
National Park Service
Cultural Landscapes Inventory
2008



Perimeter Road
Chickasaw NRA - Travertine District

Table of Contents

Inventory Unit Summary & Site Plan

Concurrence Status

Geographic Information and Location Map

Management Information

National Register Information

Chronology & Physical History

Analysis & Evaluation of Integrity

Condition

Treatment

Bibliography & Supplemental Information

Inventory Unit Summary & Site Plan

Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

Inventory Unit Description:

Prior to 1933, the road system in the Platt District of Chickasaw National Recreation Area (NRA) in eastern Oklahoma consisted of an east-west route (running along Travertine and Rock Creeks) crossed by a north-south route (Buckhorn Road) with a few spurs located off these main roads. This was drastically changed during the CCC years, when a perimeter loop road encompassing the entire park was constructed. It utilized much of the old east-west route, but connected the two ends with additional road running along the southern boundary of the park. Though constructed in pieces, over the years 1933-1936, the road was designed as a whole, linear landscape which provided access to the park's sites and features, and which orchestrated the visitor experience.

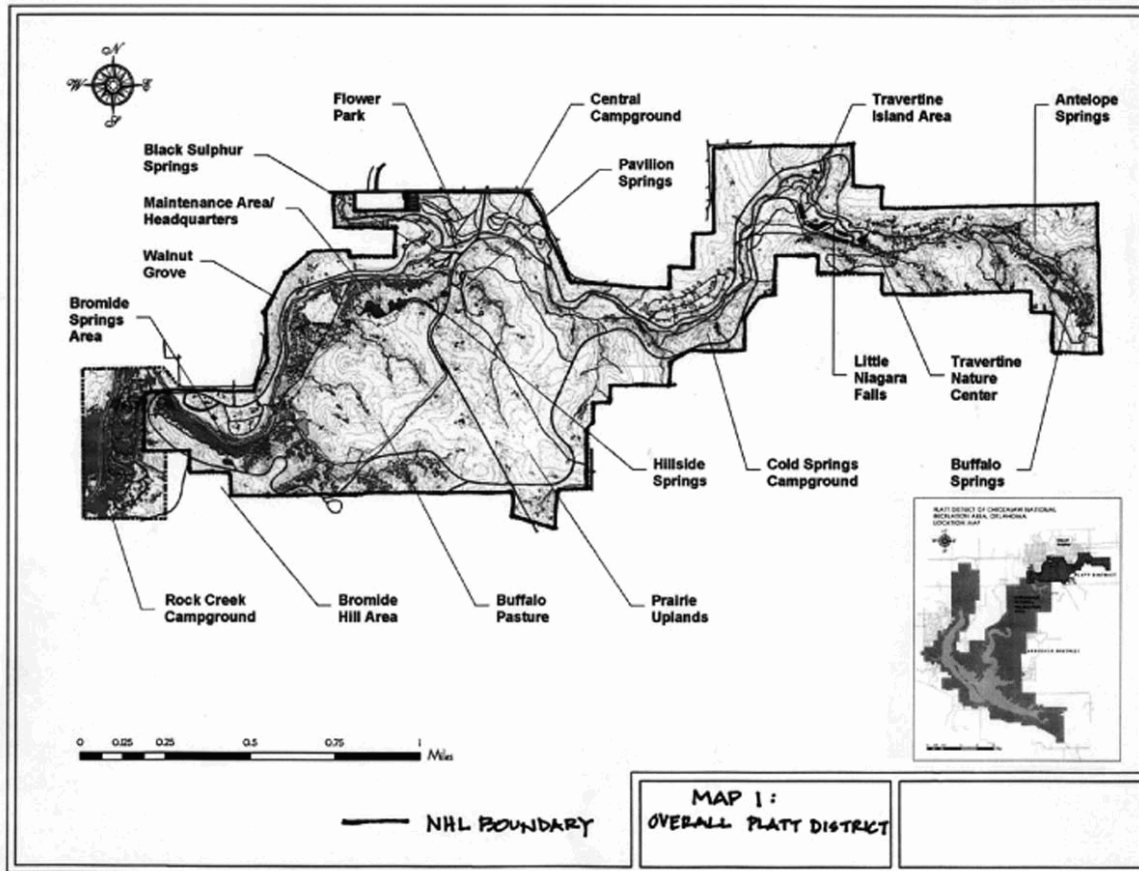
In 1940, the perimeter road was a two-way roadway about 8 miles long that circumscribed the entire park, following and in some areas even crossing the park's boundary. In 1969, the creation of the Travertine Nature Center obliterated about 1.8 miles of road that looped around Antelope and Buffalo Springs. Put in its place was the current one-way loop that begins and ends at Sycamore Falls Crossing and wraps around the recreational swimming landscape of Travertine Island.

Today, the perimeter road is 6.32 miles long and is the primary vehicular access within the district. The curvilinear alignment of the perimeter road corresponds directly to both overall and local topography. This is particularly evident in steep areas such as Bromide Hill, where the road follows the contours as it wraps around the hill. The road was originally designed to have a maximum grade of 8.25 percent; however, some stretches are a bit steeper. The road's maximum radius is approximately 2,450 feet and its minimum radius approximately 69 feet. In fitting the roadway to the landscape, road side slopes are graded back to smoothly blend with existing grades at slopes no less than 2:1. The road is generally twenty feet wide, with shoulders generally three to five feet wide. Small concrete and limestone masonry culverts are typical drainage features along the roadway. Providing external access to the perimeter road is Highway 177 (the former Buckhorn Road) which bisects the perimeter road in the midpoint of the park, creating the major north and south park entrances.

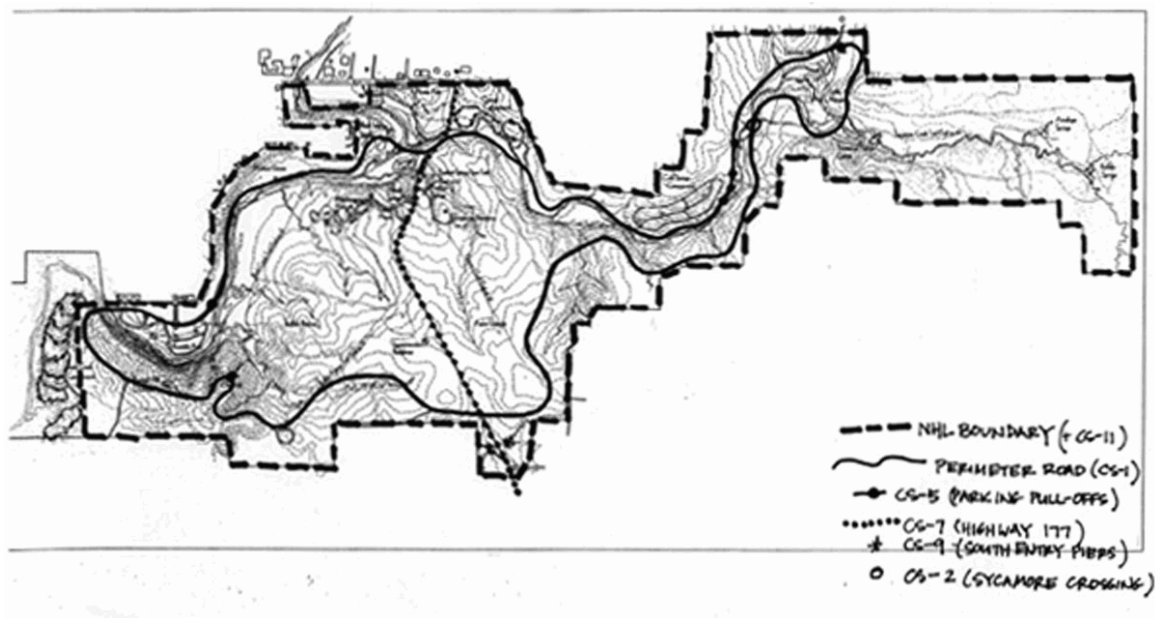
Originally paved in gravel, the road was repaved in asphalt between 1938 and 1940, with repaving projects occurring a few times since. Similarly, original wood guard rails, constructed in the early 1930s, were by 1940 replaced with boulders to control parking. While there are no designed plantings per se associated with the perimeter road, areas of general vegetative character may be defined along its length, ranging from enclosed, tunnel-like canopy in dense forest around Bromide Hill to open lawn with canopy trees along Rock Creek Causeway.

