs and other proponents began to exert pressure for opening the parks up to cars, and most park officials accepted the need to accommodate them. At the same time, however, the officials recognized that most of the existing park carriage roads were inadequate for automobile use, and safety considerations became the primary reason some parks delayed allowing auto access. In 1907, Hot Springs Reservation was the first federally protected area to officially allow automobiles, and the following year Mount Rainier was the first national park to accept them. In the early 1910s, as the Department of the Interior made increasing visitation to the national parks a priority, the remaining national parks were opened to automobiles, with Yellowstone the last to do so in 1915.[14]

Wielding considerable political power due to its national memberships and auto industry connections, the AAA was influential in lobbying for auto roads to and within the national parks, as well as for garnering congressional support for the creation of the NPS. In 1915, A. G. Batchelder, the chairman of the organization's executive board, led the charge for federal aid in developing a system of marked highways that would connect the national parks. Batchelder believed that such a system "would be impossible of duplication in any other country in the world" and that it would signal the day "when the American will truly begin to get acquainted with his own country."[15] Batchelder's idea was supported by newly appointed Secretary of the Interior Franklin K. Lane and Stephen T. Mather, whom Lane had hired to serve as an assistant secretary in charge of promoting the parks to the public and convincing Congress to improve their management. Mather, a wealthy semi-retired Chicago businessman, ardent outdoorsman, and auto enthusiast, joined with Batchelder in 1916 to form the organization that became known as the National Park-to-Park Highway Association with the goal of creating an interstate loop to connect the 12 westernmost national parks. The route was cobbled together from existing paved and unpaved roads and wagon paths by Anton Westgard, an AAA pathfinder. In August 1920, a group of motorists undertook an arduous 76-day journey over 5,600 miles of the crude road system, which traversed nine states and had few service stations along its route. The publicity the event received and improvements to the National Park-to-Park Highway over time had the desired effect of increasing auto tourism to the parks (Figure 2).[16]

[14] Davis, *National Park Roads*, 56, 62; Soullière, *Historic Roads in the National Parks*, 16–17.

[15] Quoted in Soullière, *Historic Roads in the National Parks,* 18.

[16] Davis, National Park Roads, 74–75; Soullière, *Historic Roads in the National Park System,* 14*;* Whisnant, *Super-Scenic Motorway*, 23–24.

After the NPS was created through the passage of the Organic Act of 1916, road development in the national parks became a priority. Under the legislation, Congress charged the NPS with promoting and regulating the use of the parks in accordance with their fundamental purpose, which "is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."[17] In a May 13, 1918, letter to Mather, who had been appointed to serve as the first director of the NPS, Secretary Lane issued the first policy statement for managing the park system based on three broad principles:

> First that the national parks must be maintained in absolutely unimpaired form for the use of future generations as well as those of our own time; second, that they are set apart for the use, observation, health, and pleasure of the people; and third, that the national interest must dictate all decisions affecting public or private enterprise in the parks.[18]

By making the public interest a preeminent consideration, the policy had far-reaching effects on the way the NPS promoted and developed parks.[19] In support of the second principle, Lane made it clear that the park system would embrace automobile tourism: "Every opportunity should be afforded the public, wherever possible to enjoy the national parks in a manner that best satisfies the individual taste. Automobiles and motorcycles will be permitted in all of the national parks: in fact, the parks will be kept accessible by any means practicable."[20]

During Mather's tenure, the NPS embarked on what is often referred to as the "Golden Age" of park road development. Mather, along with his assistant director, Horace M. Albright, who succeeded him in 1929, felt that the NPS's future depended on expanding the National Park System and meeting the public demand for better access and accommodations. Answering the frequent complaints by motorists about the deplorable condition of park roads became a focus of the park improvement program that the NPS initiated in the 1920s. Mather used the complaints as a basis for seeking congressional road development. After failing to get Congress's approval for a road-funding request in 1919, Mather arranged a tour of several parks for the members of the House Appropriations Committee so they could experience the road conditions that their constituents faced. This led in 1921 to the first major appropriation ($250,000) for road development. In 1924, the NPS, backed by testimony from the AAA and representatives of the communities that would benefit from increased tourism to the parks, was able to garner congressional support for an ambitious three-year road development program. Signed by President Calvin Coolidge in April 1924, the Roads and Trails Act provided an annual appropriation of $2.5

[17] Larry M. Dilsaver, ed. *America's National Park System: The Critical Documents* (2nd ed. Lanham, Maryland: The Rowman & Littlefield Publishing Group, Inc., 2016), 34.

[18] Ibid., 35–36.

[19] Linda Flint McClelland, *Presenting Nature: The Historic Landscape Design of the National Park Service, 1916 to 1942* (Washington, DC: National Park Service, 1993), 80.

[20] Dilsaver, *America's National Park System*, 36.

million for the program. Mather proclaimed the bill's passage as the most important measure toward park development since the NPS was established.[21]

Throughout the 1920s, as Congress made further substantial appropriations for general park development, the NPS expanded its planning and design capabilities by hiring a dedicated staff of landscape architects and engineers. After serving five years as an assistant landscape architect, Thomas Chalmers Vint, a graduate of the University of California, Berkeley, was named to replace Daniel Hull as chief landscape architect in 1927 and assembled a talented staff of landscape architects and engineers to form what became known as the Branch of Plans and Designs. Operating out of a central office in San Francisco, Vint implemented a meticulous master planning process that was employed for all park development in the 1920s and 1930s. The goal of the planning process was to strike the proper balance between the development required to provide visitor access and the protection of the natural landscape and wildlife. The level of planning for the variety of facilities—including roads, trails, park villages, ranger stations, campgrounds, maintenance areas, and utilities—needed at the national parks was similar in scope to municipal planning and required contributions from a number of disciplines. Since those developments were primarily concerned with the treatment of park landscapes, NPS landscape architects took the lead in coordinating the design process with the support of engineers, architects, botanists, foresters, geologists, and other professionals. [22]

Road development in the Western national parks during the 1920s was carried out by the NPS landscape architects and the road engineers of the Department of Agriculture's BPR, which had advised on federal road building projects since the early 1900s. The NPS and BPR established a working relationship for park road development that was formalized by an inter-bureau agreement executed in 1926. Under the agreement, NPS landscape architects were responsible for aesthetic design, and BPR engineers assisted in surveying road routes and handled the technical engineering aspects of road design, contracting, and construction. Although the relationship was at times contentious as the two bureaus worked to resolve their sometimes conflicting views about road design and development, the agreement was ultimately hailed as a model of inter-agency cooperation. The NPS landscape architects and BPR engineers collaborated in the design and development of many of the park system's most spectacular scenic roads, including the Going-to-the-Sun Highway (1933) in Glacier National Park; Yakima Park Highway (1931) in Mount Rainier National Park; General's Highway in Sequoia/Kings Canyon National Park (1926); and the Trail Ridge Road (1933) in Rocky Mountain National Park.[23]

Expansion of the National Park System and the Eastern Park-to-Park Highway

[21] Davis, *National Park Roads*, 79–81; Soullière, *Historic Roads in the National Park System*, 44.

[22] Ethan Carr, *Wilderness by Design: Landscape Architecture and the National Park Service* (Lincoln: University of Nebraska Press, 1998), 191–193; McClelland, *Presenting Nature*, 115.

[23] Davis, *National Park Roads*, 96; McClelland, *Presenting Nature*, 109; Barry Mackintosh, Janet A. McDonnell, and John H. Sprinkle, Jr., *The National Parks: Shaping the System*, 4th ed., (Hancock, MI: George Wright Society, 2018), 26; Soullière, *Historic Roads in the National Park System*, 61.

In the mid-1920s, following the demise of Joseph Pratt's plans for the Crest of the Blue Ridge Highway, a new effort to develop a tourism-based scenic highway in the southern Appalachian Mountains was launched in concert with the authorization of the first national parks in that region. When NPS was created in 1916, the National Park System consisted of 14 national parks, 21 national monuments, and two reservations, all of which, with the exception of Sieur de Monts National Monument on Mount Desert Island, Maine, were west of the Mississippi River.[24] Mather and Albright operated under the conviction that the survival of the NPS depended on attracting more visitors and that the system would need to expand to the East to better serve the more than two-thirds of the nation's population that resided there.[25] In his annual report for the year 1922, Mather expressed his desire for establishing a national park in the Appalachian Mountains:

> I should like to see additional national parks established east of the Mississippi, but just how this can be accomplished is not clear. There should be a typical section of the Appalachian Range established as a national park with its native flora and fauna conserved and make accessible for public use and its development undertaken with federal funds.[26]

The movement to create a national park in the southern Appalachian region began in the late nineteenth century and gained impetus after the Board of Trade of Asheville, North Carolina, formed the Appalachian National Park Association in 1899. The association launched an intensive campaign that was backed by prominent politicians in North Carolina and Tennessee but failed to gain traction in Congress. During the first few two decades of the twentieth century auto clubs, outdoor recreation enthusiasts, and business and political leaders in Asheville and Knoxville, Tennessee, kept the idea alive.[27] A similar group headed by Virginia Senator Harry F. Byrd formed in the early 1920s to promote a national park in Virginia's Blue Ridge Mountains. In 1924, at Mather's urging, Secretary of the Interior Hubert Work established the Southern Appalachian National Park Commission to study the entire southern mountain region and make recommendations for national parks. In December 1924, the commission recommended the creation of Shenandoah National Park in Virginia and Great Smoky Mountains on the Tennessee–North Carolina border. The following year, Congress authorized boundary studies for the two parks and a third at Mammoth Cave in Kentucky. On May 22, 1926, President Calvin Coolidge signed the so-called "Three Park Bill," that provided for the establishment of the parks.[28]

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[24] Mackintosh, et al., *Shaping the System*, 12, Sieur de Monts National Monument was created by a presidential proclamation issued by Wilson one month before the establishment of the NPS. It was redesignated Lafayette National Park by an act of Congress in 1919 and renamed Acadia National Park in 1929.

[25] Mackintosh, et al., *Shaping the System*, 13–14.

[26] Stephen Mather, *Annual Report of the Director of the National Park Service* (Washington, DC: Government Printing Office, 1923), 16.

[27] Carlos C. Campbell, *Birth of a National Park in the Great Smoky Mountains*, 2d rev. (Knoxville, TN: University of Tennessee Press, 1969), 15; Michael Frome, *Strangers in High Places: The Story of the Great Smoky Mountains*, rev.(Knoxville, TN: University of Tennessee Press, 1980), 174–75.

[28] Frome, *Strangers in High Places*, 180–89; Campbell, *Birth of a National Park*, 22–36.

The authorization of new eastern parks was quickly followed by a movement to construct roads to access them. Using the successful National Park-to-Park Highway as a model, US Representative Maurice K. Thatcher of Kentucky took the lead in organizing a coalition consisting of groups that had worked to get the parks established, state highway officials, automobile clubs, recreational enthusiasts, and local tourism boosters to form the Eastern National Park-to-Park Highway Association in 1928. The NPS and BPR provided advisory assistance to the association. As originally conceived, the highway would be a multipurpose trunk route that would incorporate existing roads and be open to both recreational and commercial travel.[29]

Over the next two years, further expansion of the National Park System in the East added impetus to the park-to-park highway project. After being named to succeed Mather as director of the NPS in 1929, Albright took steps to expand the bureau's mission to encompass nationally significant historic sites. Albright had previously advocated for a more rational approach to managing historic parks and monuments administered by other agencies within the federal government, believing that the NPS was better equipped to manage and interpret those sites for the enjoyment of the public. Since many of the historic sites were in the East, their addition would help round out the National Park System. Among his chief ambitions was the transfer to the NPS of the existing Civil War national military parks that were administered by the War Department, but events surrounding the upcoming jubilee anniversaries of the Battle of Yorktown (1931) and George Washington's birth (1932) provided a more expedient opportunity. In keeping with the sustained national interest in Colonial Revival themes, the national celebrations of the founding father and all things to do with the Revolutionary War opened the way to congressional authorization in 1930 of George Washington Birthplace National Monument in Wakefield, Virginia; Colonial National Monument (later Colonial National Historical Park) in Yorktown and Jamestown, Virginia; and Morristown National Historical Park in New Jersey.[30]

The inclusion of the new historical national parks, along with the Civil War battlefield parks that were administered by the War Department and the numerous other points of historical interest gave rise to a much more ambitious scope for the Eastern National Park-to-Park Highway and the proposal garnered the official support of Secretary of the Interior Ray Lyman Wilbur and Albright. Planning was slowed, however, by challenges from competing interests that sought to influence the route to their benefit and the exclusion of others. Disagreements between Tennessee and North Carolina officials were particularly strident and presaged the fight the two states would later wage to influence the selection of the route of the Blue Ridge Parkway.[31]

Although the controversies persisted, Thatcher was able to gain agreement on the general route of the Eastern Park-To-Park Highway during a conference held in Washington, DC, in April 1931 among highway proponents, members of the affected state congressional delegations, and officials from the NPS and BPR. The plan consisted

[29] Jolley, *Blue Ridge Parkway*, 15; Whisnant, *Super-Scenic Motorway*, 29–30.

[30] Mackintosh, et al., *Shaping the System*, 15; Harlan D. Unrau and G. Frank Williss, *Administrative History: Expansion of the National Park Service in the 1930s* (Denver: National Park Service, Denver Service Center, 1983), 1–2, 30, 33.

[31] Jolley, *Blue Ridge Parkway*, 15; Whisnant, *Super-Scenic Motorway*, 29–30.

of developing a system of loop roads that extended out from Washington, DC (Figure 3). The easternmost loop encompassed points of scenic and historical interest in Virginia, including the historical national parks, Shenandoah National Park, the cities of Richmond and Petersburg, the Shenandoah Valley, and the Civil War battlefields. A much larger western loop that would take travelers to Great Smoky Mountains National Park, then northwestward through Tennessee to Mammoth Cave National Park and up to Lexington, Kentucky, before returning east through Kentucky and West Virginia along the general route of today's Interstate 64.[32]

Due in large part to the worsening effects of the Great Depression, which strained highway budgets, and the lack of consensus that Thatcher was able to build for the route, the Eastern National Park-to-Park Highway never got past the concept phase. The promotion of the plan, however, did serve to awaken interest among tourism boosters, civic groups, and state officials to the possibilities that a such a scenic highway held for the economic development of the region and the idea continued to percolate until the events of the Great Depression made the project viable.[33]

American Motor Parkway Movement

In 1925, while the NPS was engaged in the initial development of the roads in the Western national parks, the nation's first modern motor parkway, the Bronx River Parkway, was completed in Westchester County, New York. A descendent of nineteenth-century carriage parkways, the Bronx River Parkway was a distinctly new type of roadway that was dedicated to recreational automobile travel and incorporated state of the art in road construction techniques. Its immediate success among motorists led to a brief but intensive period of suburban parkway development in New York and other metropolitan areas, including Washington, DC, where the first federally funded parkways were developed and became part of the National Capital Parkways system. In the 1930s, NPS landscape architects and BPR engineers utilized their experience in national park road building to further advance the parkway form by transferring it picturesque natural and cultural settings and including extensive recreational and interpretive facilities along their routes. Along with the Blue Ridge Parkway, the Colonial and Natchez Trace national parkways, as well as Skyline Drive, which featured similar parkway design characteristics, were authorized and partially developed during this period. However, visions of a far more extensive national parkway system never came to fruition due to the high cost of their construction, environmental concerns, and the nation's post-World War II focus on developing more utilitarian freeways and interstate highways. The following summary of these major events in the American Parkway Movement is provided as context for the decision to develop the Blue Ridge Parkway.

[32] Jolley, *Blue Ridge Parkway*, 16–18; Davis, *National Park Roads*, 196. The southeastern leg of the western loop, extending from Natural Bridge in Virginia to Great Smoky Mountains National Park, was similar to the route that would ultimately be selected for the Blue Ridge Parkway.

[33] Jolley, *Blue Ridge Parkway*, 18–19; Whisnant, *Super-Scenic Motorway*, 30.

Carriage Road Parkways of the Nineteenth Century

The motor parkways of the twentieth century adapted carriage parkway design principles that were pioneered more than a half century before by preeminent landscape architects Frederick Law Olmsted and Calvert Vaux. In their seminal landscape design for New York's Central Park in 1858, the partners included an elaborate circulation system of separate networks for pedestrians, equestrians, carriages, and commercial traffic. The carriage roads reflected Olmsted's naturalistic landscape design aesthetic through their layout and execution. Meant to be unobtrusive and provide a range of visual and sensory experiences, the roads were routed to display the available scenery to its best advantage with minimal manipulation of the existing topography and the use of curvilinear alignments with easy grades, long curves, and widely spaced intersections.[34]

Olmsted and Vaux first applied the term "parkway" in 1868 to define the landscaped boulevards they proposed to incorporate into their design for Brooklyn's Prospect Park as approach roads from neighboring residential areas. The parkways incorporated the partners' park and carriage road design philosophies to create what were essentially elongated parks with the roadbed serving as their organizing feature. Named Eastern and Ocean, the two parkways featured 260-foot-wide rights-of-way with a central surfaced carriage road bordered by park strips planted with trees and including sidewalks and seating for pedestrians. They included a center lane that was reserved as an expressway for private carriages and flanking service roads for local traffic and commercial vehicles. Later carriage parkways banned commercial vehicles altogether.

Before their partnership ended in the early 1870s, Olmsted and Vaux also pioneered the use of parkways to connect multiple parks leading to the creation of extensive urban park and parkway systems in Buffalo (1868) and Chicago (1871). Answering the growing public demand for recreational driving and providing a proven record for increasing the value of adjacent properties, these systems were immensely popular among the public and were emulated in later works designed by Olmsted and other notable landscape architects of the late nineteenth century, including Horace W. S. Cleveland, Jacob Weidenman, Howard Daniels, and Charles Eliot. By the beginning of the twentieth century, most major American cities had or were planning such systems.[35]

Bronx River Parkway

The events that led to the development of the Bronx River Parkway were associated with efforts by the State of New York, City of New York, and Westchester County to clean up the polluted Bronx River and its adjacent banks. By the late nineteenth century, the river, which flowed from North Castle in Westchester County to Bronx

[34] Davis, *National Park Roads*, 17–19.

[35] Carr, *Wilderness by Design*, 24–25; Davis, *National Park Roads*, 17–21. The Eastern Parkway (NRIS No. 83001689) and the Ocean Parkway (NRIS No. 83001697) were constructed between 1870 and 1878 and are listed in the National Register at the national level of significance for their association with Olmsted and as the first planned parkways in the United States.

Borough, had become "cluttered with every conceivable kind of refuse from the city."[36] A year after the state legislature passed a bill to study the problem in 1906, a three-member commission appointed by Governor Frank Higgins recommended the acquisition of a strip of land along the length of the river and the creation of a reservation that would include public parkway to access the existing Bronx Zoological Park (Bronx Zoo) and Botanical Gardens. In 1907, the legislature approved the plan and authorized the City of New York and Westchester County to issue bonds to pay for the project. The Bronx River Parkway Commission was established to oversee the development of the reservation and, in 1912, was authorized by the City of New York to hire a team of landscape architects and road engineers to design the parkway. Jay Downer, a graduate of Princeton's engineering school who had previously worked for the US Army Corps of Engineers and several railroads, was brought on to serve as chief engineer overseeing the engineering department and Herman Merkel, a German-born and educated landscape architect, served as chief landscape architect. Landscape architect and engineer Gilmore D. Clarke, a New York City native and graduate of Cornell University, carried out much of the landscape design work.[37]

During the nearly decade-long period it took to complete the land acquisition process for the Bronx River Parkway, automobile ownership and suburban development in Westchester County increased dramatically and the parkway accordingly assumed a more prominent place in the overall planning for the reservation. Planning and design for the parkway began in earnest in 1913 and required close cooperation between Downer's engineers and Merkel's landscape architects. This arrangement created a model that the NPS and BPR would later employ in developing national park roads and parkways. Preliminary plans were completed by 1916, and some construction occurred before being suspended during World War I (Figure 4). Most of the parkway was completed between 1919 and 1923. The construction of the Valhalla Bridge south of the parkway's northern terminus at the Kensico Dam Plaza marked the completion of the parkway to its entire 15.5-mile length in 1925.[38]

There were many features that distinguished the Bronx River Parkway as a new and modern road type designed specifically for recreational motoring. The grace curvilinear layout of the road was carefully fitted into the reclaimed natural landscape along the river, floating over the undulating contours of the land rather than using extensive cut and fill practices. The roadway consisted of 22-foot wide northbound and southbound lanes that ran adjacent for most of the route, but sometimes diverged when the width of the right-of-way allowed. Like earlier carriage parkways, traffic was restricted to private passenger automobiles and commercial vehicles were banned. Access was limited to a few points where approach roads were constructed to connect to local roads. Bridges were used to create grade separations at major intersections to minimize traffic stoppages (later parkways would eliminate all at-grade crossings to allow for the free, unimpeded flow of traffic). The approach roads, grade crossings, and crossings at natural features required a substantial number of bridges that were constructed of

[36] Jay Downer, "Principles of Westchester's Parkway System," *Civil Engineering* 4 (February 1934), 87.

[37] Kathleen LaFrank, "Bronx River Parkway Reservation" National Register of Historic Places Nomination Form, NRIS No. 90002143 (Washington, DC: National Park Service, US Department of the Interior, 1991), Section 8, 2–6.

[38] Ibid., Section 8, 8–11; Davis, *National Park Roads,* 189.

concrete but faced with native granite to blend with the landscape. Many of the bridges were designed by Clarke and engineered by Arthur Hayden, one of Downer's subordinates. Others were designed by outside architecture firms, notably Carrère & Hastings and Delano & Aldrich. The land strips flanking the road were landscaped in the naturalistic style with native trees and plants to screen incompatible development of the fringes of the right-of-way. Commercial signage and development were prohibited, and parkway signage was kept to minimal directional aids.[39]

Westchester County and Long Island Parkway Systems

As an outgrowth of the Bronx River Parkway project, the Westchester County Park Commission (WCPC) was formed in 1922 to oversee further park and parkway development in the county. At the time, developing arterial roads for commuters to New York City and points north to New England was a priority for the county's increasing suburban population. To protect the residential character of the area, the WCPC planned a regional system of by-pass highways in cooperation with the New York State Highway Department.[40] Parkways figured prominently in the plans, and Downer and Clarke, along with other members of the design team, were hired by the WCPC to design and develop them. The system included the Saw Mill River Parkway (completed 1929), Hutchinson River Parkway (completed 1928), and the Cross County Parkway (completed 1931).

A 30-mile extension of the Bronx River Parkway from its northern terminus at Kensico Dam through the Hudson River Valley to Peekskill was completed in 1931. The project was funded by the State of New York but was designed and developed by the WCPC landscape architects and engineers. All the parkways built or begun in the 1920s possessed the characteristic design features of the Bronx River Parkway; however, because they would receive substantial volumes of commuter traffic, they were engineered for higher speeds by incorporating longer curve radii with gradual spiral transitions, applying superelevation on curves where needed, and minimizing steep grades.[41]

In 1925, the Taconic State Park Commission (TSPC) was established to develop a system of state parks in the upper Hudson River Valley region and proposed the construction of the Eastern State Parkway to serve as the system's organizing design feature. Constructed between 1931 and 1963, the 75-mile-long Eastern State Parkway connected with the northern terminus of the Bronx River Parkway Extension and together the two parkways became known as the Taconic State Parkway. Before he was elected president of the United States, Franklin D. Roosevelt served as the TSPC's first chairman, a position that gave him familiarity with the parkway form and its possibilities for recreational development. The Taconic Parkway connected four state park areas that were

[39] LaFrank, "Bronx River Parkway Reservation," Section 8, 9–11.

[40] Jay Downer, "Principles of Westchester's Parkway System," *Civil Engineering* 4 (February 1934): 87.

[41] Davis, National Park Roads, 189; Quin, "Blue Ridge Parkway," 13; Kathleen LaFrank, "Taconic State Parkway" National Register of Historic Places Nomination Form, NRIS No. 05001398 (Washington, DC: National Park Service, US Department of the Interior, 2005), Section 8, 1–2.

developed as part of the plan and featured a number of scenic overlook pull-offs and recreation, service, and maintenance areas along its route, echoing the types of associated developed areas that the Blue Ridge Parkway would incorporate. By connecting the Westchester Park and Parkway System with the Bear Mountain Bridge, the Palisades Interstate Parkway, and the Merritt Parkway, the Taconic Parkway became part of a major regional system of recreational parks and parkways.[42]

Well before the Taconic Parkway was completed, Robert Moses, the most influential and controversial urban planner in New York history, oversaw the development of an extensive regional park and parkway system to provide access to Jones Beach State Park and other waterfront parks on the Atlantic Ocean and Long Island Sound. Located on a barrier island five miles from the mainland, Jones Beach was the focal point of the system. It was acquired by the State of New York in the mid-1920s and developed into an immense recreational complex using a Beaux-Arts design approach and set within a naturalistic seaside landscape specifically devoted to providing active recreation for the growing urban population of the New York Metropolitan Area. Moses's parkway system included the north–south running Meadowbrook and Wantagh parkways between Long Island Sound and the ocean, each featuring miles-long causeways that were needed to reach the barrier islands, and three east–west parkways—the Bay, Ocean, and Loop—that connected the state reservations on the islands. Largely completed by 1934, the parkways were designed for high speeds and to move traffic efficiently during the crowded summer season. The Jones Beach State Park, Causeway and Parkway System Historic District is listed in the National Register at the national level of significance.[43]

From the mid-1930s through the 1950s, major parkways planned in other metropolitan areas were increasingly devoted to efficient point-to-point travel. Although they included landscaped edges and sometimes provided access to park areas along the way, recreational motoring was not essential to their purpose. In this way, the parkways developed during that period represent a transition to modern freeways, expressways, and thruways that became the dominant forms of high-speed inter-urban road travel during the second half of the century. These modern road types were considered more versatile because they allowed commercial traffic, were cheaper to build than the earlier parkways due to the lessened focus on landscape improvement, and the similar benefit of enhancing abutting property values along their routes.[44] Notable transition parkways include the Merritt Parkway in Fairfield County, Connecticut (1934–1942) and the Arroyo Seco Parkway (Pasadena Freeway) in Pasadena, California (1938–1953).[45] The 172-mile-long Garden State Parkway, which was built between 1946 and 1957 to

[42] LaFrank, "Taconic State Parkway," Section 7, 1 and Section 8, 1–3.

[43] Kathleen LaFrank, "Jones Beach State Park, Causeway and Parkway System" National Register of Historic Places Nomination Form, NRIS No. 05000358 (Washington, DC: National Park Service, US Department of the Interior, 2005); Quin, "Blue Ridge Parkway," 13–14.

[44] Davis, *National Park Roads*, 219; Downer, "Principles of Westchester's Parkway System," 85.

[45] The Merritt Parkway (NRIS 91000410) is listed in the National Register at the national level of significance. Among its most noteworthy features are its many bridges, each designed with a different motif and reflecting the prevailing modernistic architectural styles, including Art Deco, Modern, and Modern Classical. The Arroyo Seco Parkway Historic District (NRIS No. 10001198) is listed in the National Register at the state level. Although it was conceived as a parkway, it evolved during its design into a multipurpose freeway and became the initial link in California's extensive inter-urban high-speed freeway network.

connect the urban areas of northern New Jersey with beach resorts in the southern part of the state, is a notable mid-century version of a highly engineered, high-speed parkway and was one of the last major parkway projects developed in the United States.[46]

National Capital Parkways

Federal investment in parkway development began with the planning for what would become the National Capital Parkway System in and around Washington, DC. Influenced by the nineteenth-century carriage parkway systems in New York and Boston, parkways to link the city with Great Falls, Mount Vernon, the bridges of the Potomac River, and a number of existing parks were included in the McMillan Commission's influential 1902 plan for the redesign of the capital city.[47] The city's first parkway, the Rock Creek and Potomac, was authorized by Congress in 1913 to connect the Capital Mall with the National Zoological and Rock Creek parks. Designed under the guidance of landscape architect Frederick Law Olmsted, Jr., it was initially conceived as a carriage parkway but, as the design evolved, the focus shifted to creating a motor parkway to accommodate increasing automobile usage in the city. Similar to the Bronx River Parkway, the project included the reclamation of a polluted waterway (Rock Creek). A prolonged process to acquire the land for the 3.1-mile parkway delayed construction until the late 1920s and it was not completed until 1936. The WCPC parkways directly influenced the design, which included a divided four-lane roadway with limited access from intersecting roads, the preservation of adjoining woodlands to screen the parkway from neighboring development, and the inclusion of picturesque stone-faced bridges that would blend in with the landscape.[48]

In the mid-1920s, the approaching national celebration of the bicentennial of George Washington's birth in 1932 provided the impetus to develop the Mount Vernon Memorial Highway (MVMH), which was the first in the nation to emphasize historic site tourism as a core mission for its development. Although it was outside the boundary of Washington, DC, the McMillan Commission recommended its development as an important supplement of the city's park system because it "would present such a series of beautiful views of the broad portion of the Potomac Valley as would give it a priceless recreative value for the future population of the District in addition to its sentimental value as linking the nation's capital with the home of its founder."[49]

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[46] New Jersey Turnpike Authority, *Images of America: Garden State Parkway* (Charleston, SC: Arcadia Publishing, 2013), 7.

[47] The McMillan Commission was headed by Michigan Senator James McMillan and included among its members nationally prominent architects Charles F. McKim and Daniel H. Burnham, sculptor Augustus Saint-Gaudens, and landscape architects Frederick Law Olmsted, Jr., and Charles Eliot II. The 1902 McMillan Plan, although not always strictly followed, served as a guide for sweeping improvements in the city's design and led to the creation of the US Commission on Fine Arts (1910) and the National Capital Planning Commission (1926).

[48] Sarah Amy Leach, "Parkways of the National Capital Region, 1913–1965" National Register of Historic Places Multiple Property Documentation Form, NRIS No. 64500086 (Washington, DC: National Park Service, US Department of the Interior, 1991), E-8–10; Eve L. Barsoum, "Rock Creek and Potomac Parkway Historic District" National Register of Historic Places Nomination Form, NRIS No. 05000367 (Washington, DC: National Park Service, US Department of the Interior, 2005) Section 8, 12–13.

[49] Charles Moore, ed., *The Improvement of the Park System of the District of Columbia* (Washington, DC: Government Printing Office, 1902), 121.

The MVMH was authorized by Congress in 1928, and the BPR was charged with its development. Although it was initially conceived to be a standard highway, the decision was made shortly after its authorization to develop it as a motor parkway that would incorporate WCPC design principles. BPR Chief Engineer Thomas H. MacDonald hired Gilmore Clarke and Jay Downer to serve as consultants for the project, and their WCPC protégé Wilbur Simonson was assigned to serve as the lead landscape architect. Completed in time for the 1932 celebration, the parkway ran 15 miles along the west bank of the Potomac River in Virginia, from the Arlington Memorial Bridge to Washington's Mount Vernon estate. Its route through the city of Alexandria was placed within a 200-foot right-of-way where commercial signage and development were prohibited. The route passed several of the city's important historic sites, including Christ Church, where Washington worshipped, the Presbyterian Meeting House, and the Tomb of the Unknown Soldier of the Revolutionary War (Figure 5).

The MVMH right-of-way broadened south of Alexandria where the four-lane road hugged the riverbank and traveled through scenic woodlands, marshes, and grassed open spaces. A series of scenic parking overlooks afforded views of sites across the river in and around Washington, DC, and several picnic and rest areas were developed along the route. To reinforce its historical connections, the Colonial Revival style was used in the design of a concession stand, bus shelters, and sign boards, which featured broken pediments and Washington's face painted in silhouette.[50] The goal of the landscape design, according to Clarke, was to create a composition of "[r]estraint, dignity, charm, and restfulness to match the calm beauty of the countryside along the Potomac" to "prepare the mind of the traveler for the climax of the trip…to the most sacred shrine in the possession of the Nation at Mount Vernon."[51] From the BPR's perspective, the MVMH represented the state-of-the art in modern motor road construction, being as Wilbur Simonson noted, "the first comprehensive demonstration of the National Government of the fundamental principles involved in the design of the modern arterial highway."[52]

In 1930, Congress authorized the creation of George Washington Memorial Parkway (GWMP) to extend the MVMH northward on both sides of the Potomac River to Great Falls, a popular scenic tourist attraction since the late eighteenth century. The GWMP was considerably more parklike than the other National Capital Parkways and was constructed through several parks overlooking the scenic river. On the western side, it was primarily a divided route, with two lanes traveling in north and south directions. The opposite side was a single roadway with four lanes of traffic, and it would later be renamed in honor of Clara Barton. However, due to delays in securing the right-of-way and engineering and political challenges, little development occurred until after World War II, and the GWMP was not completed until the mid-1960s.[53]

[50] Davis, *National Park Roads*, 190–191; Timothy Davis, "George Washington Memorial Parkway," HAER No. VA-69 (Washington, DC: US Department of the Interior, National Park Service, HABS/HAER Division, 1996), 92; Leach, "Parkways of the National Capital Region," E-14–15.

[51] Gilmore Clarke, "Mount Vernon Memorial Highway," *Landscape Architecture* 22 (April 1932): 189.

[52] Davis, "George Washington Memorial Parkway," 93–94.

[53] Ibid., 142; Davis, *National Park Roads*, 206.

The development of two other national parkways, the Suitland and the Baltimore-Washington parkways, was initiated during the war. The Suitland Parkway began as a military highway to connect downtown Washington, DC, with the Camp Springs Army Air Base (later Andrews Airforce Base). The parkway form was seen as a good choice for military roads because their curvilinear alignments avoided straight lines that could serve as directional aids for air attacks on the facilities they connected, and their limited access points allowed for easy closure in the event of emergency. At the end of the war, the road was handed over to the NPS to finish as a parkway, but it was never completed. The Baltimore-Washington Parkway was authorized in 1942 to connect its two named cities. Extending 29 miles, the northern 10 miles were constructed by the Maryland State Highway Department, and the 19 miles within the District of Columbia were built by the BPR. It was opened to traffic in 1954 and its design reflects both the austerity and the transition to the freeway form in the post-war period. A planned program of landscape development was never completed, and the parkway now serves as a heavily traveled commuter route.[54]

Colonial Parkway

The Colonial Parkway was the first national parkway project undertaken jointly by the NPS and BPR and was the immediate precursor to the Blue Ridge Parkway. Similar to the historical-themed MVMH, the Colonial Parkway's essential purpose was to provide an auto road to link the non-contiguous Yorktown Battlefield and Jamestown units of Colonial National Monument (later Colonial National Historical Park) and John D. Rockefeller's Colonial Williamsburg. Colonial National Monument, the second historical park unit added to the National Park System in the East after George Washington Birthplace National Monument, was authorized in 1930 and its initial development was quickly advanced to make ready for the national celebration of the sesquicentennial anniversary of the Battle of Yorktown in 1931. NPS engineer Oliver Taylor and landscape architect Charles Peterson, both with experience in park road development in the West, were sent to make preliminary surveys of the road route and established a field office at Yorktown that would later become the Eastern Office of the Branch of Plans and Designs. Taylor and Peterson were undoubtedly familiar with the WCPC parkways and the work of Clarke and Downer on the MVMH. In the 1920s, NPS landscape architect Thomas Vint consulted regularly with Clarke and Downer on NPS road projects and sometimes they traded staff for brief periods to expand their experience. As the Colonial Parkway progressed, other members were added to the design team, including the park's resident landscape architect Edward Zimmer, NPS architect William Hausmann, and BPR engineers Harold J. Spelman and William H. Smith.[55]

Peterson, who became the lead designer for the Colonial Parkway, favored the development of a parkway that would fit into the Tidewater landscape and provide visitors a sense of the larger environment in which the

[54] Davis, *National Park Roads*, 207–208; Leach, "Parkways of the National Capital Region," E-16–17, 19–20.

[55] LANDSCAPES, *Colonial Parkway Context: History of the American Parkway Movement, National Park Service Design, and Historic Preservation Contexts* (Philadelphia, PA: National Park Service, 1998), 47; Linda Flint McClelland, *Building the National Parks, Historic Landscape Design and Construction* (Baltimore: Johns Hopkins University Press, 1998), 180–81.

significant historic events represented by the park occurred. Under his direction, a prototype section of the parkway was opened in time for the sesquicentennial celebration, but subsequent development was interrupted when park Superintendent William M. Robinson, Jr., objected to the design's modern appearance. Robinson wanted the route to follow old road traces where historic buildings and structures were located and could be preserved or reconstructed as additions to the park's interpretive program. After forceful arguments were made by both sides, Director Albright sent NPS Chief Engineer Frank Kitteridge to settle the matter. Kitteridge sided with Peterson and, thereafter, design work focused on the modern parkway form.[56]

The legislation authorizing Colonial National Monument specified that the parkway's right-of-way be limited to 500 feet for most of its length and narrowed to 200 feet through Williamsburg. The parkway road was designed in an unusual three-lane configuration, which provided for passing slower vehicles in either direction, but was avoided on later parkways due to safety reasons. The low-lying topography of the Virginia Tidewater region allowed for design of a free-flowing curvilinear route with a maximum grade of five percent and a minimum curve radius of just over 1,000 feet (Figure 6). The low-lying tidal marshes required substantial drainage features and were crossed by a combination of hydraulic fill and reinforced concrete bridges at the creek mouths. To better fit bridges, culverts, and retaining walls into the historic setting, the designers selected brick as the veneer material, instead of native stone, which was commonly used in NPS park road development in the West. The concrete roadbed was made to resemble the marl and shell paving of historic roads of the region through the innovative use of larger than normal stone aggregate that was washed with acid and brushed to expose the pebbles. Extensive landscaping along the right-of-way included removing deadwood and underbrush, planting native tree species, and establishing scenic vistas through strategic trimming.[57]

Much of Colonial Parkway's 23-mile route was acquired and some sections of the roadway were completed in the 1930s before construction was interrupted by World War II. After the war, funding and material shortages, as well as a protracted discussion about how the parkway would connect with Colonial Williamsburg, further delayed work. The project became a major NPS priority in the mid-1950s in advance of the 350th anniversary of the founding of Jamestown. The Williamsburg connection was finally resolved by tunneling under an area outside the colonial village and much of the parkway's construction, including its many bridges and parking overlooks and the two picnic areas were completed with Mission 66 funding. The parkway was opened to traffic its entire length by the time of the Jamestown celebration in 1957, but landscape design work continued into the 1960s.[58]

[56] Davis, *National Park Roads*, 192–194.

[57] Ibid., 194–195; LANDSCAPES, *Colonial Parkway Context*, 47–48.

[58] Davis, *National Park Roads*, 195.

Skyline Drive

Although it is not a parkway in the strictest definition of the term, Skyline Drive had a major influence on the development of the Blue Ridge Parkway.[59] The 105-mile-long drive along the crest of the Blue Ridge Mountains was designed to serve as the organizing feature of Shenandoah National Park. It was the first park road project undertaken by the NPS and BPR in the East and much of its design and construction was completed before the State of Virginia had acquired sufficient lands to meet Congress's target for the official establishment of the park, which finally occurred in 1935. Funding for the drive was initially provided under the Emergency Public Works Act, a measure passed in 1931 and signed into law by President Herbert Hoover to provide work relief during the early years of the Great Depression. The project would later benefit from New Deal funding and labor programs, particularly the CCC, which supplied manual labor for the landscape work and constructed many of the buildings and structures that lend the drive a rustic design aesthetic that was characteristic of NPS park development during the period. Sections of the road were opened to traffic as they were completed and instantly became popular auto touring destinations, particularly among residents of the greater Washington, DC, area. After final work was completed in 1940, Skyline Drive became one of the most heavily traveled recreational roads in the country.[60]

As its name suggests, Skyline Drive is a mountaintop motorway that was designed to provide panoramic views of the Shenandoah Valley to the west and the Virginia Piedmont to the east (Figure 7). It was developed within a 250-foot right-of-way that was acquired before the park was established. Landscape design was done under Charles Peterson's guidance from the NPS's Eastern Office of the Branch of Plans and Designs, and the road was laid out and constructed by engineers William Austin and H. J. Spelman of the BPR. The team applied the road engineering principles that had been devised for roads in Western national parks; however, as the project evolved in the 1930s, experimentation led to improved techniques, including the flattening and rounding earth slopes and the use of double spiral curves instead of the circular ones. The spiral curves resulted in less abrupt transitions, allowed the road to conform better with the existing topography, and provided ever-changing views from the roadway. When combined with superelevation, transitional spiral curves provided a more even and pleasurable driving experience and would later be used to great effect on the Blue Ridge Parkway. Associated features that contributed to the popularity of Skyline Drive as a recreational resource included an extensive system of trails and parking overlooks and developed areas that extended beyond the right-of-way and included a variety of recreational, service, and overnight accommodation facilities, all of which would serve as models for the design of the Blue Ridge Parkway.[61]

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[59] In his comprehensive history of American landscape architecture, Norman T. Newton, who served as an NPS landscape architect in the 1930s, thought Skyline Drive met the parkway definition because it was the centerpiece of a narrow swath of park lands that surrounded it and there was complete control of side access to the road resulting from the elimination of existing roads over the mountains. See Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, MA: Harvard University Press, 1971), 612.

[60] Linda Flint McClelland and Reed L. Engle, "Skyline Drive Historic District" National Historic Landmark Nomination (Washington, DC: National Park Service, US Department of the Interior, 2008), 58–60, 68, 71.

[61] McClelland and Engle, "Skyline Drive," 6, 66–68.

Visions of a National Parkway System

The authorization the Blue Ridge Parkway in November 1933 led planners within and outside the NPS and BPR to envision an extensive system of national parkways that would extend throughout the eastern United States. In November 1933, Congress authorized a study of a parkway through Vermont's Green Mountains to Canada along the route of that state's Long Trail hiking trail, which was then being developed.[62] Writing in 1934, Harlean James, the editor of *American Civic Annual*, bemoaned the condition of the nation's overly commercialized highways and proposed an Appalachian Parkway from Maine to Florida, roughly following the route of the Appalachian Trail for much of its route.[63] In a March 1934 radio address announcing that 1934 would be "A National Park Year," Ickes mentioned that work in surveying the Blue Ridge Parkway had commenced and that "there is every reasonable prospect that within a comparatively few years this same highway will be extended north to sweep across intervening States, through the Adirondacks and White Mountains, to the Vermont-Canadian line."[64] Also in 1934, Congress authorized a study for the Natchez Trace Parkway along the historic trail by that name between Natchez, Mississippi, and Nashville, Tennessee. Other parkway proposals emerged in the 1930s, including one by a coalition of state planners and private organizations for a route that would extend through 10 states in the Mississippi Valley.[65] The enthusiasm for the development of an extensive national parkway system development continued well into the 1960s, but only a few new national parkways were approved and developed, and only the Natchez Trace Parkway came close to matching the Blue Ridge Parkway in terms of its scale and complexity (see "Comparative Analysis" below).

Authorization of the Blue Ridge Parkway

In 1932, Franklin Roosevelt, an ardent conservationist and supporter of the national parks, was elected President of the United States with a mandate to combat the Depression with his proposed New Deal program. In the spring of 1933, while Roosevelt was making substantial changes to the organization of the Executive Branch to implement his policies more effectively, NPS Director Albright assisted the President in drafting a proclamation to transfer historic sites administered by other agencies, including the War Department's battlefields, parks, monuments, and national cemeteries, as well as the Capital parks and buildings in Washington, DC, to the NPS. Issued on June 10, 1933, as Executive Order No. 6166, Roosevelt's order immediately broadened the distribution

[62] Davis, *National Park Roads*, 212. According to Davis, the Green Mountain Parkway was the most controversial parkway project of the pre-World War II era. Conservationists Robert Marshall, Benton MacKaye, and Aldo Leopold protested against the route for the detrimental impacts it would have on the Green Mountain wilderness. The proposal was ultimately defeated in 1935 when fiscal conservatives and anti-New Deal forces in the Vermont state legislature refused to approve the acquisition of the right-of-way.

[63] Harlean James, "A National Parkway System, *American Civic Annual* V (1934): 24.

[64] Harold L. Ickes, "1934, A National Park Year," *Park Service Bulletin* IV. 2 (February–March 1934): 34.

[65] Davis, *National Park Roads*, 219. The Mississippi Valley Parkway idea reemerged during the early 1950s. Stanley Abbott was assigned to lead an NPS study of its route in 1951, but the project never got beyond the concept phase due to its excessive estimated cost.

of national parks and clearly established the NPS as the chief federal agency responsible for natural and cultural preservation policy and implementation. The expansion required a substantial increase in NPS personnel in the park planning disciplines needed to develop and manage the parks and in new areas of expertise such as history and museum management needed to interpret the parks to the general public. The order also established the basis for the addition of many other parks to the National Park System during the 1930s, including historic sites that represented a broader variety of nationally significant themes and new types of parks, like the Blue Ridge Parkway, which catered specifically to the nation's growing demand for recreation.[66]

The NPS was to figure prominently in Roosevelt's plans for implementing the New Deal. The President recognized that the development of the national and state parks required extensive manual labor and that they would be ideal places for unskilled and unemployed young men to earn federal work relief wages and gain training for future employment. In turn, the nation would derive great benefits from improvement and expansion of the park systems and recreational areas. In one of his first acts as president, Roosevelt signed the Emergency Conservation Work Act, which created the CCC. With its large backlog of pending projects, the NPS employed more CCC laborers than any other federal agency, putting them to work on landscape improvement and construction activities throughout the National Park System and in the many state parks that were developed during the 1930s under NPS guidance.[67]

On June 16, 1933, less than a week after issuing Executive Order No. 6166, Roosevelt signed another major New Deal measure—the National Industrial Recovery Act (NIRA). This act established the National Recovery Administration and its funding arm for public works projects, the Federal Emergency Administration of Public Works, universally referred to thereafter as the Public Works Administration (PWA). Roosevelt appointed Secretary of the Interior Harold Ickes to head the PWA, ensuring the NPS would receive a large share of funding for work in the national parks. Under NIRA, Ickes was charged with developing a comprehensive program of public works, including the construction, repair, and improvement of public highways and parkways. In order to determine which proposals would be funded, Ickes established criteria that required projects to be integrated within a coordinated national plan, provide employment, stimulate industrial recovery, produce something of long-term value to the nation, and be technically feasible to construct. Within a year of NIRA's passage, 150 projects that met the criteria were approved.[68]

One of the projects that vied for NIRA funding was a scaled-down version of the former Eastern Park-to-Park Highway proposal that focused on the development of a tourist highway between Shenandoah and Great Smoky Mountains national parks. The idea for this proposal, which led directly to the creation of the Blue Ridge Parkway, has been attributed to several people, including Virginia Senator Harry F. Byrd; BPR head Thomas MacDonald;

[66] Horace M. Albright, *Origin of National Park Service Administration of Historic Sites* (Philadelphia, PA: Eastern National Park and Monument Association, 1971), 22–24; Mackintosh et al., *Shaping the System*, 28–29.

[67] Unrau and Williss, *Administrative History*,75–77.

[68] Jolley, *Blue Ridge Parkway*, 34; Whisnant, *Super-Scenic Motorway*, 34.

Maryland Senator George L. Radcliffe, who served as the PWA administrator for the region that included the Blue Ridge Mountains, and Radcliffe's advisor Theodore E. Strauss. Most sources agree, however, that Byrd proposed the extension of Skyline Drive to Great Smoky Mountains National Park to President Roosevelt during an August 1933 tour of work being conducted by a CCC camp on Skyline Drive. Recognizing the potential that the 450-mile road construction project offered for providing work relief and recreational development in the Southern Appalachian region, Roosevelt enthusiastically supported the idea and discussed it with Byrd on several occasions during the ensuing months.[69]

Following the August meeting with Roosevelt, Byrd contacted the governors of Virginia, North Carolina, and Tennessee to encourage the formation of state commissions to support the tourist highway proposal. On October 17, 1933, Byrd convened a meeting attended by Radcliffe and Strauss from the PWA; North Carolina Senator R. R. Reynolds; Arno B. Cammerer, who had been named director of the NPS after Albright left earlier that year; NPS Assistant Director Conrad Wirth; MacDonald from the BPR; Joseph Kirschner, regional forester for the USFS; and members of delegations from the Virginia, North Carolina, and Tennessee. Byrd announced that plans had been confirmed to extend Skyline Drive to Great Smoky Mountains National Park and the group discussed several options for developing and maintaining the road. Radcliffe stated his belief that the road should be built through Virginia, North Carolina, and Tennessee and that it would cost $16.8 million to build and would employ 4,000 men over two years. Virginia State Highway Engineer James Anderson offered three alternatives for financing and managing the road's construction and maintenance: 1) a toll road to be constructed by a non-profit group and turned over to the states as a public highway after its completion; 2) creation of a public authority to construct and manage a toll road; and 3) construction of the road by the federal government under the direction of the NPS and BPR, which would require an act of Congress. Byrd favored the federal financing option and concluded the meeting with a suggestion that a committee made up of representatives of the three states, the NPS, and PWA be formed to develop a proposal to be submitted to the PWA for Ickes' approval.[70]

With Radcliffe serving as its chair, the committee submitted its proposal in early November 1933, requesting an appropriation of $20 million and suggesting that the project be undertaken by the federal government. The proposal called for the construction of a 20-foot-wide roadway within a 1,000-foot right-of-way to preserve adjacent scenery, indicating that it would be developed as a parkway. Although he was initially skeptical about the project's feasibility, Ickes eventually was convinced after discussing it with Roosevelt and holding several

[69] Harry Flood Byrd to Sam Weems, 7 December 1953, BLRI Archives, RG 5, Series 44, Box 54, Folder 8; Jolley, *Blue Ridge Parkway*, 35–38; Quin, "Blue Ridge Parkway," 27. An alternative version of this account suggests it was Roosevelt who proposed the construction of a scenic parkway; see Whisnant, *Super-Scenic Motorway*, 36. Roosevelt's previous experience in park and parkway development through his role as chairman of the Taconic State Park Commission may give this assertion credence and certainly figured into his support for the project.

[70] "Meeting Held in the Office of Senator Byrd of Virginia to discuss the proposed parkway connecting two National Parks, the Shenandoah N. P. and the Smoky Mountain N. P.," 17 October 1933, BLRI Archives, RG 5, Series 44, Box 54, Folder 11; Jolley, *Blue Ridge Parkway*, 35–36; Quinn, "Blue Ridge Highway," 27–28; Whisnant, *Super-Scenic Motorway*, 34–36. During this meeting, Byrd gave MacDonald credit for conceiving the idea for the Parkway. MacDonald, however, claimed that the idea emerged from discussions with Byrd, Radcliffe, and Strauss.

meetings with state and federal officials who supported the project.[71] On November 16, 1933, Ickes informed a delegation of senators, congressmen, and governors that Roosevelt had approved his recommendation to fund the project with the provision that the three states would be responsible for acquiring the right-of-way and turning it over to the federal government for development. Two days later, Ickes wrote NPS Director Cammerer that Virginia, North Carolina, and Tennessee had "agreed to defray the cost of location surveys and to acquire and deed to the United States rights of way 200 feet in width where this parkway crosses other than federally owned lands."[72] In December, the project, then commonly referred to as the "Appalachian Park-to-Park Highway," was officially assigned to the NPS and $4 million in PWA funding was allocated for its initial development.[73]

Determining the Route

Soon after the Blue Ridge Parkway project was approved, a debate ensued over its location. Because of its connection with Skyline Drive and the general course of the Blue Ridge Mountains toward the southwest, the general route through Virginia was settled early on, but supporters in North Carolina and Tennessee were not united in how the connection with Great Smoky Mountains National Park would be made. The powerful Asheville business lobby wanted a route that would pass that city and invigorate its tourism industry by increasing traffic to and from Great Smoky. Tennessee supporters vehemently opposed the Asheville route because it would bypass their state altogether. Instead, they favored a path that would enter North Carolina and travel a short distance before turning northwestward to enter the northern end of Great Smoky in Tennessee.[74]

To resolve the dispute over the Parkway's location, Ickes appointed a three-person committee consisting of Senator Radcliffe, who served as chair, and Cammerer and MacDonald. On February 5, 1934, the so-called Radcliffe Committee convened a meeting in Baltimore with representatives from the states and subject experts that included Thomas Vint from the NPS; H. J. Spelman from the BPR; and Clarke and Downer from the WCPC, who were brought on as consultants for the parkway's development. Also present was Stanley W. Abbott, who had been hired by the NPS in late 1933 to serve as the resident landscape architect for the Project at the urging of Clarke and Downer.[75] During the meeting, General Frank Maloney of the Tennessee delegation proposed a route

[71] Whisnant, *Super-Scenic Motorway,* 36–37. According to Whisnant, one of the meetings included Joseph Hyde Pratt, who was then serving as the head of North Carolina's Conservation and Development Commission, providing a direct line between Pratt's Crest of the Blue Ridge Highway and the Blue Ridge Parkway.

[72] Secretary Ickes memorandum to Director Cammerer, 18 November 1933, quoted in Public Works Administration, Radcliffe Committee, "The Shenandoah–Smoky Mountain Parkway and Stabilization Project, Hearing of North Carolina Delegation, February 6, 1934," BLRI Library, 5.

[73] Jolley, *Blue Ridge Parkway*, 44; Quinn, "Blue Ridge Parkway," 32.

[74] See Anne Virginia Mitchell, "Parkway Politics: Class, Culture and Tourism in the Blue Ridge" (PhD diss., University of North Carolina, 1997), 70–84, for a description of the principal people involved. The Blue Ridge Parkway would eventually briefly follow a route between mileposts 317.6 and 318.7 of a privately financed scenic road—the Crest of the Blue Ridge Highway—that had been started in 1914 to open the mountains to recreational motoring and stimulate resort community development in Blowing Rock, Linville, Little Switzerland, and Asheville. Envisioned to run between Washington, DC, and Atlanta, construction halted with the onset of World War I. Quin, "Blue Ridge Parkway," 25–26.

[75] Timothy Davis, "The American Motor Parkway," *Studies in the History of Gardens and Designed Landscapes* 25 (October–

that followed the Blue Ridge to Linville, North Carolina, and then turned west past Roan Mountain into Tennessee, where the Parkway would pass through varied mountain and valley topography (Figure 8). At the boundary of Great Smoky Mountains National Park, the Parkway would connect to a loop road the NPS was proposing to construct around the park's eastern side to provide entrances at the northern and southern ends of the park. R. Getty Browning, senior locating and claim engineer of the North Carolina Highway Commission, presented his state's proposal for an all-mountaintop route entirely within North Carolina. Such a route, in Browning's view, would be more consistent with the dramatic scenic roads in the Western national parks, allowing visitors to move from one place to the next amidst the "breathtaking scenery" of the mountains in the state (Figure 9).[76]

Abbott favored the Tennessee route because its changing mountain and valley topography would offer greater scenic variety than the consistently high elevations of the North Carolina route. He felt the Parkway should primarily be a direct park-to-park link whereby a traveler would "feel that by and large he is traveling on the shortest line between the two Parks." It should be "as directional as possible consistent with its location in interesting territory." Furthermore, Abbott thought the Tennessee route would be less costly to build and reduce the need for extensive cut and fill operations that would be required to construct the roadway through the North Carolina mountains.[77] Abbott's position was supported by influential wilderness advocate Robert Marshall, who believed that the North Carolina route would cause irreparable scarring of what he considered to be one of the few remaining wilderness areas of the East.[78]

In June 1934, the Radcliffe Committee endorsed the Tennessee route.[79] Ickes quickly approved the committee's recommended route from the southern end of Skyline Drive to Blowing Rock, North Carolina, but withheld a decision on the remainder of the route pending further consideration.[80] On September 18, 1934, he chaired another meeting to provide the North Carolina and Tennessee delegations another chance to present their cases. Tennessee Senator Kenneth D. McKellar asked Ickes to approve the Radcliffe Committee's recommended route through his state. Browning once again presented the argument for the North Carolina mountain-top route by emphasizing its superior scenic qualities and climate. Browning stated his opinion that, in addition to providing a connection

December 2005): 222; Quin, "Blue Ridge Parkway," 14; Whisnant, *Super-Scenic Motorway,* 66–67.

[76] Jolley, *Blue Ridge Parkway*, 62–63.

[77] Whisnant, *Super-Scenic Motorway*, 94. Whisnant argues that Browning, more than Abbott, was the driving force in the development of the Parkway in North Carolina in terms of both its routing and the type of road constructed, see *Super-Scenic Motorway*, 59–62.

[78] Davis, *National Park Roads*, 197. After earning multiple degrees in forestry, Marshall joined the USFS in 1925 and became a leading voice in wilderness preservation through his extensive writings on the subject. In 1934, along with Harvey Broome and Benton Mackaye, who developed the idea for the Appalachian Trail, Marshall led a successful fight against the NPS plan to construct a skyline road in Great Smoky Mountains National Park. The following year, those three joined with Aldo Leopold and several other conservationists to form the Wilderness Society. See Davis, *National Park Roads*, 181–185.

[79] George L. Radcliffe, Special Advisor to the Secretary of the Interior, Chairman of Coordinating Committee, Thomas H. MacDonald, Chief of Bureau of Public Roads, and Arno B. Cammerer, Director NPS, to Harold L. Ickes, Secretary of the Interior, June 13, 1934, BLRI Library, R. Getty Browning Papers.

[80] Ickes to Arthur E. Demaray, Memorandum, July 17, 1934, in Jolley, *Blue Ridge Parkway,* 70.

between the national parks, the road would become an attraction in its own right. Due to its great length, many people would drive parts of the parkway and, therefore, "every mile of it ought to be located as carefully as possible," in order to maximize its scenic qualities.[81]

In November 1934, Ickes approved the North Carolina route, citing economic benefits and the equitable distribution of federal funding among the justifications for the decision. He argued that Tennessee already had a major share of the tourism industry with its entrance to Great Smoky Mountains National Park at Gatlinburg and the federal aid it received through the Tennessee Valley Authority, a federal corporation Congress established in May 1933 to fund environmental, technological, and economic projects. The North Carolina route was more scenic, higher, and cooler in summer, traversed land already in federal ownership in Pisgah National Forest and crossed only three rivers as opposed to seven on the Tennessee route. In addition, Asheville's economy would suffer from a loss of tourism dollars if the Parkway was routed through Tennessee. The North Carolina route would also provide a more natural connection for an anticipated parkway extension into Georgia.[82]

Initial Parkway Development through World War II, 1935 to 1945

While the Parkway's location was being debated, the NPS was making decisions about how it would be designed and developed. According to Abbott, it was Thomas Vint who requested that Clarke and Downer from the WCPC be hired as consultants to assist in the design of the Parkway. Reasons for the decision included the magnitude of the project, the NPS team's limited experience with parkway design, and Vint's desire to free up landscape staff for the many other competing park development projects that were then underway. Clarke and Downer accepted the contract with the provision that the NPS hire Stanley Abbott to "to be resident on the job as their eyes and ears." However, after only a few months Clarke and Ickes had a strident disagreement regarding the consulting fee, and the two designers abandoned the project. Fortunately, Abbott stayed on as an NPS employee, and through his vision, determination, and excellent communication skills a coherent design philosophy emerged for the Parkway. [83]

A New York native and only 26 years old at the time of his hiring, Abbott was a graduate of Cornell University's School of Landscape Architecture. He worked briefly for the Finger Lakes State Parks Commission in Ithaca, New York, before taking a job with the WCPC, serving under Downer as a public relations representative. Abbott was hired by Vint in December 1933 and had a profound influence on the initial design of the Blue Ridge Parkway

[81] Whisnant, *Super-Scenic Motorway*, 97.

[82] Harold L. Ickes to Governor McAlister of Tennessee and Governor Ehringhaus of North Carolina, 10 November 1934, included in Department of the Interior Memorandum for the Press, 12 November 1934, BLRI Library, R. Getty Browning Papers. As compensation for Tennessee's exclusion from the Blue Ridge Parkway, the Foothills Parkway, a 75-mile parkway skirting Great Smoky Mountains National Park, was proposed in the 1930s and authorized in 1944. Technical difficulties and funding shortages slowed its development, and the parkway today remains unfinished with only three segments totaling 22.5 miles completed. It is administered by Great Smoky Mountains National Park and is still counted as an element of the National Parkway System. See Davis, *National Park Roads*, 264–265.

[83] Stanley William Abbott, interview, 5–6.

during the 1930s. In 1936, he was appointed the Parkway's first superintendent and served in that position until 1942 when he enlisted in the military. After World War II, Abbott led an NPS team assigned to study the proposed Mississippi River Parkway, a mammoth project through 10 states that was seriously considered but never undertaken. In 1953, Abbott was appointed superintendent of Colonial National Historical Park and oversaw the completion of Colonial Parkway. He retired from the NPS in 1965. Throughout his NPS career, Abbott wrote extensively about parkways and other topics for various landscape and planning periodicals. After retiring, he and his son, Carlton Sturges Abbott, formed Abbott Associates, a landscape design and planning firm that completed significant projects in Virginia, including design plans for the Governor's Mansion in Richmond and numerous college campuses and state and city parks.[84]

When he reported for work on the Blue Ridge Parkway on January 1, 1934, Abbott's first assignment was to spend several weeks driving through the mountains to familiarize himself with the territory so that he could serve as a guide for a planned tour by NPS and BPR officials. The tour, the first of many that would be conducted during the initial planning for the Parkway route, was made in late January with Clarke and Downer, Vint from the NPS, and H. J. Spellman and William Austin from the BPR.[85] Shortly after, a field office for the Blue Ridge Parkway was established in Roanoke, Virginia, and became the base of operations for the Parkway staff. Abbott was joined in the office by NPS landscape architects Edward Abbuehl and Henrik van Gelder. Abbuehl had taught architecture at Cornell and Abbott had been one of his first students.[86] Van Gelder, an expert on road location, had been a colleague of Abbott's on the WCPC staff. BPR landscape architect Wilbur Simonson, another alumnus of the WCPC, also joined the design team. Simonson's previous experience included serving as the landscape architect for the MVMH.[87]

Austin, the BPR's resident engineer for the Blue Ridge Parkway project, had extensive experience in national park road building in the West and was a pivotal figure in the execution of the inter-bureau agreement executed by the NPS and BPR for managing park road development. His assignment to the Parkway was an indication of the importance attached to the project.[88] Austin moved his office to Roanoke to be close to the NPS landscape architects and supervised the location and construction of the sections of the roadway north of Asheville. He reported to H. J. Spelman, BPR's district engineer in its Arlington, Virginia, office, which was responsible for road construction projects in the Eastern national parks and forests. Spelman was familiar with parkway development having served as chief engineer for the MVMH. In 1938, the BPR's Gatlinburg, Tennessee, office, which was led by Colonel W. I. Lee, was assigned responsibility for the Parkway sections between Asheville and

[84] Nancy Robinson and Ian Firth, "Abbott, Stanley William (1908–1975) landscape architect," in *Pioneers of American Landscape Design*, ed. Charles A. Birnbaum and Robin Carson (New York: McGraw Hill, 2000), 1.

[85] Abbott, interview, 7–8.

[86] Edward H. Abbuehl, interview by S. Herbert Evison, 9 April 1971, transcript, BLRI Library, 1. Abbuehl's no-nonsense approach helped bring Abbott's vision for the Parkway to reality. Mary F. Crumpler, interview by S. Herbert Evison, 22 July 1971, transcript, BLRI Library, 8–9.

[87] McClelland, *Building the National Parks*, 181.

[88] Carr, *Wilderness by Design*, 168; Abbott, interview by Evison, 8.

Great Smoky Mountains National Park. Lee had also worked on the MVMH and was then serving as resident engineer at Great Smoky.[89]

Field reconnaissance for locating the route of the Parkway began in January 1934. The designers sought locations that offered optimal alignment, easy grades, minimized scarring, and limited disturbance to settled areas.[90] The overarching goal was to produce a roadway that would lead visitors on a sequential series of varying natural and cultural landscapes. Unlike the continuous series of panoramas from the ridgeline employed in Skyline Drive, Abbott and Austin agreed that the Blue Ridge Parkway route should occasionally depart from the ridgeline to vary the driving experience. "We and the engineers together just drilled and drilled," Abbott stated, "on the business of following a mountain stream for a while, then climbing up on the slope of a hill pasture, then dipping down into the open bottom lands and back into woodlands."[91] In so doing, Abbott believed that "One panorama following right on another, thinking of that as fortissimo, doesn't make the interesting piece of music that fortissimo mixed with a little pianissimo provides." Or, as Austin put it more simply, "One could be gorged on scenery, and you can have too much ice cream and too much Beethoven."[92]

Right-of-Way and Scenic Easement Acquisitions

Unlike national parks that encompassed large areas, the acquisition of the ribbon of land required for the Parkway right-of-way did not displace entire mountain communities. Nevertheless, land acquisitions had both social costs and benefits, neither of which were equitably shared, and which may benefit from additional research.[93] Families in the path of the roadway were faced with decisions to sell property at the market rate established by appraisers or have it taken through condemnation. In some instances, protracted negotiations caused lasting frustration and resentment. Although most of the property for the route was acquired by 1943, the acquisition process was not entirely completed until the 1980s.

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[89] F. L. Brownell headed the team of location engineers and G. I. Gibbs became the chief design engineer. The Eastern Forest and Park District, District 15, of the Bureau of Public Roads had been formed in January 1934, with Spelman as its first chief. Lester P. Lamm, "The Early Days of Parkway Construction," in *Blue Ridge Parkway, Agent of Transition: Proceedings of the Blue Ridge Parkway Golden Anniversary Conference*, ed. Barry M. Buxton and Steven M. Beatty (Boone, NC: Appalachian Consortium Press, 1986), 120–21.

[90] H. E. van Gelder, "Appalachian Park-to-Park Highway Report on Proposed Alignment: Rockfish Gap to Robinson's Gap," n.d., General Remarks, BLRI Archives, RG 7 Series 33, Reconnaissance Folder, 1; Quin, "Blue Ridge Parkway," 53; Unrau and Williss, *Administrative History*, 147.

[91] Abbott, interview, 1958, 13–14. The survey procedure is described in Arno Cammerer to The Commissioner, Office of Indian Affairs, October 7, 1939, copy in BLRI Archives, RG 7, Series 33, Reconnaissance, File 14; see also E. H. Abbuehl, "History of the Blue Ridge Parkway," paper prepared for a ranger conference, February 1948, BLRI Library.

[92] Abbott, interview, 12.

[93] Audrey J. Horning, "When Past is Present: Archaeology of the Displaced in Shenandoah National Park," revised from the 2001 Society for Historical Archaeology Conference, Long Beach, California, January 2001, available at: https://www.nps.gov/shen/learn/historyculture/displaced.htm (accessed May 30, 2024). See also Katrina M. Powell, "Writing the Geography of the Blue Ridge Mountains: How Displacement Recorded the Land," *Biography & Geography* 35.1 (Winter 2002): 73-94.

A determination of how much land would be needed for the Parkway right of way was among the first decisions that had to be made in the design process. According to historian Anne Whisnant, "No previous parkway had approached the length or shared the exact goals of this one" and "[n]o clear standards existed for how much land such a purely recreational parkway should take."[94] The original width proposed for the right-of-way by Clarke was 200 feet, but NPS planners soon realized that it was too narrow to meet the Parkway's intended purpose and would not contain some cut and fill areas that would need to be developed in the mountains.[95] In February 1935 the policy was revised to target acquiring 100 acres per mile in fee simple (equivalent to an average of about 825 feet wide) and an additional 50 acres per mile in scenic easements. This provided greater flexibility in locating the roadway within the right-of-way, facilitated the land acquisition process by fitting the boundary to follow property lines or natural features, and allowed planners to expand the right-of-way to incorporate adjoining topographic or cultural features as conditions warranted.[96] In 1939, Abbott explained the complexities involved with land acquisition:

> Studies by the Service call for a taking which varies in width from 200 to 1,200 feet, and the requirements must be judged as much for effect upon the residual property as for control of the roadside picture. Private and public roads, cattle crossings, water rights, and phone and power lines seriously involve the entire economy of many larger mountain properties. Relocation of these facilities must be arranged or the entire holdings purchased outright. Those considerations and the natural tendency of many mountain people to hold to the old homes of their forefathers combine to make a more than usually difficult problem of acquisition, especially if condemnation is to be avoided.[97]

The process of selecting and flagging the precise route began in 1934 with teams of NPS landscape architects and BPR engineers working in conjunction with state highway land surveyors. Once the line for a road section had been approved, the NPS prepared Parkway Development Plans to determine right-of-way acquisitions. Wherever possible, the roadway was routed through state or public lands, but about two-thirds of the Parkway traveled through private lands where the states of Virginia and North Carolina would have to negotiate the acquisition of the right-of-way and scenic easements. This required legislation to be passed in both states for land acquisition and specify how it was to be accomplished. The Virginia legislation authorized the State Highway Commission to acquire land for the Parkway as it normally would for any highway. The North Carolina General Assembly went further by passing a special act in January 1935 that streamlined the acquisition process and granted broad powers to the State Highway and Public Works Commission. Instead of approaching owners directly, the commission needed only to identify the right-of-way and easements to be acquired on a map and post it with public notice in the county courthouse. Landowners were left with the choice to accept payment based on the state's appraisal or have the land seized by eminent domain. To document the complicated process, the state

[94] Whisnant, *Super-Scenic Motorway*, 116.
[95] Demaray, "Discussion of Federal Parkways," 14–20.
[96] A. E. Demaray and Thos. H. MacDonald, "Regulations and Procedures to Govern the Acquisition of Rights-of-Way for National Parkways," 8 February 1935, North Carolina State Archives, State Highway Commission, Right-of-Way Department, General Correspondence, Box 1, Folder-February 1935, 3; Quin, "Blue Ridge Parkway," 60.
[97] Stanley W. Abbott, "The Blue Ridge Parkway," *The Regional Review* 3. 1 (Richmond, VA: NPS Region One, 1939): 4.

commissions prepared detailed land acquisition maps that depicted the Parkway route, the boundaries of the right-of-way acquired in fee simple, adjoining property owners, and scenic easements that had been executed (Figure 10). The maps were accompanied by schedules that indicated the names of landowners from whom land was acquired and the acreage, assessed values, and prices paid. Once the process was complete for a section, the land and supporting acquisition documentation was turned over to the federal government.[98]

Some of the planners predicted early on that many landowners would gladly donate or sell property for the Parkway because of its expected benefits to the regional economy. In 1933, Congressman Doughton, who led the North Carolina delegation in support of the Parkway, stated, "It seems to me, unless there are useful buildings to be removed, or some very serious damage is done, that property owners should gladly donate the right of way. There is no doubt but what it will greatly enhance the value of all adjoining and adjacent property."[99] In practice, however, the land acquisition process was extremely complicated and often controversial, particularly when abutting property owners learned that they would have no frontage rights or direct access from their lands to the Parkway.

As Abbott noted many years later, landowners along the Parkway understood the straightforward property transfer for the acquisition of the right-of-way but had trouble grasping the comparatively sophisticated concept of scenic easements and what they meant to their control over their property. Although scenic easements had been executed on earlier parkways, they had never been applied to the extent envisioned during the early planning of the Blue Ridge. Their purpose was to protect the natural and cultural setting of the Parkway by prohibited adjoining landowners from erecting incompatible structures, such as commercial or industrial buildings, utility poles, and billboards. Property owners could not remove trees or bushes without a permit, and no unsightly dumping was allowed. As the acquisition process progressed, Parkway officials found that scenic easements were not worth the controversy they engendered and leaned more heavily on securing fee simple title to increase the width of the right-of-way. After 1938 few, if any, scenic easements were pursued.[100]

The Parkway Route through the Qualla Boundary

The effort to secure the Parkway right-of-way through the Qualla Boundary lands of the Eastern Band of the Cherokee Indians proved to be the most protracted land negotiation of the pre-World War II period. The Tribe was greatly affected by the Great Depression and saw the Parkway as a means to improve its economy through tourism and favored a standard, unrestricted access highway that was open to commercial traffic. However, after discovering that the Parkway would require a substantial right-of-way through their cultural lands and would limit their access and restrict development along its route, Tribal leaders refused to approve the road. In 1939, after it

[98] Jolley, *Blue Ridge Parkway*, 103–104.

[99] Quoted in Mitchell, "Parkway Politics," 154. See also Abbuehl in Granville B. Liles, "Blue Ridge Parkway book draft," MSS n. d. [ca. 1978], BLRI Archives, RG 5, Series 38, Folder 2, 8.

[100] Abbott, interview, 29–30; Jolley, *Blue Ridge Parkway*, 103.

became apparent that the State of North Carolina could not convince the Eastern Band to approve the project, Ickes, who as Secretary of the Interior had the conflicting obligations to protect Native American interests and to ensure that the Parkway be built, got involved in the negotiations. In a letter to the Tribe, he stated that no road development would happen without the Tribe's consent but asked them to factor the economic benefits they would derive from the Parkway in their final decision. The Cherokee responded with charges that the federal government was not acting in good faith and was seeking a land grab of the kind that had typified government relations with Native Americans for centuries. Complicated negotiations and legal challenges ensued over the next two years before the matter was finally settled in 1940. Under the deal, the State of North Carolina agreed to pay the Eastern Band the then staggering sum of $40,000, or $30 per acre, for the right-of-way and construct a new unrestricted state highway between Cherokee Village and Soco Gap.[101]

Construction Begins

On September 11, 1935, a Durham, North Carolina, building contractor and 100 workers gathered at Pack Murphy's farm on Section 2A of the Parkway, just south of the Virginia state line, to begin road construction (Figure 11).[102] Work started on Sections 2B and 2C in December. By the end of the fiscal year, work had begun on 120 miles of the roadway.[103] The BPR managed construction of the roadbed, bridges, tunnels, and land retention structures through the issuance of contracts to private companies from multiple states and oversaw the work performed through frequent site visits. In keeping with the New Deal programs, contactors had to recruit workers from the relief and unemployment rolls of the county in which they worked. One project superintendent estimated "about 90% of the hand labor came from nearby creeks and coves. Only the skilled labor was brought in from the outside." The sections were six to 17.5 miles long and the construction of each required the labor of several hundred men, making good on the promise that the Parkway would be a significant source of employment.[104]

NPS plans for landscaping the roadway were initially carried out by the BPR using its own day labor. When funds for this labor-intensive work became scarce, Abbott turned to labor that was available through New Deal programs. The first CCC camp dedicated to the Parkway was established at Rocky Knob in Floyd, Virginia, in July 1938. A second camp at Bluff Park, in North Carolina followed later that year (Figure 12). Two more Virginia camps at Kelso, near the Peaks of Otter, and Piper's Gap, a few miles north of the North Carolina state line, were

[101] Jolley, *Blue Ridge Parkway*, 95–100; Whisnant, *Super-Scenic Motorway*, 197–209.

[102] Quin, "Blue Ridge Parkway," 70; As noted previously, the Parkway was designed and constructed in 45 sections. Each section was identified by either the number "1" in Virginia or the number "2" in North Carolina followed by letters of the alphabet, starting in the north with Section 1A at the end of Skyline Drive and finishing with Section 2Z at the entrance to Great Smoky Mountains National Park.

[103] Unrau and Williss, *Administrative History*, 147–148.

[104] Quote from Jolley, *Blue Ridge Parkway*, 114. Regarding the number of men employed, Project 2A1 for example used 309,666 man-hours of labor, averaging 20,644 man-hours per month. William M. Austin, "Final Construction Report, Project 2A1 Blue Ridge Parkway, Grading, Draining and Traffic Bound Crushed Stone Base, Alleghany and Surry Counties, North Carolina" (approved 19 November 1938), Federal Highway Administration Archives at Sterling, Virginia [hereafter FHWA Sterling], 27.

established by 1940. Workers were also drawn from WPA projects based in Galax, Virginia, and Bluff Park, Marion, and Asheville, North Carolina.[105]

In April 1939, the NPS informally opened a 50-mile stretch of the Parkway in southwestern Virginia. In addition to showing that progress was being made, the opening provided planners the opportunity to observe how visitors would use the road. Abbott reported that a partial visitation count from April through June recorded 39,123 persons and that despite the incomplete state of the landscaping and recreational parks, the reaction had been "most favorable." Abbott predicted a substantial increase in visitation after the anticipated completion during the coming year of three key linking segments in southwestern Virginia that would allow uninterrupted travel along a 140-mile stretch of the route between Roanoke and Blowing Rock by the 1940 tourist season (Figure 13).[106]

Recreation and Service Areas

The development of wayside parks to provide a variety of recreational and service facilities at regular intervals was an essential element of the Parkway's design. Landscape architect Jens Jensen is credited with being the first to incorporate wayside recreation areas into the design of an automobile roadway in his early twentieth century plans for the Lincoln Highway, the first transcontinental route in America (Figure 14). Later, Gilmore Clarke integrated small recreational areas, filling stations, and lunch counters into the Westchester County parkways.[107] Skyline Drive served as the direct model for the development of the wayside parks along the Blue Ridge Parkway. The drive's four "development areas" were incorporated into the early planning to offer picnic, camping, lodges, cabins, service, and recreational facilities.[108] Nowhere, however, would the concept be more liberally applied than on the Blue Ridge Parkway where many wayside parks—some consisting of thousands of acres—were developed and offered a wide variety of recreational facilities and service amenities. These wayside parks became one of the most popular attractions on the Parkway and were defining features that distinguished it from any other parkway project ever undertaken.

The planning for the wayside parks evolved from reconnaissance survey of the route in Virginia and northern North Carolina conducted by NPS landscape architects during the summer of 1934 revealed that the Parkway route passed through a number of outstanding scenic areas that extended well beyond the proposed right-of-way and were not reachable by connecting roads. Abbott had become familiar with the concept of recreation areas through his work on the Westchester County parkways, and he and Edward Abbuehl conducted further studies during the fall of 1934 to define areas that might be acquired to provide Parkway visitors the opportunity to break

[105] Abbott, "Annual Report," 30 June 1941, 9-11. According to Abbott, 680 men were enrolled in the four CCC camps, and the Emergency Relief Agency projects employed an average of 770 men.
[106] Abbott, "Annual Report for 1939," 1.
[107] McClelland, *Building the National Parks*, 65. A series of existing roads combined to form the Lincoln Highway.
[108] McClelland and Engle, "Skyline Drive," 32–48.

up the otherwise passive motoring experience by stopping for rest or engaging in active recreational pursuits. [109] Abbott later recounted how the initial Parkway wayside park areas were identified:

> As we traveled through the mountains on general reconnaissance, favorite places came into our thinking and we might say to ourselves or out loud, 'We ought to control this,' or 'A gem.' Then we were guided, too, by some sense of need for rhythm or pattern—or a jewel on the string of beads occurring every so often, so there was a comprehensive plan—but not a rigid one. Our theory was a major park every sixty miles, and in between two lesser day-use areas, as against night-use, or larger, more rounded development.[110]

On December 15, 1934, Abbott submitted a report that stressed the importance of developing recreation areas in order to make the Parkway "a road-type which will invite leisurely driving and frequent stops for a period of hours or of days by the vacationer. It is unquestionably desirable, therefore, to set aside worthwhile areas at which the motorist may stop and to provide facilities for such activities as camping, picnicking, hiking, horseback riding, fishing, and swimming." Because the roadway would otherwise bypass many of the important natural features and points of historic interest along its route, the "careful planning of the wayside reservations [was] … an important element in rounding out the usefulness of the Parkway" and would allow "more intimate enjoyment of the region."[111]

Abbott identified 11 wayside parks for the portion of the Parkway route in Virginia and northwestern North Carolina to Blowing Rock.[112] The areas were classified as major or minor parks, depending on the amount of land proposed for acquisition and the extent of the planned facilities. As a guideline, the recreational areas were to be spaced about 60 miles on average. Major areas were to function as small resorts that offered a variety of recreational facilities; overnight accommodations in hotels, lodges, and cabins; and sit-down restaurants. Abbott believed that while some travelers would seek out accommodations in nearby cities or those of the "high-class, summer resort type, as Roaring Gap, Blowing Rock, and Linville," others would prefer to "lodge in cabins and small inns in the environment of the Parkway." Minor areas were designed for short-term stays or day-use only visitation and featured campsites, picnic areas, coffee houses or tea rooms, lunch counters, and short hiking trails. Although most of the recreation areas included service stations, Abbott recognized the need to provide gas and midday meals at more frequent intervals, especially along the long stretches of the route in rural areas where access to existing facilities was limited. Abbott warned that if the NPS did not develop those facilities at intervals of 20 to 25 miles, they would "spring up in the nondescript fashion of ribbon development along the ordinary

[109] Abbuehl, "History of the Blue Ridge Parkway," Developed Areas, 1; Quin, "Blue Ridge Parkway," 160.