Other structures associated with the perimeter road include a series of bridges and box culverts over the large creeks along the perimeter road. These bridges are generally concrete structures with limestone ashlar masonry veneer. The bridge masonry is typical of NPS Rustic style; stones are irregular, and the structures are generally buttressed at their bases.

Site Plan



Site plan for the proposed Platt Historic District NHL (2007). Source: NHL nomination form, drafted by Heidi Hohmann, Iowa State University.



Site plan depicting the Perimeter Road (2007). Source: NHL nomination form, drafted by Heidi Hohmann, Iowa State University.

Property Level and CLI Numbers

Inventory Unit Name:	Perimeter Road
Property Level:	Component Landscape
CLI Identification Number:	975440
Parent Landscape:	850137

Park Information

Park Name and Alpha Code:	Chickasaw NRA - Travertine District -CHIC
Park Organization Code:	7516
Subunit/District Name Alpha Code:	Chickasaw NRA - Travertine District - CHIC
Park Administrative Unit:	Chickasaw National Recreation Area

CLI Hierarchy Description

Perimeter Road

Chickasaw NRA - Travertine District

The Platt Historic District of Chickasaw National Recreation Area (CNRA) is the parent landscape for the Perimeter Road. The Platt Historic District is a historic designed landscape containing eleven component landscapes, each with unique and individual landscape features. A study of these numerous component landscapes contributes to our understanding and appreciation of the district's entire cultural landscape.

The Platt Historic District is an irregularly shaped area extending for about three miles along both sides of two small streams, which flow through it in a generally east to west direction. The width of the district varies from 4,800 feet near the center to about 6,400 feet near the western edge and 2,300 feet along its eastern edge. Connecting the district's component landscapes is a 6.32 perimeter road. This road provides both access to and opportunities for viewing the district's features.

The other component landscapes are:

- Rock Creek Campground (not part of Historic District)
- Flower Park and Black Sulphur Springs
- Antelope Springs and Buffalo Springs/ Nature Center
- Bromide Springs/ Bromide Hill
- Central Campground
- Cold Springs Campground
- Pavilion Springs / Hillside Springs/ Headquarters and Maintenance Area
- Walnut Grove
- Travertine Island and Little Niagara Falls
- Buffalo Pasture and Prairie Uplands

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

This CLI was written and completed by Heidi Hohmann and Katarzyna Grala of Iowa State University, based on the findings of the Platt Historic District Cultural Landscape Report (CLR). Previous cultural landscape documentation for the Platt District, which includes the Perimeter Road, was carried out in 1997 by Kay Sallee et al., of UT Arlington. CLI database entry was completed by Michele Curran, CLI Coordinator.

Concurrence Status:

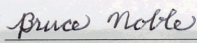
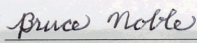
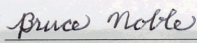
Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	07/07/2008
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	07/06/2007

National Register Concurrence Narrative:

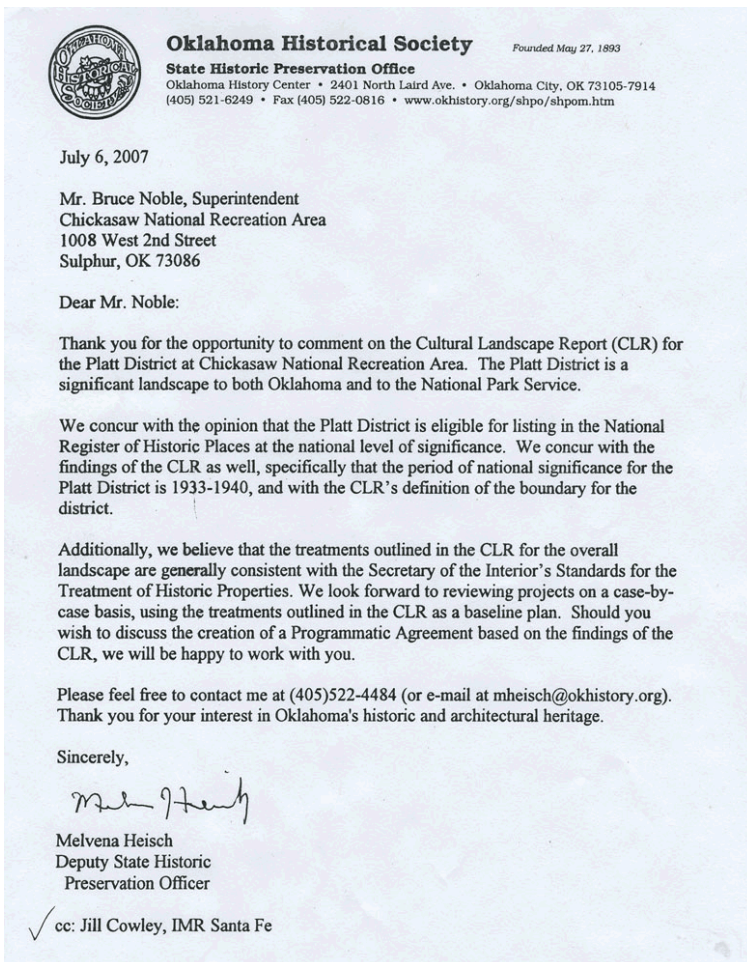
The Oklahoma SHPO concurred with the findings of the CLI on 7/6/2007.

Concurrence Graphic Information:

Perimeter Road
Chickasaw NRA - Travertine District

	United States Department of the Interior NATIONAL PARK SERVICE INTERMOUNTAIN REGION Post Office Box 728 Santa Fe, New Mexico 87504-0728			
In Reply Refer to: H2216(IMS-F-CCL) June 30, 2008 Memorandum To: Manager, Historic Preservation Programs, Intermountain Region Cultural Resources From: Superintendent, Chickasaw National Recreation Area Subject: Perimeter Road Cultural Landscape Inventory (CLI) I concur with the content and the assessment of the Perimeter Road cultural landscape for the Chickasaw National Recreation Area. <i>The CLI has identified the Perimeter Road component landscape as a "Historic Designed Landscape."</i> 1. The CLI rates the condition as "GOOD" (pg.38) and the Management Category is listed as "Must be Preserved and Maintained" (pg.9). 2. The period of significance for the Perimeter Road component landscape is 1933-1940 (pg. 11), and the Statement of Significance is located on pgs. 11-13. 4. The contributing features are discussed and listed in the "Analysis and Evaluation" section (pgs.23-37). <table border="0"><tr><td> Superintendent, Chickasaw National Recreation Area</td><td><u>7/7/08</u> Date</td></tr></table>			 Superintendent, Chickasaw National Recreation Area	<u>7/7/08</u> Date
 Superintendent, Chickasaw National Recreation Area	<u>7/7/08</u> Date			

Superintendent concurrence memo



Oklahoma SHPO concurrence, 7/6/2007.

Revisions Impacting Change in Concurrence:

Other

Revision Narrative:

Uploaded CLR to Landscape Documents section, updated NHL information, and edited text to correct typos, May 2012.