[110] Abbott, interview, 35.

[111] Stanley Abbott, "Appalachian National Parkway from Shenandoah National Park to Great Smoky Mountains National Park: Report on Recreation and Service Areas, Type and Scope of Development Proposed," (National Park Service Branch – Plans and Design, 15 December 1934), 1–2.

[112] Some of the original areas proposed by Abbott, including ones at Natural Bridge and the Pinnacles of Dan in Virginia were later dropped from consideration. Natural Bridge was subsequently developed as a Virginia state park. Plans for the Pinnacles of the Dan recreation area were developed in the late 1930s, but the project was abandoned after the construction of a hydroelectric project in the Danville River Gorge caused substantial damage to the natural scenery.

highway" and "the protective effect of the Parkway right of way will break down at each intersection with a public road." Abbott's report and recommendations for proceeding with the planning, acquisition, and development of the traveler facilities were approved by Ickes and the NPS administration in January 1935.[113]

In June 1935, Abbott's office conducted a more thorough investigation of potential recreation area sites along the entire Parkway and identified 95,000 acres of lands that were suitable for development. Unlike land for the Parkway right-of-way purchased by the states, the federal government was responsible for acquiring land for the wayside parks. This was accomplished in a variety of ways, including transfers of land within federally owned national forests, specific acquisitions made by the USFS in cooperation with the NPS, and funding through various New Deal programs.[114]

Funding for the initial park land acquisitions was secured from the Resettlement Administration (RA) under its Submarginal Land Program in October 1935. Formerly known as the FERA Land Program, the RA was created through an executive order by President Roosevelt on May 1, 1935, to provide relief to Depression-era farmers who could no longer eke out a living from lands that had become sterile due to poor farming practices or environmental causes. As a partial solution to the problem, the RA offered to purchase depleted lands at low market prices, relocate the farmers onto better lands, and restore the acquired tracts, which were referred to as "demonstration areas," through reforestation for conservation purposes. Park planners within the NPS saw another worthy purpose for the demonstration areas, proposing that some of the submarginal lands acquired through the RA be developed by the CCC as large "group camps" that would provide outdoor activities for underprivileged children in urban areas. To implement what became known as the Recreational Development Area (RDA) program, Conrad Wirth, who was then serving as the administrator of emergency relief-funded activities in the national parks, directed the regional State Park Emergency Conservation Work offices to identify submarginal lands deemed appropriate for camp development and sought advice in planning facilities from state and local planning agencies in the areas to be served. RDAs were among the new types of parks that the NPS developed in the 1930s to address a growing demand for recreational facilities that were not available in the national parks and most state parks.[115] By the time the program ended in 1941, the NPS had secured more than 400,000 acres of land divided among 46 RDA projects in 24 states. Thirty-one of the RDAs were classified as "vacation areas" that included camps for various groups of disadvantaged citizens; 11 were extensions to national parks and monuments, and 13 were wayside areas that provided recreational activities for motorists along highways in Virginia and South Carolina. Between 1942 and 1956, nearly of the vacation areas were transferred to state ownership.[116]

[113] Abbott, "Report on Recreation and Service Areas," 3–4.

[114] Ed Abbuehl, "Blue Ridge Parkway: Historical Report of the Chief Architect, Branch of Plans and Design, for the years 1934, 1935, 1936," (10 January 1937), copy on file at BLRI Archives, 14–15.

[115] Newton, *Design on the Land*, 588–589; Carr, *Wilderness by Design*, 275.

[116] Unrau and Williss, *Administrative History*,138–142.

In November 1935, Samuel P. Weems, an appraiser for Federal Land Bank who was working on loan to the Parkway project and later served as its superintendent, was hired by the NPS to manage the complex land acquisition process.[117] The first four recreation areas targeted for acquisition and development consisted of Smart View (milepost [MP] 154.5) and Rocky Knob (MP 169) in Virginia and Cumberland Knob (MP 217.5) and the Bluff (later Doughton Park, MP 241.1) in North Carolina (Figure 15). All were along a 110-mile section of the Parkway in southwestern Virginia and northern North Carolina that was expected to be the first opened to public traffic.[118] A force of about 70 laborers began site preparation at Cumberland Knob in April 1936, and preliminary work began at the other sites shortly thereafter. In an August 1936 progress report to Ickes on the developed areas, Abbott recommended additional recreational parks bringing the total number along the entire route to 19.[119] Most of the additions were portion of the Parkway between Blowing Rock and Great Smoky Mountains National Park in North Carolina where the route had not been finalized when Abbott submitted his initial list of 11 recreation areas. Several of the originally proposed areas in the Virginia to Blowing Rock section were removed from consideration and others added.[120]

On June 30, 1936, Congress passed the Blue Ridge Parkway Act, which formally added the Parkway as a unit of the National Park System and authorized the transfer of all lands acquired by the Virginia and North Carolina to the federal government for that purpose. The Secretary of the Interior was charged with administering the Parkway through the NPS, and the NPS and USFS were directed to coordinate the recreational development on their respective lands along the route.[121] Ickes approved the first master plan for the Parkway that year and, thereafter, the 19 proposed recreation areas were incorporated into the planning with few changes until after World War II. The master plans were graphically depicted by detailed landscape drawings and identified the three general facility types that would be developed in wayside areas: 1) recreation facilities for active recreation that augmented the passive enjoyment of the motorway itself; 2) food, lodging and motor service to be provided in places where existing privately run facilities off the Parkway were not readily available; and 3) maintenance facilities that were needed to operate and maintain the parks and the Parkway.[122]

Although substantial progress had been made on property acquisition and site development at the four initial recreational park projects by the late 1930s, the construction of the planned service facilities was delayed due to

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[117] Abbuehl, "Blue Ridge Parkway: Historical Report," 15; Samuel P. Weems, interview S. Herbert Evison, (July 16, 1971, NPS Harpers Ferry Center), tape no. 79, transcript in BLRI Library, 7.

[118] Abbuehl, "History of the Blue Ridge Parkway," Developed Areas, 1–2.

[119] Abbuehl, "Blue Ridge Parkway: Historical Report," 16–17.

[120] Areas that were eliminated consisted of major parks at Natural Bridge and Pinnacles of Dan in Virginia and a minor park at Gillam Gap (North Carolina). Natural Bridge was subsequently developed as a Virginia state park. The NPS developed plans for the Pinnacles of the Dan recreation area, but the project was later abandoned after the construction of a hydroelectric project in the Danville River Gorge caused substantial damage to the natural scenery. Development at Gillam Gap was limited to a parking overlook and trail to "The Lump," a natural round hilltop with expansive views of the Yadkin Valley.

[121] *An Act to provide for the Administration and Maintenance of the Blue Ridge Parkway, in the States of Virginia and North Carolina, by the Secretary of the Interior, and for other purposes*, Public Law 848, *United States Statutes at Large* 49 (1936), 2041.

[122] Abbott, "Annual Report," 30 June 1939, 17; Quin, "Blue Ridge Parkway," 163.

a lack of federal funding. To partially resolve the funding issue, Abbott proposed to establish contracts with concessionaires who would agree to build and operate certain facilities, including gas stations, tea rooms or coffee shops, and souvenir shops, under NPS rules.[123] The first attempt to create a concessionaire program was made in 1940 when two bid solicitations, one for Virginia and the other for North Carolina facilities, were issued and disseminated primarily on a local basis. However, due to significant restrictions that were placed on the type and quality of the facilities that would be allowed, as well as large upfront investments that respondents were required to make, most local entrepreneurs were priced out of the competition. Only a few partial bids were received, and none were accepted. With complaints from motorists about the lack of service facilities, the NPS began negotiating with outside companies that expressed interest in obtaining the concession contracts. Finally, in 1942, a deal was struck with National Park Concessions, Inc., a non-profit corporation that had been set up to rationalize the concessions problems that persisted throughout the National Park System. Development of the facilities was, however, forestalled by World War II and the concessionaire program never produced the hoped for results.[124]

In 1939, the NPS and USFS entered into an inter-agency cooperative agreement to coordinate recreational development on federally owned lands in national forests along the Parkway. Under the agreement, the USFS transferred some of its land for recreational development and also agreed to acquire additional private lands within national forest purchase units using Department of the Interior funds.[125] In June 1940, Congress amended the original Blue Ridge Parkway Act of 1936 to include a provision that added force to the agreement by requiring the two agencies to "coordinate and correlate such recreational development as each may plan, construct, or permit to be constructed, on lands within their respective jurisdictions which, by mutual agreement, should be given special treatment for recreational purposes."[126] Peaks of Otter (MP 85.6), a major recreation area about 35 miles northeast of Roanoke, Virginia, was the first wayside park to benefit from the inter-agency agreement. Lands surrounding a popular private tourist resort that had been established on Sharp Top Mountain, one of three mountains that made up the Peaks, in the 1850s had been acquired by the USFS in 1916. Under the inter-agency agreement, the USFS transferred a portion of the lands to the NPS in 1939 and that spring the CCC camp at Kelso began selectively clearing the area. The NPS purchased the resort complex in 1942 and after World War II

[123] Abbott, "Annual Report for 1939," 15.

[124] Whisnant, *Super-Scenic Motorway*, 138–143. Whisnant notes that the exclusion of local entrepreneurs from the concessionaire program was one of a number of controversial issues (also including land takings, limited access to the roadway from adjoining properties, restrictions on commercial development along the right of way, and disagreements with NPS over the extent of directional signage to guide motorists to off-Parkway commercial enterprises) that engendered increasing animosity toward the Parkway and NPS administrative policies.

[125] The purchase unit concept was developed in accordance with the Weeks Act of 1911, which made possible the creation of the national forests in the eastern United States. Overseen by a commission of high-ranking federal officials, the process involved identifying lands for forest conservation and organizing them into units that were targeted for government acquisition. The purchase units were appraised and offers at the set value were made to landowners in the unit. The government would only commit to purchase at fair market value and, if an offer was rejected by its owner, the parcel was passed over.

[126] *An Act to Amend the Act of June 330, 1936 (49 Stat. 2041). Providing for the Administration and Maintenance of the Blue Ridge Parkway, in the States of Virginia and North Carolina, by the Secretary of the Interior, and for Other Purposes*, Public Law 566, *United States Statutes at Large* 54 (1941), 250.

developed the area to include a visitor center, Peaks of Otter Lodge, an artificial lake named for Stanley Abbott, and a 144-acre campground.[127]

Segregation on the Parkway

During the late 1930s, the need to accommodate African American visitors emerged as a critical issue as planning and development of the recreation areas. Prevailing Jim Crow racial segregation laws in Virginia and North Carolina, which were legitimized by the Supreme Court's "separate but equal" decision in the *Plessy v. Ferguson* case of 1896, required that Parkway planners provide segregated restroom, dining, and recreational facilities for Black visitors to minimize social interaction with Whites. Having not been confronted with the issue in developing the national parks in the West where, despite discrimination, the same level of segregation was not practiced, the NPS struggled to formulate a consistent policy during the initial planning for the national parks authorized in the South in the 1920s and 1930s, including Shenandoah and Great Smoky Mountains national parks, Colonial National Historical Park, George Washington Birthplace National Monument, and Virginia's national battlefield parks. Like the Blue Ridge Parkway, the creation of those parks depended on the support of the state governments and congressional delegations that strongly backed Jim Crow policies and pushed the NPS to abide by them. Any concerns that some officials in the Department of the Interior and NPS may have had about the propriety of enforcing segregation at federally owned properties were overridden by the need to maintain support for the parks among political leaders and the local populace, and the tacitly accepted approach adopted in the 1930s was to follow the laws and customs in the states where the parks were located.[128]

Because the design and construction of duplicative accommodations was expensive, the extent of anticipated African American visitation, which was expected to be low in comparison with White visitation, became the determining factor in deciding which, if any, facilities would be built. This demand-based approach to segregated facility development was supported at the highest levels of NPS administration, including Director Arno B. Cammerer, who summed up his position in a 1936 memo: "I don't think that we are required to anticipate all kinds of service in the parks by installing facilities unless there is a demand. In the Shenandoah and Great Smoky Mountains National Parks I have always said that we have a location for colored camps in each park, but that these will not be built unless there is a proven demand therefor." This approach did not consider, however, that providing appropriate accommodations might attract more African American visitors, and its uneven application became a source of an increasing number of complaints from African American visitors and civil rights activists during the late 1930s.[129]

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[127] Whisnant, *Super-Scenic Motorway*, 218–219, 231–233.

[128] Stephanie Heher, "A Long Road: How Jim Crow Affected the Design and Development of Recreational Areas Along the Blue Ridge Parkway" (Master's thesis, Savannah College of Art and Design, 2018), 35–36; Erin Krutko Devlin, *Segregation in Virginia's National Parks, 1916–1965* (Washington, DC: National Park Service, Interior Region 1: North Atlantic-Appalachian, 2022), 5–6, 110.

[129] Devlin, *Segregation in Virginia's National Parks*, 111–116, 120.

The need to establish a formal policy regarding segregation in the Southern national parks came to the forefront in 1939 when the Office of Solicitor of the Department of the Interior issued an opinion that the federal government had jurisdiction over the lands in the national parks and federal non-segregation policy should prevail. Although Ickes held progressive views toward African American advancement, he realized that implementing such a policy could threaten support among Southern Democrats for President Roosevelt's economic recovery program. In March 1939, US Senators Glass and Byrd of Virginia sent pointed letters against implementing any policy that did not adhere to the state's Jim Crow laws. Ickes subsequently referred the matter to the NPS with a request to develop a compromise solution for the national parks in the South.[130]

The initial plans for accommodating African American visitors at the Parkway's recreation areas were consistent with the approach used at other parks in the South. Unstudied in terms of what the demand would be and not wanting to expend funds on facilities that would possibly be underused, planners strove to provide a "desirable minimum" of facilities for Black travelers. African American use of facilities was meanwhile minimized through the inherent inequality of facilities, dehumanizing nature of segregation, and potential danger of travel in the South in this period.[131] In this environment, travel in effect became a courageous act in the face of a system geared to limit African American public outdoor recreation opportunities. Early master plans for several of the recreation areas, including Smart View and Rocky Knob in Virginia and the Bluff in North Carolina, included segregated restrooms and, by the spring of 1939, planning was underway to provide separate recreational facilities such as picnic and camping areas for African Americans at several parks (Figure 16). Abbot believed those facilities were especially needed near Roanoke, which had a large African American population that would be attracted to the Parkway if appropriate accommodations were offered.[132]

On April 26, 1939, Parkway officials met with members of the NPS administration, including Acting Director Arthur E. Demaray, Thomas Vint, and William J. Trent, Advisor to the Secretary of the Interior on Negro Affairs, to discuss formulating a more consistent policy for accommodating African American visitors at the recreation areas. The findings of the meeting were presented in a memorandum from Demaray that was approved on May 12, 1939.[133] It was agreed that gasoline, service, and eating facilities close to the Parkway would in all cases provide for both White and Black use. There would be no division between White and Black use of gasoline, service facilities, sandwich shops, lunch counters, or stores. Separate dining rooms would be provided at sit-down restaurants and dining terraces would provide for Whites and Blacks with as little separation as possible. Major parks such as Rocky Knob and the Bluff were to have separate cabin, camping, and picnicking areas for Blacks.

[130] Herer, "A Long Road," 64–80.

[131] See recent scholarship such as Candacy Taylor, *Overground Railroad: The Green Book and the Roots of Black Travel in America* (New York: Abrams, 2020); Mia Bay, *Traveling Black: A Story of Race and Resistance* (Cambridge and London: The Belknap Press of Harvard University Press, 2021); William E. O'Brien, *Landscapes of Exclusion: State Parks and Jim Crow in the American South* (Amherst, MA: Library of American Landscape History. 2022); Marcia Chatelain, *Franchise: The Golden Arches in Black America* (New York and London: Liveright Publishing Corporation, 2020).

[132] Rebecca Jones, "Historic Resource Study: African Americans and the Blue Ridge Parkway" (MSS, 2009), copy on file at BLRI Archives, 7; Devlin, *Segregation in Virginia's National Parks*, 169.

[133] Devlin, *Segregation in Virginia's National Parks*, 171.

Where duplicative comfort stations were not proposed, single buildings would have separate toilets for use by each race, but there was to be no separation in use of urinals and wash basins. Although the development of segregated facilities was affirmed under this policy, the NPS adopted an approach to limit overt signage to designate them as such, preferring that park rangers quietly direct African Americans to facilities that were available to them.[134]

Parkway planners began a more concerted effort to accommodate African Americans. In June 1940, Abbott reported that additional facilities had been added to the master plans of recreation areas that were proposed or under development. The construction of those facilities, however, still hinged on available funding and whether "negro use develop[ed] to that point which would justify initiation of the work."[135] Although Abbott noted that joint picnic areas and toilets were available at the parks that had been opened to visitors, very few African Americans were reported to have used those facilities during the previous year.[136]

Despite the limited number of African American visitors, plans for accommodating them increased during the 1940–1941 fiscal year. A 1940 "Negro Master Plan" provided specific details for African American picnicking facilities at Smart View, Rocky Knob, and Cumberland Knob. Bluff Park was to have separate picnic grounds for White and Black visitors and a third designated for use by both races. At the urging of W. J. Trent, the entire proposed Pine Spur recreation area was devoted to African American use. This area 25 miles south of Roanoke was to be similar in size and type to the Smart View recreation area with facilities that included a coffee shop, a campground, a cabin area, a picnic area, a playground, and a ball field (Figure 17). During the first half of 1941, the site was cleared of debris, and a crushed-stone entrance, picnic loop roads and a parking area near the proposed coffee shop were completed. Twenty-five picnic units outfitted with tables, benches, fireplaces, and trash cans were installed and work started on constructing the ball field and several miles of foot trails.[137]

In December 1941, before Pine Spur and most of the other planned segregated facilities were completed, the United States entered World War II. Although the planning for segregated recreational development continued throughout the war, NPS policy evolved in response to societal changes and the end of New Deal funding and work relief labor. Constrained budgets and growing sentiment against enforcing Jim Crow discrimination at federally owned properties led Parkway planners to deprioritize duplicative segregated facilities. In 1945, all facilities at the recreation areas, including those operated by concessionaires, were formally desegregated. Formerly segregated areas at Doughton Park and Cumberland Knob were either redesignated for use by all or abandoned. Development of the Pine Spur recreation area was permanently halted, and the site today is marked only by a parking overlook (MP 144.8). Federal desegregation did not, however, extend to the privately owned

[134] Abbott, "Annual Report for 1939," 16; Devlin, *Segregation in Virginia's National Parks*, 171.

[135] Abbott, "Annual Report for 1940," 17.

[136] Jones, "African Americans and the Blue Ridge Parkway," 8–9.

[137] Abbott, "Annual Report for 1941," 12; Devlin, *Segregation in Virginia's National Parks*, 171.

restaurants and motels off the Parkway where racial exclusion persisted even after passage of the Civil Rights Act of 1964 outlawed the practice.[138]

The Parkway During World War II

In 1940, Jay Downer and Gilmore Clarke, who had continued to be involved in parkway development following their decision to leave the Parkway project in 1934, were invited to comment on the work completed to date and found it to be a "spectacular far-flung parkway…executed in a highly creditable manner."[139] That year approximately 750,000 people visited the Parkway and the following year the number exceeded 900,000.[140] However, the rapid progress that had characterized the project since development began in 1935, slowed dramatically after the United States entered World War II in December 1941. By that time, appropriations and allotments toward the Parkway's construction totaled $24,518,047 and more than two-thirds of the route had been completed, including an uninterrupted 150-mile paved section between Adney Gap near Roanoke and Blowing Rock, North Carolina. Many of the personnel assigned to the Parkway enlisted in the armed forces and those that remained focused their energy drafting long-range plans for resuming development after the war.[141]

Design of the Parkway was hampered by the departure of NPS and BPR personnel, including Abbott, for military service. The CCC and WPA labor programs were abolished, and the minor development and maintenance activities that did occur on the Parkway were carried out by conscientious objectors who, in lieu of military service, were assigned to the Civilian Public Service (CPS). A group of about 70 CPS workers occupied former CCC camp buildings at Buck Creek Gap and worked primarily on erosion control, fire protection, landscaping, and developing the Crabtree Falls recreation area in North Carolina. Another CPS camp in Virginia worked at the Peaks of Otter recreation area.[142]

Post-World War II Parkway Development, 1946–1955

In the second half of the 1940s, returning members of the armed services and civilians on the home front who had experienced years of rationing and other restrictions imposed to support the war effort, fueled a dramatic spike in the American tourism industry. Increasing wages, more leisure time, and the resumption of automobile mass production were contributing factors that allowed an unprecedented number of Americans to take to the road in

[138] Devlin, *Segregation in Virginia's National Parks*, 178–186.

[139] Jay Downer and Gilmore D. Clarke, "Notes on Shenandoah–Blue Ridge–Great Smoky Mountain Parkway," 27 August 1940 and "Second Report on Great Smoky Mountains National Park and Blue Ridge Parkway," 10 October 1940, BLRI Archives, RG 7, Series 35, Box 50. The quotations are from "Second Report," 11.

[140] Whisnant, *Super-Scenic Motorway*, 267.

[141] Newton B. Drury, "Annual Report of the Director of the National Park Service to the Secretary of the Interior," Reprinted from the "Annual Report of the Secretary of the Interior for the Fiscal Year ended June 1942," (Washington, DC: US Department of the Interior, National Park Service, 1942); 168–169.

[142] *Blue Ridge Parkway News* IV. 7 (September 1941): 1.

search of recreation and leisure. The national parks, which had suffered a precipitous decline in visitation during the war years, were among the most popular destinations. In 1946, despite still being less than half finished, the Blue Ridge Parkway received 1.2 million visitors, marking the beginning of a nearly unbroken streak of outpacing every other national park in terms of annual visitation that continues to the present day (Figure 18). Although appropriations for the NPS had fallen steeply during the war and would remain at low levels for the next decade, the Parkway garnered support among many members in Congress who recognized its growing importance to the national recreation program. As a result, the Parkway received more funding than most other national parks and substantial progress toward completing it was made during the decade between 1945 and 1956. This work was carried out under the supervision of a new team. Samuel P. Weems, who had been instrumental in acquiring much of the lands for the early recreation areas, replaced Abbott as superintendent in April 1944 and guided the development of the Parkway for the ensuing 22 years. Although Abbott returned to the Roanoke office in 1946 to continue work as the resident landscape architect, he left two years later to head an NPS team assigned to study the feasibility of the proposed Mississippi River Parkway. After Abbott's departure, Edward Abbuehl took over as resident landscape architect. [143]

The priority for road construction during the period was to complete the sections north of Asheville to open as many continuous miles as possible. Most of the new construction started in the late 1940s incorporated pre-war standards but methods shifted to a greater reliance on machinery over manual labor.[144] The first new grading contract was for part of Section 1L, north of Roanoke, followed by contracts to complete the grading of Section 2P between Balsam and Bull Gaps, and to build a viaduct on Section 2F between Deep Gap and US 321.[145] In 1950, work started on Section 2Q near Asheville and an extension of Section 2Y to link to a road in Great Smoky Mountains National Park. In 1954, the pace of construction increased as work resumed on Section 1G beside Otter Creek, north of the James River, and grading started on Section 2G at Blowing Rock.[146]

Recreation area development also resumed and benefited from substantial private donations of land and money and the inter-agency cooperative agreement between the USFS and NPS. The 1952 Parkway Master Plan identified thirteen recreation areas and the land for all but two, Fisher Peak (MP 213) in Virginia (not developed until the 1990s), and Tompkins Knob (MP 272.50, now the E. B. Jeffress Park in North Carolina) had been acquired by that time. The Humpback Rocks (MP 8.40), Whetstone Ridge (MP 29.00), Otter Creek (MP 60.63),

[143] Quin, "Blue Ridge Parkway," 83–85; Whisnant, *Super-Scenic Motorway*, 267.

[144] Engineers modified the pre-war standards for side slopes on cross sections of the road after they realized that the pre-war sections were too steep to be stable. Specifications dictated flatter slopes on six mountain sections. E. G. Middleton, "Final Construction Report, Projects 1H5, J3, K8, Blue Ridge Parkway, Bedford, Rockbridge and Botetourt Counties, Virginia, Slope Flattening, Seeding and Other Work" (Approved 9 December 1953), FHWA Sterling, 6–10.

[145] Weems, "Superintendent's Annual Report," 1947 and "Superintendent's Annual Report," 1948, BLRI Archives, RG 1, Series 3, Box 62, 2–3.

[146] Whisnant, *Super-Scenic Motorway*, 267.

Linville Falls (MP 316.37), Craggy Gardens (MP 364.00), and Devils Courthouse (MP 422.40) recreation areas were developed primarily on USFS lands that were transferred under the cooperative agreement.[147]

In 1947, Bertha Cone, the widow of textile magnate Moses H. Cone, donated the couple's sprawling 3,500-acre Flat Top Estate north of Blowing Rock, North Carolina, to the NPS for the development of what was later called Moses H. Cone Memorial Park (MP 293.40). The estate was developed by the Cones beginning in the 1893 and included a large Classical Revival-style manor house and an extensive system of carriage roads. In 1949, the Jefferson Standard Life Insurance Company donated about 4,500 acres of property that was formerly owned by insurance executive and philanthropist Julian Price and was adjacent to the Flat Top Estate at the base Grandfather Mountain. Price had acquired the property of in 1935 with the intention of turning it into as a resort, but he was killed in a car accident in 1946 before any significant development occurred. After its donation to the NPS, the area was named Julian Price Memorial Park (MP 296.40) and, together with neighboring Moses Cone Memorial Park, comprises one of the most extensive scenic and recreation areas on the Parkway.[148]

The development of service facilities during the immediate post-war period included the first gas stations and coffee shops constructed under the concessionaire contract issued to National Park Concessions. Most of those buildings were later removed, but the Bluffs Coffee Shop at Doughton Park (built 1949, MP 241.1) is a notable surviving example (Figure 19).[149] The substantial improvements made to the Parkway between 1946 and 1955 increased its popularity among motor tourists and by the end of the period annual visitation increased to 4.5 million.[150]

Mission 66, 1956–1966

Launched in 1956 by NPS Director Conrad Wirth, Mission 66 was designed as 10-year program to address infrastructure in parks throughout the system by the 50th anniversary of the NPS in 1966. During the prosperous 1950s, visitation to national parks grew significantly and placed considerable strain on the outdated facilities that had suffered from deferred maintenance during World War II and its immediate aftermath. Rather than the traditional project-by-project approach that the NPS previously used to solicit appropriations, Wirth organized a well-thought-out program for a multi-year omnibus request based on the types of funding that construction-oriented agencies such as the Federal Highway Department and the Army Corps of Engineers received. The billion-dollar program approved by Congress touched every park in the system and dramatically

[147] National Park Service, "A Master Plan for the Blue Ridge Parkway," May 1952, BLRI Archives, RG 7, Series 58, Box 1.

[148] Wiss, Janney, Elstner Associates, Inc., and John Milner Associates, Inc., *Cultural Landscape Inventory, Moses H. Cone Memorial Park, Blue Ridge Parkway* (National Park Service, 2014), 1-2; National Park Service, "Julian Price Memorial Park," https://www.nps.gov/places/price-lake.htm, accessed September 2023.

[149] Joseph K. Opperman and Jeffrey P. Anderson, *Bluffs Coffee Shop Historic Structure Report* (Atlanta: National Park Service, Southeast Region, 2018).

[150] National Park Service, "Annual Park Ranking Report for Recreation Visits," https://irma.nps.gov/Stats/SSRSReports/Park%20Specific%20Reports/Annual%20Park%20Recreation%20Visitation%20(1904%20-%20Last%20Calendar%20Year)?Park=BLRI and http://www.npshistory.com/publications/visitation/annual-park-ranking/2022.pdf.

improved facilities at most. Construction efforts included new roads, trails, campgrounds, amphitheaters, visitor centers, administration buildings, and employee housing. One of the key targets of the NPS was to finish projects that had been interrupted by the war, including the Blue Ridge Parkway. The period also saw a dramatic expansion of the system, with the addition of 78 new park units.[151]

NPS priorities during Mission 66 closely matched the Parkway's needs. The "Mission 66 Prospectus" prepared by the Parkway's Roanoke office reflected a new emphasis on visitor services and accommodations, but road building was the main priority and 90 percent of the projected $27 million budget was to be devoted to road construction.[152] As an NPS pamphlet described: "Completion of the Parkway road, except for the Asheville and Roanoke links, is the major MISSION 66 objective for Blue Ridge Parkway."[153]

Among the goals was the construction of sections southwest of Asheville to Great Smoky Mountains National Park, which had been delayed before the war by the protracted negotiations to secure a right-of-way through the Qualla Boundary of the Eastern Band of Cherokee Indians.[154] North and south of Asheville, engineers faced major road-building challenges in the rugged Pisgah and Balsam mountains and were forced to modify pre-war design standards. To fit the road to the steep mountain slopes, the design speed used for calculating superelevation and widening in curves dropped from 35 to 30 miles per hour.[155] Topography made it necessary to tunnel through ridges in many places. Compared to the four tunnels built before the war, an additional thirteen were now required. The difficulties encountered and the multiple tunnels proved very costly. The average cost per mile near Mt. Pisgah exceeded $375,000.[156] By contrast, road construction around Roanoke and Blowing Rock proved more straightforward and less expensive, where the cost to grade, drain, and surface the road averaged between $100,000 and $120,000 per mile.[157]

In 1961, Rockfish Gap in Virginia became the official start of the Parkway when Congress deeded a nine-mile section north of Rockfish Gap to Shenandoah National Park.[158] By 1965, the roadway had been completed in

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[151] C. Madrid French, "Mission 66: Modern Architecture in the National Parks," (2010), http://www.mission66.com/ mission.html; Ethan Carr, *Mission 66: Modernism and the National Park Dilemma* (Amherst, MA: University of Massachusetts Press, 2007).

[152] National Park Service, "Mission 66 Prospectus, Blue Ridge Parkway," 20 April 1956, National Archives (Philadelphia), RG 79, Entry 403, Box 21, Folder A98.

[153] National Park Service, "Mission 66 for Blue Ridge Parkway," April 1957, National Archives (Philadelphia), RG 79, Entry 403, Box 21, Folder A98, 5.

[154] James M. Eden, "Acting Superintendent's Annual Narrative Report for Fiscal Year 1966," BLRI Archives, RG 1, Series 3, Box 62, 1. For more on negotiations with the Eastern Band of Cherokee Indians, see Whisnant, *Super-Scenic Motorway*, chap. 5.

[155] A maximum curvature of 28 degrees was allowed. These standards are taken from final construction reports located in FHWA Archives, Sterling, VA.

[156] Data from "List of Construction Contracts," BLRI, Resident Landscape Architect's files. Although comparisons with earlier-built sections can be misleading due to inflation, grading Sections 2T and 2S cost nearly five times more per mile than the most expensive pre-war sections, Sections 2M and 2N.

[157] Bridges, a major item in the cost of these sections, were not included in the main grading contracts. Including bridges, the total cost of Section 1M was $5,051,198, for an average cost per mile of $330,295. Data from "List of Construction Contracts," BLRI, Resident Landscape Architect's files.

[158] Since 1939, Section 1A had been administered as part of Shenandoah National Park since it provided the only southerly access to

Virginia. When the Mission 66 program ended the following year, the road between Asheville and Great Smoky Mountains National Park was finished; some sections remained to be bridged around Asheville; and the stretch across Grandfather Mountain was to be built. Mission 66 had brought the roadway to within 7.7 miles of completion, leaving only Section 2H across Grandfather Mountain. New recreational and administrative development during the period included James River (MP 63.60), Roanoke Mountain (MP 120.30), Mount Pisgah (MP 408.60), and Richland Balsam (MP 431.00). The land that had been acquired for the Pine Spur was developed as a maintenance area, and most of the vestiges of its previous intended use as a segregated recreation area were removed.

Mission 66 Visitor Centers

The Mission 66 program advocated building visitor centers so that visitors could more fully enjoy the national parks, understand the significance of what they saw, and cooperate in the preservation of park resources. While large, centralized, multipurpose visitor centers were built at many national parks, the Parkway's length, design, and function required multiple contact points and warranted a different approach. A series of small centers were strategically placed at intervals to better meet "the needs of a mobile population, stopping only for short periods of time to 'see, snap and stretch'."[159] The Parkways Mission 66 prospectus identified the need for visitor centers and the types of interpretive materials and devices that should be made available:

> The Blue Ridge Parkway presents problems of interpretation not ordinarily encountered in the more or less self-contained National Parks and Monuments. It is not so much a destination in itself as a means of leisurely travel and any interpretive plan must give prime consideration to the extreme mobility and wide dispersal of visitors which now amount to almost five million yearly…. Facilities for such a tour system will consist primarily of various types of self-operating devices along the route supplemented by an integrated series of manned visitor centers at strategic locations.[160]

Although it pre-dated the start of the Mission 66 program by a year, the Museum of North Carolina Minerals at Gillespie Gap (built 1955, MP 330.90) was the first visitor center on the Parkway. During the second half of the 1950s, several preexisting buildings and structures at recreation and service areas were converted for use as visitor centers, including the Rocky Knob Gas Station (built 1949, MP 167.00); an open air concession stand at Cumberland Knob (built 1941, MP 217.60); a building at Craggy Gardens Overlook (built 1940, MP 364.60); and the Matthews Cabin (built 1869, moved 1957, MP 176.20) at Mabry Mill.[161] Visitor center buildings

Skyline Drive. Weems, "Superintendent's Annual Report," 1961, BLRI Archives, RG 1, Series 3, Box 62, 7.

[159] National Park Service, "Blue Ridge Parkway Museum Prospectus," 17 January 1958, National Archives (Philadelphia), RG 79, Entry 403, Box 21, Folder A98, 29.

[160] National Park Service, "Mission 66 Prospectus, Blue Ridge Parkway," 20 April 1956, 6.

[161] At Mabry Mill, a lunchroom and craft shop opened in 1956, and during the main tourist season concessionaires began to operate the gristmill and blacksmith's shop. Weems, "Superintendent's Annual Report," 1957, BLRI Archives, RG 1, Series 3, Box 62, 6. See Whisnant, *Super-Scenic Parkway*, for a complete discussion of the Grandfather Mountain routing controversy.

constructed during Mission 66 included the Peaks of Otter Visitor Center (built 1956–1957, MP 85.90), Craggy Gardens Visitor Center (built 1955 or 1956, MP 364.40) (Figure 20). An open shelter visitor center at James River built in 1962 was converted to an enclosed building in 1984 (Visitor Center/Comfort Station, MP 63.60).

Completion of the Parkway, 1967–1987

After the Mission 66 program ended, the completion of Section 2H across Grandfather Mountain posed the last barrier to opening the roadway its entire length. Progress on the section had been stalled for years due to a dispute between the NPS and Hugh Morton, who owned a large part of the mountain and had developed a tourist resort there in the 1940s and 1950s. Morton objected to the NPS's "high-line" route over the mountain because he thought it would result in scarring the scenery and ruin the popular tourist attraction he developed near the summit with its "mile-high" swinging bridge.[162] In defense of his property, the politically well-connected Morton mounted an effective public relations campaign and gained support from many representatives in North Carolina Legislature.[163] Several North Carolina governors unsuccessfully tried to broker a compromise. In May 1962, NPS Director Wirth defended the NPS position at a meeting with the State Highway Commission:

> The [Parkway] section around Grandfather Mountain has been studied more than any other section. The location disturbs only one land owner while in other localities many people have given up their properties and even their homes to make the Parkway what it is today. The selected location meets the scenic, recreational, preservation, and safety standards that have been so successfully achieved on the completed portions of the Parkway. As far as we know we are all in agreement that this is the best location. We cannot now, with completion so near, lower the high standards we all have been working so long to maintain.[164]

Following Wirth's retirement in 1964, the NPS became more amenable to a compromise that would locate the roadway lower on the mountain. In 1966, James M. Eden, who succeeded Weems as Parkway superintendent that year, reported "general agreement" by the NPS to accept a lower route, subject to further investigation of an appropriate location.[165] The dispute finally ended on October 22, 1968, when North Carolina transferred the right-of-way across Grandfather Mountain to the NPS. Shortly thereafter, construction commenced at the northern and southern approaches to the mountain, but it was soon curtailed by a funding shortage. The resumption of work was further delayed following the passage of the National Environmental Policy Act in 1969, which required the

[162] Weems to the Director, 15 August 1955, reported in Edward H. Abbuehl to Chief, EODC, "Grandfather Mountain, Section 2H–Blue Ridge Parkway," 13 June 1962, 7; Hugh Morton to Dr. Barry Buxton, Executive Director, Appalachian Consortium, 15 July 1985, BLRI Library.

[163] Edward H. Abbuehl, "The Blue Ridge Parkway, Blowing Rock to Linville Falls," MSS, April 1986, BLRI Archives, RG 5, Series 38, Box 48, Folder 8.3.

[164] "Statement by Mr. Conrad L. Wirth, Director," 31 May 1962, 9–10, in Abbuehl, "Grandfather Mountain, Section 2H–Blue Ridge Parkway," National Archives (Philadelphia), RG 79, Entry 403, Box 1, Folder BLRI 1962–1963.

[165] Eden, "Acting Superintendent's Annual Narrative Report," 1966, 5.

NPS to review the environmental impacts of the Grandfather Mountain route. The study and its long period of public review and comment were not completed until 1973.[166]

In 1974, construction on the complex 7.7-mile stretch of road began in earnest. Requiring a substantial number of bridges along the rugged mountainside, the work was divided into eleven projects, the most difficult and time-consuming of which was the design and construction of a viaduct at Linn Cove (see "Engineering Significance of the Linn Cove Viaduct" below).[167] The completion of the Linn Cove Viaduct in 1983 allowed work on the final segments of roadway on Section 2H and associated facilities, including new visitor centers at Linville Falls (built 1984, MP 316) and Linn Cove (built 1986, MP 304.4), to move forward.[168] The final Parkway construction contract was completed in the summer of 1987. Ceremonies to commemorate the event were held on September 11, 1987, the 52nd anniversary of the commencement of construction in 1935. The celebration included a ribbon-cutting at the Linn Cove Viaduct and a "Parade of Years on Wheels," featuring automobiles representing each of the model years between the start and finish of the Parkway.[169]

Conservation Measures

The Parkway's significance in the area of conservation is related to the extraordinary efforts that its planners made to reclaim damaged lands, enhance and protect important views through the use of scenic easements, and preserve agricultural landscapes through controlled land leases and programs to teach better farm practices. When the Parkway was laid out in the mid-1930s, the NPS landscape architects realized that something had to be done to address views toward the sizable tracts woodlands along the route that had been ravaged by destructive clear cutting that occurred during Southern Appalachian timber boom (1880–1920). National forests established in the region had halted the most destructive practices within their boundaries by the 1920s, but some destructive cutting continued beside the future line of the Parkway. In addition to damage caused by logging, blight had decimated large chestnut groves that were native to the area, leaving patches of dead trunks that were both fire hazards and intrusions of the idyllic views the landscape architects hope to present. To combat these effects the NPS would implement an intensive silvicultural program along the Parkway to eliminate the unsightly conditions through forest regeneration.[170]

Of equal concern were the long stretches of right-of-way that passed through mountain farmlands where families struggled to draw a meager subsistence. Although a rotating cultivation system had been widely practiced in the

[166] Granville B. Liles, "Superintendent's Annual Report," 21 January 1974, BLRI Archives, RG 1, Series 3, Box 62, 5.

[167] Section 2H became the costliest stretch of the Parkway. These figures do not include landscape development work. The 7.7 miles completed included some work in Sections 2G and 2J. "List of Construction Contracts," BLRI, Resident Landscape Architect's office files.

[168] Firth, "Blue Ridge Parkway," 222.

[169] Gary Everhardt, "Superintendent's Annual Narrative Report," 1987, BLRI Archives, Library Materials, Box 2, Folder 19, 4; Quin, "Blue Ridge Parkway," 94–95.

[170] See Ronald D. Eller, *Miners, Millhands, and Mountaineers* (Knoxville: University of Tennessee Press, 1982), 86–127.

mountains since the late nineteenth century, much of the land on the steep mountain slopes was barely arable to begin with, and over time the soils were stripped of nutrients. Increasing population in the mountains during the early twentieth century exacerbated the problem by forcing family units to move further up the slopes or do the best they could by working already depleted areas. When the soil could no longer support crops, the families moved on, leaving the fallow sloping fields vulnerable to erosion.[171]

In his annual report for 1938, Abbott noted the importance of managing agricultural areas acquired for the right-of-way, writing "It has been recognized that in certain rural sections parkway lands of agricultural character contribute to the scenic effect from the drive and, accordingly, it is believed that an effort should be made to retain that quality in the rural picture."[172] Lands adjacent to the Parkway presented a picture of poverty rather than a picturesque image of rural pioneer life. The Soil Conservation Service (SCS), a New Deal agency established in August 1933, provided invaluable assistance to improve roadside farmland. At the suggestion of the NPS Washington office, Abbott collaborated with the SCS to establish a "farm practice demonstration" along the Parkway with its program that educated farmers about the dangers of soil erosion.[173] In 1940, soil conservation demonstrations began on farms along the Parkway.[174]

At the same time, the NPS Roanoke office obtained the expertise of an agronomist to help determine which lands within the right-of-way should be leased, how to frame the leasing agreements, and how best to ensure local farmers kept agreements. Under the leasing program started in 1937, farmers could pay $1.00 per acre to use land they had reluctantly parted with for the Parkway. The potential benefits of this program for the NPS, wrote Abbott in 1938, were considerable:

> The wide interest shown by the farmer in this program has demonstrated, in our opinion, its value to the Parkway in two important phases: (1) It will maintain the open character of the country where this is desirable without any considerable maintenance cost to the Federal Government and (2) it will build up the friendly feeling of the farmer toward the Parkway. This program will doubtless expand rapidly as parkway sections are finally completed and as additional lands are acquired.[175]

The leasing program grew slowly at first. Many areas within the right-of-way required remedial work before being returned to agricultural use. In 1942, Abbott reported that 82 separate parcels totaling 935 acres of Parkway land had been leased for grazing, hay production, and row crops and orchards cultivation. "The farmland

[171] John C. Campbell, *The Southern Highlander and His Homeland* (New York: Russell Sage Foundation, 1921), 252; Horace Kephart, *Our Southern Highlanders* (New York: Outing Publishing Co., 1913), 36, 37; John Solomon Otto, "The Decline of Forest Farming in Southern Appalachia," *Journal of Forest History* 27.1 (1983): 18–27.

[172] Abbott, "Acting Superintendent's Annual Report," 8 January 1938.

[173] D. Harper Simms, *The Soil Conservation Service* (NY: Praeger Publishers, 1970), 11; Abbott, "Acting Superintendent's Annual Report," 30 June 1938, BLRI Library, 22.

[174] Abbott, "Annual Report," 30 June 1940, 10–11.

[175] Abbott, "Annual Report," 8 January 1938, 5.

restoration work preparatory to the leasing," stated Abbott, "was perhaps the most spectacular advance during the year. The results have already added much to the highland farm picture which is a foreground to many of the Parkway's distant views. It is felt that this particular approach is new in medium and in scale to landscape design in Parkway work."[176] Wherever possible the leasing program sought a continuity of land use across the property boundary. When interviewed in 1958, Abbott said "It is one of the things that give the Parkway character as you drive along—this freedom from the impression of a boundary line. It is a marriage to the country, to the farm or the woodland. The countryside becomes the handmaiden of the road."[177]

During World War II, pressure to increase agricultural production brought an attendant rise in demand for leases along the Parkway. In 1942 to 1944, land leased to local farmers nearly doubled from 935 acres to 1,812 acres. In addition, 23 miles of split rail fences were constructed in the 1942 fiscal year and another fifteen miles in the next, much of it done by CPS crews when they prepared the land for use.[178] Farmers who had prospered during the war continued improved farming methods into the post-war years. Rotated crops planted in rows along the contours contributed to the roadside view. Built and repaired split rail fences around pastures in the right-of-way recalled the traditional mountain farm appearance. In 1950, according to the Parkway's agronomist William Hooper, "Neighboring farmers supplied labor, equipment, and some materials…to complete soil stabilization work on approximately 64 acres of Parkway land. After stabilization, this land will be maintained by the farmers through the medium of agricultural permits containing use stipulations."[179]

During Mission 66, the NPS increasingly emphasized land protection over farmland management due to the improved agricultural practices that mountain farmers had begun to implement and a reduction in farming in general. A new generation of farmers abandoned traditional patterns of mixed subsistence agriculture to focus on specialized enterprises such as raising beef cattle. Some farm families found additional income through part-time employment off the farm, while others took advantage of the growth in tourism stimulated by the Parkway. This decrease in the amount of plowed land had the corresponding effect of decreasing the number of areas that were subject to erosion.[180]

As more farmland was abandoned along the Parkway, the threat of encroaching resort and suburban development increased and became a constant threat to the Parkway's rural character, particularly in sections close to cities and resort towns. In 1961, Congress passed legislation permitting the NPS to acquire land beyond the right of

[176] Abbott, "Annual Report," 30 June 1942, 9.

[177] Abbott, interview, 1958, 34.

[178] Abbott, "Acting Superintendent's Annual Report," 1942, 9; Abbott, "Acting Superintendent's Annual Report," 1943, Weems, "Superintendent's Annual Report," 1944, 8.

[179] William O. Hooper, interview by S. Herbert Evison, July 1971, transcript BLRI Library, 43–44; Quote from William O. Hooper, "Project Completion Report, Soil and Moisture Conservation, Sections 1S through 1W in Va.: Sections 2A through 2F in N. C.," 1950, 2, BLRI Archives, RG 7, Series 35, Box 50.

[180] William O. Hooper, interview by Richard Westmacott and Nancy Robinson, 1991, transcript, School of Environmental Design, University of Georgia, tape A, 6–9; tape C, 2–5.

way to protect the Parkway's rural character. However, steadily rising land prices made it difficult to deal with all problems through land purchases and it sometimes became necessary to allow tree growth in open fields to screen undesirable developments.[181]

Historic Preservation and Interpretation

In the early 1930s, as the scope of the National Park System was expanded to encompass numerous battlefields and historical parks and sites, the NPS broadened its capabilities in the areas of historic preservation, museum management, and interpretation. NPS Director Arno Cammerer, who held views similar to his predecessor Horace Albright regarding the importance of history in the system, believed that the parks were "a vehicle by which the 'native beauty of the land' and 'homespun cultural fabrics'—nature and culture—would become part of a common national heritage."[182] A 1936 study of research and education in the national parks indicated a growing demand by tourists for education that "material culture in Park Service programs" could fulfill: "Contact with real things, with unusual things, awakens a desire for explanation, for an increase of knowledge. This awakened craving for knowledge needs to be satisfied when the desire is uppermost.'"[183] For the Blue Ridge Parkway, this educational focus merged with a Regionalist Movement in the 1920s and 1930s. As historian Denise Meringolo describes,

> Folklorists…sought an antidote to the consumerism, industrialism, and urbanization that had come to dominate, and ultimately endanger, American life. They found one in an idealized memory of the nation's agrarian past, a nostalgic longing for farming villages that fostered both strong communal bonds, and self-reliant families. The decline of that lifestyle under the mad rush of modernization, they believed, also signaled the decline of cultural and social mores that defined the very heart of American life. That sensibility lent new urgency to an interdisciplinary effort to document unique cultures and lifestyles.[184]

A stereotypical picture of the Southern Appalachians as an enclave of pioneer culture had long been promulgated in magazines and other publications and became generally accepted as truth by the outside world. With the closure of the American frontier in the West and urbanization in the East, public interest in (and idealization of) the region grew with the perception that it appeared to retain a vanishing way of life.[185] Admiration for the mountaineers' hardy self-sufficiency was mixed with concerns about pervasive poverty and lawlessness that was reputed to be

[181] Weems, "Superintendent's Annual Report," 1962, BLRI Archives, RG 1, Series 3, Box 62, 8; Hooper, interview, July 1971, 28–29.

[182] Denise D. Meringolo, *Museums, Monuments, and National Parks: Toward a New Genealogy of Public History* (Amherst and Boston: University of Massachusetts Press, 2012), 84–85.

[183] Ibid., 135.

[184] Ibid., 118.

[185] Since the 1870s, writers vividly accounted the peculiarities of mountain life in national magazines like *Harper's Magazine* and *The Atlantic*. See Henry D. Shapiro, "Appalachia and the Idea of America: The Problem of the Persisting Frontier," in *An Appalachian Symposium, Essays written in honor of Cratis D. Williams*, ed. J. W. Williamson (Boone, NC: Appalachian State University Press, 1977), 43–55.

rampant throughout the region.[186] This picture tended to ignore the region's geographical, social, and economic diversity. It concentrated on poorer subsistence farms in more remote areas and overlooked inroads made by the modern world. Ironically, mountains portrayed as an enclave of pioneer life were being transformed regionally by railroad, mineral, and timber companies.[187]

In 1939, Abbott proposed preserving examples of old cabins, farm buildings, and industrial structures to showcase cultural and architectural characteristics of the Appalachian region and serve as the basis for interpreting mountain life and customs. As he noted in a memorandum to Vint, Abbott thought that selected buildings that he thought representative of a self-sufficient pioneer could be adapted for functional and interpretive purposes:

> In the immediate picture are the old pioneer house at Bluff Park, the log residence at Smart View which could be rebuilt and possibly used as a trail shelter, and the neighboring mill on Section 1T. The latter which is, in my opinion, an amazing commentary on the ability of one man to build an industrial enterprise almost solely with hand-made and ingenious tools and machinery much of which we have been able to save within the now boarded building. It is possible that this mill could quite easily be put in working order, a parking area provided nearby and the tourist given an opportunity to visit the site as a museum.[188]

The Parkway's potential to interpret the area's mountain culture was echoed in 1940 by NPS Regional Supervisor of Historic Sites Roy E. Appleman and NPS Assistant Historical Technician Thor Borresen, who traveled an extensive portion of the Parkway. In his report, Appleman wrote, "The United States Government will be overlooking and neglecting perhaps its greatest opportunity in the field of historical and cultural preservation relating to the Appalachian region if it does not make the most of its opportunities in the two great national parks [Shenandoah and Great Smoky Mountains] situated in the Appalachian mountain mass and along the beautiful parkway connecting them."[189] Borresen believed that there was "something fascinating about the mountain folk, the strength and determination of those people who wanted to live there and to call it their home. It is their history and this we ought to retain. We really owe it to the nation to preserve it."[190]

Appleman and Borresen recognized three potential types of exhibits: buildings and structures representing mountain life and industry, handicrafts characteristic of the Blue Ridge, and sites of natural or historic interest. The initial focus would be on preserving log cabins and other buildings that fit the pioneer narrative and

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[186] See Gene Willhelm Jr., "Appalachian Isolation: Fact or Fiction?" in *An Appalachian Symposium*, 77–91.

[187] Eller, *Miners, Millhands, and Mountaineers*, 28; David E. Whisnant, *All That Is Native And Fine, The Politics of Culture in an American Region* (Chapel Hill: The University of North Carolina Press, 1983), 5–8.

[188] Abbott, Memorandum for the Chief of Planning, 25 May 1939, BLRI Archives RG5, Series 26, Box 34, Folder 2. A set of drawing and photographs of Mabry Mill were presented to the Historic American Building Survey [HABS] in 1940. Kenneth B. Simmons to Stanley W. Abbott, 5 August 1940, BLRI Archives RG 5, Series 26, Box 34, File 2.

[189] Roy Edgar Appleman, "Report on Preservation of Mountain Culture, Marking of Historic Sites, and Promotion of Handicraft, Blue Ridge Parkway," 10 October 1940, 11, BLRI Archives, RG 5, Series 46, Box 61, Folder 4.

[190] Thor Borresen, "Report on Mountain Culture and Handicraft, Blue Ridge Parkway," 7 October 1940, 8, BLRI Archives, RG 5, Series 46, Box 61, Folder 4.

developing materials to interpret them as vestiges of Southern Appalachian culture. A 1940 exhibit plan called for restoring the Mabry Mill and the Trail, Puckett, and Brinegar log cabins. "Selected for their picturesque architecture and the interest of the legends which surround them," Abbott wrote, "these four structures are not so much of historic importance as of human interest in their settings close to the Parkway drive."[191]

Mabry Mill (MP 176.10) set the pattern for other areas that were developed to present an idealized picture of Appalachian culture. The mill was constructed by Edwin B. Mabry in 1908 and featured a gristmill, sawmill, and woodworking and blacksmith shops. The milling operations were originally powered by an extensive system of flumes and races that conveyed water from Laurel Fork Creek and other nearby sources to a 14-foot overshot waterwheel. Later, Mabry installed a steam engine to power the machinery. The Virginia State Highway Department acquired the property after Mabry's death in 1936. Abbott and Abbuehl hopes to preserve the complex as a cultural exhibit were nearly dashed when the Highway Department moved equipment to the site and began preparations to demolish the buildings to clear the right-of-way for development. Fortunately, a timely visit by a Parkway ranger who knew of the plans for the exhibit prevented the work crew from completing that task.[192]

When he visited the site in 1940, Borresen was disappointed to learn that the mill was not particularly old. However, the weathered wood fabric and vernacular architecture of the building gave it the appearance of being older and because it was adjacent to the roadway Borresen thought it would become a popular cultural attraction that represented "a man's ingenuity in creating machinery necessary to sustain life in the mountains."[193] As the development of the site evolved over the next few years, considerable concern was given to preserving the integrity of the wood mill buildings, but the surrounding landscape was heavily manipulated (Figure 21). The designers removed the kerosene engine used to power the extant gristmill, rebuilt and put into service the older overshot waterwheel, and added a pond in front of the mill to enhance its photogenic qualities (Figure 22). They also removed a two-story wood frame Mabry farmhouse built in 1914 and replaced it with a log cabin from another county, relocated the Mabry blacksmith shop nearer to the mill, and installed exhibits of "mountain industry," including a whiskey still and sorghum press. Local craftsmen enrolled in the WPA carried out the work with CCC assistance.[194] In 1942 Abbott enthusiastically described the skill of those involved in the restoration:

> Emergency programs [of the New Deal] have provided a suitable means of undertaking the work as native craftsmen who have built in this manner through a lifetime may be employed under skilled labor allotments and have been found among enrollees. For instance a near neighbor of Mabry Mill who is the last hand known to have operated it was employed to repair the mill

[191] Abbott, "Annual Report," 30 June 1941, 15.

[192] Quin, "Blue Ridge Parkway," 218–219.

[193] Ibid., 219–220.

[194] Kenneth C. McCarter, "Restoration of Mabry Mill," December 1942, BLRI Library; Phil Noblitt, "The Blue Ridge Parkway and Myths of the Pioneer," *Appalachian Journal* 21 (1994): 394–409; Quin, Blue Ridge Parkway, 220.

> machinery contrived with such incredible ingenuity as would have defied faithful repair by one less familiar with it.[195]

The approach to preservation and interpretation applied at Mabry Mill and other historic sites on the Parkway have been denigrated by some historians for its inaccurate portrayal of the region's history by focusing narrowly on the myth of the pioneer and eschewing other important themes. For example, the region's history of resort development, as represented by Moses Cone's Flat Top Estate and the fashionable retreats at Linville and Little Switzerland, was not recognized as an important interpretive theme until after World War II.[196] The moving of buildings, altering of cultural landscapes, and questionable interpretation of Appalachian life are all things that would be considered anathema to current preservation standards. As a product of its time, however, the Parkway was not at all unique in the messages its planners chose to focus on and the tactics they employed to convey them. Rather, it reflected national trends in outdoor museum development that evolved in the late nineteenth and early twentieth centuries within the context of the Colonial Revival Movement and notably influenced by Colonial Williamsburg and Henry Ford's Greenfield Village in Dearborn, Michigan.[197]

The Parkway's idealized portrayal of homespun Appalachian culture was also in keeping with the methods used to tailor resources to specific narratives at the historical national park units developed during the 1930s and, more directly, at Great Smoky Mountains National Park, where similar efforts were made to preserve some pioneer cabins, mills, churches, and other resources at the villages of Cades Cove and Cataloochee.[198] These sentimentalized scenes were purposefully and unabashedly orchestrated to convey the scenic rural and supposedly harmonious conditions under which Appalachian culture developed. These attempts to celebrate everyday life in the Southern Appalachia were a notable departure from the commemoration of famous persons and events that had heretofore been the focus of interpretation within the National Park System. They also fit well with the emerging strain of the Colonial Revival Movement that sought comfort in the simpler lifeways of colonial times as an antidote to the increasingly hectic pace and commercialization of American culture.[199] As Abbott wrote in 1951 following the upheaval of World War II and in the advent of the looming Cold War:

> During these times of high import one develops a certain tenderness for the unimportant things of history, such as the little red school house which no one of any prominence attended…Great history? It doesn't matter as long as we keep alive the appreciation, which is an American thing, of the folklore and legend of our provincial countryside… Only as we preserve the places of their

[195] Abbott, "Annual Report," 30 June 1942, 16.

[196] Noblitt, "The Blue Ridge Parkway and Myths of the Pioneer," 394–409; Whisnant, *Super-Scenic Motorway*, 242–243.

[197] See Charles B. Hosmer, *Preservation Comes of Age*, Volume I (Charlottesville, VA: University Press of Virginia, 1981), 77–80.

[198] See Stephen Olausen, John Daly, and Laura Kline, "Historic Resources of Great Smoky Mountains National Park" National Register of Historic Places Multiple Property Documentation Form (Washington, DC: National Park Service, US Department of the Interior, 2016), 94–100.

[199] Timothy Davis, "The American Parkway as Colonial Revival Landscape," in Richard Guy Wilson, Shaun Eyring, and Kenny Marotta, eds., *Re-creating the American Past: Essays on the Colonial Revival* (Charlottesville, VA: University of Virginia Press, 2006), 155–157.

> telling in national, state, and county parks and historical reservations will they really become a part of the national culture. This is a department of historical work which often goes by the board for the sake of another George Washington's teacup.[200]

In the late 1940s and early 1950s, the NPS installed a series of interpretive signs to mark sites "where there is a legend, old building, or place of scientific interest." Motorists were instructed by Parkway guidebooks to look for the signs identified by a squirrel gun and powder horn symbol that were designed to evoke the region's pioneer origins.[201] The 1952 Master Plan for the Parkway identified plans for 15 special exhibits. Extant exhibits that were included in the plan consist of the Mountain Farm Exhibit at Humpback Rocks (MP 5.80), Johnson Farm (MP 85.20), Polly Wood's Ordinary (MP 85.90), Bell Spring House (MP 146.50), Trail Cabin (MP 155.3), Mabry Mill (MP 176.10), Puckett Cabin (MP 189.80), Brinegar Homestead (MP 238.5), Martin Caudill Cabin (MP 241.00), and a church, cabin, and springhouse at Tompkins Knob (MP 272.50). Others that were planned at Garrett Place (MP 50.90), Putt Cabin (MP 63.60), Cragg Five-Log House (MP 299.40), and Rich Cabin (MP 455.50) are not extant.[202]

The Parkway's interpretive programming during the 1950s also included a significant initial step toward educating the public about the region's natural resources. In 1953, funding became available for a minerals museum that had been proposed before the war to highlight the importance of the minerals industries to the region. The Museum of North Carolina Minerals (MP 330.90) was constructed in 1955 at Gillespie Gap as a cooperative project between the State of North Carolina and the NPS. As noted above, the museum was the first purpose-built visitor center on the Parkway and became one of its most popular stops (Figure 23).

Mission 66 Interpretation

The popularity of the pioneer exhibits that had been opened during the 1940s and early 1950s prompted further development during Mission 66. According to the Parkway's Mission 66 Prospectus:

> Evidences of the 'homespun culture' of the Southern Highlands are of great interest to visitors, and numerous cabins and other structures are preserved along the Parkway. For ease of administration, interpretation, and protection there has been established a policy of grouping related features in a few pioneer exhibit areas along the Parkway. Demonstrations are now a part of the interpretive treatment at two of the pioneer exhibits, and this principle of living exhibits will be extended to other pioneer groups as opportunity permits.[203]

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[200] Stanley W. Abbott, "Historic Preservation: Perpetuation of Scenes Where History Becomes Real," *Landscape Architecture* 40 (July 1950): 157.

[201] National Park Service, *Blue Ridge Parkway, Virginia-North Carolina* (n.p., 1949).

[202] National Park Service, BLRI Drawing, PKY-BR-GEN 2298-A, A Master Plan for the Blue Ridge Parkway June 1952, Pioneer Culture Interpretation, BLRI Drawings Collection.

[203] National Park Service, "Mission 66 Prospectus, Blue Ridge Parkway," 7.

Although pioneer culture remained the dominant interpretive theme, a 1958 Parkway museum prospectus indicated that other topics, including further interpretation of natural resources and Native American history, would be introduced. The prospectus identified nine themes that the program would focus on: the Blue Ridge Parkway Story, Pioneer Culture of Mountain People, Pioneer Industry, Mountain Craftsmanship, History and Indians, North Carolina Minerals, Biology and Ecology, Botany, and Appalachian Forests.[204]

Ranger presentations on a variety of themes were also an important part of the Mission 66 interpretive program and led to the development of facilities to accommodate group participation. In 1956, a popular program of outdoor evening talks given by ranger naturalists prompted the construction of the Parkway's first amphitheater (1956–1957, MP 85.90) at the Peaks of Otter. The first permanent campfire circle was built the following year at Doughton Park. By 1961, such talks were regularly given during summer evenings at visitor centers and campgrounds throughout the Parkway.[205] The largest and most elaborate amphitheater (early 1960s, MP 297.10) was built at Price Memorial Park in the early 1960s and the Crabtree Falls Amphitheater Building (MP 339.50) was added in 1964.[206]

The broadened scope of the interpretive program during Mission 66 led to the consideration of preserving other types of historic resources. In 1960, the NPS restored a short stretch of the Irish Creek Railway (MP 34.8) that landscape architect Henrik van Gelder had noted as an interesting feature during a 1934 reconnaissance survey.[207] The railroad parallels the Parkway road for about two miles and is a remnant of the logging operations that had caused damage to the Southern Appalachian landscape in the late nineteenth and early twentieth centuries. The railroad grade and a rebuilt trestle were incorporated into an interpretive hiking trail. In the early 1960s, the NPS restored Locks 7 and 8 and a portion of the towpath of the historic James River and Kanawha Canal and constructed a trail to it from the James River Visitor Center (MP 63.64).

The themes established for the interpretive program during Mission 66 were carried through the Parkway's last construction phase (1967–1987). During that period, however, historians began to criticize preservation and interpretive practices that painted distorted pictures of Southern Appalachian culture. This would result later in a wholesale program of reinterpretation that sought to tell a more authentic and complete story. Some historians, however, chose to view the early preservation and interpretive programs as another aspect of the Parkway's history in the belief that it could be best "understood as a reflection of the cultural context within which they were created."[208]

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[204] National Park Service, "Blue Ridge Parkway Museum Prospectus," 17 January 1958.

[205] Weems, "Superintendent's Annual Report," 1957, 6; "Superintendent's Annual Report," 1961, 5.

[206] Firth, "Blue Ridge Parkway," 203–04.

[207] Weems, "Superintendent's Annual Report," 1961, 5; Henrik van Gelder, "Appalachian Park to Park Highway Report, Tye River Gap – Robinson's Gap, Sections D & E, Elevation 2995 ft." n.d., BLRI Archives, RG 7, Series 33, Box 47, Folder 36.

[208] Charles A. Birnbaum and Mary V. Hughes, eds., "Landscape Preservation in Context, 1890–1950," in *Design with Culture: Claiming America's Landscape Heritage* (Charlottesville: University of Virginia Press, 2005), 1.

CRITERION 4
Expressing Cultural Values

Blue Ridge Parkway Landscape Design and Engineering

By the time the Blue Ridge Parkway was proposed in 1933, the NPS's Landscape Division had a well-defined master planning process that had been perfected by Chief Landscape Architect Thomas Vint in the late 1920s. The hallmarks of Vint's approach were 1) preservation of the existing natural landscape; 2) provision of easy visitor access to major scenic features; 3) development a master plan for each park to guide all development; 4) a design review process to ensure that individual projects blended into the landscape and did not conflict with the master plan; 5) road and trail designs that followed the topography and lay gently on the land; 6) landscape restoration to erase construction scars; 7) application of rustic and vernacular styles and the use of local materials and "pioneer" methods in the construction of buildings and structures; 8) standardized plans and specifications for recurring features such as guardrails and comfort stations; and 9) guidelines for stone masonry, road bank restoration, campground design, etc., to ensure landscape harmonization.[209]

The Blue Ridge Parkway designers followed the essential tenants of NPS landscape design by harmonizing all development with the natural and cultural landscape. The expansive landscape that visitors experience today was achieved through attention to all details, large and small, that contributed to making the Parkway appear and function as it does. As described by the American Society of Landscape Architects, the design process that resulted in a landscape that is extolled for its natural beauty and environmental diversity was arduous and exacting:

> Every bridge, sign, guardrail, picnic table, trail, parking overlook, and building – every item that the Park Service was to place on the Parkway – required numerous drafts, revisions, reviews, approvals, and close supervision during construction. The landscape architects' touch of healing, rehabilitating, and beautifying was applied to each mile of the Parkway. Their responsibility was to ensure that everything would blend, mold together, and merge with the existing features to fulfill the prescribed objective of establishing a 'museum of managed countryside.'[210]

As previously mentioned, the design of the Parkway was based on precedents that had been established in the Clarke and Downer design for the Bronx River Parkway and the collaborative work of the NPS and BPR in constructing park roads and earlier NPS parkways. The ability to blend the roadway with bridges, tunnels, buildings, and scenery required to create a parkway necessitated the teamwork of civil engineers and landscape architects. Initially known as "landscape engineers," NPS landscape architects worked with BPR highway

[209] McClelland, *Presenting Nature*, 2–4, 181–185.

[210] American Society of Landscape Architects, "Blue Ridge Parkway: Virginia and North Carolina," 2001 Classic Award, www.asla.org/meetings/awards/awds01/blueridge.html.

engineers to establish an orderly approach to road design, building, and administration.[211] This approach, according to the Federal Highway Administration, became a "hallmark of parkway design" and influenced subsequent federal highway design.[212]

Although the Parkway has many attributes, the road itself is its most essential component. Its path establishes the landscape composition and the way its beauty and sequential views reveal rolling hillsides, farmlands, and forests to visitors. Scenic views and vistas dictated a curvilinear alignment along a route of enormous challenges. To meet these challenges, the engineers and landscape architects used spiral curves, streamlined cross sections, and grassy shoulders. With no edge strip, the road appears to flow lightly on the land in harmony with the surrounding natural environment. Highly advanced technology employed on the roadway's final section built the environmentally sensitive and award-winning Linn Cove Viaduct.

The NPS first applied its new road standards for minimum curve radii, spiral curves with constantly varying radii to ease transitions, and grades in the Western parks, sharing them with BPR engineers who were likewise accomplished in National Forest projects. The expert knowledge of BPR's civil engineers, combined with the standards the NPS had established to protect natural park scenery, benefitted park road projects such as the mountainous Going-to-the-Sun Road (1921–1932; NHL, 1997) that crossed Glacier National Park in Montana and the Yakima Park Highway (1927–1931) in Mount Rainier National Park in Washington.[213] In 1926, the two agencies executed the important inter-bureau agreement that led to their cooperative partnership on all major road projects in national parks through the early 1940s. Advancement in roadbuilding technology helped make some of the more challenging NPS road projects possible. According to historian Timothy Davis:

> Bigger budgets and newer, more powerful machinery enabled the park road builders of the 1920s and 1930s to attempt more ambitious projects than their predecessors. These designers and engineers sought to reduce the visual impact of road construction, harmonize structures with the local environment, and lead visitors through an enjoyable series of visual experiences. To a large extent the basic characteristics of today's National Park System were established during this period.[214]

[211] Timothy Davis, "Lying Lightly on the Land: Building America's National Park Roads and Parkways," National Building Museum [exhibit], June 6, 1997–January 11, 1998.

[212] Elizabeth E. Fischer, Heidi Hohmann, and P. Daniel Marriott, "Roadways and the Land: The Landscape Architect's Role," in *Public Roads* (Federal Highway Administration, March/April 2000), www.fhwa.dot.gov/publications/publicroads/00marapr/landarch.cfm.

[213] The Going-to-the-Sun Road had established new standards for the design and construction of park roads and demonstrated the benefits of interdisciplinary cooperation in landscape engineering. See Carr, *Wilderness by Design*, 139–187; and McClelland, *Building the National Parks*, 195–226. An earlier road, the Columbia River Highway (1913–1922, NHL) designed by Samuel Lancaster of the Oregon Highway Department, became state of the art for building scenic mountainous roads, influencing park road building over the next decade. McClelland, *Building the National Parks*, 176.

[214] Davis, "Lying Lightly on the Land."

In 1932, the NPS issued its second Statement of Policy, requiring parks to harmonize development with the environment: "Roads, buildings, and other structures necessary for park administration and for public use and comfort should intrude upon the landscape or conflict with it only to the absolute minimum."[215] This policy was issued just after the road-building program shifted its focus from parks in the West to those in the East. Skyline Drive and Colonial Parkway became the first roads in the East where designers applied the techniques perfected by the NPS Landscape Division for harmonizing roads with the native landscape.[216] "The success of this expansion," writes landscape architect and historian Ethan Carr, "depended on the adaptation of Vint's landscape planning and design techniques from the context of western scenic reservations to that of eastern 'historical parks.'"[217]

Laying the Road Lightly on the Land

The use of spiral curves, a technique heavily promoted by landscape architects, was critical to plotting the roadway's course to highlight prominent landscape features and promote a safe and leisurely drive. Landscape architect H. E. van Gelder, who worked on both Skyline Drive and the Blue Ridge Parkway, explained how engineers and landscape architects could view curves differently: "Engineers have a tendency to regard the line as a series of tangents, connected by curves no longer than necessary. This tends to result in a hard line with abrupt curves. The landscape architect would rather consider a parkway alignment as one continuous curve."[218] Spiral curves served to ease transitions from one curve direction to another and had been used in parkways and park roads in the 1920s, but difficult computations had limited its use.[219] Landscape historian Mary Myers uses the Blue Ridge Parkway as an example of how spiral curves work with a visually rich landscape:

> On a 10-mile section of the Blue Ridge Parkway, for example, the following views are revealed as the driver passes from one spiral into another: open, distant mountain vistas; close-up views of enclosing walls of rhododendron and laurel, which seem to brush the sides of the car; geometric patterns of rows of corn in contoured fields; distant views of mountains seen beneath a canopy of pine branches; and middle views of farm buildings and grazing animals in pastures.
>
> The variety of distant, middle, and close views is stimulating. There is little or no line of demarcation between road and adjacent landscape. The spiral curves allow landscape views to be synchronized similarly to Japanese stroll gardens. Everything is not revealed at once. There is a sense of anticipation of what is to come. The effect of the changing views is interesting and, at the

[215] McClelland, *Presenting Nature*, 168.

[216] McClelland and Engle, "Skyline Drive Historic District,", 15.

[217] Carr, "The 'Noblest Landscape Problem,'" and "Thomas C. Vint and Landscape Preservation," in Birnbaum and Hughes, eds., *Design with Culture*, 158.

[218] Mary E. Myers, "Iron and Asphalt: The Evolution of the Spiral Curve in Railroads and Parkways," *Public Roads* 65.2 (Sept/Oct 2001), www.fhwa.dot.gov/publications/publicroads/01septoct/spiral.cfm, quoting H. E. van Gelder, "Notes on Alignment and Grading on Skyline Drive," Blue Ridge Parkway Archives, April 27, 1934.

[219] Joseph Barnett, *Transition Curves for Highways* (Washington, DC: Federal Works Agency, Public Roads Administration, 1940), 2. H. E. van Gelder noted that spirals had not been used on early sections of the Skyline Drive. H. E. van Gelder, "Appalachian Park-to-Park Highway Report."

> same time, soothing. The Parkway is a ribbon of reverse curves—a ribbon that threads through and connects with the surrounding landscape.[220]

Most of the Parkway's 26 tunnels were curved to allow the roadway's spiral transitional curves to continue uninterrupted. Tunnel construction helped preserve mountain slopes and ridges that minimize scarring the landscape and, at times, allowed the Parkway to continue along its most desirable route.[221]

A second technique, the streamlined cross section, flattened and rounded slopes beside the road to produce the appearance of a natural fit between road and topography. This technique, by way of cut and fill, took land from a hillside on one side of the roadway to build up the grade on the other side. Early sections of the Parkway were built in conformity with standards the NPS Branch of Plans and Design had developed in 1931 for shaping earth cut slopes beside park roads; however, in 1938, additional flattening was recommended for the Blue Ridge roadway at the base of each slope.[222] Additional blending of the roadway's cross sections sought to erase the margin between natural and built landforms, making it difficult to discern where one ended and the other began. According to NPS landscape architect J. W. Bright, the Parkway's designers sought to "avoid the usual cookie-cutter, template effect" that characterized contemporaneous highways by daylighting cuts and extending fill slopes.[223]

The use of grassy shoulders instead of paved edge strips further enhanced the blending of the roadway into the landscape. When combined with spirals and streamlined cross sections, these characteristics connect travelers with the landscape. The clear zone, or the open space between the roadway and vertical landscape features, was manipulated to enhance the traveler's experience. Myers explains the extent to which these techniques highlighted the topographic features along the Blue Ridge Parkway as it "skirts rugged outcrops, and coming sometimes as close as five feet (1.5 meters) to the side of a mountain, it gives the driver and passengers a sense of Appalachian geology. The sweep of the curve and the banking of the pavement are subtly adjusted to highlight the height and character of rocky outcrops above the roadway."[224]

Many travelers on the Parkway consider its most outstanding feature to be the striking array of 264 parking overlooks that present a sequential panorama of spectacles and mountain scenery. The NPS had used dramatic scenic overlooks in its Eastern and Western parks, but they became particularly important to promoting a leisurely driving experience on Skyline Drive and the Blue Ridge Parkway by offering frequent and compelling

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[220] Myers, "Iron and Asphalt." Spiral curves were first used in railroad development. For roadways, spirals were first used on Mount Vernon Memorial Parkway and the George Washington Memorial Parkway by landscape architect Wilbur Simonson.

[221] Quin, "Blue Ridge Parkway, 126–27.

[222] Ian J. Firth with Rachel Hildebrandt, "Blue Ridge Parkway, Virginia and North Carolina, Historic Resource Study," draft, December 2005, BLRI Library, 79.

[223] National Park Service, *Visual Character of the Blue Ridge Parkway* (Washington, DC: US Government Printing Office, 1997), 52–53.

[224] Myers, "Iron and Asphalt." National Park Service, *Visual Character*, 49.

opportunities for people to pull off the road, exit their cars, and experience dramatic views and vistas. Many of the viewpoints were controlled through selective cutting or strategic plantings to produce a contrived picture that was to be carefully preserved through continual maintenance. Unfortunately, this has not prevented some adjoining lands that were originally part of a planned vista or viewpoint from becoming wooded.[225]

In a 1950 memorandum to Vint, NPS Chief Engineer Frank A. Kittredge compared the Parkway's achievements to those at Skyline Drive and other national park roads:

> This parkway having been built later than Shenandoah has many marked improvements, such as easier alignment, many flat slopes, etc. This is no criticism of Shenandoah, for when it was started funds were not available nor was it considered desirable at that time to have the standards of alignment which have been adopted later…. [F]unds have not been spared in obtaining the alignment desired even though the costs were tremendous and the excavation and embankment almost mountainous in proportions.
>
> I feel strongly that there are many points in the Blue Ridge Parkway construction which could be followed to good advantage in other parks…. Many of the fine things being accomplished in the Blue Ridge Parkway have for many years been the hope and dream of other superintendents and technicians.[226]

Parkway Land Use Maps

In the early 1940s, Abbott initiated policy that was designed to document the Parkway's landscape program through the development of what were originally referred to as Landscape and Maintenance Plans, but later were titled Parkway Land Use Maps (PLUMS).[227] Created for each Parkway section, the PLUMs consisted of a large-scale (1″ = 1000′) key map followed by a series of small-scale (1″ = 100′) segment plans. The key maps divided the section into numbered segments with match lines (Figure 24). The number of segment plans varied by section and ranged from 10 to 28 individual maps. Their purpose was to depict in detail the various features of the Parkway and the elements of the landscape design (Figures 25–27). Parkway features that were identified included the roadway with elevations; parking overlooks; recreation, service, and maintenance areas; interchanges with local roads and highways; and tunnels and bridges. Existing woods, pasturelands; agricultural fields, meadows, and natural and manmade features within the right-of-way were drawn and the boundaries of scenic easements and names of the abutting property owners were noted. The segment plans also included specific directions for the roadside landscape design, including schedules that identified the type and number of the trees and shrubs to be planted at particular locations and instructions for creating or maintaining specific views and vistas through

[225] McClelland, *Building the National Parks*, 213–14; George T. Davis, "Protecting Scenic Views: Seventy Years of Managing and Enforcing Scenic Easements along the Blue Ridge Parkway" (Master's thesis, Virginia Polytechnic Institute and State University, May 5, 2009),, abstract; Fischer, "Roadways and the Land;" Quin, "Blue Ridge Parkway," 135–36.

[226] Frank A. Kittredge, memorandum to Vint, "Report-Blue Ridge Parkway," 24 July 1950, National Archives (Philadelphia), copy in BLRI Archives, RG 7, Series 35, Box 50, 1.

[227] Abbott, "Annual Report for 1943," 9; Quin, "Blue Ridge Parkway," 136.

strategic planting or vegetation removal. The PLUMS were updated throughout the design and construction process and form a remarkable as-built record that documented the intent of the original landscape design and established a basis for its subsequent maintenance.[228]

Rustic Design Aesthetic

Landscape design in national parks called for a distinctive blend of knowledge and skills, one that merged landscape work with the fields of architecture and engineering. According to NPS Chief Landscape Architect Thomas Vint, whose own background fit this blend: "We have little use for landscape men whose experience is limited to the planting of shrubbery and allied to landscape work…. The work has to do with the preservation of the native landscape and involves the location and construction of communities, buildings, etc. within an existing landscape."[229] The philosophy was consistent with the NPS's 1918 Statement of Policy that required its engineers to be either knowledgeable in landscape architecture or appreciative of the esthetic value of park lands.[230]

In accordance with the NPS principles, each structure was to blend with its setting through its form and material. In 1935, consulting architect Albert H. Good described the basic features of rustic design: "Through the use of native materials in proper scale, and through the avoidance of rigid straight lines, and over-sophistication, [rustic design] gives the feeling of having been executed by pioneer craftsmen with limited hand tools. It thus achieves sympathy with natural surroundings and with the past."[231] Parkway designers used rustic design approaches to blend the roads and overlooks with the adjoining landscape. Collectively, the Parkway buildings, bridges, tunnels, viaducts, culverts, retaining walls, and guardrails outstandingly represent the overall character the designers established along the Parkway in the 1930s to create a recreational driving experience.

Stone masonry, a hallmark of NPS rustic design, appears on the majority of structures visible to Parkway travelers, including in its bridges, tunnels, viaducts, drainage structures, and retaining and guard walls. Two factors make this masonry work blend in remarkably well with the Blue Ridge mountain landscape. First, the stone used most often came from quarries near the construction site or, at times, from rock cuts associated with the Parkway's construction. Using local stone not only saved hauling costs but, more importantly, ensured that the stone used in a structure matched that of the geological area in which it was located. Second, the careful attention to masonry

[228] NPS, Parkway Land Use Maps, NPGallery Digital Asset Management System, https://npgallery.nps.gov/SearchResults/albumid/45a605be-bd27-474d-9927-3a2b3d0d648f
[229] McClelland, *Presenting Nature*, 117.
[230] McClelland, *Building the National Parks*, 135. Since "1919, a landscape engineer…was directly involved in park planning and setting design standards compatible with the natural setting of each park": McClelland, "Skyline Drive Historic District," 70.
[231] McClelland, *Building the National Parks*, 434. Many good examples of that style, published by the NPS in 1935 and 1938, are seen in the Parkway's bridges, retaining walls, and culvert headwalls. Albert H. Good, ed., *Park Structures and Facilities* (Washington, DC: US Department of the Interior, National Park Service, 1935); Albert H. Good, ed., *Park and Recreation Structures* (New York: Princeton Architectural Press, 1999 reprint of the US Department of the Interior, National Park Service 1938 edition).

design and harmonization extended to each stone's shape. Stones were cut to fit from full-wood templates derived from architectural drawings.[232]

The roadway's most distinct architectural feature is its exceptional collection of concrete arch bridges with native stone veneers. Each of the pre-World War II bridges was designed for a particular site with its own distinct identity.[233] This attention extended to culvert headwalls, a key component of the Parkway aesthetic. Although governed by masonry specifications developed for all BPR projects in the national parks, each headwall possesses a "special handmade stone-crafted character." Guard walls of the 1930s and 1940s were built according to masonry standards developed by Vint's Landscape Division in 1928. These standards changed after the 1940s to reinforced concrete with stone veneer to withstand vehicle crash test requirements.[234]

Post-war masonry construction changed due to increased costs and the emergence of new structural systems. Nevertheless, parkway planners insisted that all but the most minor bridges continue to employ a native stone face obtained from material within 15 miles of a site and that landscaping help blend the bridge into its surroundings.[235] Still later, in the Mission 66 years, the use of rustic stone detailing disappeared with some bridges resembling plain concrete box culverts with little individual identity. Yet, stone-faced, reinforced concrete arch bridges were still built as grade separation structures at major crossings and intersections.[236] At minor crossings, NPS Director Wirth issued a new design policy in April 1957 to use stone for bridges visible from the Parkway road.[237]

On the Parkway's 26 tunnels, "the coolness of the mountain rock," as the NPS noted, "contributed greatly to the character and dynamic visual experience of the Parkway." This pictorial experience also applied to the spectacular vistas travelers encountered at the tunnel portals. Besides masonry, site considerations and alignment were critical to the Parkway's aesthetic design. Placement and coordination of drainage structures with the natural site blended the roadway cross section into the adjacent grades.[238]

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[232] Quin, "Blue Ridge Parkway," 118.

[233] National Park Service, *Visual Character*, 81. This type of bridge had been introduced to America by Arthur G. Hayden, the designing engineer of the Bronx River Parkway, and at New York's Westchester County parkway system by Gilmore Clarke. It had also been used in some national parks in the West. Carl W. Condit, *American Building Art: The Twentieth Century* (New York: Oxford University Press, 1961), 213.

[234] Ibid., 132. The older stone walls are now referred to as "guide rails," and the newer concrete walls are referred to as "guard walls." Stone guard walls and log guard rails had been used in the western national parks. In 1928, Vint's Landscape Division developed design standards for both. McClelland, *Building the National Parks*, 216–17.

[235] Quin, "Blue Ridge Parkway," 119, 121.

[236] Spelman in the BPR tended to favor the continued use of stone-faced, concrete arch structures, while architects and landscape architects in the NPS advocated for more modern structures. Weems once commented that Spelman was "unnecessarily shy" of pre-stressed concrete structures. Sam P. Weems to Chief, EODC, "Deep Gap Grade Separation," 27 May 1957, National Archives (Philadelphia), RG 79, Entry 402, Box 23, Folder BRP Project Correspondence 1957.

[237] Merel S. Sager, Acting Chief Division of Design and Construction to Chief, EODC, "Subject: Grade Separation, Slings Gap," National Archives (Philadelphia), RG 79, Entry 402, Box 23, Folder BRP Project Correspondence 1957.

[238] National Park Service, *Visual Character*, quoted on 116, 146.

At a 1932 conference of national park executives, the deputy chief engineer of BPR, Dr. L. I. Hewes, pressed the NPS to further develop the planting program: "The way to landscape a highway hasn't yet been found and there are no books about it, so this landscape division in the Park Service is doing pioneer work and we are learning with them and perhaps they are learning a little about roads from us."[239]

In March 1936, Malcolm A. Bird, who had transferred to the NPS Roanoke office from Great Smoky Mountains National Park, started a manual titled "Planning the Complete Landscape Development: The Problem and the Program."[240] Remarkable for its scope and Bird's meticulous attention to detail, some parts referred to existing NPS policies, such as the use of native plants, but other parts addressed issues heretofore not confronted in national parks, such as how to treat agricultural fields and woods within the right-of-way.

Although Bird's manual provided detailed guidelines, the Parkway's landscape development program was experimental in many areas. Nothing of this scale and scope had been attempted in the national parks or along earlier parkways. A trial-and-error process began in 1938 with three "demonstration projects" along Sections 1P, 1Q, and 2A. Each project included "general cleanup" and selective cutting in woods and forests, fine-grading of road cut and embankment slopes, planting and seeding, and various improvements to fields within the right-of-way. Miscellaneous other tasks responded to specific needs along each section, notably erosion control in gullies and beside streams.

Selective cutting mainly took place within 100 feet of the road's centerline to create a sequence of views into or through the woods and forests. Abbott enthusiastically reported on the immediate effect these operations made on the program:

> This first work in many respects is one of the most spectacular parts of the whole program. Comparisons before and after the work show how much of the natural beauty of the woods and fields have formerly been hidden by the debris, the slash and especially the sucker or stump growth resulting from careless forestry in the past. Beautiful vistas to the distance, glimpses into the woods and specimen laurel, rhododendron and azalea in the backgrounds are often revealed by a slight cutting under judicious supervision.[241]

After World War II, the Parkway planners found it difficult to replace the labor that the emergency work agencies had provided to implement the landscape development program. Concerned that the program would suffer, Weems attempted to emphasize its importance and secure funding through the NPS's general account but failed to convince his superiors. Instead, some funds shifted to slope stabilization to correct poor land along the

[239] McClelland, *Building the National Parks,* 231.

[240] Malcolm A. Bird, "Planning the Complete Landscape Development: The Problem and the Program," 1939, BLRI Library (incomplete version).

[241] Abbott, "Acting Superintendent's Annual Report," 30 June 1938, 15.

Parkway's route.[242] Once slopes were stabilized, native vegetation was allowed to regenerate in lieu of planting. But natural succession threatened some features that Bird had planned to create to bring interest to roadside landscapes, particularly the modulation of forest edges and the vista clearings. By the early 1950s, maintaining even the existing vista clearings had become a serious problem.[243]

Nevertheless, a rural scene remained a priority during the Mission 66 era. The Parkway's 1956 Mission 66 Prospectus emphasized landscape development programs designed "to blend the ribbon of Parkway land into the broad rural scene."[244] Encroaching suburban and resort developments around Roanoke and Asheville could potentially alter the character of lands along the Parkway and impact management of scenic easement lands, an issue that would also impact agricultural areas.

Parkway Building and Structure Architecture

During the initial development of the Parkway in the 1930s and early 1940s, the architects and landscape architects in the Parkway's Roanoke office adapted the NPS's characteristic rustic design approach to the publicly visible buildings on the Parkway. Rather than applying standard NPS rustic designs that had been developed for the national parks in the West, Parkway architects sought a rustic aesthetic that incorporated features and materials that were common to the traditional vernacular of the Southern Appalachian region. In 1943, Abbott described the architecture as "simply an adaptation of the general forms, lines, and materials of the local sheds, barns, and dwellings which adapt remarkably well to Parkway needs. This office feels that the recall of pioneer building methods in the Parkway structures is one of the principal opportunities that we have to preserve something of the backwoods feeling that otherwise may disappear from the mountains."[245]

Characteristics of the rustic aesthetic applied to Parkway buildings and structures including stone walls, chimneys, and floors, along with heavy timbers, square post roof supports, and split-oak shakes. Good examples of the early design approach include a trail shelter at Rocky Knob (1937, MP 168.10) and an overlook shelter at Cumberland Knob (1941, MP 217.60). The large trail shelter (1937, MP 364.50) near the Craggy Gardens picnic area also "exemplifies sensitive placement; virtually unperceived from the elevation of the Parkway below, the shelter takes on its commanding presence after it appears through the narrow trail ascent."[246]

Built in 1948–1949, Doughton Park's coffee shop, gas station, and lodge (MP 241.10) are examples of the rustic aesthetic design approach that was used to execute buildings on the Parkway after World War II. These buildings

[242] S. Weems, "Superintendent's Annual Report," 9 July 1947, BLRI Archives, RG 1, Series 3, Box 62, 3; Weems, "Superintendent's Annual Report," 12 July 1948, BLRI Archives, RG 1, Series 3, Box 62, 4; Weems, "Superintendent's Annual Report,"1949, BLRI Archives, RG 1, Series 3, Box 62, 7; William O. Hooper, interview by Evison, July 1971, transcript, 13.

[243] Abbuehl, "History of the Blue Ridge Parkway, Addition," 1953, 3, BLRI Archives, RG 5, Series 41, Box 51, Folder 7.

[244] "Mission 66 Prospectus," 20 April 1956, 9.

[245] Stanley W. Abbott, "Confidential Memorandum for Regional Director Taylor," December 1943, 11–12.

[246] National Park Service, *Visual Character*, 162, 167, 168, 170.

were simpler in design than those pre-war and employed more standardized building materials, including weatherboard and cement shingles, that made them more economical to build. In 1950, NPS Associate Director A. E. Demaray gave his approval to this modified rustic architecture:

> We have no wish to ape the native structures exactly in our buildings but merely to use similar roof pitches and shapes, building material combinations, and other characteristics well known to all which make these buildings fit into the Blue Ridge Mountain country in a very satisfactory manner. It should be a relatively simple matter for a good designer to produce a combination of the right mass and materials to suggest the mountain type of architecture even with more modern materials than were generally used in these buildings. Cement shingles, wide siding, boards and battens, or combinations of wood and stone such as have been used on several of the existing buildings will continue to serve the purpose admirably.[247]

The rustic character changed for campground and picnic facilities for ease of maintenance. In 1953, Weems reported that wood picnic tables and benches were being replaced with those made of concrete and stone.[248] Comfort stations also took on a plainer appearance like that of the service facilities at Doughton Park.

During Mission 66, the Parkway's rustic design drew internal criticism. In 1957, supervisory architect John B. Cabot, in the newly formed NPS Eastern Office of Design and Construction (EODC) in Philadelphia, expressed his opposition to the use of obsolete "cow-barn" architecture and advocated for more modern ideas.[249] Wirth and Vint in the Washington office overruled him, insisting that new public buildings harmonize with existing Parkway buildings.[250] However, economy dictated design changes in minor buildings such as comfort stations and buildings closed to the public. In 1959, following complaints in Congress about building costs, Wirth required NPS architects to pay close attention to costs and recommended using more modern materials and standard layouts.[251]

Engineering Significance of the Linn Cove Viaduct (MP 304.02)

The construction of the Linn Cove Viaduct was the single most complex engineering challenge for the Parkway, holding up its completion for more than 20 years. Linn Cove presented new challenges in the effort to minimize

[247] A. E. Demaray to Regional Director, Region One, NPS, 8 December 1950, BLRI Archives, RG 5, Series 28, Box 35, Folder 6.

[248] Weems, "Superintendent's Annual Report," 1953, BLRI Archives, RG 1, Series 3, Box 62, Annual Report, 4.

[249] The term "cow-barn architecture" was used to describe a design for a visitor center at James River; Cabot to Supervising Park Landscape Architect, Blue Ridge, "James River Interpretive Shelter, Drawing No. PKY-BR-1G-2088A," 12 July 1960, National Archives (Philadelphia), RG 79, Entry 409, Box 9, Folder BRP 1958–1960.

[250] Dudley C. Bayliss to Chief of Concessions Management, "Draft of Prospectus Blue Ridge Parkway," 28 January 1960; John B. Cabot to Chief, EODC, "WASO Directive, Blue Ridge Architecture," 8 February 1960, National Archives (Philadelphia), RG 79, Entry 401, Box 2, Folder C, BLRI.

[251] Weems to Chief, EODC, "Comfort Station Design and Cost–Blue Ridge Parkway," 17 August 1959, National Archives (Philadelphia), RG 79, Entry 409, Box 9, Folder BRP 1958–1960. For example, in the Meadow Picnic Area at Doughton Park, a strong contrast exists between the rusticity of the pre-war combined shelter-comfort station and the utilitarian appearance of a 1957 concrete block comfort station in the picnic area extension.

damage to the environment. The extremely deep ravine was strewn with giant boulders, heavy vegetation, and a terrain considered to be among the most environmentally sensitive in the eastern United States. To maintain the stability of the boulders and preserve the natural mountainside beauty, officials from the NPS and the BPR (now the Federal Highway Administration [FHWA]), dismissed cutting a road through the area.[252] Instead, the FHWA proposed building an eight-span segmental post-tensioned structure. It would be 1,240 feet long and follow the 4,400-foot elevation contour.[253] At the time it was built, the viaduct's "topography conforming horizontal and vertical alignment made it the most complicated structure of its type in the world."[254]

The firm chosen to design the project, Figg and Muller Engineers, Inc. (a partnership between Jean M. Muller–Europe Études, Paris, France; and the Tallahassee, Florida, firm of Barrett, Daffin and Figg) would build the viaduct using a method called "overhead progressive placement" that had not yet been attempted in North America. Jean Muller, who pioneered the art of segmental design and construction in France during the 1960s, had developed this method. To limit disturbance at ground level, the structure was essentially built from the top of the deck.[255] Precast concrete segments, each unique in shape to fit its specific place in the bridge, were attached in cantilever fashion, one to the next, as construction progressed (Figures 28 and 29). The method allowed labor, construction materials, and equipment to be transported, via one access point, and use the completed portion of the bridge as a staging area for materials and equipment, the largest piece of which was the crane that lifted the segments into place. [256]

Work on the viaduct began in December 1978 and was completed five years later at a cost of $9,958,570.[257] It was hailed as a fitting finale to the construction of the Parkway, making it possible to complete the last section of the Parkway. Landscape architect Abbuehl summed up the opinion of many of the 'old hands' in the NPS: "Linn Cove Viaduct is an outstanding example of what can be done when there is a real desire to preserve the roadside in the most difficult of situations. As one walks across the completed bridge, it looks as if it always has been there—no construction scars and the rock outcroppings lie just a couple of feet beyond the guard rail."[258] The viaduct sustained the engineering design excellence and visual quality that the Parkway's designers had first established in 1935. As historian Linda McClelland explained: "More than any other road-related feature constructed in national parks in the last fifty years, the Linn Cove Viaduct…exhibits the synthesis of ecological protection, naturalistic principles of landscape design, and modern materials and methods of construction."[259]

[252] Cleven, "Blue Ridge Parkway, Linn Cove Viaduct," 16–17**.** Grandfather Mountain supports 42 rare and endangered species.

[253] FHWA bridge engineer R. B. Cocroft promoted this idea. James M. Barker, *Design and Construction of the Linn Cove Viaduct* (McLean, VA: US Department of Transportation, Federal Highway Administration, November 1985), 2.

[254] Cleven, "Blue Ridge Parkway, Linn Cove Viaduct," 1.

[255] Ibid., 19.

[256] Barker, *Design and Construction of the Linn Cove Viaduct*, 2.

[257] Quin, "Blue Ridge Parkway," 126. The contractor was Jasper Construction Company of Plymouth, Minnesota.

[258] Abbuehl, "The Blue Ridge Parkway, Blowing Rock to Linville Falls," 1986, 4–5.

[259] McClelland, *Building the National Parks*, 480.

Comparative Analysis: The Blue Ridge Parkway's Place in American Parkway Development

As described at the beginning of this form in the Summary Statement of Significance, the Blue Ridge Parkway is the greatest achievement of American motor parkway design. It represents the extension of the principles of suburban motor parkway design that were pioneered by the Bronx River Parkway and others developed in suburban New York in 1910 to 1930, which in turn were adopted for the development of parkway systems in other metropolitan and the earliest federally funded parkways in and around Washington, DC, during the period. As a work of the NPS and BPR, the Parkway was designed and constructed using the methodologies that the two organizations applied to their collaborative work on Western national park roads and, particularly, Skyline Drive in the East, which provided the impetus for the Parkway's development, and initial experimentations with the parkway development on the Mount Vernon Memorial Highway and Colonial Parkway. Although many of the design precedents and features established on earlier parkways and park roads were incorporated into the Blue Ridge Parkway, the project represented a significant advancement of the parkway form's potential to answer the burgeoning demand for automobile tourism by transferring it to the rural setting of the southern Appalachian Mountains and routing it in a manner that capitalized on the region's diverse natural and cultural landscape to produce an unmatched scenic and recreational driving experience. The distinction between the Parkway and its antecedent roads was frequently pointed out by those who were involved in the design of the Parkway. As Stanley Abbott wrote in 1939:

> Generically, the project is no closer than a distant relative of the parkways near New York and that near Washington, D.C., nor does it bear more than remote likeness to the Skyline Drive in Shenandoah National Park from which it grows. While, by accepted legal definitions, 'a parkway is a road devoted to recreation,' it is notable that those parkways carry a large volume of traffic which is clearly not pleasure or recreation bound…From them the Blue Ridge Parkway has borrowed the basic design principle of the broad right-of-way but the project is not simply a first use of this principle over a greater length of rural countryside. It is the first use of the parkway idea, purely and wholeheartedly for the purpose of tourist recreation distinguished from the purposes of regional travel.[260]

The magnitude of the regional scale of the Parkway project is among the most significant features that sets it apart from previous parkways and park roads. As NPS landscape historian Ethan Carr noted, the Parkway "simply dwarfed any work of park planning that had ever been attempted."[261] As a road development project, it achieved the distinctions of being the longest parkway ever built and was the longest road of any type planned as a single unit in the United States at the time of its conception.[262] The innovative landscape planning and design that was meticulously and consistently applied throughout the Parkway's 469-mile right-of-way and extended to its adjacent park areas resulted in what Carr thought, "may well be the single greatest monument of National Park

[260] Quoted in Quinn, "Blue Ridge Parkway," 26–27.

[261] Carr, *Wilderness by Design*, 309.

[262] Quin, "Blue Ridge Parkway," 1–2.

Service landscape architecture of any era."[263] The sometimes dramatic, sometimes understated, but ever-changing scenic presentation of the mountain and valley natural and cultural landscape was an intentional attempt by the landscape architects to introduce variety to the driving experience and represented a distinct departure from the unrelenting ridgetop route of Skyline Drive.[264]

In terms of its engineering, the Parkway's rugged mountain topography presented challenges to a degree that no other parkway faced. It was engineered as a state-of-the-art motor road that was designed to float over the topography of the landscape and produce an exciting and pleasurable driving experience while adhering to strict safety standards. The Parkway featured hallmarks of parkway design: extensive tunneling to reduce cut and fill scarring that would otherwise have been necessary and bridging to cross rivers and ravines and execute grade separation. The precast, post-tension segmental concrete Linn Cove Viaduct was the first structure of its type in North America and was the most complicated structure of its type in the world at the time of its construction in the 1980s. The viaduct, along with the Parkway itself, is a National Engineering Landmark and is the most technologically advanced engineered structure ever erected on a parkway.[265]

As a first-of-its-kind scenic and recreational national parkway, the Blue Ridge showcased the NPS's increasing role in national recreation planning during the 1930s and was the preeminent manifestation of what was envisioned to be an extensive system of national parkways. Its development created a regional park and parkway system that is unique in the National Park System by linking Shenandoah and Great Smoky Mountains national parks, connecting with national forests and state parks along its route, and incorporating recreational parks encompassing tens of thousands of acres into its design. No other roadway in America provides the diverse scenic experience and recreational opportunities that the Blue Ridge Parkway offers, and its success in meeting the intent of its design is demonstrated by its popularity among the American public. Since 1946, well before it was completed, the Parkway has consistently ranked among the most visited units of the National Park System, and the enjoyment that it continues to offer to the tens of millions of people that visit it each year is a testament to its enduring popularity as a nationally significant scenic and recreational asset.[266]

Natchez Trace Parkway

The Natchez Trace Parkway, which stretches 444 miles between Natchez, Mississippi, and Nashville, Tennessee, is the road most directly comparable to the Blue Ridge Parkway. The Natchez Trace began thousands of years ago as a Native American trail that fostered trade and communication among the Choctaw, Chicaksaw, and Natchez nations. From 1783 to 1819, the well-beaten path of the Trace served as an important transportation route for White exploration and settlement of the Old Southwest region between the Appalachian Mountains and the

[263] Carr, *Executive Summary: National Historic Landmark Theme Study of Park Service Landscape Architecture, 1917–1941,* 11.
[264] Davis, *National Park Roads,* 195.
[265] Cleven, "Linn Cove Viaduct," 1.
[266] NPS, "Annual Park Ranking Report for Recreation Visits."

Mississippi River. Numerous historical luminaries, including Meriwether Lewis, Andrew Jackson, Davy Crockett, and Ulysses S. Grant, were known to have traveled the Trace. It became ensconced in the lore of the frontier as a military road and for its heavy use by Ohio River Valley boatmen who, after floating goods downriver to Natchez or New Orleans, trekked back to their homes via the path. The use of the Trace fell off sharply after the introduction of the steamboat facilitated upstream navigation on the Mississippi and Ohio rivers and, by 1830, large segments of the path had been abandoned. Although some sections were used for local travel into the twentieth century, most of the Trace disappeared as it was reclaimed by vegetation.[267]

Renewed interest in the history of the Trace and its nostalgic connections to the Old Southwest emerged around the turn of the twentieth century within the context of the nationwide Colonial Revival movement and the associated rise of commemorative activities that celebrated the American frontier as an essential aspect of national identity. In 1907, the Mississippi State Society of the Daughters of the American Revolution (DAR) began a program to place markers along the Trace to commemorate events in its history. In 1916, the DAR joined with a group of Mississippi Good Roads advocates, the Natchez Chamber of Commerce, and other organizations to form the Natchez Trace Military Highway Association (NTMHA) for the purpose of lobbying for the construction of a modern highway that would capitalize on historical interest in the Trace and bring economic development to the region. Although the association's "Pave the Natchez Trace" campaign was curtailed by World War I, the NTMHA continued its efforts and, in 1933, was able to enlist the support of Mississippi Congressman Thomas Jefferson (Jeff) Busby. He believed that the Trace's historic significance would make it an attractive candidate for a national parkway similar to those being developed in the eastern United States and would bring needed economic relief and transportation development to the region it would serve. Along with Mississippi Senator Byron Patton "Pat" Harrison, Busby worked to marshal support for legislation to authorize the project under the National Industrial Recovery Act.[268]

On May 21, 1934, Congress passed a bill to appropriate $50,000 for the NPS to conduct a survey to locate as near as practicable the entire length of the "Old Natchez Trace" and prepare an estimate of the cost for constructing the Natchez Trace Parkway.[269] Secretary of the Interior Ickes, along with several NPS officials, believed that President Roosevelt should veto the bill because the project did not merit national park status because it lacked scenic value and its significance was questionable. Roosevelt, however, was mindful that the project would help maintain support for his administration among the Democratic congressional delegations of the involved states. On June 28, 1934, he authorized the survey through the NPS's general appropriation for roads and trails, and the

[267] Davis, *National Park Roads*, 202; Natchez Trace Parkway Association, *Images of America: Building the Natchez Trace Parkway* (Charleston, SC: Arcadia Publishing, 2012) 10; Jean Fulton, "Natchez Trace Parkway," HAER No. MS-15 (Washington, DC: US Department of the Interior, National Park Service, HABS/HAER Division, 1998) 12–15; Dawson A. Phelps, *Administrative History of the Natchez Trace Parkway* (Denver, CO: US Department of the Interior, National Park Service, Denver Service Center, 1965). updated through 1982) I-1.

[268] Davis, *National Park Roads*, 202; Phelps, *Natchez Trace Parkway*, II-1–3, III-1–3.

[269] United States Congress, *The Statutes At Large of the United States of America from March 1933 to June 1934* (Washington, DC: US Government Printing Office, 1934), 791–792.

survey and initial construction of the Natchez Trace Parkway were eventually funded through the Public Works Administration.[270]

The NPS survey for the new parkway commenced in the fall of 1934. In a departure from previous national parkway development, NPS historians took a prominent role in the preliminary planning by conducting extensive documentary research and field reconnaissance to locate the historic route of the Natchez Trace. NPS landscape architect Edward Zimmer, who had worked on the Colonial Parkway, and BPR engineer Frank Brownell were assigned to be the leads for the project. Nationally prominent landscape architect and planner John Nolen, who had been influential in getting the parkway study approved, served as a consultant on the study. After a tour led by NPS historians Olaf Hagen and Randle B. Truette in January 1935, the team quickly decided against paving over the Trace, finding its meandering route entirely unsuitable for a modern parkway construction. At Nolen's suggestion, the group agreed that the best option was to construct the parkway parallel to the Trace and provide frequent pull-offs to access points of historical interest along the way. Ickes initially disagreed with the approach because paving the Trace was the main justification for the project, but he relented after the team argued that the full extent of the original route could not be identified due to a lack of physical and documentary evidence and that development of those areas would necessarily be conjectural due a lack of documentation about the location of the original route.[271]

Groundbreaking for the Natchez Trace Parkway occurred on September 16, 1937, and the following May Congress passed legislation officially establishing it as a unit of the National Park System. Little development progress was made, however, before construction activities paused during World War II and was slow to resume following the war. By 1952, only about 17 percent of the roadway had been completed, causing some proponents to wonder about the federal commitment to its completion. In the early 1950s, Mississippi Representative John Bell Williams pointed out the apparent inequities in the priorities for national parkway funding by referring to the Natchez Trace Parkway as a "stepchild" when compared to the Blue Ridge, Colonial, and Baltimore-Washington parkways, which had advanced to a far greater degree of completion.[272] In 1954, NPS Director Conrad Wirth responded to the criticisms by reaffirming the agency's commitment to completing the parkway and, subsequently, it became a major priority of the Mission 66 program. About 180 additional miles of the roadway and many bridges, including a major 5,035-foot concrete arched span over the Tennessee River, were completed during the Mission 66 era. However, the project then languished again, and the parkway would not be completed until 2005.[273]

The planning and design of the Natchez Trace Parkway adhered to the same exacting standards as those employed by the NPS and BPR on the Blue Ridge Parkway, but the two parkways were distinctly different in their purpose

[270] Davis, *National Park Roads*, 202; Fulton, "Natchez Trace Parkway," 22–23; *Phelps, Natchez Trace Parkway*, III-4.
[271] Davis, *National Park Roads*, 202–203; Fulton, "Natchez Trace Parkway," 26.
[272] Davis, *National Park Roads*, 205; Fulton, "Natchez Trace Parkway," 68–69.
[273] Davis, *National Park Roads*, 205–206.

and character. The essential goal for the Blue Ridge's designers was to take motorists on a sequential journey through the ever-changing elevations and natural and cultural scenery of the Southern Appalachian region and they had substantial leeway in locating the roadway to take maximum advantage of dramatic viewsheds. The focus of the Natchez Trace was history, and its location was dictated by the need to maintain a connection with the route of the historic trace. Although it offered pleasing pastoral and woodland views, the manifestly flat, low-lying setting of the Natchez Trace route was far less diverse and offered little opportunity for designers to create the type of anticipatory driving experience that is a hallmark of the Blue Ridge. Unlike its eastern cousin, the Natchez Trace was intentionally designed to accommodate both tourist traffic and local point-to-point commutes and was accordingly engineered to a slightly higher speed limit. The architecture of buildings and structures on the two parkways is another differentiating characteristic. In keeping with NPS rustic design principles of the 1930s, the architects of the Blue Ridge drew inspiration from the vernacular building forms of Appalachia, while the architecture of the Natchez Trace, due to its protracted developmental timeline, reflects the modern stripped-down functional aesthetic that characterized national park architecture during and after the Mission 66 era.[274]

National Historic Landmark Designation for Roads and Parkways

The designation of the Blue Ridge Parkway as a National Historic Landmark (NHL) would help fill a significant gap in the representation of roads in the program's listings. Although numerous transportation resources, mostly bridges and railroad-related properties, have been designated NHLs, historic motor roads are underrepresented in relation to the exceptional importance of the automobile in reshaping American culture and the national landscape in the twentieth century. No parkways have received NHL designation, despite their significance as a unique type of modern motor road that influenced later freeways and interstate highways. Currently, only three roads have been designated NHLs. Two are National Park roads: the Going-to-the-Sun Road in Glacier National Park (NHL 2/18/1997) and Skyline Drive in Shenandoah National Park (NHL 10/6/2008). The third is the Columbia Highway in Oregon (NHL 5/16/2000), which was built between 1913 and 1922 along the south side of the scenic Columbia River and lays claim to being the first modern highway constructed in the Pacific Northwest and the first scenic highway in the United States.[275]

As the quintessential expression of the parkway form and its position as the nation's most popular scenic parkway, the Blue Ridge Parkway deserves to be the first of its type to receive NHL designation. Other parkways that warrant NHL consideration include the Bronx River Parkway, as the groundbreaking example of the type; Long Island's Jones Beach Park and Parkway System, as an outstanding example of regional recreation planning; Connecticut's Merritt Parkway, for its artistic design; the Mount Vernon Memorial Highway/George Washington Memorial Park and Colonial Parkway, as the first federally funded parkways and the early parkway work by the

[274] Davis, *National Park Roads*, 201–202, 205–206; LANDSCAPES, *Colonial Parkway Context*, 54.

[275] National Park Service, "National Historic Landmarks, List of NHLs by State," https://www.nps.gov/subjects/nationalhistoriclandmarks/list-of-nhls-by-state.htm.

NPS and BPR; and the Natchez Trace Parkway, as an extensive historic-based parkway and the last major parkway developed in the United States.[276]

[276] All the parkways mentioned are listed in the National Register of Historic Places at either the national or state levels of significance.

6. PROPERTY DESCRIPTION AND STATEMENT OF INTEGRITY

Ownership of Property	**Category of Property**
Private:	Building(s):
Public-Local:	District: X
Public-State:	Site:
Public-Federal: X	Structure:
	Object:

Number of Resources within Boundary of Property:

Contributing		**Noncontributing**	
Buildings:	209	Buildings:	85
Sites:	26	Sites:	0
Structures:	591	Structures:	24
Objects:	0	Objects:	0
Total:	826	Total:	109

PROVIDE PRESENT AND PAST PHYSICAL DESCRIPTIONS OF PROPERTY

SUMMARY DESCRIPTION

The Blue Ridge Parkway (the Parkway) National Historic Landmark is a linear district that extends 469 miles from Rockfish Gap, the southern terminus of Shenandoah National Park's Skyline Drive, in Virginia, to an intersection with US Highway 441 at the entrance to Great Smoky Mountains National Park. The district boundary encompasses approximately 95,000 acres and conforms to the boundary of the federally owned lands that are managed by the National Park Service (NPS) as the Blue Ridge Parkway.

The district contains 826 contributing and 109 non-contributing resources. The contributing resources consist of the 26 sites, 209 buildings, and 591 structures. The non-contributing resources consist of 85 buildings and 24 structures. Contributing resources are associated with the criteria under which the district derives its national significance, retain integrity to the period of significance, and meet National Register guidelines for resource counting. Resources that do not contribute to the district are those that have lost integrity due to significant deterioration or alterations, no longer serve their intended use, or were built after 1987, the ending date of the district's period of significance.

For the purposes of enumerating contributing and non-contributing resources within the district, the overall designed landscape of the Parkway is classified as one site. The single 469-mile-long Parkway roadway is counted as one structure and includes the roadway itself, the route and location of the Parkway, the alignment, grade and side slopes, and pavement and curbing. The drainage system, retaining walls, parapet guard-walls, rock

embankments, rock guard-walls, guard-rails, and Parkway signage are counted as systems of structures. Bridges and viaducts, large-scale culverts, tunnels, overlooks and parking areas, trails, and trail shelters are counted as individual structures. Campgrounds and picnic areas are counted as sites since they contain individual designed landscapes, whereas interpretive sites are incorporated into the overarching designed landscape site. Buildings and structures along the Parkway and within the campgrounds and picnic areas, interpretive exhibits, and maintenance areas are counted individually. [277]

The Parkway, particularly the wayside parks and parking overlooks, has many small-scale resources such as drinking fountains, benches, tables, pumphouses, wells, and small-scale sheds, that are not counted as individual resources in this listing in accordance with the resource counting guidance. Nevertheless, many of the Parkway's small-scale features are important components of designed park landscapes and are mentioned in the descriptions of those areas below.

Setting

The Blue Ridge Parkway traverses the central and southern Appalachian Mountains, specifically the Blue Ridge for 355 miles of the Parkway's total 469 miles and traverses scenic forested mountain slopes and pastoral agricultural valleys and plateaus. The Blue Ridge Mountains, which are part of the Appalachian Range, extend from South Mountain in Pennsylvania south to Georgia, encompassing mountains in Maryland, Virginia, North Carolina, Tennessee, and South Carolina. In North Carolina, the Parkway rises into some of the most rugged mountains east of the Mississippi River, including the Black Mountains, Great Craggies, Pisgah Ledge, Great Balsam, and Plott Balsam ranges as it travels through North Carolina. The Blue Ridge Mountains and southern Appalachians contain the highest mountains in eastern North America, with about 125 peaks that exceed 5,000 feet and offer some of the most impressive views in the region from their summits. One of these is Mount Mitchell; at 6,684 feet, it is the tallest mountain in North Carolina, the entire Appalachian Mountain Range, and eastern North America. Compared to the climate in New England that supports an alpine zone on mountains of similar elevations, the climate in the Southern Appalachians is too warm to support an alpine zone and instead contains mostly oak-hickory forests at lower elevations and spruce-fir forests at the higher elevations, creating a lush and densely forested landscape for the Parkway. The mountain range is dotted by agricultural development in the valleys and plateaus that create a varied landscape through which the district traverses.

The setting of the Parkway expresses the vision of the original NPS planners and builders to provide visitors with opportunities to connect with natural and culturally significant areas. Except for select areas where the Parkway travels over and intersects with secondary non-NPS roadways, the district is in national forests and national parks

[277] The District Data Sheet that accompanies this nomination contains all countable resources recorded north to south. Information on each resource consists of the corresponding Parkway Milepost, NHL Map Sheet Number, Resource Name, Blue Ridge Parkway Structure Number (identifier used by park management, number included if applicable), Dates of Construction, NR/NHL Resource Type, Contributing/Non-Contributing Status, and Photo Number.

along the Blue Ridge province, part of the Appalachian Mountains. The Parkway is along the Blue Ridge province, a mountainous belt that extends southwest from Pennsylvania to Georgia. The mountains of the province are deformed metamorphic rocks from the Precambrian ages that include schists, gneisses, slates, and quartzites, which are often intruded by igneous rocks. The province consists of several mountain ranges, including the Blue Ridge Mountains, which is a drainage divide between the Great Valley to the west and the Atlantic Ocean to the east. The province also includes the Great Smoky Mountains along the Tennessee–North Carolina border, the Unaka Mountains, the Cahutta Mountains, and the Black Mountains (which include the highest peak, Mount Mitchell). The Parkway follows the Blue Ridge Mountains between the north terminus and Mount Mitchell, then travels through the Black Mountains, Great Craggy Mountains (also known as the Craggies), and Balsam Mountains before reaching the Great Smoky Mountains and Great Smoky Mountains National Park.

The Virginia portion of the Parkway consists of diverse features of the scenic and wild lands of the Blue Ridge Mountains. This portion is a mix of remote wilderness with little evident human development and areas of rural agricultural development with rolling fields and farmsteads and suburban residential development. The natural setting of North Carolina is like that of Virginia. It is characterized by a mix of lush forested lands, expansive open grassy meadows, picturesque mountains, and verdant valleys that contain human development. The Parkway travels through low gaps between mountains, ascending to rocky and both open and forested ridgelines. Numerous locations along the Parkway offer expansive views from high points along the ridgeline, including panoramic views and framed vistas of surrounding mountains and valleys.

In Virginia and North Carolina, the Appalachian Mountains are covered with dense forests of oak and hickory, although a few summits have more open rocky cliffs and bald unvegetated areas. The ridge-oriented route is intended to bypass minor summits that do not possess year-round views of the surrounding mountain ranges, valleys, and rivers. The Parkway in Virginia and North Carolina travels through dark, mature forest, fern or grass-covered groves, rippled green river valleys, jagged outcroppings, and agricultural fields. The forest consists of many third-growth trees due to logging, farming, and the chestnut blight of the eighteenth, nineteenth, and twentieth centuries. Forests of red and white oak, hickories, chestnut oak, sugar maple, locust, and yellow poplar, with some pitch pine and table-mountain pine, are common. Old growth stands of sugar maples and hemlock trees remain in some locations. The dense underbrush, creeping vines, and ferns scattering the ground and lower levels of the forest create green, lush, and dense forest. Thickets of rhododendron, azalea, and mountain laurel are abundant in both states and create tight walls along the Parkway in some areas, offering vibrantly colored blooms for visitors in the spring. The mountains of higher elevation in the region consist of forests of red spruce and Fraser fir above 4,700 feet and beech, maple, and birch trees below that elevation with plentiful mountain laurel and rhododendron thickets in both areas.

Beginning at Rockfish Gap at the southern end of Shenandoah National Park, the Parkway begins its southbound route. For most of the first 100 miles, the Parkway travels close to the crest of the Blue Ridge, which in this area is a prominent range of mountains between the Piedmont and the Great Valley. The route extends through George

Washington and Jefferson national forests, and much of the landscape is tree-covered. The road follows the crest for short distances but alternates between eastern and western slopes for most of the route in this stretch of the Parkway.

The average elevation of the first nine of the 45 sections of the Parkway, 1B–1K, is over 2,500 feet, but wide variations exist. After descending the valley of Otter Creek, the road crosses the gorge of the James River at MP 63.8, which at 649 feet is the Parkway's lowest point in elevation. The Parkway then steeply ascends Apple Orchard Mountain, reaching its highest elevation (3,950 feet) in Virginia, at MP 76.7. Continuing along the Blue Ridge past the Peaks of Otter, the Parkway descends into the Roanoke Basin.

The next three sections (1L, 1M, and 1N) skirt around Roanoke, Virginia. In these lowland sections, the Parkway is at about 1,500 feet in elevation. For the remainder of its route in Virginia, the district is close to the eastern rim of the Blue Ridge Plateau, a rolling plateau in a settled area of rural hamlets and mountain farms. In Sections 1P through 1W, the average elevation of the Parkway is about 2,500 feet. The route has gentle undulations in the topography. At places such as Smart View and Rocky Knob, where the road runs along the edge of the escarpment, there are spectacular views to the east across the Piedmont.

Traveling south into North Carolina, at MP 216.9, the Parkway enters a more sparsely settled region of broken highland topography. After crossing Cumberland Knob and extending along a series of creeks, the Parkway rises to the high mountain pastures of Doughton Park. It continues southwest along the Blue Ridge running over and around the mountains from gap to gap. The average elevation rises to 3,350 feet in Sections 2A through 2M. South of Blowing Rock, the Parkway crosses Grandfather Mountain, a rugged peak spectacular in its isolation. For the following 50 miles, the Parkway travels through the Pisgah National Forest. At Ridge Junction, at MP 355, the Black Mountains intersect the Blue Ridge. Here the road turns west, crosses the Black Mountains south of Mount Mitchell, and continues to the Great Craggies. In these high mountains, the elevation of the Parkway reaches 5,676 feet, and the average elevation in Sections 2N and 2P is 4,650 feet.

Beyond the Craggies, the Parkway descends over 3,000 feet to the valley of the French Broad River. It crosses the wide river at MP 393.5. The Parkway skirts the southeast side of Asheville, North Carolina, and travels through the Biltmore Estate in what is the second lowland stretch on the Parkway. However, Sections 2Q, 2R, and 2S have an average elevation of 2,230 feet, which is higher than the elevation of the sections around Roanoke.[278] In the final sections, 2T through 2Z, the Parkway arcs through rugged terrain, much of which is within the Pisgah and Nantahala national forests. Southwest of Asheville, the Parkway climbs Mount Pisgah. At Beech Gap, at MP 423.2, the Parkway reaches its most southerly point and turns northwest into the Great Balsam Mountains. At Richland Balsam, MP 431.4, the Parkway reaches its highest elevation, at 6,053 feet. Following a winding

[278] The Biltmore Estate is listed in the National Register (NRIS No. 66000586). It is the Chateauesque-style mansion constructed between 1889 and 1895 for George Washington Vanderbilt II and is the largest privately owned house in the United States.

route through the Plott Balsams, the Parkway descends through the Qualla Boundary of the Eastern Band of the Cherokee to its terminus at the Oconaluftee River in Great Smoky Mountains National Park.

Blue Ridge Parkway Historic District Landscape

The **Blue Ridge Parkway Historic District Landscape (MP 0–469, C–Site)** is coterminous with the NPS-owned and NPS-managed lands that comprise the Blue Ridge Parkway National Historic Landmark. It consists of a continuous, sequential designed landscape with cultural, scenic, and natural features curated by NPS designers to accentuate a motorist's interaction with the parkway's setting. Features of the site are related to the alignment of the parkway, scenic views and controlled spatial conditions, right-of-way vegetation and agricultural lands, and designed natural and cultural small-scale features. Non-contributing features within the site boundary are not related to the physical or scenic design of the parkway and its management. The roadway and infrastructural elements are counted as contributing structures or systems of structures. Designed recreational sites—campgrounds and picnic sites—that exist within the Blue Ridge Parkway historic district landscape are individually enumerated as contributing sites and contain contributing features exclusive to each site's design. The Blue Ridge Parkway historic district landscape is designed for passive recreation and provides continuity and cohesion between the individually designed cultural, recreational, and scenic landscapes.

The Blue Ridge Parkway historic district landscape covers approximately 95,000 acres of right-of-way land along the length of the parkway, which varies in width from 200 to 1,200 feet. The site's character and spatial conditions are created by contributing features, consisting of natural, managed, and agricultural vegetation; embankments, cuts, and altered geologic and topographic features; agrarian hedgerows, walls, and fences; and cultural features not included within designed recreational or interpretive sites. The resulting uncountable spatial conditions—a massing of open and closed vistas along the Parkway—are integral to the integrity of the design.

The Blue Ridge Parkway historic district landscape's design follows an adaptive aesthetic methodology rather than a "cookie-cutter" or standardized approach, as is often applied to interstate highways and other long-distance roadways. NPS landscape architects, surveyors, and engineers designed the landscape within the constraints and advantages of existing topography, geology, vegetation, and viewsheds. They determined the right-of-way's breadth, the Parkway's alignment, and the scenic experience based on how the visitor would interact with the natural and cultural features, both physically and visually. The concept of the scenic corridor was paramount to the individual recreational sites, curated historic sites and vistas, and the actual physical manifestation of the roadway. The landscape along the parkway was created by designers as a storyboard with interwoven scenes of Appalachian farmsteads, pastoral settings, and untouched wilderness intended to evoke a nostalgia of rural heritage and the American frontier. Interpretive sites are part of the overall designed landscape of the Parkway.

Vegetation and Scenery

Vegetation along the Parkway is diverse and representative of the region and the Parkway's intentional natural landscape design. There is a natural variety of scenery along forested and wooded sections of the Parkway as the composition and structure of vegetation communities vary with changes in elevation, aspect, drainage, and soil. In addition, there are differences resulting from the history of land use. These variations played an important role in the location of the road on the mountain slopes and, once the road was built, the landscape development program set out to enhance the picturesque qualities of the scenery.

Beside the road, the edges of the forests and woods have been manipulated to create a sequence of spaces that complements the curving line of the road. In some places, trees shade the road and then the treeline retreats and sunlit open spaces appear, some of which are mown banks of grass and others are bays of wildflowers or flowering shrubs. In cuts, there might be banks of rhododendrons and mountain laurel or mossy rock outcroppings, while from embankments there might be views of dogwoods or azaleas deep within the shade of the woods. At intervals, groups of flowering native trees or shrubs have been strategically placed beside the road and, where the topography allows, there are cuts through the forest to open up vistas across valleys to distant mountains. All these picturesque scenery features have been recorded in parkway land use maps, known as PLUMS, which have been compiled for nearly all sections of the Parkway.

Over the past 50 years, there has been some diminution in the variety of scenery, as once open bays and views into and through stands of trees have become obscured. Along some sections, the unrestricted growth of trees and shrubs has obscured about one-third of the vistas recorded on PLUMS.

Nevertheless, the natural variety of the vegetation community remains, and magnificent displays of spring flowers and fall foliage attract millions of visitors. Some of the most spectacular scenery is to be found in the rugged mountains southwest of Asheville. Most of the roadway in these mountains was built after World War II, and there was little manipulation of the forest edge beyond the work necessary to stabilize side slopes. Measures to enhance the picturesque qualities of the scenery were judged to be largely unnecessary. Unfortunately, the health of some of the forest communities in that area is threatened by environmental disturbances; for example, stands of handsome trees—Fraser fir, *Abies fraseri,* and eastern and Carolina hemlock, *Tsuga canadensis and Tsuga caroliniana*—suffer from the depredations of the invasive balsam wooly adelgid (*Adelges piceae*) and hemlock wooly adelgig (*Adelges tsugae*).[279]

Parkway planners paid particular attention to the agricultural scenery in the 1941 Master Plan: "In landscape development of the Parkway the farming picture has been emphasized since therein lies much of the charm of the Blue Ridge."[280] Today, long stretches of the Parkway right-of-way are farmed by neighboring farmers, with crops

[279] National Park Service, "Hemlock Wooly Adelgig," https://www.nps.gov/blri/learn/nature/hwa.htm; NC State University, College of Natural Resource News, "Invasive Species: How Exotic Plants, Animals and Insects Impact North Carolina," https://cnr.ncsu.edu/news/2020/02/invasive-species-impact-north-carolina/ (both accessed May 30, 2024).
[280] National Park Service, "A Master Plan for the Blue Ridge Parkway, 2nd draft edition, 1941," National Archives (Washington DC), RG 79, Entry 7, National Parkways, Blue Ridge File 600.01, Box 2735, 5.

of hay, corn, and cabbages growing close beside the road and livestock grazing green pastures behind split rail fences. This farming picture has been carefully planned, and PLUMS record important features of the scenic composition within the right-of-way, including the type of agricultural use, the location and type of fences, the shape of each field, the location of shade trees in pastures and along banks of creeks, and the character of a woodland edge. The same information is recorded for scenic easements. Although the plan does not include details of the agricultural scene beyond the right-of-way, view lines indicate where rural scenery is borrowed from the wider landscape.

Large parts of the agricultural landscape within the right-of-way were reconfigured by the NPS before they were returned to agricultural use. Through an innovative program combining leasing agreements, soil and moisture conservation projects, and what NPS planners called "missionary work" amongst the farming communities, the NPS sought to demonstrate the advantages of good land management.[281] While there were prosperous farms in some valleys, many mountain farms were in a poor condition in the 1930s and soil erosion was widespread. However, by the mid-1950s, conditions had improved markedly due, in large part, to conservation measures implemented by the Parkway agronomists and landscape architects. Eroded gullies were filled with stands of white pine, and sheet erosion was addressed through agricultural rehabilitation, which included the establishment of pastures and planting of corn, grain, and hay fields along the contours. These changes occurred within the context of nationwide improvements in the economic status of farmers, but the programs established by the NPS in alliance with the Soil Conservation Service had a beneficial effect, and good relations had been established with many of the Parkway's neighbors. Farmers took over the repair of split rail fences erected around pastures, and some agreed to grow picturesque crops such as pumpkins and buckwheat close to the road.[282]

After the mid-1950s, social and economic changes that led to outmigration from farming communities and the introduction of commercial farming had the corresponding effect of diminishing the variety of agricultural scenery along the Parkway. The end of traditional mixed subsistence farming and the decline of the family farm resulted in the loss of some of the more picturesque agricultural scenes along the Parkway. The agronomist who managed the farm leasing program in the 1950s noted that progress comes with a price:

> …just as surely as machines have gradually displaced horses and oxen, those machines have also eliminated towering haystacks, and colorful shocks of corn ringed with yellow pumpkins, the enchanting fields of buckwheat, and the interesting plots of linen flax.[283]

As farming became more specialized and capital intensive, some farms became part-time operations while the owners of others sold their lands to developers of suburban housing tracts or resorts. As a result, the NPS was forced to protect the Parkway's rural character by allowing trees to grow up along some formerly open areas

[281] Abbott, "Annual Report," 30 June 1940, 10–11.

[282] William O. Hooper, interview by S. Herbert Evison, 21 July 1971, NPS Harper's Ferry Center, transcript in BLRI Library, 43–44.

[283] William O. Hooper, "Agriculture in the Blue Ridge Parkway," in *Blue Ridge Parkway, Agent of Transition*, 228.

within the right-of-way to screen undesirable views. Problems are particularly noticeable on Section 1M around Roanoke.

Nevertheless, most fields shown on PLUMS remain in agricultural use today, and the NPS leasing program continues to marry the Parkway to adjacent farmland. Over many miles the strategy is successful, and the absence of any noticeable boundary to the right-of-way creates the illusion that the entire rural landscape is indeed part of the Parkway. The NPS continued to update the PLUMS in the 1940s and 1950s to reflect changes in ownership and land use over time. However, these maps have not been updated since the 1980s. There have been changes in the forest, woodland, and agricultural scenes that have occurred since 1987, as indicated by a comparison with the PLUMS. While some of these changes detract from the historic character of the Parkway, they are minor in comparison with what remains intact throughout the scenic corridor. As such, the entire designed landscape has retained significant integrity, conveys the historic design intent, and is historically significant to the Parkway.

The manipulated vegetation and scenery, whether by construction or preservation, are vital features of the Blue Ridge Parkway historic district landscape. While large portions of the site remain unaltered, this was not done indiscriminately; the design intentionally configured altered and unaltered land conditions. The treatment of roadside vegetation lacks the formal rigidity and symmetry found in classically derived landscapes; instead, it follows a picturesque aesthetic that captures the countryside's natural and cultural environment within a series of views that maintain motorists' interest. The Parkway's designers anticipated that vegetation would constantly grow and change to seasonal conditions, and they prescribed maintenance and management treatments to maintain the original design intent but also allow its maturation. Vegetation is managed at a macro scale within the parameters established in the PLUMS.

Blue Ridge Parkway

The **Blue Ridge Parkway (MP 0–469, C–Structure)**, consisting of the roadway/road corridor, is the primary resource of the Blue Ridge Parkway National Historic Landmark and is counted as one structure (see Photos 1, 47, 85, and 105 for representative views). The 469-mile-long roadway was constructed in 45 sections; each is identified by a numeral with a letter(s). Sections in Virginia are denoted by 1, and sections in North Carolina by 2. The identifying letters are alphabetical from north to south in each state starting with A or B, using B–W for Virginia and A–Z for North Carolina.[284] The first roadway section in Virginia (at the north terminus of the Parkway) is Section 1B and the first section in North Carolina (at its border with Virginia) is Section 2A. The Parkway is also organized by mileage from 0 to 469 from north to south to aid visitors and for Parkway maintenance and administrative use. Every mile along the road is marked with a precast rectangular concrete post with the mileage incised into the two faces fronting the road. Most of the Parkway's route was determined and marked in the 1930s. However, some adjustments to the route were made in the sections built after World War

[284] Section 1A was originally the first section of the Parkway. However, it has since been incorporated into Skyline Drive and Shenandoah National Park and is no longer considered part of the Parkway. There are no sections I or O.

II. The most controversial change in route occurred along Section 2H at Grandfather Mountain, where a compromise route was established in 1967 and not completed until 1987. The roadway/road corridor contains the Parkway route and alignment, in addition to the pavement, curbing, road shoulders, grade and side slopes, parking areas, on and off ramps for access to the Parkway, and other elements of the road structure not included individually or systematically as countable and contributing (i.e., drainage system, retaining walls, guard-walls, and parkway signage and mile markers, described below).

The following are the principal design characteristics of the roadway:

- It is primarily a mountain road, but its location changes every few miles along the 469-mile route to avoid monotony and to capitalize fully on the region's scenic potential.
- The road's curvilinear alignment appears to glide across the natural contours and fit smoothly into the topography of the mountain slopes.
- The road is designed for low driving speeds and frequent overlooks to allow the safe enjoyment of scenery.
- The road lacks the traditional edge striping used on public roads. This distinction is important in that it conveys a sense of the road blending into the surrounding environment, a concept that was integral to the original design of the Parkway.

The Parkway's route weaves seamlessly when traversing the mountain ridge. A smooth curvilinear alignment is created through spiral transitions—curves of continuously changing radius—for all curves greater than 2° 30″.[285] In designing the road, a harmonious effect of horizontal and vertical curves was carefully coordinated and fitted into the natural topography. However, tangents are employed along the Parkway in a few places where they fit the topography: for example, at several straight stretches on the plateau areas of Virginia.

The road has been designed for a driving speed of 45 miles per hour. This was recognized as a slow speed even in the 1930s, but it was considered appropriate for recreational driving and was determined to be the maximum that could be fitted to the steep mountain topography.[286] This design speed limits the horizontal curvature to 8 degrees, but in places where the mountain topography is particularly rugged, exceptions have been allowed and the tightest curves exceed 25 degrees. Standards for superelevation and widening in horizontal curves are based on a speed of 35 miles per hour in most sections. Vertical grades are limited to 8 percent. Maximum grades are not continued uninterrupted for more than 0.25 miles and are reduced to 6 percent in horizontal curves. In the 1930s, these standards would have tested some automobiles, but modern automobiles can typically negotiate these grades with ease.[287]

[285] Harold J. Spelman, "Building Roads in Shenandoah National Park," *Civil Engineering* 5.8 (1935): 482–484; Henrik E. van Gelder, "Appalachian Park to Park Highway Report on Proposed Alignment: Rockfish Gap to Robinson's Gap," n.d., General Remarks, 1, BLRI Archives, RG 7, Series 33, Box 47, Folder 36; Sarah Georgia Harrison, "The Skyline Drive: A Western Park Road in the East," in *Parkways: Past, Present, and Future. Proceedings of the Second Biennial Linear Parks Conference, 1987* (Boone, NC: Appalachian Consortium Press, 1989), 42.

[286] Edward H. Abbuehl, "A Road Built for Pleasure," *Landscape Architecture* 51 (July 1961): 233.

[287] Lester P. Lamm, "The Early Days of Parkway Construction," in *Blue Ridge Parkway: Agent of Transition, Proceedings of the Blue*

Along sections built after World War II, these design standards were modified. In some stretches around Roanoke and Blowing Rock, Virginia, horizontal curves are gentler, and the design speed governing superelevation and widening has been raised to 50 miles per hour. However, gradients of more than 7 percent still exist and are necessitated by the topographic constraints. In contrast, in the Pisgah and Balsam Mountains in North Carolina, the pre-war standards were changed to fit the road to the very rugged terrain, where the design speed used for calculating superelevation and widening in curves has been reduced to 30 miles per hour in some places, and a maximum curvature of 28 degrees has been allowed.[288]

The amount of grading undertaken to fit the road to the topography varied from section to section. In some very rugged sections, such as 1K and 2M, about 1 million cubic yards of material were excavated.[289] The grade and alignment of the road were calculated to balance the quantities of cut and fill in each section, but geological variations made accuracy difficult to predict, and project engineers had to adjust during construction. An excess of material could be remedied by raising the elevation of the road, while a shortage of fill material could be met by flattening slopes in cuts.

Cut and fill slopes beside the road have been flattened and rounded to give a streamlined cross section and give the appearance of a natural fit between road and topography. The angle of slope varies: the deeper the cut or fill, the steeper the slope that has been formed. In places, shallow cuts have been "day-lighted" by the removal of material left on the down-slope side of the road. Daylighting opens views and reinforces the impression that the road follows the contours. In deep cuts where hard rock is exposed, the outcroppings are given a natural appearance and there are few obvious marks of excavation and blasting.

Stabilization of the slopes was an engineering feat during the time of construction and remains mostly obscured from view along the Parkway by vegetation. In areas of open terrain, especially where the Parkway curves along the mountain sides, the stabilization elements, such as rock outcroppings and rusticated stone retaining walls, are

Ridge Parkway Golden Anniversary Conference, Barry M. Buxton and Steven M. Beatty, eds. (Boone, NC: Appalachian Consortium Press, 1986), 121,122.

[288] These standards are taken from final construction reports for these sections, see for example: C. E. Kinney, "Final Construction Report, Project 1N1 Blue Ridge Parkway, Grading, Draining, Crushed Aggregate Base Course and Other Work, US Route 220 to Secondary Route 690, Roanoke County, Virginia" (Approved 8 February 1962), FHWA Sterling, 7; Franklin S. Wise, "Final Construction Report, Blue Ridge Parkway, Project 2S1, Grading, tunnel, aggregate base course and other work" (Approved 18 January 1967), FHWA Sterling, 15; L. M. Middleton, "Final Construction Report, Blue Ridge Parkway Project 2T1, Grading, draining, construction of two tunnels with lining, etc." (Approved 23 October 1964), FHWA Sterling, 1.

[289] E. G. Middleton, "Final Construction Report, Project 1K1 Blue Ridge Parkway, Grading, Draining, the Construction of Crushed Stone Surfacing and Other Work, Botetourt and Bedford Counties, Virginia" (Approved 23 February 1942), FHWA Sterling, 25; Middleton, "Final Construction Report, Project 1K2 Blue Ridge Parkway, Grading, Draining, the Construction of Crushed Stone Surfacing and Other Work, Botetourt and Bedford Counties, Virginia" (Approved 11 March 1942), FHWA Sterling, 12–13; Middleton, "Final Construction Report, Project 2M1 Blue Ridge Parkway, McDowell, Mitchell and Yancey Counties, North Carolina" (Approved 23 August 1941), FHWA Sterling, 11; Middleton, "Final Construction Report, Project 2M2 Blue Ridge Parkway, Yancey and McDowell Counties, North Carolina" (Approved 7 March 1941), FHWA Sterling, 17.

visible. In a few places, rehabilitation of pieces of the road were needed after rock and landslides and embankment failure after major storms. However, no major changes in the alignment of the road have been made.

The Parkway is a 20-foot-wide asphalt-paved two-lane road. Where the parkway curves, the pavement is widened up to five feet (for a total of up to 25 feet) to accommodate a safe flow of traffic. It is an undivided road, except at a few visitor area entrances. The road has a compacted stone base with a bituminous concrete surface and a few locations on bridges that are surfaced in concrete. Before World War II, the road surface was left as crushed stone for about a year with the asphalt paving added once the roadbed settled. After World War II, the asphalt-paved surface was added to the roadbed during the construction period and before visitor access, instead of letting it sit for a year.[290] The Parkway's entire roadway surface undergoes repaving approximately every 20–30 years in sections, and minor repair and replacement occurs on a regular basis. In areas that have experienced major rockslides, roadways are reconstructed according to NPS and Federal Highway Administration (FHWA) standards. These areas include Sections 2K, 2M, and 2N damaged by Hurricanes Frances and Ivan in 2004 and Sections 1M and 1N (between MPs 121.4 and 135.9), where heavy rains in 2020 caused slope and road failures.

Painted lines are used to divide the two lanes of travel. Lines along the edge of the roadway are not used, except in select areas, such as at tunnel approaches. Curbing is also used in select areas of necessity and includes asphalt curbing to prevent erosion and surface runoff on slopes and curves. The lack of edging and the use of painted lines and curbing provide a natural transition between the paved road surface and landscaped shoulder. At overlooks and parking areas, stone curbing is used alongside other rustic stone details such as parapet guard-walls. Originally, curbing consisted of local stone, but some of the original curbing has been replaced with granite, which is a more durable road construction material.

The grassy shoulders that typically flank the paved roadway are at least three feet wide in cut areas and five feet wide in filled areas. The road shoulders are mowed in intervals, allowing time in between for a natural appearance of long grasses and wildflowers to appear. The grading of the landscape during Parkway construction varied among sections to accommodate the route and was based on topography. The more rugged locations required substantial excavation and infill, and slopes of the road corridor were flattened and rounded to create a softer transition between the paved roadbed and surrounding landscape. Slope angles vary along the Parkway, with the terrain filled or cut away to create the impression of the road following the natural contours of a mountain, or where outcroppings were finished with a rusticated and natural appearance and show how the road cuts through the landscape.

Drainage System

[290] Stanley W. Abbott, "Acting Superintendent's Annual Report," 30 June 1939, BLRI Library, 7–8; Abbott, "Acting Superintendent's Annual Report," 30 June 1940, BLRI Library, 8; Abbott, "Acting Superintendent's Annual Report," BLRI Library, 30 June 1941, 7.

To minimize erosion from undermining the Parkway and damaging land around it, a **Drainage System (MP 0–469, C-Structure)** was engineered and constructed as part of the Parkway. This drainage system consists of networks of culverts, tile underdrains, and ditches that divert water and drain wet areas in the road corridor and away from the roadway (see Photos 6, 56, and 98 for examples). The system is considered one contributing structure for the purposes of this nomination because its various elements are related small-scale structures. However, the 24 large-scale culverts are also considered separate structures and are listed individually in the District Data Sheet and described below.

The Parkway includes a few types of culverts; the most common is of poured in place reinforced concrete. Small-scale box culverts are used to enclose streams, creeks, and other small waterways that the Parkway crosses. Pipe culverts, consisting of cast iron, corrugated sheet metal, precast concrete, and reinforced concrete, are often used for smaller and intermittent flowing waterways. A culvert's size can be 2 x 2 feet to 8 x 6-feet depending on the waterway's width. Culvert drop inlets are typically reinforced poured in place concrete, sometimes with precast concrete covers, and headwalls are typically stone. In areas of high visibility, the concrete has been darkened using emulsified carbon black to better blend into the surroundings.

Three types of drop inlets are dominant along the Parkway: an inward-facing opening with earth slopes used in cut sections; an outward-facing opening that diverts away from the road used in fill sections; and a covered inlet used in roadside gutters and rock cuts. In parking areas, drop inlets are typically stone and set into the stone curbing. Parking area catch basins are covered by iron grates embedded in the pavement. Headwalls to the culverts consist of mortared and dry-laid stone or rubble stone masonry. Both straight and curved walls are along the Parkway, and their construction was based on NPS masonry construction and rustic design standards used in national parks at the time they were added. The headwall of a double box culvert in Section 2A was featured in Albert H. Good's *Park and Recreation Structures*, the catalogue of good rustic architecture published by the NPS in 1938.[291] After World War II, rustic stone masonry continued to be used, but some economies were introduced and concrete headwalls can be found in a few places, such as along Section 1N. In addition to the stone headwalls, some concrete headwalls are along the Parkway in sections constructed after the war.

Networks of underdrains, consisting primarily of crushed stone base layers lined with clay tile, are used in marshy areas or areas where there is subsurface water and springs to divert water away from the road. Roadside gutters extend along the sides of the paved roadbed in areas were soil conditions or the slope of the Parkway could lead to standing water and erosion. The gutters are either paved with asphalt or lined with rubble stone (dry-laid, mortared, or mortared flat stones). The stone-lined gutters are in keeping with the rustic aesthetic, whereas the asphalt-paved gutters are from the post-World War II construction activities or ongoing maintenance of the Parkway.

[291] Good, *Park and Recreation Structures*, 173.

The last major piece of the drainage system consists of the furrow ditches along the roadbed to collect and disperse surface water from the road where it has a sloped grade. As with the gutters, these ditches are paved with asphalt (which prevents erosion) or are lined with stone. The variety of drainage needs provided an opportunity for project engineers to design one-of-a-kind details to solve problems. The design of each system was experimental and based on limited knowledge of the hydrology of that locality. It is not surprising, therefore, that mistakes were made. A common one was a failure to spread the flow of water on the downslope side of the road and, on some sections, the system needed to be reexamined and revised after erosion became evident.

Retaining Walls

Retaining Walls (MP 0–469, C–Structure), essential elements of the Parkway, are located throughout the district to support the road structure along steep mountain slopes and cuts or fills along the ridgeline. The retaining walls are treated as a system and considered as one contributing structure for the purposes of this nomination. They are mostly mortared rusticated rubble stone walls designed and constructed based on a rustic aesthetic and construction principles (see Photos 15 and 91 for examples).[292] The walls blend into the setting since they are natural materials and often consist of local stone. Wall length varies, from approximately 30 feet long to as much as 345 feet in one instance in Section 1K. Some estimates account for over 6.5 miles of retaining walls along the entire Parkway, including the multiple discontiguous, varied-length segments of walls that are integral elements.[293]

The retaining walls are a mix of straight and curved, depending on the route of the road. Where the walls are used to hold the road corridor on filled land, shoulder and toe walls are used to reduce the overall width of the embankments; where walls are used in cut land for the road corridor, breast walls extend above the road to stabilize the side slopes. Some walls required design changes during construction to support the road or slopes of land. In Section 1C, for example, a breast wall retains an earth slope beneath an overhanging cliff; in Section 2C, a shoulder wall is required to support the road where it is benched into ice rock. In each case, a custom foundation and cross section were designed to meet their specific requirements.[294] Concrete footings were used where there were foundation concerns along walls, but the concrete is subgrade and is not visible.

Some retaining walls along the road corridor and in developed areas are used as tree wells to preserve large or important trees that existed before construction. These retaining walls are set into the ground and consist of short walls of dry-laid or mortared rubble stone.

[292] McClelland, *Building the National Parks*, 215–216.

[293] Middleton, "Final Construction Report, Project 1K1," 33.

[294] G. Y. Carpenter, "Final Construction Report, Project 1C1 Blue Ridge Parkway, Grading, Drainage and Stabilized Crushed Gravel Base, Nelson and Augusta Counties, Virginia" (Approved n.d.), FHWA Sterling, 21; Austin, "Final Construction Report, Project 2C1," 29–30.

Instead of the rustic stone walls added during the first phase of Parkway construction, rock-filled gabion baskets, concrete cantilever walls, and modular reinforced earthen retaining walls were used after World War II and to replace stone walls as needed. These are mostly obscured from view by vegetation and sloped banks along the Parkway. In the last section of the Parkway to be constructed (across Grandfather Mountain in North Carolina), reinforced earthen walls were faced in precast concrete panels.

Parapet Guard-Walls

Parapet Guard-Walls (MP 0–469, C–Structure) are along the Parkway where there are retaining walls supporting the road corridor along steep slopes. The parapet guard-walls are treated as a system and considered one contributing structure for the purposes of this nomination. They are mostly mortared, or dry-laid rusticated rubble stone walls designed and constructed based on a rustic aesthetic and construction principles (see Photos 15 and 91 for examples). The walls blend into the setting since they are natural materials and often consist of local stone. The walls follow the alignment of the road and the retaining walls upon which they are constructed. The parapet guard-walls were designed to withstand the force of an automobile crash and prevent vehicles and pedestrians from falling from steep ledges. To meet evolving safety standards, some walls have been reconstructed with reinforced concrete cores. Parapet guard-walls are often located along curves along sloping portions of the Parkway and at overlooks, such as at Craggy Dome Overlook (MP 364.10, C–Structure) in North Carolina.

Rock Embankments

Constructed along areas of steeply sloped fill are hand-laid, dry-laid **Rock Embankments (MP 0–469, C–Structure)**. The district contains approximately five miles of these embankments, and they are treated as a system and considered one contributing structure for the purposes of this nomination. The embankments follow the NPS standards of rustic design and construction and all but a few were built in the sections of the Parkway built before World War II. The use of this rock embankment type ceased due to concerns over collapse from rock failures. Many of the embankments are not visible to visitors today due to dense vegetation overgrowth. One notably long embankment is in Section 2E and is 67 feet high and 389 feet long.[295]

Rock Guard-Walls

Free-standing **Rock Guard-Walls (MP 0–469, C–Structure)** are found primarily in the first three sections of the Parkway in North Carolina, on Grandfather Mountain, between tunnels in Section 2M, and in some areas where they act as extensions to stone parapets. These rock guard-walls are treated as a system and considered one contributing structure for the purposes of this nomination. The walls consist of dry-laid rusticated coursed stone

[295] Austin, "Final Construction Report, Project 2E2 Blue Ridge Parkway, Ashe, Wilkes and Watauga Counties, North Carolina, Grading, Draining and Traffic Bound Crushed Stone Surfacing" (Approved 15 July 1940), FHWA Sterling, 23–24.

approximately one foot tall and two feet deep. Wall length varies depending on the location, and the ends gradually taper down in height and flare outward from the road. The road-facing sides are arranged in flush courses parallel to the edge of the road, and the opposite sides are unevenly coursed. The rock guard-walls on Grandfather Mountain match the rugged setting of the area and contain reinforced concrete cores faced in stone and topped by large, rusticated capstones.

NPS landscape architects objected to these walls for several reasons. They thought that miles of stone walls would be alien to the character of the landscape in many areas and argued that it would be difficult to obtain suitable stone. Moreover, they questioned the stability of walls on the narrow shoulders of fill slopes and pointed out they would be costly to construct and difficult to maintain.[296] After World War II, wood guard-rails were preferred (see below) and many rock guard-walls were replaced with the wood counterpart.

Guard-Rails

Guard-Rails (MP 0–469, C–Structure) are along the Parkway primarily in areas with steep slopes. The guard-rails are treated as a system and considered one contributing structure for the purposes of this nomination. The original guard-rails consisted of 6 x 8-inch rails mounted to concrete posts, which can still be seen in some areas of the Parkway and are now referred to as guide rails by the NPS. To meet FHWA safety standards, the original style has been replaced in most areas with 6 x 10-inch rail backed by steel plates mounted to wood posts. The rails are two feet, three inches above grade level (see Photos 94 and 95 for examples). The newer type of guard-rail is not part of the contributing guard-rail system.

Parkway Signage

Parkway Signage and Mile Markers (MP 0–469, C–Structure) are treated as a system and considered one contributing structure for the purposes of this nomination. The signage consists primarily of entrance, overlook, gun-board, interpretive, and visitor information signs that were mostly designed before World War II and placed by the Civilian Conservation Corps.[297] Later, the NPS produced new and replacement signage in its shops according to original specifications. The signs are made of wood and are painted with white lettering on silver-gray, brown-grey, or dark blue backgrounds. The colors were chosen to harmonize with the Parkway's setting.

Entrance signage is the first element of the Parkway often seen by visitors and is placed at the north and south ends and access points along the entire route (see Photo 1 for example). Each entrance sign is an approximately 8 x 10-foot, rectangular wood panel mounted between two rectangular wood posts. It contains a large silver-gray and dark blue image of the 1939 Parkway seal, which depicts the parkway in a curving route centered between mountains with a single scraggy pine tree to the right. The signs read "Entering Blue Ridge Parkway" in white

[296] Abbott, "Annual Report," 30 June 1939, 9.
[297] Abbott, "Acting Superintendent's Annual Report," 30 June 1942, BLRI Library, 16.

letters at the top and "National Park Service" and "United States Department of the Interior" in white letters at the bottom.

At overlooks, rectangular wood signs are mounted between wood posts and contain the name of the overlook or view and the elevation routed into the boards (see Photo 10 for example). The incised lettering is painted white, and the background is a faded gray/brown. The standard sign is approximately 2.5 x 4 feet, but variations occur depending on the amount of text they contain.

Gun-board signs are used to point out places of historic or natural interest (see Photo 9 for example). They consist of two rectangular wood signs mounted between wood posts. The smaller upper signs have a carved squirrel gun (painted blue) and powder horn (painted gray) and the name of the location in white lettering. The squirrel gun and powder horn images were selected to connote the pioneer spirit of Appalachian culture. The larger sign contains white incised text that conveys interpretive information about the location. The background of the gun-board signs is natural finished wood.

Other signage on the Parkway consists of standard traffic and visitor information signs and modern interpretive wayside panels, none of which contribute to the historic signage of the district. Traffic signage conforms to FHWA standards for shape, symbology, and visibility. Visitor information signs are typical of NPS systemwide standards and usually consist of brown metal or vinyl signs with white lettering (see Photos 11 and 47 for examples). The modern wayside interpretive signs consist of rectangular fiberglass or metal panels that are set at an oblique angle at waist-height and oriented toward the feature they interpret. The panels have metal frames and legs. The usually contain text and a mix of historic and modern images that convey information about the location (see Photo 73).

The mile markers along the Parkway note distance at every mile along the edge of the paved roadway in a southbound direction from 0 to 469 and are important for visitor use and for administrative and maintenance purposes. The precast concrete rectangular posts with incised numerals on the two faces front the road and date to the Mission 66 era of Parkway construction (see Photo 5 for example). Before the use of the concrete posts, the Parkway's mileage was marked by wood posts with single cross arms with a hanging square wood sign with the Parkway logo and the mileage routed into the road-fronting faces of the post and cross arms. These wood mile markers no longer appear on the Parkway.

Bridges and Viaducts

The district contains 153 bridges and viaducts that were constructed for the Parkway. Many of the bridges were constructed to maintain grade separation, a key element of parkway design, from roads and railroads that intersected the Parkway route. Other bridges and viaducts were constructed to carry the Parkway over waterways, ravines, gaps, and other obstacles. The four primary types of bridges on the Parkway are reinforced concrete arch

bridges, concrete slab and deck bridges, steel girder bridges, and concrete girder bridges. They vary in length, shape, skew, and camber according to alignment of the roadway and the particular site conditions . Approximately 45 bridges were built during the initial period of the Parkway's development prior to World War II. The majority of the remaining 108 bridges were constructed during the post-war and Mission 66 eras. The impressive Linn Cove Viaduct and seven other bridges in Section 2M of the Parkway were completed in the 1980s.[298]

Reinforced concrete arch bridges are the most common of the four bridge types on the Parkway (see Photo 57 for example). This type has stone facing on the spandrels, stone parapets and wingwalls, and paved or concrete decking. The use of native stone in the facing of the bridges was intended to blend with the Parkway's setting. The stone was frequently quarried locally and was often the same stone used in nearby retaining walls. Typically used for grade separations at intersections, these bridges were constructed in the phases before and after World War II where bridges would be visible to visitors. Most are segmental arches with vertical abutment walls, which allow for higher height clearance underneath and are frequently where the Parkway travels over secondary roads and waterways. Radial, semicircular, and elliptical arches are used in some locations where the curvature of the Parkway or bridge spans necessitates. The Buck Creek Gap – NC Rt 80 Bridge (MP 344.02, C–Structure) is a good example of a radial arch used to follow a curve.[299] The longest concrete stone-faced arch bridge along the Parkway is the Linville River Bridge (MP 316.57, C–Structure) in western North Carolina that consists of three 86-foot-span radial arches and is the only arch bridge with stone facing across the inner curve of the arches.

The concrete slab and deck bridges along the Parkway are stylistically reserved and simple designs compared to the arch bridges with stone facing (see Photo 99 for example). This bridge type and the steel girder and concrete girder types have flat or slightly sloped reinforced concrete decks designed on an angle with vertical abutments and were typical of the Mission 66 era and are hallmarks of that style. Each bridge varies in length, height, alignment, and abutments based on its location and what it spans. Most are single spans; a few are multi-span bridges where needed. Many have stone-faced abutments and piers and masonry wingwalls, while others have exposed concrete. Pre-World War II concrete bridges have rusticated concrete wingwalls; post-World War II concrete bridges have smooth-surfaced concrete wingwalls. Guard-rails were originally made of black locust logs in accordance with NPS rustic design principles. These guard-rails have been replaced with sawn timber guard-rails or parapet walls.

A total of six viaducts, which are a type of bridge, were constructed to carry the road where the Parkway crosses over steep and large ravines. The pre-World War II steel viaducts vary in design based on location. Three of the viaducts have concrete piers and three have steel bents. The Ravine Viaduct (MP 35.67, C–Structure) has concrete

[298] Good, *Park and Recreation Structures*, 175; Clarke, "Notes on Texture in Stone Masonry," *Landscape Architecture* 21.3 (1931): 197–201.

[299] Loren E. Allen, "Final Construction Report, Project 2J3 Blue Ridge Parkway, Avery County" (Approved 25 March 1943), FHWA Sterling, 10; Middleton, "Final Construction Report, Project 2M5 Blue Ridge Parkway, McDowell and Yancey Counties, North Carolina, Grade Separation Structure, Approach and Vicinity Grading and Surfacing, and Miscellaneous Construction Items on Section 2M" (Approved 7 February 1944), FHWA Sterling, 12.

piers faced in stone, but the other concrete pier viaducts have exposed concrete or steel substructures. Most have concrete abutments and parapets with stone veneers or precast concrete rails supported by cast-in-place concrete posts. The exception, the Round Meadow Creek Viaduct (MP 179.27, C–Structure) has a concrete and steel structure with no stone facing and a steel pipe railing instead of a parapet (Photo 69). After World War II, during the Mission 66 construction phase, concrete girders were used instead of steel girders, and continuous pre-stressed concrete girders and concrete box girders were typically used for multi-span viaducts.

Designs from the Mission 66 era are more standardized. The main reason was to reduce costs, but it reflected a movement away from the idea that variety was a virtue in which each bridge was to be given a clear identity expressive of its unique site. This change came during a general transition in concrete bridge construction methods. Early Parkway bridges were cast in place with forms, while many bridges constructed after World War II were erected from pre-cast components that were manufactured to computed specifications and transported to the site for placement.

The most advanced application of pre-cast concrete bridge construction technology on the Parkway is the Linn Cove Viaduct (MP 304.02, C–Structure) in North Carolina, constructed between 1979 and 1983 (Photo 86). Linn Cove is a rocky ravine in a particularly rugged area with prominent rock outcroppings, large boulders, large mature trees, and a network of underground and surface streams. To retain the rustic and picturesque setting of the cove, the Parkway's road was elevated approximately 0.25 miles over the cove and follows an S-curve alignment around the curving face of the mountain. The Linn Cove Viaduct provided the engineering solution needed to span this complicated cove. The substructure for the roadbed consists of 153 precast concrete curved box girder segments, each unique in shape and dimension. The roadbed is carried by cast-in-place concrete abutments and seven precast concrete segmental box piers on concrete footings. The concrete was colored with pigment to match the surrounding stone. The viaduct was also notably constructed from the top down by one-directional cantilevering without supporting falsework (MP 303.90, C–Structure).[300]

In addition to the bridges and viaducts that carry the Parkway, overpass bridges are used to carry roads over the Parkway (see Photo 40 for example). The overpasses typically exhibit the rustic design aesthetic characteristic of NPS design in the 1930s, with round-arch reinforced concrete openings and stone-faced spandrels and allow for a flow of traffic along the Parkway and along the roads above it. Some overpasses are steel girder or concrete girder bridges that were constructed in the last construction phase of the Parkway or as replacements for earlier bridges. A few trail bridges along the Parkway provide pedestrian access to and from points of interest. These are mostly short wood stringer bridges and boardwalks over marshy areas and streams.

Tunnels

[300] James M. Barker, Figg and Muller Engineers, Inc., *Design and Construction of the Linn Cove Viaduct* (Federal Highway Administration, McLean, VA, November 1985), 1–2; Jean Muller, "The Linn Cove Viaduct," in *Blue Ridge Parkway: Agent of Transition*, 79.

There are 26 tunnels in the district. During the design and construction of the Parkway, tunnels were used in locations where large cuts through rock and earth would have been necessary to create an alternate route. The tunnels are a notable and unique element along the Parkway (see Photos 17 and 95 for examples). The majority of tunnels along the Parkway are curved to unique degrees according to the Parkway's alignment, and the opposite end is often not visible from the entrance. Each tunnel has a 15-foot radius and is wider where curved. The spans are designed to accommodate the road corridor, curbing, sidewalks, and drainage. The geology of the mountains southwest of Asheville, North Carolina, made tunneling operations particularly difficult and unpredictable. One excavation on Section 2Z collapsed and the tunnel was abandoned.[301] Timber and steel linings were used to prevent such collapse, and concrete or Gunite linings were added later to prevent damage and collapse.

The majority of tunnels are less than 700 feet long, but the longest in the district is the Pine Mountain Tunnel (MP 399.10, C–Structure) at 1,434 feet. Most tunnels have rusticated stone-faced walls at the entrances, and a few retain exposed rock faces. Exceptions include the northbound entrance of the Little Switzerland Tunnel (MP 333.25, C–Structure) and the northbound entrance of the Twin Tunnel #2 (MP 344.65, C–Structure). The rusticated stone faces were added to tunnels during post-World War II construction.

Overlooks

Overlooks are an essential element of the Parkway because they allow visitors to stop at frequent intervals to visit scenic areas and interpretive exhibits and to access various visitor amenities (see Photos 7, 25, 39, and 93 for examples). The district contains 275 overlooks, which are counted individually as structures for the purposes of this nomination and consist of asphalt-paved ground, typically with stone curbing and paved sidewalks and other means of pedestrian circulation. Overlooks often have picnic tables, benches, drinking water fountains, and some type of drainage system. They are usually marked with signage containing the name and elevation of the place or view. Those in ridgeline locations where steep slopes present fall hazards are fronted with protective stone parapets or rock guard-walls, and sometimes higher fencing is integrated into the design. By the 1950s, visitors often referred scenic overlooks in higher elevations as "balconies," an appropriate term given the sweeping scenic views they provide.[302]

The district has three primary types of overlooks: simple pull-offs at viewpoints; crescent-shaped overlooks that contain a parking area separated from the Parkway's road by an island; and loop or dead-end overlooks at various distances from the Parkway that are accessed by roads. The pull-offs were created by widening the road where the road corridor is narrow. This type of overlook allows visitors to briefly view the scenery from their vehicle or a sidewalk and then continue driving along the Parkway. The crescent-shaped overlook type is the most common

[301] F. Wilson, "Final Construction Report, Blue Ridge Parkway, Big Witch Gap to Station 444+50, Project 2Z1, Clearing, Grading and Drainage, Jackson and Swain Counties, North Carolina" (Approved 29 May 1953), FHWA Sterling, 8–9.