Geographic Information & Location Map

Inventory Unit Boundary Description:

Chickasaw National Recreation Area (CHIC) is located in Murray County in south central Oklahoma and covers approximately 10,000 acres of predominantly forested land surrounding the Lake of the Arbuckles. The Platt District is comprised of 928 acres located in the extreme northeast corner of the CHIC. The Platt District is located near the town of Sulphur, 90 miles south of Oklahoma City, Oklahoma and 120 miles north of Dallas, Texas.

Perimeter Road
Chickasaw NRA - Travertine District

Today, the district's north, west and southeast boundaries form a jagged line abutting the City of Sulphur. The district's west and southwest boundaries are contiguous with the rest of the CNRA. The Platt District is approximately three miles wide, east to west and varies in depth, north to south. It is approximately 4,800 feet wide near the center of the district, 6,400 feet wide near the western edge and 2,300 feet along its eastern edge.

The Perimeter Road is 6.32 miles long. The road and associated fill and/or cut slope and ditch may be on the average approximately 40 feet in width. The road paving itself varies from 19-22 feet wide. The lower roads (northwest and northeast) are 22 feet wide and the upper roads (southwest and southeast) are 19 feet wide. The upper roads have much longer cuts and/or fill slopes with a few fills extending well over 50 feet beyond the road.

State and County:

State: OK

County: Murray County

Size (Acres): 31.00

Boundary UTMS:

Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	14
UTM Easting:	684,500
UTM Northing:	3,820,130
Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	14
UTM Easting:	684,585
UTM Northing:	3,818,275
Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	14
UTM Easting:	687,720
UTM Northing:	3,818,350
Source:	USGS Map 1:24,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	14
UTM Easting:	689,370
UTM Northing:	3,820,200

Location Map:



Location of the Chickasaw National Recreation Area, Murray County, Oklahoma. Source: NPS.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 07/07/2008

Management Category Explanatory Narrative:

The Platt Historic District, which includes the Perimeter Road, was listed as a National Historic Landmark on 7/7/2011. As a result, the landscape must be preserved and maintained. Park Superintendent concurrence was received on 7/7/2008, prior to the formal NHL listing.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Unrestricted

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

The adjacent town of Sulphur and the remainder of the NRA are important context areas for the Platt Historic District.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

SHPO Documented

National Register Explanatory Narrative:

Based on the findings of the Platt Historic District CLR, the Perimeter Road has been determined eligible for the National Register of Historic Places by the Oklahoma SHPO. Additionally, the Platt Historic District was listed as a National Historic Landmark on 7/7/2011.

Existing NRIS Information:

Other Names:	Platt Historic District DOE
Primary Certification Date:	12/31/2001
Other Certifications and Date:	Platt Historic District SHPO DOE - 7/6/2007
Other Names:	Platt Historic District DOE
Primary Certification Date:	12/31/2001
	Platt Historic District NHL Nomination - 7/7/2011

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Contributing
National Register Classification:	District
Significance Level:	National
Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	AD 1933 - 1940
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Architecture
Facet:	Rustic Architecture
Time Period:	AD 1933 - 1940
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture

Area of Significance:

Area of Significance Category:	Architecture
Area of Significance Subcategory:	None
Area of Significance Category:	Landscape Architecture
Area of Significance Subcategory:	None
Area of Significance Category:	Entertainment - Recreation
Area of Significance Subcategory:	None

Statement of Significance:

The following Statement of Significance is taken directly from the NHL nomination for the Platt Historic District:

Although located in a landscape rarely associated with “important” wilderness or remarkable scenery, Platt National Park (1906-1976) as developed by 1940 was one of the most complete executions of the landscape design vision of the National Park Service as promoted by the philosophies of men like Daniel Hull, Thomas Vint and Herbert Maier. Though no longer a National Park in name, since it was combined in 1976 with the Arbuckle Recreation Area to become Chickasaw National Recreation Area, fulfilling park plans from 1938, the extant plan and features of the Platt National Park Historic District show, perhaps better than any other landscape in the country, the full range of National Park Rustic design principles, from overall planning to detailed architectural features.

The Platt National Park Historic District is also one of the finest manifestations of the collaboration

between the National Park Service and the Civilian Conservation Corps during the 1930s. The design of the Platt District landscape represents the evolution of park and National Park Service landscape architecture throughout the 20th century, as culminated in a sweeping New Deal transformation of the park by the Civilian Conservation Corps between 1933 and 1940. It retains the highest degree of integrity. The legacy of the Civilian Conservation Corps—a constructed landscape about the size of Central Park in New York City—was, and remains compelling, because, like that great park, Platt National Park was and is a complete, unified, and well-crafted work of art.

The park's initial 1902 Federal designation and the later purchase of Sulphur Springs Reservation improvements presents an extraordinary lesson in tribal, federal, territorial, state and community interactions in America's western expansion. However, it is the planned recreation landscape of the Platt District that is the basis of Platt National Park Historic District's nomination as a National Historic Landmark. The early (1900-1932) design of Platt National Park reflected a popularized park and resort aesthetic, implemented by managers rather than designers, but the park's later design (1933-1940) is truly an exceptional example of National Park Service Rustic design (1916-1942), implemented by a talented cadre of architects and landscape architects.

Platt National Park's New Deal re-development was one of the optimum and most encompassing such works in the national park system. Among the many state and national parks designed during this period, Platt is particularly significant because of its extensive complement of period development and the exceptional quality of its original design and planning. Platt is the only national park rebuilt entirely from boundary to boundary during this decade of profound attention to the entire system. Because of its lack of majestic scenery, Platt National Park was viewed as a blank slate where National Park Service park design principles could—and in fact desperately needed to be—fully applied. Thus Platt's landscape most clearly demonstrates the full and intentional application of Rustic design principles in the creation of a complete national park landscape, organized recreational activities as well as scenery. Though Platt's developed area is comparable in size and its mission similar to other NPS-designed and Civilian Conservation Corps-constructed state parks (such as Bastrop State Park in Texas or Lake Guernsey State Park in Wyoming), because of its status as the only National Park in Oklahoma and surrounding states, Platt received special attention via the National Park Service process of master planning. Thus, the Platt National Park landscape is important because it was designed as a complete landscape architectural composition, where the landscape setting enhances and supports the architectural jewels.

The Platt Historic District also exhibits excellent historic integrity and physical condition. The extant cultural landscape is, according to NPS historical architect Catherine Colby, “representative of the finest CCC work in existence, in terms of Rustic design, the number and variety of structures, and construction techniques and materials” (Sallee, 1997). During the 1998 National Historic Landmark theme study project “National Park Service Landscape Architecture,” landscape historian Ethan Carr confirmed that “the ‘Platt District’...is a unique and fascinating piece of CCC park development, which possesses wonderful integrity. The site work and landscape structures are elaborate, of very high quality, and I do not believe there is another CCC historic district exactly like it anywhere” (Carr, 2001).

In addition to possessing high integrity and excellence in its original design, the landscape has strong associations with the pantheon of early NPS designers/ administrators, particularly Daniel Hull and Herbert Maier. Hull, chief NPS landscape engineer from 1920-1927, participated in early park design efforts, beginning a shift in management focus from resort “attractions” to emphasizing the park’s natural landscape. Based at nearby Oklahoma City, Herbert Maier directed the Civilian Conservation Corps planning and design efforts for the region, and, more importantly, influenced the design work at Platt through his personal and professional interaction with the park’s designers. The redesign of the park expertly followed the “NPS Rustic” style, which melded park architecture into natural landscape, developed from the philosophies of designers such as Daniel Hull, Thomas Vint and Maier. The buildings at Platt National Park Historic District are excellent examples of the high quality of architectural design and site planning they sustained for the National Park Service.