[302] Stanley W. Abbott, interview by S. Herbert Evison, 1958, tape 55, NPS Harpers Ferry Center, transcript in BLRI Library, 16.

and consists of a parking area separated from the Parkway's road by a grassy or wooded island with curbing or a strip of flagstone. Visitors can exit their vehicles and experience the overlook for a longer time than a pull-off allows. The third overlook type is often arranged in a loop or dead-end and contains a parking area and often pedestrian trails or interpretive exhibits.

The placement of overlooks along the Parkway was determined through reconnaissance and location surveys by NPS landscape architects, who provided Parkway engineers with lists of potential overlook locations to include in construction and grading contracts. Overlook designs were not finalized until the rough grading of the Parkway was completed to allow for the type best suited for the location.[303]

Wayside Park Areas

The Parkway has 17 major wayside parks (eight in Virginia and nine in North Carolina) that contain a variety of facilities such as campgrounds, picnic areas, lodges and coffee shops, former gas/service stations (some of which have been converted into visitor centers), and trails and trail shelters. The development of park areas was an integral part of the Parkway planning from its inception. They were developed in scenic areas at semi-regular points along the Parkway and were intended to provide motorists the opportunity to stop for brief rest breaks or longer stays at campgrounds or lodges. All had hiking trails and offered a variety of other outdoor recreational activities. Some included visitor centers and exhibits pertaining to cultural and natural history of region.

During the pre-World II period, four areas were developed and opened to the public: two in Virginia (Smart View in Section 1Q and Rocky Knob in Section 1S) and two in North Carolina (Cumberland Knob in Section 2A and Doughton Park [originally The Bluff] in Section 2C). The other areas developed after the war consist of:

<u>Virginia</u>

- Peaks of Otter (Sections 1J and 1K)
- Humpback Rocks (Section 1C)
- Whetstone Ridge (Section 1E)
- Otter Creek in Section 1G
- Mabry Mill (Section 1T)
- Blue Ridge Music Center at Fisher Peak (Section 1W)

<u>North Carolina</u>

- E. B. Jeffress Park (originally Tompkins Knob, Section 2E)
- Moses H. Cone Memorial Park and Julian Price Memorial Park (Section 2G)

[303] Edward H. Abbuehl to Chief, EODC, "Parking Overlook Plans – Blue Ridge Parkway," 26 March 1957, National Archives (Philadelphia), RG 79, Entry 402, Box 23, Folder BRP Project Correspondence 1957; Edward H. Abbuehl, interview by Ian Firth and Nancy Robinson, April 1992, transcript, School of Environmental Design, University of Georgia, 25–26.

- Linville Falls (Section 2J)
- Crabtree Falls (originally Crabtree Meadows, Section 2M)
- Craggy Gardens (Section 2P)
- Mount Pisgah (Sections 2T and 2U)

The following elements of the developed and recreation areas are counted individually for the purposes of this nomination.

Buildings and Structures

Buildings and structures within the developed areas of the wayside parks fall into three general functional categories: visitor service, administrative facilities, and interpretive exhibits. Visitor service buildings and structures were built to provide information, food, lodging, restrooms, and automobile service stations to Parkway travelers. Administrative facilities serve a variety of functions that are related to the operation and maintenance of the Parkway and include park ranger offices and staff housing and maintenance shops, garages, and storage facilities. Interpretive exhibit buildings and structure include the historic log cabins, mills, farmhouses that were preserved as part of the NPS interpretive program for the Parkway, as well as facilities that were built for the Parkway for interpretive or educational purposes.

Visitor Service Buildings and Structures

Buildings and areas where visitors can access food, lodging, restrooms, and vehicle services are along the Parkway at regular intervals. They are often clustered to provide convenient access. Only a few of these resources were built before World War II. When they were constructed in 1941–1942, the Rocky Knob Cabins were the first overnight accommodations along the Parkway (Photo 66). This cluster of CCC-built cabins are near the ca. 1900 Whorley House. Visitor service facilities were developed at a more rapid pace after World War II. Doughton Park's lodge, coffee shop, and gas station were constructed in 1949 and incorporated rustic design principles. The lodge is high in a meadow with views of the surrounding area and picnic area, and the coffee shop and gas station are adjacent to the Parkway and a picnic area. The buildings are clad with board-and-batten or wood clapboard siding and have native stone chimneys. Inside the coffee shop, the roof truss and framing are open to view and the interior has something of a barn-like character. In general, however, the forms of all the buildings are designed to fulfill their modern functions rather than to mimic vernacular buildings. All wood is stained a light gray in sympathy with the color of the native stone.

Two other recreation areas with lodges and other visitor buildings are at Peaks of Otter in Virginia (opened 1964, Photos 27–29) and Mount Pisgah in North Carolina (opened 1965, Photo 102). Peaks of Otter contains a lodge overlooking Abbott Lake with an associated restaurant and gift shop and a nearby gas station. The lodge and restaurant are larger than those at Doughton Park, but the same design techniques fit them into their picturesque

setting. The closely grouped complex is designed to fit into the edge of the forest on the steep mountain slopes. Mount Pisgah has a lodge, restaurant, country store, and other smaller buildings set on the edge of a steep mountain slope and at the edge of the forest. Coffee shops and small restaurants are also at Otter Creek, Crabtree Falls, and Mabry Mill. These facilities were developed during the Mission 66 era and feature some rustic wood and stone features, but modern ideas about the flow of space between indoor and outdoor spaces were prominently incorporated into the designs. Although some of these buildings have been altered since their construction, the majority remain in use and continued to serve the functions they were built for.

The district has 16 visitor centers built using rustic or modern design modes and typically purpose-built for the Parkway. Each visitor center has an information desk and at least one interpretative exhibit and comfort station and usually is near other visitor amenities. The oldest visitor center in the district is the Museum of North Carolina Minerals (MP 330.9). It was constructed in 1955 in a rustic aesthetic and consists of a modest-sized building close to (but off) the Parkway with ample parking.

Craft centers and gift shops are at the Northwest Trading Company Post near Glendale Springs (MP 258.7) and at the Folk Art Center outside Asheville, North Carolina (MP 382.00). These were purpose-built to highlight and sell local crafts and art. The Northwest Trading Post resembles a small vernacular country store and sells food such as hams, meal, honey, and preserves from the 11 counties of northwest North Carolina and handicrafts such as bedspreads, baskets, hooked rugs, and pottery. The Folk Art Center is a 1978-built Modern-style concrete building with wood and stone veneer. Art and crafts are on display and available for purchase.

Comfort stations containing restroom facilities are located at all the major wayside parks and minor recreation areas along the Parkway (see Photos 37, 46, and 53 for examples). They are one-story, low-profile buildings with rustic or modern designs. Some, particularly those developed during the Mission 66 era, reflect standard designs that were applied throughout the National Park System.

Administrative Facilities

The administration of the Parkway is divided into 19 maintenance districts with corresponding facilities approximately every 25–30 miles along the Parkway. The areas contain buildings and structures that NPS personnel use to administer and maintain the Parkway. Some are made up of only one or two buildings, while others comprise large, multi-function complexes. Because of their utilitarian nature, the areas were carefully located in places that would not be visible from the Parkway route or visitor areas within the wayside parks. Where necessary planting was done to screen the facilities. Typically, the maintenance areas are close to the Parkway and are either located in one of the wayside parks or are standalone areas. They are usually accessed from the Parkway by a short driveway that leads to a central paved area with buildings and structures arranged around it. The maintenance areas are enclosed with security fences, such as chain-link fencing. The low-profile

buildings are utilitarian in design and usually have concrete foundations and floors, concrete-block or wood walls, and asphalt or metal-surfaced roofs.

The layout and design of maintenance areas was established during the initial planning for the wayside park areas in the late 1930s. Four areas and associated buildings and structures were constructed by the WPA and the CCC: one each in the Rocky Knob and Doughton Park recreation areas, one at the James River, and one at Gillespie Gap. Maintenance buildings were also constructed at that time at Peaks of Otter, Smart View, and Cumberland Knob.

The larger maintenance areas typically have two or more houses for employees that are accessed by paved driveways and screened by vegetation. The five residences built before World War II are a mix of one-story and two-story vernacular wood-frame buildings with concrete foundations and wood clapboard or shingle siding. An additional 25 houses were constructed according to Mission 66 design principles in 1958. They are ranch-type buildings with reserved architectural decorative elements and an attached carport and are clad in a mix of original wood siding or replacement materials such as vinyl siding and asphalt shingle. Many of the maintenance buildings and residences have been altered since their construction due to their continued use but retain character through their utilitarian designs.

In 1999, the Parkway's administrative headquarters complex near Asheville was designed by Carlton Abbott, son of Parkway designer Stanley Abbott. He took inspiration for the design from the Parkway and its historic buildings. The buildings are non-contributing to the district because they were constructed outside the period of significance.

Interpretive Exhibits

Interpretive exhibits along the Parkway highlight the natural and cultural history of the Blue Ridge region. The exhibits vary in topic, design, and style and consist of buildings and structures, often with corresponding interpretive signage. They are often close to the Parkway and are arranged in a manner to heighten the picturesque qualities of the Parkway and the exhibit. These buildings and structures are typically accessed by simple footpaths leading from visitor centers, campgrounds, or overlooks. The buildings and structures that make up interpretive exhibits are considered individually for the purposes of this nomination. Many of the areas are designed landscapes that were developed to manipulate or enhance the setting for the buildings and structures. These landscapes are considered to contribute to the district as part of the overall Blue Ridge Parkway historic district landscape.

Although many of the buildings and structures considered interpretive exhibits were constructed before the development of the Parkway, they were transitioned from their original uses for interpretive purposes and are important character-defining features of the Parkway's national significance. Historic farmstead and settlement

buildings along the Parkway demonstrate how people lived in the area before construction of the Parkway and are often referred to as pioneer buildings and structures. Split rail fences enhance many of these interpretive exhibits. In 1952, the NPS categorized each of these exhibits as major or minor. The major sites contain groups of buildings and demonstrations of various aspects of life in the Blue Ridge Mountains such as farming, gardening, and producing handicrafts; the minor sites usually contain only one empty building.

The major exhibits typically consist of clustered farmstead buildings, including cabins and ancillary agricultural buildings, arranged to highlight pre-Parkway farms, with nearby orchards, vegetable gardens, barnyards, and forested land. Preservation of the first two major interpretive exhibits along the Parkway began in 1941: Mabry Mill at MP 176.2 in Virginia and Brinegar Cabin at MP 238.5 in North Carolina. These projects set the pattern of preservation for later interpretive exhibits. Mabry Mill contains a water-powered mill constructed in the early twentieth century by Ed Mabry. Mabry's blacksmith and wheelwright shops are near the mill, as are a washhouse and a log cabin (Matthews Cabin). An extensive raceway system provides the waterpower from a mill pond. Other structures incorporated into the interpretive exhibit are molasses and apple butter shelters and mint and whiskey stills. The buildings and structures are in the same developed area as the Mabry Mill coffee and gift shop and a 1984-built comfort station. Demonstrations of corn and buckwheat grinding occur at the mill, and demonstrations of blacksmithing, weaving, and apple butter and sorghum syrup making are given in summer and fall with the products available for purchase by visitors. Brinegar Cabin is near the crest of the Blue Ridge and nestled into a downslope in a clearing with associated outbuildings and a garden nearby. It provides a carefully curated interpretation of an Appalachian farm from the nineteenth through twentieth centuries.

Two additional major interpretive exhibits are the Humpback Rocks Mountain Farm (MP 5.80) and the Johnson Farm at Peaks of Otter (MP 86.00). The Humpback Rocks Mountain Farm consists of a log cabin, chicken house, meat house/root cellar, barn, bear-proof pig pen, and a springhouse. The farmstead is in a forested clearing and contains a corn patch, orchard, vegetable garden, and barnyard. The Johnson Farm is on Harkening Hill and was farmed by three generations of the Johnson family from 1851 to 1941. It consists of a farmhouse, barn, springhouse, and meat house and is set in a forested clearing with a farmyard.

The minor pioneer interpretive exhibits are the Saunders Farm, Martin Caudill Cabin, Polly Wood's Ordinary, Cold Springs Baptist Church and Reverend Jesse Brown Log Cabin and Springhouse, Sheets Log Cabin, Whorley House, Bell Springhouse, Buck Springhouse, and a stone and timber dam at Rakes Mill Pond. The Kelley Schoolhouse and associated outbuildings is a cluster of vacant buildings that serves as an example of settlement associated with rural farmsteads in the area.

The pioneer interpretive exhibits are almost entirely made up of log buildings, and each exhibit is presented as a carefully composed scene. The buildings were selected for their architecture and associated histories, and several have been relocated. At the Humpback Rocks Mountain Farm, all the buildings were relocated from their original locations along the Parkway. At most of these interpretive exhibits, frame structures and building additions were

often removed to emphasize pioneer character, and landscape settings were altered to create picturesque effects. At Mabry Mill, for example, a new pond was dredged below the waterwheel to create what is probably the most photographed scene along the Parkway.

The ideas guiding the selection and arrangement of the exhibits were developed in the 1930s and early 1940s, but most of the preservation and interpretative work was completed after World War II. By 1952, there were plans for a series of 15 exhibits to interpret "pioneer culture," and work was underway at eight sites.[304] Gun-board signs were erected at overlooks and exhibit areas to provide information about the sites.

Also in the 1950s, the NPS began to incorporate resources that represented other themes in the region's history. Examples in Virginia included a reconstructed portion of the Irish Creek Railway at MP 34.80 and the restored locks and towpath of the former James River and Kanawha Canal (MP 63.64). In North Carolina, Moses H. Cone Memorial Park at MP 294 contains Flat Top Manor, the sprawling Classical Revival-style summer home of textile magnate Moses H. Cone. The Museum of North Carolina Minerals at Gillespie Gap at MP 330.90 was constructed in 1955 to interpret the natural history of the North Carolina mountains and was the first purpose-built visitor center on the Parkway. The Folk Art Center at MP 382.00 was constructed in 1978 to promote the preservation of regional craft traditions. The Blue Ridge Music Center at Fisher Peak MP 212.75, the last major wayside park area developed on the Parkway, was opened in the early 2000s. It complements the presentation of the region's handicrafts and highlights the important influence of Appalachian music in American culture.[305]

Campground and Picnic Areas

The district contains nine campgrounds and 14 picnic areas. Each is counted individually as a site for the purposes of this nomination and includes its layout, campsites, road networks, parking areas, small-scale elements (such as picnic tables, benches, water fountains, and campfire circles) and landscaping (see Photos 3, 19, 64, and 87 for examples). Within the campgrounds and picnic areas, buildings and structures are counted individually, except for small-scale and utilitarian structures such as wells and pumphouses.

The sites are in a variety of settings, including high mountain areas with views or in forests, and low areas near water, such as along the James River in Virginia. These sites were selected for their pleasing landscape and setting, natural water supply, and access to other visitor amenities and recreation areas.

Each of the campgrounds and picnic areas is unique in design and setting. The campgrounds are typically at higher elevations, except for the Otter Creek and Roanoke Mountain campgrounds. In the 1930s and early 1940s,

[304] BLRI Drawing, PKY-BR-GEN 2298-A, A Master Plan for the Blue Ridge Parkway, June 1952, Pioneer Culture Interpretation, BLRI Drawings Collection.

[305] Because the Blue Ridge Music Center was developed outside the period of significance for the district its resources are classified as non-contributing.

campground designs were based on a layout created by Emilio P. Meinecke, a USFS and NPS consultant in the late 1920s and 1930s. He designed campgrounds with a clear organizational pattern for vehicles and pedestrians and organized campsites in loop roads designated for camper trailers, tents, and cabins to preserve the surrounding landscape from overuse.[306] Sites do not have water or electric hookups and camper trailer size restrictions exist based on site size, access, and height clearance. Comfort stations are often centrally located within the loop roads and accessed by footpaths. After World War II and during the Mission 66 era, the Parkway campgrounds were still constructed using this earlier design, except they did not include cabins in the layouts.

The oldest campgrounds in the district are at Rocky Knob in Virginia and Doughton Park in North Carolina. Rocky Knob's former campground is now used as a picnic area and its current campground was constructed during the Mission 66 era. Doughton Park's campground consists of three sets of loop roads winding through a grassy knoll with sites for trailers and tents. Cabins were initially included in the design but were not constructed.

The picnic areas along the Parkway are typically arranged around one-way loop roads with clustered parking spurs on either side of the road. Picnic sites containing individual tables are scattered throughout the area. Some picnic areas contain pavilions or shelters for larger groups to gather. Some areas contain charcoal grill stands at the individual picnic sites and bear-proof trash receptacles throughout the areas. Comfort stations are often centrally located within the picnic areas and accessed by simple footpaths.

The oldest picnic areas in the district are those at Smart View and Rocky Knob in Virginia and Cumberland Knob and Doughton Park in North Carolina. Smart View Picnic Area is on flat terrain at the edge of a ridge and surrounded by flowering dogwood trees. Rocky Knob Picnic Area is forested and on sloped land with rock outcroppings. Cumberland Knob is mostly forested with a meadow at the top of the Knob. Doughton Park is the location of a former (abandoned) picnic area and the current Doughton Park Picnic Area. The abandoned area is in a forested sloping location near visitor amenities out of view to visitors, and the current one is in a meadow near the Doughton Lodge. Although the older picnic areas along the Parkway often included organized game areas, such as the remnants of pins for horseshoe pits at Cumberland Knob, organized games are no longer incorporated into picnic area design.

Many of the campgrounds and picnic areas embody a rustic design approach, using wood and rubble stone picnic tables and benches, stone enclosed grills, stone pedestal drinking water fountains, and stone curbing and log guard-walls. Many of the shelters and comfort stations are heavy timber or rubble stone construction with rubble stone fireplaces and hand-split oak shakes sheathing the roofs. Mission 66 elements in the campgrounds and picnic areas consist primarily of concrete tables and benches, concrete drinking water fountains, and comfort stations and shelters. The latter two elements typically are a uniform style and design and have low-pitched gable roofs with overhangs, concrete-block walls, and ribbon windows.

[306] McClelland, *Building the National Parks*, 276–285.

The campgrounds often contain campfire circles, and several have an amphitheater that were used for ranger talks on various topics pertaining to the natural and cultural history of the Parkway region. Campfire circles are small-scale structures that are not individually counted for the purposes of this nomination, but are significant landscape elements of the developed areas they are in. They consist of a semi-circular layout of benches around a central firepit. These are often on lawn and tucked into the tree line within a loop of the campground. Amphitheaters are more substantial in scale and construction than campfire circles and therefore are counted individually as structures for the purposes of this nomination (see Photo 83 for example). The amphitheaters often consist of asphalt-paved ground, which has down-sloped terrain with permanent benches arranged in a semi-circle overlooking a circular stone firepit and often a small building that has a stage and a rear-facing projection system. Amphitheaters designed with a stripped-down modern aesthetic were added to visitor areas along the Parkway during the Mission 66 era. Overall, the campgrounds and picnic areas along the Parkway remain intact and are good examples of the recreation amenities developed for visitor use during the district's period of significance.

Trails and Trail Shelters

The Parkway contains 78 trails that were constructed specifically as part of the Parkway and are counted individually as structures for the purposes of this nomination (see Photos 14, 32, 61, and 88 for examples). These trails are usually associated with the overlooks or recreation areas described above. Trails accessed by overlooks are typically designed to allow visitor access to environmental and human-made viewpoints or points of interest. The 78 trails vary from short distances to several miles and typically consist of narrow footpaths of earthen base, sometimes gravel or paving for accessibility, and have manufactured natural-material elements such as stone steps, wood and stone retaining walls, or stone overlook platforms built into them. The trails not associated with overlooks are in recreation areas, such as campgrounds and picnic areas, and provide access between recreation facilities in the area or lead to significant natural or cultural points of interest within the Parkway's boundary.

Like the Parkway road, trails are designed to minimally impact the environment while providing a safe route, often across rugged terrain. Measures to reduce erosion are an important part of their design; these include new drainage channels, retaining walls, and the addition of pavements or boardwalks. Steps, footbridges, railings, and overlooks have been built to provide safe access. Native stone and wood materials were used for constructed features of the trails. Native fieldstone is used as paving in places where it is readily available, but crushed stone is also used, and asphalt paths are often found on trail sections close to the roadway. Logs have been used for many years to construct stairs, footbridges, and handrails, and examples can still be found on trails, but in recent years treated sawn timber has been preferred because it requires less maintenance.

In a few locations, multiple clustered trails connect and are treated as trail systems and counted as one structure for the purposes of this nomination. The Moses H. Cone Carriage Roads and Trails is one such system. Some long-range trails that extend outside the Parkway boundary and were constructed for purposes other than the

Parkway's use (e.g., Appalachian Trail [A.T.], Mountains-to-Sea Trail, or USFS trails) are not counted for the purposes of this nomination. They are referred to below in the descriptions of the Parkway sections from north to south as needed to provide context for the Parkway's setting.

Trail shelters are typically accessed by a Parkway trail and provide resting areas and shelter for visitors. They retain most of their historic rustic character, continue to perform their original function, and are individually counted as buildings for the purposes of this nomination (see Photos 33 and 62 for examples). Three pre-World War II shelters built by Works Progress Administration (WPA) enrollees represent early rustic trail shelters. The first Parkway trail shelters were built at Rocky Knob (the Rock Castle Gorge Trail Shelter) and Cumberland Knob (the Cumberland Knob Overlook Shelter). At Rocky Knob, the Adirondack-type (three-sided) shelter is at the edge of a cliff. At Cumberland Knob, the L-shaped, low-hip roof shelter overlooks an open grassy area. Both buildings have hand-split oak shake roofs; heavy timber structural systems; salvaged chestnut siding; and stone foundations, chimneys, and floors. The third early shelter was the Adirondack-type Doughton Park Overlook Shelter, which has half dove-tailed, sawn log walls and no fireplace.

The Craggy Gardens recreation area has two shelters built by the CCC for the USFS in the late 1930s before the area was transferred to the NPS. The Craggy Gardens Trail Shelter is a 24 x 60-foot picnic shelter with open sides that resembles a large barn with chestnut and oak posts supporting rafters, beams, and purlins carrying a shake roof. The Craggy Pinnacle Trail Shelter is much smaller than the other and has a hexagonal form and pyramidal roof. It is made from hewn logs and has a flagstone floor beneath a shake roof.

Rustic design continued to be applied to shelters after World War II. The Peaks of Otter Bus Terminal/Nature Center, which was originally built as a bus shelter and ticket office but now serves as a nature center, is modeled after a log cabin with chinked log walls, a stone chimney, and a wood shingle roof. A porch and flagstone forecourt provides a waiting area, and a covered breezeway is between the exhibit space and an attached comfort station. The Adirondack-type Sharp Top Mountain Bus Shelter (at the start of the bus route to the top of the mountain) is modeled after a barn or farm shed, rather than a cabin. Built into a rocky slope, the walls below grade are formed of rubble stone masonry. Above grade, heavy timbers support the wood shingle roof, with vertical planking on two sides. The Sharp Top Mountain Shelter (at the other end of the bus route) is an old picnic shelter with rock walls dating to the mid-nineteenth century and is tucked between boulders. Built to shelter visitors at the mountain's summit, it had been altered several times before it was acquired by the NPS. It is a rectangular building with a low gable roof covered with asphalt shingles, 18-inch-thick rubble stone walls, a concrete floor, stone chimney, and four unglazed, shuttered windows.

Resource Descriptions (North–South)

The Blue Ridge Parkway is 469 miles long: 216.9 miles through Virginia and 252.1 miles through North Carolina. The resources of the Blue Ridge Parkway National Historic Landmark are described below from north to south

along the Blue Ridge Parkway, beginning at Rockfish Gap in Virginia, where the Parkway originates at the southern end of Skyline Drive and Shenandoah National Park, and ending at the Oconaluftee River and US Highway 441 in North Carolina, where the parkway terminates at the southeast end of Great Smoky Mountains National Park. Major resources are described individually in north–south order, with other resources described in groups.[307] The section designations of the Parkway (e.g., 1B) are those assigned during construction and are still used for management and maintenance purposes. As indicated earlier, the portion of the Parkway in Virginia originally considered 1A has been incorporated with Skyline Drive and the Shenandoah National Park and therefore does not appear as a designated section below. All described resources are included in the District Data Sheet and on corresponding maps.

Virginia

Section 1B (Map Sheets 1.0–2.1)

The district's north terminus bounds Shenandoah National Park and Skyline Drive (designated NHL) in Afton (Rockfish Gap). The Parkway is a near-seamless transition from Skyline Drive that visitors can access by driving south out of Shenandoah National Park from one of two on-ramps that connect Rockfish Gap Turnpike (US Route 250) to the Parkway. At its north terminus, the Parkway crosses over Interstate 64 on the **I-64 Bridge (MP 0.00, 1970–1971, C–Structure)**, a quadruple-span, concrete and steel, stringer and girder bridge. Immediately after crossing the bridge, the **Shenandoah Overlook (MP 0.00, 1940, C–Structure)** is on the east side of the Parkway. It is a paved crescent-shaped overlook with an exhibit panel.

The Parkway next crosses Rockfish Gap Turnpike on the **US Rt 250 Bridge (MP 0.01, 1941, C–structure)**, a single-span, curved, concrete segmental arch bridge faced in random ashlar stone with stone voussoirs. Stone parapets line the deck of the bridge and stone retaining walls and wood guard-rails extend along the edges of the road corridor on either side of the bridge. On/off ramps flank the US Rt. 250 Bridge. After the bridge and on-ramp intersection, the **Rockfish Gap Overlook (MP 0.10, 1940, C–Structure)** is on the west side of the road corridor (Photo 1). The pull-off overlook has a car-width lane to pull off the road to read a gun-board sign with historical information about Rockfish Gap and an entrance sign for the Parkway.

The Parkway reaches the crescent-shaped **Afton Overlook (MP 0.30, 1940, C–Structure)** on the southeast side of the road at an elevation of 1,898 feet, overlooking mountains in the distance and surrounded by woodlands. It has a grass island dotted by mature trees separating it from the Parkway. A standard overlook sign identifies the name of the view and elevation at the overlook. The Parkway follows level forested corridor to the crescent-shaped **Rockfish Valley Overlook (MP 1.50, 1940, C–Structure)** on the south side of the road at an elevation of 2,150 feet. It has a steep slope along the Parkway edge to the east and affords excellent panoramic views over

[307] When resources are grouped, dates of construction are listed in the order of the resource in each group.

a steep grassy hill to the east of Rockfish Valley. The crescent-shaped **Shenandoah Valley Overlook (MP 2.90, 1940, C–Structure)** is on the west side of the Parkway at an elevation of 2,354 feet. It has a grass island, a standard overlook sign, and a view of the surrounding woodlands.

At MP 5.7, the Parkway arrives at the Humpback Rocks recreation area, which contains visitor amenities and interpretive exhibits accessed by an asphalt-paved, crescent-shaped parking area on the west side of the road, with open fields to the northwest and woodlands in the island and to the west and southwest. West of the Parkway and the parking area is the **Humpback Rocks Visitor Center (MP 5.70, 1981, C–Building)**. It is a one-story, concrete-block, two-part building consisting of a rectangular, end-gable main block and a rectangular, side-gable rectangular wing to the north.[308] The main block has coursed rubble stone walls and a chimney, and the wing has painted wood vertical-board walls, and painted, wide, wood clapboard in the gables. A small entrance courtyard with stone benches, an information exhibit panel, and a flagpole are between the visitor center and parking area. Three small-scale (uncounted), one-half- or one-story, single-bay structures (a pumphouse, wellhouse, and storage building) are also in the developed area.

The Humpback Rocks developed area also contains an Appalachian farmstead interpretive exhibit accessed by the **Humpback Rocks Mtn. Farm Trail (MP 5.70, 1952–1953, C–Structure)**, an asphalt-paved and gravel walking path that extends from the Humpback Rocks Visitor Center southward through the interpretive exhibit. Exhibit panels are located along the trail and at each building and structure to provide visitors with information about the history and design of Appalachian farmsteads. The exhibit consists of the **Humpback Rocks Mtn. Farm Log Cabin, Chicken House, Meat House/Root Cellar, Barn, Bearproof Pig Pen, and Springhouse (MP 5.70, 1890, 1881 or 1938, 1881, 1881, 1953–1953, 1900, C–Buildings [2] and C–Structures [4])** (Photo 2). The buildings and structures were relocated from former Appalachian farmsteads within the boundary of the Parkway to the Humpback Rocks developed area in 1952–1953 for use as an interpretive exhibit. In addition to the buildings and structures, the exhibit has a small garden plot, several orchard trees, and other interpretive elements.

All buildings and structures are log-framed construction on dry-laid fieldstone foundations and topped with gable roofs surfaced with wood shakes. The log cabin is on the east side of the trail and is the first building that visitors encounter. The chicken house is immediately east of the log cabin. The meat house/root cellar is south of the log cabin and chicken house on the east side of the trail. The barn is southwest of the meat house/root cellar on the west side of the trail. Stone walls enclose a paddock to the west of, and including, the barn. West of the barn and in the enclosed paddock is the bear-proof pig pen. South of the barn on the east side of the Humpback Rocks Mtn. Farm Trail is the springhouse. The spring flows beneath the structure and out of a rock outcropping at the west. The trail continues southward, enters an open field through split rail fencing, and crosses through the field to the

[308] The Humpback Rocks Visitor Center was constructed in 1981 after a fire destroyed the visitor center built in the same location in 1955–1956.

Parkway at MP 6.00. The area also contains a pumphouse and several wellhouses that are small, uncounted resources.

From the Humpback Rocks Visitor Center and interpretive exhibit, the Parkway extends through woodlands and an open field associated with the interpretive farmstead to the **Humpback Gap Overlook (MP 6.00, 1943, C–Structure)** to the east. Between the Parkway and overlook is a managed open field bounded by buck rail fencing over a stone wall. The overlook has a single two-way asphalt-paved entrance that leads to a loop parking area with typical NPS locational signage, trailside signage, and a gun-board sign with the history of the area's land clearing by farmers. The overlook provides access to the popular hiking trails, including the Appalachian Trail, Albright Trail, and Humpback Rocks Trail, and leads to a popular viewpoint at Humpback Rocks south of the overlook and east of the Parkway.[309]

Section 1C (Map Sheets 2.0–3.1)

Gently ascending the ridge, the Parkway reaches the **Humpback Rocks Picnic Area (MP 8.40, 1954, 1965, C–Site)** (Photo 3). A gated two-way asphalt-paved entrance road on the south side of the Parkway leads to the picnic area. The road splits, forming a one-way road network of two oblong loops that have parking spurs to access picnic sites and visitor amenities in the picnic area. The picnic sites have concrete picnic tables and benches and metal charcoal firepits and are scattered about the rolling topography interspersed among rock outcroppings and dense deciduous forest and wildflowers. Typical NPS signage contains visitor rules and regulations, and bear-proof trashcans are dispersed throughout the picnic area.

Visitor amenities include the **Humpback Rocks Picnic Area Comfort Stations North and South (MP 8.40, 1954, 1965, C–Buildings [2])**. Asphalt-paved and gravel pathways provide access to the comfort stations from the picnic area roadway. Comfort Station North is in a wooded flat area in the northeast section of the picnic area. It is a one-story, wood-frame rectangular building with a side-gable wood shingle roof, board-and-batten wall siding, and a concrete foundation. Comfort Station South is in the southwest section of the picnic area in a dense wooded area built into a steep-sloped hillside. An asphalt-paved apron and two-foot-tall timber-frame retaining wall bounds this comfort station, which is a one-story, load-bearing concrete, rectangular building with a low-slope gable roof with exposed eaves and rafters, grooved vertical board and board-and-batten walls, and a concrete foundation. The picnic area also contains a typical, small-scale (uncounted) pumphouse. The Catoctin Trail and Humpback Picnic A.T. Connector Trail have junctions at the south end of the picnic area (both uncounted for this nomination).

Curving southward, the Parkway passes the **Greenstone Overlook (MP 8.80, 1940, C–Structure)** on the west side of the road corridor at an elevation of approximately 3,000 feet. The overlook has an island with large boulder

[309] A viewpoint at Humpback Rocks is also considered a contributing site to the Appalachian National Scenic Trail – West Virginia and Virginia Segment.

outcroppings. It has a single two-way, asphalt-paved entrance that slopes downward to a loop pull-off that has typical signage, including trailside signage, and gun-board signs with the history of nineteenth-century stone hog-walls in the vicinity and the history of the **Greenstone Trail (MP 8.80, mid-20th c., C–Structure)**. The overlook provides access to this 0.1-mile loop trail that extends northwest of the Parkway and overlook and contains interpretive exhibit panels about the geology of the local greenstone. Panoramic views of the surrounding mountains and valleys can be viewed from the pull-off and trail.

The Parkway passes a series of five overlooks and one parking area between MPs 9 and 14 at elevations of 2,900–3,200 feet: the **Dripping Rock Overlook (MP 9.67, 1941, C–Structure)**, **Rock Point Overlook (MP 10.40, 1940, C–Structure)**, **Ravens Roost Overlook (MP 10.70, 1940, C–Structure)**, **Hickory Spring Overlook (MP 11.70, 1941, C–Structure)**, **Three Ridges Overlook (MP 13.10, 1940, C–Structure)**, and **Reids (Reeds) Gap Parking Area (MP 13.70, mid-20th c., C–Structure)** (Photos 4–7). The pull-off Dripping Rock Overlook is south of the Parkway and surrounded by woodlands and boulder outcroppings. It has stone tree wells, a stone spring headwall, and typical overlook signage. Northwest of the Parkway is the pull-off Rock Point Overlook, which affords good open views of the mountains and valley in the distance. The overlook has a steep cliff to the northwest. The Ravens Roost Overlook is on the northwest side of the road corridor at an elevation of 3,200 feet and overlooks a steep cliff to the northwest (Photo 4). It is notable for having more substantial construction elements than those north of this location on the Parkway and is popular for its spectacular and expansive views to the west, southwest, and northwest. The dead-end overlook contains a two-way one-lane road, parking spaces, typical signage, and a large granite-block retaining wall between the overlook and cliff edge. The overlook also has a bronze-case topography plate set into a granite-block pier on the stone wall. The Hickory Spring Overlook is on the east side of the Parkway. It is a pull-off overlook that has stone steps and a retaining wall that leads into a stone spring box and open views to the west across the Parkway (Photo 6). The crescent shaped Three Ridge Overlook is on the southeast side of the Parkway with a view of the surrounding woodlands (Photo 7). At Reids (or Reeds) Gap, the asphalt-paved Reeds Gap and Beech Grove roads intersect with the Parkway. The Reids (Reeds) Gap Parking Area is at this location and consists of a simple gravel pull-off parking area southwest of the Parkway and off Beech Grove Road. An NPS road sign identifies the gap by name and elevation, and signage at the junction of the roads directs visitors to the northbound and southbound lanes of the Parkway. Stone walls and wood guard-rails are at the northeast and northwest corners of the intersection, and open field lines the east side of the Parkway in this area for approximately 0.3 miles.

After passing through Reids Gap, the Parkway continues its southwest route through woodlands. The Love Maintenance Area, consisting of the **Love Maintenance Building and Love Maintenance: Residences 404 and 411 (MP 15.40, 1958, C–Buildings [3])**, is west of the Parkway. It is accessed off Love Road (outside the Parkway boundary) by an asphalt-paved driveway. The property consists of flat mown lawn bounded by dense woods. The maintenance building is enclosed in a chain-link-fenced, asphalt-paved area and the two residences are south of the maintenance building, facing Love Road. The maintenance building is a typical one-story, rectangular, concrete-block, NPS building. Each of the two residences is a one-story, rectangular, wood-frame

ranch house with a shallow side-gable roof surfaced with asphalt shingles, brick lower and vinyl-sided upper walls, and a concrete slab foundation (Photo 8). A carport and enclosed patio extend from each house beneath an extension of the roof. The maintenance area and residences are typical mid-twentieth-century utilitarian buildings designed and constructed to support the maintenance and use of the Parkway.

One-tenth of a mile south of the Love Maintenance Area on the south side of the Parkway is the Carl Hewitt estate, which consists of the **Carl Hewitt House, Hewitt Root Cellar, and Hewitt Springhouse (MP 15.50, mid-20th c., NC–Building, NC–Structure [2])**. The property is a private life estate with a one-story house and two outbuildings that were constructed separate from the Parkway in the mid-twentieth century and is within Park boundaries.

Section 1D (Map Sheets 4.0–5.0)

After passing the Hewitt estate, the Parkway curves northward for approximately 1 mile, before turning 90 degrees in a rounded curve through mostly woodlands. At an elevation of 2,695 feet, **The Priest Overlook (MP 17.60, 1940, C–Structure)** is on the south side of the Parkway at a slightly lower elevation than the road itself. It is crescent-shaped and has a view of the immediate surrounding woodlands, which obscure any broader views. On the north side of the Parkway, the **White Rock Gap Parking Area (MP 18.50, mid-to-late 20th c., C–Structure)** provides a crescent-shaped pull off and gravel parking area with typical signage at the junction of the White Rock Gap, Slacks Overlook, and White Rock Falls trails.

Between MPs 18.50 and 27.00, the Parkway follows the ridge at 2,500–3,300 feet in elevation through mostly mature forest with scattered sweeping open views of the surrounding mountains and valleys and open rolling agricultural fields. The first of five overlooks along this stretch is the **20-Minute Cliff Overlook (MP 19.00, 1940, C–Structure)** on the west side of the Parkway at an elevation of 2,715 feet (Photo 9). It is a prominent pull-off overlook on the edge of a cliff with a substantial granite-block retaining wall and wingwalls at the cliff's edge along the length of the overlook and extending along the road corridor to the north and south. A gun-board sign has information about the origin of the overlook's name.[310] The overlook affords sweeping open views of the mountains in the distance to the northwest, west, and southwest. The next three overlooks are the **Slacks Overlook (MP 19.90, 1940, C–Structure)**, the **Bald Mountain Overlook (MP 22.20, 1940, C–Structure)**, and the **Fork Mountain Overlook (MP 23.00, 1940, C–Structure)**. The Slacks and Fork Mountain overlooks are typical crescent-shaped overlooks, and the Bald Mountain Overlook is a typical pull-off type (Photo 10). Views from each are a mix of forested surroundings and unobstructed open views of surrounding mountains. The **Big Spy Mountain Overlook and Big Spy Mountain Trail (MP 26.30, 1940, C–Structures [2])** are on a knoll within an area of open rolling fields on the north side of the Parkway. The crescent-shaped overlook has a narrow

[310] The 20-Minute Cliff Overlook was named for the use of the cliff as a time piece for the White Rock Community in the valley below. In June and July, during "corn-choppin time," the sun would strike the rock face of the cliff, signaling dusk would arrive 20 minutes later in the valley.

lawn island and an asphalt-paved sidewalk. A grass trail extends in a loop to the north–northwest to the top of the knoll, where visitors are granted sweeping open views across fields and to distant mountains.

The Parkway then crosses through Tye River Gap at MP 27.16 and an elevation of 2,969 feet, passing a two-way on/off ramp that connects to Crabtree Falls Highway (Route 56) on the east side of the road corridor before crossing over the same road on the **VA Rt 56 Bridge (MP 27.16, 1949, C–Structure)** (Photo 11). The bridge is a single-span, rigid-frame concrete, segmental-arch, curved angle bridge with native stone random ashlar facing on all surfaces, except for the barrel of the arch, which is exposed concrete. It has steeply sloped embankments topped by shallow stone parapet walls.

Section 1E (Map Sheets 6.0–7.0)

The Parkway reaches the Montebello maintenance area on its east and west sides at MP 29. The **Montebello Maintenance: Ridge District Office (MP 29.00, 1959, C–Building)** and **Montebello Maintenance: Residences 169 and 170 (MP 29.00, 1958, C–Buildings [2])** are on the west side of the Parkway. The office is a former concessionaire building that was converted to its current function in 2003 (Photo 12). It is a one-story, T-shaped, wood-frame building. It has a side-gable with a cross-gable roof surfaced in asphalt shingles, board-and-batten and horizontal weatherboard walls, and a stone foundation. Small-scale visitor amenities are at the office, such as concrete drinking water fountains, wood picnic tables, and trash cans. The two residences are accessed by a shared driveway that extends northwest and are in a dense forested area with a small lawn. Each one-story, rectangular, wood-frame ranch type house has a shallow side-gable roof surfaced with asphalt shingles, vinyl-sided walls, and a concrete slab foundation. A carport and enclosed patio extend from each house beneath an extension of the roof. The ridge district office is south of the residences and is accessed from an asphalt-paved driveway and parking area. The Montebello maintenance area on the east side of the Parkway consists of an asphalt-paved area enclosed by a chain-link fence (Photo 13). The **Montebello Maintenance: Office/Storage/Shops, Oil/Paint Storage, and Vehicle Storage (MP 29.00, 1949, C–Buildings [3])** are in the enclosed area. They are one-story concrete and steel-frame, rectangular gable-roof buildings. The maintenance area buildings and residences are typical mid-twentieth-century utilitarian buildings designed and constructed to support the maintenance and use of the Parkway. Four small-scale, uncounted structures are also in the developed area.

As the Parkway continues southward, it crosses over Irish Creek Road (Route 603) on the **VA Rt 603 Bridge (MP 29.45, 1945, C–Structure)**—a single-span, rigid-frame concrete, segmental-arch, curved bridge with native stone random ashlar veneer on all surfaces, except for the exposed concrete barrel of the arch. It has steeply sloped embankments topped by shallow stone parapet walls.

Traversing a mix of open fields and forest, the Parkway passes the pull-off **Stillhouse Hollow Overlook (MP 31.55, 1942, C–Structure)** and the crescent-shaped **Yankee Horse Ridge Overlook and Yankee Horse Ridge Loop Trail (MP 34.40, 1940, 1960, C–Structure [2])**. The Yankee Horse Loop Trail off the overlook is unique

because it follows a restored (1960) section of a 1919–1920 narrow-gauge logging railroad track (Photo 14). In addition to a gun-board sign providing visitors with historical information about the railroad and a typical NPS overlook sign, the trail contains wood and rock steps and follows the track along a curving route through the woods and over a wood bridge to traverse a creek. Visible from the bridge is a small-scale (uncounted), segmental-arch, random ashlar stone culvert where the creek passes beneath the Parkway.

In dense forest the Parkway crosses the first viaduct in its route southward from its north terminus: the **Ravine Viaduct (MP 35.67, 1942, C–Structure)**, which carries the Parkway over a densely forested, steep ravine in a mountainside. The viaduct is a curved, 52-foot-high, 196-foot-long triple-span, stringer, multi-beam rolled steel girder structure supported by concrete abutments and arched concrete piers with concrete parapet walls. The concrete structures are faced with native stone random ashlar. In approximately two miles, following a gentle descent and at an elevation of 2,279 feet, the Parkway crosses through Irish Gap across a narrow gravel road (VA Route 605) on the **Irish Gap Bridge (MP 37.46, 1950, C–Structure)**. This single-span, rigid-frame concrete, segmental-arch bridge has native stone random ashlar veneer on all surfaces except for the barrel arch.

Section 1F (Map Sheets 7.0–9.0)

Traversing Boston Mountain, the Parkway reaches the **Boston Knob Overlook and Boston Knob Trail (MP 38.80, 1940, C–Structures [2])** on its north side at an elevation of 2,498 feet on Boston Knob. The dead-end-type overlook is accessed by a two-way driveway with parking at the north end. It is at a slightly higher elevation than the Parkway and surrounded by dense woodlands, creating an isolated feeling. The overlook contains typical NPS overlook signage, a trash can, picnic table, and a good view north. The Boston Knob Trail is a 0.1-mile loop trail that extends eastward from the overlook and around a hill above Nettle Creek.

Over the next approximately four miles, the Parkway is nearly uninterrupted by associated resources in dense woodlands with intermittent views. At an elevation of 2,660 feet, the pull-off **Irish Creek Valley Overlook (MP 42.42, 1942, C–Structure)** contains a low wood guard-rail and sidewalk on the west side of the road and offers views into Irish Creek Valley 1,500 feet below to the northwest. The Parkway crosses through Whites Gap and passes two overlooks: the crescent-shaped **Whites Gap Overlook (MP 44.40, 1940, C–Structure)**, which provides a slightly overgrown view on the east side of the road at an elevation of 2,567 feet, and the pull-off **Chimney Rock Mountain Overlook (MP 44.90, 1940, C–Structure)**, with an extensive random ashlar granite retaining wall along a cliff edge and views on the west side of the road and along the Parkway at an elevation of 2,485 feet (Photo 15).

Descending toward Humphreys Gap, a two-way on/off ramp provides access to the Parkway on the east side of the road from the Lexington Turnpike (US Route 60), which the Parkway crosses over on the **US Rt 60 Bridge (MP 45.60, 1959, C–Structure)**. It is a single-span, rigid-frame concrete, elliptical-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped

embankments topped by shallow stone parapet walls. One-tenth of a mile south of the bridge and gap at an elevation of 2,325 feet, the large crescent-shaped **Buena Vista Overlook (MP 45.70, 1940, C–Structure)** affords expansive views to the north, west, and southwest. In mature woodlands, the Parkway crosses over an unpaved, one-lane county road on the **County Rd Bridge at MP 46.87 (MP 46.87, 1980, C–Structure)**. It is a small, single-span, rigid-frame, reinforced concrete slab bridge with cast-in-place concrete abutments. Wood guard-rails line the top of the bridge and its embankments. Dipping into Indian Gap at an elevation of 2,093 feet, the **Indian Gap Parking Area and Indian Gap Loop Trail (MP 47.50, 1942, C–Structures [2])** are on the east side of the road and are a pull-off with parking for the loop trail to Indian Rocks to the east (Photo 16). Views are mostly obscured by vegetation regrowth and the overlook is surrounded by dense woods. The Parkway next passes the crescent-shaped **House Mountain Overlook (MP 49.30, 1940, C–Structure)** that affords good views of House Mountain and the valley below to the west.

Section 1G (Map Sheets 10.0–12.2)

The Parkway follows the forested ridge dipping into Licklog Spring Gap where it skirts around the bases Roundtop, Moore, and Bluff mountains. The **Robinson Gap Bridge (MP 50.55, 1958, C–Structure)** is between the House Mountain Overlook (in Section 1F) and the Punch Bowl Mountain Overlook (see below) and allows the Parkway to cross an unpaved, one-lane county road. The structure is a small, single-span, rigid-frame, reinforced concrete slab bridge with cast-in-place concrete abutments. Wood guard-rails line the top of the bridge and its embankments. The crescent-shaped **Punch Bowl Mountain Overlook (MP 51.70, 1970–1989, C–Structure)** provides parking for the A.T., which crosses the Parkway at this location and ascends Punch Bowl Mountain. The crescent-shaped **Bluff Mountain Overlook (MP 52.80, 1940, C–Structure)** has views partially obstructed by vegetation to the north and a gun-board sign with information about the George Washington National Forest.

The first tunnel on the Parkway's southward route from its north terminus is the **Bluff Mountain Tunnel (MP 53.01, 1957, C–Structure)** in dense forest and set into a steep-sloped mountain with the opposite end not visible because of its curved plan (Photo 17). It allows the Parkway to pass through the mountain and consists of a vaulted-arch concrete-lined tunnel with rock-faced ashlar stone retaining walls and voussoirs at the north and south entrances. As visitors exit the tunnel going south, they have open and expansive views to the north and east of the surrounding mountains and valley below. As the Parkway descends to an elevation of 1,746 feet, the crescent-shaped **Rice Mountain Overlook (MP 53.60, 1942, C–Structure)** provides excellent views of Rice Mountain on the east side of the Parkway.

The Parkway maintains its general southwest descent into a lush dense forest and crosses multiple creeks on small-scale culverts as the setting along the route transitions from broad and sweeping mountain and valley views to views of forests and creeks. The **White Oak Flats Overlook (MP 55.10, 1940, C–Structure)**, at an elevation of 1,460 feet, and the **Dancing Creek Overlook (MP 55.80, 1940, C–Structure)**, at an elevation of 1,294 feet,

are crescent-shaped overlooks with typical signage and picnic tables and trash cans. At the White Oak Flats Overlook, the view is of the wooded surroundings and the **White Oak Flats Trail (MP 55.10, mid-20th c., C–Structure)**. The trail leads a short distance into the woods and along Dancing Creek. The Dancing Creek Overlook has views of the adjacent creek and surrounding forest.

Between MPs 56 and 60.40, the Parkway crosses Otter Creek multiple times via culverts, such as the **Otter Creek Culverts #1–5 (MP 56.58, 58.45, 58.90, 59.59, 59.79, 1959–1960, C–Structures [5])**. These five structures are single-, double-, and triple-span poured in place concrete slab culverts with random ashlar stone faces and wingwalls. Along Otter Creek, four crescent-shaped overlooks provide access to the creek and views of the creek and surrounding forest: the **Upper Otter Creek Overlook (MP 57.60, 1959, C–Structure)**, **Otter Creek Flats Overlook (MP 58.20, 1959, C–Structure)**, **Middle Otter Creek Overlook (MP 59.70, 1959, C–Structure)**, and **The Riffles Overlook (MP 60.40, 1959, C–Structure)**.

The northernmost campground along the Parkway, the **Otter Creek Campground (MP 60.80, 1960, C–Site)**, is on the southeast side of the Parkway in a mature forest setting along Otter Creek (Photos 18 and 19). The campground is on flat terrain with two one-way elliptical asphalt-paved loops and site parking. One loop extends northeast, and the other extends southwest with supporting buildings and structures dispersed across the campground. The one-story, wood-frame, rectangular, board-and-batten-clad **Otter Creek Campground Restaurant (MP 60.80, 1960, C–Building)** is at the campground entrance (Photo 18). Along the entrance road and southeast of the restaurant is the **Otter Creek Campground Kiosk (MP 60.80, 2008, NC–Building)**, a one-story rectangular building for camper registration. East of the restaurant is the campground entrance road, where the **Otter Creek Campground Bridge (MP 60.80, 2008, NC–Structure)** crosses over Otter Creek to the campground site loops. The northeast campground loop is designated for trailers and the southwest for tents (Photo 19). Both loops have visitor amenities such as campsites with corresponding parking spaces, firepits and picnic tables, and loop water spigots, trash cans, and a sewer dumping station for the trailer loop. The **Otter Creek Campground Comfort Stations – Trailer Loop and Tent Loop (MP 60.80, 1960–1961, C–Buildings [2])** are one-story, concrete-block, rectangular buildings with gable roofs, board-and-batten walls, and separate men's and women's facilities. The campground also contains three small-scale, uncounted utility structures: a restaurant lift station, sewer pumphouse, and wellhouse.

The Parkway descends toward the James River through mature lush forest. The Parkway crosses Otter Creek on two culverts and two bridges: the **Otter Creek Culverts #6 and 7 (MP 61.01 and 61.33, 1959–1960, C–Structures [2])**, which are double-span poured in place concrete slab structures with random ashlar stone faces and wingwalls; and the **VA Rt 130 & Otter Creek Bridge (MP 61.42, 1959–1960, C–Structure)** and the **Otter Creek Bridge (MP 62.07, 1959–1960, C–Structure)**, which are quadruple-span, cast-in-place concrete bridges. Along this route with the culverts and bridges, the Parkway passes five overlooks: the **Terrapin Hill Overlook (MP 61.20, 1959, C–Structure)**, **Lower Otter Creek Overlook (MP 62.50, 1960, C–Structure)**, **Otter Lake Parking Area (MP 63.10, 1940, C–Structure)**, and **Otter Lake Overlooks A and B (MP 63.10, 1955–1963,**

C–Structures [2]). These overlooks provide views of the surrounding forest and Otter Creek and Otter Lake and are a mix of typical crescent-shaped and pull-off types. The overlooks at Otter Lake afford good views of the lake and a dam at the southwest end of the lake (Photo 20).

The Parkway contains two hiking trails between MPs 60.0 and 64.0, where it crosses the James River. The **Otter Creek Trail (MP 60.80, 1960, C–Structure)** is a 3.5-mile-long hiking trail that meanders between the Otter Creek Campground (see above) and James River Visitor Center (see below) as it follows and weaves across Otter Creek and the Parkway. Accessible off the Otter Creek Trail is the **Otter Lake Loop Trail (MP 63.10, 1955–1963, C–Structure)**, which extends around Otter Lake and provides scenic views along the route. These trails are accessible along most of the five overlooks mentioned above.

On the east bank of the James River at an elevation of 669 feet are the **James River Visitor Center (MP 63.60, 1962, C–Building)** and the **James River Picnic Area (MP 63.60, 1962, C–Site)** (Photos 21 and 22). Gun-board and informational road signs mark the entrance to both. The visitor center has a crescent-shaped parking area on the south side of the Parkway and exhibit panels, a flagpole, and several commemorative plaques along the southwest end of the pull-off. An asphalt-paved and stone path leads downslope to the visitor center, picnic area, and trails. The building is set into the downslope of the riverbank, is surrounded by mature woods, and overlooks the river to the west. It is a one-story, wood-frame, rectangular building designed in the Modern style with a stone-paved patio and retaining wall bounding it. The building contains restrooms and a visitor space. The picnic area, between the visitor center and the James River, is a down-sloping location accessed by wood steps and a pathway. It is a mostly open lawn with scattered picnic sites with picnic tables and charcoal grill stands that has open sweeping views across the river. The portion of the area bounding the river has a post-and-rail wood fence along it and the remainder of the picnic area is mostly bounded by dense forest. At the south end of the Otter Creek Trail is the **Trail of Trees (MP 63.60, 1962, C–Structure)**, a 0.4-mile-long loop trail that begins near the James River Visitor Center and wanders through a stream drainage (with views of the James River) and leads to a cemetery.

The Parkway and the **Canal Lock Trail (MP 63.64, 1965–1967, C–Structure)** cross the James River on the **Harry Flood Byrd Memorial Bridge (MP 63.64, 1959, C–Structure)** (Photo 23). The 11-span, two-way road concrete bridge has wingwalls clad in native stone random ashlar. Beneath the bridge is a steel-frame pedestrian bridge for the Canal Lock Trail that crosses the river. Along this bridge, visitors are presented with open views of the James River and the surrounding forested and agrarian landscape. The 0.4-mile-long Canal Lock Trail extends across the James River on the Harry Flood Byrd Memorial Bridge to the **James River and Kanawha Canal and Towpath and Locks Nos. 7 and 8, 2nd Division, James River and Kanawha Canal (MP 63.64, 1845–1851, restored 1965, C–Structures [3])** (Photo 24). The canal, towpath, and locks are on the west bank of the James River south of the Parkway in a large open field bounded by dense forest. The structures are preserved as an interpretive exhibit with exhibit panels with information about their nineteenth-century construction and use. The canal is a narrow, coursed ashlar stone-lined waterway that extends from the Kanawha Creek to the

James River. The towpath extends along the canal and is a mown lawn path. The two locks are timber-frame double gates that retract into the walls of the canal when open.

Section 1H (Map Sheets 13.0–15.0)

After crossing the James River, the Parkway passes an on/off-ramp that connects to Lee Jackson Highway (US 501) and ascends toward the ridgeline from an elevation of 669 feet at the river to over 2,000 feet in elevation, where it follows the ridgeline in the dense woodlands. The **Peters Creek Rd (VA Rt 600) Bridge (MP 64.86, 1960, C–Structure)** carries the Parkway over a small paved secondary road. It is a single-span, rigid-frame concrete, segmental-arch, curved bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. The James River maintenance area is at MP 66.30 on the southwest side of the Parkway. Obscured from view along the Parkway, the maintenance area is accessed by a winding spur road that leads to a flat clearing where the maintenance buildings and structures are enclosed by a chain-link fence, and the residences are tucked into a smaller clearing bounded by mature and dense forest. The maintenance area contains the **James River Maintenance: Mechanic Shop, Carpenter/Storage/Fire Cache, Equipment Storage, Office & Employee Area, and Oil/Paint Storage (MP 66.30, 1942, C–Buildings [5])**. These are one-story, concrete and steel-frame, rectangular, gable-roof buildings. Two small-scale, uncounted structures are also in the area. The **James River Maintenance: Residence 53 and Residence 54 (MP 66.30, 1958, C–Buildings [2])** are southeast-facing, one-story, rectangular, wood-frame ranch-type houses. Each has a shallow side-gable roof surfaced with asphalt shingles, vinyl-sided walls, and a concrete slab foundation. A carport and enclosed patio extend from each house beneath an extension of the roof.

Between MPs 69 and 78.40, the Parkway skirts summits and knobs, dips into gaps, and passes seven overlooks, some of which afford stunning views of the mountain range. The first of these overlooks is the crescent-shaped **James River Valley Overlook (MP 69.10, 1940, C–Structure)**, surrounded by mature forest. The pull-off **Terrapin Mountain Overlook (MP 72.60, 1940, C–Structure)** is at an elevation of 2,884 feet and provides dramatic views to the east, south, and west of Terrapin Mountain and to mountains and valleys in the distance (Photo 25). The **Thunder Ridge Overlook and Thunder Ridge Trail (MP 74.70, 1940, C–Structures [2])** provide sweeping views to the north and west. The overlook consists of a large dead-end parking area with a short loop trail that provides access to a substantial stone overlook with stone steps and retaining walls. The A.T. passes this overlook as well. The pull-off **Arnold Valley North and South Overlooks (MP 75.20 and 75.30, 1940, C–Structures [2])** provide stunning views of the mountains and valleys to the north and west from elevations of 3,551 feet and 3,700 feet, respectively. Skirting Apple Orchard Mountain, the Parkway passes the pull-off **Apple Orchard Mtn Overlook (MP 76.50, 1940, C–Structure)** with unobstructed views of this mountain. The overlook contains a gun-board sign explaining the origin of the mountain's name and stating that the highest elevation of the Parkway in Virginia (at 3,950 feet) is on Apple Orchard Mountain. The crescent-shaped **Sunset**

Field Overlook (MP 78.40, 1940, C–Structure) has northward views across a field to distant mountains. It also has parking and an information kiosk for the A.T. and surrounding trails that are managed by the USFS.

Section 1J (Map Sheets 15.0–16.1)

Continuing along the ridgeline, the Parkway passes another series of overlooks. The crescent-shape **Onion Mountain Overlook and Onion Mountain Loop Trail (MP 79.70, 1940, C–Structures [2])** provide open and stunning views to the south and east of the mountain slopes and distant valley and the trail is a short loop trail to a viewpoint. The **Black Rock Hill Overlook (MP 79.90, 1940, C–Structure)** and the **Head Foremost Mountain Overlook (MP 81.90, 1940, C–Structure)** are pull-off types that afford open views across the mountains. The **Fallingwater Cascades Overlook and Fallingwater Cascades Trail (MP 83.10, ca. 1965, C–Structures [2])** and the **Flat Top Trail Overlook and Flat Top Trail (MP 83.50, 1957, early 1950s, C–Structures [2])** are crescent-shaped overlooks with connected trails. These two trails are longer loop and linear trails that lead to natural points of interest, such as Fallingwater Cascades, a 100-foot waterfall, and the summit of Flat Top.

The Parkway descends toward Peaks of Otter at MP 85 and a 2,500 feet elevation. The Peaks of Otter maintenance area and the Johnson Farm interpretive exhibit are on the north side of the Parkway at MP 85.20 and accessed by a short two-way road. The **Peaks of Otter Maintenance: Equipment Storage, Gas/Oil House, Carpenter Shop/Equipment Storage, and Pole Barn (MP 85.20, 1941, 1957, 1987, late 20th c.–early 21st c., C–Buildings [2], NC–Building, and NC–Structure])** are typical one-story, rectangular, concrete-block, NPS maintenance buildings, and a typical pole barn structure. The **Peaks of Otter: Residences 752 and 753 (MP 85.20, 1982 and 1981, NC–Buildings [2])** are one-story, rectangular, wood-frame ranch-type houses. They have shallow side-gable roofs clad in asphalt shingles, vertical board-clad walls, and concrete foundations. The maintenance area's residences and ancillary buildings and structures are in a forested area, and the maintenance buildings are enclosed in an asphalt-paved area bounded by chain-link fencing. The maintenance area also contains five (uncounted) small-scale buildings and structures.

Accessed by a dirt road/path from the Peaks of Otter maintenance area and the **Johnson Farm Loop Trail (MP 85.20, 1960s, C–Structure)**, the Johnson Farm interpretive exhibit is northwest of the maintenance area. The loop trail extends from Peaks of Otter Lake to the interpretive exhibit. Exhibit panels are along the trail and at each building and structure to provide visitors with information about the history and design of mid-nineteenth-century Appalachian farmsteads. The farm is set in an open meadow nestled in the woods and has a fenced-in dooryard and garden plot. The exhibit consists of the **Johnson Farm House, Pole Barn, Springhouse, and Meat House (MP 85.20, 1845–1852, C–Buildings [2], C–Structures [2])**. The house is a restored (1968–1974, 1998), one-and-one-half-story, log cabin that has a standing seam metal-clad roof, wood clapboard sheathed walls, and a fieldstone foundation (Photo 26). The pole barn and each structure are of log-frame construction on a dry-laid fieldstone foundation and topped with a gable roof surfaced with wood shakes. A small-scale (uncounted) composting privy is also at the farm. Extending west from the Johnson Farm is the **Harkening Hill Trail (MP**

85.90, 1960s, C–Structure), a 3.3-mile loop trail that leads to Harkening Hill and the Peaks of Otter Visitor Center (in Section 1K).

Section 1K (Map Sheets 16.0–18.0)

The Parkway reaches MP 85.70 and an elevation of 2,512 feet where Abbott Lake is on the south and east sides of the Parkway. This recreation area contains numerous visitor amenities and services and is a focal point for visitors traveling the Parkway. The lake was established in the 1960s by constructing a dam. It is a large roughly circular body of water bounded by grassy and forested shoreline, and the **Abbott Lake Trail (MP 85.70, 1970s, C–Structure)** loops around the lake. Sharp Top Mountain is visible across the lake to the south. The **Peaks of Otter Restaurant and Gift Shop (MP 85.60, 1964, C–Building)** and the **Peaks of Otter Lodge (MP 85.60, 1964, C–Building)** are along the north shore of the lake and accessed by a two-way dead-end loop road with two loops of parking (Photos 27 and 28). The restaurant, gift shop, and lodge are multi-story, concrete-block buildings designed in the Modern style during the NPS Mission 66 development campaign. Each has a shallow side-gable roof surfaced with asphalt shingles, concrete walls with vertical board siding, and a concrete foundation. Their expansive windows and balconies overlook the lake and Sharp Top Mountain to the south. The Lodge consists of three units connected by covered walkways. Peaks of Otter also contains several small-scale (uncounted)wells and pumphouses. To the south, the **Peaks of Otter Visitor Center to Peaks of Otter Lodge Trail (MP 85.60, 1960s, C–Structure)** extends along the west side of the Parkway and connects to the Johnson Farm Loop Trail at the north end.

Following the west shore of the lake, the Parkway reaches MP 85.90 and an elevation of 2,525 feet, where it is surrounded by narrow rolling fields bounded by mature forest. On the northwest side of the Parkway is the **Peaks of Otter Visitor Center (MP 85.90, 1957, C–Building)** (Photo 29) and the **Peaks of Otter Country Store (MP 85.90, 1951, C–Building)**, separated from the Parkway by a large crescent-shaped parking area. The visitor center is a Modern-style, one-story, wood-frame, L-shaped building. The main block has coursed rubble stone walls, and the wing has painted wood board-and-batten walls and painted, wide wood clapboard in the gables. The country store is a one-story, wood-frame building that was originally constructed for use as a gas station. It has a side-gable roof, stone and wide wood clapboard walls, and a stone foundation. The **Peaks of Otter Amphitheater (MP 85.90, 1960s, C–Structure)** is immediately north of the visitor center. It consists of sloped semi-circular bench seating facing the rear of the visitor center, which historically had a screen placed on it for projection purposes. Harkening Hill Trail, **Elk Run Trail (MP 85.90, early 1960s, C–Structure)**, and the Peaks of Otter Visitor Center to Peaks of Otter Lodge Trail have junctions at the visitor center. The Elk Run Trail is a 0.8-mile-loop trail that extends north of the visitor center.

From an intersection at MP 85.90, Peaks Road extends south–southeast toward Sharp Top Mountain and its visitor amenities: the **Peaks of Otter Campground (MP 85.90, 1955, 1962, C–Site)** and **Peaks of Otter Picnic Area (MP 85.90, 1950, 1955, C–Site)**. Sharp Top Mountain, at an elevation of 3,875 feet, is one of the most popular

trails and visited mountains in Virginia because it provides 360-degree views of the Peaks of Otter and surrounding landscape of the Blue Ridge Mountains. At the base of the **Sharp Top Road (MP 85.90, 1934, C–Structure)**—a single-lane bus-only, asphalt-paved, CCC-built road that weaves up the mountain to the summit––is a loop parking area (Photo 30) and the **Peaks of Otter Bus Terminal/Nature Center (MP 85.90, 1947–1948, C–Building)**. This rustic one-story, log-frame building has a wood shingle-clad side-gable roof and a matching wing connected by a breezeway. The building was constructed as a bus terminal for the Parkway and is now in use as a store, interpretive center, and restroom facility.

Visitors can access the summit of Sharp Top Mountain by a shuttle bus that travels the Sharp Top Road or by hiking the **Sharp Top Summit Trail and Sharp Top Loop Trail (MP 85.90, 1930s–1955, C–Structures [2])**. The Sharp Top Road extends up the north slope of the mountain to below the summit on the north slope at the **Sharp Top Mountain Bus Shelter (MP 85.90, 1948–1949, C–Building)** and the loop trail's northern junction (Photos 31 and 32). The bus shelter is a one-story, three-sided, stone building topped by a side-gable roof. The summit trail begins as a series of stone steps (lined by exhibit panels and trail signage) at the parking area at the base of Sharp Top east of the bus terminal/nature center. The trail then weaves along and ascends the north slope of Sharp Top, skirting the summit to approach from its south side where the loop trail leads up steep forested treadway and rock scrambles to the **Sharp Top Mountain Shelter (MP 85.90, 1925, C–Building)** and the **Sharp Top Mountain Summit Overlook (MP 85.90, 1925, C–Structure)** (Photos 33 and 34). The summit contains multiple exhibit panels and signs containing information about the geology and landscape, history of the area, and views from the mountain top. The shelter is tucked into the boulders on the summit and is a one-story, stone building topped by a wood-frame side-gable roof. The shelter has an interior fireplace, and the windows and door have vertical-board shutters. The overlook is a series of stone-built steps and platforms built into the rocky knob summit of the mountain that provides visitors with stunning views in all directions of the Peaks of Otter and surrounding mountains.

The Peaks of Otter Picnic Area is east of the campground and lake on the north side of Peaks Road. The picnic area consists of a two-way entrance road that leads to east and west picnic loops with designated picnic sites and pull-off parking spaces and a secondary entrance at the east end of the east loop. Exhibit panels, information kiosks, and drinking water fountains are also in the picnic area. Big Spring is at the center of the picnic area and noted by a gun-board sign that explains its early use by the Cherokee and Siouan-speaking Native Americans and European settlers. The hilly area has a mix of forested and open meadow sites, in addition to picnic sites nestled along Little Stony Creek. These sites have charcoal grills and picnic tables, and the **Peaks of Otter Picnic Area Comfort Stations – Upper Loop and Lower Loop (MP 85.90, 1950 and 1955, C–Buildings [2])**. Each is a simple one-story, wood-frame, rectangular building with a side-gable wood shingle roof, board-and-batten wall siding, and a concrete foundation. The Flat Top Trail extends from the north in Section 1J to the Peaks of Otter Picnic Area and travels along the picnic area northwest to Peaks of Otter Lake, passing **Polly Woods' Ordinary (MP 85.90, early 19th c., C–Building)** at the northwest end of the picnic area (Photo 35). The former ordinary (inn) is on a sloped rolling lawn dotted by mature trees and is accessed by wood steps and an asphalt-paved path.

It is a two-story, rectangular log cabin with a side-gable roof. The building has daubing between the logs and wood clapboards in the gables. The NPS acquired the building in 1940 for use as an interpretive exhibit about Appalachian lifeways. It was relocated when Abbott Lake was created in the 1950s and, in 1964, the NPS moved the building once more from approximately 150 yards west of its current location. A gun-board sign at the cabin briefly explains the building's history as an inn owned by Polly Woods at its original location in 1830–1850.

The Peaks of Otter Campground is north of Sharp Top Mountain on the south side of Peaks Road in a forested and hilly area (Photos 36 and 37). It is accessed by a two-way road that extends south to three separate campground loops that contain tent and trailer sites with designated parking areas, concrete picnic tables, and metal firepits. At the entrance to the campground is the **Peaks of Otter Campground Kiosk (MP 85.90, 1974, C–Building)**, which is a small, one-story, front-gable, wood-frame building used for visitor registration. Roughly centered within the campground loops are the **Peaks of Otter Campground Comfort Stations – Loop A West, Loop A East, Loop B&T, Loop T, and Loop B (MP 85.90, 1955 [2], 1962 [2], and 1964, C–Buildings [5])**. The comfort stations are a mix of standard-design, one-story, rectangular, wood-frame and concrete-block buildings along the Parkway. They have side-gable roofs, wood siding, and concrete foundations. The **Peaks of Otter Campground Trails (MP 85.90, 1960s, C–Structure)** extend between the campground and visitor center to the northwest and to Abbott Lake Trail along Peaks of Otter Lake.

The Saunders Farm is approximately 0.75 miles east of the Peaks of Otter Picnic Area and near the boundary of the Parkway. The **Saunders Farm House and Meat House (MP 85.90, ca. 1912, C–Building, C–Structure)** are approximately 320 feet northeast of a curve in Peaks Road. The former farmstead was sold to the NPS in 1942, subsequently abandoned, remains unused by the NPS, and is not open to visitors.[311] The farmstead is densely overgrown, obscuring what remains from view. Historically, it consisted of an open area with multiple buildings and structures and terraced fields for crops. The house and the meat house are all that remain intact; they are of typical, early twentieth-century Appalachian farm log-construction.

At its intersection with Peaks Road, the Parkway exits the Peaks of Otter recreation area and continues through mature dense woodlands uninterrupted until MP 89. The pull-off **Upper Goose Creek Valley Overlook (MP 89.40, 1940, C–Structure)** is at an elevation of 1,925 feet on the south side of the road and has sweeping views of mountain peaks and a valley that is framed by mature trees over a steep southern slope. The road continues through the woods until the crescent-shaped **Porter Mountain Overlook (MP 90.00, 1940, C–Structure)** at an elevation of 2,101 feet on the south side of the Parkway. It has splendid views of mountains to the south over a steep southern slope and trees. The Parkway reaches Bearwallow Gap at MP 90.89 and an elevation of 2,238 feet, where the A.T. crosses the road corridor and the Parkway is carried over Parkway Drive (VA Route 43)/Goose Creek Valley Road (VA Route 695) on the **VA Rt 43 & Rt 695 Bridge (MP 90.89, 1941, C–Structure)** (Photo 38). The bridge is a single-span, rigid-frame concrete, segmental-arch, curved bridge with

[311] Stabilization work was undertaken in 1977, and a historic structures report for the property was completed by the NPS in 2005. No additional work has been conducted on the site since that time.

native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. On/off ramps flank the bridge, allowing vehicles to access the Parkway from either side of the road below.

Between MPs 91 and 92.40, the Parkway passes three overlooks that afford expansive views in multiple directions of the surrounding mountains and valleys overlooking steep sloping terrain from the ridgeline and Parkway at elevations of 2,340–2,440 feet: the **Mills Gap Overlook (MP 91.10, 1940, C–Structure)**, **Purgatory Mountain Overlook, (MP 92.10, 1940, C–Structure)**, and **Sharp Top Overlook (MP 92.40, 1940, C–Structure)**. The first two are long pull-off type overlooks. The crescent-shaped Sharp Top Overlook is particularly notable for its awe-inspiring views of Peaks of Otter and Sharp Top Mountain to the southeast (with exhibit panels) and for its trailhead of the A.T. The Parkway descends slightly into Bobletts Gap at an elevation of 2,124 feet at the **Bobletts Gap Overlook (MP 93.10, 1940, C–Structure).**[312] It extends west of the Parkway to a dead-end parking area separated from the Parkway by a berm island. The overlook has limited views to the east across the road and is notable for the Boblett family cemetery in an island that separates it and the Parkway. The cemetery is a small rectangular plot bounded by post-and-rail wood fencing and contains several stone grave markers. Exhibit panels provide information about the cemetery. The Parkway next crosses VA Route 617 on the **VA Rt 617 Bridge (MP 93.17, 1941, C–Structure)**, which is a single-span, rigid-frame concrete, segmental-arch, curved bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. The bridge has steeply sloped embankments topped by shallow stone parapet walls.

Section 1L (Map Sheets 18.0–20.0)

Over the next 5.7 miles (between MPs 95.20 and 100.90), the Parkway follows the ridgeline in a mostly forested landscape with breaks in the trees that afford sweeping views of the surrounding mountains and valleys, crossing into Section 1L in Black Horse Gap at MP 97.6. Eight overlooks are along the route in this stretch: the **Pine Tree Overlook (MP 95.20, 1940, C–Structure)**, **Harveys Knob Overlook (MP 95.30, 1940, C–Structure)** (Photo 39), **Montvale Overlook (MP 95.80, 1940, C–Structure)**, **Iron Mine Hollow North and South Overlooks (MP 96.20 and 96.40, 1940, C–Structures [2])**, **Taylors Mountain Overlook (MP 96.90, 1940, C–Structure)**, **The Great Valley Overlook (MP 99.60, 1940, C–Structure)**, and **Quarry Overlook (MP 100.90, 1940, C–Structure)**. They are a mix of pull-off and crescent-shaped types on both sides of the Parkway and afford expansive and impressive views of the surrounding mountains and valleys from clearings along the forested ridgeline at elevations of 2,170– 2,493 feet. Some have crossings with the A.T., which travels along the ridgeline roughly parallel to the Parkway in this area. The overlooks have typical signage and exhibit panels, which provide information about the geology, flora and fauna, and history of the area and the A.T. The Pine Tree Overlook is notable for its expansive, unobstructed views of mountains and valleys. The Quarry Overlook affords views of a quarry site and human settlement to the southeast of the Parkway.

[312] The gap also appears on maps and in documents as “Bobblet.” The spelling “Boblett” is used in this nomination to correspond with NPS signage at the overlook.

The Parkway curves southward and descends toward Roanoke, skirting the city within view of and near suburban communities. At MPs 104.33 and 104.75, the Parkway crosses through open agricultural fields, within views of residences, and over secondary roads on the **VA Rt 652 Bridge (MP 104.33, 1946, C–Structure)** and the **VA Rt 657 Bridge (MP 104.75, 1946, C–Structure)**. Each is a single-span, rigid-frame concrete, segmental-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arches. The bridges have steeply sloped embankments topped by shallow stone parapet walls.

Section 1M (Map Sheets 20.0–23.0)

Continuing southbound, the Parkway reaches a major crossing of the four-lane US Route 460, which extends east–west over the Parkway. The **US Rt 460 (Overpass) Bridge (MP 105.80, 1965, C–Structure)** has on/off ramps to the north and south, which are separated from the Parkway by large sloping lawns scattered with bushes and trees. The bridge consists of two, two-lane, single-span, rigid-frame concrete, elliptical-arch bridges (one for eastbound and one for westbound travel) with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arches (Photo 40). They have steeply sloped embankments topped by shallow stone parapet walls.

In an area characterized by dense suburban, agricultural, and mixed-use development, the Parkway passes the **N & W Railroad Overlook (MP 106.90, 1965, C–Structure)** and the **Coyner Mtn Overlook (MP 107.00, 1965, C–Structure)** at an elevation of 1,150 feet and on the east and west sides of the road, respectively. These crescent-shaped overlooks provide views of the surrounding development (including a railroad line) and limited views of mountains in the distance. At MP 107.46, the Parkway extends through a forested corridor then open field and is carried over Glade Creek, the N & W Railroad, and VA Routes 738 and 658 on the **Glade Creek Bridge (MP 107.46, 1963, C–Structure)**, a 735-foot-long, ten-span, stringer, multi-beam girder, concrete abutment and metal pipe guard-rail bridge.

After crossing through an agricultural field for nearly 0.5 miles, the Parkway crosses Glade Creek Road (VA Route 635) on the **VA Rt 636 Bridge (MP 108.40, 1963, C–Structure)**, a single-span, reinforced concrete-slab bridge supported by cast-in-place concrete abutments topped by wood guard-rails. The Parkway passes the crescent-shaped **Read Mountain Overlook (MP 109.60, 1965, C–Structure)** and the dead-end **Stewarts Knob Overlook (MP 110.60, 1965, C–Structure)**, which have limited views in a forested stretch of the road. The Stewarts Knob Overlook has a loop parking area at the end. The **Roanoke Horse Trail (MP 110.60, mid-20th c., C–Structure)**, with a junction at the Stewarts Knob Overlook, is a hiking and equestrian trail that extends eastward and follows the Parkway in a southbound direction from MP 110.60 to MP 114.5, and in a second section from MP 116 to MP 121.4. In a mix of fields and forest, the Parkway curves east and then southward, skirting to the east of Vinton and Roanoke, Virginia. At MP 111.50, the **VA Rt 651 Bridge (MP 111.50, 1955, C–Structure)**

carries the Parkway over Mountain View Road (VA Route 651). It is a single-span, reinforced concrete-slab bridge supported by cast-in-place concrete abutments topped by wood guard-rails.

Along a section of forested corridor within suburban development, the Vinton maintenance area, consisting of the **Vinton Maintenance: Office/Storage/Shops/Sign Shop, Equipment Storage, and Pole Shed (MP 112.00, 1964 [2] and 1998, C–Buildings [2] and NC–Building)**, is on the east side of the Parkway and accessed by a short asphalt-paved driveway. The area is asphalt-paved and enclosed by chain-link fencing. The maintenance buildings are typical one-story, rectangular, concrete-block, NPS maintenance buildings. The area also contains two small-scale, uncounted buildings. On/off ramps to the Parkway for VA Route 24 are 0.21 miles south of the maintenance area, where the Parkway crosses the **VA Rt 24 Bridge (MP 112.21, 1962, C–Structure)**. It is a single-span, rigid-frame concrete, elliptical-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. Accessed by VA Route 24 and Mountain View Road (outside the Parkway boundary) is a cluster of five residences associated with the Vinton maintenance area. The **Vinton Maintenance: Ranger Office, Residences 427, 422, 421, and 420 (MP 112.00, 1958, C–Buildings [5])** are one-story, rectangular, wood-frame ranch-type houses (Photo 42). Each has a shallow side-gable roof surfaced with asphalt shingles, brick and vinyl-sided walls, and a concrete slab foundation. A carport and enclosed patio extend from each house beneath an extension of the roof. The ranger office was converted from a residence to office use.

From MP 112.21 to MP 115.00, the Parkway continues to skirt Vinton and Roanoke through a mix of forest, development, and rolling agricultural fields and passes a series of overlooks and bridges that allow it to cross over secondary roads and the Roanoke River. The large crescent-shaped **Roanoke Basin Overlook (MP 112.90, 1936, C–Structure)** has views of the surrounding forest at an elevation of 1,250 feet. The Parkway then crosses VA Route 634 on the **VA Rt 634 Bridge (MP 113.55, 1962, C–Structure)**, a single-span, rigid-frame concrete, segmental-arch, curved bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. The **Roanoke River Bridge (MP 114.67, 1963, C–Structure)** is a six-span, girder-and-floor beam structure with steel I-beam girders, cast-in-place concrete abutments, and metal pipe guard-rails. At the south end of the bridge is the crescent-shaped **Roanoke River Overlook (MP 114.90, 1936, C–Structure)** on the west side of the Parkway at an elevation of 985 feet. It has views of the Roanoke River to the north, benches, typical overlook signage, and a steep embankment to the north lined by a post-and-rail wood fence. The **Roanoke River Trails (MP 114.90, late 1960s, C–Structure)** extend northward from the overlook, beneath the bridge, and to the south bank of the river and fork off to lead to separate points on the south bank of the river (Photo 42).

At MP 115.20 and extending 1.40 miles east of the Parkway to the Explore Park (not part of the Parkway and outside its boundary) is the **Roanoke River Parkway (MP 115.20, 1995–2000, NC–Structure)**. The road was constructed to connect the Parkway to the Roanoke County Department of Parks, Recreation, and Tourism's Explore Park, a 1,000-acre recreation facility. Along the Roanoke River Parkway is a series of bridges and

overlooks: the **Roanoke River Parkway – Bridge #1, Back Creek Valley Overlook, Pine Mtn Overlook, Mayflower Creek Overlook, and Bridge #2 (MP 115.20–115.30, 1997, NC–Structures [5])**. The overlooks and bridges are typical of the Blue Ridge Parkway's overlook and bridge designs.

Continuing southbound, the Parkway passes through a mix of woodlands and suburban and agrarian areas to the **Highland Road (VA Rt 618) Bridge (MP 115.32, 1964, C–Structure)** and the **Rutrough Road (VA Rt 658) Bridge (MP 116.33, 1964, C–Structure)** that are used to cross over secondary roads. These small, single-span, rigid-frame, reinforced concrete slab bridges with cast-in-place concrete abutments have wood guard-rails lining the top of the bridges and the embankments. Crossing through rolling fields, the Parkway passes beneath VA Route 617 and the **VA Rt 617 (Overpass) Bridge (MP 116.93, 1964, C–Structure)**. Next, the Parkway crosses VA Route 116 on the **VA Rt 116 Bridge (MP 117.66, 1964, C–Structure)**, then passes beneath the **VA Rt 666 (Overpass) Bridge (MP 118.42, 1962, C–Structure)** (Photo 43), and then crosses VA Route 668 on the **VA Rt 668 Bridge (MP 119.24, 1962, C–Structure)**. These are single-span, rigid-frame concrete, segmental-arch bridges with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arches. They have steeply sloped embankments topped by shallow stone parapet walls.

At approximately MP 120, the **Roanoke Mountain Loop Road (MP 119.90, 1962–1969, C–Structure)** extends southeast in a loop to the forested summit of Roanoke Mountain on the east side of the Parkway (Photo 44). The entrance to the loop road is farther south across from the Mill Mtn Parkway at MP 120.50, and the exit to the loop road is at MP 119.90. The road is a steep, one-lane, one-way, weaving, asphalt-paved road with four overlooks: the **Roanoke Mountain Loop – Mill Mountain Overlook, Overlook #1, Overlook #2, and Roanoke Mountain Overlook (MP 119.90, 1962–1969, C–Structures [4])** (Photo 45). Visitors have views of the surrounding woodlands, across the mountain range and Roanoke Valley, and toward Roanoke. At the Roanoke Mountain Overlook, the 0.4-mile **Roanoke Mountain Summit Loop Trail (MP 119.90, 1962–1969, C–Structure)** extends around the wooded summit.

Section MMS[313](Map Sheets 23.0–23.01)

The **Mill Mountain Parkway (MP 120.50, 1962–1969, C–Structure)** is on the west side of the Parkway and immediately across from the entrance to the Roanoke Mtn Loop Road. This secondary parkway extends north into Roanoke, and its southern 2.3 miles are within the Parkway boundary. The Mill Mountain Parkway is similar to the to the Parkway, with its multiple crescent-shaped and pull-off overlooks and a trail and bridges along its forested route: the **Mill Mountain Parkway – Gum Spring Overlook (MP 120.50, 1962–1969, C–Structure)**, **VA Rt 672 Bridge (MP 120.50, 1966, C–Structure)**, **Chestnut Ridge Trail (MP 120.50, 1962–1969, C–Structure)**, **Chestnut Ridge Overlook (MP 120.50, 1962–1969, C–Structure)**, and **Yellow Mountain Bridge (MP 120.50, 1964, C–Structure)**. The overlooks have forested views. The two triple-span, rigid-frame,

[313] The Mill Mountain Parkway is treated as its own section, the Mill Mountain Section (abbreviated MMS). It does not follow the typical section naming conventions used elsewhere along the Parkway.

reinforced concrete slab bridges have cast-in-place concrete abutments. The Chestnut Ridge Trail is a 5.4-mile trail that loops through the Parkway property on both sides of the Mill Mountain Parkway.

A former campground, now used as a picnic area, is also along the Mill Mountain Parkway. The **Roanoke Mountain Campground (Mill Mountain Picnic Area) (MP 120.50, 1964, C–Site)** is on the northwest side of the road in a forested and hilly area. It is accessed by a two-way road that extends to two separate campground loops that contain tent and camper sites with designated parking areas and picnic sites with concrete picnic tables and metal firepits. The southwest loop is closed off and overgrown with vegetation, and the north loop is in use as a picnic area. At the entrance to the former campground is the **Roanoke Mountain Campground Kiosk (MP 120.50, 1974, C–Building)**, a small, one-story, front-gable, wood-frame building that was used for camper registration. Roughly centered within the loops are the **Roanoke Mountain Campground Comfort Stations – Upper Tent Loop, Middle Tent Loop, Spur Tent Loop, and RV Loop (MP 120.50, 1964, C–Buildings [4])** (Photo 46). Each is a one-story, rectangular, concrete-block comfort station with a side-gable roof, gray-painted wood siding, and a concrete foundation. The campground also contains the **Roanoke Mountain Campground Amphitheater (MP 120.50, 1997, NC–Structure)**, a small, one-story, wood-frame structure at the south end of the northern loop.

Section 1N (Map Sheets 23.0–26.0)

The Parkway extends south–southwest around a quarry site and through a forested and agrarian corridor with development bounding both sides (Photo 47). The Parkway crosses over two bridges: the **US Rt 220 Bridge (MP 121.42, 1964, C–Structure)** and the **VA Rt 679 Bridge (MP 122.43, 1959, C–Structure)**. The US Rt 220 Bridge is a triple-span, two-compartment, cast-in-place box-girder structure with cast-in-place concrete deck and abutments. The VA Rt 679 Bridge is a single-span, rigid-frame concrete, segmental-arch structure with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. In a forested stretch of the Parkway and at an elevation of 1465 feet, the **Buck Mountain Overlook (MP 123.20, 1936, C–Structure)** is on the south side of the Parkway. It is a crescent-shaped overlook with a 0.9-mile trail, the **Buck Mountain Trail (MP 123.20, 1936, C–Structure)**, which extends through the woods to the east of the overlook on the north slope of Buck Mountain.

Between MPs 124 and 139, the Parkway climbs the ridgeline, curves southward, exits developed areas around Roanoke, and traverses through woodlands and rolling fields. Nine bridges carry the Parkway over secondary roads: the **VA Rt 615 Bridge (124.07, 1959, C–Structure)**, **Back Creek Bridge (124.36, 1959, C–Structure)**, **VA Rt 688 Bridge (126.02, 1960, C–Structure)**, **VA Rt 691 Bridge (127.56, 1950, C–Structure)**, **Metz Run Bridge (128.80, 1960, C–Structure)**, **Ravine Bridge at MP 129.58 (129.58, 1960, C–Structure)** (Photo 48), **VA Rt 690 Bridge (130.95, 1958, C–Structure)**, **VA Rt 612 Bridge (133.06, 1958, C–Structure)**, and **VA Rt 602 Bridge (135.98, 1958, C–Structure)**. They are a mix of triple- and quadruple-span, cast-in-place box-girder structures with cast-in-place concrete deck and abutments and single-span, rigid-frame, reinforced

concrete slab structures with cast-in-place concrete abutments. Nine overlooks are also in this stretch of the Parkway: the **Masons Knob Overlook (MP 126.20, 1936, C–Structure)**, **Metz Run Overlook (MP 128.70, 1936, C–Structure)**, **Poages Mill Overlook (MP 129.20, 1936, C–Structure)**, **Roanoke Valley Overlook (MP 129.50, 1936, C–Structure)**, **Lost Mountain Overlook (MP 129.80, 1936, C–Structure)** (Photo 49), **Slings Gap Overlook (MP 132.90, 1936, C–Structure)**, **Bull Run Knob Overlook (MP 133.60, 1936, C–Structure)**, **Poor Mountain Overlook (MP 134.80, 1960, C–Structure)**, and **Cahas Knob Overlook (MP 139.00, 1936, C–Structure)**. These overlooks are along the ridgeline at about 3,000 feet in elevation. Except for the dead-end Cahas Knob Overlook, all are crescent-shaped overlooks separated from the Parkway by grass islands and have views of the surrounding forest, except for the Masons Knob Overlook, which provides views of open fields instead. The Cahas Knob Overlook curves northward from the east side of the Parkway and has views of a sloping open field and mountains to the east.

Section 1P (Map Sheets 26.0–27.0)

The Parkway passes through open rolling fields and woodlands along the ridgeline, with breaks in the trees that provide sweeping views of the surrounding mountains and valleys. The Parkway passes the **Pine Spur Maintenance Building (MP 143.00, 1962, C–Building)**, which is on the east side of the Parkway in an overgrown fenced-in maintenance area. It is a typical one-story, rectangular, concrete-block, NPS maintenance building. At an elevation of approximately 2,700 feet, the **Devils Backbone Overlook (MP 143.70, 1936, C–Structure)** extends in a loop from the east side of the Parkway. It has two sections of parking surrounded by lawn and woods. The overlook provides a stunning, expansive, and scenic view of Backwater Valley, Devils Backbone, and Cahas Mountain. After passing through rolling fields and dense forest, the Parkway reaches the large, crescent-shaped **Pine Spur Overlook (MP 144.80, 1936, C–Structure**, which is screened from the Parkway by a large island, has a small picnic spot nestled in the tree line, and affords unobstructed framed views into the valley below and the mountains in the distance (Photo 50).

Section 1Q (Map Sheets 27.0–29.1)

Between MPs 145 and 154, the Parkway traverses a mix of rolling agricultural fields and woodland corridor. Buildings and structures associated with the land's use by European settlers before the Parkway's construction dot the landscape, and some remain as interpretive exhibits of Appalachian pioneer lifeways. The **Bell Springhouse (MP 146.50, 1910, C–Structure)** is a one-story, front-gable, wood-frame structure with wood siding (Photo 51). It is on the east side of the Parkway in a small open clearing surrounded by dense forest. A cluster of buildings and structures is at MP 149 on Stuart Road on the west side of the Parkway. The Kelley Schoolhouse property is adjacent to, but not in view of, the Parkway and is nestled in a small clearing bounded by dense trees. The **Kelley Schoolhouse, Garage/Granary, Shed, and Privy (MP 149.00, 1924, 1945, 1947, 1972, C–Building, NC–Buildings [3])** are vacant buildings first used as a school and its supporting buildings. The schoolhouse remained in operation until 1939. It and the other buildings were part of a country store in the

1970s and have been owned by the NPS since 1984. The Harris Farm is 0.2 miles west of the Kelley Schoolhouse. The abandoned farmstead is visible from the Parkway across rolling open fields associated with the property (Photo 52). The farm consists of the **Harris Farm Farmhouse, Springhouse/Shed, Woodshed/Potting Room, Saddle Room/Storage Building, Big Cow Barn, Quarters/Feed Storage/Pen, Storage Shed, Storage Building, Small Barn, Outbuilding, and Horse Shelter (MP 149.20, 1930, early–mid-20th c. ([10], NC–Buildings [11])**. The buildings are overgrown, in disrepair, and some have partially collapsed.

The Parkway continues through a mix of agricultural lands and forest and crosses Paynes Creek on the **Paynes Creek Culvert (MP 150.56, 1955, C–Structure)**, a double-span, poured in place concrete slab structure with random ashlar stone faces and wingwalls. Next, the Parkway passes the **Kelley Springhouse (MP 150.80, 1899, NC–Structure)** to the west. This abandoned structure is in disrepair and not visible from the Parkway.

The crescent-shaped **Smart View Overlook (MP 151.10, 1936, C–Structure)** is at an elevation of 2,564 feet on the southeast side of the Parkway. The overlook has a wooded view and a trailhead to the **Smart View Trail and Smart View Trail Connector (MP 154.40, 1940, C–Structures [2])**. The trails lead south in a loop around and through the **Smart View Picnic Area (MP 154.50, 1940, C–Site)** and through the woods. The picnic area is on the east side of the Parkway and consists of three loops that have spaced parking pull-offs to access picnic sites and visitor amenities. The picnic sites are interspersed among forested and open landscape and have concrete picnic tables and benches and metal charcoal firepits. Typical NPS signage provides visitors with rules and regulations for picnic area use, and bearproof trash cans are dispersed throughout the picnic area. Visitor amenities include the **Smart View Picnic Shelter (MP 154.40, 1980s or 1990s, NC–Building)**, an open, wood-frame, gable-roof picnic pavilion, and the **Smart View Picnic Area Comfort Stations – East Loop and West Loop (MP 154.50, 1940, 1941, C–Buildings [2])** (Photos 53 and 54). The rustic one-story, wood-frame, rectangular comfort stations have gable roofs, board-and-batten walls, and concrete foundations. The picnic area also has an interpretive exhibit with a gun-board sign: the **Smart View Trail's Cabin (MP 154.40, 1890, C–Building)**. It is a one-story, log-frame, gable-roof building on a stone pier foundation and has a large stone exterior-end chimney. W. J. Trail built the cabin as a house. It was converted into a barn after 1925 and acquired by the NPS in 1937. The building is currently used as a shelter and affords stunning panoramic views to the southeast.

The **Smart View Pumphouse (MP 154.40, 1940, C–Building)** is at the north end of the Smart View Picnic Area and obscured from view by dense forest. The pumphouse is a one-story, wood-frame, side-gable building constructed by the CCC. Accessed by a secondary road (Cannadays Gap Rd SE) on the southeast side of the Parkway, the **Smart View Maintenance Equipment Storage (MP 155.30, 1941, C–Building)** is in a small asphalt-paved area bounded by chain-link fence and obscured from view along the Parkway by dense woods (Photo 55). The maintenance building is a typical one-story, rectangular, concrete-block, NPS maintenance building.

Section 1R (Map Sheets 29.0–31.0)

Between MPs 155 and 165, the Parkway passes through a mix of forest and agricultural fields, crossing small waterways on four culverts and passing two overlooks and one barn on the route. The **Meadow Creek Culvert (MP 155.94, 1936, C–Structure)**, **Rennant Bag Creek Culvert (MP 159.69, 1937, C–Structure)**, **Howell Creek Culvert (MP 160.30, 1935, C–Structure)**, and **Dodd Creek Culvert (MP 262.00, 1936, C–Structure)** (Photo 56). These four structures are a mix of single-, double-, and triple-span poured in place concrete slab culverts with random ashlar stone faces and wingwalls. The crescent-shaped **Shortts Knob Overlook (MP 157.60, 1936, C–Structure)** is at an elevation of 2,806 feet and has a narrow view through a break in the surrounding woods. The crescent-shaped **Rakes Mill Pond Overlook (MP 162.40, 1936, C–Structure)** is unique, consisting of a gun-board sign and flagstone steps that lead downslope to a platform at water level with a wood retaining wall that overlooks Rakes Mill Pond and a dam. The gun-board sign provides historical information about the construction of the nineteenth-century dam by Jarman Rakes, who was a miller.

The Parkway next passes the **Freeman Cockram Barn (MP 164.80, mid-19th c.–early 20th c., NC–Building)**, which is in disrepair and abandoned. Then, it crosses through Tuggle Gap in an open rolling landscape at an elevation of 2,752 feet and crosses VA Route 8 on the **VA Rt 8 Bridge (MP 165.27, 1954, C–Structure)**, a single-span, rigid-frame concrete, segmental-arch, curved bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch (Photo 57). It has steeply sloped embankments topped by shallow stone parapet walls. An on/off-ramp provides access to the Parkway on the north side of the road corridor east of the bridge.

Section 1S (Map Sheets 31.0–32.1)

The Parkway climbs the ridge, reaching the Rocky Knob recreation area at MP 167 and an elevation of approximately 3,000 feet in an area of rolling forested slopes and open fields. On the northwest side of the Parkway is the **Rocky Knob Campground (MP 167.10, 1936–1940, C–Site)**, a roughly L-shaped campground in a forested area with four loops for tent and camper sites with designated parking areas and campsites (Photo 58). The entrance to the campground has the **Rocky Knob Campground Kiosk (MP 167.10, 1974, C–Building)**, a one-story, rectangular building for camper registration. Each loop has its own comfort station. The **Rocky Knob Campground Comfort Station – Loop C, Loop B, Loop T, and Loop A (MP 167.10, 1962, C–Buildings [4])** are one-story, rectangular, concrete-block buildings. They have side-gable roofs, wood siding, and concrete foundations. The campground contains a campfire circle between Loops A and T that consists of benches arranged in a semi-circle around a central circular firepit on a grassy area screened by trees. It is accessed by footpaths. The campground also contains a few small-scale, uncounted buildings and structures. The **Rocky Knob Connector Trail (Rocky Knob Campground) (MP 167.10, 1936–1940, C–Structure)** extends across the Parkway at the entrance to the campground and connects to the **Black Ridge Trail/Rock Castle Gorge Trail (MP 167.00, 1936–1940, C–Structure)**, a three-mile loop trail that traverses mostly dirt and rock treadway through dense forest, along Rock Castle Creek, and along the south side of the Parkway near MP 169.

Obscured from view along the Parkway by mature woodlands, the Rocky Knob maintenance area is accessed by Galen Court, which extends northwest of the Parkway. The area is asphalt-paved, enclosed by fencing, and contains the **Rocky Knob Maintenance: Carpenter Paint Shop, Warehouse Equipment Storage, Office and Tool Storage, Oil/Paint Storage, Shops and Heavy Equipment (MP 167.10, 1940 [2), 1941, 1942, 1951, C–Buildings [5])** and a few small-scale, uncounted structures (Photo 59). The buildings are typical one-story, rectangular, concrete-block, NPS maintenance buildings. The shop and heavy equipment building is a large two-story building. The **Rocky Knob District Office (MP 167.10, 1990, NC–Building)**, **Rocky Knob Interpretive Office (MP 167.10, 1920s, altered late 20th-early 21st c., NC–Building)**, and **Rocky Knob Residences 7 and 8 (MP 167.10, 1941, C–Buildings [2])** are also accessed by Galen Court, northwest of the Parkway and Rocky Knob maintenance area. The buildings are clustered on an open lawn bounded by dense woods. The district office and interpretive office are ranch-type buildings. The interpretive office was relocated from Fishers Peak at MP 213.5 in 2004. Each of the two residences is a one-story, wood-frame cottage with an attached garage.

The Parkway climbs Rocky Knob through forest and pastures, where the **Saddle Overlook (MP 168.00, 1936, C–Structure)** provides unobstructed views to the east of the Lowlands of the Piedmont and to the west of Buffalo Mountain from a saddle landform at an elevation of 3,380 feet (Photo 60). The overlook has a steep, two-way road that leads east from the Parkway to a loop parking area, where visitors can experience views on both the east and west sides of the overlook parking area. Gun-board and exhibit signs provide information about the geological features of the views and the history of land use. The east side of the overlook has a large coursed, flat stone retaining wall along the edge of the parking area. The **Rocky Knob Connector Trail (Rock Castle Gorge Trail) (MP 168.00, 1936, C–Structure)** extends from the overlook to the Black Ridge Trail/Rock Castle Gorge Trail (Photo 61). The **Rock Castle Gorge Trail Shelter (MP 168.10, 1937, C–Structure)** is accessed from the trail, which climbs steeply on a dirt and rocky treadway through the woods from the overlook. The shelter is a one-story, wood-frame, open-air structure with a flagstone-paved floor, foundation, and exterior-end chimney (Photo 62). Visitors to the shelter have views of the mountains to the east. The next two overlooks (the **Rock Castle Gorge Overlook [MP 168.80, 1941, C–Structure]** and **12 O'Clock Knob Overlook [MP 169.10, 1936, C–Structure])** are on the east side of the Parkway at an elevation of approximately 3,200 feet. They afford unobstructed views to the east of mountains and valley, ample parking, and trailheads to the Black Ridge Trail/Rock Castle Gorge Trail.

The **Rocky Knob Visitor Center (MP 169.00, 1949, C–Building)** and the **Rocky Knob Picnic Area (MP 169.00, 1938–1940, C–Site)** are on the west side of the Parkway between the Rock Castle Gorge and 12 O'Clock overlooks (Photos 63 and 64). The visitor center is a former gas station and consists of a one-story, front-gable, wood-frame building with a porte-cochère. The picnic area extends in three linear loops to the northeast mostly within rolling woodlands scattered with trees, rhododendron thickets, and rock outcroppings, except for a sloping open field between the picnic area and Parkway. The area contains two comfort stations and one shelter: the **Rocky Knob Picnic Area Comfort Stations – Upper and Lower loops (MP 169.00, 1956–1958, 1941, C–**

Buildings [2]) (Photo 65) and the **Rocky Knob Picnic Shelter (MP 169.00, 1977, C–Building)**. One comfort station is a rustic, one-story, rectangular, wood-frame building with a side-gable roof, hipped-roof porches, and a concrete foundation. The second comfort station is a Modern-style, one-story, rectangular, wood-frame and concrete-block building with a low-pitched, side-gable roof and vertical wood siding. The picnic shelter is an open, wood-frame, gable-roof picnic pavilion. A series of trails loop around the picnic area and connect to the surrounding **Rocky Knob Picnic Trails (MP 169.00, 1938–1940, C–Structure)**.

In stretches of woods and open rolling terrain, the Parkway passes scenic views of the surrounding mountains and valleys. Accessed by Rock Church Road and Rocky Knob Fire Road on the south side of the Parkway are the **Rocky Knob Cabins (MP 173.10, 1941–1942, C–Site)** in a complex containing overnight guest accommodations (Photo 66). The site is approximately 0.3 miles south of the Parkway in an open rolling meadow bounded by dense forest and rhododendron thickets. The complex consists of the **Rocky Knob Office and Storage, Cabins 17 and 18, Cabin 19, Cabin 20, Cabin 21, Cabins 22 and 23, and Bathhouse (MP 173.10, 1941–1941, C–Buildings [7])**, and the **Whorley House (MP 173.10, 1900, C–Building)**. With the exception of the Whorley House, the buildings were constructed by the CCC and feature rustic designs. They have timber framing, wood walls, concrete foundations, and stone chimneys. The Whorley House is a one-and-one-half-story, wood-frame Appalachian farmhouse, which was later used as storage for the concessionaire that operated the cabins but has been abandoned and is in disrepair. The cabin complex also contains three small-scale, uncounted pumphouses and springhouses. Accessible from the Rocky Knob Fire Road is the **Rocky Knob Fire Road Trail (MP 173.10, mid-20th c., C–Structure)**, which extends northeast to join the Black Ridge Trail/Rock Castle Gorge Trail.

Section 1T (Map Sheets 32.0–33.0)

The Parkway passes through lush forest at an elevation of approximately 3,000 feet, where it crosses Laurel Fork at multiple locations on culverts and bridges, including the **Laurel Fork Culvert (MP 173.95, 1937, C–Structure)** and the **Laurel Fork Bridge (MP 174.28, 1937, C–Structure)** (Photo 67). The double-span poured in place concrete slab culvert has random ashlar stone faces and wingwalls. The single span, poured in place concrete tee beam bridge has random ashlar stone faces and wingwalls.

The Parkway then enters the Mabry Mill Interpretive Area (MP 176.20), which is accessed by a crescent-shaped parking area on the northeast side of the Parkway with NPS signage and exhibit panels. The area is bounded by mature forest and contains an open area with a restored mill pond and mill raceway system north of the parking area, where the **Mabry Mill (MP 176.20, 1911, C–Building)**, **Mabry Mill Blacksmith and Wheelwright Shop (MP 176.20, 1903, 1942, C–Building)**, **Mabry Mill Washhouse (MP 176.20, 1911, 1942, C–Building)**, **Mabry Mill Matthews Cabin (MP 176.20, 1869, 1957, C–Building)**, **Mabry Mill Apple Butter Shelter (MP 176.20, 2001, NC–Structure)**, and the **Mabry Mill Molasses Shelter (MP 176.20, late 20th–early 21st c., NC–Structure)** are located. This cluster of buildings is an interpretive exhibit that was developed by the NPS as an idealized representation of small-scale pioneer industry in the Southern Appalachian mountains. It contains

various historic log- and wood-frame buildings and modern interpretive shelters where exhibit panels explain the history and use of the historic buildings. The centerpiece is Mabry Mill, a vernacular wood frame building with an overshot waterwheel at the far end of the mill pond. The mill is surrounded by perennial plants and a stone retaining wall along the water's edge (Photo 68). The Mabry Mill Matthews Cabin is a two-story, log-frame cabin nestled in a stand of trees. Paths with wood post fences connect the buildings and structures. The **Mabry Mill Comfort Station (MP 176.20, 1984, NC–Building)** and additional parking in a gravel lot are northeast of the interpretive buildings and structures and separated from them by Mabry Mill Road. The **Mabry Mill Concession and Comfort Station (MP 176.20, 1956, C–Building),** a simple one-story wood-frame building, is immediately east of the parking area. Mabry Mill also contains a number of small-scale, uncounted sheds and wellhouses.

Passing Mabry Mill, the Parkway curves through forest, crossing US Route 58 then US 58 Business Route on the **US Rt 58 Bridge (MP 177.40, 2006, NC–Structure)**, a double-span, cast-in-place box-girder concrete bridge, and the **US 58 Business Rt Bridge (MP 177.67, 1938, C–Structure)**, a single-span, rigid-frame concrete, segmental-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. On/off ramps provide entry to the Parkway north and south of the US 58 Business Rt Bridge. Continuing through a mix of woodlands and agricultural fields, the Parkway passes the small, crescent-shaped **Round Meadow Overlook (MP 179.25, 1955–1967, C–Structure)** in a wooded area on the west side of the Parkway and the 0.3-mile loop **Round Meadow Trail (MP 179.25, 1955–1967, C–Structure)** that extends along Round Meadow Creek through the woods on both sides of the Parkway. The **Round Meadow Creek Viaduct (MP 179.27, 1938, C–Structure)**, a quadruple-span, steel girder and floor beam, concrete abutment bridge, carries the Parkway over Round Meadow Creek (Photo 69).

Section 1U 314 (Map Sheets 33.0–35.0)

Between MPs 180 and 186, the Parkway crosses three bridges: the **Mayberry Creek Bridge (MP 180.66, 1937, C–Structure)**, **VA Rt 614 Bridge (MP 183.96, 1939, C–Structure)**, and **VA Rt 638 Bridge (MP 185.02, 1939, C–Structure)**. The Mayberry Creek Bridge is a single-span, rigid-frame concrete, segmental-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arches. The two other bridges are single-span, rigid-frame, reinforced concrete slab bridges with cast-in-place concrete abutments. After ascending to the summit of Groundhog Mountain, the Parkway reaches the **Groundhog Mountain Picnic Area (MP 188.80, 1940, C–Site)** on the east side of the Parkway at an elevation of 3,035 feet. The picnic area is in an open field bounded by a mix of post-and-rail, snake, and buck-rail wood fencing and trees to the east and south (Photo 70). It consists of a loop drive and parking lot and contains picnic sites along the tree line with picnic tables and charcoal firepits. Exhibit panels provide information about the history and settlement patterns of the surrounding area. A family cemetery bounded by a post-and-rail fence is centered in the island of the loop parking area. The **Groundhog Mountain Lookout Tower (MP 188.80, 1942, C–Structure)** is in the open field on the

[314] Section 1U begins at approximately MP 183. Resources from the previous section included below for continuity of description.

rolling hill (Photo 71). Designed to resemble a log-frame barn, it is two stories and topped by a gable roof. The structure has stairs that lead to the second level, which is open to afford visitors views in all directions. In the south end of the picnic area is the **Groundhog Mountain Comfort Station (MP 188.80, 1963, C–Building)**, a typical Modern-style, one-story, rectangular, concrete-block comfort station along the Parkway. It has a side-gable roof, wood siding, and a concrete foundation. The picnic area also has a small-scale (uncounted) pumphouse.

In a corridor of open rolling fields, the Parkway crosses the **VA Rt 608 Bridge 1 (MP 188.97, 1964, C–Structure)**, passes the crescent-shaped **Pilot Mountain Overlook (MP 189.10, 1936, C–Structure)** at an elevation of 2,950 feet with woodlands views, and crosses the **Dogwood Trail Bridge (MP 189.25, 1960, C–Structure)**. Each of the two bridges is a single-span, rigid-frame, reinforced concrete slab structure with cast-in-place concrete abutments. Breaks in the woodlands abutting the Parkway corridor provide framed views to distant mountains.

In a small clearing at an elevation of 2,848 feet, the pull-off **Puckett Cabin Overlook (MP 189.80, 1947, C–Structure)** is on the north side of the Parkway and has parking for an interpretive exhibit. Exhibit panels at the overlook contain information about Orelena Hawks Puckett, a midwife who lived in the cabin with her husband, who farmed Groundhog Mountain. The **Puckett Cabin (MP 189.80, 1874, 1947, C–Building)** and the **Puckett Chicken House (MP 189.80, 1911, 1956, C–Structure)**, which are good examples of an Appalachian farmstead log-frame, gable-roof building and structure, are accessed by the overlook.

Section 1V (Map Sheets 35.0–37.0)

The Parkway follows the ridgeline and dips into Willard and Orchard gaps, crossing VA Route 608 a second time on the single-span **VA Rt 608 Bridge 2 (MP 195.45, 1940, C–Structure)** and VA Route 682 on the triple-span **VA Rt 682 Bridge (MP 196.52, 1966, C–Structure)** (Photo 72). Both are rigid-frame reinforced concrete slab bridges that have cast-in-place concrete abutments.

At MP 199.10, the Fancy Gap maintenance area is on the north side of the Parkway. The asphalt-paved chain-link fence-enclosed area is bounded by dense forest. The area contains typical NPS maintenance buildings, including the mid-twentieth-century utilitarian **Fancy Gap Maintenance Building (MP 199.10, 1958, C–Building)** and uncounted, small-scale hazardous materials storage, pumphouse, and fuel storage structures. The Parkway then crosses through Fancy Gap on the **US Rt 52 Bridge (MP 199.41, 1940, C–Structure)** and passes the **Fancy Gap Residences 28 and 416 (MP 199.90, 1958, C–Buildings [2])** and an uncounted, small-scale pumphouse. The bridge is a single-span, rigid-frame concrete, segmental-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arches. On/off ramps are on both sides of the bridge. Each residence is a typical, one-story, rectangular, wood-frame ranch-type house with a shallow side-

gable roof surfaced with asphalt shingles, vinyl-sided walls, and a concrete slab foundation. A carport and enclosed patio extend from each house beneath an extension of the roof.

Surrounded by dense woodlands, the Parkway crosses Interstate 77 on the **I-77 Bridge (MP 200.71, 1974, C–Structure)**, a curved, quadruple-span, stringer, multi-beam girder bridge with concrete abutments and piers. Continuing through a mix of woodlands and rural development surrounded by rolling meadows, the Parkway reaches the **Ranger Office (Hipp Dwelling) (MP 202.60, 1963, NC–Building)** on its southeast side. The office is a former residence converted into an office surrounded by lawn. The crescent-shaped **Granite Quarry Overlook (MP 202.80, 1936, C–Structure)** is southwest of the Ranger Office at an elevation of 3,015 feet. It has two terraced rows of parking and is surrounded by rolling meadows. The overlook has a gun-board sign with information about the Mt. Airy Granite Quarry, which is partially visible in the distance. The next overlook, the crescent-shaped **Piedmont Overlook (MP 203.90, 1967–1982, C–Structure)**, is on the southeast side of the Parkway (Photo 73). It has rolling meadow and wooded views, and an exhibit panel provides information about the agricultural use of the surrounding land.

Section 1W (Map Sheets 37.0–40.0)

Between MPs 206 and 212, the Parkway extends through a mix of woodlands and rural development surrounded by rolling meadows. It crosses a road and two waterways on the **VA Rt 620 Bridge (MP 206.08, 1939, C–Structure)**, **Linard Creek Culvert (MP 211.51, 1940, C–Structure)**, and **Hanks Branch Bridge (MP 212.16, 1939, C–Structure)**. Each of the bridges is a single-span, rigid-frame, reinforced concrete slab bridge with cast-in-place concrete abutments, and the culvert is a double-span poured in place concrete slab structure with random ashlar stone faces and wingwalls. At MP 212.75, the Blue Ridge Music Center, surrounded by rolling meadow and woodlands, is accessed by Music Center Road on the east side of the Parkway. The center complex opened in the early 2000s to celebrate the region's musical heritage and educate visitors. It consists of the **Blue Ridge Music Center Museum, Amphitheater, Comfort Station, Luthiers Shop, and Storage Building (MP 212.75, 2001–2004, NC–Buildings [4], NC Structure [1])** and several small-scale, uncounted buildings and structures. The **Blue Ridge Music Center Trails (MP 212.75, 2001–2004, NC–Structure)** extend in a loop through forest south of the complex.

The southernmost portion of the Parkway in Virginia, before it continues into North Carolina, is the stretch between MPs 213 and 217. The route is through a mix of woodlands and rural development surrounded by rolling meadows at elevations of approximately 2,500–2,800 feet. Within this stretch, the Parkway crosses five waterways and beneath a road on the **East Fork Chestnut Creek Bridge (MP 213.13, 1939, C–Bridge)**, **West Fork Chestnut Creek Bridges #1–4 (MP 215.67, 216.01, 216.11, 216.21, 1939, C–Structures [4])**, and the **VA Rt 89 Bridge (Overpass) (MP 215.84, 1951, C–Structure)** (Photo 74). The four single-span and one double-span, rigid-frame, reinforced concrete slab bridges have cast-in-place concrete abutments. The overpass is a

double-span, rigid-frame concrete, segmental-arch structure with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arches and an on/off ramp.

North Carolina

Section 2A (Map Sheets 40.0–42.0)

The Parkway exits Virginia and enters North Carolina in dense woods at MP 216.9 and continues in North Carolina for the next 252.1 miles. A two-sided NPS sign marks the border location. The sign has a depiction of the North Carolina state outline and name on its north-facing side and the Virginia state outline and name on its south-facing side. Near MP 217, a plaque marks the location where the Parkway's construction began on September 11, 1935. The Parkway skirts Cumberland Knob, passing the Cumberland Knob maintenance area with the **Cumberland Knob Maintenance: Gas and Oil Storage (MP 217.30, 1941, C–Building)** and the **Cumberland Knob Maintenance: Equipment Storage and Office (MP 217.30, 1940, C–Building)** on the west side of the Parkway and accessed by an on/off ramp to NC Route 18. The maintenance buildings are of typical mid-twentieth-century utilitarian construction and designed to support the maintenance and use of the Parkway. A small-scale (uncounted)storage building and a pumphouse are also in the area.

The Parkway then crosses NC Route 18 on the **NC Rt 18 Bridge (MP 217.43, 1960, C–Structure)**, a single-span, rigid-frame concrete, segmental-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arches. At an elevation of 2,737 feet, the **Cumberland Knob Picnic Area (MP 217.60, 1937, C–Site)** is on the east side of the Parkway on the slope of Cumberland Knob. The picnic area consists of a double-loop road with parking and is mostly densely wooded with an open recreation field and a cemetery containing 19 graves to the southeast. Picnic sites are scattered in the woods and open field and have concrete picnic tables and benches and charcoal firepits. An asphalt-paved path partially lined by a stone wall leads from the parking area to the **Cumberland Knob Visitor Center (MP 217.60, 1941, C–Building)**. Along the path are a variety of plaques and exhibit panels with information about the design and construction of the Parkway, the surrounding landscape and history of the area, and the CCC's work. The visitor center is a rustic one-story L-shaped, wood-frame building that was constructed as a concessionaire's kitchen and later repurposed as a visitor center. A small-scale, non-countable wood storage shed is also in the picnic area. The **Cumberland Knob Trail (MP 217.60, 1937, C–Structure)** extends from the visitor center through the picnic area and loops around and over Cumberland Knob to the **Cumberland Knob Overlook Shelter (MP 217.60, 1937–1938, C–Building)**. The shelter is an open-air, one-story, stone and timber-frame, L-shaped building at the edge of a clearing and is surrounded by vegetation.

The Parkway passes breaks in the tree line where distant views of the mountains are visible, in some instances over low stone retaining walls along steep slopes of the road corridor. At an elevation of 2,805 feet, two overlooks, the **High Piney Spur Overlook and Fox Hunters Paradise Overlook (MP 218.60, 1935–1939, C–Structures**

[2]), provide panoramic views to the east and south. The crescent-shaped High Piney Spur Overlook has typical NPS signage and a pedestrian walkway. The loop Fox Hunters Paradise Overlook is accessed from the south end of the High Piney Spur Overlook and has parking and an asphalt-paved trail: the **Fox Hunters Paradise Trail (MP 218.60, 1935–1939, C–Structure)** that extends south to a circular stone wall overlook platform.

Between MPs 220 and 230.42, the Parkway continues through the woods and narrow rolling meadows and rural development and crosses three creeks multiple times on bridges and culverts and beneath an overpass for a secondary road: the **Big Pine Creek Bridges #1–7 (MP 222.68, 223.05, 223.78, 224.09, 224.16, 224.70, 225.01, 227.45, 1937, 1938, C–Structures [7])**, **Brush Creek Bridges #1 and 2 (MP 227.45, 231.82, 1936, C–Structures [2])**, **Shawtown Rd Bridge (Overpass) (MP 227.59, 1972, C–Structure)**, **Little Glade Creek Culverts #1 and 2 (MP 228.20, 228.30, 1937, C–Structures [2])**, **US Rt 21 Bridge (MP 229.53, 1938, C–Structure)**, **Little Glade Creek Bridges #1 and 2 (MP 229.84, 230.42, 1936, C–Structures [2])**. The bridges are a mix of single-span, reinforced concrete slab and elliptical-arch structures with cast-in-place concrete abutments with native stone random ashlar veneer on the abutments and wingwalls. The Big Pine Creek Bridge #7 is a five-span, stringer, multi-beam girder bridge with steel frame and arch piers and concrete abutments faced in native stone random ashlar veneer flanked by stone walls. The Shawtown Rd Bridge (Overpass) is a triple-span, stringer, multi-beam girder bridge with steel frame and concrete abutments and piers, with wingwalls with native stone random ashlar veneer flanked by stone walls. The US Rt 21 Bridge is a single-span, rigid-frame concrete, segmental-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arches; an on/off ramp at the east/north side of the bridge. The culverts are single-span, poured in place concrete slab structures with random ashlar stone faces and wingwalls. Between two of the bridges at MP 230.00 and an elevation of 2,709 feet, the **Little Glade Mill Pond Overlook and Little Glad Mill Pond Trail (MP 230.0, 1935–1937, mid-20th c., C–Structures [2])** are on the south side of the Parkway in a small clearing and offer a scenic setting in woodlands. The overlook is a small pull-off style overlook that extends to Little Glade Mill Pond to the south, which the trail loops around.

Section 2B (Map Sheets 42.0–43.0)

Ascending the steep ridgeline into lush forest, with breaks in the forest providing open views, the Parkway is lined by stretches of stone retaining walls where there are steep sloped edges of the corridor, including at some of the five overlooks: the **Stone Mountain Overlook (MP 232.50, 1935–1937, C–Structure)**, **Bullhead Mountain Overlook (MP 233.70, 1935–1937, C–Structure)**, **Mahogany Rock Overlook (MP 235.00, 1935–1937, C–Structure)**, **Devils Garden Overlook (MP 235.70, 1939, C–Structure)**, and **Air Bellows Gap Overlook (MP 236.90, 1939, C–Structure)**. This mix of crescent-shaped and pull-off overlooks affords expansive views of the surrounding Blue Ridge range. Exhibit panels at many of the overlooks contain information about the history of the area and geological elements of the views. At an elevation of 3,726 feet, the **Air Bellows Road Bridge (MP 237.18, 1940, C–Structure)** carries the Parkway through Air Bellows Gap over the secondary road. The bridge is a single-span, reinforced concrete slab bridge with cast-in-place concrete

abutments and lintel, and native stone random ashlar veneer on the abutments and wood guard-rails. Open views of the valley below are visible while crossing the bridge and through a break in the tree line.

Section 2C (Map Sheets 43.0–46.0)

At elevations of 3,500–3,700 feet, the Parkway passes large rock outcroppings, traverses steep cliff edges lined with stone retaining walls and wood guard-rails, and transitions from rolling agricultural fields to forested mountain terrain. Expansive views across the ridgeline in multiple directions are granted over fields or in breaks in the tree line. At a U-shaped curve in the route, the Parkway passes the **Brinegar Cabin Overlook (MP 238.50, 1942, C–Structure)** and an interpretive exhibit consisting of the **Brinegar Cabin, Shed/Granary, Outhouse, Springhouse (MP 238.50, 1886–1889, 1885, 1957, 1885, C–Buildings [2] and Structures [2])** on the south side of the Parkway nestled in a small hilly clearing bounded by woodlands.[315] The overlook is a long, narrow parking area (accessed by a short two-way driveway) on the west side of the Brinegar interpretive exhibit. A stone retaining wall lines the parking area, and a mix of gun-board signs and interpretive exhibit panels provide information about the construction and use of the buildings and structures and about the Brinegar family, who owned, resided on, and farmed the property from the late nineteenth century through the 1930s, when the State of North Carolina bought the property for the Parkway and the family moved. A narrow asphalt-paved and flagstone-laid path curves down a small hill, passing a fenced-in garden and leading to the cabin and outbuildings. Stone steps lead downslope to the springhouse. The buildings and structures are log-frame and wood-frame with wood cladding and are examples of Appalachian construction and agrarian life in the nineteenth and early twentieth centuries.

The Parkway curves north and traverses the ridgeline in mostly forested terrain. At an elevation of 3,600 feet, the **Doughton Park Campground (MP 239.30, 1942, C–Site)** is on both sides of the Parkway in a forested setting. The campground consists of the **Doughton Park Campground Residence, Kiosk, and Comfort Stations – Upper Loop B, Lower Loop B, Loop C, Loop A (MP 239.30, 1999, 1990s, 1956, 1964, 1942 [2], NC–Buildings [2], C–Buildings [4])**. It has a series of hilly forested loops with campsites off them on the north side of the Parkway that are laid out in an irregular pattern. Except for the Loop A comfort station, all the buildings are on the north side of the Parkway. The portion of the campground on the south side of the Parkway (including the Loop A comfort station) is a small triple loop of campsites. The campground residence is a non-historic, faux log-cabin. The kiosk is a typical one-story, single-bay, gable-roof building for camper registration. The four comfort stations are typical rustic and Modern-style, one-story, wood-frame, rectangular buildings. Rustic comfort stations have side-gable, wood shingle roofs, vertical board-sided walls, and concrete foundations. Modern comfort stations have flat roofs, board-and-batten and vertical board siding, and concrete foundations. A campfire circle in Loop C consists of benches arranged in a semi-circle around a central circular firepit on a grassy area screened by trees.

[315] Brinegar Cabin and its outbuildings were listed in the National Register in 1972.

At the top of a hilly open pasture, where the Parkway curves 90 degrees, the **Fodder Stack Overlook (MP 240.70, 1939, C–Structure**) and the **Fodder Stack Pumphouse (MP 240.70, 1940, C–Structure)** are on the south side of the Parkway. The loop overlook has parking for hikers and good views to the east and north of open rolling pasture and the Parkway. The pumphouse is south of the overlook along Basin Creek in a steep forested ravine. It is accessed by an unmaintained access road and consists of a stone building on a terraced site at the location of a not-extant reservoir.

The Parkway passes through open mown fields and hilly terrain at MP 241 and then enters the Doughton Park recreation area. The **Doughton Park Picnic Area (Former) (MP 241.10, 1935–1941, C–Site)** and the **Doughton Park Picnic Area (Current) and Lodge (MP 241.10, 1935–1937, 1948–1950, C–Site)** are on both sides of the Parkway and identified with typical NPS signage. The former picnic area, the **Doughton Park Coffee Shop (MP 241.10, 1948–1949, C–Building)**, and the **Doughton Park Camp Store (Former Gas Station) (MP 241.10, 1949, C–Building)** are on the north side of the Parkway. The former picnic area is a hilly woodland site scattered with rhododendron thickets. It is accessed by a run of steps on the north side of a crescent-shaped parking area for the coffee shop and camp store and is obscured from view along the Parkway. Although this picnic area is abandoned and overgrown, it is mostly intact and still contains picnic sites with tables and benches and the **Doughton Park Picnic Area (Former) Comfort Station (MP 241.10, 1941, C–Building)**. The coffee shop and camp store are rustic wood-frame buildings. Each has a side-gable roof, stone and wood walls, and a concrete foundation. The store was originally constructed for use as a gas station and has since been converted into the store.

The current Doughton Picnic Area and Lodge are on a hill on the south side of the Parkway and surrounded by expansive, rolling pasture. The site is accessed by a 0.15-mile-long two-way road that splits to lead approximately 0.2 miles southeast to the **Doughton Park Lodge (MP 241.10, 1948–1950, C–Building)** and approximately one mile southwest to weave through the picnic area to the **Doughton Park Picnic Area Comfort Stations #1 and 2 (MP 241.10, 1941, 1957, C–Buildings [2])**. The lodge is a two-part, one-story, wood-frame, rustic building (Photo 75). It has a gable roof, vertical-board-sided walls and a raised concrete foundation. Covered porches extend along the sides to provide guests with expansive stunning views over the rolling open terrain and distant mountains to the south. A covered breezeway and stone-paved patio connect the two parts of the lodge. The picnic area has a mix of picnic sites in forest and open pasture, with parking areas along the road. The two comfort stations are wood-frame buildings with side-gable roofs, stone and wood walls, and concrete foundations. Doughton Park contains several small-scale (uncounted)pumphouses. At the south end of the picnic area, tucked into the tree line is the **Doughton Park Overlook Shelter (MP 241.10, 1940, C–Building)**, a three-sided, one-story, log-frame building in a clearing overlooking the mountains. It is accessed by the **Bluff Ridge Primitive Trail (MP 241.70, 1930s, C–Structure)**, described below with other trails in this stretch of the Parkway. Several small-scale (uncounted) structures are among the Doughton Park recreation areas.

Passing large rock outcroppings and traversing steep cliff edges lined with stone retaining walls along the ridgeline, at an elevation of approximately 3,500 feet, the Parkway offers visitors expansive views in multiple directions over fields or in breaks in the dense tree lines. A series of three overlooks are along the ridgeline at elevations of almost 3,300 feet between MPs 242 and 245: the **Alligator Back Overlook (MP 242.30, 1935–1937, C–Structure)**, **Bluff Mountain Overlook (MP 243.40, 1939, C–Structure)**, and the **Basin Cove Overlook (MP 244.70, 1935–1937, C–Structure)**. They are on the east side of the Parkway in open stretches of the road corridor and have steep slopes to the east; stone retaining walls extend along parts of the road in their vicinity. Alligator Back Overlook affords expansive and stunning views to the east from a stone wall overlook platform and across the Parkway to the south and west. Bluff Mountain Overlook has sweeping views in most directions that overlook the mountains and valleys below and rolling terrain along the ridgeline. The Basin Cove Overlook affords good views to the east and across rolling pastures. The three overlooks include access to trails, including The Mountains-to-Sea Trail near and parallel to the Parkway, between MPs 238 and 245 (see below).[316]

The **Cedar Ridge Trail (MP 238.50, mid-20th c., C–Structure)**, **Bluff Mountain Trail (MP 238.50, mid-20th c., C–Structure)**, **Fodder Stack Trail (MP 241.10, 1930s, C–Structure)**, **Basin Creek Trail (MP 241.10, 1930s, C–Structure)**, **Bluff Ridge Primitive Trail (MP 241.70, mid-20th c., C–Structure)**, **Grassy Gap Fire Road, MP 243.70, mid-20th c., C–Structure)**, and the **Flat Rock Ridge Trail (MP 244.70, 1935–1937, C–Structure)** extend southeast/south from the Parkway, along the ridge and slope of the mountains, to the Parkway's boundary with the Thurmond Chatham Wildlife Management Area. The trails are 1 to7.5 miles long and provide access to a variety of natural and cultural points of interest, such as waterfalls, Basin Cove, and the **Martin Caudill Cabin (MP 241.00, 1890, C–Building)**. The cabin is a one-story, log-frame building and is one of only a few buildings to remain after a flood in 1916 that destroyed a community in Basin Cove.

In a U-shaped curve of the Parkway at MP 245.50, the Bluffs maintenance area is on the east side of the Parkway and accessed by a two-way driveway that extends to an asphalt-paved area enclosed by a chain-link fence screened from view by dense trees. The **Bluffs Maintenance: Residences 34 and 35 (MP 245.50, 1948, C–Buildings [2])** are immediately outside the area. The **Bluffs Maintenance: Maintenance and Ranger Office, Carpenter and Paint Shop, Gas and Oil Storage, Equipment Storage, Mill and Paint Shop, Storage Building, Shops and Fire Equipment Storage, Pole Sheds #1–3, Large Equipment Storage, Rail Storage Shed, and Tombstone Shed (MP 245.50, 1941 (3), 1940, 1948, 1953, 1951, 1968, 2006, late 20th–early 21st c. (3), late 20th c., C–Building [7], NC–Building [1], NC–Structures [5])** are within the area. Each of the two residences is a Colonial Revival, two-story building with an attached garage. The maintenance area also contains approximately four (uncounted) small-scale buildings and structures. The rail storage shed and the tombstone shed on the west side of the Parkway are surrounded by dense forest that separates them from the other maintenance area buildings and structures.

[316] The Mountains-to-Sea Trail remains coaligned and parallel to the Parkway between MPs 237.0 and 305.0. This trail is not part of the Parkway. It is a 1,175-mile-long trail through North Carolina from the Great Smoky Mountains to the Outer Banks.

In open rolling fields bounded by woodlands, the **Woodruff Farm House, Springhouse, Lean-to Shed, Granary/Cellar, Sheds #1–3, and Barn (MP 246.00, 1906, early–mid-20th c., C–Buildings [6] and Structures [2])** make up a farmstead on the northeast side of the Parkway accessed by Grassy Gap Lane. The buildings are set on rolling hills along a small creek and surrounded by open agricultural fields. The vernacular Arts and Crafts-style Woodruff Farm House is close to the road. The farm is a good example of early twentieth-century agricultural development in the area.[317] Traveling through rolling open agricultural fields, alongside Meadow Fork to the north and forests to the south and at an elevation of approximately 2,800 feet, the Parkway crosses over NC State Route 18 on the **NC Rt 18 Bridge (MP 248.06, 1939, C–Structure)**, flanked by on/off ramps. The bridge is a single span, curved, concrete elliptical-arch structure faced in random ashlar stone with stone voussoirs. Stone parapets line the deck of the bridge, and stone retaining walls and wood guard-rails extend along the edges of the road corridor on either side of the bridge.

Section 2D (Map Sheets 46.0–48.0)

Along the route though rolling agricultural fields and forested mountain terrain at elevations near 3,300 feet, visitors have expansive views across the ridgeline in multiple directions over fields or in breaks in the tree lines. The Parkway traverses Laurel Fork and Peak Creek on the **Laurel Fork Bridge (MP 248.85, 1939, C–Structure)** and the **Peak Creek Culvert (MP 251.02, 1940, C–Structure)**. The Laurel Fork Bridge is a five-span, girder and floor beam steel structure with concrete abutments and piers. The abutments have native stone random ashlar veneers. The bridge has stone wingwalls and a concrete parapet and guard-rail. The bridge overlooks the wooded ravine below. The Peak Creek Culvert spans a low-lying stream and consists of a double-span, poured in place concrete segmental-arch structure with random ashlar stone faces and wingwalls.

The Parkway passes the **Sheets Log Cabin (MP 252.40, 1815, C–Building)** on the northwest side. The cabin is a one-story, log-frame, gable-roof building on a stone pier foundation. It is in a clearing surrounded by dense woods at the base of a hill and downslope from the Parkway. The Parkway traverses steep cliff edges lined with stone retaining walls and wood guard-rails and stunning open views across the mountains where there are breaks in the forest. At an elevation of 3,342 feet, the loop **Sheets Gap Overlook (MP 252.80, 1936–1938, C–Structure)** extends southeast from the Parkway and provides views to the south.

After a slight descent along the ridge, the landscape shifts to rolling fields in Miller Gap, where the **Northwest Trading Post (MP 258.70, 1958, C–Building)** and the **Northwest Trading Post Storage Building (MP 258.70, 1984, NC–Building)** are on the southwest corner of an intersection of the Parkway with secondary non-Parkway roads. The trading post is a one-story, wood-frame, L-shaped, rustic building. The storage building is a typical

[317] The farmstead was constructed in 1906 for John and Ellen Miller and remained in the extended Miller family through Wilmer and Flossie Woodruff (daughter of the Millers), who resided at and farmed the property beginning in 1935. It remained in the ownership of John Woodruff, son of Wilmer and Flossie Woodruff, through a life estate, which was terminated in 2009 after John's death. The NPS now owns the vacant farm, which is closed to visitors.

utilitarian, one-story, wood-frame building. Two small-scale (uncounted)pumphouses are nearby. Ascending the forested ridgeline, the Parkway passes the crescent-shaped **Jumpingoff Rock Overlook (MP 260.30, 1936–1938, C–Structure)** on the east side of the road corridor. The overlook provides framed views in multiple directions from the crest of the ridgeline and is an access point to the **Jumpingoff Rock Overlook Trail (MP 260.30, mid-20th c., C–Structure)** which leads 1 mile south to Jumpingoff Rock. In Horse Gap, the Parkway crosses over NC State Route 16 on the **NC Rt 16 Bridge (MP 261.21, 1938, C–Structure)**, a single-span, curved, concrete segmental-arch bridge faced in random ashlar stone with stone voussoirs. Stone parapets line the deck of the bridge, and stone retaining walls and wood guard-rails extend along the edges of the road corridor on either side of the bridge.

Section 2E (Map Sheets 48.0–49.0)

The Parkway traverses the forested crest of the ridgeline, where at an elevation of 3,465 feet, the Parkway ascends over the Lump. **The Lump Overlook (MP 264.40, 1939, C–Structure)** provides open rolling meadow views to the south. The **Lump Summit Trail (MP 264.40, 1939, C–Structure)** extends south through the meadow and into the forest. On the other side of the Lump, the Parkway descends through sloping fields that provide open views across the mountains. The **Mount Jefferson Overlook (MP 266.80, 1936–1937, C–Structure)** is on the north side of the Parkway overlooking a rolling open pasture to the north and west (Photo 76). The pull-off overlook has parking and a gun-board sign.

In a forested section of the Parkway, the **Benge Maintenance Building and Fertilizer and Oil Storage (MP 267.90, 1951, 1963, C–Buildings [2])** are on the west side of the Parkway, bounded by woods, and accessed by a secondary road. Each building is a typical NPS one-story, rectangular, concrete-block maintenance building. On the east side of the Parkway is the pull-off **Betseys Rock Falls Overlook (MP 267.90, 1936–1937, C–Structure)** at an elevation of 3,180 feet. This overlook affords framed views of the distant mountains. At an elevation of 3,290 feet, the crescent-shaped **Lewis Fork Overlook (MP 270.20, 1936–1937, C–Structure)** affords good views to the southeast of the distant mountains.

The Parkway passes expansive views in multiple directions through breaks in the tree lines and over steep slopes along the ridgeline. At an elevation of 3,570 feet, the **Cascades Overlook (MP 271.90, 1936–1937, 1954, C–Structure)**—at the location of the **Cascades Overlook Comfort Station (MP 271.90, 1954, C–Building)** and **Cascades Trail (MP 271.90, 1936–1937, C–Structure)**—is on the east side of the Parkway. The crescent-shaped overlook provides ample parking and an open grassy area. The comfort station is a typical rustic, one-story, wood-frame, rectangular building with a gable roof, board-and-batten walls, and a concrete foundation. The Cascades Trail extends one mile to the Cascades waterfalls.

On the west side of the Parkway in a small clearing downslope, the **Cool Springs Baptist Church (MP 272.50, 1810, C–Building)**, **Rev. Jesse Brown Log Cabin (MP 272.50, 1805, C–Building)** (Photo 77), and the **Rev.**

Jesse Brown Springhouse (MP 272.50, 1805, C–Structure) make up a small interpretive exhibit of Appalachian life explained through gun-board signs. The one-story, gable-roof, log-frame buildings and structure are clad with wood siding. The small-scale (uncounted) Cascades wellhouse is nearby at MP 272.40 but not visible from the Parkway. To the west, the **Tomkins Knob Overlook (MP 272.50, 1948–1964, C–Structure)** provides a crescent-shaped parking area where visitors can access the Mountains-to-Sea Trail, which extends east to the Cool Springs and Rev. Jesse Brown interpretive exhibit.

After ascending along the crest of the ridgeline, the Parkway reaches an elevation of 3,786 feet and the crescent-shaped **Elk Mountain Overlook (MP 274.30, 1936–1937, C–Structure)** with its panoramic views of the surrounding mountains and valleys. Next, the Parkway dips into Deep Gap and crosses over US Route 421 on the **US Rt 421 Bridge (MP 276.35, 2001, NC–Structure)**, a double-span, three-compartment cast-in-place box-girder and concrete-deck bridge. The wingwalls and faces of the piers have random ashlar coursed stone veneers. An on/off-ramp on the south side of the Parkway provides access to the highway and Parkway.

Section 2F (Map Sheets 49.0–52.0)

At elevations of approximately 3,400 feet, the Parkway traverses steep cliff edges lined with stone retaining walls and wood guard-rails through forested mountain terrain and rolling fields. At elevations of approximately 3,500 feet, four crescent-shaped overlooks are along the ridgeline between MPs 277 and 282: the **Stoney Fork Valley Overlook (MP 277.30, 1940–1958, C–Structure)**, **Osborne Mountain Overlook (MP 277.80, 1940–1958, C–Structure)**, **Carroll Gap Overlook (MP 278.30, 1940–1958, C–Structure)**, and the **Grandview Overlook (MP 281.40, 1940–1958, C–Structure)** (Photo 78). These overlooks have typical NPS signage and offer sweeping views of the surrounding mountains and valleys over steep slopes and across the Parkway. A series of five bridges carries the Parkway over secondary roads between MPs 279 and 284: the **Triplett Road Bridge (MP 279.38, 1958, C–Structure)**, **County Road Bridge (MP 279.57) (MP 279.57, 1950, C–Structure)**, **Laxon Road Bridge (MP 280.28, 1950, C–Structure)**, **NC Rt 1508 Bridge (MP 282.03, 1958, C–Structure)**, and the **County Road Bridge (MP 283.02) (MP 283.02, 1938, C–Structure)**. These are single-span, rigid-frame concrete segmental-arch and slab bridges with concrete abutments. The abutments, wingwalls, and spandrel walls of most of the bridges have native stone random ashlar veneers.

The Parkway dips slightly to an elevation of 3,262 feet at the **Boone's Trace Overlook (MP 285.10, 1963, C–Structure)**. This pull-off overlook has forested views of the nearby stream and of surrounding development. The Parkway then crosses a secondary road on the **Bamboo Road Bridge (MP 285.48, 1941, C–Structure)**, a single-span, rigid-frame concrete segmental-arch bridge with abutments, wingwalls, and spandrel walls clad in native stone random ashlar. Next, the Parkway crosses Goshen Creek on a series of one bridge and three culverts: the **Goshen Creek Bridge (MP 286.27, 1949, C–Structure)** and the **Goshen Creek Culverts #1–3 (MP 286.69, 286.82, 286.90, 1950, C–Structures [3])**. The quadruple-span, girder steel bridge has cast-in-place concrete abutments and piers. The wingwalls and piers have native stone random ashlar veneers. The culverts are double-

span, poured in place concrete segmental-arch structures with random ashlar stone faces and wingwalls. The Parkway crosses County Road on the **County Road Bridge (MP 288.82) (MP 288.82, 1950, C–Structure)**, a single-span, rigid-frame concrete slab bridge with concrete abutments. The abutments, wingwalls, and spandrel walls have native stone random ashlar veneers.

Climbing to the ridgeline at an elevation of more than 3,800 feet, the Parkway passes through open areas with expansive views in all directions. Three crescent-shaped pull-off overlooks, **Ravens Rock Overlook (MP 289.50, 1940–1958, C–Structure)**, **Yadkin Valley Overlook (MP 289.80, 1940–1958, C–Structure)**, and the **Thunder Hill Overlook (MP 290.50, 1940–1958, C–Structure),** offer sweeping views and are excellent locations for watching the sunset over the mountains.

As the Parkway approaches Blowing Rock, North Carolina, it descends the ridge and curves into view of development below the ridgeline and crosses over the **US Rt 321 Access Ramp Bridge (MP 291.80, 1957, C–Structure)**, **Middle Fork New River Culvert (MP 291.85, 1955, C–Structure)**, and the **US Rt 321 Bridge (MP 291.86, 1982, C–Structure)**. The access ramp bridge is a single-span, semicircular-arch, rigid-frame concrete structure with random ashlar stone faces and wingwalls. The culvert is a double-span, cast-in-place reinforced concrete slab structure with random ashlar stone faces and wingwalls. The US Rt 321 Bridge has on/off ramps on both sides to US Rt 321, which leads to Blowing Rock and Boone. This bridge is a double-span, stringer, multi-beam girder steel structure with concrete abutments and piers; it has stone wingwalls that transition to a concrete parapet and metal guard-rails.

Section 2G (Map Sheets 52.0–53.0)

After crossing US Route 321, the Parkway skirts north of Blowing Rock and approaches the **Moses H. Cone Memorial Park (MP 294.00, 1950s, C–Site).**[318] The park was formerly the estate of Moses Cone, a textile businessman, and his wife, Bertha. The estate was donated to the NPS in 1949. The Cones constructed the estate, including 20 miles of carriage roads and trails, three lakes, and an observation tower (replaced in 1954). The Parkway crosses Flat Top Road on the **Flat Top Road Bridge (MP 292.65, 1955, C–Structure)**, where a rolling open meadow flanks the Parkway. The bridge is a single-span, rigid-frame, reinforced concrete slab structure with vertical cast-in-place concrete abutments and wingwalls topped by a wood guard-rail. The Parkway passes the **Moses Cone Overlook (MP 293.40, 1957, C–Structure)** on its southeast side. At an elevation of 3,865 feet, the once expansive view of the Moses Cone estate from this crescent-shaped overlook is now obscured by forest growth, and the overlook now has views of the immediate surrounding woodlands.

[318] The Moses H. Cone Memorial Park was listed in the National Register as the Flat Top Estate Historic District in 2013. The district encompasses the Flat Top Estate Manor, Carriage House, Apple Barn, Sandy Flat Missionary Baptist Church, Cone Cemetery, Carriage Roads System, and the landscape of the estate. The servants' house and garage and the Parkway-related resources (the Parkway itself, Flat Top Mtn Observation Tower, and Sandy Flats Maintenance Area buildings) are non-contributing to the Flat Top Estate Historic District.

Entering open rolling fields associated with the Moses H. Cone Memorial Park, the Parkway crosses the Flat Top Carriage Road on the **Flat Top Carriage Road Bridge (MP 293.95, 1950, C–Structure)**. The bridge is a single-span, reinforced concrete slab, supported by vertical cast-in-place abutments with native stone random ashlar veneer and flat arch voussoirs and topped by wood guard-rails. The Flat Top Carriage Road is part of the **Moses H. Cone Carriage Roads and Trails (MP 293–295, early–mid-20th c., C–Structure)**, which are associated with the Moses H. Cone Memorial Park and open for pedestrians and horses (Photo 79). The roads and trails are the Rich Mtn Carriage Road, Flat Top Mtn Carriage Road, Carriage Trail to Stables, Bridle Path, Watkins Carriage Road, Black Bottom Carriage Road, Bass Lake Carriage Road, Bass Lake Loop Trail, Deer Park Carriage Road, Maze Carriage Road, Duncan Carriage Road, Rock Creek Bridge Carriage Road, Figure 8 Trail, and the Trout Lake Trail. They are narrow, earthen and gravel roads and trails that were built for horse-drawn carriages as part of the Moses Cone estate. These roads and trails traverse a mix of open rolling fields and forest, extending along and to waterways such as Bass Lake, where the **Bass Lake Comfort Station (MP 294.00, late 20th–early 21st c, NC–Building)** and other visitor amenities are located, and Trout Lake, the location of the **Trout Lake Overlook (MP 294.60, mid-20th c., C–Structure)**. The overlook consists of a large loop parking area specifically designed with parking spaces for horse trailers. The roads and trails system also provides access to other points of interest in the park, such as the Moses Cone family cemetery and the **Flat Top Mountain Observation Tower (MP 293.00, 1954, C–Structure)**, which are north of the Parkway on the south slope and peak of Flat Top Mountain (Photo 80). The observation tower was constructed by the NPS in 1954 to replace an earlier wood tower constructed by the Cones.

The **Moses H. Cone Flat Top Manor (MP 294.00, 1899–1901, C–Building)**, **Moses H. Cone Carriage House (MP 294.00, 1900–1901, C–Building)**, **Moses H. Cone Servants' House (MP 294.00, 1900, NC–Building)**, **Moses H. Cone Servants' Garage (MP 294.00, ca. 1920, NC–Building)**, and the **Moses H. Cone Apple Barn (MP 294.00, 1900–1901, C–Building)** are nestled at the edge of woodlands on a high point of land overlooking rolling and descending fields, orchards, forest, and Blowing Rock in the distance to the south and east. Access from the Parkway is by a circular, one-way, paved road that approaches the buildings from the north and has visitor parking at the south end of the loop. Flat Top Manor is a large, Colonial Revival-style mansion built in 1899–1901 for the Cones that is currently used as the Parkway Craft Center (Photo 81). The Carriage House and the Servants' House and Garage are northeast of the mansion and overlook terraced garden beds. These are wood-frame buildings constructed as part of the Cone estate. The Carriage House contains visitor restrooms and interpretive information about the property. Approximately 0.5 miles southeast of Flat Top Manor is the Apple Barn, a wood-frame building used for agricultural purposes. The Moses H. Cone estate also contains several small-scale (uncounted)buildings and structures, such as pumphouses. Gun-board signs and exhibit panels with visitor and historical information dot the landscape.

In addition to the Flat Top Estate, the Moses Cone Memorial Park contains the Sandy Flats Missionary Baptist Church (MP 294.60, 1908, C–Building) and the Sandy Flats maintenance area on the south side of the Parkway, southwest of Flat Top Manor, where an on/off ramp provides access to and from US Route 221. The church on

this road is bounded by woodlands and is not visible from the Parkway. It is a one-story, wood-frame building constructed as a school by the Cones for children of the estate's employees. It was then converted to a church and remains in use as one. The Sandy Flat maintenance area is between the church and Parkway and accessed by a two-way road that leads between Shulls Mill Road and the asphalt-paved fenced-in area. The maintenance area contains the **Sandy Flats Maintenance: Office and Maintenance Building, Vehicle Storage Building, Historic Preservation Workshop, and Pole Shed (MP 294.60, 1980s and 1990s, NC–Buildings [3], NC–Structure)**. The buildings are typical NPS one-story, concrete-block utilitarian ones. The area also contains an uncounted, small-scale building. East of the maintenance area and accessed by the on/off ramp are the **Sandy Flats Maintenance: Residences 423 and 424 (MP 294.60, 1958, C–Buildings [2])** together in a small opening bounded by woods and hedges. Each is a typical, one-story, rectangular, wood-frame ranch-type house with a shallow side-gable roof surfaced with asphalt shingles and with vinyl-sided walls and a concrete slab foundation. A carport and enclosed patio extend from each house beneath an extension of the roof.

The Parkway passes Sandy Flats to the south, then crosses Shulls Mill Road on the **Shulls Mill Road Bridge (MP 294.61, 1957, C–Structure)**. It is a single-span, rigid-frame concrete, elliptical-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls.

The Parkway leaves the Moses H. Cone Memorial Park, passes the **Sims Creek Overlook (MP 295.30, 1960, C–Structure)**, crosses over Sims Creek on the **Sims Creek Bridge (MP 295.34, 1957, C–Structure)**, and passes Sims Pond and the **Sims Pond Overlook (MP 295.80, 1960, C–Structure).** The pull-off Sims Creek Overlook is in a densely wooded area where the creek can be heard but not seen. Stone steps lead downslope from the overlook to the creek and the **Green Knob Trail (MP 295.30, 1960, C–Structure)**. This trail is a 2.3-mile loop that extends along both sides of the Parkway between the Sims Creek Overlook and Sims Pond Overlook through mostly forested terrain. The Sims Creek Bridge carries the Parkway over a ravine. The quadruple-span, steel girder structure has cast-in-place concrete beams, decking, abutments, piers, and parapets topped by metal guard-rails. The crescent-shaped Sims Pond Overlook is at an elevation of 3,447 feet and contains hiking information on a gun-board sign, post-and-rail fencing along the edge of the overlook, and open views of Sims Pond and dam and the Green Knob Trail.

The **Sims Barn (MP 296.20, 1900, C–Building)** is immediately south and downslope of the Parkway in a stretch of open gently rolling pasture. The fields are enclosed by post-and-rail fencing. The barn is the only remaining building from Sims Farm. It is a one-story, wood-frame, gable-roof barn with board-and-batten siding and a stone foundation. At the west end of the open rolling area, the Parkway enters Julian Price Memorial Park,[319] where the **Price Park Picnic Area (MP 296.40, 1964, C–Site)** is on the north side of the Parkway. The picnic area consists of a linear road with four loop parking areas along it. The landscape is mostly flat open lawn bounded by

[319] The 4,200-acre Julian Price Memorial Park is named for the former owner of the land who was president of the Jefferson Standard Life Insurance Company in Greensboro, North Carolina.

woodlands and Sims Creek, which meanders along and through the area. Distant views of the mountains are seen through the woodlands. The picnic area has picnic sites with tables and charcoal firepits scattered along the creek, in the woods, and in the open fields. The **Price Park Picnic Area Comfort Stations – Lower and Upper (MP 296.40, 1964, C–Buildings [2])** are in the lower and upper sections of the picnic area and consist of one-story, rectangular, concrete-block buildings. Each has a side-gable roof, wood siding, and a concrete foundation. A trailhead for the **Boone Fork Trail (MP 296.50, 1964, C–Structure)** is at the picnic area. This 5.5-mile loop extends through varied landscapes to the north of the Parkway. The **Tanawha Trail (MP 296.50, 1993, NC–Structure)** extends southwest from the Boone Fork Trail.[320]

The Parkway continues west through Julian Price Memorial Park, skirts along the north shore of Price Lake, and crosses the lake's outlet on the **Price Lake Dam Bridge (MP 296.64, 1960, C–Structure)**. The bridge is a triple-span, cast-in-place reinforced concrete slab structure that spans the Price Lake Dam. Stone retaining walls and wingwalls line the bridge. On the south side of the Parkway and immediately west of the dam is the crescent-shaped **Price Lake Overlook (MP 296.64, 1960, C–Structure)** with visitor parking and access to the lakeshore (Photo 82). Gun-board and other typical NPS signage are at the overlook and along the lakeshore. The 2.3-mile **Price Lake Loop Trail (MP 296.64, 1964, C–Structure)** encircles the lake along its shore. From the bridge, overlook, and lakeshore, visitors are granted expansive views across the lake to distant mountains.

Surrounding the north shore of the lake in a forested corridor, the Parkway reaches the **Price Park Campground (MP 297.00, 1960, 1964, C–Site)** with multiple loop roads on both sides of the Parkway. The loops have tent and camper sites along them in a mix of forest, rhododendron thickets, and open areas. The south loop has sites along the lakeshore. The campground's main entrance is on the north side of the Parkway, where the **Price Park Campground Kiosk (MP 297.00, 2000s, NC–Building)** is located; the **Price Park Campground Residence (MP 297.00, 1988, NC–Building)** is nearby. The kiosk is a typical one-story, single-bay, gable-roof building for camper registration. The campground residence is a non-historic, faux-log-cabin. The **Price Park Campground Comfort Stations – Loop E, Loop F, Lower Loop B, Loop D Showers, Upper Loop B, Loop C, and Loop A (MP 297.00, 1958 [1], 1961 [2], 1964 [3], early 21st c. [1], C–Buildings [6], NC–Building [1])** are one-story rectangular buildings, each with a side-gable roof, wood cladding, concrete-block walls, and a concrete foundation. The Boone Fork and Price Lake Loop trails weave through the campground, and pedestrian paths connect the various loops and visitor amenities. On the south side of the Parkway and nestled in a wooded area, the **Price Park Campground Amphitheater (MP 297.00, early 1960s, C–Structure)** has a low-sloped grassy seating area, a firepit, and a raised stage with an encloser (Photo 83). A small-scale (uncounted) pumphouse is also at the campground.

The southernmost element of the Price Park recreation area is a loop road overlook, the **Lakeview Overlook (MP 297.10, 1960, C–Structure),** which extends south from the Parkway and to the shore of the lake. The overlook

[320] Constructed in 1993, the Tanawha Trail is 13.5-miles long and between the Price Campground at MP 297.2 and Beacon Heights at MP 305.20.

has views across the lake and a parking area in addition to NPS signage and gun-board signs. The **Price Park Boathouse (MP 297.10, 1962, C–Structure)** and the **Price Park Boat Rental Building (1984–1985, NC–Building)** are accessed by a path and ramp at the southwest end of the overlook. This structure and building are part of a facility that rents kayaks and canoes to visitors for use on the lake. The boat rental building is a small kiosk-type building, and the boathouse is a small, half-story structure. A dock extends from the shoreline into the lake.

The Parkway continues southwest mostly through forest to the **Rufus L. Gwyn Memorial Overlook (MP 298.50, 1965, C–Structure)** and the **Gwyn Memorial Trail (MP 298.50, 1965, C–Structure)** (Photo 84). Both are along Holloway Mountain Road below the Parkway to the south. The road and the Parkway are accessed by an on/off ramp. The pull-off overlook is named in honor of a Parkway promoter and provides parking for the trail, which leads in a small loop through hilly woodlands and thickets of rhododendrons along Cold Prong, a stream the feeds into Price Lake. A gun-board sign provides information about Gwyn. Immediately south of the overlook is the **Holloway Mountain Road Bridge (MP 298.58, 1969–1970, C–Structure)**. It carries the Parkway over Holloway Mountain Road and consists of a single-span, rigid-frame concrete, elliptical-arch structure with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. In a flat and densely wooded area at an elevation of 358 feet, the crescent-shaped **Cold Prong Overlook (MP 299.00, 1983–1987, C–Structure)** is on the north side of the Parkway with views of the surrounding forest.

Section 2H (Map Sheets 53.0–54.1)

The Parkway exits Julian Price Memorial Park, skirting to the southeast of Calloway Peak and traversing Green Mountain, Pilot Knob, and Rough Ridge through dense forest. This section of the Parkway offers distant views of the surrounding wilderness and mountain ranges through clearings and at overlooks. Along the route, the Parkway traverses steep slopes with rock stone retaining walls and wood guard-rails and steep cut rock outcroppings in lush forest. Multiple bridges cross ravines and afford stunning long-range views of the Parkway as it follows along the ridge. This section is also notable as the last portion of the Parkway to be constructed (in 1987), thus completing the continuous 469-mile-long Parkway route through Virginia and North Carolina.

Ascending slightly in elevation, the Parkway passes the **Calloway Peak Overlook (MP 299.60, 1960, C–Structure)** at an elevation of 3,798 feet on the south side of the Parkway, and the **Boone Fork Overlook (MP 299.90, 1968–1987, C–Structure)** at an elevation of 3,900 feet on the northwest side of the Parkway. These crescent-shaped overlooks are surrounded by dense forest. The overlooks have trailheads to the Tanawha Trail and the non-Parkway Mountains-to-Sea Trail. The Parkway is carried over steep waterways on the **Boone Fork Bridge (MP 299.99, 1971, C–Structure)** and the **Green Mtn Creek Bridge (MP 300.28, 1971, C–Structure)**, curving, triple- and quadruple-span, cast-in-place concrete tee-beam and box-girder bridges with concrete abutments and piers topped by concrete parapets and metal guard-rails.

Between MPs 300 and 304, the Parkway passes overlooks and crosses over bridges as it curves westward deeper into remote mountains and ascends to elevations of 4,000–5,000 feet. This stretch of the Parkway contains the **Green Mountain Overlook (MP 300.50, 1968–1987, C–Structure)**, **Pilot Ridge Overlook (MP 301.70, 1968–1987, C–Structure)**, **Wilson Creek Valley Overlook (MP 302.00, 1967–1987, C–Structure)**, **Boulder Field Overlook (MP 302.20, 1968–1987, C–Structure)**, **Ravine Bridges (MP 302.43 and 302.58) (MP 203.43 and 302.58, 1987, C–Structures [2])**, **Rough Ridge Overlook (MP 302.80, 1968–1987, C–Structure)**, **Rough Ridge Bridge (MP 303.01, 1987, C–Structure)**, **Wilson Creek Bridge (MP 303.50, 1987, C–Structure)**, **Wilson Creek Overlook (MP 303.60, 1987, C–Structure)**, and the **Underground Stream Bridges (MP 303.64 and 303.77, 1987, C–Structures [2])**. The overlooks are crescent-shaped structures that provide close and distant views of the forested and rocky outcroppings along the surrounding mountains and valleys, including Grandfather Mountain. Some of the overlooks also afford stunning views of the Parkway as it extends along the ridge to the south. The bridges cross over steep ravines lined by dense woodland vegetation with breaks of rock outcroppings that provide open views to distant mountains where the tree line breaks. The bridges are mostly double- and triple-span, cast-in-place concrete, box-girder structures with cast-in-place concrete decks, abutments, and piers. The bridge abutments have native stone random ashlar veneers, and concrete parapets topped by metal guard-rails. One bridge—the Underground Stream Bridge at MP 303.77—is a monolithic cast-in-place reinforced concrete slab structure clad in native stone random ashlar.

As the Parkway approaches Linn Cove at an elevation of 4,412 feet, the **Yonahlossee Overlook (MP 303.90, 1987, C–Structure)** is on the east side of the corridor at the north end of the **Linn Cove Viaduct (MP 304.02, 1979–1983, C–Structure)**, an award-winning engineering feat and popular scenic location. The crescent-shaped overlook grants fantastic views of Grandfather Mountain to the south and west and broad sweeping views to the east and north (Photo 85). A dirt path leads to the north end of the viaduct, where long-range views of its S-curve can be viewed. The viaduct crosses the steeply sloped ravine and branch of the Linn Cove River below along the deciduous-covered and rocky mountain slope (Photo 86). The viaduct is a 1,248-foot-long, eight-span bridge with a single-compartment, cast-in-place segmental box-girder and cast-in-place concrete deck supported by concrete abutments set in the steep rock face of the mountain. The wingwalls and abutments have native stone random ashlar veneers and the viaduct's concrete parapet is topped by metal guard-rails.

After crossing the Linn Cove Viaduct, the **Linn Cove Viaduct Visitor Center (MP 304.40, 1987, C–Building)** and its related buildings and structures are on the south side of the Parkway. They are accessed by a gated two-lane road that leads to a loop parking area at the visitor center. The contemporary, one-story, steel-frame, gable-roof building was constructed for the Parkway as an interpretive exhibit about the viaduct and Parkway. The **Linn Cove Viaduct Trail (MP 304.40, 1987, C–Structure)** extends north through the forest to exhibit panels and views of the viaduct from beneath the structure. The nearby **Linn Cove Visitor Center: Fuel Containment/Storage Shed and Generator Building (MP 304.40, 1986, NC–Buildings [2])** are in a wooded area. Each is a small, one-story, gable-roof utilitarian building.

The Parkway continues its route through forest, crossing a steep ravine and creek on the **Stack Rock Creek Bridge (MP 304.63, 1975, C–Structure)** and passing the **Stack Rock Overlook (MP 304.80, 1968–1987, C–Structure)** on the south side of the Parkway. The bridge is a double-span, concrete and steel girder structure with concrete abutments and piers. The abutments have native stone random ashlar veneers, and the concrete parapets are topped by metal guard-rails and flanking wood guard-rails. The crescent-shaped overlook is at an elevation of 4,218 feet and affords spectacular views of Grandfather Mountain and the surrounding forest.