Therefore, the Platt National Park Historic District of Chickasaw National Recreation Area meets National Historic Landmark Criterion 1 for its century-long association with the American park movement. The Platt National Park Historic District also meets National Historic Landmark Criterion 4 as a significant, distinctive and exceptional example of American landscape architecture, specifically as a premier example of the National Park Service collaboration with the CCC in the 1930s. This assessment is based on a comparative analysis with the established NHL theme studies of “Architecture in the Parks” (1986) and “National Park Service Landscape Architecture” (1998), and the National Register of Historic Places’ Historic Context “The Historic Landscape Design of the National Park Service, 1916 to 1942” (1995).

The Perimeter Road is significant because it is a key part of the Platt Historic District.

The nominated district’s period of significance extends from the arrival of the Civilian Conservation Corps Camp 808 in the park in 1933 to the end of its activities in the park in 1940, when the camp left the park.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Current and Historic Use/Function:

Primary Historic Function: Automobile

Primary Current Use: Automobile

Current and Historic Names:

Name

Perimeter Road

Type of Name

Both Current And Historic

Chronology:

Year	Event	Annotation
AD 1933 - 1934	Planned	Landscape architects Richey and Popham complete the plans for the Perimeter Road.
	Built	Construction on the Black Sulphur Springs causeway began on September 14, 1933 and was completed November 16, 1933.
	Altered	Rock Creek and Travertine Drives were widened to accommodate increased traffic. The work included the extension of existing culverts, Concrete headwalls were replaced by masonry stone headwalls.
	Built	230 spaces for parking cars were built along the existing road. Eight-inch square rails mounted on ten-inch square posts were later replaced by boulder guard rails.
	Altered	Rock Creek Drive west of Walnut Grove was widened in the first phase of a PWA project.
	Built	The second part of the PWA project was the construction of the northern part of the loop road from Sycamore Falls to Antelope Springs. This alignment was staked by the Engineering Department in August 1933 and looped around Travertine Island through the Limestone Creek (known then as "Nigger Run") ravine.
	Built	The third part of the PWA project was the construction of the southern portion of the loop from Antelope Springs to Horner's Bluff.
AD 1933	Altered	In the fall of 1933, the Perimeter Road was realigned through the Bromide area and two pull-off parking areas were constructed.

Perimeter Road
Chickasaw NRA - Travertine District

AD 1933 - 1934	Planned	In the late fall of 1933, drawings for the stretch from Robber's Roost to the south entrance near the Veteran's Hospital were completed by the Office of the Chief Engineer in San Francisco. Drawings for the section connecting Robber's Roost to the Bromide area followed in the spring of 1934.
	Built	Construction on the "Bromide Hill Road" began as a PWA project in early spring. By the fall of 1934, CCC crews had taken over the finish work, grading and planting slopes, ditches and approaches to culverts.
AD 1934	Altered	The summer of 1934 also saw the widening of the Bear Falls parking area along the road. This included protecting trees and shrubs.
AD 1934 - 1935	Altered	In late 1934 and early 1935, additional work was undertaken on the new section from Horner's Bluff to Buffalo Spring; this seems to have been rough grading to finish the road surface for travel.
AD 1936 - 1937	Planned	The last link in the perimeter road was the section between the south entrance on Highway 177 (S. H. 18) and Sycamore Falls. Drawings for this section were approved in late 1936, and the alignment was staked in February 1937.
AD 1937	Built	In May 1937, a contract was awarded for the construction of the Rock Creek Causeway just west of the Bromide area.
AD 1939	Altered	In 1939, curbing and riprap was installed around the two approaches of the causeway, probably to better handle drainage coming off of the perimeter road at Bromide Hill.
AD 1938 - 1940	Paved	By 1940 the entire Perimeter Road was paved.
AD 1969	Altered	In the Antelope and Buffalo Springs area, 1.8 miles of the Perimeter Road was obliterated and replaced with a 1-way loop.
AD 1997	Developed	A draft CLI is written for the Platt District by Katherine (Kay) Sallee of the University of Texas at Arlington.

Perimeter Road
Chickasaw NRA - Travertine District

AD 2003 - 2004	Established	Cultural Landscape Report completed by Heidi Hohmann and Katarzyna Grala of Iowa State University. The Perimeter Road information within the CLR is converted into a CLI.
AD 2006 - 2011	Developed	Platt Historic District NHL nomination prepared by Heidi Hohmann of Iowa State University. NHL nomination is approved and listed on 7/7/2011.

Physical History:

Construction Period: 1933-1940

The construction of the perimeter road spanned almost an entire decade, beginning in 1933 and ending with the paving of the road with asphalt in 1940. Prior to 1933, the road system in the park consisted of an east-west route (Travertine and Rock Creeks) crossed by a north-south route (Buckhorn Road) with a few spurs located off these main roads. This was drastically changed during the CCC years, when a perimeter loop road encompassing the entire park was constructed. It utilized much of the old east-west route, but connected the two ends with additional road running along the southern boundary of the park. The perimeter road integrally changed the experience of the park. It opened up previously inaccessible areas, reduced congestion by eliminating dead ends, and provided an experience wherein the park landscape could be viewed as a whole.

Landscape architects Richey and Popham considered the existing circulation system “a problem” and described the “rearrangement of the Park road system” as one of the “major plans” to be undertaken. Once they had a new road design, they felt that “the general plan of the park came into being.” This emphasis on establishing a comprehensive circulation system makes sense, given their training in traditional park design. The use of curvilinear circuit drives around the properties as a formal design principle dates to at least the 18th century and the country park estate landscapes of Capability Brown. The concept was then adapted to public park design in the work of Olmsted and Vaux at Central and Prospect Parks in New York and thence to park design in the National Parks. The fact that it had never been used at Platt prior to 1930 is revealing, indicating that up until that time, Platt had never really been viewed as a landscape park in the tradition of U. S. park planning, or worthy of well-known park planning principles. Rather, park planning had primarily focused on providing basic access to individual springs or campgrounds. The use of the perimeter road as a design device signaled that Platt was finally being taken seriously by the designers of the NPS and was truly becoming a park landscape.

Although a plan for the perimeter road was complete by early 1934, construction of the road continued through most of the CCC years. Road work began unobtrusively with the reconstruction of the causeway at Black Sulphur Springs. The old bridge had no openings for water to flow beneath it and was therefore always flooded. Automobiles would frequently slip off it, particularly in times of higher water. When the bridge began to be undermined in the rainy winter of 1932-33, a replacement bridge was planned.

Construction on the causeway began on September 14, 1933 and was completed November 16, 1933. The construction of the new bridge required filling the undermined areas and replacing the retaining wall on the east end of the upstream side of the bridge, as well as pouring a new concrete floor atop the old bridge. Although the original plan did not call for it, three openings were cut in the old bridge to allow water to flow underneath the bridge. A new walkway was constructed on the upstream side of the bridge, wider than the old; and a stone guardrail was added on both sides of the bridge.

Repairs on existing infrastructure continued in November 1933 with the widening of the existing Rock Creek and Travertine Drives to accommodate increased traffic. The narrow width of the original road caused frequent problems. In order to widen the road, existing culverts needed to be extended to greater than the width of the new road. Most of the twenty-seven culverts were pipe culverts and were widened with corrugated iron pipe; others were concrete box culverts and were simply extended. In all cases, concrete headwalls were replaced by masonry stone headwalls. Stone was quarried locally and hauled by the CCC boys. The work extended from just east of Bromide Springs to just west of Antelope Springs and was finished by March 1934. This construction presumably included the first Panther Falls box culvert over Travertine Creek and the Sycamore Falls crossing.

Other improvements to existing roads during the first period included building 230 spaces for parking cars “wherever possible along the existing road system” to “effectively control the former haphazard parking.” Some of these areas were outlined with the standard wood guardrail of eight-inch square rails mounted on ten-inch square posts used during the first two years of construction work. Later, the guardrail would change to a boulder guard rail.

New construction began shortly thereafter, under a three-part PWA project. The first phase included the widening of Rock Creek Drive west of Walnut Grove, work which required removing an extant wall along the banks of the creek to the south and rock on the bluff to the north. The work was arduous; it was done with pick and shovel to prevent damaging the nearby sewer line. The second part of the PWA project was the construction of the northern part of the loop road from Sycamore Falls to Antelope Springs. This alignment was staked by the Engineering Department in August 1933 and looped around Travertine Island through the Limestone Creek (known then as “Nigger Run”) ravine. Richey and Popham noted the section “open[ed] up some of the choicest sections of the entire park.” In constructing the road, CCC crews moved hundreds of cubic yards of rock and earth, altering the course of Limestone Creek “to afford better flood run off.” The work was begun by the CCC and finished as part of the Public Works project.

The third part of the PWA project was the construction of the southern portion of the loop from Antelope Springs to Horner’s Bluff. It is believed this section of construction also included the construction of the Buffalo Spring box culvert, a large bridge-like concrete box faced with limestone masonry. The road construction demanded significant dynamite blasting, since much of the road followed a bluff of solid rock. The drawings for this portion of the road provide typical roadway cross sections, showing two opposing travel lanes nine feet wide, shoulders three feet wide, typical side slopes of 2:1, superelevated curves and three inches of gravel surfacing.

The Antelope Springs to Horner’s Bluff alignment curved around Buffalo Spring and connected with the old road at Horner’s Bluff. Here, Ed Walkowiak supervised a separate CCC project to widen 225 feet of the existing road below the bluff. Widening was required since the old road was only wide enough for one vehicle and worse, was being undermined by Travertine Creek flowing below it. Once again, dynamite was used to blast away the base of the rocky bluff. Walkowiak’s crew built

a road 20 feet wide, plus 3 feet of gutter, a lower slope protected by rip-rap and safe from further erosion and an upper embankment cut on a 1 to 1 slope from which all loose rock was removed (it now is almost solid rock) and which is to be planted with nature as a guide.

Another major change in the perimeter road undertaken in the fall of 1933 was its realignment through the Bromide area. A new twenty-foot wide alignment was located away from the Creek, to run parallel to the town grid and intersect axially with 12th Street near the park boundary. Two pull-off parking areas were provided near the 12th Street intersection, and a loop road for accessing the Bromide Pavilion was also constructed. The new alignment, “by its direct simplicity offer[ed] a marked and pleasing contrast to the former complex system.” One thousand two hundred and sixty-nine feet of wooden guardrail were installed along the new section of the perimeter road and loop road.

Meanwhile, plans were being developed for new perimeter road construction. In the late fall of 1933, drawings for the stretch from Robber’s Roost to the south entrance near the Veteran’s Hospital were completed by the Office of the Chief Engineer in San Francisco. Drawings for the section connecting Robber’s Roost to the Bromide area followed in the spring of 1934. These sets of plans used a horizontal alignment of circular curves connected by straight tangents, and showed vertical alignments with grades ranging from 0.75% to 8.25%. Sixteen drainage structures—pipe culverts and stone box culverts—were located along the entire stretch between Rock Creek and the South entrance. These carried water from streams or slopes under the road.

Construction on the “Bromide Hill Road” began as a PWA project in early spring. By the fall of 1934, CCC crews had taken over the finish work, grading and planting slopes, ditches and approaches to culverts. Richey and Miller noted that the finish work was important in merging the road and landscape:

The work is blending the road into the surrounding landscape in a very desirable way, and is lending a park-like appearance to a rigid high-speed highway. The slopes do not follow a uniform grade but are in all instances possible the extension of the natural slope immediately above or below. The ditches and slopes are being planted to Bermuda and prairie grass as the finished grade is completed.

Other work undertaken in 1934 included clean-up and finish grading at both the Limestone Creek and Travertine Creek Bridges. The Limestone Creek Bridge (also known as the “Nigger Run” Bridge) was a concrete box culvert, its deck span supported by steel I-beams affixed to limestone-veneered concrete abutments. Begun in the early part of 1934, it was a somewhat problematic project that had not been constructed entirely according to approved plans. In July 1934, Richey recommended that it be converted to an ECW project, so that CCC boys could implement corrections, including rebuilding the handrail and extending the abutments. The Travertine Creek Bridge, located near Flower Park on Highway 177, was a PWA project, similarly finished with ECW monies by CCC boys in the summer of 1934. This bridge replaced a former Y-shaped causeway at the same location. The new structure was constructed of

reinforced concrete, and was thirty-eight feet wide, including two four-foot wide walkways on both sides of the bridge. Begun on December 20, 1933, it opened for traffic on April 20, 1934, though the CCC boys continued to improve its surrounds that summer.

The summer of 1934 also saw the widening of the Bear Falls parking area along the road. This included protecting trees and shrubs. In late 1934 and early 1935, additional work was undertaken on the new section from Horner's Bluff to Buffalo Spring; this seems to have been rough grading to finish the road surface for travel. In January 1935, minor alignment changes between Sycamore Falls and Horner's Bluff were also proposed.

The last link in the perimeter road was the section between the south entrance on Highway 177 (S. H. 18) and Sycamore Falls. Drawings for this section were approved in late 1936, and the alignment was staked in February 1937. Construction proceeded through the summer when CCC enrollments declined and completion was therefore delayed until the fall.

A final structure was built along the road. In May 1937, a contract was awarded for the construction of the Rock Creek Causeway just west of the Bromide area. The project also involved the realignment of the perimeter road approach to the causeway, and the closure of the 14th Street entrance. Progress on the causeway was slow, in part because it was determined that footings needed to be two feet deeper than planned, requiring more materials that rapidly consumed the project budget. As a result, CCC crews were recruited to finish the bridge's rip-rapping. The causeway was complete by November, but according to Miller, was only "of mediocre quality," with additional work required to combat stream bank erosion. In 1939, curbing and riprap was installed around the two approaches of the causeway, probably to better handle drainage coming off of the perimeter road at Bromide Hill.

Once the road was completed, its surfacing became a point of debate between the park and the Landscape Division of the Branch of Plans and Design. According to Boeger, the park believed the dust generated by the gravel surface was a nuisance for visitors, and in September 1937, despite protests from the landscape architects, had W.L. Scott pave the stretch from Sycamore Falls to Cold Springs Campground. In 1938 and 1939, three sets of drawings entitled "Park Roads Betterment, Section A, B, and C" were completed. Sections A and B show the roads to be resurfaced with three inches of gravel, while section C shows roads surfaced in two inches of rock asphalt over three inches of gravel. It appears, based on Boeger's account, that the whole system was paved in asphalt, since the Landscape Division allotted \$25,000 for pavement. Thus, the entire perimeter road was paved in cold rolled asphalt by 1940, and according to Superintendent Branch, "marked the successful consumation [sic] of plans which 10 years ago appeared to be only impossible dreams."

However, maintenance continued to be an issue. In 1937, Miller's comment that "the setting of boulder guards . . . is now in progress over most of the park road system" seems to indicate that worn wooden guardrails were replaced by the end of the 1930s. Another problem were the rock slides along the road's steeper bluffs. In 1938, heavy rains in February and March caused rock slides along Buffalo Springs, Horner's Bluff and west of Walnut Grove. Miller "proposed that retaining walls built of large conglomerate rock layed [sic] up in cement" be constructed at

the slides, because they would “remove a major maintenance problem.”



Section of Perimeter Road under construction. Source: Park files.



Construction of the perimeter road near Buffalo Springs road culvert, circa 1934. Picture shows completion of rough grading. Note the parking lot on the right. Source: Park files; CLR 2004, 70.