Section 2J (Map Sheets 54.0–56.3)

Approaching Beacon Heights, the Parkway crosses US Route 221 on the **US Rt 221 Bridge (MP 305.19, 1969, C–Structure)**, a single-span, two-compartment, cast-in-place box-girder structure with wingwalls clad in native stone random ashlar. On the east side of the Parkway, the crescent-shaped **Beacon Heights Overlook (MP 305.30, 1940, C–Structure)** and the **Beacon Heights Trail (MP 305.30, 1940, C–Structure)** are at an elevation of 4,218 feet—the same elevation as the Stack Rock Overlook in Section 2H. The Beacon Heights Overlook has good open views of Grandfather Mountain, and the trail leads to rock outcroppings on Beacon Heights, which affords stunning panoramic views toward Grandfather Mountain and the surroundings mountains. Along the ridge through mostly remote forest at elevations of almost 4,000 feet, the Parkway passes a series of overlooks: the **Grandfather Mountain Overlooks (MP 306.60 and 307.40, 1940, C–Structures [2])**, **Little Bald Overlook (MP 307.60, 1940, C–Structure)**, **Flat Rock Overlook and Trail (MP 308.30, 1940, C–Structures [2])**, and the **Lost Cove Cliffs Overlook (MP 310.00, 1938–1940, C–Structure)**. These overlooks are a mix of pull-off, crescent-shaped, and loop overlooks that afford open good views of the surrounding mountains, including Grandfather Mountain, or more limited views of the woodlands. The Flat Rock Overlook Trail leads to rock outcroppings that provide open views of Linville Valley and Grandfather Mountain.

Continuing south and gradually descending toward the Linville River, the Parkway crosses beneath a road and over a creek on the **NC Rt 181 Bridge (Overpass) (MP 312.06, 1959, C–Structure)** and the **Camp Creek Bridge (MP 315.30, 1939, C–Structure)**. The bridges are single-span, rigid-frame concrete, elliptical-arch structures with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. They have steeply sloped embankments topped by shallow stone parapet walls. After the Parkway curves west, the crescent-shaped **Camp Creek Overlook (MP 315.50, 1938–1940, C–Structure)** is on its north side at an elevation of 3,442 feet and is surrounded by forest.

Near the east bank of the Linville River is the secondary 1.4-mile **Linville Spur Road (MP 316.40, 1964, C–Structure)** that extends south along the river and crosses it and NC Route 183 on the **Linville Spur Road Bridges #1–3 (MP 316.40, 1964, C–Structures [3])**. Bridges #1 and 2 are single-span, two-compartment, cast-in-place, box-girder structures with concrete abutments, wingwalls, and parapets topped by a metal guard-rail. Bridge #3 is a quadruple-span, stringer, multi-beam steel girder structure with concrete abutments. The Linville Falls

maintenance area is on the west side of the Parkway 0.1 miles from the intersection of Linville Falls Road. The enclosed asphalt-paved area contains the **Linville Falls Maintenance: Dellinger Barn, Equipment Storage Pole Shed, and Prefab Storage Building (MP 316.40, 1978–1980, late 20th–early 21st c., NC–Buildings [2], NC–Structure [1])**. The two utilitarian buildings were constructed in the late twentieth century, and two small-scale, uncounted buildings are also in the area. The Parkway reaches a bend in the river and the loop **River Bend Overlook (MP 316.40, 1964, C–Structure)** with parking and views of the surrounding woods and river.

On the west side of Linville Falls Road is the **Linville Falls Campground (MP 316.40, 1964, C–Site)**, a small double loop in a mix of forest and open meadow at another bend in the river. (Photo 87) The campground contains the **Linville Falls Campground Kiosk (MP 316.40, 1974, C–Building)** and the **Linville Falls Campground Comfort Stations – North and South (MP 316.40, 1964, C–Buildings [2])**. The kiosk is a one-story, rectangular building for camper registration. Each comfort station is a one-story, rectangular, concrete-block building with a side-gable roof, wood siding, and a concrete foundation. The campground also contains a campfire circle consisting of benches arranged in a semi-circle around a central circular firepit in a grassy area screened by trees. It is accessed by footpaths. The road crosses NC Route 183, then passes the pull-off **Midway Overlook (MP 316.40, 1964, C–Structure)** with stone retaining walls in a forested area.

Linville Spur Road reaches a loop dead-end, where ample parking is available for the **Linville Falls Visitor Center (MP 316.40, 1984, 2005, NC–Building)** and the **Linville Falls Trails (MP 316.40, mid-20th c., C–Structure)** (Photos 88 and 89). The visitor center is a contemporary one-story, concrete building. A series of trails weave along and over the Linville River and Linville Falls: the Duggers Creek Trail, Linville Falls Plunge Pool Trail, Linville Falls Visitor Center Connector Trail, Linville Falls Lower Falls Trail, Linville Falls Trail, Linville Upper Falls Trail, Linville Falls Erwins View Trail, and the Linville Falls Chimney View Trail. The **Linville Falls Trail Bridge (MP 316.40, 1964, C–Structure)** carries the Linville Falls Trail over the river. It is a triple-span, pedestrian, cast-in-place reinforced concrete slab bridge with concrete abutments and concrete piers. The **Linville Falls Trail Shelter (MP 316.40, 1987, NC–Structure)** is accessed by the trail system and is south of the river in a dense wooded area. It is a simple, wood-frame, gable-roof structure supported by plain posts and no walls.

As it continues southbound, the Parkway reaches the **Linville River Bridge Overlook and Linville Bridge Trail (MP 316.45, 1940, C–Structures [2])** (Photo 90) and the **Linville River Picnic Area (MP 316.45, 1950s–1960s, C–Site)** on the north side of the Parkway along the east bank of the river. The dead-end overlook is in a mix of open field and forest that contains parking for the trail, which leads south through the forest to the bank of the river, where there are views of the **Linville River Bridge (MP 316.57, 1939–1940, C–Structure)** and the river (see Photo 90). The Parkway crosses the river on this bridge, a triple-span, rigid-frame concrete, elliptical-arch structure with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. The picnic area extends north from the overlook along the bank of the river through forest and contains two loop roads ending at a dead-end loop. The

picnic area contains the **Linville River Picnic Area Comfort Stations – South, Middle, and North (MP 316.45, 1964, C–Buildings (3])** and the **Linville River Picnic Area Picnic Shelter (MP 316.45, 2011, NC–Building)**. The comfort stations are one-story, rectangular, concrete-block buildings. Each has a side-gable roof, wood siding, and a concrete foundation. The picnic shelter is a one-story, wood-frame, gable-roof, open-air building.

The Parkway crosses US Route 221 on the **US Rt 221 Bridge (MP 317.48, 1940, C–Structure)**. An on/off ramp extends downslope to US Route 221 using the **US Rt 221 Access Ramp Culvert (MP 317.47, 1950, C–Structure)**. The bridge is a single-span, rigid-frame concrete, segmental-arch structure with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. The culvert is a double-span, cast-in-place reinforced concrete slab structure faced with native stone random ashlar. The **Linville Falls: Residences 417 and 418 (MP 317.40, 1958, C–Buildings [2])** are accessed from Davenport Road on the north side of US Route 221. The two houses are together and surrounded by woods. They are typical one-story, rectangular, wood-frame ranch-type buildings. Each has a shallow side-gable roof surfaced with asphalt shingles and vinyl-sided walls and a concrete slab foundation. A carport and enclosed patio extend from each house beneath an extension of the roof. A small-scale, uncounted pumphouse is at the residences. After crossing the highway, the Parkway continues southbound through forest.

Section 2K (Map Sheets 56.0–58.0)

Between MPs 318.0 and 327.50, the Parkway runs through lush forest and thickets of rhododendrons, skirts mountains and knobs, dips into gaps, passes five overlooks, and crosses two bridges. Breaks in the tree line provide views across the mountains and valleys nearby. The overlooks consist of the **North Toe River Valley Overlook (MP 318.40, 1941, C–Structure)**; the **Chestoa Overlook (MP 320.70, 1941, C–Structure)**, which includes the **Chestoa View Trail (MP 320.70, 1941, C–Structure)**; the **Bear Den Overlook (MP 323.00, 1941, C–Structure)**; **Heffner Gap Overlook (MP 325.90, 1938–1941, C–Structure)**; and the **North Cove Valley Overlook (MP 327.20, 1938–1941, C–Structure)**. This mix of pull-off, crescent-shaped, and dead-end overlooks are at elevations of approximately 2,800–4,000 feet. The first two overlooks are forested, and the others provide stunning views across the mountains and into the valleys below. The Bear Den Overlook contains stone retaining walls along steep cliff edges (Photo 91). The Chestoa View Trail leads to rock outcroppings that afford additional sweeping views. Two bridges are in this section of the Parkway. The **Humpback Mountain Bridge (MP 319.88, 1940, C–Structure)** is a triple-span, stringer, multi-beam girder structure with steel beams and concrete abutments and piers over a steep ravine. The bridge's wing walls and abutments have native stone random ashlar veneers. The Parkway crosses McKinney Gap on the **NC Rt 1121 Bridge (MP 327.46, 1939, C–Structure)**, a single-span, rigid-frame, reinforced concrete slab structure with cast-in-place concrete abutments. The abutments and wingwalls have native stone random ashlar veneers, and wood guard-rails line the top of the bridge and its embankments.

Section 2L (Map Sheets 58.0–59.0)

After crossing McKinney Gap, the Parkway extends through forest at an elevation of approximately 3,000 feet, overlooking down-sloping apple orchards at Altapass to the east, where the crescent-shaped **The Loops Overlook at Apple Orchard (MP 328.60, 1939, C–Structure)** provides exhibit panels with historical information and grand and panoramic views to the east over the orchards and the 13.5-mile-long Clinchfield Railroad Loops that contain 18 tunnels and the many switchback curves that led to "The Loops" nickname.[321] In approximately one mile, the crescent-shaped **Table Rock Overlook (MP 329.70, 1937–1939, C–Structure)** is on the southeast side of the Parkway at an elevation of 2,870 feet. It has great framed mountain views to the east and views of rolling meadow to the west. The Parkway reaches US Route 226, which it crosses on the **US Rt 226 Bridge (MP 330.91, 1939, C–Structure)**, a single-span, rigid-frame concrete, segmental-arch, curved bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. The bridge has an on/off ramp that extends northwest and connects US Route 226 and Parkway Maintenance Road.

The **Museum of NC Minerals (MP 330.90, 1955, C–Building)** and Gillespie maintenance area are along Parkway Maintenance Road northeast of the Parkway. The NPS museum provides visitors with information about the area's mineral resources and mining heritage. It is a one-story, rustic building clad in random ashlar stone cladding with a gable roof and wing (Photo 92). The building is accessed by a crescent-shaped parking area and is surrounded by gently rolling mown hills. The **Gillespie Gap Maintenance: Residences 135 and 136 (MP 330.90, 1958, C–Buildings [2])** are northwest of the Museum of NC Minerals and accessed by a driveway. They are separated from the Parkway by woods. The residences are typical one-story, rectangular, wood-frame ranch-type houses. Each has a shallow side-gable roof surfaced with asphalt shingles, vinyl-sided walls, and a concrete slab foundation. A carport and enclosed patio extend from each house beneath an extension of the roof. At the end of Parkway Maintenance Road is the maintenance area, which contains the **Gillespie Gap Maintenance: Office and Shop, Fire Cache and Storage, Interpretation Office and Storage, Auto Shop, Small Equipment Storage, Hose Reel House (MP 330.90, 1942 [5], 1950 [1], C–Buildings [6])**. These buildings are typical one-story, rectangular, concrete-block and wood-frame buildings enclosed by fencing in an asphalt-paved area. The area also contains three small-scale (uncounted) buildings.

The Parkway passes by the summer resort community of Little Switzerland, founded in 1910 and named for its panoramic views of mountains and valleys like those of the foothills of the Swiss Alps. The Parkway crosses Lynn Gap Road on the **Lynn Gap Road Bridge (MP 332.59, 1950, C–Structure)**, a small, single-span, rigid-frame, reinforced concrete slab structure with cast-in-place concrete abutments. The abutments and wingwalls

[321] Between McKinney Gap (MP 327.46) and Lynn Gap (MP 332.50), the non-Parkway Overmountain Victory Trail weaves along a route parallel to the Parkway within the Parkway boundary. The 330-mile trail through Virginia, Tennessee, North Carolina, and South Carolina follows the route used by patriot militia during the Kings Mountain Campaign of 1780 during the American Revolutionary War. The Commemorative Motor Route, using state highways and walkable pathways, follows the route of the campaign.

have native stone random ashlar veneers, and wood guard-rails line the top of the bridge and its embankments. Next, the Parkway passes through Little Switzerland Mountain via the **Little Switzerland Tunnel (MP 333.25, 1938, C–Structure)**, a linear vaulted arch concrete-lined tunnel. The east entrance has a rock-faced ashlar stone retaining wall and voussoirs at the west entrance remain natural stone. The tunnel entrances are framed by steep cut rock faces and forests. In an S-curve route, the Parkway is carried over a road by the **Little Switzerland Bridge (MP 333.93, 1940, C–Structure)**, a single-span, rigid-frame, segmental-arch, reinforced concrete structure with cast-in-place concrete abutments. The abutments and wingwalls have native stone random ashlar veneers. The Parkway skirts around the summit of Grassy Mountain, through dense forest, and continues southwest uninterrupted, except where it crosses roads on the **Osborne Knob Road Bridge (MP 335.40, 1939, C–Structure)** and the **Gooch Gap Bridge (MP 336.29, 1939, C–Structure)**. The bridges are single-span, reinforced concrete slab structures supported by vertical cast-in-place abutments with native stone random ashlar veneer.

Section 2M (Map Sheets 59.0–61.0)

Next, the Parkway crosses through Wildacres Mountain in the **Wildacres Tunnel (MP 336.85, 1940, C–Structure)**. The tunnel allows the Parkway to pass through the mountain and is framed by steep cut rock faces and forest. It is a curved vaulted arch concrete-lined tunnel with rock-faced ashlar stone retaining walls and voussoirs at both entrances. Two crescent-shaped overlooks, the **Deer Lick Gap Overlook (MP 337.20, 1940, C–Structure)** and the **Three Knobs Overlook (MP 338.80, 1940, C–Structure)**, are at elevations of approximately 3,500–3,800 feet. The Deer Lick Gap Overlook affords limited framed views, and the Three Knobs Overlook has a steep cliff edge, dominated by craggy boulders, and affords sweeping views to the north and west. Across the Parkway from the Three Knobs Overlook are steep cut rock outcroppings.

At MP 339.50, the Parkway enters the Crabtree Falls recreation area north of the Parkway. The **Crabtree Falls Gas Station/Storage (MP 339.50, 1950, C–Building)** and the **Crabtree Falls Restaurant (MP 339.50, 1963, C–Building)** are accessed from a loop parking area immediately north of the Parkway. The gas station/storage building is a one-story, front-gable, wood-frame building with a porte-cochère. The restaurant is a Modern-style, one-story building with stone cladding and board-and-batten siding. The **Crabtree Falls Campground (MP 339.20, 1954, C–Site)** extends northward from the parking area in a series of loops, which have sites off them in a mostly forested area. The campground contains the **Crabtree Falls Amphitheater (MP 339.50, 1963, C–Structure)**, **Crabtree Falls Campground Residence (MP 339.50, 1997, NC–Building)**, **Crabtree Falls Campground Kiosk (MP 339.50, 1974, C–Building), and the Crabtree Falls Campground Comfort Stations – Loop A, Loop B North, Loop B South (MP 339.50, 1950, 1954 [2], C–Buildings [3])**. The amphitheater consists of raised stage with an enclosure, a low-sloped seating area with benches, and a firepit. The campground residence is a non-historic, faux-log-cabin building. The kiosk is a typical one-story, single-bay, gable-roof building for camper registration. The comfort stations are rustic one-story, rectangular, wood-frame buildings. Each has a side-gable roof, wood siding, and a concrete foundation. The **Crabtree Falls Loop Trail (MP 339.50,**

mid-20th c., C–Structure) extends from the parking area in a 2.5-mile loop through the campground to Crabtree Falls over rocky forested terrain. The campground also contains about five small-scale, uncounted buildings and structures, including a storage building, pumphouse, and wellhouse.

The **Crabtree Falls Picnic Area (MP 340.30, 1961, C–Structure)** is on the south side of the Parkway. It has one road that has parking off it and ends in a loop. Picnic sites are along the road in woods and an open grassy area and have picnic tables and charcoal firepits. The **Crabtree Falls Picnic Area Comfort Station (MP 340.30, 1961, C–Building)** is in the middle of the picnic area and is a one-story, rectangular, concrete-block building with a side-gable roof, wood siding, and a concrete foundation. Framed views of the surrounding mountains are available from some of the picnic sites.

In dense and remote forest between MPs 342 and 348, the Parkway reaches a series of overlooks, bridges, and tunnels: the **Black Mountains Overlook (MP 342.20, 1936–1940, C–Structure)**, **Buck Creek Gap – NC Rt 80 Bridge (MP 344.02, 1942, C–Structure)**, **Buck Creek Gap Overlook (MP 344.10, 1940, C–Structure)**, **Twin Tunnels #1 and 2 (MP 344.50 and 344.65, 1938, C–Structures [2])**, **Singecat Ridge Overlook (MP 345.30, 1940, C–Structure)**, and the **Big Laurel Mountain Bridge (MP 347.18, 1938, C–Structure)**. The three crescent-shaped overlooks are at elevations of approximately 3,300–3,900 feet. The Black Mountains Overlook provides sweeping mountain views, and the others are in wooded areas with limited views. The Buck Creek Gap – NC Rt 80 Bridge is a single-span, rigid-frame, concrete, elliptical-arch structure with wingwalls and spandrel walls clad in native stone random ashlar. The Big Laurel Mountain Bridge carries the Parkway over a steep ravine. It is a triple-span, stringer, multi-beam girder structure with steel framing and has concrete abutments clad in native stone random ashlar. The two curved vaulted arch concrete-lined tunnels allow both lanes of the Parkway to pass through Big Laurel Mountain and are framed by steep cut rock faces and forests. Twin Tunnel #1 has rock-faced ashlar stone retaining walls and voussoirs at both entrances; Twin Tunnel #2 has a natural cut stone north entrance and rock-faced ashlar stone retaining walls and voussoirs at the south entrance.

Section 2N (Map Sheets 61.0–64.0)

After crossing Big Laurel Gap on the Big Laurel Mountain Bridge, the Parkway passes the **Curtis Valley Overlooks #1 and 2 (MP 347.90 and 348.70, 1936–1941, C–Structures [2])** and passes through Rough Ridge Mountain in the **Rough Ridge Tunnel (MP 349.05, 1938, C–Structure)**. The tunnel allows both lanes of the Parkway to pass through the mountain and is framed by steep cut rock faces and forest. It is a curved vaulted arch concrete-lined tunnel with rock-faced ashlar stone retaining walls and voussoirs at both entrances. At elevations of 4,000–6,000 feet in this approximately 1.5-mile stretch, the Parkway skirts knobs and summits and dips into gaps in lush forests and steep rock cuts. It passes steep cut rock slopes and steep cliff edges lined with stone walls and wood guard-rails along the way. The route has expansive views of the surrounding undeveloped mountains and valleys.

Next, the Parkway passes the **Laurel Knob Overlook (MP 349.20, 1936–1941, C–Structure)** and the **Mount Mitchell Overlook (MP 349.90, 1941, C–Structure)** before reaching the USFS Green Knob Trail that leads northwest to the USFS Green Knob Lookout Tower constructed in 1931. Skirting the Green and Bald knobs, the Parkway passes the **Green Knob Overlook (MP 350.40, 1936–1941, NC–Structure)** and the **Bald Knob Ridge Overlook (MP 352.40, 1941, C–Structure)**. Crossing the Black Mountains as the route leaves the Blue Ridge Mountains, the Parkway skirts Potato, Blackstone, and Walker knobs, dipping into gaps and passing the **Ridge Junction Overlook (MP 355.30, 1941, C–Structure)** and the **Walker Knob Overlook (MP 359.80, 1936–1945, C–Structure)** along the route. These overlooks are a mix of pull-off, crescent-shaped, and loop types that offer sweeping views of surrounding mountains and valleys, including Mount Mitchell, at an elevation of 6,684 feet. After the Walker Knob Overlook, the Parkway reaches the remote and mountainous forest of the Great Craggy Mountains, usually referred to as the Great Craggies.

Section 2P (Map Sheets 64.0–66.0)

This section of the Parkway is defined by high elevations along the ridgeline, where the sweeping distant views of the surrounding wilderness and mountain ranges seen through clearings and at overlooks embody the feel and landscape of the Parkway and the Great Craggies. Along the route, the Parkway skirts along steep slopes with rock stone retaining walls, wood guard-rails, and steep cut rock outcroppings in thickets of rhododendrons and scrubby forest. The crescent-shaped **Glassmine Falls Overlook (MP 361.20, 1936–1945, C–Structure)** and the **Graybeard Mountain Overlook (MP 363.40, 1936–1945, C–Structure)**, at elevations of 5,197 feet and 5,592 feet, respectively, afford panoramic stunning views. The Glassmine Falls Overlook has the **Glassmine Falls Trail (MP 361.20, mid-20th c., C–Structure)**, a paved path to a stone overlook platform.

At elevations of 4,000–6,000 feet, the Parkway skirts around Craggy Pinnacle, Craggy Gardens, and Craggy Knob; through lush forests and thickets of rhododendrons; and passes steep cut rock slopes and steep cliff edges that are lined with stone walls and wood guard-rails. Along the route are close and distant views of the surrounding undeveloped mountains and valleys. The Parkway then reaches the loop type **Craggy Dome Overlook (MP 364.10, 1936–1945, C–Structure)** on the west side of the Parkway at an elevation of 5,640 feet. This overlook is tucked into a hillside and provides ample parking and access to the **Craggy Pinnacle Trail (MP 364.10, 1936–1945, C–Structure)**. The overlook grants visitors panoramic views of the close and distant surrounding mountains (Photo 93). The trail leads west through thickets of rhododendrons to viewing platforms at rock outcroppings that afford stunning views. The Parkway passes through Craggy Pinnacle Mountain in the **Craggy Pinnacle Tunnel (MP 364.39, 1941, C–Structure)** (Photos 94 and 95). The tunnel allows both lanes of the Parkway to pass through the mountain and is framed by steep cut rock faces and forest. It is a curved vaulted arch concrete-lined tunnel with rock-faced ashlar stone retaining walls and voussoirs at both entrances. Expansive views of the surrounding mountains are available from open cliff sides near both entrances to the tunnel.

The **Craggy Gardens Visitor Center (MP 364.40, 1955, C–Building)**, **Craggy Gardens Visitor Center Overlook (MP 364.40, 1940, C–Structure)**, and the **Craggy Gardens Trail (MP 364.40, 1936–1945, C–Structure)** are in an open and exposed area of the ridge at an elevation of approximately 5,500 feet. Two pull-off parking areas are next to the visitor center on the west side of the Parkway. The visitor center is a Modern-style, one-story building clad in native stone random ashlar and topped by a shed roof (Photo 96). The overlook has 360-degree views of the surrounding mountains from both sides of the Parkway. The Parkway provides expansive views as it approaches the **Craggy Flats Tunnel (MP 365.44, 1941, C–Structure).** Both lanes of the Parkway pass through Craggy Flats Mountain via the tunnel, which is framed by steep cut rock faces and forest. It is a curved vaulted arch concrete-lined tunnel with rock-faced ashlar stone retaining walls and voussoirs at both entrances. Open cliff sides outside both ends of the tunnel offer expansive views of the surrounding mountains. The Parkway skirts the south and west slopes of Craggy Knob in a U-shape around the mountain and then continues north toward Bearpen Knob and Bearpen Gap.

The **Craggy Gardens Picnic Area (MP 367.60, 1945–1955, C–Structure)** is at an elevation of approximately 5,000 feet and at the same location as the **Craggy Gardens Picnic Area Comfort Stations – East and West (MP 367.60, 1955, 1980s, C–Building, NC–Building)**. These are accessed by a long, curving road that skirts Bearpen Knob to the south and ends in a loop parking area for the picnic area., which is bounded by forest. It has an expansive rolling open lawn scattered with picnic tables and charcoal firepits and contains a small-scale uncounted wellhouse (Photo 97). The comfort stations are at the east and west ends of the picnic area. The east comfort station is a typical rustic building, and the west comfort station is a contemporary one-story, gable-roof building constructed in the 1980s.

Extending east–west between the Craggy Gardens Visitor Center and the Craggy Gardens Picnic Area is the **Craggy Gardens Trail and Craggy Pinnacle Trail Shelters (MP 367.60, 1937, C–Buildings [2])**. The trail traverses scrubby forest and thickets of rhododendrons on an earthen tread along a steep slope of the Craggy Gardens. Distant views of the surrounding mountains are seen through breaks in the trees. The two trail shelters are timber-frame, gable-roof, wood-clad, open-sided buildings.

The Parkway extends southwest, skirting knobs and other high points along the mountain range. It passes the crescent-shaped **Lane Pinnacle Overlook (MP 372.00, 1936–1945, C–Structure)** and **Bull Creek Valley Overlook (MP 373.70, 1936–1945, C–Structure)** at elevations of approximately 3,890 feet and 3,480 feet, respectively. Curving northward, the Parkway passes through Tanbark Ridge Mountain via the **Tanbark Ridge Tunnel (MP 374.24, 1961–1962, C–Structure),** which allows both lanes of the Parkway to pass through the mountain and is framed by steep cut rock faces and forest. It is a curved vaulted arch concrete-lined tunnel with rock-faced ashlar stone retaining walls and voussoirs at both entrances. Expansive views of the surrounding mountains are visible from an open cliff side at the south end of the tunnel. At the north end of the tunnel is an undeveloped parking pull-off at the trailhead of the **Rattlesnake Lodge Trail (MP 374.40, mid-20th c., C–Structure)**. The 1.2-mile loop trail extends west through forest and crosses the Mountains-to-Sea Trail to the site

of the no longer extant Rattlesnake Lodge, constructed in 1903–1904 as a summer residence for Asheville resident Dr. Chase P. Ambler and family. Interpretive panels at the site provide visitors with historical information.

Section 2Q (Map Sheets 66.0–68.0)

In forests and thickets of rhododendrons, the Parkway passes steep cut rock slopes and steep cliff edges lined with stone walls and wood guard-rails. Along the route are expansive close and distant views of the surrounding Great Craggy Mountains and valleys. The Parkway continues uninterrupted for the next two miles as it gently descends toward Asheville to the southwest, where it passes the **Tanbark Ridge Overlook (MP 376.70, 1952, C–Structure)** and the **Haw Creek Overlook (MP 379.90, 1956–1984, C–Structure)**. The crescent-shaped Tanbark Ridge Overlook is at an elevation of 3,175 feet and provides panoramic views of the ridge overlooking a steep slope and exposed rock face along the opposite side of the roadway (Photo 98). The pull-off Haw Creek Overlook is at an elevation of 2,720 feet and provides expansive views of Haw Creek Valley over a steep edge.

As the Parkway descends into the suburban developed areas of Oteen and Asheville, it enters a densely developed area near MP 382. Two miles before this, the **Picnic Shelter (VA Hospital) PA (MP 380.00, 2000, NC–Building)**, on the south side of the Parkway, is accessed from a trail and secondary road. The picnic shelter is a one-story gable-roof, wood-frame, open-sided building. Next, the Parkway crosses over Riceville Road on the **Riceville Road Bridge (MP 381.87, 1949, C–Structure)**, a single-span, rigid-frame concrete, semicircular-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. On the south side of the Parkway after crossing the bridge, the **Folk Art Center (MP 382.00, 1978, C–Building)** and the **Oteen Warehouse and Archives Storage (MP 382.00, mid-20th c., NC–Building)** are accessed by a loop parking area. The Folk Art Center is a contemporary, two-story, L-shaped, concrete and steel-frame building. It houses folk art exhibits, exhibits about the construction of the Parkway, and visitor amenities, including a local-made crafts store. The warehouse and archives storage building is not open to the public and is accessed from non-Parkway roads to the south or through a gate at the southwest end of the parking area. It is a one-story, L-shaped, masonry building that was constructed as part of the VA medical complex to the west and converted to use for NPS storage.

On the east side of the Parkway is the Oteen maintenance area accessed by Ranger Drive, a road that dead ends at the maintenance area and is bounded by dense forest. The maintenance area is an asphalt-paved area enclosed by chain-link fencing and contains the **Oteen Maintenance: Vehicle Storage, Office/Shops/Firehouse (MP 382.30, 1979, 1956, C–Buildings [2])**. These are typical one-story, rectangular, concrete-block, NPS maintenance buildings. The maintenance area also contains three uncounted, small-scale buildings and structures to the southeast along Ranger Drive and the **Oteen Maintenance: Residences 181, 182, 412, and 413 (MP 382.30, 1958, C–Buildings [4])**. Each is a one-story, rectangular, wood-frame ranch-type house with a shallow side-gable roof surfaced with asphalt shingles and with brick walls and a concrete slab foundation. A carport and enclosed patio extend from each house beneath an extension of the roof.

Continuing southbound through forest, the Parkway crosses US Route 70 on the **US Rt 70 Bridge (MP 382.63, 1964, C–Structure)**, which is flanked by on/off ramps. It is a single-span, rigid-frame concrete, elliptical-arch bridge with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls. The Parkway descends toward Swannanoa River through a mix of forest and rolling fields to the **Azalea Road Bridge (MP 383.09, 1971, NC–Structure)** and the **Swannanoa River and I-40 Bridge (MP 383.36, 1966, C–Structure)**. The Parkway crosses Azalea Road, Swannanoa River, railroad tracks, and Interstate 40 on the Swannanoa River and I-40 Bridge—a nine-span, three-compartment, cast-in-place, box-girder structure with concrete piers and abutments. The Azalea Road Bridge is below and adjacent to the east side of the Swannanoa River and I-40 Bridge. It is a triple-span, stringer, multi-beam girder structure with a wood-plank deck and concrete abutments. Reentering the forest after crossing the Swannanoa River and I-40 Bridge, the Parkway continues south, skirting Oteen and Asheville.

Section 2R (Map Sheets 68.0–70.0)

Skirting to the east of Asheville, the Parkway is in a wooded corridor that screens views to the surrounding suburban development on both sides. The headquarters for the entire Parkway is in this section in a developed complex screened from view along the road by woods. It is accessed by a two-way road that extends from the northwest side of the Parkway to loop parking areas for visitors. The complex consists of the one-story **Asheville Blue Ridge Parkway Visitor Center (MP 384.09, 2008, NC–Building)** and the **Headquarters, Headquarters Swain House, and Communication Center (MP 384.09, 1999, 1987, ca. 2015, NC–Buildings [3])**. The visitor center contains visitor amenities and the headquarters office of NPS staff. The **HQ Blue Ridge Parkway Visitor Center Trail and Pedestrian Bridge at Headquarters (MP 384.09, late 20th–early 21st c., NC–Structures [2])** provide pedestrian access in a loop from the visitor center and across the Parkway. The pedestrian bridge extends from the headquarters building to the parking areas for the visitor center. Two small-scale, uncounted storage buildings are also at the headquarters. The **Clements Houses #1 and 2 (MP 384.09, 1965, 1949, NC–Buildings [2])** are west of the headquarters complex and accessed by Gashes Creek Road. The two houses are one-story, wood-frame, suburban houses that are now used as offices for organizations associated with the Parkway. Two uncounted, small-scale sheds are also at this location.

The Parkway crosses over US Route 74A on the **US Rt 74A Bridge (MP 384.75, 1967, C–Structure)**. The bridge is flanked by on/off ramps at the locations of the **US Rt 74A (Westbound) Access Ramp Culvert (MP 384.72, 1967, C–Structure)** and the **US Rt 74A (Eastbound) Access Ramp Culvert (MP 384.83, 1967, C–Structure)**. The US Rt 74A Bridge is a quadruple-span, cast-in-place concrete, box-girder structure with concrete abutments and piers. The two culverts are triple-span, cast-in-place reinforced concrete slab structures with vertical cast-in-place concrete abutments and an intermediate wall and have native stone random ashlar veneers. The Parkway extends south after crossing US Route 74A through a corridor of forest.

Between MPs 387 and 394, the Parkway continues through woodlands at elevations of approximately 2,000 feet and abutting developed areas. It crosses roads and waterways on seven bridges: **US Rt 25A Bridge (MP 388.07, 1967, C–Structure)**, **Southern Railroad Bridge (MP 388.48, 1967, C–Structure)**, **US Rt 25 Bridge (MP 388.74, 1967, C–Structure)**, **Fish Pond Road (Biltmore Estate) Bridge (MP 389.85, 1967, C–Structure)**, **Dingle Creek Bridge (MP 390.94, 1964, C–Structure)**, **I-26 Bridge (MP 391.79, 1966, C–Structure)**, **and French Broad River Bridge (MP 393.44, 1969, C–Structure)**. These bridges include double-, triple-, seven-, and ten-span box-girder and stringer, cast-in-place concrete bridges with concrete abutments and piers and single-span, rigid-frame, reinforced concrete slab bridges with vertical cast-in-place concrete abutments. One bridge (the Dingle Creek Bridge) is a double-span, cast-in-place, reinforced concrete slab and abutment structure with abutments clad in native stone random ashlar. The Parkway travels through the forest of the Biltmore Estate in this section. After crossing the French Broad River, the Parkway continues southbound as it exits the developed areas surrounding Asheville and enters a more remote and wild stretch of mountains.

Section 2S (Map Sheets 70.0–71.0)

At an elevation of 2,100 feet, the Parkway reaches the pull-off **French Broad River Overlook (MP 393.80, 1959–1963, C–Structure)** on the east side as it leaves the Great Craggies and enters Pisgah Ledge. Exhibit panels at the overlook have information about the Parkway and nearby trails. The Parkway ascends and passes the **Walnut Cove Overlook (MP 396.40, 1959–1963, C–Structure)** at an elevation of 2,915 feet, with expansive views to the distant mountains and into the valley below from a steep cliff. Cut rock faces extend along the opposite side of the overlook.

In dense forest, the Parkway extends through two tunnels and by three crescent-shaped overlooks: the **Grassy Knob Tunnel (MP 397.05, 1961, C–Structure)**, **Sleepy Gap Overlook (MP 397.60, 1959, C–Structure)**, **Chestnut Cove Overlook (MP 398.30, 1963, C–Structure)**, **Pine Mountain Tunnel (MP 399.10, 1963, C–Structure)**, and the **Bad Fork Valley Overlook (MP 399.70, 1959–1963, C–Structure)**. The tunnels allow both lanes of the Parkway to pass through Pine Mountain and are framed by steep cut rock faces and forests. They are curved vaulted arch concrete-lined tunnels with rock-faced ashlar stone retaining walls and voussoirs at both entrances. The three overlooks afford good views across the mountains in small open areas framed by mature woods. Crossing Bent Creek Gap, the **Bent Creek Gap Road Bridge (MP 400.25, 1963, C–Structure)** carries the Parkway over Bent Creek Gap Road (Photo 99). The bridge is a typical single-span, rigid-frame, reinforced concrete slab structure with vertical cast-in-place concrete abutments.

Between MPs 400 and 402 and at approximately 3,500 feet in elevation, the Parkway uses three tunnels and passes two crescent-shaped overlooks: the **Ferrin Knob Tunnels #1–3 (MP 400.68, 401.18, 401.33, 1963–1964, C–Structure (3])**, the **Wash Creek Valley Overlook (MP 401.00, 1959–1963, C–Structure)** and the **Beaver Dam Gap Overlook (MP 401.70, 1963, C–Structure)**. The tunnels allow both lanes of the Parkway to pass through the mountain and are framed by steep cut rock faces and forests. They are curved vaulted arch concrete-

lined tunnels with rock-faced ashlar stone retaining walls and voussoirs at both entrances. The overlooks are near an entrance to two of the tunnels and afford views along the Parkway to the tunnels and across the mountains.

Section 2T (Map Sheets 71.0–72.0)

Along Pisgah Ledge in lush forests of deciduous and coniferous trees and thickets of rhododendrons, the Parkway skirts knobs and summits and dips into gaps, at elevations of 3,500–4,000 feet. It passes steep cut rock slopes and steep cliff edges lined with stone walls and wood guard-rails. Along the route with expansive close and distant views of the surrounding remote mountains and valleys, the Parkway passes four crescent-shaped overlooks and through two tunnels: the **Stony Bald Gap Overlook (MP 402.50, 1965, C–Structure)**, **Young Pisgah Ridge Tunnel (MP 403.05, 1963, C–Structure)**, **Big Ridge Overlook (MP 403.60, 1961–1965, C–Structure)**, **Fork Mountain Tunnel (MP 404.1, 1963, C–Structure)**, **Hominy Valley Overlook (MP 404.30, 1965, C–Structure)**, **and the Mills River Valley Overlook (MP 404.60, 1965, C–Structure)**. The overlooks afford excellent sweeping, close, and distant views of the surrounding mountains and valleys, with some views over steep cliffs with stone retaining walls and with steep cut rock faces or lush forest to the other side. The two tunnels allow both lanes of the Parkway to pass through Fork Mountain and are framed by steep cut rock faces and forests. They are curved vaulted arch concrete-lined tunnels with rock-faced ashlar stone retaining walls and voussoirs at both entrances.

The Parkway enters the Mount Pisgah recreation area near MP 407 at an elevation of 5,000 feet and follows the ridgeline through lush forest, where breaks in the trees provide stunning mountain views. The Parkway extends along steep cut rock slopes and steep cliffs, some edged with stone walls and wood guard-rails. It passes through two tunnels—the **Little Pisgah Ridge Tunnel (MP 406.72, 1964, C–Structure)** and the **Buck Spring Tunnel (MP 407.25, 1964, C–Structure)** (Photo 100)—which accommodate both lanes of the Parkway to pass through Mount Pisgah and are framed by steep cut rock faces on one side and forest on the other. They are curved vaulted arch concrete-lined tunnels with rock-faced ashlar stone retaining walls and voussoirs at both entrances. The Parkway passes two connected overlooks on the east side of the road corridor and a springhouse. The dead-end **Buck Springs Overlook (MP 407.60, 1965, C–Structure)** has two parking areas and offers excellent views to the east. A trail junction at the overlook connects to the **Mountains-to-Sea Trail and the Buck Springs Trail (MP 407.60, 1965, C–Structure)**, which leads south a short distance to the site of the former Buck Springs Lodge (Photo 101). The overlook road weaves north and over the Buck Spring Tunnel to the dead-end **Mt. Pisgah Overlook (MP 407.60, 1965, C–Structure)**, with parking and access to the Mt. Pisgah Trail, which leads outside the Parkway boundary to Mt. Pisgah. The **Buck Springhouse (MP 407.70, 1900, C–Structure)** is a one-story, log-frame, gable-roof structure over the outlet of Buck Spring. The springhouse was associated with the ca. 1886, not-extant Buck Spring Lodge that was constructed nearby by George W. Vanderbilt.

The **Mt. Pisgah Picnic Area (MP 407.80, 1969, C–Site)** is accessed by a large crescent-shaped parking area on a slight hill. The **Mt. Pisgah Picnic Area Trail (MP 407.80, 1969, C–Structure)** leads through a forested area

to the picnic area's meadow, where picnic sites with picnic tables and firepits are scattered in the field and in the woods. The **Mt. Pisgah Picnic Area Comfort Station (MP 407.80, 1969, C–Building)** is a one-story, rectangular, concrete-block building. It has a side-gable roof, wood siding, and a concrete foundation. The Mt. Pisgah sewage and water treatment plants are approximately 0.5 miles southwest of the Mt. Pisgah Picnic Area in an open area bounded by dense forest. The plants contain the **Mt. Pisgah Sewage Plant: Office and Lab, Sludge Bagger Building, Generator Building, and Storage Building, Mt. Pisgah Sewage Treatment Plant; the Mt. Pisgah Water Treatment Plant (MP 408.40, 1988–1996, early 21st c., NC–Buildings [6])** and a small-scale, uncounted wellhouse. As the Parkway extends along the forested ridgeline from the picnic area, it reaches the crescent-shaped **Flat Laurel Gap Overlook (MP 408.30, 1961–1965, C–Structure)** at an elevation of approximately 5,000 feet. This overlook has a large lawn island and limited views over the surrounding forest.

Section 2U (Map Sheets 72.0–74.0)

At an elevation of approximately 5,000 feet, the Parkway reaches a flat area surrounded by forest, with the Mt. Pisgah Inn and Campground (see below), the **Mt. Pisgah Country Store (MP 408.60, 1964, C–Building)**: **Mt. Pisgah Inn Restaurant, Lodge and Office; Unit B; and Unit C (MP 408.60, 1964, C–Buildings [4])**, and the **Mt. Pisgah Employee Dorms #1–4 (MP 408.50, 1990, NC–Buildings [4])** on the west side of the Parkway. The store is a one-story, wood-frame, gable-roof building with board-and-batten siding. Picnic tables and typical NPS signage are near the store on a grassy area, and a parking area is to the east. The inn's buildings are south of the store and accessed by a large, double, crescent-shaped parking area. The dorms are tucked into a hilly area bounded by woods and are not visible from the Parkway and inn. They are accessed by a gated road and steps that lead down to the Parkway and parking area for the inn. They are one- and two-story, asymmetrical buildings that contain multiple housing units for staff.

The restaurant, lodge, and office, and Units B and C are on the edge of a steep downslope to the east. The buildings are surrounded by lawn dotted with trees and other plants, are connected by concrete pedestrian paths, and are all Modern-style, one- or two-story, rectangular, wood-frame buildings (Photo 102). Each has a shallow side-gable roof, stone chimney, board-and-batten walls, and a foundation faced in stone. The southeast-facing sides contain expanses of windows and multi-level decks to afford picturesque views of the mountains.

The **Mt. Pisgah Campground (MP 408.80, 1969, C–Site)** is on the west side of the Parkway in a flat and forested area. It has a series of loops with campsites, parking, and various other visitor amenities along them. The sites are in forested stretches and tucked between rhododendron and mountain laurel thickets. Footpaths through tunnels of rhododendrons lead from various sites and areas of the loops to the **Mt. Pisgah Campground Comfort Stations – Loop A, Loop B South, Loop B North, Loop C South, and Loop C North (MP 408.80, 1969 [3], 2011, 2012, C–Buildings [3], NC–Buildings [2])**. Three of these are one-story, rectangular, concrete-block buildings. Each has a side-gable roof, wood siding, and a concrete foundation. The other two comfort stations are one-story, gable-roof buildings. The **Mt. Pisgah Campground Residence and Kiosk (MP 408.80, 1993, 2002,**

NC–Buildings [2]) are at the entrance to the campground. The campground residence is a non-historic, faux-log-cabin (Photo 103); the kiosk is a typical one-story, single-bay, gable-roof building for camper registration. The **Mt. Pisgah Campground Amphitheater (MP 408.80, 1960s, C–Structure)** is at the north end of Loop B and is a typical amphitheater with bench seating, a firepit circle, and an associated building. Several small-scale, uncounted utilitarian structures (e.g., pumphouses) are also in the campground. Across the Parkway from the campground is the **Mt. Pisgah Inn Garage and Shop (MP 408.60, 1995, NC–Building)** and a few small-scale, uncounted storage buildings associated with the Mt. Pisgah Inn. These buildings are accessed by an access road obscured from view along the Parkway by woods.

Exiting the Mt. Pisgah recreation area, the Parkway continues its route along the ridge at elevations of almost 5,000 feet. The crescent-shaped **Funnel Top Overlook (MP 409.20, 1939–1955, C–Structure)** is on the southeast side of the Parkway at an elevation of 4,925 feet and has sweeping mountain views. The Parkway's southbound route along the ridge is visible in the distance to the southwest from this overlook. In a lush, forested stretch of road and marked by NPS signage with its name, the **Frying Pan Tunnel (MP 410.02, 1962, C–Structure)** provides passage through the mountainside. The tunnel is a vaulted, curved structure that has an arched rock-face random ashlar stone portal at both entrances and a concrete-lined interior. The entrances abut tree-covered mountainside on one side and a steep embankment on the other, which offers open views of the valley below.

The Parkway continues along the ridgeline to the crescent-shaped **Pink Beds Overlook (MP 410.30, 1939–1955, C–Structure)** and the **Cradle of Forestry Overlook (MP 411.00, 1939–1955, C–Structure)**, which afford expansive, stunning views at elevations of about 4,700–4,800 feet and are in large open areas at the edge of steep slope drop-offs that have cut rock faces and lush forest on the opposite side. Exhibit panels at the Cradle of Forestry Overlook provide information about the history of the Cradle of Forestry and forest management.

In Wagon Road Gap, at an elevation of 4,542 feet, the **Wagon Road Gap Maintenance Building (MP 411.80, 1957, C–Building)** is on the west side of the Parkway and obscured from view by woodlands. It is a typical one-story, rectangular, NPS maintenance building. The **Cold Mountain Overlook (MP 411.80, 1939–1955 C–Structure)** is immediately south of the maintenance area on the west side of the Parkway has views of mountain peaks to the west. Immediately south of the overlook, the Parkway crosses over US Route 276 in the gap on the **US Rt 276 Bridge (MP 411.90, 1963, C–Structure)**, a single-span, rigid-frame concrete, segmental-arch, curved angle structure with native stone random ashlar veneer on all surfaces, except for the underside of the barrel arch. It has steeply sloped embankments topped by shallow stone parapet walls and flanked by wood guard-rails. An on/off ramp north of the bridge provides access to the road below.

Between MPs 412 and 418 and at elevations of 3,900–4,600 feet, the Parkway passes five crescent-shaped overlooks: the **Wagon Road Gap Overlook (MP 412.20, 1939–1955, C–Structure)**, **Pounding Mill Overlook (MP 413.20, 1939–1955, C–Structure)**, **Cherry Cove Overlook (MP 415.60, 1955, C–Structure)**, **Log Hollow**

Overlook (MP 416.20, 1939–1955, C–Structure), and the **Looking Glass Rock Overlook (MP 417.00, 1955, C–Structure)**. The Wagon Road Gap Overlook has forest views. The other four afford excellent close and distant views of surrounding undeveloped mountain and valley landscapes. After passing the Looking Glass Rock Overlook, the Parkway runs through lush forest and curves around a U-shaped bend before continuing along a high ridgeline.

Section 2V (Map Sheets 74.0–76.0)

The Parkway skirts knobs and summits and dips into gaps at elevations of 4,000–6,000 feet through lush forests and past steep cut rock slopes and steep cliff edges lined with stone walls and wood guard-rails. Expansive close and distant views of the surrounding undeveloped mountains and valleys are along the route. The crescent-shaped **East Fork Overlook (MP 418.30, 1955, C–Structure)** is at an elevation of 4,995 feet and affords sweeping excellent views to the northeast over a stone retaining wall and a steep cut rock face to the southwest.

In an open grassy area at an elevation of 5,120 feet, the crescent-shaped **Graveyard Fields Overlook (MP 418.80, 1955, C–Structure)** and the **Graveyard Fields Overlook Vault Toilet (MP 418.80, early 21st c., NC–Building)** are on the north side of the Parkway overlooking the expansive Graveyard Fields. Information about the evolution of the forest in the area is provided on exhibit panels and NPS overlook signage. Post-and-rail fencing line the boundaries of the overlook and its grass island. At an elevation of 5,330 feet, the crescent-shaped **John Rock Overlook and Trail (MP 419.30, 1955, mid-20th c., C–Structures [2])** are on the south side of the Parkway. The forested trail leads south to an opening in the wood line. The next overlook, the **Fetterbush Overlook (MP 421.70, 1955, C–Structure)**, at an elevation of 5,494 feet, has framed views between trees. The Parkway then extends along the ridgeline through lush forests of deciduous and coniferous trees and thickets of rhododendrons as it passes steep cut rock slopes and steep cliff edges lined with stone walls and wood guard-rails.

Expansive close and distant views of the surrounding undeveloped mountains and valleys are along the route. The **Devil's Courthouse Tunnel (MP 422.05, 1941, C–Structure)** is in a forested stretch of road and allows both lanes of the Parkway to pass through the mountain. It is a vaulted arch concrete-lined tunnel with rock-faced ashlar stone retaining walls and voussoirs at both entrances. The **Devil's Courthouse Overlook and Trail (MP 422.40, 1955, C–Structure)** is at an elevation of 5,462 feet (Photo 104). A large rock outcropping is near the crescent-shaped overlook, which provides parking for the Devil's Courthouse Trail that leads east to a natural rock formation called the Devil's Courthouse. The overlook also affords open views of Devil's Courthouse to the southeast. Exhibit panels at the overlook provide visitors with information about wildlife and geological features in the area. At an elevation of 5,415 feet, the forested, crescent-shaped **Mount Hardy Overlook (MP 422.80, 1939–1955, C–Structure)** has a gun-board sign with information about the planting of the red-spruce forest in the 1940s. Next, the **NC Rt 215 Bridge (MP 423.29, 1960, C–Structure)** carries the Parkway over NC Route 215 in Beech Gap. The bridge is a single-span, rigid-frame concrete, segmental-arch structure with native stone

random ashlar facing on all surfaces, except for the exposed concrete barrel of the arch. It has steeply sloped embankments topped by shallow stone parapet walls.

From Beech Gap, the Parkway ascends the Great Balsams in dense forest to elevations of approximately 5,000–6,000 feet (Photo 105), passing eight overlooks: the **Courthouse Valley Overlook (MP 423.50, 1955, C–Structure)**, **Herrin Knob Overlook (MP 424.50, 1955, C–Structure)**, **Wolf Mountain Overlook (MP 424.80, 1955, C–Structure)**, **Rough Butt Bald Overlook (MP 425.40, 1939–1955, C–Structure)**, **Bear Pen Gap Overlook (MP 427.60, 1955, C–Structure)**, **Spot Knob Overlook (MP 427.80, 1939–1955, C–Structure)**, **Caney Fork Overlook (MP 428.00, 1955, C–Structure)**, and the **Beartrap Gap Overlook (MP 428.50, 1955, C–Structure)**. The overlooks are a mix of crescent-shaped and pull-off overlooks, with grassy islands and a mix of NPS overlook signs and exhibit panels. Some of the overlooks have stone retaining walls along steep cliff edges. They afford expansive, stunning views and are typically in large open areas at the edge of high-elevation steep slope drop-offs.

Section 2W (Map Sheets 76.0–77.1)

The Parkway follows Great Balsams and Plott Balsams, skirting knobs and summits and dipping into gaps, in lush forests of deciduous and coniferous trees and thickets of rhododendrons. At elevations of 3,000–6,000 feet, it passes steep cut rock slopes and steep cliff edges lined with stone walls and wood guard-rails. Along the route, expansive close and distant views of the surrounding undeveloped mountains and valleys are available at breaks in the forest and over steep cliffs. Over approximately nine miles, 11 overlooks afford expansive, stunning views: the **Beartrail Ridge Overlook (MP 430.40, 1958–1962, C–Structure)**, **Cowee Mountains Overlook (MP 430.70, 1958–1962, C–Structure)**, **Haywood Jackson Overlook (MP 431.00, 1958–1962, C–Structure)**, **Richland Balsam Overlook and Trail (MP 431.00. and 431.30, 1958–1962, 1961, C–Structures [2])**, **Lone Bald Overlook (MP 432.70, 1958–1962, C–Structure)**, **Roy Taylor Forest Overlook and Trail (MP 433.30, 1958–1962, C–Structures [2])**, **Doubletop Mountain Overlook (MP 435.10, 1958–1962, C–Structure)**, **Licklog Gap Overlook (MP 435.80, 1958–1962, C–Structure)**, **Grassy Ridge Mine Overlook (MP 436.70, 1962, C–Structure)**, **Steestachee Bald Overlook (MP 438.90, 1958–1962, C–Structure)**, and the **Cove Field Ridge Overlook (MP 439.30, 1958–1962, C–Structure)**. Most of these overlooks are crescent shaped and in large open areas at the edge of high-elevation steep drop-offs and have grassy islands and a mix of NPS overlook signs and exhibit panels. At 6,053 feet, the Richland Balsam Overlook is at the highest elevation of the Parkway as indicated by a wood sign mounted on random coursed stone piers centered in a stone-laid terrace (Photo 106).

Curving along the ridge, the **Pinnacle Ridge Tunnel (MP 439.70, 1945, C–Structure)** allows both lanes of the Parkway to go through the mountainside. The tunnel is framed by steep cut rock faces on one side and forest on the other and is a vaulted arch concrete-lined tunnel with rock-faced ashlar stone retaining walls and voussoirs at the north and south entrances. Descending slightly toward Balsam Gap through forest and thickets of rhododendrons, the Parkway passes five crescent-shaped overlooks with grassy islands and a mix of NPS overlook

signs and exhibit panels: the **Saunook Overlook (MP 440.00, 1958–1962, C–Structure)**, **Waynesville Overlook (MP 440.80, 1962, C–Structure)**, **Standing Rock Overlook (MP 441.40, 1962, C–Structure)**, **Rabb Knob Overlook (MP 441.90, 1962, C–Structure)**, and the **Balsam Gap Overlook (MP 442.20, 1962, C–Structure)**. These overlooks offer a mix of expansive and framed views of the surrounding mountains.

As the Parkway reaches Balsam Gap at an approximate elevation of 3,300 feet, Ranger Drive extends south from the Parkway to the Balsam Gap maintenance area, which is screened from the Parkway by dense woodlands. The area has an asphalt-paved area enclosed by fencing and the **Balsam Gap Maintenance: Maintenance Building, Interpretive Office and Storage, Vehicle Storage, Pole Barn, and Wash Rack (MP 442.80, 1962, 1981, 1965–1983, 1999, 2005, C–Buildings [3], NC–Building [1], NC–Structure [1])**. The maintenance buildings are typical one-story, rectangular, concrete-block and wood-frame, NPS maintenance buildings. Immediately outside the enclosed area are the **Balsam Gap Maintenance: Residences 430 and 431 (MP 442.80, 1958, C–Buildings [2])**. They are one-story, rectangular, wood-frame ranch-type houses. Each has a shallow side-gable roof surfaced with asphalt shingles, vinyl-sided walls, and a concrete foundation. A carport and enclosed patio extend from each house beneath an extension of the roof. The maintenance area and residences are typical mid-twentieth-century utilitarian buildings designed and constructed to support the maintenance and use of the Parkway. The area also contains about seven small-scale, uncounted buildings and structures.

Passing through Balsam Gap, the Parkway crosses US Routes 23 and 74 on the **US Rt 23/74 Bridge (MP 443.01, 1963, C–Structure)**. The bridge is a quadruple-span, three-compartment, cast-in-place concrete box-girder and cast-in-place structure with concrete abutments and piers. The bridge is topped with concrete parapets and metal guard-rails. From the gap, the Parkway gently ascends the ridgeline.

Section 2X (Map Sheets 77.0–78.1)

Beginning at MP 244, the Parkway is defined by high elevations along the ridgeline, where sweeping distant views of the surrounding wilderness and mountain ranges through clearings and at overlooks embody the feel and landscape of the Parkway and mountains. Along the route, the Parkway traverses steep slopes with stone retaining walls and wood guard-rails and steep cut rock outcroppings in lush forest. In this section, seven overlooks are at elevations of 3,000–6,000 feet: **The Orchards Overlook (MP 444.48, 1960, C–Structure)**, **Mount Lyn Lowry Overlook (MP 445.10, 1960, C–Structure)**, **Woodfin Valley Overlook (MP 446.00, 1960, C–Structure)**, **Woodfin Cascades Overlook (MP 446.70, 1960, C–Structure)**, **Wesner Bald Overlook (MP 447.90, 1960, C–Structure)**, **Scott Creek Overlook (MP 448.30, 1960, C–Structure)**, **Fork Ridge Overlook (MP 448.90, 1960, C–Structure)**, and the **Yellowface Overlook (MP 450.20, 1960, C–Structure)**. These are a mix of loop, crescent-shaped, and pull-off type overlooks that afford forested or open sweeping views. The Parkway crosses over one secondary road on the **Hood Road Bridge (MP 444.43, 1967, C–Structure)**, a single-span, rigid-frame, reinforced concrete slab bridge with cast-in-place concrete abutments.

After the Hood Road Bridge, the Parkway reaches a two-way spur road that extends north to the peak of Waterrock Knob at an elevation of 5,820 feet. It passes the crescent-shaped **Browning Knob Overlook (MP 451.20, 1960, C–Structure)** and reaches a large loop parking area at the **Waterrock Knob Overlook (MP 451.20, 1960, C–Structure)**, **Waterrock Knob Visitor Center (MP 451.20, 1960, 2005, C–Building)**, **Waterrock Knob Vault Toilets – East and West (MP 451.20, 2005, NC–Buildings [2])**, and the **Waterrock Knob Trail (MP 451.20, 1960, C–Structure)** (Photos 107 and 108). The Browning Knob Overlook is on the east side of the spur road and provides parking and an expansive unobstructed view to the east of the surrounding undeveloped mountain range and route of the Parkway. It also contains a memorial plaque that explains the naming of Browning Knob for R. Getty Browning, who was instrumental in the development of the Parkway. Waterrock Knob is open, dappled by high-elevation evergreens, and has ample visitor parking to access nearby visitor amenities such as a visitor center. The overlook affords 360-degree views of the mountain range, including the northern route of the Parkway along the ridge. The visitor center is a one-story, altered rustic wood-frame building, and the vault toilets are one-story, gable-roof, concrete-block buildings. At the northeast end of the knob, the Waterrock Knob Trail leads along an asphalt-paved and earthen path to an overlook and up the knob.

Five overlooks are between MPs 452 and 455 at elevations of 4,500–5,500 feet: the **Cranberry Ridge Overlook (MP 452.10, 1960, C–Structure)**, **Woolyback Overlook (MP 452.30, 1960, C–Structure)**, **Hornbuckle Valley Overlook (MP 453.30, 1960, C–Structure)**, **Thunder Struck Ridge Overlook (MP 454.30, 1960, C–Structure)**, and **Fed Cove Overlook (MP 455.10, 1960, C–Structure)**. The Fed Cove Overlook is pull-off type; the other four are crescent shaped. All the overlooks are built out on steep slopes along the Parkway, are in beautiful settings dotted by evergreen trees, and have large rock slopes along the opposite side of the road corridor. They offer panoramic and grand views over the mountain range and valleys.

The **Browning Cabin (MP 455.50, 1937, C–Building)** is on the east side of the Parkway and is obscured from view by dense, lush forest and elevated on a slight hill. A 0.2-mile gated old road climbs the hill to the partially collapsed, one-and-one-half-story, gable-roof log cabin. Northwest of the junction with the Browning Cabin access road is the crescent-shaped **Soco Gap Overlook (MP 455.50, 1940, C–Structure)**, which offers parking bounded by thickets of rhododendrons and a dense forest.

Section 2Y (Map Sheets 78.0–79.0)

In Soco Gap, at an elevation of 4,340 feet and in mature forest, the Parkway crosses US Route 19 on the **US Rt 19 Bridge (MP 455.68, 1961, C–Structure)**, which has on/off ramps on its north and south sides. The south on/off ramp provides access to the Soco Gap maintenance area on Davey Boulevard. The area contains the **Soco Gap Maintenance: Maintenance Building and Residence 32 (MP 455.60, 1957, 1924, C–Buildings [2])** and the **Davey House, Garage and Apartment, and Smokehouse (MP 455.60, 1924, C–Buildings [3])** (Photo 109). The area is bounded by dense forest and is obscured from view along the Parkway. The maintenance building is

a typical, one-story, concrete-block building. The Davey House and its outbuildings are log and wood-frame buildings with gable roofs and rubble stone foundations.

On the ridgeline at elevations of 4,000–6,000 feet in dense forest and thickets of rhododendrons, the Parkway passes the crescent-shaped and forested **Jonathan Creek Overlook (MP 456.20, 1942, C–Structure)**. It traverses the **Docks Gap Bridge (MP 457.66, 1942, C–Structure)**, a single-span, rigid-frame, concrete, segmental-arch bridge with wingwalls and spandrel walls clad in native stone random ashlar and arrives at the pull-off **Plott Balsam Overlook (MP 457.90, 1942, C–Structure)** at an elevation of 5,020 feet. This overlook has an informational gun-board sign, overlook sign, and excellent views to the south of the surrounding mountains and valley below.

Next, the Parkway reaches a junction with the **Heintooga Spur Road (MP 458.20, 1956, C–Structure)**, which extends north approximately 3.5 miles through dense forest to the boundary of Great Smoky Mountains National Park. Along the road are five overlooks: the **Heintooga Spur Road – Mile High Overlook, Maggie Valley Overlook, Lake Junaluska Overlook, Horsetrough Ridge Overlook, and the Black Camp Gap Overlook (MP 458.20, 1956, C–Structures [5])**. The pull-off and crescent-shaped overlooks afford sweeping excellent views of the mountains. The Black Camp Gap is the northernmost of these overlooks and has parking to access the Masonic Monument, which is north of the overlook and nestled in woods on a slight hill. The monument, a three-tier stone structure, comprises the **Masonic Monument and Shelter (MP 458.20, 1956, C–Structure)** and is accessed by the **Masonic Monument Trail (MP 458.20, 1956, C–Structure)** (Photo 110). It was erected by the local Masonic Orders in a wood-frame gable-roof structure. The Parkway continues into Great Smoky Mountains National Park, which is marked by NPS signage.

The Parkway then passes through three tunnels and reaches three overlooks. The **Lickstone Ridge Tunnel (MP 458.69, 1946, C–Structure)**, **Bunches Bald Tunnel (MP 459.29, 1947, C–Structure)**, and **Big Witch Tunnel (MP 461.14, 1947, C–Structure)** are within dense forested stretches of the road corridor with the tunnel names on NPS signage. The tunnels are vaulted, curved structures that have an arched rock-face random ashlar stone portal at each entrance and a concrete-lined interior. The entrances abut tree-covered mountainside on one side and a steep embankment on the other and offer open views of the valley below. On the west side of the Parkway, the **Lickstone Ridge Overlook (MP 458.90, 1942, C–Structure)**, **Bunches Bald Overlook (MP 459.50, 1942, C–Structure)**, and the **Jenkins Ridge Overlook (MP 460.80, 1942, C–Structure)** are at elevations of 5,150, 4,925, and 4,445 feet, respectively. Bunches Bald Overlook is a pull-off type, and the other two are crescent-shaped overlooks. They provide sweeping panoramic views to the west. The Lickstone Ridge Overlook has exhibit panels with information about the history of the Cherokee in the area. After passing the Jenkins Ridge Overlook, the Parkway continues along the ridgeline in lush forest.

Section 2Z (Map Sheets 79.0–80.0)

Over the southernmost nine miles of the Parkway, the road descends the ridgeline from an elevation of approximately 4,000 feet to the Oconaluftee River at an elevation of approximately 2,000 feet. In a forested stretch, the Parkway crosses through Big Witch Gap on the **Big Witch Bridge (MP 461.60, 1950, C–Structure)** over Bureau of Indian Affairs Route 405. The bridge is a single-span, rigid-frame, reinforced concrete slab structure with vertical cast-in-place concrete abutments and wingwalls and is topped by wood guard-rails. The Parkway then passes the crescent-shaped **Big Witch Overlook (MP 461.80, 1957, C–Structure)** on the north side of the Parkway. The overlook is in a large open area bounded by forest with views of nearby mountains. The next overlook, the crescent-shaped **Thomas Divide Overlook (MP 463.90, 1957, C–Structure)**, is at an elevation of 3,735 feet and affords excellent views of Thomas Divide to the east and dense forest in the immediate setting. The **Rattlesnake Mountain Tunnel (MP 465.69, 1958, C–Structure)** and **Sherrill Cove Tunnel (MP 466.24, 1958, C–Structure)** are the southernmost two tunnels along the Parkway. They are vaulted, curved structures with an arched rock-face random ashlar stone portal at each entrance and a concrete-lined interior. The entrances abut tree-covered mountainsides, with a steep embankment on one side. The Parkway extends through the Qualla Boundary of the Eastern Band of the Cherokee in this section.

Steeply descending to below 3,000 feet in elevation, the Parkway passes four overlooks on its north side: the **Ballhoot Scar Overlooks A and B (MP 467.30, 1957, C–Structures [2])**, the **Raven Fork Overlook (MP 467.80, 1957, C–Structure)**, and the **Oconaluftee River Overlook (MP 468.40, 1957, C–Structure)**. They are a mix of pull-off and crescent-shaped overlooks in small mown clearings, which have framed and open views of the surrounding mountains and forest. They have typical NPS signage, and some have interpretive panels. Over the southernmost mile of the Parkway, the road widens to have pull-off lanes on both sides, where Blue Ridge Parkway signage marks the southern terminus of the Parkway in the same way that the northern terminus is marked. The end of the Parkway, and its southernmost structure, is the **Oconaluftee River Bridge (MP 469.01, 1957, C–Structure)**, which carries the Parkway over the Oconaluftee River and to the boundary of Great Smoky Mountains National Park (Photo 111). The bridge is in a forested setting that affords views to the east and west of the river. It is a five-span, stringer, multi-beam girder structure with cast-in-place concrete abutments, piers, and wingwalls that are faced with native stone random ashlar. At the south end of the bridge, the Parkway reaches its south terminus and intersects with US Route 441.

STATEMENT OF INTEGRITY

The Blue Ridge Parkway retains all aspects of historic integrity (location, design, setting, materials, workmanship, feeling, and association) and clearly conveys its historic significance as the nation's premier long-distance scenic and recreational parkway. The 469-mile roadway and majority of the buildings, sites, and structures that contribute to the district retain a high degree of their original physical appearance.

Location

The Parkway's location is among the most important aspects of its significance and remains unchanged since the end of the period of significance in 1987. The general location of the route was determined by the Parkway's essential purpose to provide an automobile road link between Shenandoah and Great Smoky Mountains National Parks. The roadway's specific location was selected to take maximum advantage of the topographical diversity and the natural and cultural scenery of the Southern Appalachian mountain region. Most of the Parkway's route was established in the 1930s when NPS landscape architects and BPR engineers conducted surveys and staked the roadway's location. Where possible, the roadway was routed through federally owned national forests, but substantial sections passed through private lands where the States of Virginia and North Carolina were responsible for acquiring the right of way. The final location of the Parkway was established in 1968 when North Carolina completed the acquisition of the right of way around Grandfather Mountain in Section 2H, making it possible to construct the last segment and open the Parkway's entire length.

The location of the wayside parks developed during the period of significance also remains unchanged. A number of historic buildings and structures within the parks were moved from their original locations to create pioneer exhibits, but those actions occurred within the district's period of significance and were done to further the Parkway's early interpretive program that focused on creating an idealized view of Appalachian culture.

Design

The design of the Parkway is well-preserved as is evident in its adherence to the principles that distinguished early twentieth-century parkways from other types of roads and the application of the methods that the NPS and BPR employed to construct roadways that blended with their environments. The basic design intent was established during the initial development of the Parkway during the mid-1930s and was carried through its completion in 1987. Most of the changes to the Parkway since the end of its period of significance in 1987 have been made to bring it into conformance with highway safety standards and maintain the structural integrity of certain sections of the roadway damaged by weather events, rockslides, or erosion. Modern road safety improvements have included the addition of road signage and line painting and the reconstruction and installation of new guard-walls and rails, sometimes in locations that previously did not contain such safety measures. Damage to portions of the Parkway from erosion, slope failure, and landslides, often caused by severe storms, necessitates rehabilitation work and ongoing maintenance. Such damage is repaired and rehabilitated through slope stabilization, road resurfacing, edge erosion rehabilitation, pavement marking, crack sealing, light pavement patching, shoulder stabilization, stone curb resetting, sidewalk reconstruction, and guardrail and stone guard-wall repair and reconstruction. Culverts, headwalls, inlets, ditches, and outfalls are inspected and evaluated for needed repairs and replacement for safety purposes. Certain vistas and views from the roadway and overlooks have not been maintained according to their original design intent. Although these changes have resulted in some loss of original details, the overall landscape design of the road remains intact and is highly illustrative of the original vision of the Parkway planners.

The landscape designs of the wayside parks are intact with most original trails, campgrounds, picnic areas, and visitor facilities exhibiting their original layouts and design features. Non-contributing facilities added since 1987 conform to the design ideas that evolved during the period of significance and do not detract from the overall design character of those areas.

Setting

The setting of the Parkway is a key aspect that distinguished it from the earlier suburban parkways that served as its models. Parkway planners capitalized on its location to present an ever-changing sequence of views of majestic mountains, river valleys, agricultural countryside, and forests to create the impression of a national park that extends far beyond the narrow right of way. The original Parkway planners understood the negative effects that incompatible off-Parkway development would have on the setting and took measures to protect it by implementing a scenic easement program that proved to be of limited success and was ultimately abandoned by the late 1930s.

When evaluated over the entire length of the Parkway, the setting is remarkably intact. Where distant and isolated patches of incompatible development are visible in long range views from Parkway they tend to be minimized within the viewshed. Many of the most spectacular views from mountains and ridge lines are of areas that are ill-suited for development and have therefore remained unspoiled. The approximately 170 miles of the Parkway that run through national forests are afforded protection through “scenic zones” that were established by the USFS.

However, in some sections where the Parkway is bordered by privately held lands encroaching residential and commercial development, intrusive commercial signage, the erection of telecommunication towers and electrical transmission lines, and other alterations in land use are readily apparent the forefront of views and detract from the setting of those areas. Incompatible development is most often visible near places where intersecting and adjacent roads are located and is particularly intrusive in the vicinity of the cities and towns like Roanoke, Blowing Rock, and Asheville. In some instances, the NPS has had to resort to planting vegetation within the right of way to screen incompatible views. The problem of encroaching development has always been and will continue to be the most significant threat to the Parkway’s setting and overall historic integrity.

Materials and Workmanship

Nearly all of the road structures, including bridges, tunnels, retaining walls, and guard walls, retain their original materials. Most are constructed of concrete and have native stone facing, intended to blend the structures with the surrounding environment. Similarly, most of the recreation and service buildings and structures that were constructed in the 1930s and 1940s have original wood and stone materials that were employed to evoke the traditional vernacular building forms of the Southern Appalachian region. Some buildings and structures that were constructed by the NPS or concessionaires in wayside parks have been removed and others have been altered

by the application of modern materials to make them easier to maintain. Those constructed during Mission 66 and later often have materials such as exposed concrete or stucco and wood trim that was consistent with their Modern-style appearance. The historic log cabins and wood-frame buildings and structures that were preserved and grouped into interpretive exhibits retain their materials to a high degree. Changes in materials, particularly the application of vinyl siding and the replacement of original windows, is more common on buildings and structures that were built to support the Parkway's operation, including maintenance facilities, ranger stations, and staff residences. However, as these buildings are usually located in areas that are screened from public view, the alteration of materials has little impact on the overall integrity of the Parkway.

The workmanship required to successfully implement the design intent of the Parkway remains evident throughout its route and wayside park areas. Workmanship is expressed by the expert layout of the roadway to produce desired scenic effects, the extensive landscape design measures taken to repair construction scars and improve the Parkway's setting, and the careful planning that went into the placement, layout, design, and construction of recreational and service facilities.

Feeling and Association

The combined integrity of location, design, setting, materials, and workmanship allows the Parkway to convey its feeling as an early twentieth-century scenic and recreational parkway and its association with nationally important historic trends and events during its development between 1933 and 1987. The Parkway's integrity of feeling is expressed through the retention of all the key design elements that characterize it as a master work of NPS landscape architecture and BPR road engineering and establish it as the pinnacle achievement of American parkway design. The Parkway is definitively a product of its time and clearly conveys its associations as a major New Deal economic relief and recreational development project, as well as the national commitment to complete its construction over more than 50 years. The Parkway continues to serve its original purpose of providing a leisurely scenic and recreational driving experience along its entire 469-mile route between Shenandoah and Great Smoky Mountains National Parks and remains one of the nation's most popular national parks.

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Previous documentation on file (NPS):

_ Previously listed in the National Register (fill in 1 through 6 below)
X_ Not previously listed in the National Register (fill in **only** 4, 5, and 6 below)

1. NR #:
2. Date of listing:
3. Level of significance:
4. Applicable National Register Criteria: A X B__ C X D__
5. Criteria Considerations (Exceptions): A__ B__ C__ D__ E__ F__ G X
6. Areas of Significance: Entertainment/Recreation, Transportation, Conservation, Landscape Architecture, Engineering

__ Previously Determined Eligible for the National Register: Date of determination:
__ Designated a National Historic Landmark: Date of designation:
X_ Recorded by Historic American Buildings Survey: HABS No. NC-188, VA-165, VA-1406, VA-1407, VA-1507
X Recorded by Historic American Engineering Record: HAER No. NC-42 series
__ Recorded by Historic American Landscapes Survey: HALS No.

Location of additional data:

State Historic Preservation Office: Virginia, North Carolina
Other State Agency:
Federal Agency: National Park Service
Local Government:
University: University of North Carolina
Other (Specify Repository): Blue Ridge Parkway Archives

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Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
0.00-469.0	All	Blue Ridge Parkway Historic District Landscape	None	1935-1987	Site	Contributing	All
0.00-469.0	All	Blue Ridge Parkway	None	1935-1987	Structure	Contributing	All
0.00-469.0	None	Drainage System	None	1935-1987	Structure	Contributing	Various
0.00-469.0	None	Retaining Walls	None	1935-1987	Structure	Contributing	Various
0.00-469.0	None	Parapet Guard-Walls	None	1935-1987	Structure	Contributing	Various
0.00-469.0	None	Rock Embankments	None	1935-1987	Structure	Contributing	Various
0.00-469.0	None	Road Guard-Walls	None	1935-1987	Structure	Contributing	Various
0.00-469.0	None	Guard-Rails	None	1935-1987	Structure	Contributing	Various
0.00-469.0	None	Parkway Signage and Mile Markers	None	1935-1987	Structure	Contributing	Various
0.00	1.0	I-64 Bridge	160P	1970-1971	Structure	Contributing	None
0.00	1.0	Shenandoah Overlook	None	1940	Structure	Contributing	None
0.01	1.0	U.S. Rt 250 Bridge	001P	1941	Structure	Contributing	None
0.10	1.0	Rockfish Gap Overlook	None	1940	Structure	Contributing	1
0.30	1.0	Afton Overlook	900P	1940	Structure	Contributing	None
1.50	1.0	Rockfish Valley Overlook	901P	1940	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
2.90	1.0	Shenandoah Valley Overlook	902P	1940	Structure	Contributing	None
5.70	2.1	Humpback Rocks Visitor Center	B269	1981	Building	Contributing	None
5.70	2.1	Humpback Rocks Mtn. Farm Trail	None	1952-1953	Structure	Contributing	None
5.80	2.1	Humpback Rocks Mtn. Farm Log Cabin	B279	1890	Building	Contributing	2
5.80	2.1	Humpback Rocks Mtn. Farm Chicken House	B273	1881 or 1938	Structure	Contributing	None
5.80	2.1	Humpback Rocks Mtn. Farm Meat House/Root Cellar	B274	1881	Structure	Contributing	None
5.80	2.1	Humpback Rocks Mtn. Farm Barn	B272	1881	Building	Contributing	None
5.80	2.1	Humpback Rocks Mtn. Farm Bearproof Pig Pen	B356	1952–1953	Structure	Contributing	None
5.80	2.1	Humpback Rocks Mtn. Farm Springhouse	B270	1900	Structure	Contributing	None
6.00	2.0	Humpback Gap Overlook	None	1943	Structure	Contributing	None
8.40	2.2	Humpback Rocks Picnic Area	None	1954, 1965	Site	Contributing	None
8.40	2.2	Humpback Rocks Picnic Area Comfort Station North	B043	1954	Building	Contributing	3
8.40	2.2	Humpback Rocks Picnic Area Comfort Station South	B044	1965	Building	Contributing	None
8.80	2.2	Greenstone Overlook	905P	1940	Structure	Contributing	None
8.80	2.2	Greenstone Trail	None	Mid-20th c.	Structure	Contributing	None
9.67	2.0	Dripping Rock Overlook	1243P	1941	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
10.40	2.0	Rock Point Overlook	906P	1940	Structure	Contributing	None
10.70	2.0	Ravens Roost Overlook	907P	1940	Structure	Contributing	4
11.70	3.0	Hickory Spring Overlook	1242P	1941	Structure	Contributing	None
13.10	3.0	Three Ridges Overlook	908P	1940	Structure	Contributing	7
13.70	3.0	Reids (Reeds) Gap Parking Area	None	Mid-20th c.	Structure	Contributing	None
15.40	3.1	Love Maintenance Building	B365	1958	Building	Contributing	8
15.40	3.1	Love Maintenance: Residence 404	B404	1958	Building	Contributing	None
15.40	3.1	Love Maintenance: Residence 411	B411	1958	Building	Contributing	None
15.50	3.0	Carl Hewitt House	B727	Mid-20th c.	Building	Non-Contributing	None
15.50	3.0	Hewitt Root Cellar	B729	Mid-20th c.	Structure	Non-Contributing	None
15.50	3.0	Hewitt Springhouse	B730	Mid-20th c.	Structure	Non-Contributing	None
17.60	4.0	The Priest Overlook	909P	1940	Structure	Contributing	None
18.50	4.0	White Rock Gap Parking Area	None	Mid-late 20th c.	Structure	Contributing	None
19.00	4.0	20-Minute Cliff Overlook	910P	1940	Structure	Contributing	9
19.90	4.0	Slacks Overlook	911P	1940	Structure	Contributing	None
22.20	4.0	Bald Mountain Overlook	912P	1940	Structure	Contributing	10
23.00	4.0	Fork Mountain Overlook	913P	1940	Structure	Contributing	None
26.30	5.0	Big Spy Mountain Overlook	914P	1940	Structure	Contributing	None
26.30	5.0	Big Spy Mountain Trail	None	1940	Structure	Contributing	None
27.16	5.0	VA Rt 56 Bridge	002P	1949	Structure	Contributing	11

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
29.00	6.1	Montebello Maintenance: Ridge District Office	B371	1959	Building	Contributing	12
29.00	6.1	Montebello Maintenance: Residence 169	B169	1958	Building	Contributing	None
29.00	6.1	Montebello Maintenance: Residence 170	B170	1958	Building	Contributing	None
29.00	6.1	Montebello Maintenance: Office/Storage/Shops	B171	1949	Building	Contributing	13
29.00	6.1	Montebello Maintenance: Oil/Paint Storage	B173	1949	Building	Contributing	None
29.00	6.1	Montebello Maintenance: Vehicle Storage	B175	1949	Building	Contributing	None
29.45	6.0	VA Rt 603 Bridge	162P	1945	Structure	Contributing	None
31.55	6.0	Stillhouse Hollow Overlook	1239P	1942	Structure	Contributing	None
34.40	7.0	Yankee Horse Ridge Overlook	916P	1940	Structure	Contributing	None
34.40	7.0	Yankee Horse Loop Trail	None	1960	Structure	Contributing	14
35.67	7.0	Ravine Viaduct	0003P	1942	Structure	Contributing	None
37.46	7.0	Irish Gap Bridge	0004P	1950	Structure	Contributing	None
38.80	7.0	Boston Knob Overlook	917P	1940	Structure	Contributing	None
38.80	7.0	Boston Knob Trail	None	1940	Structure	Contributing	None
42.42	8.0	Irish Creek Valley Overlook	1238P	1942	Structure	Contributing	None
44.40	8.0	Whites Gap Overlook	918P	1940	Structure	Contributing	None
44.90	8.0, 9.0	Chimney Rock Mountain Overlook	936P	1940	Structure	Contributing	15

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
45.60	9.0	U.S. Rt 60 Bridge	005P	1959	Structure	Contributing	None
45.70	9.0	Buena Vista Overlook	919P	1940	Structure	Contributing	None
46.87	9.0	County Rd Bridge at MP 46.87	198P	1980	Structure	Contributing	None
47.50	9.0	Indian Gap Parking Area	1237P	1942	Structure	Contributing	16
47.50	9.0	Indian Gap Loop Trail	None	1942	Structure	Contributing	None
49.30	9.0	House Mountain Overlook	920P	1940	Structure	Contributing	None
50.55	10.0	Robinson Gap Bridge	006P	1958	Structure	Contributing	None
51.70	10.0	Punch Bowl Mountain Overlook	921P	1970-1989	Structure	Contributing	None
52.80	10.0	Bluff Mountain Overlook	922P	1940	Structure	Contributing	None
53.01	10.0	Bluff Mountain Tunnel	133P	1957	Structure	Contributing	17
53.60	10.0	Rice Mountain Overlook	923P	1942	Structure	Contributing	None
55.10	10.0, 11.0	White Oak Flats Overlook	924P	1940	Structure	Contributing	None
55.10	10.0, 11.0	White Oak Flats Trail	None	Mid-20th c.	Structure	Contributing	None
55.80	11.0	Dancing Creek Overlook	925P	1940	Structure	Contributing	None
56.58	11.0	Otter Creek Culvert #1	007P	1959–1960	Structure	Contributing	None
57.60	11.0	Upper Otter Creek Overlook	926P	1959	Structure	Contributing	None
58.20	11.0	Otter Creek Flats Overlook	927P	1959	Structure	Contributing	None
58.45	11.0	Otter Creek Culvert #2	008P	1959–1960	Structure	Contributing	None
58.90	11.0	Otter Creek Culvert #3	009P	1959–1960	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
59.59	12.0	Otter Creek Culvert #4	010P	1959–1960	Structure	Contributing	None
59.70	12.0	Middle Otter Creek Overlook	928P	1959	Structure	Contributing	None
59.79	12.0	Otter Creek Culvert #5	011P	1959–1960	Structure	Contributing	None
60.40	12.0	The Riffles Overlook	929P	1959	Structure	Contributing	None
60.80	12.1	Otter Creek Campground	None	1960	Site	Contributing	18-19
60.80	12.1	Otter Creek Campground Restaurant	B307	1960	Building	Contributing	18
60.80	12.1	Otter Creek Campground Kiosk	B758	2008	Building	Non-Contributing	None
60.80	12.1	Otter Creek Campground Bridge	205P	2008	Structure	Non-Contributing	None
60.80	12.1	Otter Creek Campground Comfort Station - Trailer Loop	B308	1960-1961	Building	Contributing	19
60.80	12.1	Otter Creek Campground Comfort Station - Tent Loop	B309	1960-1961	Building	Contributing	None
60.80	12.1	Otter Creek Trail	None	1960	Structure	Contributing	None
61.01	12.0	Otter Creek Culvert #6	012P	1959–1960	Structure	Contributing	None
61.20	12.0	Terrapin Hill Overlook	931P	1959	Structure	Contributing	None
61.33	12.0	Otter Creek Culvert #7	013P	1959–1960	Structure	Contributing	None
61.42	12.0	VA Rt 130 & Otter Creek Bridge	014P	1959–1960	Structure	Contributing	None
62.07	12.0	Otter Creek Bridge	015P	1959–1960	Structure	Contributing	None
62.50	12.0	Lower Otter Creek Overlook	932P	1960	Structure	Contributing	None
63.10	12.0	Otter Lake Parking Area	933P	1940	Structure	Contributing	20
63.10	12.0	Otter Lake Overlook A	None	1955-1963	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
63.10	12.0	Otter Lake Overlook B	None	1955-1963	Structure	Contributing	None
63.10	12.0	Otter Lake Loop Trail	None	1955-1963	Structure	Contributing	None
63.60	12.2	James River Visitor Center	B030	1962	Building	Contributing	21
63.60	12.2	James River Picnic Area	None	1962	Site	Contributing	22
63.60	12.0, 12.2	Trail of Trees	None	1962	Structure	Contributing	None
63.64	12.2	Harry Flood Byrd Memorial Bridge	016P	1959	Structure	Contributing	23
63.64	12.2	Canal Lock Trail	None	1965-1967	Structure	Contributing	None
63.64	12.0	James River and Kanawha Canal and Towpath	B618	1845–1851, restored 1965	Structure	Contributing	24
63.64	12.0	Lock No. 7, 2nd Division, James River and Kanawha Canal	B551	1845–1851, restored 1965	Structure	Contributing	None
63.64	12.0	Lock No. 8, 2nd Division, James River and Kanawha Canal	B617	1845–1851, restored 1965	Structure	Contributing	None
64.86	13.0	Peters Creek Rd (VA Rt 600) Bridge	017P	1960	Structure	Contributing	None
66.30	13.1	James River Maintenance: Mechanic Shop	B047	1942	Building	Contributing	None
66.30	13.1	James River Maintenance: Carpenter/Storage/Fire Cache	B048	1942	Building	Contributing	None
66.30	13.1	James River Maintenance: Equipment Storage	B049	1942	Building	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
66.30	13.1	James River Maintenance: Office & Employee Area	B050	1942	Building	Contributing	None
66.30	13.1	James River Maintenance: Oil/Paint Storage	B051	1942	Building	Contributing	None
66.30	13.1	James River Maintenance: Residence 53	B053	1958	Building	Contributing	None
66.30	13.1	James River Maintenance: Residence 54	B054	1958	Building	Contributing	None
69.10	13.0	James River Valley Overlook	936A	1940	Structure	Contributing	None
72.60	13.0	Terrapin Mountain Overlook	937P	1940	Structure	Contributing	25
74.70	14.0	Thunder Ridge Overlook	938P	1940	Structure	Contributing	None
74.70	14.0	Thunder Ridge Trail	None	1940	Structure	Contributing	None
75.20	14.0	Arnold Valley North Overlook	939P	1940	Structure	Contributing	None
75.30	14.0	Arnold Valley South Overlook	940P	1940	Structure	Contributing	None
76.50	14.0	Apple Orchard Mountain Overlook	1235P	1940	Structure	Contributing	None
78.40	15.0	Sunset Field Overlook	941P	1940	Structure	Contributing	None
79.70	15.0	Onion Mountain Overlook	942P	1940	Structure	Contributing	None
79.70	15.0	Onion Mountain Loop Trail	None	1940	Structure	Contributing	None
79.90	15.0	Black Rock Hill Overlook	943P	1940	Structure	Contributing	None
81.90	15.0	Head Foremost Mountain Overlook	944P	1940	Structure	Contributing	None
83.10	15.0	Fallingwater Cascades Overlook	945P	ca. 1965	Structure	Contributing	None
83.10	15.0	Fallingwater Cascades Trail	None	ca. 1965	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
83.50	15.0	Flat Top Trail Overlook	946P	1957	Structure	Contributing	None
83.50	16.0, 16.3	Flat Top Trail	None	early 1950s	Structure	Contributing	None
85.20	16.1	Peaks of Otter Maintenance: Equipment Storage	B055	1941	Building	Contributing	None
85.20	16.1	Peaks of Otter Maintenance: Gas/Oil House	B353	1957	Building	Contributing	None
85.20	16.1	Peaks of Otter Maintenance: Carpenter Shop/Equipment Storage	B732	1987	Building	Non-contributing	None
85.20	16.1	Peaks of Otter Maintenance: Pole Barn	None	Late 20th c. - Early 21st c.	Structure	Non-contributing	None
85.20	16.1	Peaks of Otter Maintenance: Residence 753	B753	1981	Building	Non-contributing	None
85.20	16.1	Peaks of Otter Maintenance: Residence 752	B752	1982	Building	Non-contributing	None
85.20	16.0, 16.1	Johnson Farm Loop Trail	None	1960s	Structure	Contributing	None
85.20	16.1	Johnson Farm House	HS-154	1845–1852	Building	Contributing	26
85.20	16.1	Johnson Farm Pole Barn	HS-285	1845	Building	Contributing	None
85.20	16.1	Johnson Farm Springhouse	HS-287	1845	Structure	Contributing	None
85.20	16.1	Johnson Farm Meat House	HS-288	1845	Structure	Contributing	None
85.90	16.0, 16.1	Harkening Hill Trail	None	1960s	Structure	Contributing	None
85.60	16.2	Abbott Lake Trail	None	1970s	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
85.60	16.2	Peaks of Otter Restaurant and Gift Shop	B056	1964	Building	Contributing	27
85.60	16.2	Peaks of Otter Lodge	B060-1, -2, -3	1964	Building	Contributing	28
85.60	16.0	Peaks of Otter Visitor Center to Peaks of Otter Lodge Trail	None	1960s	Structure	Contributing	29
85.90	16.0	Sharp Top Road	None	1934	Structure	Contributing	30
85.90	16.0	Sharp Top Summit Trail	None	1930s-1955	Structure	Contributing	None
85.90	16.0	Sharp Top Mountain Bus Shelter	B357	1948–1949	Building	Contributing	31
85.90	16.0	Sharp Top Loop Trail	None	1930s-1955	Structure	Contributing	32
85.90	16.0	Sharp Top Mountain Shelter	HS-165	1925	Building	Contributing	33
85.90	16.0	Sharp Top Mountain Summit Overlook	None	1925	Structure	Contributing	34
85.90	16.3	Peaks of Otter Picnic Area	None	1950, 1955	Site	Contributing	None
85.90	16.3	Peaks of Otter Picnic Area Comfort Station - Upper Loop	B065	1950	Building	Contributing	None
85.90	16.3	Peaks of Otter Picnic Area Comfort Station - Lower Loop	B342	1955	Building	Contributing	None
85.90	16.3	Polly Woods' Ordinary	HS-155	early 19th c.	Building	Contributing	35
85.90	16.4	Peaks of Otter Campground	None	1955, 1962	Site	Contributing	36, 37
85.90	16.4	Peaks of Otter Campground Kiosk	B759	1974	Building	Contributing	36
85.90	16.4	Peaks of Otter Campground Comfort Station - Loop A West	B183	1955	Building	Contributing	37

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
85.90	16.4	Peaks of Otter Campground Comfort Station - Loop A East	B184	1955	Building	Contributing	None
85.90	16.4	Peaks of Otter Campground Comfort Station - Loop B&T	B391	1962	Building	Contributing	None
85.90	16.4	Peaks of Otter Campground Comfort Station - Loop T	B392	1962	Building	Contributing	None
85.90	16.4	Peaks of Otter Campground Comfort Station - Loop B	B393	1964	Building	Contributing	None
85.90	16.4	Peaks of Otter Campground Trails	None	1960s	Structure	Contributing	None
85.90	16.5	Peaks of Otter Visitor Center	B058	1957	Building	Contributing	29
85.90	16.5	Peaks of Otter Country Store	B057	1951	Building	Contributing	None
85.90	16.5	Peaks of Otter Amphitheater	None	1960s	Structure	Contributing	None
85.90	16.5	Elk Run Trail	None	early 1960s	Structure	Contributing	None
85.90	16.5	Peaks of Otter Bus Terminal/Nature Center	B059	1947–1948	Building	Contributing	None
85.90	16.0	Saunders Farm House	B157, HS-610	ca. 1912	Building	Contributing	None
85.90	16.0	Saunders Farm Meathouse	HS-611	ca. 1912	Structure	Contributing	None
89.40	17.0	Upper Goose Creek Valley Overlook	952P	1940	Structure	Contributing	None
90.00	17.0	Porter Mountain Overlook	953P	1940	Structure	Contributing	None
90.89	17.0	VA Rt 43 & Rt 695 Bridge	018P	1941	Structure	Contributing	38
91.80	17.0	Mills Gap Overlook	954P	1940	Structure	Contributing	None
92.10	17.0	Purgatory Mountain Overlook	955P	1940	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
92.40	17.0	Sharp Top Overlook	956P	1940	Structure	Contributing	None
93.10	17.0	Bobletts Gap Overlook	957P	1940	Structure	Contributing	None
93.17	17.0, 18.0	VA Rt 617 Bridge	019P	1941	Structure	Contributing	None
95.20	18.0	Pine Tree Overlook	958P	1940	Structure	Contributing	None
95.30	18.0	Harveys Knob Overlook	959P	1940	Structure	Contributing	39
95.80	18.0	Montvale Overlook	960P	1940	Structure	Contributing	None
96.20	18.0	Iron Mine Hollow North Overlook	961P	1940	Structure	Contributing	None
96.40	18.0	Iron Mine Hollow South Overlook	962P	1940	Structure	Contributing	None
96.90	18.0	Taylors Mountain Overlook	963P	1940	Structure	Contributing	None
99.60	19.0	The Great Valley Overlook	964P	1940	Structure	Contributing	None
100.90	19.0	Quarry Overlook	965P	1940	Structure	Contributing	None
104.33	20.0	VA Rt 652 Bridge	020P	1946	Structure	Contributing	None
104.75	20.0	VA Rt 657 Bridge	021P	1946	Structure	Contributing	None
105.80	20.0	U.S. Rt 460 (Overpass) Bridge	022P	1965	Structure	Contributing	40
106.90	20.0	N & W Railroad Overlook	966P	1965	Structure	Contributing	None
107.00	20.0	Coyner Mountain Overlook	967P	1965	Structure	Contributing	None
107.46	20.0	Glade Creek Bridge	023P	1963	Structure	Contributing	None
108.40	21.0	VA Rt 636 Bridge	024P	1963	Structure	Contributing	None
109.60	21.0	Read Mountain Overlook	968P	1965	Structure	Contributing	None
110.60	21.0	Stewart Knob Overlook	1224P	1965	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
110.60	21.0, 22.0	Roanoke Horse Trail	None	Mid-20th c.	Structure	Contributing	None
111.50	21.0	VA Rt 651 Bridge	025P	1955	Structure	Contributing	None
112.00	21.1	Vinton Maintenance: Office/Storage/Shops/Sign Shop	B377	1964	Building	Contributing	None
112.00	21.1	Vinton Maintenance: Equipment Storage	B506	1964	Building	Contributing	None
112.00	21.1	Vinton Maintenance: Pole Shed	B838	1998	Building	Non-Contributing	None
112.00	21.1	Vinton Maintenance: Ranger Office	B429	1958	Building	Contributing	41
112.00	21.1	Vinton Maintenance: Residence 427	B427	1958	Building	Contributing	None
112.00	21.1	Vinton Maintenance: Residence 422	B422	1958	Building	Contributing	None
112.00	21.1	Vinton Maintenance: Residence 421	B421	1958	Building	Contributing	None
112.00	21.1	Vinton Maintenance: Residence 420	B420	1958	Building	Contributing	None
112.21	21.0	VA Rt 24 Bridge	026P	1962	Structure	Contributing	None
112.90	21.0	Roanoke Basin Overlook	969P	1936	Structure	Contributing	None
113.55	22.0	VA Rt 634 Bridge	027P	1962	Structure	Contributing	None
114.67	22.0	Roanoke River Bridge	028P	1963	Structure	Contributing	None
114.90	22.0	Roanoke River Overlook	970P	1936	Structure	Contributing	None
114.90	22.0	Roanoke River Trails	None	late 1960s	Structure	Contributing	42
115.22	22.0	Roanoke River Parkway	None	1995-2000	Structure	Non-Contributing	None
115.22	22.0	Roanoke River Parkway Bridge #1	199P	1997	Structure	Non-Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
115.30	22.0	Roanoke River Parkway - Back Creek Valley Overlook	1225P	1997	Structure	Non-Contributing	None
115.30	22.0	Roanoke River Parkway - Pine Mountain Overlook	1226P	1997	Structure	Non-Contributing	None
115.30	22.0	Roanoke River Parkway - Mayflower Creek Overlook	1227P	1997	Structure	Non-Contributing	None
115.30	22.0	Roanoke River Parkway Bridge #2	200P	1997	Structure	Non-Contributing	None
115.32	22.0	Highland Road (VA Rt 618) Bridge	029P	1964	Structure	Contributing	None
116.33	22.0	Rutrough Road (VA Rt 658) Bridge	030P	1964	Structure	Contributing	None
116.93	22.0	VA Rt 617 (Overpass) Bridge	031P	1964	Structure	Contributing	None
117.66	22.0	VA Rt 116 Bridge	032P	1964	Structure	Contributing	None
118.42	23.0	VA Rt 666 (Overpass) Bridge	033P	1962	Structure	Contributing	43
119.24	23.0	VA Rt 668 Bridge	034P	1962	Structure	Contributing	None
119.90	23.0	Roanoke Mountain Loop Road		1962–1969	Structure	Contributing	44
119.90	23.0	Roanoke Mountain Loop - Mill Mountain Overlook	971P	1962–1969	Structure	Contributing	45
119.90	23.0	Roanoke Mountain Loop - Overlook #2	972P	1962–1969	Structure	Contributing	None
119.90	23.0	Roanoke Mountain Loop - Overlook #3	973P	1962–1969	Structure	Contributing	None
119.90	23.0	Roanoke Mountain Overlook	974P	1962–1969	Structure	Contributing	None
119.90	23.0	Roanoke Mountain Summit Loop Trail	None	1962–1969	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
120.50	23.0	Mill Mountain Parkway	None	1962–1969	Structure	Contributing	None
120.50	23.0	Mill Mountain Parkway - Gum Spring Overlook	975P	1962–1969	Structure	Contributing	None
120.50	23.0	Mill Mountain Parkway - VA Rt 672 Bridge	035P	1966	Structure	Contributing	None
120.50	23.0	Chestnut Ridge Trail	None	1962–1969	Structure	Contributing	None
120.50	23.0	Mill Mountain Parkway - Chestnut Ridge Overlook	976P	1962–1969	Structure	Contributing	None
120.50	23.1	Roanoke Mountain Campground (Mill Mountain Picnic Area)	None	1964	Site	Contributing	None
120.50	23.1	Roanoke Mountain Campground Kiosk	B676	1974	Building	Contributing	None
120.50	23.1	Roanoke Mountain Campground Amphitheater	B979	1997	Structure	Non-Contributing	None
120.50	23.1	Roanoke Mountain Campground Comfort Station - Upper Tent Loop	B465	1964	Building	Contributing	None
120.50	23.1	Roanoke Mountain Campground Comfort Station - Middle Tent Loop	B466	1964	Building	Contributing	None
120.50	23.1	Roanoke Mountain Campground Comfort Station - Spur Tent Loop	B467	1964	Building	Contributing	46
120.50	23.1	Roanoke Mountain Campground Comfort Station - RV Loop	B468	1964	Building	Contributing	None
120.50	23.0	Mill Mountain Parkway - Yellow Mountain Road Bridge	036P	1966	Structure	Contributing	None
121.42	23.0	U.S. Rt 220 Bridge	037P	1964	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
122.43	23.0	VA Rt 679 Bridge	038P	1959	Structure	Contributing	None
123.20	23.0	Buck Mountain Overlook	977P	1936	Structure	Contributing	None
123.20	23.0	Buck Mountain Trail	None	1936	Structure	Contributing	None
124.07	23.0	VA Rt 615 Bridge	039P	1959	Structure	Contributing	None
124.36	23.0	Back Creek Bridge	040P	1959	Structure	Contributing	None
126.02	24.0	VA Rt 688 Bridge	041P	1960	Structure	Contributing	None
126.20	24.0	Masons Knob Overlook	978P	1936	Structure	Contributing	None
127.56	24.0	VA Rt 691 Bridge	042P	1950	Structure	Contributing	None
128.70	24.0	Metz Run Overlook	979P	1936	Structure	Contributing	None
128.80	24.0	Metz Run Bridge	043P	1960	Structure	Contributing	None
129.20	24.0	Poages Mill Overlook	980P	1936	Structure	Contributing	None
129.50	24.0	Roanoke Valley Overlook	981P	1936	Structure	Contributing	None
129.58	24.0	Ravine Bridge at MP 129.58	044P	1960	Structure	Contributing	48
129.80	24.0	Lost Mountain Overlook	982P	1936	Structure	Contributing	49
130.95	24.0	VA Rt 690 Bridge	045P	1958	Structure	Contributing	None
132.90	24.0	Slings Gap Overlook	983P	1936	Structure	Contributing	None
133.06	24.0	VA Rt 612 Bridge	046P	1958	Structure	Contributing	None
133.60	25.0	Bull Run Knob Overlook	984P	1936	Structure	Contributing	None
134.80	25.0	Poor Mountain Overlook	985P	1960	Structure	Contributing	None
135.98	25.0	VA Rt 602 Bridge	047P	1958	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
139.00	26.0	Cahas Knob Overlook	None	1936	Structure	Contributing	None
143.00	26.0	Pine Spur Maintenance Building	B444	1962	Building	Contributing	None
143.70	27.0	Devils Backbone Overlook	987P	1936	Structure	Contributing	None
144.80	27.0	Pine Spur Overlook	988P	1936	Structure	Contributing	50
146.50	27.0	Bell Springhouse	B025	1910	Structure	Contributing	51
149.00	28.0	Kelley Schoolhouse	B789	1924	Building	Contributing	None
149.00	28.0	Kelley Schoolhouse Garage/Granary	B790	1945	Building	Contributing	None
149.00	28.0	Kelley Schoolhouse Shed	B791	1947	Building	Non-Contributing	None
149.00	28.0	Kelley Privy	B792	1972	Building	Non-Contributing	None
149.20	28.0	Harris Farm Farmhouse	B853	1930	Building	Non-Contributing	52
149.20	28.0	Harris Farm Springhouse/Shed	B854	Early-mid 20th c.	Building	Non-Contributing	None
149.20	28.0	Harris Farm Woodshed/Potting Room	B855	Early-mid 20th c.	Building	Non-Contributing	None
149.20	28.0	Harris Farm Saddle Room/Storage Building	B856	Early-mid 20th c.	Building	Non-Contributing	None
149.20	28.0	Harris Farm Big Cow Barn	B857	Early-mid 20th c.	Building	Non-Contributing	None
149.20	28.0	Harris Farm Quarters/Feed Storage/Pen	B858	Early-mid 20th c.	Building	Non-Contributing	None
149.20	28.0	Harris Farm Storage Shed	B859	Early-mid 20th c.	Building	Non-Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
149.20	28.0	Harris Farm Storage Building	B860	Early-mid 20th c.	Building	Non-Contributing	None
149.20	28.0	Harris Farm Small Barn	B861	Early-mid 20th c.	Building	Non-Contributing	None
149.20	28.0	Harris Farm Outbuilding	B862	Early-mid 20th c.	Building	Non-Contributing	None
149.20	28.0	Harris Farm Horse Shelter	B947	Early-mid 20th c.	Building	Non-Contributing	None
150.56	28.0	Paynes Creek Culvert	048P	1955	Structure	Contributing	None
150.80	28.0	Kelley Springhouse	B329	1899	Structure	Non-contributing	None
154.10	29.0	Smart View Overlook	989P	1936	Structure	Contributing	None
154.50	29.1	Smart View Picnic Area	None	1940	Site	Contributing	None
154.50	29.1	Smart View Picnic Area Comfort Station - East Loop	B076	1940	Building	Contributing	53
154.50	29.1	Smart View Picnic Area Comfort Station - West Loop	B077	1941	Building	Contributing	None
154.50	29.1	Smart View Pumphouse	B080	1940	Building	Contributing	None
154.50	29.1	Smart View Picnic Shelter	B963	1980s or 1990s	Building	Non-Contributing	54
154.50	29.1	Smart View Trail	None	1940	Structure	Contributing	None
154.50	29.1	Smart View Trail Connector	None	1940	Structure	Contributing	None
154.50	29.1	Smart View Trail's Cabin	B075	1890	Building	Contributing	None
155.30	29.0	Smart View Maintenance Equipment Storage	B081	1941	Building	Contributing	55

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
155.94	29.0	Meadow Creek Culvert	049P	1936	Structure	Contributing	None
157.60	29.0	Shortts Knob Overlook	990P	1936	Structure	Contributing	None
159.69	30.0	Rennet Bag Creek Culvert	050P	1937	Structure	Contributing	None
160.30	30.0	Howell Creek Culvert	165P	1935	Structure	Contributing	None
162.00	30.0	Dodd Creek Culvert	051P	1936	Structure	Contributing	56
162.40	30.0	Rakes Mill Pond Overlook	991P	1936	Structure	Contributing	None
164.80	31.0	Freeman Cockram Barn	None	Mid-19th-early 20th c.	Building	Non-contributing	None
165.27	31.0	VA Rt 8 Bridge	052P	1954	Structure	Contributing	57
167.00	31.0	Black Ridge Trail/Rock Castle Gorge Trail	None	1936-1940	Structure	Contributing	None
167.00	31.1	Rocky Knob Connector Trail (Rocky Knob Campground)	None	1936-1940	Structure	Contributing	None
167.10	31.1	Rocky Knob Campground	None	1936-1940	Site	Contributing	58
167.10	31.1	Rocky Knob Campground Kiosk	B677	1974	Building	Contributing	None
167.10	31.1	Rocky Knob Campground Comfort Station - Loop C	B438	1962	Building	Contributing	None
167.10	31.1	Rocky Knob Campground Comfort Station - Loop B	B439	1962	Building	Contributing	None
167.10	31.1	Rocky Knob Campground Comfort Station - Loop T	B450	1962	Building	Contributing	None
167.10	31.1	Rocky Knob Campground Comfort Station - Loop A	B451	1962	Building	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
167.10	31.2	Rocky Knob Maintenance: Carpenter Paint Shop	B003	1940	Building	Contributing	59
167.10	31.2	Rocky Knob Maintenance: Warehouse Equipment Storage	B002	1940	Building	Contributing	59
167.10	31.2	Rocky Knob Maintenance: Office and Tool Storage	B004	1941	Building	Contributing	59
167.10	31.2	Rocky Knob Maintenance: Oil/Paint Storage	B005	1942	Building	Contributing	59
167.10	31.2	Rocky Knob Maintenance: Shops and Heavy Equipment	B086	1951	Building	Contributing	59
167.10	31.2	Rocky Knob District Office	B836	1990	Building	Non-Contributing	None
167.10	31.2	Rocky Knob Interpretive Office	B869	1920s, altered late 20th-early 21st c.	Building	Non-Contributing	None
167.10	31.2	Rocky Knob Residence 7	B007	1941	Building	Contributing	None
167.10	31.2	Rocky Knob Residence 8	B008	1941	Building	Contributing	None
168.00	31.0	Saddle Overlook	993P	1936	Structure	Contributing	60
168.00	31.0	Rocky Knob Connector Trail (Rock Castle Gorge Trail)	None	1936	Structure	Contributing	61
168.10	31.0	Rock Castle Gorge Trail Shelter	B001	1937	Building	Contributing	62
168.80	31.3	Rock Castle Gorge Overlook	994P	1941	Structure	Contributing	None
169.00	31.3	Rocky Knob Visitor Center	B082	1949	Building	Contributing	63
169.00	31.3	Rocky Knob Picnic Area	None	1938-1940	Site	Contributing	64

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
169.00	31.3	Rocky Knob Picnic Area Comfort Station - Upper Loop	B084	1956-1958	Building	Contributing	65
169.00	31.3	Rocky Knob Picnic Shelter	B964	1977	Building	Contributing	None
169.00	31.3	Rocky Knob Picnic Area Comfort Station - Lower Loop	B009	1941	Building	Contributing	None
169.00	31.0	Rocky Knob Picnic Trails	None	1938-1940	Structure	Contributing	None
169.10	31.0	12 O'Clock Knob Overlook	1217P	1936	Structure	Contributing	None
173.10	32.0	Rocky Knob Fire Road Trail	None	Mid-20th c.	Structure	Contributing	None
173.10	32.1	Rocky Knob Cabins	None	1941-1942	Site	Contributing	None
173.10	32.1	Whorley House	B011	1900	Building	Contributing	None
173.10	32.1	Rocky Knob Office and Storage	B016	1941–1942	Building	Contributing	66
173.10	32.1	Rocky Knob Cabins 17 and 18	B017, B018	1941–1942	Building	Contributing	None
173.10	32.1	Rocky Knob Cabin 19	B019	1941–1942	Building	Contributing	None
173.10	32.1	Rocky Knob Cabin 20	B020	1941–1942	Building	Contributing	66
173.10	32.1	Rocky Knob Cabin 21	B021	1941–1942	Building	Contributing	66
173.10	32.1	Rocky Knob Cabins 22 and 23	B022, B023	1941–1942	Building	Contributing	None
173.10	32.1	Rocky Knob Bathhouse	B024	1941–1942	Building	Contributing	66
173.95	32.0	Laurel Fork Culvert	053P	1937	Structure	Contributing	None
174.28	32.0	Laurel Fork Bridge	054P	1937	Structure	Contributing	67
176.20	32.2	Mabry Mill	B330	1911	Building	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
176.20	32.2	Mabry Mill Blacksmith and Wheelwright Shop	B331	1903, 1942	Building	Contributing	68
176.20	32.2	Mabry Mill Washhouse	B336	1911, 1942	Building	Contributing	None
176.20	32.2	Mabry Mill Matthews Cabin	B401	1869, 1957	Building	Contributing	None
176.20	32.2	Mabry Mill Apple Butter Shelter	B970	2001	Structure	Non-Contributing	None
176.20	32.2	Mabry Mill Molasses Shelter	B971	Late 20th c. - Early 21st c.	Structure	Non-Contributing	None
176.20	32.2	Mabry Mill Comfort Station	B805	1984	Building	Non-Contributing	None
176.20	32.2	Mabry Mill Concession and Comfort Station	B262	1956	Building	Contributing	None
177.40	33.0	U.S. Rt 58 Bridge	202P	2006	Structure	Non-Contributing	None
177.67	33.0	U.S. 58 Business Rt Bridge	055P	1938	Structure	Contributing	None
179.25	33.0	Round Meadow Overlook	1212P	1955-1967	Structure	Contributing	None
179.25	33.0	Round Meadow Trail	None	1955-1967	Structure	Contributing	None
179.27	33.0	Round Meadow Creek Viaduct	056P	1938	Structure	Contributing	69
180.66	33.0	Mayberry Creek Bridge	057P	1937	Structure	Contributing	None
183.96	34.0	VA Rt 614 Bridge	058P	1939	Structure	Contributing	None
185.02	34.0	VA Rt 638 Bridge	059P	1939	Structure	Contributing	None
188.80	34.1	Groundhog Mountain Picnic Area	None	1940	Site	Contributing	70
188.80	34.1	Groundhog Mountain Lookout Tower	B137	1942	Structure	Contributing	71

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
188.80	34.1	Groundhog Mountain Comfort Station	B481	1963	Building	Contributing	None
188.97	35.0	VA Rt 608 Bridge 1	060P	1964	Structure	Contributing	None
189.10	35.0	Pilot Mountain Overlook	996P	1936	Structure	Contributing	None
189.25	35.0	Dogwood Trail Bridge	061P	1960	Structure	Contributing	None
189.80	35.0	Puckett Cabin Overlook	997P	1947	Structure	Contributing	None
189.80	35.0	Puckett Cabin	B166	1874, 1947	Building	Contributing	None
189.80	35.0	Puckett Chicken House	B335	1911, 1956	Structure	Contributing	None
195.45	36.0	VA Rt 608 Bridge 2	062P	1940	Structure	Contributing	None
196.52	36.0	VA Rt 682 Bridge	063P	1966	Structure	Contributing	72
199.10	36.0	Fancy Gap Maintenance Building	B364	1958	Building	Contributing	None
199.41	36.0	U.S. Rt 52 Bridge	064P	1940	Structure	Contributing	None
199.90	36.0	Fancy Gap Residence 28	B28	1958	Building	Contributing	None
199.90	36.0	Fancy Gap Residence 416	B416	1958	Building	Contributing	None
200.71	36.0	I-77 Bridge	161P	1974	Structure	Contributing	None
202.60	37.0	Ranger Office (Hipp Dwelling)	B867	1963	Building	Non-contributing	None
202.80	37.0	Granite Quarry Overlook	998P	1936	Structure	Contributing	None
203.90	37.0	Piedmont Overlook	999P	1967-1982	Structure	Contributing	73
206.08	37.0	VA Rt 620 Bridge	065P	1939	Structure	Contributing	None
211.51	38.0	Linard Creek Culvert	066P	1940	Structure	Contributing	None
212.16	39.0	Hanks Branch Bridge	067P	1939	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
212.75	39.0	Blue Ridge Music Center Museum	B974	2004	Building	Non-Contributing	None
212.75	39.0	Blue Ridge Music Center Amphitheater	B958	2001	Structure	Non-Contributing	None
212.75	39.0	Blue Ridge Music Center Comfort Station	B959	2001	Building	Non-Contributing	None
212.75	39.0	Blue Ridge Music Center Luthiers Shop	B962	2001	Building	Non-Contributing	None
212.75	39.0	Blue Ridge Music Center Storage Building	B978	ca. 2001-2004	Building	Non-Contributing	None
213.00	39.0	Blue Ridge Music Center Trails	None	ca. 2001-2004	Structure	Non-Contributing	None
213.13	39.0	East Fork Chestnut Creek Bridge	068P	1939	Structure	Contributing	None
215.67	40.0	West Fork Chestnut Creek Bridge #1	069P	1939	Structure	Contributing	None
215.84	40.0	VA Rt 89 (Overpass) Bridge	070P	1951	Structure	Contributing	74
216.01	40.0	West Fork Chestnut Creek Bridge #2	071P	1939	Structure	Contributing	None
216.11	40.0	West Fork Chestnut Creek Bridge #3	072P	1939	Structure	Contributing	None
216.21	40.0	West Fork Chestnut Creek Bridge #4	073P	1939	Structure	Contributing	None
217.30	40.1	Cumberland Knob Maintenance: Gas and Oil Storage	B093	1941	Building	Contributing	None
217.30	40.1	Cumberland Knob Maintenance: Equip. Storage and Office	B094	1940	Building	Contributing	None
217.43	40.0	NC Rt 18 Bridge	074P	1960	Structure	Contributing	None
217.60	40.2	Cumberland Knob Picnic Area	None	1937	Site	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
217.60	40.2	Cumberland Knob Visitor Center	B090	1941	Building	Contributing	None
217.50	40.2	Cumberland Knob Trail	None	1937	Structure	Contributing	None
217.60	40.2	Cumberland Knob Overlook Shelter	B089	1937-1938	Building	Contributing	None
218.60	40.0	High Piney Spur Overlook	None	1935-1939	Structure	Contributing	None
218.60	40.0	Fox Hunters Paradise Overlook	O-NC-01; 1001P	1935–1939	Structure	Contributing	None
218.60	40.0	Fox Hunters Paradise Trail	None	1935–1939	Structure	Contributing	None
222.68	41.0	Big Pine Creek Bridge #1	075P	1938	Structure	Contributing	None
223.05	41.0	Big Pine Creek Bridge #2	076P	1937	Structure	Contributing	None
223.78	41.0	Big Pine Creek Bridge #3	077P	1938	Structure	Contributing	None
224.09	41.0	Big Pine Creek Bridge #4	078P	1937	Structure	Contributing	None
224.16	41.0	Big Pine Creek Bridge #5	079P	1937	Structure	Contributing	None
224.70	41.0	Big Pine Creek Bridge #6	080P	1937	Structure	Contributing	None
225.01	41.0	Big Pine Creek Bridge #7	084P	1937	Structure	Contributing	None
227.45	42.0	Brush Creek Bridge #1	081P	1936	Structure	Contributing	None
227.59	42.0	Shawtown Road Bridge (Overpass)	132P	1972	Structure	Contributing	None
228.20	42.0	Little Glade Creek Culvert #1	082P	1937	Structure	Contributing	None
229.30	42.0	Little Glade Creek Culvert #2	083P	1937	Structure	Contributing	None
229.53	42.0	U.S. Route 21 Bridge	088P	1938	Structure	Contributing	None
229.84	42.0	Little Glade Creek Bridge #1	085P	1936	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
230.00	42.0	Little Glade Mill Pond Overlook	O-NC-03; 1002P	1935–1937	Structure	Contributing	None
230.10	42.0	Little Glade Mill Pond Trail	None	Mid-20th c.	Structure	Contributing	None
230.42	42.0	Little Glade Creek Bridge #2	086P	1936	Structure	Contributing	None
231.82	43.0	Brush Creek Bridge #2	087P	1936	Structure	Contributing	None
232.50	43.0	Stone Mountain Overlook	O-NC-04; 1003P	1935–1937	Structure	Contributing	None
233.70	43.0	Bullhead Mountain Overlook	O-NC-05; 1004P	1935–1937	Structure	Contributing	None
235.00	43.0	Mahogany Rock Overlook	O-NC-06; 1005P	1935–1937	Structure	Contributing	None
235.70	43.0	Devils Garden Overlook	235L; 1006P	1939	Structure	Contributing	None
236.90	43.0	Air Bellows Gap Overlook	236R; 1007P	1939	Structure	Contributing	None
237.18	43.0	Air Bellows Road Bridge	195P	1940	Structure	Contributing	None
238.50	44.0	Brinegar Cabin Overlook	O-NC-09	1942	Structure	Contributing	None
238.50	44.0	Brinegar Cabin	B096	1886-1889	Building	Contributing; Previously Listed	None
238.50	44.0	Brinegar Shed/Granary	B162	1885	Building	Contributing; Previously Listed	None
238.50	44.0	Brinegar Outhouse	B433	1957	Structure	Contributing; Previously Listed	None
238.50	44.0	Brinegar Springhouse	B163	1885	Structure	Contributing; Previously Listed	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
238.50	44.0	Cedar Ridge Trail	None	Mid-20th c.	Structure	Contributing	None
238.50	44.0	Bluff Mountain Trail	None	Mid-20th c.	Structure	Contributing	None
239.30	44.1	Doughton Park Campground	None	1939	Site	Contributing	None
239.30	44.1	Doughton Park Campground Residence	B830	1999	Building	Non-Contributing	None
239.30	44.1	Doughton Park Campground Kiosk	B831	1990s	Building	Non-Contributing	None
239.30	44.1	Doughton Park Campground Comfort Station - Upper Loop B	B370	1956	Building	Contributing	None
239.30	44.1	Doughton Park Campground Comfort Station - Lower Loop B	B396	1964	Building	Contributing	None
239.30	44.1	Doughton Park Campground Comfort Station - Loop C	B098	1942	Building	Contributing	None
239.30	44.1	Doughton Park Campground Comfort Station - Loop A	B097	1942	Building	Contributing	None
240.70	44.0	Fodder Stack Overlook	O-NC-10; 1009P	1939	Structure	Contributing	None
241.00	44.0	Fodder Stack Pumphouse	B099	1940	Building	Contributing	None
241.10	44.0	Doughton Park Picnic Area (Former)	None	1935-1937	Site	Contributing	None
241.10	44.0	Doughton Park Picnic Area (Former) Comfort Station	B101	1941	Building	Contributing	None
241.10	44.0	Doughton Park Coffee Shop	B106	1948–1949	Building	Contributing	None
241.10	44.0	Doughton Park Camp Store (Former Gas Station)	B105	1949	Building	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
241.10	44.2	Doughton Park Picnic Area (Current) and Lodge	None	1935-1937, 1948-1950	Site	Contributing	None
241.10	44.2	Doughton Park Lodge	B188, B189	1948–1950	Building	Contributing	75
241.10	44.2	Doughton Park Picnic Area Comfort Station #1	B102	1941	Building	Contributing	None
241.10	44.2	Doughton Park Picnic Area Comfort Station #2	B104	1957	Building	Contributing	None
241.10	44.2	Doughton Park Overlook Shelter	B103	1940	Building	Contributing	None
241.10	44.0	Bluff Ridge Primitive Trail	None	1930s	Structure	Contributing	None
241.10	44.0	Fodder Stack Trail	None	1930s	Structure	Contributing	None
241.10	44.0	Basin Creek Trail	None	1930s	Structure	Contributing	None
241.00	44.0	Martin Caudill Cabin	B100	1890	Building	Contributing	None
242.30	44.0	Alligator Back Overlook	088P; 1012P	1935–1937	Structure	Contributing	None
243.40	44.0	Bluff Mountain Overlook	243L; 1013P	1939	Structure	Contributing	None
243.70	45.0	Grassy Gap Fire Road	None	Mid-20th c.	Structure	Contributing	None
244.70	45.0	Basins Cove Overlook	O-NC-15; 1014P	1935–1937	Structure	Contributing	None
244.70	45.0	Flat Rock Ridge Trail	None	1935–1937	Structure	Contributing	None
245.50	45.1	Bluffs Maintenance: Residence 34	B034	1948	Building	Contributing	None
245.50	45.1	Bluffs Maintenance: Residence 35	B035	1948	Building	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
245.50	45.1	Bluffs Maintenance: Maintenance and Ranger Office	B108	1941	Building	Contributing	None
245.50	45.1	Bluffs Maintenance: Carpenter and Paint Shop	B109	1941	Building	Contributing	None
245.50	45.1	Bluffs Maintenance: Gas and Oil Storage	B111	1941	Building	Contributing	None
245.50	45.1	Bluffs Maintenance: Equipment Storage	B110	1940	Building	Contributing	None
245.50	45.1	Bluffs Maintenance: Mill and Paint Shop	B378	1948	Building	Contributing	None
245.50	45.1	Bluffs Maintenance: Storage Building	B814	1953	Building	Contributing	None
245.50	45.1	Bluffs Maintenance: Shops and Fire Equipment Storage	B113	1951	Building	Contributing	None
245.50	45.1	Bluffs Maintenance: Pole Shed #1	B678	1968	Structure	Non-Contributing	None
245.00	45.1	Bluffs Maintenance: Large Equipment Storage	B112	2006	Building	Non-Contributing	None
245.50	45.1	Bluffs Maintenance: Pole Shed #2	B680	Late 20th c. - Early 21st c.	Structure	Non-Contributing	None
245.50	45.1	Bluffs Maintenance: Pole Shed #3	B679	Late 20th c. - Early 21st c.	Structure	Non-Contributing	None
245.50	45.0	Bluffs Maintenance: Rail Storage Shed	B883	Late 20th c. - Early 21st c.	Structure	Non-Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
245.30	45.0	Bluffs Maintenance: Tombstone Shed	B986	Late 20th c.	Structure	Non-Contributing	None
246.00	45.2	Woodruff Farm House	B844	1906	Building	Contributing	None
246.00	45.2	Woodruff Farm Springhouse	B845	Early-mid 20th c.	Structure	Contributing	None
246.00	45.2	Woodruff Farm Lean-to Shed	B846	Early-mid 20th c.	Structure	Contributing	None
246.00	45.2	Woodruff Farm Granary/Cellar	B847	1906	Building	Contributing	None
246.00	45.2	Woodruff Farm Shed #1	B848	Early-mid 20th c.	Building	Contributing	None
246.00	45.2	Woodruff Farm Shed #2	B849	Early-mid 20th c.	Building	Contributing	None
246.00	45.2	Woodruff Farm Barn	B850	Early-mid 20th c.	Building	Contributing	None
246.00	45.2	Woodruff Farm Shed #3	B851	Early-mid 20th c.	Building	Contributing	None
248.06	46.0	NC Rt 18 Bridge	089P	1939	Structure	Contributing	None
248.85	46.0	Laurel Fork Bridge	159P	1939	Structure	Contributing	None
251.02	46.0	Peak Creek Culvert	166P	1940	Structure	Contributing	None
252.40	46.0	Sheets Log Cabin	B291	1815	Building	Contributing	None
252.80	46.0	Sheets Gap Overlook	O-NC-17; 1016P	1936–1938	Structure	Contributing	None
258.70	47.0	Northwest Trading Post	B443	1958	Building	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
258.70	47.0	Northwest Trading Post Storage Building	B798	1984	Building	Non-Contributing	None
260.20	47.0, 48.0	Jumpingoff Rock Overlook	O-NC-19; 1018P	1936–1938	Structure	Contributing	None
260.20	48.0	Jumpingoff Rock Overlook Trail	None	Mid-20th c.	Structure	Contributing	None
261.21	48.0	NC Rt 16 Bridge	090P	1938	Structure	Contributing	None
264.40	48.0	The Lump Overlook	264L; 1019P	1939	Structure	Contributing	None
264.40	48.0	Lump Summit Trail	None	1939	Structure	Contributing	None
266.80	48.0	Mount Jefferson Overlook	O-NC-21; 1020P	1936–1937	Structure	Contributing	76
267.90	48.1	Benge Maintenance Building	B366	1951	Building	Contributing	None
267.90	48.1	Benge Maintenance: Fertilizer and Oil Storage	B482	1963	Building	Contributing	None
267.90	48.1	Betseys Rock Falls Overlook	O-NC-22; 1021P	1936–1937	Structure	Contributing	None
270.20	49.0	Lewis Fork Overlook	O-NC-24; 1023P	1936–1937	Structure	Contributing	None
271.90	49.0	Cascades Overlook	None	1936-1937, 1954	Structure	Contributing	None
271.90	49.0	Cascades Overlook Comfort Station	B324	1954	Building	Contributing	None
271.90	49.0	Cascades Trail	None	1936–1937	Structure	Contributing	None
272.50	49.0	Cool Springs Baptist Church	B296	1810	Building	Contributing	None
272.50	49.0	Rev. Jesse Brown Log Cabin	B294	1805	Building	Contributing	77

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
272.50	49.0	Rev. Jesse Brown Springhouse	B295	1805	Structure	Contributing	None
272.50	49.0	Tomkins Knob Overlook	O-NC-26; 1025P	1948-1964	Structure	Contributing	None
274.30	49.0	Elk Mountain Overlook	O-NC-27; 1026P	1936–1937	Structure	Contributing	None
276.35	49.0	U.S. Rt 421 Bridge	091P	2001	Structure	Non-Contributing	None
277.30	49.0	Stoney Fork Valley Overlook	O-NC-28; 1027P	1940–1958	Structure	Contributing	None
277.80	49.0	Osborne Mountain Overlook	O-NC-29; 1028P	1940–1958	Structure	Contributing	None
278.30	50.0	Carroll Gap Overlook	O-NC-30; 1029P	1940–1958	Structure	Contributing	None
279.38	50.0	Triplett Road Bridge	092P	1958	Structure	Contributing	None
279.57	50.0	County Road Bridge (MP 279.57)	187P	1950	Structure	Contributing	None
280.28	50.0	Laxon Road Bridge	188P	1950	Structure	Contributing	None
281.40	50.0	Grandview Overlook	O-NC-31; 1030P	1940–1958	Structure	Contributing	78
282.03	50.0	NC Rt 1508 Bridge	167P	1958	Structure	Contributing	None
283.02	50.0	County Road Bridge (MP 283.02)	189P	1938	Structure	Contributing	None
285.10	50.0	Boone's Trace Overlook	1031P	1963	Structure	Contributing	None
285.48	50.0	Bamboo Road Bridge	093P	1941	Structure	Contributing	None
286.27	50.0	Goshen Creek Bridge	094P	1949	Structure	Contributing	None
286.69	51.0	Goshen Creek Culvert #1	168P	1950	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
286.82	51.0	Goshen Creek Culvert #2	169P	1950	Structure	Contributing	None
286.90	51.0	Goshen Creek Culvert #3	170P	1950	Structure	Contributing	None
288.82	51.0	County Road Bridge (MP 288.82)	190P	1950	Structure	Contributing	None
289.50	51.0	Ravens Rock Overlook	O-NC-33; 1032P	1940–1958	Structure	Contributing	None
289.80	51.0	Yadkin Valley Overlook	O-NC-34; 1033P	1940–1958	Structure	Contributing	None
290.50	51.0	Thunder Hill Overlook	O-NC-35; 1034P	1940–1958	Structure	Contributing	None
291.80	52.0	U.S. Rt 321 Access Ramp Bridge	172P	1957	Structure	Contributing	None
291.85	52.0	Middle Fork New River Culvert	163P	1955	Structure	Contributing	None
291.86	52.0	U.S. Rt 321 Bridge	095P	1982	Structure	Contributing	None
292.65	52.0	Flat Top Road Bridge	184P	1955	Structure	Contributing	None
293.40	52.0	Moses H. Cone Overlook	O-NC-36; 1035P	1957	Structure	Contributing	None
293.00	52.0	Flat Top Mountain Observation Tower	B834	1954	Structure	Contributing	80
293.95	52.1	Flat Top Carriage Road Bridge	196P	1950	Structure	Contributing	None
294.00	52.0	Moses H. Cone Memorial Park	None	1950s	Site	Contributing	None
294.00	52.1	Moses H. Cone Flat Top Manor	HS-359	1899–1901	Building	Contributing; Previously Listed	81
294.00	52.1	Moses H. Cone Carriage House	HS-205	1900–1901	Building	Contributing; Previously Listed	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
294.00	52.1	Moses H. Cone Servants' House	B204	1900	Building	Non-contributing	None
294.00	52.1	Moses H. Cone Servants' Garage	None	ca. 1920	Building	Non-contributing	None
294.00	52.0	Moses H. Cone Apple Barn	HS-208	1900–1901	Building	Contributing; Previously Listed	None
294.00	52.0, 52.1	Moses H. Cone Carriage Roads and Trails	None	Early-mid 20th c.	Structure	Contributing; Previously Listed	79
294.00	52.0	Bass Lake Comfort Station	None	late 20th - early 21st c.	Building	Non-Contributing	None
294.60	52.0	Trout Lake Overlook	None	Mid-20th c.	Structure	Contributing	None
294.60	52.2	Sandy Flats Missionary Baptist Church	HS-298	1908	Building	Contributing; Previously Listed	None
294.60	52.2	Sandy Flats Maintenance: Office and Maintenance Building	B701	1980s	Building	Non-Contributing	None
294.60	52.2	Sandy Flats Maintenance: Vehicle Storage Building	B751	1981	Building	Non-Contributing	None
294.60	52.2	Sandy Flats Maintenance: Historic Preservation Workshop	B824	1994	Building	Non-Contributing	None
294.60	52.2	Sandy Flats Maintenance: Pole Shed	B837	1998	Structure	Non-Contributing	None
294.60	52.2	Sandy Flats Maintenance: Residence 423	B423	1958	Building	Contributing	None
294.60	52.2	Sandy Flats Maintenance: Residence 424	B424	1958	Building	Contributing	None
294.61	52.2	Shulls Mill Road Bridge	096P	1957	Structure	Contributing	None
295.30	52.0	Sims Creek Overlook	1038P	1960	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
295.30	52.0	Green Knob Trail	None	1960	Structure	Contributing	None
295.34	52.0	Sims Creek Bridge	171P	1957	Structure	Contributing	None
295.80	52.0	Sims Pond Overlook	1039P	1960	Structure	Contributing	None
296.20	52.0	Sims Barn	B234, HS-219	1900	Building	Contributing	None
296.40	52.3	Price Park Picnic Area	None	1964	Site	Contributing	None
296.40	52.3	Price Park Picnic Area Comfort Station - Lower	B463	1964	Building	Contributing	None
296.40	52.3	Price Park Picnic Area Comfort Station - Upper	B464	1964	Building	Contributing	None
296.50	52.3	Boone Fork Trail	None	1964	Structure	Contributing	None
296.50	53.0, 54.0	Tanawha Trail	None	1993	Structure	Non-Contributing	None
296.64	52.0	Price Lake Dam Bridge	097P	1960	Structure	Contributing	None
296.64	52.0	Price Lake Overlook	None	1960	Structure	Contributing	82
296.64	52.0, 52.4	Price Lake Loop Trail	None	1960-1964	Structure	Contributing	None
297.00	52.4	Price Park Campground	None	1960, 1964	Site	Contributing	None
297.00	52.4	Price Park Campground Kiosk	B841	2000s	Building	Non-Contributing	None
297.00	52.4	Price Park Campground Residence	B545	1988	Building	Non-Contributing	None
297.00	52.4	Price Park Campground Comfort Station Loop E	B447	1964	Building	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
297.00	52.4	Price Park Campground Comfort Station - Loop F	B483	1964	Building	Contributing	None
297.00	52.4	Price Park: Campground Comfort Station - Lower Loop B	B390	1961	Building	Contributing	None
297.00	52.4	Price Park: Campground Comfort Station - Loop D Showers	None	early 21st c.	Building	Non-Contributing	None
297.00	52.4	Price Park: Campground Comfort Station - Upper Loop B	B445	1961	Building	Contributing	None
297.00	52.4	Price Park Campground Comfort Station - Loop C	B446	1964	Building	Contributing	None
297.00	52.4	Price Park Campground Comfort Station - Loop A	B361	1958	Building	Contributing	None
297.00	52.4	Price Park Campground Amphitheater	B833	early 1960s	Structure	Contributing	83
297.10	52.4	Lakeview Overlook	1200P	1960	Structure	Contributing	None
297.10	52.4	Price Park Boathouse	B478	1962	Structure	Contributing	None
297.10	52.4	Price Park Boat Rental	B804	1984-1985	Building	Non-Contributing	None
298.50	53.0	Rufus L. Gwyn Memorial Overlook	None	1965	Structure	Contributing	84
298.50	53.0	Gwyn Memorial Trail	None	1965	Structure	Contributing	None
298.58	53.0	Holloway Mountain Road Bridge	098P	1969-1970	Structure	Contributing	None
299.00	53.0	Cold Prong Overlook	O-NC-41; 1041P	1983-1987	Structure	Contributing	None
299.60	53.0	Calloway Peak Overlook	1042P	1960	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
299.90	53.0	Boone Fork Overlook	O-NC-43; 1043P	1968–1987	Structure	Contributing	None
299.99	53.0	Boone Fork Bridge	174P	1971	Structure	Contributing	None
300.28	53.0	Green Mountain Creek Bridge	175P	1971	Structure	Contributing	None
300.50	53.0	Green Mountain Overlook	O-NC-44; 1044P	1968–1987	Structure	Contributing	None
301.70	54.0	Pilot Ridge Overlook	O-NC-45; 1045P	1968–1987	Structure	Contributing	None
302.00	54.0	Wilson Creek Valley Overlook	O-NC-46; 1046P	1968–1987	Structure	Contributing	None
302.20	54.0	Boulder Field Overlook	O-NC-47; 1047P	1968–1987	Structure	Contributing	None
302.43	54.0	Ravine Bridge (MP 302.43)	176P	1987	Structure	Contributing	None
302.58	54.0	Ravine Bridge (MP 302.58)	177P	1987	Structure	Contributing	None
302.80	54.0	Rough Ridge Overlook	O-NC-48; 1048P	1968–1987	Structure	Contributing	None
303.01	54.0	Rough Ridge Bridge	178P	1987	Structure	Contributing	85
303.50	54.0	Wilson Creek Bridge	179P	1987	Structure	Contributing	None
303.60	54.0	Wilson Creek Overlook	1049P	1987	Structure	Contributing	None
303.64	54.0	Underground Stream Bridge (MP 303.64)	180P	1987	Structure	Contributing	None
303.77	54.0	Underground Stream Bridge (MP 303.77)	181P	1987	Structure	Contributing	None
303.90	54.0	Yonahlossee Overlook	1050P	1987	Structure	Contributing	85-86

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
304.02	54.0	Linn Cove Viaduct	182P	1979–1983	Structure	Contributing	86
304.40	54.1	Linn Cove Visitor Center	B842	1987	Building	Contributing	None
304.40	54.0, 54.1	Linn Cove Viaduct Trail	None	1987	Structure	Contributing	None
304.40	54.1	Linn Cove Visitor Center: Fuel Containment/Storage Shed	B819	1986	Building	Non-Contributing	None
304.40	54.1	Linn Cove Visitor Center: Generator Building	B811	1986	Building	Non-Contributing	None
304.63	54.0	Stack Rock Creek Bridge	183P	1975	Structure	Contributing	None
304.80	54.0	Stack Rock Overlook	O-NC-52	1968–1987	Structure	Contributing	None
305.19	54.0	U.S. Rt 221 Bridge	099P	1969	Structure	Contributing	None
305.30	54.0	Beacon Heights Overlook	1053P	1940	Structure	Contributing	None
305.30	54.0	Beacon Heights Trail	None	1940	Structure	Contributing	None
306.60	54.0	Grandfather Mountain Overlook (MP 306.60)	1054P	1940	Structure	Contributing	None
307.40	54.0	Grandmother Mountain Overlook (MP 307.40)	1055P	1940	Structure	Contributing	None
307.60	54.0, 55.0	Little Bald Overlook	1261P	1940	Structure	Contributing	None
308.30	55.0	Flat Rock Overlook	1056P	1940	Structure	Contributing	None
308.30	55.0	Flat Rock Trail	None	1940	Structure	Contributing	None
310.00	55.0	Lost Cove Cliffs Overlook	1057P	1938–1940	Structure	Contributing	None
312.06	55.0	NC Rt 181 Bridge (Overpass)	100P	1959	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
315.30	56.0	Camp Creek Bridge	101P	1939	Structure	Contributing	None
315.50	56.0	Camp Creek Overlook	1058P	1938–1940	Structure	Contributing	None
316.40	56.0	Linville Spur Road	None	1964	Structure	Contributing	None
316.40	56.1	Linville Falls Maintenance: Dellinger Barn	B591	1978	Building	Non-Contributing	None
316.40	56.1	Linville Falls Maintenance: Equipment Storage Pole Shed	B972	late 20th-early 21st c.	Structure	Non-Contributing	None
316.40	56.1	Linville Falls Maintenance: Prefab Storage Building	B1070	1980	Building	Non-Contributing	None
316.40	56.0	Linville Spur Road Bridge #1	102P	1964	Structure	Contributing	None
316.40	56.0	River Bend Overlook		1964	Structure	Contributing	None
316.40	56.0	Linville Spur Road Bridge #2	103P	1964	Structure	Contributing	None
316.40	56.2	Linville Falls Campground		1964	Site	Contributing	87
316.40	56.2	Linville Falls Campground Kiosk	B664	1974	Building	Contributing	None
316.40	56.2	Linville Falls Campground Comfort Station - North	B363	1964	Building	Contributing	None
316.40	56.2	Linville Falls Campground Comfort Station - South	B436	1964	Building	Contributing	None
316.40	56.0	Linville Spur Road Bridge #3	104P	1964	Structure	Contributing	None
316.40	56.0	Midway Overlook	1248P	1964	Structure	Contributing	None
316.40	56.0	Linville Falls Visitor Center	B794	1984, 2005	Building	Non-Contributing	88
316.40	56.0	Linville Falls Trails	None	mid-20th c.	Structure	Contributing	88-89

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
316.40	56.0	Linville Falls Trail Bridge	105P	1964	Structure	Contributing	88
316.40	56.0	Linville Falls Trail Shelter	B835	1987	Building	Non-Contributing	None
316.45	56.3	Linville River Bridge Overlook	1199A	1940	Structure	Contributing	None
316.50	56.3	Linville Bridge Trail	None	1940	Structure	Contributing	None
316.45	56.3	Linville River Picnic Area	None	1950s-1960s	Site	Contributing	None
316.45	56.3	Linville River Picnic Area Comfort Station - South	B118	1964	Building	Contributing	None
316.45	56.3	Linville River Picnic Area Comfort Station - Middle	B457	1964	Building	Contributing	None
316.45	56.3	Linville River Picnic Area Comfort Station - North	B458	1964	Building	Contributing	None
316.45	56.3	Linville River Picnic Area Picnic Shelter	B1075	2011	Building	Non-Contributing	None
316.57	56.0	Linville River Bridge	106P	1939–1940	Structure	Contributing	90
317.40	56.0	Linville Falls: Residence 417	B417	1958	Building	Contributing	None
317.40	56.0	Linville Falls: Residence 418	B418	1958	Building	Contributing	None
317.47	56.0	U.S. Rt 221 Access Ramp Culvert	191P	1950	Structure	Contributing	None
317.48	56.0	U.S. Rt 221 Bridge	107P	1940	Structure	Contributing	None
318.40	56.0	North Toe River Valley Overlook	1064P	1941	Structure	Contributing	None
319.88	57.0	Humpback Mountain Bridge	108P	1940	Structure	Contributing	None
320.70	57.0	Chestoa Overlook	1065P	1941	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
320.70	57.0	Chestoa View Trail	None	1941	Structure	Contributing	None
323.00	57.0	Bear Den Overlook	1066P	1941	Structure	Contributing	91
325.90	58.0	Heffner Gap Overlook	1067P	1938–1941	Structure	Contributing	None
327.20	58.0	North Cove Valley Overlook	1068P	1938–1941	Structure	Contributing	None
327.46	58.0	NC Rt 1121 Bridge	109P	1939	Structure	Contributing	None
328.60	58.0	The Loops Overlook at Apple Orchard	1069P	1939	Structure	Contributing	None
329.70	58.0	Table Rock Overlook	1070P	1937–1939	Structure	Contributing	None
330.90	58.1	Museum of NC Minerals	B119	1955	Building	Contributing	92
330.90	58.1	Gillespie Gap Maintenance: Residence 135	B135	1958	Building	Contributing	None
330.90	58.1	Gillespie Gap Maintenance: Residence 136	B136	1958	Building	Contributing	None
330.90	58.1	Gillespie Gap Maintenance: Office and Shop	B027	1942	Building	Contributing	None
330.90	58.1	Gillespie Gap Maintenance: Fire Cache and Storage	B121	1942	Building	Contributing	None
330.90	58.1	Gillespie Gap Maintenance: Interpretation Office and Storage	B122	1942	Building	Contributing	None
330.90	58.1	Gillespie Gap Maintenance: Auto Shop	B123	1942	Building	Contributing	None
330.90	58.1	Gillespie Gap Maintenance: Small Equipment Storage	B125	1942	Building	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
330.90	58.1	Gillespie Gap Maintenance: Hose Reel House	B345	1950	Building	Contributing	None
330.91	58.0	U.S. Rt 226 Bridge	110P	1939	Structure	Contributing	None
332.59	59.0	Lynn Gap Road Bridge	192P	1950	Structure	Contributing	None
333.25	59.0	Little Switzerland Tunnel	134P	1938	Structure	Contributing	None
333.93	59.0	Little Switzerland Bridge	111P	1940	Structure	Contributing	None
335.40	59.0	Osborne Knob Road Bridge	112P	1939	Structure	Contributing	None
336.29	59.0	Gooch Gap Bridge	113P	1939	Structure	Contributing	None
336.85	59.0	Wildacres Tunnel	135P	1940	Structure	Contributing	None
337.20	59.0, 60.0	Deer Lick Gap Overlook	1186P	1940	Structure	Contributing	None
338.80	60.0	Three Knobs Overlook	1187P	1940	Structure	Contributing	None
339.50	60.0	Crabtree Falls Gas Station/Storage	B127	1950	Building	Contributing	None
339.50	60.0	Crabtree Falls Restaurant	B128	1963	Building	Contributing	None
339.50	60.1	Crabtree Falls Loop Trail	None	mid-20th c.	Structure	Contributing	None
339.20	60.1	Crabtree Falls Campground	None	1954	Site	Contributing	None
339.50	60.1	Crabtree Falls Amphitheater	B942	1963	Structure	Contributing	None
339.50	60.1	Crabtree Falls Campground Residence	B832	1997	Building	Non-Contributing	None
339.50	60.1	Crabtree Falls Campground Kiosk	B665	1974	Building	Contributing	None
339.50	60.1	Crabtree Falls Campground Comfort Station - Loop A	B130	1954	Building	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
339.50	60.1	Crabtree Falls Campground Comfort Station - Loop B North	B129	1950	Building	Contributing	None
339.50	60.1	Crabtree Falls Campground Comfort Station - Loop B South	B132	1954	Building	Contributing	None
340.30	60.2	Crabtree Falls Picnic Area	None	1961	Site	Contributing	None
340.30	60.2	Crabtree Falls Picnic Area Comfort Station	B434	1961	Building	Contributing	None
342.20	60.0	Black Mountains Overlook	1075P	1936–1940	Structure	Contributing	None
344.02	60.0	Buck Creek Gap - NC Rt 80 Bridge	114P	1942	Structure	Contributing	None
344.10	60.0	Buck Creek Gap Overlook	1188P	1940	Structure	Contributing	None
344.50	61.0	Twin Tunnel #1	136P	1938	Structure	Contributing	None
344.65	61.0	Twin Tunnel #2	137P	1938	Structure	Contributing	None
345.30	61.0	Singecat Ridge Overlook	1076P	1940	Structure	Contributing	None
347.18	61.0	Big Laurel Mountain Bridge	115P	1938	Structure	Contributing	None
347.90	61.0	Curtis Valley Overlook #1	1077aP	1936–1941	Structure	Contributing	None
348.70	61.0	Curtis Valley Overlook #2	1077bP	1936–1941	Structure	Contributing	None
349.05	61.0	Rough Ridge Tunnel	138P	1938	Structure	Contributing	None
349.20	61.0	Laurel Knob Overlook	1078P	1936–1941	Structure	Contributing	None
349.90	61.0	Mount Mitchell Overlook	1079P	1941	Structure	Contributing	None
350.40	61.0	Green Knob Overlook	1080P	1936–1941	Structure	Contributing	None
352.40	62.0	Bald Knob Ridge Overlook	1189P	1941	Structure	Contributing	None
355.30	63.0	Ridge Junction Overlook	1081	1941	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
359.80	64.0	Walker Knob Overlook	1082P	1936–1945	Structure	Contributing	None
361.20	64.0	Glassmine Falls Overlook	1083P	1936–1945	Structure	Contributing	None
361.20	64.0	Glassmine Falls Trail	None	mid-20th c.	Structure	Contributing	None
363.40	65.0	Graybeard Mountain Overlook	1084P	1936–1945	Structure	Contributing	None
364.10	65.0	Craggy Dome Overlook	1085P	1936-1945	Structure	Contributing	93
364.10	65.0	Craggy Pinnacle Trail	None	1936-1945	Structure	Contributing	93
364.39	65.0	Craggy Pinnacle Tunnel	139P	1941	Structure	Contributing	95
364.40	65.1	Craggy Gardens Visitor Center	B360	1955	Building	Contributing	96
364.40	65.1	Craggy Gardens Visitor Center Overlook	1086P	1940	Structure	Contributing	96
364.40	65.1	Craggy Gardens Trail	None	1936-1945	Structure	Contributing	None
365.44	65.0	Craggy Flats Tunnel	140P	1941	Structure	Contributing	None
367.60	65.2	Craggy Gardens Picnic Area	None	1945-1955	Site	Contributing	97
367.60	65.2	Craggy Gardens Picnic Area Comfort Station - East	B252	1955	Building	Contributing	97
367.60	65.2	Craggy Gardens Picnic Area Comfort Station - West	B254	1980s	Building	Non-Contributing	None
367.60	65.2	Craggy Gardens Trail Shelter	B248	1937	Building	Contributing	None
367.60	65.2	Craggy Pinnacle Trail Shelter	B247	1937	Building	Contributing	None
372.00	66.0	Lane Pinnacle Overlook	1088P	1936–1945	Structure	Contributing	None
373.70	66.0	Bull Creek Valley Overlook	1089P	1936–1945	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
374.24	66.0	Tanbark Ridge Tunnel	141P	1961–1962	Structure	Contributing	None
374.40	66.0	Rattlesnake Lodge Trail	None	Mid-20th c.	Structure	Contributing	None
376.70	66.0	Tanbark Ridge Overlook	1090P	1952	Structure	Contributing	None
379.90	67.0	Haw Creek Overlook	1091P	1956-1984	Structure	Contributing	None
380.00	67.0	Picnic Shelter (VA Hospital) PA	B672	2000	Building	Non-Contributing	None
381.87	67.0	Riceville Road Bridge	116P	1949	Structure	Contributing	None
382.00	67.1	Folk Art Center	B725	1978	Building	Contributing	None
382.00	67.1	Oteen Warehouse and Archives Storage	B755	mid-20th c.	Building	Non-Contributing	None
382.30	67.2	Oteen Maintenance: Vehicle Storage	B726	1979	Building	Contributing	None
382.30	67.2	Oteen Maintenance: Office/Shops/Firehouse	B179	1956	Building	Contributing	None
382.30	67.2	Oteen Maintenance: Residence 181	B181	1958	Building	Contributing	None
382.30	67.2	Oteen Maintenance: Residence 182	B182	1958	Building	Contributing	None
382.30	67.2	Oteen Maintenance: Residence 412	B412	1958	Building	Contributing	None
382.30	67.2	Oteen Maintenance: Residence 413	B413	1958	Building	Contributing	None
382.63	67.0	U.S. Rt 70 Bridge	117P	1964	Structure	Contributing	None
383.09	68.0	Azalea Road Bridge	203P	1971	Structure	Non-Contributing	None
383.36	68.0	Swannanoa River and I-40 Bridge	118P	1966	Structure	Contributing	None
384.09	68.1	Asheville Blue Ridge Parkway Visitor Center	B980	2008	Building	Non-Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
384.09	68.1	HQ Blue Ridge Parkway Visitor Center Trail	None	late 20th-early 21st c.	Structure	Non-Contributing	None
384.09	68.0, 68.1	Pedestrian Bridge at Headquarters	None	late 20th-early 21st c.	Structure	Non-Contributing	None
384.09	68.1	Headquarters	B843	1999	Building	Non-Contributing	None
384.09	68.1	Headquarters Swain House	B822	1987	Building	Non-Contributing	None
384.09	68.1	Headquarters Communication Center	B1078	ca. 2015	Building	Non-Contributing	None
384.09	68.0	Clements House #1	B1040	1965	Building	Non-Contributing	None
384.09	68.0	Clements House #2	B1041	1949	Building	Non-Contributing	None
384.72	68.0	U.S. Rt 74A (Westbound) Access Ramp Culvert	173P	1967	Structure	Contributing	None
384.75	68.0	U.S. Rt 74A Bridge	119P	1967	Structure	Contributing	None
384.83	68.0	U.S. Rt 74A (Eastbound) Access Ramp Culvert	186P	1967	Structure	Contributing	None
388.07	69.0	U.S. Rt 25A Bridge	120P	1967	Structure	Contributing	None
388.48	69.0	Southern Railroad Bridge	121P	1967	Structure	Contributing	None
388.74	69.0	U.S. Rt 25 Bridge	122P	1967	Structure	Contributing	None
389.85	69.0	Fish Pond Road (Biltmore Estate) Bridge	193P	1967	Structure	Contributing	None
390.94	69.0	Dingle Creek Bridge	123P	1964	Structure	Contributing	None
391.79	69.0	I-26 Bridge	124P	1966	Structure	Contributing	None
393.44	70.0	French Broad River Bridge	125P	1967	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
393.80	70.0	French Broad River Overlook	1093P	1959–1963	Structure	Contributing	None
396.40	70.0	Walnut Cove Overlook	1094P	1959–1963	Structure	Contributing	None
397.05	71.0	Grassy Knob Tunnel	142P	1961	Structure	Contributing	None
397.60	71.0	Sleepy Gap Overlook	1095P	1959	Structure	Contributing	None
398.30	71.0	Chestnut Cove Overlook	1096P	1963	Structure	Contributing	None
399.10	71.0	Pine Mountain Tunnel	143P	1963	Structure	Contributing	None
399.70	71.0	Bad Fork Valley Overlook	1097P	1959–1963	Structure	Contributing	None
400.25	71.0	Bent Creek Gap Road Bridge	197P	1963	Structure	Contributing	99
400.68	71.0	Ferrin Knob Tunnel #1	144P	1963–1964	Structure	Contributing	None
401.00	71.0	Wash Creek Valley Overlook	1098P	1959–1963	Structure	Contributing	None
401.18	71.0	Ferrin Knob Tunnel #2	145P	1963	Structure	Contributing	None
401.33	71.0	Ferrin Knob Tunnel #3	146P	1963	Structure	Contributing	None
401.70	71.0	Beaver Dam Gap Overlook	1099P	1963	Structure	Contributing	None
402.50	71.0	Stony Bald Overlook	1100P	1965	Structure	Contributing	None
403.05	71.0	Young Pisgah Ridge Tunnel	147P	1963	Structure	Contributing	None
403.60	72.0	Big Ridge Overlook	1101P	1961–1965	Structure	Contributing	None
404.01	72.0	Fork Mountain Tunnel	148P	1963	Structure	Contributing	None
404.30	72.0	Hominy Valley Overlook	1102P	1965	Structure	Contributing	None
404.60	72.0	Mills River Valley Overlook	1103P	1965	Structure	Contributing	None
406.72	72.0	Little Pisgah Ridge Tunnel	149P	1964	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
407.25	72.0	Buck Spring Tunnel	150P	1964	Structure	Contributing	100
407.60	72.0	Mt. Pisgah Overlook	1182P	1965	Structure	Contributing	None
407.60	72.0	Mt. Pisgah Trail	None	mid-20th c.	Structure	Contributing	None
407.60	72.0	Buck Springs Overlook	1182P	1965	Structure	Contributing	None
407.60	72.1	Buck Springs Trail	None	1965	Structure	Contributing	101
407.70	72.0, 72.1	Buck Springhouse	B556	1900	Structure	Contributing	None
407.80	72.1	Mt. Pisgah Picnic Area	1104P	1969	Site	Contributing	None
407.80	72.1	Mt. Pisgah Picnic Area Trail	None	1969	Structure	Contributing	None
407.80	72.1	Mt. Pisgah Picnic Area Comfort Station	B243	1969	Building	Contributing	None
408.40	72.0	Mt. Pisgah Sewage Plant: Office and Lab	B810	1988	Building	Non-Contributing	None
408.40	72.0	Mt. Pisgah Sewage Plant: Sludge Bagger Building	B949	1996	Building	Non-Contributing	None
408.40	72.0	Mt. Pisgah Sewage Plant: Generator Building	B951	late 20th - early 21st c.	Building	Non-Contributing	None
408.40	72.0	Mt. Pisgah Sewage Plant: Storage Building	B952	late 20th - early 21st c.	Building	Non-Contributing	None
408.40	72.0	Mt. Pisgah Sewage Treatment Plant	None	late 20th - early 21st c.	Building	Non-Contributing	None
408.40	72.0	Mt. Pisgah Water Treatment Plant	None	late 20th - early 21st c.	Building	Non-Contributing	None
408.30	72.0	Flat Laurel Gap Overlook	1105P	1961–1965	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
408.50	72.2	Mt. Pisgah Employee Dorm #1	B816	1990	Building	Non-Contributing	None
408.50	72.2	Mt. Pisgah Employee Dorm #2	B817	1990	Building	Non-Contributing	None
408.50	72.2	Mt. Pisgah Employee Dorm #3	B818	1990	Building	Non-Contributing	None
408.50	72.2	Mt. Pisgah Employee Dorm #4	B827	1994	Building	Non-Contributing	None
408.60	72.2	Mt. Pisgah Country Store	B242	1964	Building	Contributing	None
408.60	72.2	Mt. Pisgah Inn Restaurant	B241A	1964	Building	Contributing	None
408.60	72.2	Mt. Pisgah Inn Lodge and Office	B241B	1964	Building	Contributing	None
408.60	72.2	Mt. Pisgah Inn Motel Unit B	B495	1964	Building	Contributing	102
408.60	72.2	Mt. Pisgah Inn Motel Unit C	B754	1964	Building	Contributing	None
408.60	72.2	Mt. Pisgah Inn Garage and Shop	B564	1995	Building	Non-Contributing	None
408.80	72.3	Mt. Pisgah Campground	None	1969	Site	Contributing	None
408.80	72.3	Mt. Pisgah Campground Kiosk	B667	2002	Building	Non-Contributing	None
408.80	72.3	Mt. Pisgah Campground Residence	B828	1993	Building	Non-contributing	103
408.80	72.3	Mt. Pisgah Campground Comfort Station - Loop A	B496	1969	Building	Contributing	None
408.80	72.3	Mt. Pisgah Campground Comfort Station - Loop B South	B530	2012	Building	Non-Contributing	None
408.80	72.3	Mt. Pisgah Campground Comfort Station - Loop B North	B244	1969	Building	Contributing	None
408.80	72.3	Mt. Pisgah Campground Comfort Station - Loop C South	B246	2011	Building	Non-Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
408.80	72.3	Mt. Pisgah Campground Comfort Station - Loop C North	B245	1969	Building	Contributing	None
408.80	72.3	Mt. Pisgah Campground Amphitheater	None	1960s	Structure	Contributing	None
409.20	73.0	Funnel Top Overlook	1108P	1939–1955	Structure	Contributing	None
410.02	73.0	Frying Pan Tunnel	151P	1962	Structure	Contributing	None
410.30	73.0	Pink Beds Overlook	1109P	1939–1955	Structure	Contributing	None
411.00	73.0	Cradle of Forestry Overlook	1110P	1939–1955	Structure	Contributing	None
411.80	73.1	Wagon Road Gap Maintenance Building	B402	1957	Building	Contributing	None
411.80	73.1	Cold Mountain Overlook	1112P	1939–1955	Structure	Contributing	None
411.90	73.0	U.S. Rt 276 Bridge	126P	1963	Structure	Contributing	None
412.20	73.0	Wagon Road Gap Overlook	1113P	1939–1955	Structure	Contributing	None
413.20	73.0	Pounding Mill Overlook	1114P	1939–1955	Structure	Contributing	None
415.60	74.0	Cherry Cove Overlook	1115P	1955	Structure	Contributing	None
416.20	74.0	Log Hollow Overlook	1116P	1939–1955	Structure	Contributing	None
417.00	74.0	Looking Glass Rock Overlook	1117P	1955	Structure	Contributing	None
418.30	74.0	East Fork Overlook	1118P	1955	Structure	Contributing	None
418.80	74.0	Graveyard Fields Overlook	1119P	1955	Structure	Contributing	None
418.80	74.0	Graveyard Fields Overlook Vault Toilet	None	early 21st c.	Building	Non-Contributing	None
419.30	74.0	John Rock Overlook	1120P	1955	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
419.30	74.0	John Rock Trail	None	Mid-20th c.	Structure	Contributing	None
421.70	74.0	Fetterbush Overlook	1121P	1955	Structure	Contributing	None
422.05	75.0	Devil's Courthouse Tunnel	152P	1941	Structure	Contributing	None
422.40	75.0	Devil's Courthouse Trail	None	1955	Structure	Contributing	None
422.40	75.0	Devil's Courthouse Overlook	1122P	1955	Structure	Contributing	104
422.80	75.0	Mount Hardy Overlook	1123P	1939–1955	Structure	Contributing	None
423.29	75.0	NC Rt 215 Bridge	128P	1960	Structure	Contributing	None
423.50	75.0	Courthouse Valley Overlook	1124P	1955	Structure	Contributing	None
424.50	75.0	Herrin Knob Overlook	1125P	1955	Structure	Contributing	None
424.80	75.0	Wolf Mountain Overlook	1126P	1955	Structure	Contributing	None
425.40	75.0	Rough Butt Bald Overlook	1127P	1939–1955	Structure	Contributing	None
427.60	75.0	Bear Pen Gap Overlook	1128P	1955	Structure	Contributing	None
427.80	75.0	Spot Knob Overlook	1129P	1939–1955	Structure	Contributing	None
428.00	75.0	Caney Fork Overlook	1130P	1955	Structure	Contributing	None
428.50	75.0, 76.0	Beartrap Gap Overlook	1131P	1955	Structure	Contributing	None
430.40	76.0	Beartrail Ridge Overlook	1132P	1958–1962	Structure	Contributing	None
430.70	76.0	Cowee Mountains Overlook	1133P	1958–1962	Structure	Contributing	None
431.00	76.0	Haywood Jackson Overlook	1134P	1958–1962	Structure	Contributing	None
431.00	76.0	Richland Balsam Trail	None	1961	Structure	Contributing	None
431.30	76.0	Richland Balsam Overlook	1135P	1958–1962	Structure	Contributing	106

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
432.70	76.0	Lone Bald Overlook	1136P	1958–1962	Structure	Contributing	None
433.30	76.0	Roy Taylor Forest Overlook	1137P	1958–1962	Structure	Contributing	None
433.30	76.0	Roy Taylor Forest Overlook Trail	None	1958–1962	Structure	Contributing	None
435.10	77.0	Doubletop Mountain Overlook	1138P	1958–1962	Structure	Contributing	None
435.80	77.0	Licklog Gap Overlook	1139P	1958–1962	Structure	Contributing	None
436.70	77.0	Grassy Ridge Mine Overlook	1140P	1962	Structure	Contributing	None
438.90	77.0	Steestachee Bald Overlook	1141P	1958–1962	Structure	Contributing	None
439.30	77.0	Cove Field Ridge Overlook	1142P	1958–1962	Structure	Contributing	None
439.70	77.0	Pinnacle Ridge Tunnel	153P	1945	Structure	Contributing	None
440.00	77.0	Saunook Overlook	1143P	1958–1962	Structure	Contributing	None
440.80	77.0	Waynesville Overlook	1144P	1962	Structure	Contributing	None
441.40	77.0	Standing Rock Overlook	1145P	1962	Structure	Contributing	None
441.90	77.0	Rabb Knob Overlook	1146P	1962	Structure	Contributing	None
442.20	77.0	Balsam Gap Overlook	1147P	1962	Structure	Contributing	None
442.80	77.1	Balsam Gap Maintenance: Maintenance Building	B036	1962	Building	Contributing	None
442.80	77.1	Balsam Gap Maintenance: Interpretive Office and Storage	B750	1981	Building	Contributing	None
442.80	77.1	Balsam Gap Maintenance: Vehicle Storage	B731	1965-1983	Building	Contributing	None
442.80	77.1	Balsam Gap Maintenance: Pole Barn	B852	1999	Structure	Non-Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
442.80	77.1	Balsam Gap Maintenance: Wash Rack	B982	2005	Building	Non-Contributing	None
442.80	77.1	Balsam Gap Maintenance: Residence 430	B430	1958	Building	Contributing	None
442.80	77.1	Balsam Gap Maintenance: Residence 431	B431	1958	Building	Contributing	None
443.01	77.0	U.S. Rt 23/74 Bridge	127P	1963	Structure	Contributing	None
444.43	77.0	Hood Road Bridge	194P	1967	Structure	Contributing	None
444.48	77.0	The Orchards Overlook	1149P	1960	Structure	Contributing	None
445.10	78.0	Mount Lyn Lowry Overlook	1150P	1960	Structure	Contributing	None
446.00	78.0	Woodfin Valley Overlook	1151P	1960	Structure	Contributing	None
446.70	78.0	Woodfin Cascades Overlook	1152P	1960	Structure	Contributing	None
447.90	78.0	Wesner Bald Overlook	1153P	1960	Structure	Contributing	None
448.30	78.0	Scott Creek Overlook	1154P	1960	Structure	Contributing	None
448.90	78.0	Fork Ridge Overlook	1155P	1960	Structure	Contributing	None
450.20	78.0	Yellowface Overlook	1156P	1960	Structure	Contributing	None
451.20	78.0, 78.1	Browning Knob Overlook	1157P	1960	Structure	Contributing	None
451.20	78.1	Waterrock Knob Overlook	1158P	1960	Structure	Contributing	None
451.20	78.1	Waterrock Knob Visitor Center	B437	1960, 2005	Building	Contributing	107
451.20	78.1	Waterrock Knob East Vault Toilet	B983	2005	Building	Non-Contributing	None
451.20	78.1	Waterrock Knob West Vault Toilet	B984	2005	Building	Non-Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
451.20	78.1	Waterrock Knob Trail	None	1960	Structure	Contributing	108
452.10	78.0	Cranberry Ridge Overlook	1159P	1960	Structure	Contributing	None
452.30	78.0	Woolyback Overlook	1160P	1960	Structure	Contributing	None
453.30	78.0	Hornbuckle Valley Overlook	1161P	1960	Structure	Contributing	None
454.30	78.0	Thunder Struck Ridge Overlook	1162P	1960	Structure	Contributing	None
455.10	78.0	Fed Cove Overlook	1163P	1960	Structure	Contributing	None
455.50	78.2	Browning Cabin	B536	1937	Building	Contributing	None
455.50	78.2	Soco Gap Overlook	1164P	1940	Structure	Contributing	None
455.60	78.2	Soco Gap Maintenance: Maintenance Building	B403	1957	Building	Contributing	None
455.60	78.2	Soco Gap Maintenance: Residence 32	B032	1924	Building	Contributing	None
455.60	78.2	Davey House	B149	1924	Building	Contributing	109
455.60	78.2	Davey Garage and Apartment	B603	1924	Building	Contributing	None
455.60	78.2	Davey Smokehouse	B799	1924	Building	Contributing	None
455.68	79.0	U.S. Rt 19 Bridge	129P	1961	Structure	Contributing	None
456.20	79.0	Jonathan Creek Overlook	1166P	1942	Structure	Contributing	None
457.66	79.0	Docks Gap Bridge	130P	1942	Structure	Contributing	None
457.90	79.0	Plott Balsam Overlook	1167P	1942	Structure	Contributing	None
458.20	79.0	Heintooga Spur Road	None	1956	Structure	Contributing	None
458.20	79.0	Heintooga Spur Road - Mile High Overlook	1168P	1956	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
458.20	79.0	Heintooga Spur Road - Maggie Valley Overlook	1169P	1956	Structure	Contributing	None
458.20	79.0	Heintooga Spur Road – Lake Junaluska Overlook	1170P	1956	Structure	Contributing	None
458.20	79.0	Heintooga Spur Road – Horsetrough Ridge Overlook	1171P	1956	Structure	Contributing	None
458.20	79.0	Heintooga Spur Road – Black Camp Gap Overlook	1172P	1956	Structure	Contributing	None
458.20	79.0	Heintooga Spur Road – Masonic Monument Trail	None	1956	Structure	Contributing	None
458.20	79.0	Heintooga Spur Road – Masonic Monument and Shelter	B976	1956	Structure	Contributing	110
458.69	79.0	Lickstone Ridge Tunnel	154P	1946	Structure	Contributing	None
458.90	79.0	Lickstone Ridge Overlook	1173P	1942	Structure	Contributing	None
459.29	79.0	Bunches Bald Tunnel	155P	1947	Structure	Contributing	None
459.50	79.0	Bunches Bald Overlook	1174P	1942	Structure	Contributing	None
460.80	79.0	Jenkins Ridge Overlook	1175P	1942	Structure	Contributing	None
461.14	79.0	Big Witch Tunnel	156P	1947	Structure	Contributing	None
461.60	79.0	Big Witch Bridge	185P	1950	Structure	Contributing	None
461.80	79.0	Big Witch Overlook	1176P	1957	Structure	Contributing	None
463.90	80.0	Thomas Divide Overlook	1177P	1957	Structure	Contributing	None
465.69	80.0	Rattlesnake Mountain Tunnel	157P	1958	Structure	Contributing	None
466.24	80.0	Sherrill Cove Tunnel	158P	1958	Structure	Contributing	None

Milepost	Map Nos.	Resource Name	BLRI Structure No.	Dates	NR/NHL Resource Type	Contributing/Non-Contributing Status	Photo No.
467.30	80.0	Ballhoot Scar Overlook A	1178A	1957	Structure	Contributing	None
467.30	80.0	Ballhoot Scar Overlook B	1178B	1957	Structure	Contributing	None
467.80	80.0	Raven Fork Overlook	1179P	1957	Structure	Contributing	None
468.40	80.0	Oconaluftee River Overlook	1180P	1957	Structure	Contributing	None
469.01	80.0	Oconaluftee River Bridge	131P	1957	Structure	Contributing	111

Map Log

All maps drawn by PAL (December 2022) based on National Park Service Esri USA Top Maps.