Perimeter road under construction (nd). Source: Park files.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The perimeter road has undergone some change since 1940, however, enough of the historic character is still evident, so as a whole this component landscape retains integrity. Chief among these changes was the removal of the section of the road around Buffalo and Antelope Springs. This segment of road, about one and three-quarters mile long, was abandoned in 1969 when the Nature Center was constructed. The road was completely removed, and traces of the road may only be seen in the grading and in areas of lesser vegetative growth with patches of asphalt and compacted soil. The road prism is largely intact along the segment north of Travertine Creek, while the road prism is mostly missing along the segment south of Travertine Creek. This change altered the access to and experience of Buffalo and Antelope Springs, making these areas pedestrian experiences only.

To allow the road to still function as a loop, a length of roadway circumnavigating Travertine Island was constructed to replace the portions removed. This new loop incorporated a small bridge across Travertine Creek in front of the Nature Center. In 1969, the new loop end, beginning and ending at Sycamore Crossing, was made into a one-way segment.

With the exception of these changes, most of the rest of the road is extant, though small portions along the Creek channels have been reconstructed after flood events. Changes to the road as it passes through the uplands have been even less common. Major structures such as the Rock Creek causeway, Limestone Creek bridge, and low-water crossing at Sycamore Falls are extant and unchanged. Other structures, such as the Black Sulphur Springs causeway and the Panther Falls box culvert have been reconstructed and modified. New pull-offs were added at Panther Falls and on the north side of the road near Central Campground and the Travertine Creek bridge and the pull-offs at Bear and Garfield Falls have been enlarged and formalized over the years. Boulder barrier still lines many areas of the roadway, and in some areas, seems to have been increased over time. New boulders often sit atop the grade rather than being buried.

Throughout the years the perimeter road has been resurfaced a number of times. In the summers of 2001 and 2002, much of the perimeter road was milled, repaved, and re-stripped. The surfacing is now in excellent condition. As part of this work, new curbs were added in some locations (such as at the base of Bromide Hill) and the one-way loop was widened slightly. Overall, the vertical alignment of the road is somewhat higher (more so in some locations), due to deposition of new pavement over time.

Overall Integrity Evaluation

Based on the analysis of the seven qualities of integrity summarized in the following chart, the Perimeter Road component landscape retains integrity.

The Perimeter Road retains a high degree of integrity of Setting, Feeling, Association, and Design. The Location is somewhat compromised by the removal of 1.8 miles of the original road in 1969. Materials and Workmanship retain integrity, although there has been various maintenance projects that

lessen the original integrity of the road.

Landscape Characteristic:

Archeological Sites

N/A

Buildings and Structures

A series of perimeter road bridges and box culverts are the primary structures along the perimeter road.

The Black Sulphur Springs Causeway crosses Rock Creek just west of Flower Park. Floods since 1950 repeatedly damaged the causeway, and it was reconstructed and widened with a pedestrian walkway constructed on the deck's north side. As a result of these changes, it is a non-contributing structure. Channel hydrology continues to impact the structure's foundation, which shows signs of erosion and undermining.

West of the Bromide area is Rock Creek Causeway, located along the perimeter road. Some wear has occurred on the bridge, in particular, on the curbing. Its essential design and coursed stone piers remains the same, though periodic flooding has prompted minor reconstruction.

A small bridge crosses Travertine Creek in front of the Nature Center. A large concrete box culvert structure, this Nature Center Bridge has stone wing walls and head walls, a concrete deck and barrier stones on both sides. The stones used matches that used on the Nature Center parking area curbing.

Limestone Creek Bridge is located on the perimeter road just east of the turnoff to the Travertine Island parking area. The bridge deck is constructed atop concrete T-beams and the bridge's masonry abutments are characterized by narrow courses. The bridge is in good condition.

A one-way vehicular crossing occurs at Sycamore Falls, at the eastern edge of the component landscape. The crossing is a concrete dam topped by a flat concrete deck. A segmented stone curb lines the deck's downstream side and a continuous concrete curb lines the upstream side.

The Panther Falls box culvert is located along the perimeter road and provides vehicular passage over Travertine Creek. This structure has been altered from its original condition and is a non-contributing feature.

Character-defining Features:

Feature: Perimeter Road

Feature Identification Number: 127129

Type of Feature Contribution: Contributing

Perimeter Road
Chickasaw NRA - Travertine District

IDLCS Number: 62836

LCS Structure Name: Perimeter Road

LCS Structure Number: P-Rd.

Feature: PR Abandoned Section Bridge

Feature Identification Number: 127131

Type of Feature Contribution: Contributing

IDLCS Number: 62914

LCS Structure Name: Perimeter Road Abandoned Section Bridge

LCS Structure Number: P-Rd.Q

Feature: PR Abandoned Section

Feature Identification Number: 127133

Type of Feature Contribution: Non Contributing

IDLCS Number: 323749

LCS Structure Name: Perimeter Road Abandoned Section

LCS Structure Number: P-Rd.N

Feature: PR Abandoned Section Culverts w/CMP

Feature Identification Number: 127135

Type of Feature Contribution: Contributing

IDLCS Number: 413345

LCS Structure Name: Perimeter Road Abandoned Section Culverts w/CMP

LCS Structure Number: P-Rd.O

Feature: PR Abandoned Section Box Culverts

Feature Identification Number: 127137

Type of Feature Contribution: Contributing

IDLCS Number: 422849

LCS Structure Name: Perimeter Road Abandoned Section Box Culverts

LCS Structure Number: P-Rd.P

Feature: PR Box Culverts w/CMP

Feature Identification Number: 127147

Perimeter Road
Chickasaw NRA - Travertine District

Type of Feature Contribution:	Contributing
IDLCS Number:	64157
LCS Structure Name:	Perimeter Road Pre-CCC Box Culverts w/ CMP
LCS Structure Number:	P-Rd.T
Feature: PR Stone Box Culverts	
Feature Identification Number:	127149
Type of Feature Contribution:	Contributing
IDLCS Number:	253862
LCS Structure Name:	Perimeter Road Stone Box Culverts
LCS Structure Number:	P-Rd.U
Feature: PR Stone Box w/Wingwalls	
Feature Identification Number:	127151
Type of Feature Contribution:	Contributing
IDLCS Number:	232577
LCS Structure Name:	Perimeter Road Stone Box Culverts w/ Wingwalls
LCS Structure Number:	P-Rd.V
Feature: PR Culverts w/Stone Headwall & CMP	
Feature Identification Number:	127153
Type of Feature Contribution:	Contributing
IDLCS Number:	235046
LCS Structure Name:	Perimeter Road Culverts w/Stone Headwall & CMP
LCS Structure Number:	P-Rd.W
Feature: PR Culverts w/Headwalls,wingwalls,CMPs	
Feature Identification Number:	127155
Type of Feature Contribution:	Contributing
IDLCS Number:	253782
LCS Structure Name:	Perimeter Road Culverts w/Headwalls,Wingwalls,CMPs
LCS Structure Number:	P-Rd.X
Feature: PR Culvert w/Stone Headwall & Dual CMP	

Perimeter Road
Chickasaw NRA - Travertine District

Feature Identification Number: 127157
Type of Feature Contribution: Contributing
IDLCS Number: 507796
LCS Structure Name: Perimeter Road Culverts w/Stone Headwall& Dual
CMP
LCS Structure Number: P-Rd.Y

Feature: PR Culvert w/Stone Cap & Drop Inlets
Feature Identification Number: 127159
Type of Feature Contribution: Contributing
IDLCS Number: 507809
LCS Structure Name: Perimeter Road Culverts w/ Stone Cap & Drop Inlets
LCS Structure Number: P-Rd.ZB

Feature: PR Culvert w/Bank Stabization
Feature Identification Number: 127161
Type of Feature Contribution: Contributing
IDLCS Number: 507812
LCS Structure Name: Perimeter Road Culvert w/Bank Stabilization
LCS Structure Number: P-Rd.ZC

Feature: PR Culvert w/Dual Inlet,Single Outlet
Feature Identification Number: 127163
Type of Feature Contribution: Contributing
IDLCS Number: 507800
LCS Structure Name: Perimeter Road Culvert w/Dual Inlet, Single Outlet
LCS Structure Number: P-Rd.Z

Feature: PR Culvert w/Drainage Features
Feature Identification Number: 127165
Type of Feature Contribution: Contributing
IDLCS Number: 507814
LCS Structure Name: Perimeter Road Culvert w/Drainage Features
LCS Structure Number: P-Rd.ZD

Perimeter Road
Chickasaw NRA - Travertine District

Feature: PR Culvert w/Retaining Wall & CMP

Feature Identification Number: 127167

Type of Feature Contribution: Contributing

IDLCS Number: 507804

LCS Structure Name: Perimeter Road Culvert w/Retaining Wall & CMP

LCS Structure Number: P-Rd.ZA

Feature: PR Culvert w/Concrete Pipe

Feature Identification Number: 127183

Type of Feature Contribution: Contributing

IDLCS Number: 507816

LCS Structure Name: Perimeter Road Pre-CCC Culvert w/Concrete Pipe

LCS Structure Number: P-Rd.ZE

Feature: BS Spring Causeway

Feature Identification Number: 127189

Type of Feature Contribution: Non Contributing

IDLCS Number: 62903

LCS Structure Name: Black Sulphur Springs Causeway

LCS Structure Number: BSS.D

Feature: PF Parking Area

Feature Identification Number: 127191

Type of Feature Contribution: Contributing

IDLCS Number: 499527

LCS Structure Name: Panther Falls Parking Area

LCS Structure Number: P-Rd.K

Feature: SF Low Water Crossing

Feature Identification Number: 127193

Type of Feature Contribution: Contributing

IDLCS Number: 62834

LCS Structure Name: Sycamore Falls Low Water Crossing

Perimeter Road
Chickasaw NRA - Travertine District

LCS Structure Number: P-Rd.A

Feature: PR Culvert at Black Sulphur Springs

Feature Identification Number: 127195

Type of Feature Contribution: Contributing

IDLCS Number: 323788

LCS Structure Name: Perimeter Road Culvert at Black Sulphur Springs

LCS Structure Number: P-Rd.D

Feature: PR Bridge Over Limestone Creek

Feature Identification Number: 127197

Type of Feature Contribution: Contributing

IDLCS Number: 62841

LCS Structure Name: Perimeter Road Bridge Over Limestone Creek

LCS Structure Number: P-Rd.B

Feature: PR Abandoned Section Tree Well

Feature Identification Number: 127199

Type of Feature Contribution: Contributing

IDLCS Number: 255615

LCS Structure Name: Perimeter Road Abandoned Section Tree Well

LCS Structure Number: P-Rd.R

Feature: RC Low Water Bridge

Feature Identification Number: 127201

Type of Feature Contribution: Contributing

IDLCS Number: 62862

LCS Structure Name: Rock Creek Low Water Bridge

LCS Structure Number: P-Rd.C

Feature: PA South of Central Campground

Feature Identification Number: 127203

Type of Feature Contribution: Contributing

IDLCS Number: 499530

Perimeter Road
Chickasaw NRA - Travertine District

LCS Structure Name: Parking Area South of Central Campground

LCS Structure Number: P-Rd.L

Feature: Highway 177 Culverts w/CMPs

Feature Identification Number: 127255

Type of Feature Contribution: Contributing

IDLCS Number: 321268

LCS Structure Name: Highway 177 Culverts with CMPs

LCS Structure Number: HWY177.A

Feature: PA West Of Limestone Creek Bridge

Feature Identification Number: 127257

Type of Feature Contribution: Contributing

IDLCS Number: 495043

LCS Structure Name: Parking Area West of Limestone Creek Bridge

LCS Structure Number: P-Rd.I

Feature: CS Parking Areas

Feature Identification Number: 127259

Type of Feature Contribution: Contributing

IDLCS Number: 499474

LCS Structure Name: Cold Springs Parking Areas

LCS Structure Number: P-Rd.J

Feature: LC Picnic Area Parking Pullout

Feature Identification Number: 127261

Type of Feature Contribution: Contributing

IDLCS Number: 495000

LCS Structure Name: Limestone Creek Picnic Area Parking Pullout

LCS Structure Number: P-Rd.H

Feature: Highway 177

Feature Identification Number: 127263

Type of Feature Contribution: Contributing

Perimeter Road
Chickasaw NRA - Travertine District

IDLCS Number: 401449

LCS Structure Name: Highway 177

LCS Structure Number: HWY177

Feature: BF Parking Area

Feature Identification Number: 127265

Type of Feature Contribution: Contributing

IDLCS Number: 499534

LCS Structure Name: Bear Falls Parking Area

LCS Structure Number: P-Rd.M

Feature: HW 177 Box Culvert w/ SMW

Feature Identification Number: 127285

Type of Feature Contribution: Contributing

IDLCS Number: 322396

LCS Structure Name: Highway 177 Box Culvert with Stone Masonry Wall

LCS Structure Number: HWY177.H

Feature: PP Fence

Feature Identification Number: 127287

Type of Feature Contribution: Contributing

IDLCS Number: 443699

LCS Structure Name: Park Perimeter Fence

LCS Structure Number: P-Fence

Feature: HW 177 4 Part Culvert

Feature Identification Number: 127289

Type of Feature Contribution: Contributing

IDLCS Number: 254274

LCS Structure Name: Highway 177 4 Part Culvert

LCS Structure Number: HWY177.F

Feature: HW 177 Bridge at Travertine Creek

Feature Identification Number: 127291

Perimeter Road
Chickasaw NRA - Travertine District

Type of Feature Contribution:	Contributing
IDLCS Number:	62802
LCS Structure Name:	Highway 177- Bridge at Travertine Creek & HWY 177
LCS Structure Number:	HWY177.B
Feature: HW 177 Box Culvert w/ CRW	
Feature Identification Number:	127293
Type of Feature Contribution:	Contributing
IDLCS Number:	256073
LCS Structure Name:	Highway 177 Box Culvert with Curved Retaining Wall
LCS Structure Number:	HWY177.G
Feature: HW 177 Entrance Piers South	
Feature Identification Number:	127295
Type of Feature Contribution:	Contributing
IDLCS Number:	62855
LCS Structure Name:	Highway 177 Entrance Piers South
LCS Structure Number:	HWY177.211
Feature: Highway 177 Underpass Box Culvert	
Feature Identification Number:	127297
Type of Feature Contribution:	Contributing
IDLCS Number:	62810
LCS Structure Name:	Highway 177 Underpass Box Culvert
LCS Structure Number:	HWY177.C
Feature: HW 177 Bison Overlook Parking Lot	
Feature Identification Number:	127299
Type of Feature Contribution:	Contributing
IDLCS Number:	397231
LCS Structure Name:	Highway 177 Bison Overlook Parking Lot
LCS Structure Number:	HWY177.E
Feature: PF Box Culvert Bridge	

Feature Identification Number: 127309
Type of Feature Contribution: Contributing
IDLCS Number: 62815
LCS Structure Name: Panther Falls Box Culvert Bridge
LCS Structure Number: P-Rd.E

Feature: PP Boundary Marker Pins

Feature Identification Number: 127313
Type of Feature Contribution: Contributing
IDLCS Number: 445447
LCS Structure Name: Park Perimeter Boundary Marker Pins
LCS Structure Number: P-Pins

Circulation

The perimeter road is two-way, except for the loop around Travertine Island, which is one-way, beginning and ending at the Sycamore Falls Crossing. Triangular, curbed directional islands are located at either side of the crossing to clarify the transitions between one-way and two-way roads. The road's surface is asphalt; the surface was milled and repaved in the summer of 2001, slightly raising its elevation above grade. Shoulders were regraded to meet the new elevation. The road is generally twenty feet wide, with shoulders generally three to five feet wide.