Legend of all map sheets include historic district boundary, the contributing structure of the Blue Ridge Parkway, contributing buildings, structures, roads, and trails, noncontributing roads and trails, contributing sites, non-contributing resources, and mile post mile markers. Map sheets are overlaid on topographic maps. Each legend includes Notes. The first is that "Blue Ridge Parkway Historic District Designed Landscape is a contributing site coterminous with district boundary." The second note reads "see Data Sheet for detailed resource information." Finally, the last note reads: "Sheet order follows Parkway North to South." The north arrow points to the top of the page. The scale is 1 inch to 2,000 feet. The lower right hand of each map contains a regional inset showing the location of each map sheet relative to the overall Blue Ridge Parkway.

Legend of all map details includes contributing sites, buildings, structures, and objects, as well as non-contributing resources, not to drawn to scale. Each map detail references milepost and includes topographic lines.

National Historic Landmark Coordinate Map: Blue Ridge Parkway

Map Sheet Overview, Blue Ridge Parkway NHL Historic District

Map Sheet 1.0, Blue Ridge Parkway NHL Historic District

Map Sheet 2.0, Blue Ridge Parkway NHL Historic District

Map Detail 2.1, Humpback Rocks Visitor Center and Farm, Blue Ridge Parkway NHL Historic District

Map Detail 2.2, Humpback Rocks Picnic Area, Blue Ridge Parkway NHL Historic District

Map Sheet 3.0, Blue Ridge Parkway NHL Historic District

Map Detail 3.1, Love Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Sheet 4.0, Blue Ridge Parkway NHL Historic District

Map Sheet 5.0, Blue Ridge Parkway NHL Historic District

Map Sheet 6.0, Blue Ridge Parkway NHL Historic District

Map Detail 6.1, Montebello Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Sheet 7.0, Blue Ridge Parkway NHL Historic District

Map Sheet 8.0, Blue Ridge Parkway NHL Historic District

Map Sheet 9.0, Blue Ridge Parkway NHL Historic District

Map Sheet 10.0, Blue Ridge Parkway NHL Historic District

Map Sheet 11.0, Blue Ridge Parkway NHL Historic District

Map Sheet 12.0, Blue Ridge Parkway NHL Historic District

Map Detail 12.1, Otter Creek Campground, Blue Ridge Parkway NHL Historic District

Map Detail 12.2, James River Visitor Center, Blue Ridge Parkway NHL Historic District

Map Sheet 13.0, Blue Ridge Parkway NHL Historic District

Map Detail 13.1, James River Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Sheet 14.0, Blue Ridge Parkway NHL Historic District

Map Sheet 15.0, Blue Ridge Parkway NHL Historic District

Map Sheet 16.0, Blue Ridge Parkway NHL Historic District

Map Detail 16.1, Peaks of Otter Maintenance Area and Johnson Farm, Blue Ridge Parkway NHL Historic District

Map Detail 16.2, Peaks of Otter Lodge, Blue Ridge Parkway NHL Historic District

Map Detail 16.3, Peaks of Otter Picnic Area, Blue Ridge Parkway NHL Historic District

Map Detail 16.4, Peaks of Otter Campground, Blue Ridge Parkway NHL Historic District

Map Detail 16.5, Peaks of Otter Visitor Center, Blue Ridge Parkway NHL Historic District

Map Sheet 17.0, Blue Ridge Parkway NHL Historic District

Map Sheet 18.0, Blue Ridge Parkway NHL Historic District

Map Sheet 19.0, Blue Ridge Parkway NHL Historic District

Map Sheet 20.0, Blue Ridge Parkway NHL Historic District

Map Sheet 21.0, Blue Ridge Parkway NHL Historic District

Map Detail 21.1, Vinton Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Sheet 22.0, Blue Ridge Parkway NHL Historic District

Map Sheet 23.0, Blue Ridge Parkway NHL Historic District

Map Detail 23.1, Roanoke Mountain Campground, Blue Ridge Parkway NHL Historic District

Map Sheet 24.0, Blue Ridge Parkway NHL Historic District

Map Sheet 25.0, Blue Ridge Parkway NHL Historic District

Map Sheet 26.0, Blue Ridge Parkway NHL Historic District

Map Sheet 27.0, Blue Ridge Parkway NHL Historic District

Map Sheet 28.0, Blue Ridge Parkway NHL Historic District

Map Sheet 29.0, Blue Ridge Parkway NHL Historic District

Map Detail 29.1, Blue Ridge Parkway NHL Historic District

Map Sheet 30.0, Blue Ridge Parkway NHL Historic District

Map Sheet 31.0, Blue Ridge Parkway NHL Historic District

Map Detail 31.1, Rocky Knob Campground, Blue Ridge Parkway NHL Historic District

Map Detail 31.2, Rocky Knob Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Detail 31.3, Rocky Knob Picnic Area, Blue Ridge Parkway NHL Historic District

Map Sheet 32.0, Blue Ridge Parkway NHL Historic District

Map Detail 32.1, Rocky Knob Cabins, Blue Ridge Parkway NHL Historic District

Map Detail 32.2, Mabry Mill Interpretive Area, Blue Ridge Parkway NHL Historic District

Map Sheet 33.0, Blue Ridge Parkway NHL Historic District

Map Sheet 34.0, Blue Ridge Parkway NHL Historic District

Map Detail 34.1, Groundhog Mountain Picnic Area, Blue Ridge Parkway NHL Historic District

Map Sheet 35.0, Blue Ridge Parkway NHL Historic District

Map Sheet 36.0, Blue Ridge Parkway NHL Historic District

Map Sheet 37.0, Blue Ridge Parkway NHL Historic District

Map Sheet 38.0, Blue Ridge Parkway NHL Historic District

Map Sheet 39.0, Blue Ridge Parkway NHL Historic District

Map Sheet 40.0, Blue Ridge Parkway NHL Historic District

Map Detail 40.1, Cumberland Knob Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Detail 40.2, Cumberland Knob Picnic Area, Blue Ridge Parkway NHL Historic District

Map Sheet 41.0, Blue Ridge Parkway NHL Historic District

Map Sheet 42.0, Blue Ridge Parkway NHL Historic District

Map Sheet 43.0, Blue Ridge Parkway NHL Historic District

Map Sheet 44.0, Blue Ridge Parkway NHL Historic District

Map Detail 44.1, Doughton Park Campground, Blue Ridge Parkway NHL Historic District

Map Detail 44.2, Doughton Park Picnic Area and Lodge, Blue Ridge Parkway NHL Historic District

Map Sheet 45.0, Blue Ridge Parkway NHL Historic District

Map Detail 45.1, Bluff Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Detail 45.2, Woodruff Farm, Blue Ridge Parkway NHL Historic District

Map Sheet 46.0, Blue Ridge Parkway NHL Historic District

Map Sheet 47.0, Blue Ridge Parkway NHL Historic District

Map Sheet 48.0, Blue Ridge Parkway NHL Historic District

Map Detail 48.1, Benge Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Sheet 49.0, Blue Ridge Parkway NHL Historic District

Map Sheet 50.0, Blue Ridge Parkway NHL Historic District

Map Sheet 51.0, Blue Ridge Parkway NHL Historic District

Map Sheet 52.0, Blue Ridge Parkway NHL Historic District

Map Detail 52.1, Moses H. Cone Flat Top Manor/Memorial Park, Blue Ridge Parkway NHL Historic District

Map Detail 52.2, Sandy Flats Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Detail 52.3, Price Park Picnic Area, Blue Ridge Parkway NHL Historic District

Map Sheet 52.4, Price Park Campground, Blue Ridge Parkway NHL Historic District

Map Sheet 53.0, Blue Ridge Parkway NHL Historic District

Map Sheet 54.0, Blue Ridge Parkway NHL Historic District

Map Sheet 54.1, Linn Cove Visitor Center, Blue Ridge Parkway NHL Historic District

Map Sheet 55.0, Blue Ridge Parkway NHL Historic District

Map Sheet 56.0, Blue Ridge Parkway NHL Historic District

Map Detail 56.1, Linville Falls Maintenance, Blue Ridge Parkway NHL Historic District

Map Detail 56.2, Linville Falls Campground, Blue Ridge Parkway NHL Historic District

Map Detail 56.3, Linville River Picnic Area, Blue Ridge Parkway NHL Historic District

Map Sheet 57.0, Blue Ridge Parkway NHL Historic District

Map Sheet 58.0, Blue Ridge Parkway NHL Historic District

Map Detail 58.1, Gillespie Gap Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Sheet 59.0, Blue Ridge Parkway NHL Historic District

Map Sheet 60.0, Blue Ridge Parkway NHL Historic District

Map Detail 60.1, Crabtree Falls Campground, Blue Ridge Parkway NHL Historic District

Map Detail 60.2, Crabtree Falls Picnic Area, Blue Ridge Parkway NHL Historic District

Map Sheet 61.0, Blue Ridge Parkway NHL Historic District

Map Sheet 62.0, Blue Ridge Parkway NHL Historic District

Map Sheet 63.0, Blue Ridge Parkway NHL Historic District

Map Sheet 64.0, Blue Ridge Parkway NHL Historic District

Map Sheet 65.0, Blue Ridge Parkway NHL Historic District

Map Detail 65.1, Craggy Gardens Visitor Center, Blue Ridge Parkway NHL Historic District

Map Detail 65.2, Craggy Gardens Picnic Area, Blue Ridge Parkway NHL Historic District

Map Sheet 66.0, Blue Ridge Parkway NHL Historic District

Map Sheet 67.0, Blue Ridge Parkway NHL Historic District

Map Detail 67.1, Folk Art Center, Blue Ridge Parkway NHL Historic District

Map Detail 67.2, Oteen Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Sheet 68.0, Blue Ridge Parkway NHL Historic District

Map Detail 68.1, Asheville Blue Ridge Parkway Visitor Center and Headquarters, Blue Ridge Parkway NHL Historic District

Map Sheet 69.0, Blue Ridge Parkway NHL Historic District

Map Sheet 70.0, Blue Ridge Parkway NHL Historic District

Map Sheet 71.0, Blue Ridge Parkway NHL Historic District

Map Sheet 72.0, Blue Ridge Parkway NHL Historic District

Map Detail 72.1, Mt. Pisgah Picnic Area, Blue Ridge Parkway NHL Historic District

Map Detail 72.2, Mt. Pisgah Inn, Blue Ridge Parkway NHL Historic District

Map Detail 72.3, Mt. Pisgah Campground, Blue Ridge Parkway NHL Historic District

Map Sheet 73.0, Blue Ridge Parkway NHL Historic District

Map Detail 73.1, Wagon Road Gap Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Sheet 74.0, Blue Ridge Parkway NHL Historic District

Map Sheet 75.0, Blue Ridge Parkway NHL Historic District

Map Sheet 76.0, Blue Ridge Parkway NHL Historic District

Map Sheet 77.0, Blue Ridge Parkway NHL Historic District

Map Detail 77.1, Balsam Gap Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Sheet 78.0, Blue Ridge Parkway NHL Historic District

Map Detail 78.1, Waterrock Knob Visitor Center, Blue Ridge Parkway NHL Historic District

Map Detail 78.2, Soco Gap Maintenance Area, Blue Ridge Parkway NHL Historic District

Map Sheet 79.0, Blue Ridge Parkway NHL Historic District

Map Sheet 80.0, Blue Ridge Parkway NHL Historic District

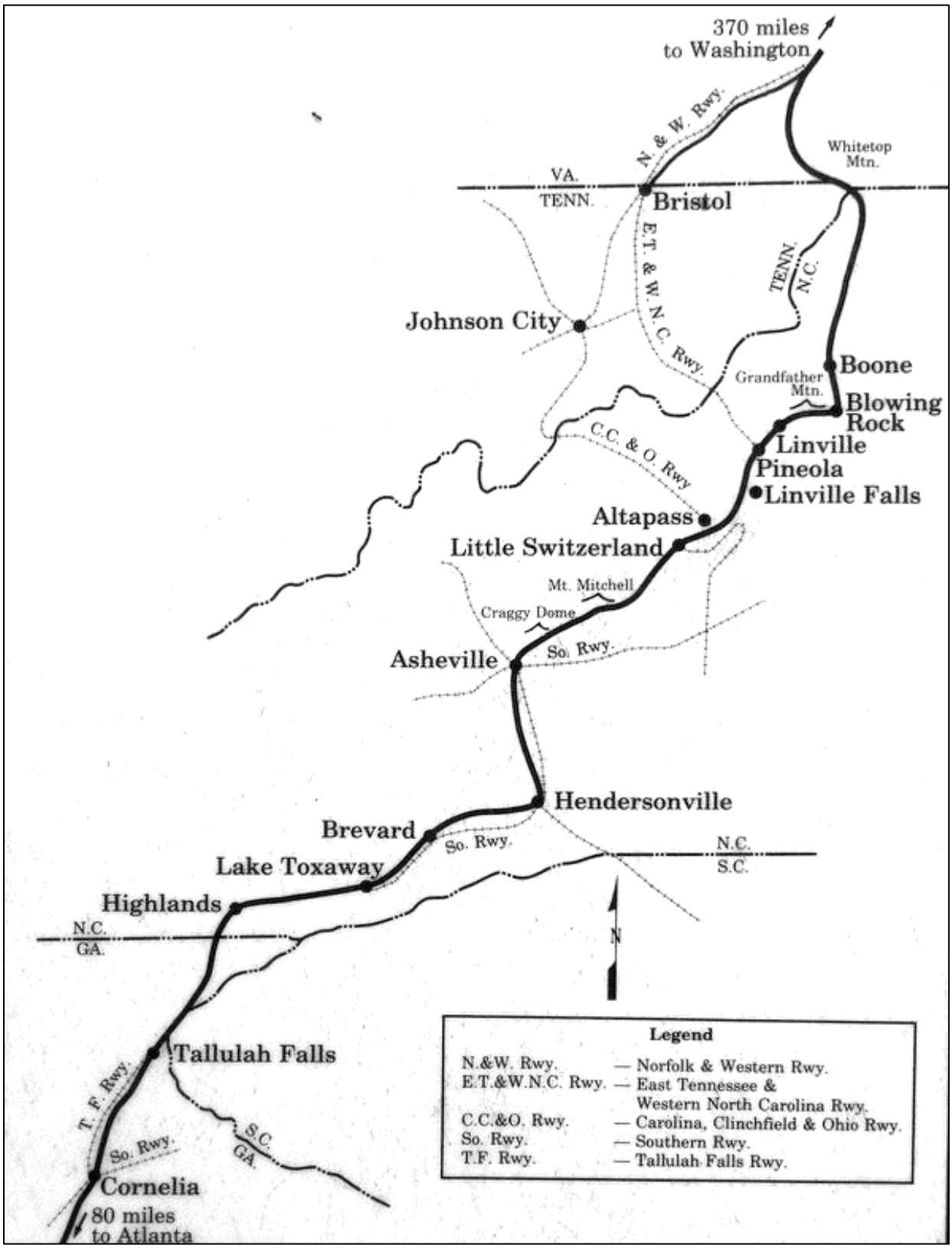

Figure 1. Route of the Crest of the Blue Ridge Highway proposed by North Carolina State Geologist Joseph Hyde Park in the early 1910s. Although only a small portion of the road was constructed, Hyde's idea influenced the conception and routing of the Blue Ridge Parkway (Source: NPS Blue Ridge Parkway interpretive sign milepost 327.3).

Figure 2. National Park-to-Park Highway, 1924. NPS Director Stephen Mather was a leading proponent of developing the route as a means to promote auto tourism in the western national parks. The highway served as the inspiration for a movement to create a similar route in the Eastern United States and, in turn, the creation of the Blue Ridge Parkway between Shenandoah and Great Smoky Mountains National Parks (Source: theplaygroundtrail.com).

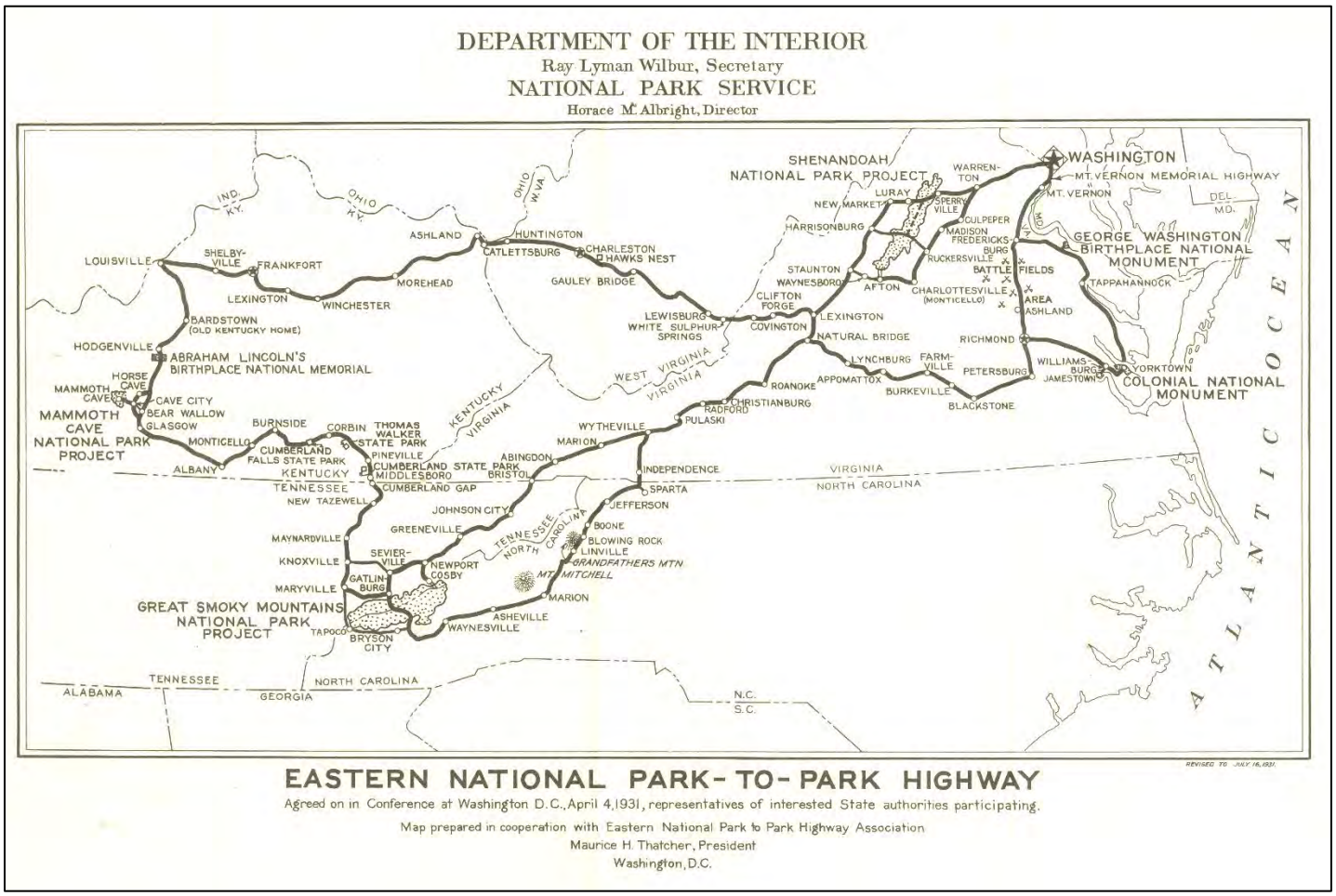

Figure 3. Route of the Eastern National Park-to-Park Highway agreed to in April 1931 (Source: "Driving Through Time: The Digital Blue Ridge Parkway," www.nps.gov/articles/driving-through-time.htm).

Figure 4. River Parkway Reservation landscape development plan for Sections 22–24, Scarsdale to White Plains, Bronx River Parkway Commission, 1924 (Source: White Plains Public Library).

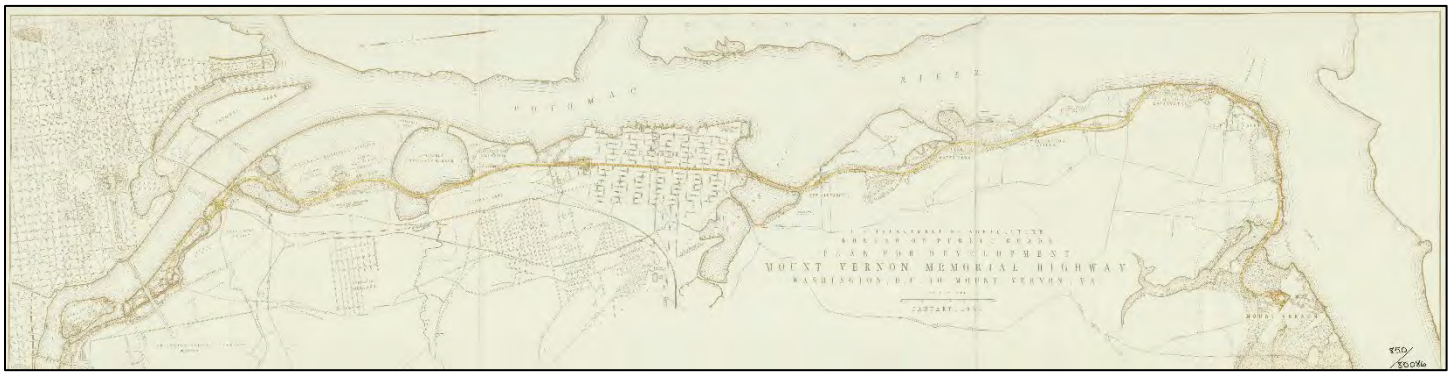

Figure 5. Plan for the Development of Mount Vernon Memorial Highway, Bureau of Public Roads, 1930 (Source: National Archives).

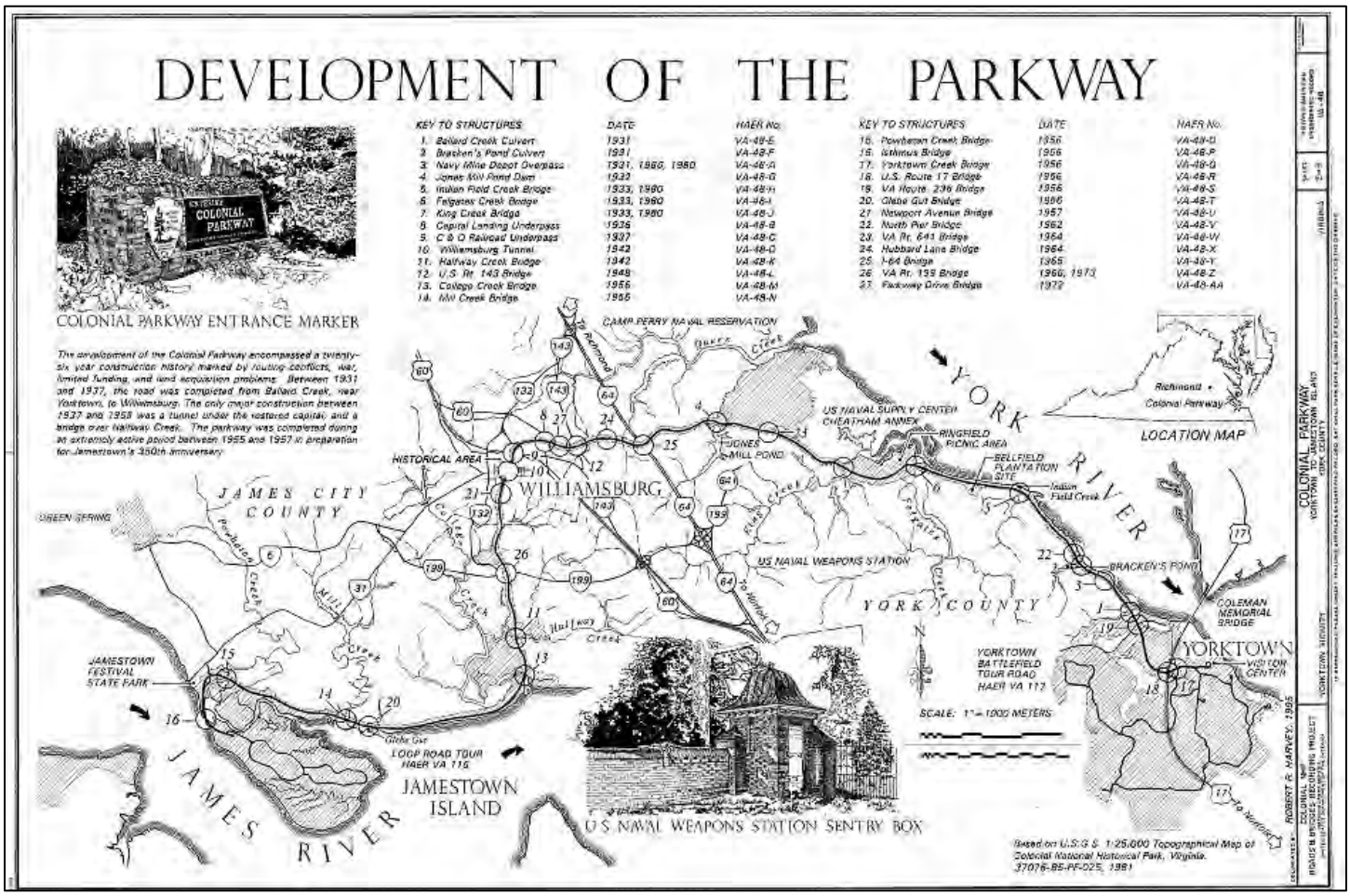

Figure 6. Colonial Parkway Development Map, HAER VA-100. Colonial Parkway was the first national parkway planned as a collaborative effort by the NPS and BPR. Members of the team would later be assigned to design the Blue Ridge Parkway. After leaving the Blue Ridge Parkway, Stanley Abbot became superintendent of Colonial National Historical Park and oversaw the completion of the Colonial Parkway in the 1950s (Source: Library of Congress).

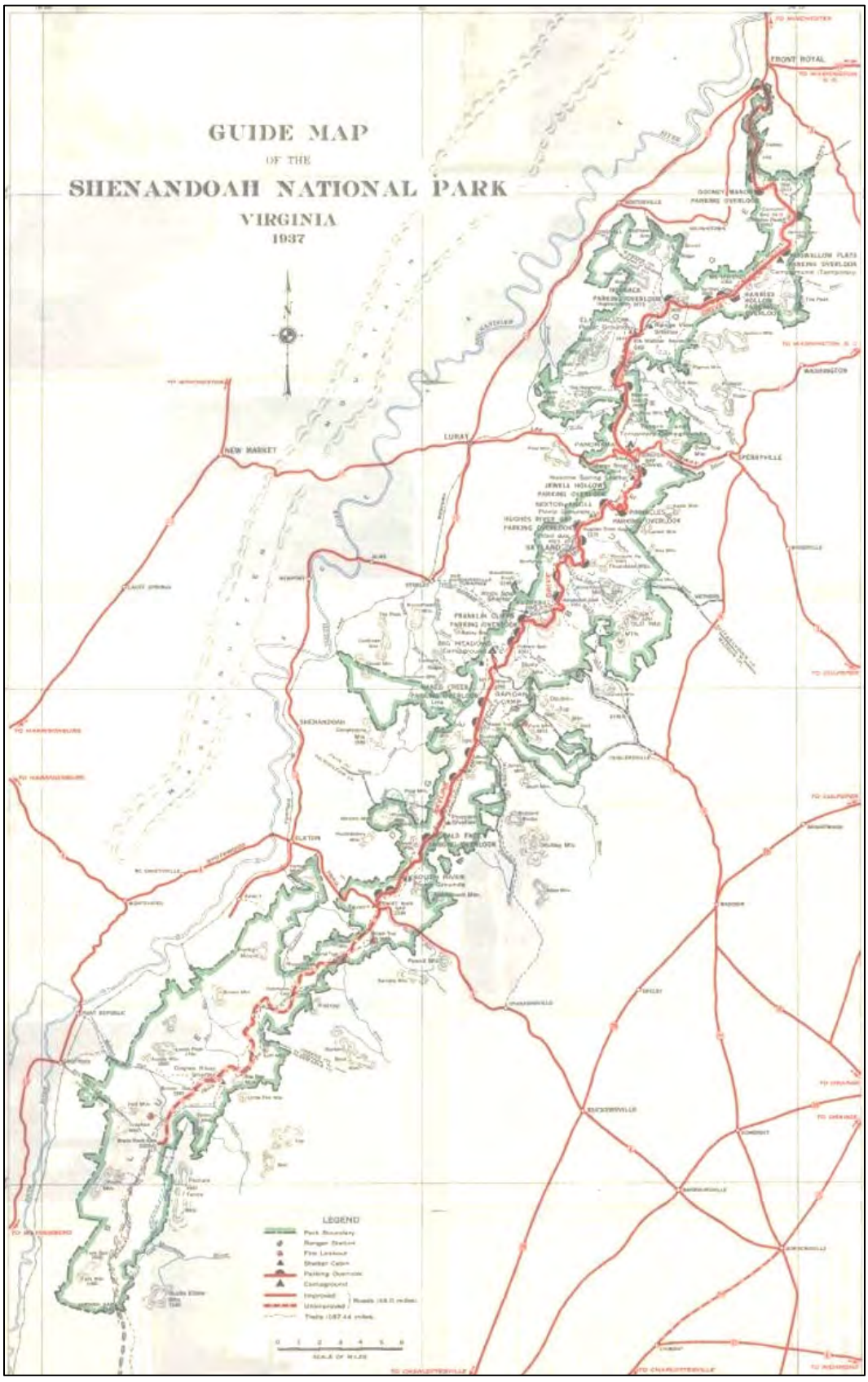

Figure 7. Guide Map of the Shenandoah National Park, Virginia, 1937. Skyline Drive was a direct precursor to the Blue Ridge Parkway and included many of the features that would be incorporated into the Parkway's design (Source: Library of Virginia).

Figure 8. Logical Route for the Southern Portion of the Appalachian Park-to-Park Highway, 1934, prepared by H.P. Whams, Great Smoky Mountains Conservation Association. This route was backed by the Tennessee delegation that lobbied the Radcliff Committee assigned to select the route of the Blue Ridge Parkway. Stanley Abbott favored the route for the varied mountain-valley topography and scenery, but a route extending entirely through the mountains of North Carolina was ultimately selected (Source: Great Smoky Mountains National Park Archives).

Figure 9. Perspective view of Proposed Park to Park Highway through North Carolina, 1934. Portion of the view prepared by C.M. Sawyer of the North Carolina State Highway and Public Works Commission for the North Carolina delegation to the Radcliff Committee to lobby for the North Carolina route (Source: "Driving Through Time: The Digital Blue Ridge Parkway").

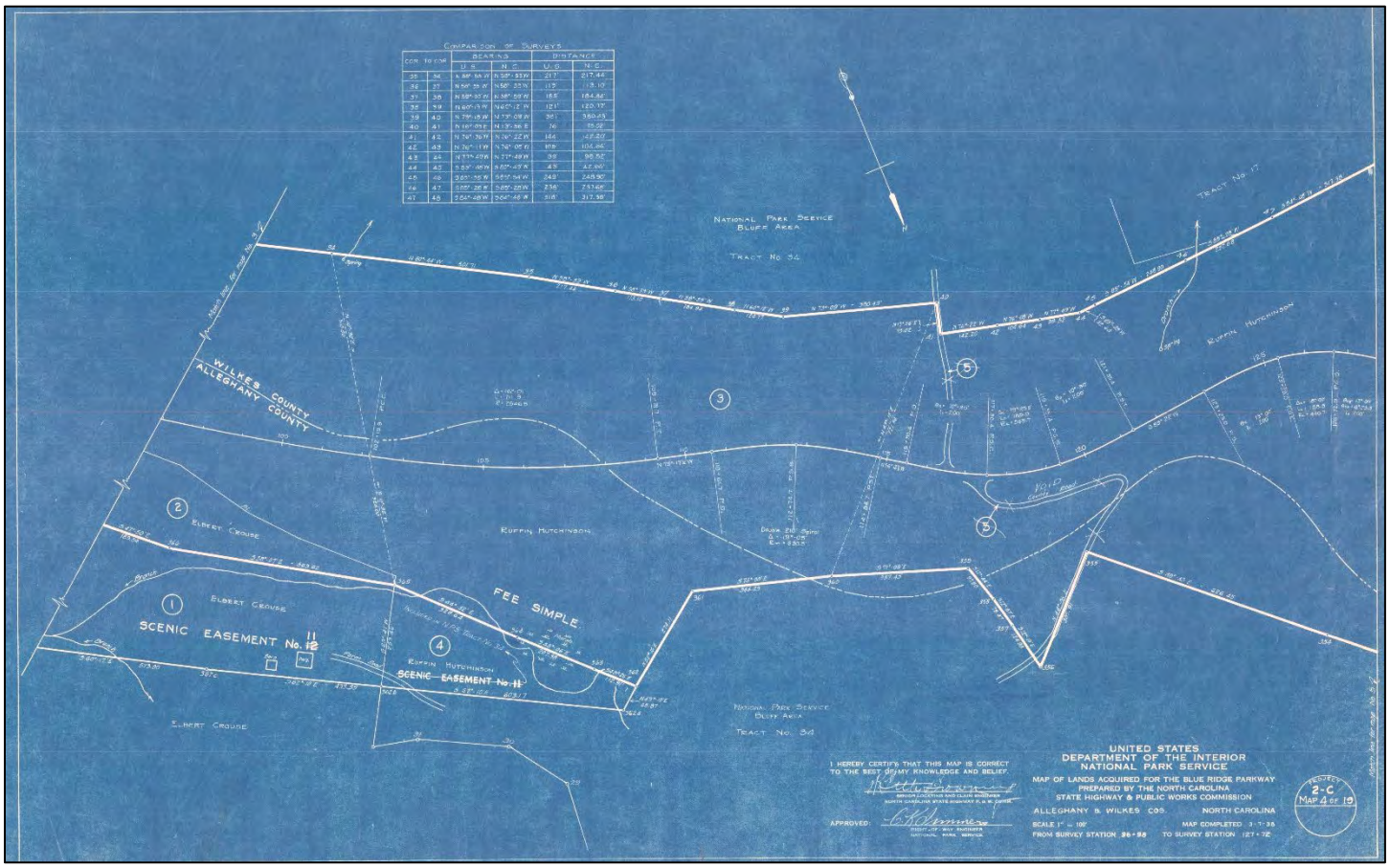

Figure 10. Land acquisition map for a portion of Section 2C of the Blue Ridge Parkway at Bluff Park, 1938. These maps were developed by the highway commissions of the states to document the boundaries of the right-of-way acquired in fee simple, adjoining property owners, and scenic easements that had been executed (Source: "Driving Through Time: The Digital Blue Ridge Parkway").

Figure 11. Work begins under the first grading contract awarded for the Parkway at Section 2A, September 1935 (Source: “Driving Through Time: The Digital Blue Ridge Parkway”).

Figure 12. CCC workers transporting transplanted trees to add to the landscape at the Doughton Park recreation area, ca 1940. The initial construction of the Parkway and the recreation areas relied heavily on labor provided through the CCC and other New Deal programs (Source: BlueRidgeCountry.com).

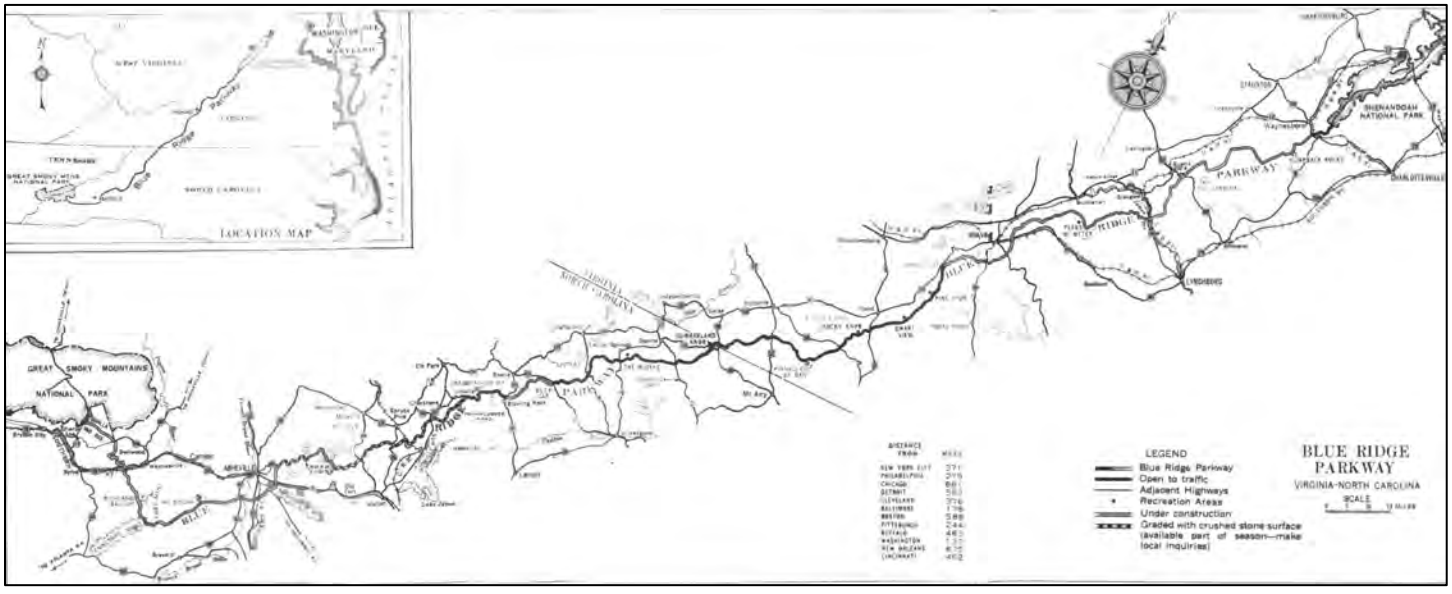

Figure 13. Blue Ridge Parkway map, 1940. This map shows the Parkway route, recreation areas, and parts of the roadway that were open to traffic, graded and surface with crushed stone, or under construction by the time of its publication (Source: *Blue Ridge Parkway Guidebook*, 1940).

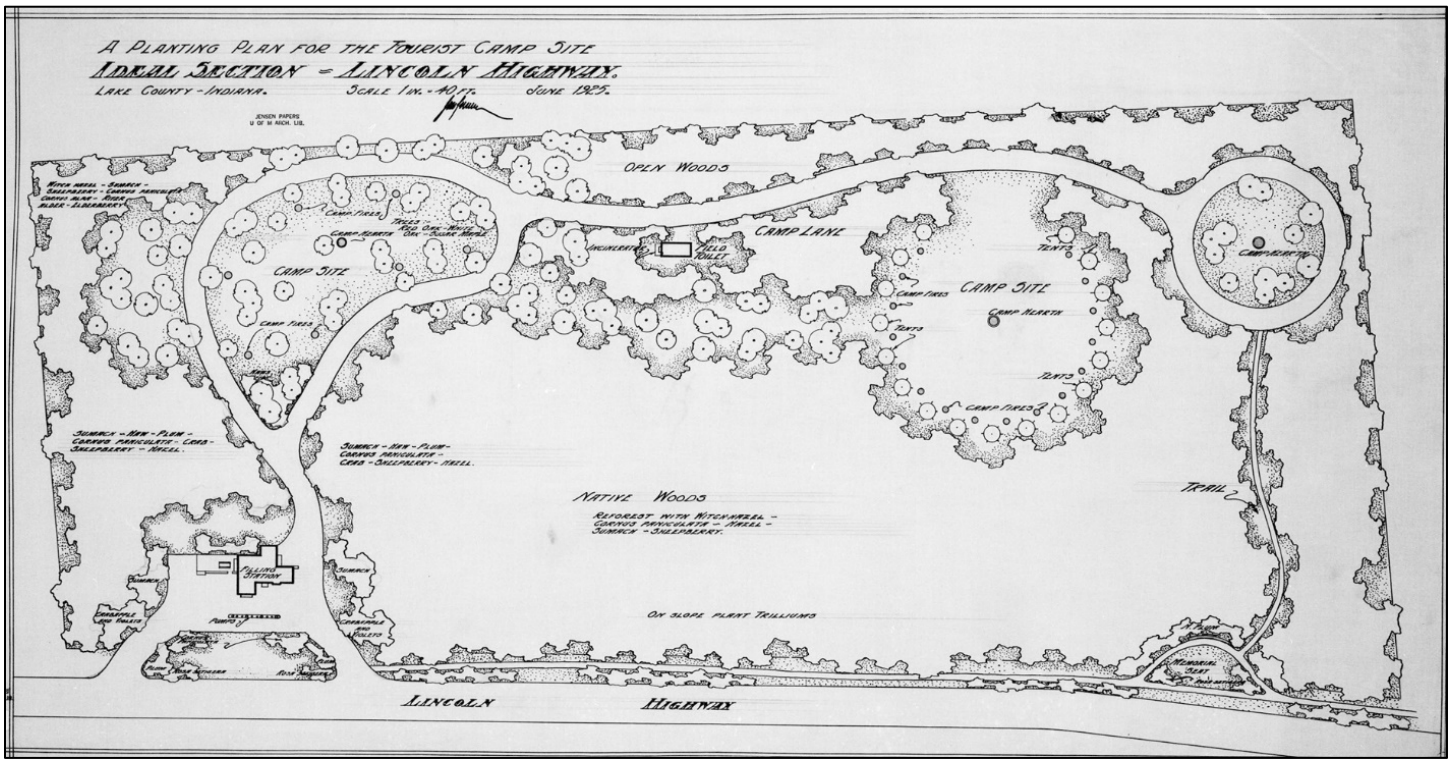

Figure 14. Planting Plan for the Tourist Camp Site, Ideal Section – Lincoln Highway, 1925. The highway's landscape architect, Jens Jensen, is credited with being the first to incorporate landscaped recreation areas into the design of a motor highway (Source: Bentley Library, University of Michigan).

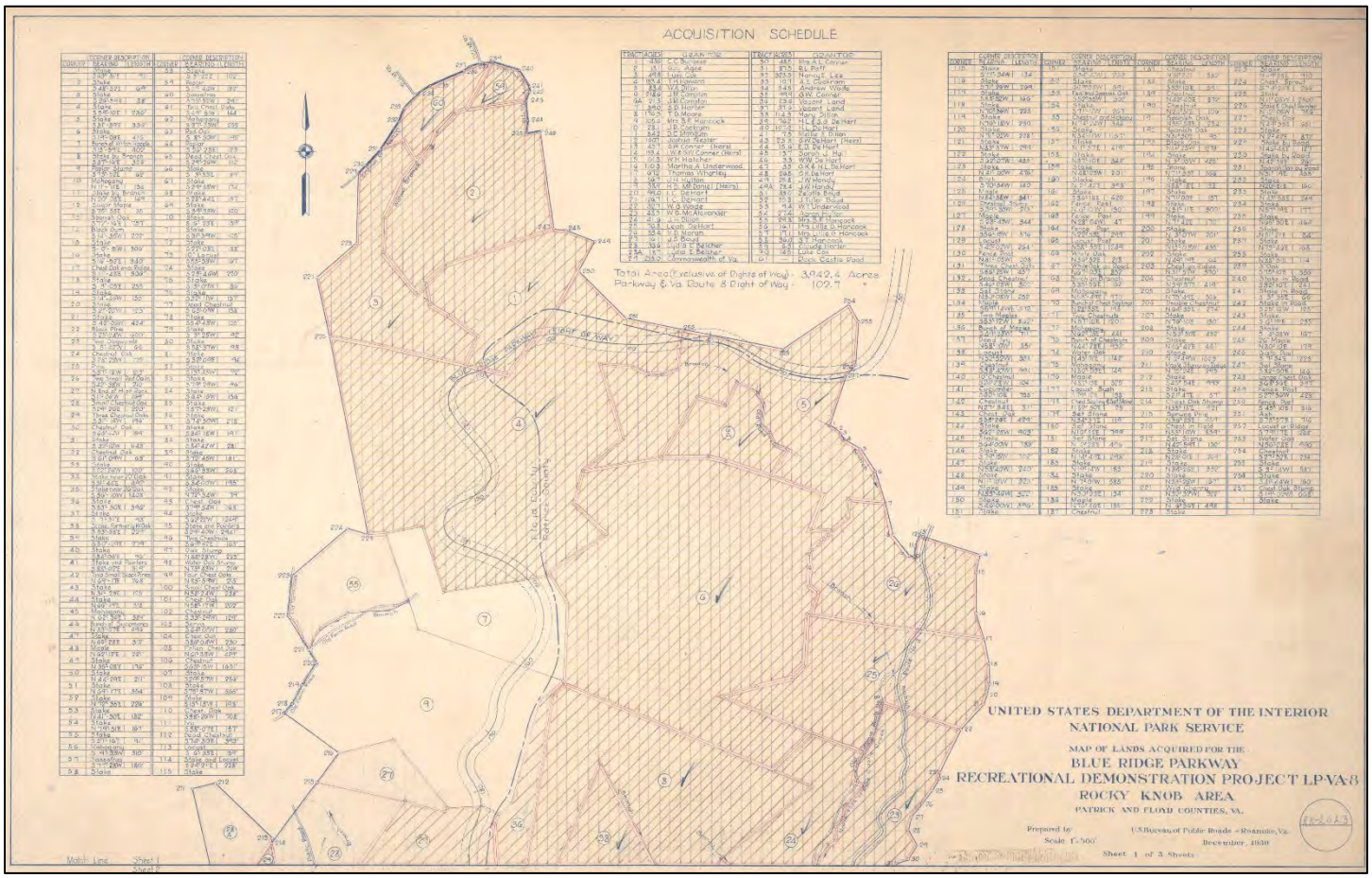

Figure 15. Blue Ridge Parkway Recreational Demonstration Project LP-VA-8, Rocky Knob Area, 1936. This map shows a portion of the land acquired for the Rocky Knob recreation area using funds provided through the Resettlement Agency (Source: "Driving Through Time: The Digital Blue Ridge Parkway").

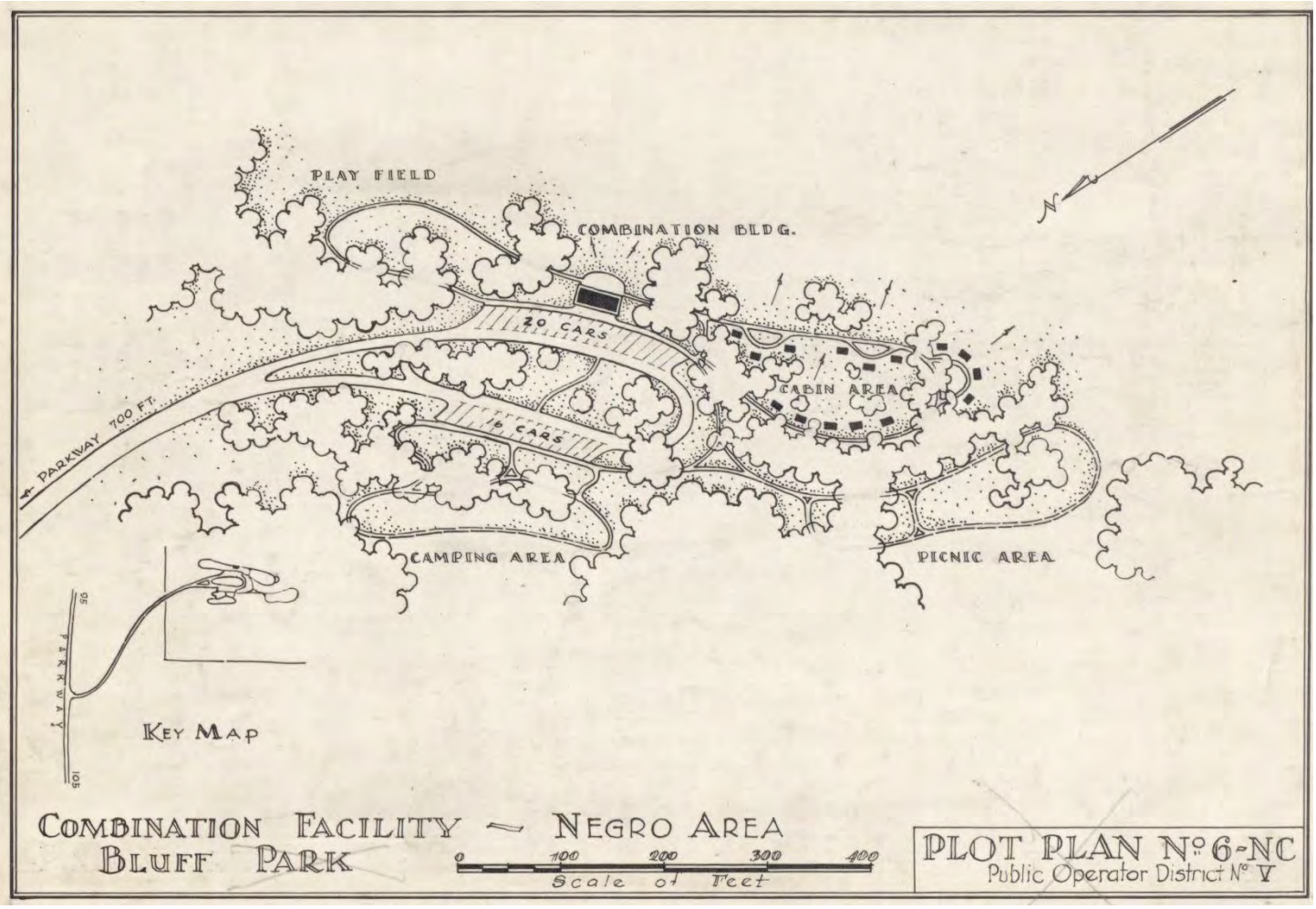

Figure 16. Combination Facility – Negro Area, Bluff Park, ca. 1939. This was one of several segregated camping, picnicking, and lodging areas planned during the late 1940s along the Blue Ridge Parkway (Source: "Driving Through Time: The Digital Blue Ridge Parkway,").

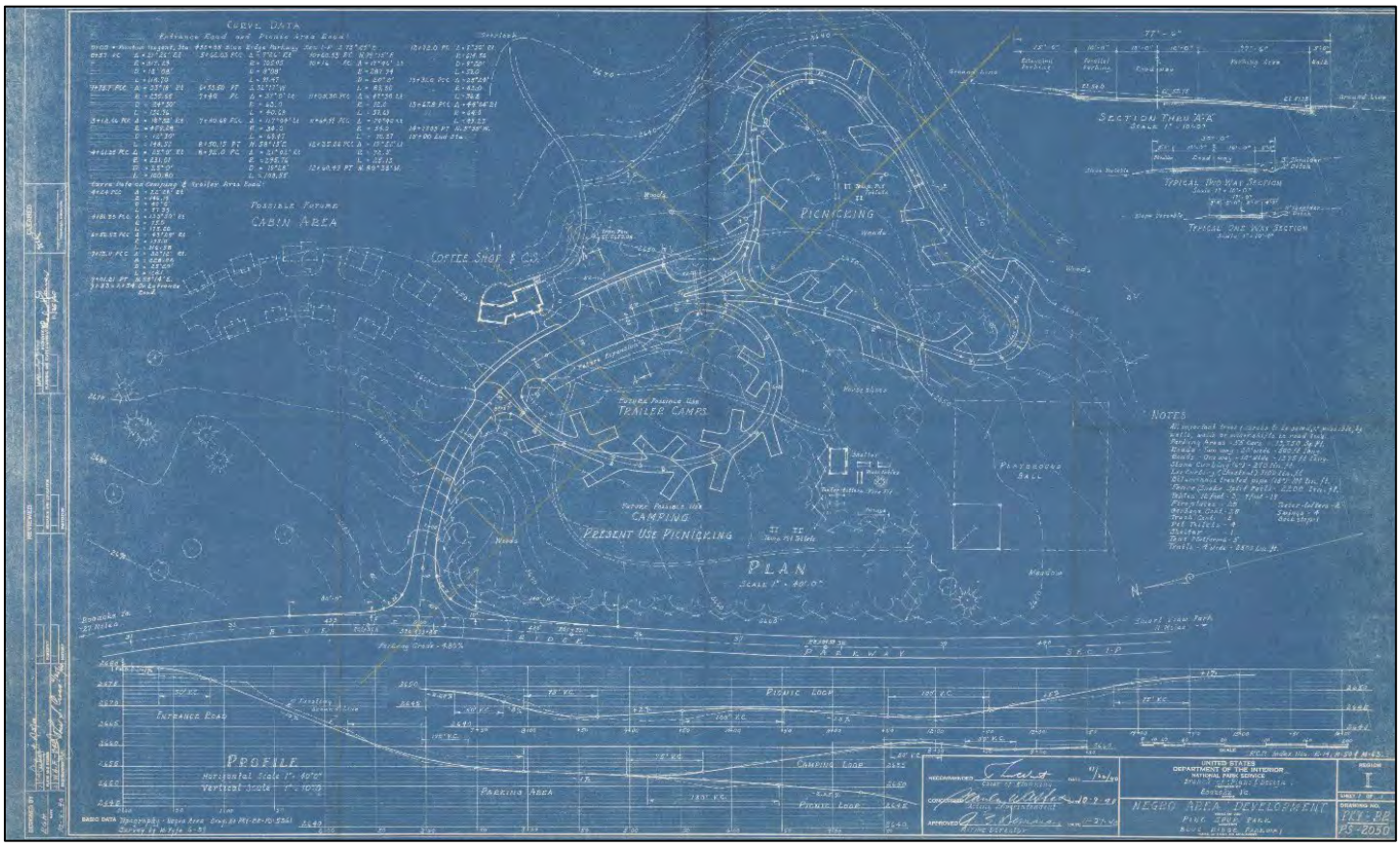

Figure 17. Negro Area Development, Pine Spur Park, Blue Ridge Parkway, 1940. Pine Spur was the only planned recreation area to be solely used by African American visitors to the Parkway. Following the end to formal segregation on the Parkway after World War II, development of the recreation area was abandoned and only a parking overlook exists today (Source: "Driving Through Time: The Digital Blue Ridge Parkway").

Figure 18. A family stopping at an overlook to take in the scenery along the Parkway, 1949. After World War II the Parkway took its place as the most visited unit of the National Park System (source: *Blue Ridge Parkway Guidebook*, 1949).

Figure 19. The Bluff (Doughton Park) Service Station and Coffee Shop, ca. 1950. National Park Concessions, Inc., in association with the American Oil Company, built a number of similar facilities in the 1940s and early 1950s, but those at Doughton Park (MP. 241) are the only ones that survive (Source: "Driving Through Time: The Digital Blue Ridge Parkway").

Figure 20. The Peaks of Otter Visitor Center shortly after its completion in 1957. It was one of two visitor centers, along with the on at Craggy Gardens, that was designed and constructed during the NPS Mission 66 program (Source: “Driving Through Time: The Digital Blue Ridge Parkway”).

Figure 21. Mabry Mill before NPS restoration in the 1940s (Source: Blue Ridge Parkway Archives).

Figure 22. Mabry Mill after NPS restoration in the 1940s. The restoration included the removal of kerosene engine that was used to power the mill, the addition of a mill pond, and the reconstruction of an overshot water wheel and flume to create an idealized picture of an early Appalachian gristmill (Source: Blue Ridge Parkway Archives).

Figure 23. A crowd gathers for the dedication of the Museum of North Carolina Minerals on June 17, 1955 (Source: "Driving Through Time: The Digital Blue Ridge Parkway").

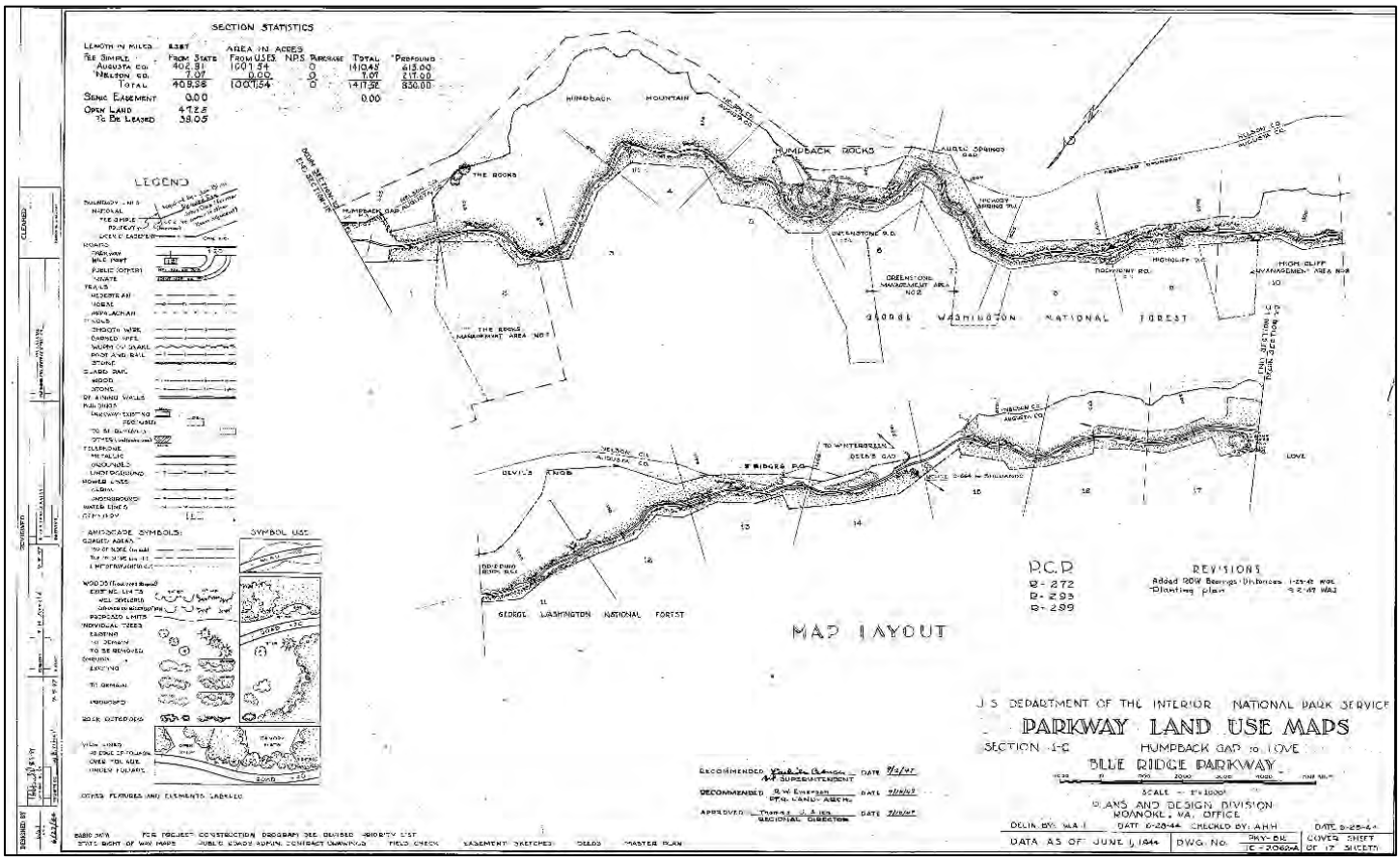

Figure 24. Parkway Land Use Map cover sheet with key map, Section 1C, 1944 updated through 1947. This PLUM cover sheet is typical of those prepared for each section of the Parkway to identify the detailed segment maps that followed (Source: NPGallery, Digital Asset Management System).

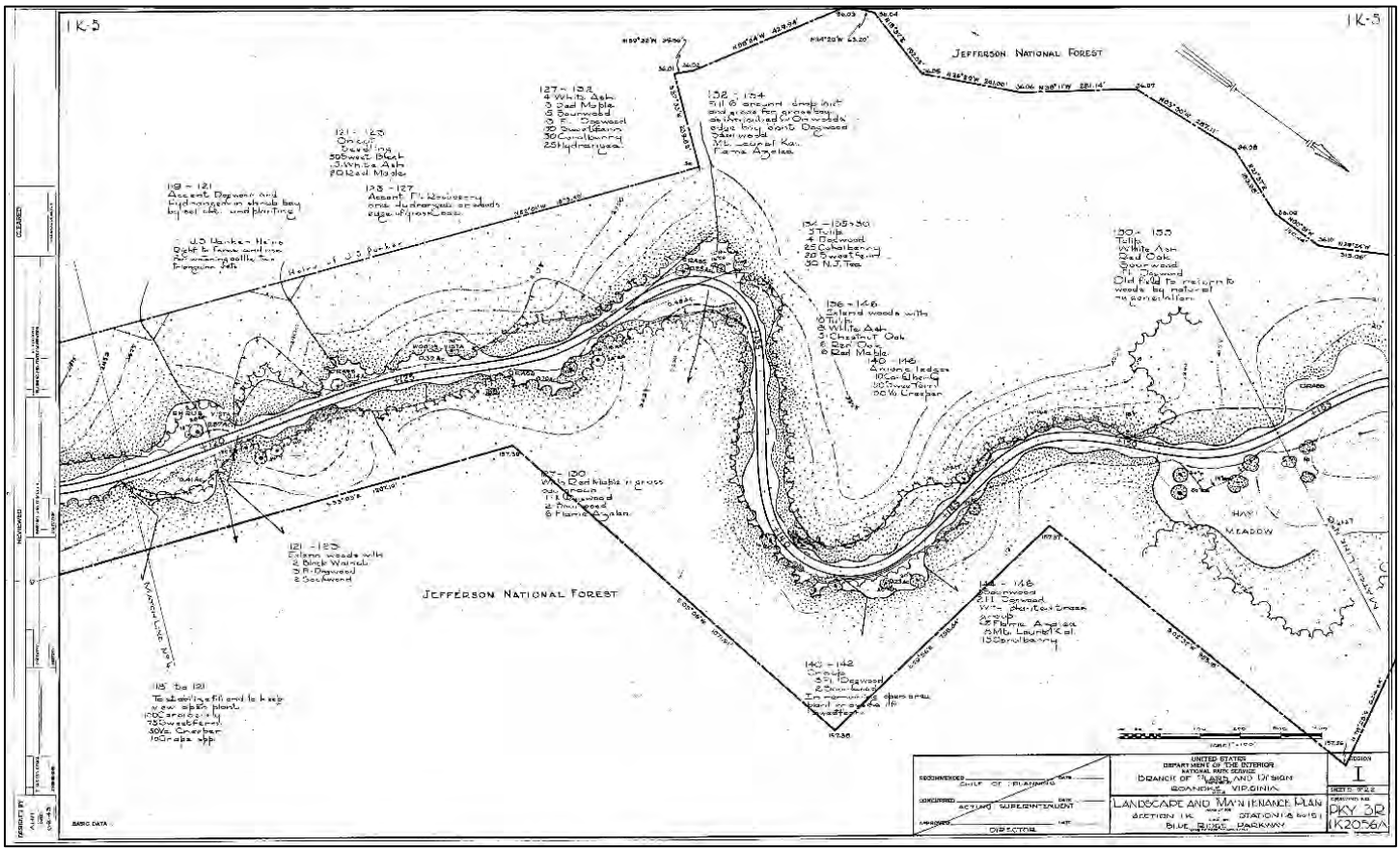

Figure 25. Parkway Land Use Map segment detail, Section 1K, sheet 5, 1943. Example segment plan with landscape planting schedule (Source: NPGallery, Digital Asset Management System).

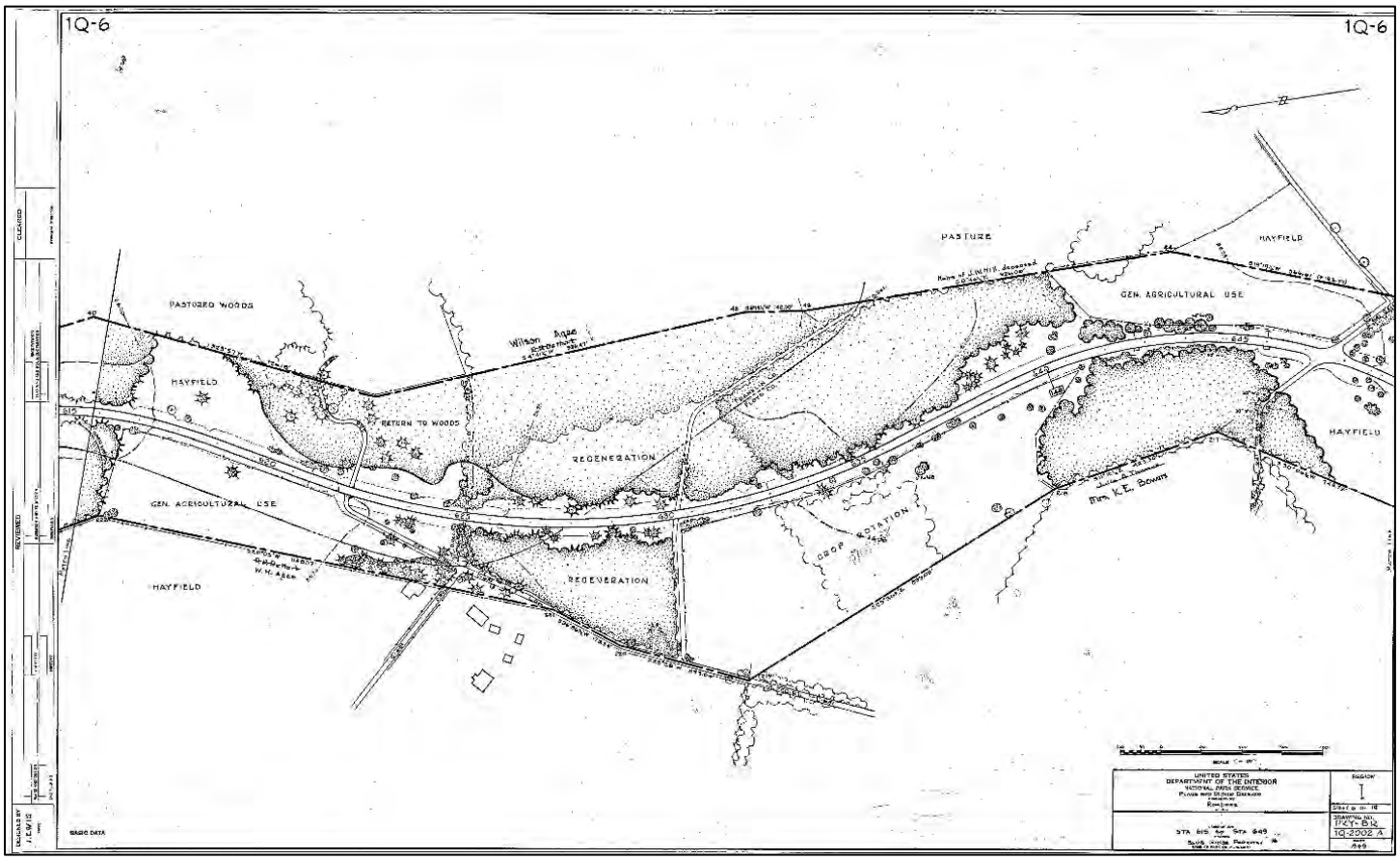

Figure 26. Parkway Land Use Map segment detail, Section 1Q, sheet 6, n.d. Example segment plan showing agricultural uses and a reforestation area (Source: NPGallery, Digital Asset Management System).

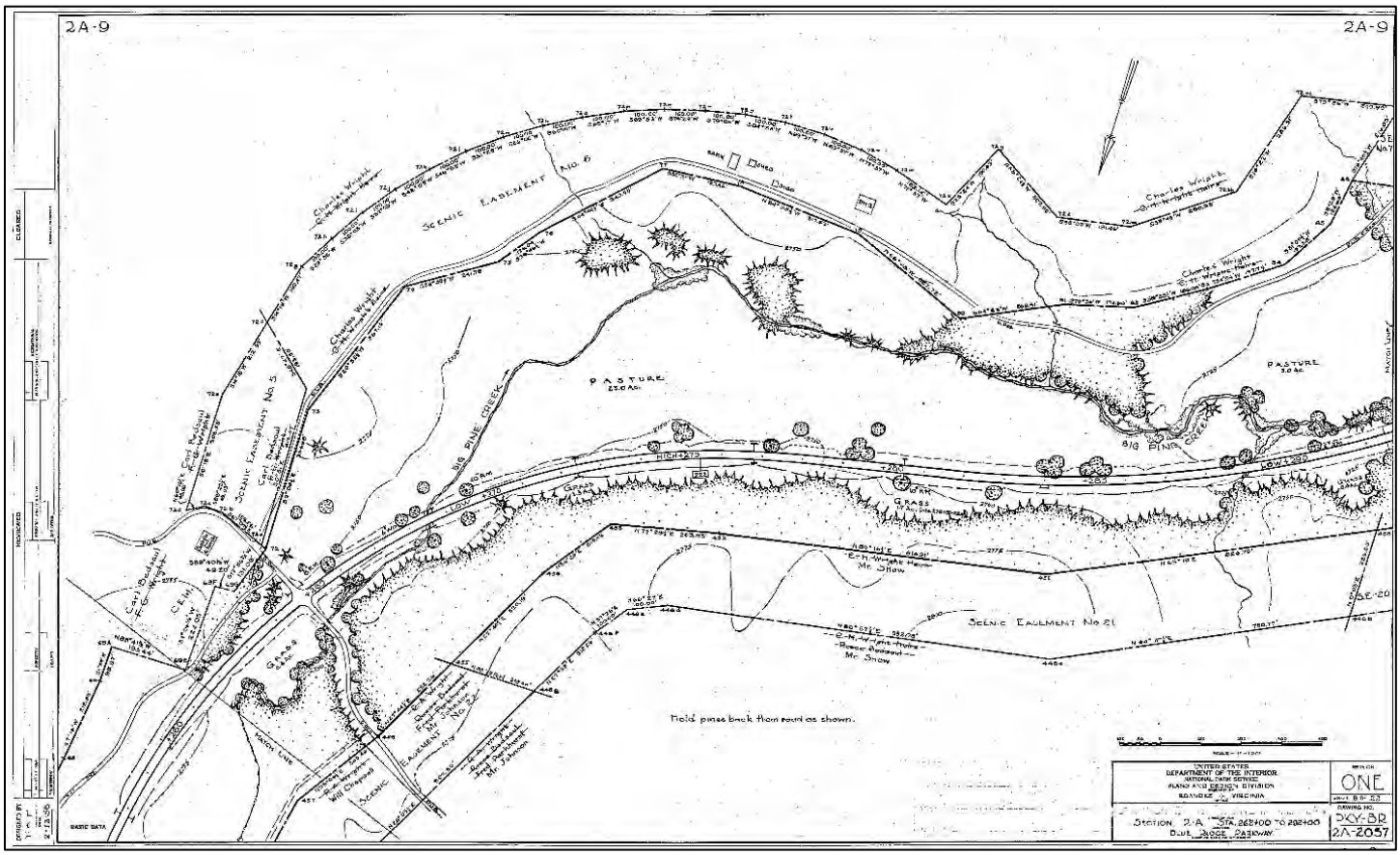

Figure 27. Parkway Land Use Map segment detail, Section 2A, sheet 9, 1958. Example segment plan showing scenic easements along for the Parkway (source: NPS NPGallery, Digital Asset Management System).

Figure 28. Construction of the Linn Cove Viaduct, ca. 1980. The completion of the technologically advanced precast concrete viaduct in 1983 allowed for the construction of the final section of the Parkway and its opening to its full length in 1987 (source: Blue Ridge Parkway Archives).

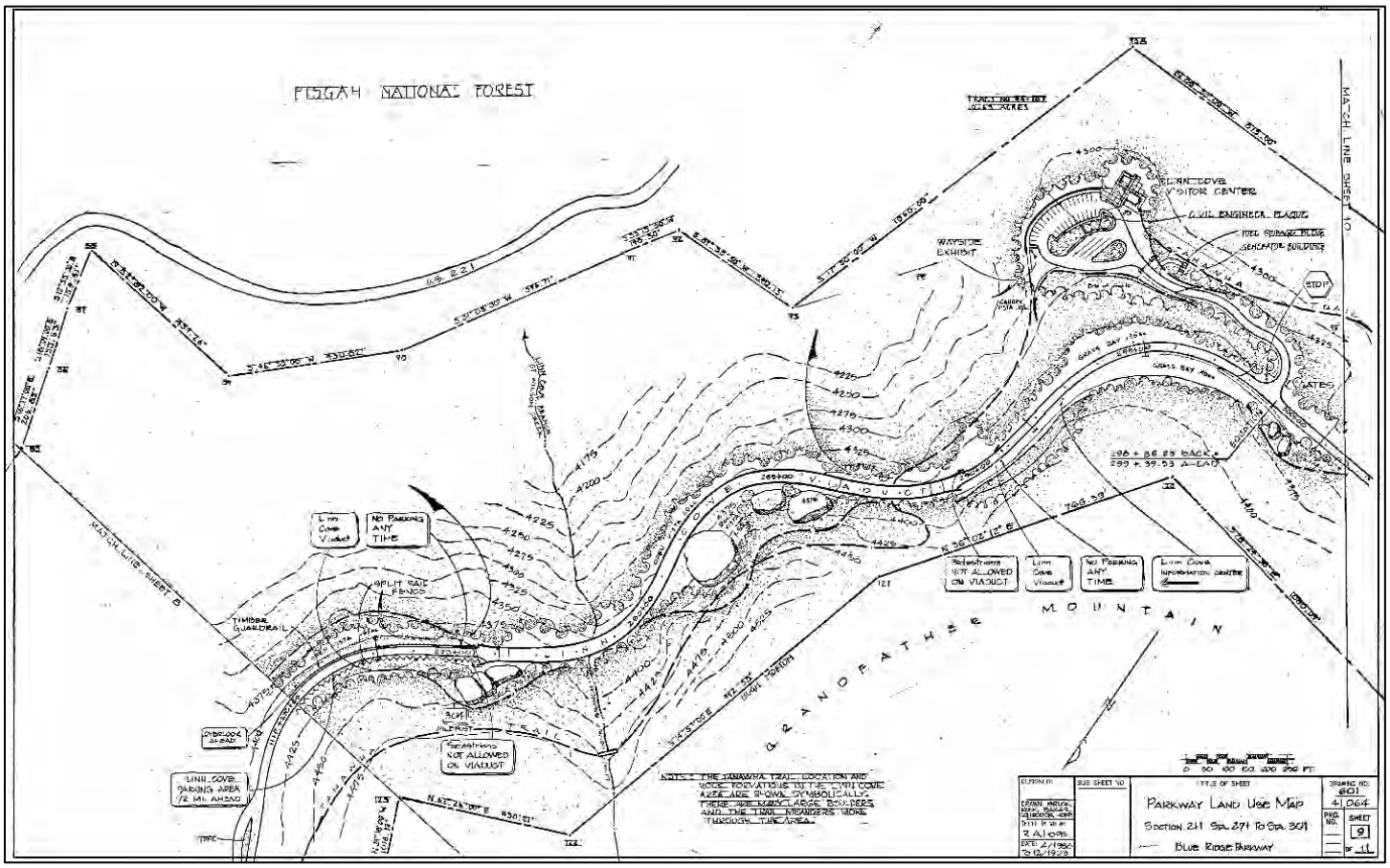

Figure 29. Parkway Land Use Map segment detail, Section 2H, sheet 9, 1988, updated 1993. This PLUM segment plan shows the route of the Linn Cove Viaduct on the final section of the parkway to be completed (Source: NPGallery, Digital Asset Management System).