In addition to formalized parking areas, parking along the perimeter road is provided in pull-off parking areas. These are nearly all asphalt-paved. There are five varied-size pull-offs on the north side of the road and one on the south side at Walnut Grove. There are two pull-offs at Bromide, one on each side of 12th Street and one at the Townsite Overlook on the back of Bromide Hill. One pull-off is located on the north side of Travertine Island (in addition to the two picnic area lots). Five pull-offs are provided on the south side of the road at Cold Springs to access the falls; these include one larger lot to the east which is separated from the road by vegetation. Opposite this parking area, the shoulder was widened to allow vehicles turn around.

In general, grassy shoulders in this area are widened and compacted due to high traffic and occasional overflow parking. Two additional parking pull-offs are located along the road, one at Panther Falls and one overlooking Central Campground. Another widened shoulder was added opposite the Panther Falls parking to stabilize it for parallel parking.

Landscape Characteristic Graphics:



Typical view of Perimeter Road in southern part of the district, 2003. (CLR p. 172)

Cluster Arrangement

N/A

Constructed Water Features

N/A

Cultural Traditions

Current road condition evidences original New Deal Era design and construction principles of the NPS Rustic style.

Visitors to the park, which include many local residents, have driven the Perimeter Road for the pleasure of the drive, or to access other recreational options.

Landscape Characteristic Graphics:



Swimmers at beach just below Black Sulphur Springs, 1960. (CLR p. 141)

Land Use

In the Platt Historic District, the early road, and the later PWA and CCC constructed Perimeter Road, have provided access to the recreation area and its features since the early 1900s.

Natural Systems and Features

N/A

Small Scale Features

Perhaps the most ubiquitous feature in the park, perimeter road culverts are located along the full length of the roadway and carry drainage underneath the roadway. These culverts date to a variety of periods and most have stone masonry headwalls. The park's list of classified structures has a comprehensive listing of road culverts.

Spatial Organization

The perimeter road circumscribes the park, following and, in some areas even crossing, the park's boundary. The only place it does not follow the boundary is in the Buffalo and Antelope Spring area, making these areas accessible only by foot. The road functions as something of a spin off of which component landscapes are accessed; these are located both within and outside the area circumscribed by the road. The northern half of the road more or less follows the east-west line of Travertine and Rock Creeks through the district. The southern half responds to the boundary line and topography.

Topography

The curvilinear alignment of the perimeter road corresponds directly to both overall and local topography. This is particularly evident in steep areas such as Bromide Hill, where the road follows the contours as it wraps around the hill and passes the Townsite Overlook. The road was originally designed to have a maximum grade of 8.25 percent; however some stretches, such as near Bromide Hill, are a bit steeper. The road's maximum radius is approximately 2,450 feet and its minimum radius approximately 69 feet. In fitting the roadway to the landscape, road side slopes are graded back to smoothly blend with existing grades at a slope no less than 2:1. The roadway is generally sheet-drained, though curbing and swales have been installed along the east side of the road on Bromide Hill and along the approaches to the Rock Creek causeway to prevent side slope erosion and undermining. Curbing has also been installed for similar reasons at the north intersection with Highway 177 at Flower Park.

Vegetation

The character of roadside vegetation varies along the length of the perimeter road. Some of the existing vegetation patterns, e.g. location of trees, may be the result of intentional design and planting during the period of significance; however, no documentation has been found to date that addresses the issue of planting design.

Between Highway 177 at the north entrance and Rock Creek Causeway, the overall character is either park-like (open lawn with canopy trees, usually on the north side) or densely wooded

creek bank (trees with dense overstory, usually on the south side). In the park areas, both individual trees and understory vegetation commonly come directly up to the edge of the shoulder, or within six to ten feet of the pavement edge, and often less in some areas, particularly where parking lots parallel the roadway.

Between Rock Creek Causeway and Sycamore Crossing, conditions are generally dense forest on either side of the road. Because of the hilly nature of the area, road edge and forest is generally separated by a grassy drainage swale about six to ten feet wide. An enclosed canopy or “tunnel” of vegetation is located over the curving stretch of road between the Townsite Overlook and the Buffalo Pasture (see photo). Between Highway 177 and Sycamore Crossing, though trees do not consistently overhang the road, dense vegetation on the roadside blocks any views more than ten to thirty feet outside of the road corridor. A dark, shady enclosed stretch of road is located just before Sycamore Crossing.

The one-way section around Travertine Island is more varied than other areas, with a combination of open and enclosed vegetative qualities. Less vegetation along the roadside generally corresponds with views to developed areas. However, the parking areas at Little Niagara and north of Travertine Island are well-screened by vegetation. Vegetation between the latter parking lot and Sycamore Crossing is generally low understory and taller trees, though native grasses feature prominently on roadside slopes here.

Between Sycamore Crossing and Highway 177 at Flower Park, the vegetation is primarily forest-like, though with less dense understory than on the southern portion of the perimeter road. Though located close to the road, trees are well-limbed up and views to the creek and into the two campgrounds are provided between the top of the understory and the bottom of the canopy.

Landscape Characteristic Graphics:



Roadside vegetation character along Perimeter Road in the southern part of the district, 2003. (CLR p. 172)

Views and Vistas

The layout and design of the Perimeter Road provides visitors with short to medium range scenic views and viewsheds, and pull-outs allow visitors to park and enjoy the views.

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 07/07/2008

Condition Assessment Explanatory Narrative:

Superintendent concurred on good condition rating via July 7, 2008 concurrence memo.

Stabilization Measures:

Partial repaving and stabilization

Impacts

Type of Impact: Consumptive Use

External or Internal: Both Internal and External

Impact Description: Heavy use/traffic on the Perimeter Road is an ongoing problem that requires routine maintenance.

Type of Impact: Flooding

External or Internal: Internal

Impact Description: Heavy rains resulting in flooding have always had a negative impact on the condition of the road. Over the years, causeways and culverts have done much to alleviate the problem. Routine maintenance of the culverts is crucial to the road's condition.

Stabilization Costs

Landscape Stabilization Cost: 1,581,289.00

Cost Date: 06/12/2008

Level of Estimate: C - Similar Facilities

Cost Estimator: Park/FMSS

Landscape Stabilization Cost Explanatory Description:

PMIS project numbers 136277 and 56896 relate directly to stabilization of the Perimeter Road - cost estimate comes from these PMIS statements.

Treatment

Treatment

Approved Treatment: Preservation
Approved Treatment Document: Cultural Landscape Report
Document Date: 01/01/2004

Approved Treatment Document Explanatory Narrative:

The approved treatment recommendations are outlined within the Cultural Landscape Report for the Platt Historic District, written by Iowa State University.

Approved Treatment Completed: No

Approved Treatment Costs

Cost Date: 01/01/2004

Bibliography and Supplemental Information

Bibliography

Citation Author: Hohmann, Heidi, Iowa State University
Citation Title: NHL Nomination Platt Historic District
Year of Publication: 2006
Citation Publisher: NPS
Source Name: Other
Citation Type: Narrative
Citation Location: IMR CR Files

Citation Author: Hohmann, Heidi, and Katarzyna Grala, Iowa State University
Citation Title: CLR: Platt Historic District
Year of Publication: 2004
Citation Publisher: NPS
Source Name: Other
Citation Type: Both Graphic and Narrative
Citation Location: IMR CR Files

Supplemental Information

Title: Cultural Landscapes Inventory of Platt District (Katherine Saltee), 1997 (NPS).

Description: Document located in IMR Cultural Landscapes Program files.