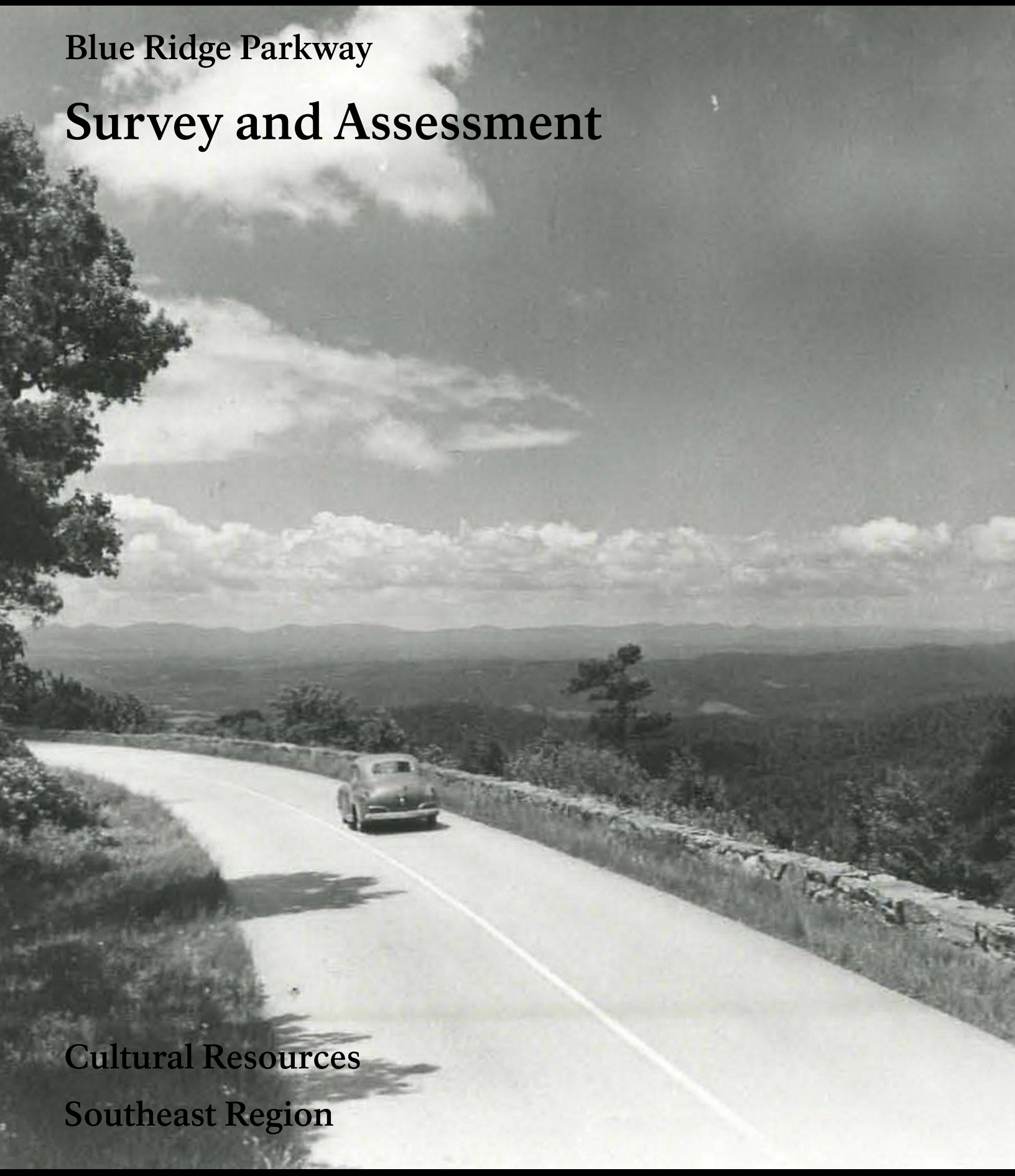
National Park Service
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Blue Ridge Parkway
Virginia and North Carolina

Blue Ridge Parkway

Survey and Assessment



Cultural Resources

Southeast Region

Blue Ridge Parkway

Virginia and North Carolina

Survey and Assessment

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About the front cover: View of Blue Ridge Parkway, milepost 217, September 1953. Source: National Park Service, Blue Ridge Parkway, negative no. 248.

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Foreword

I am pleased to present the Blue Ridge Parkway Survey and Assessment for public distribution. This document provides a more complete understanding of the historical development, technological advances, and changes in design philosophy that occurred over the half century needed to complete America's favorite drive. The complexities involved in creating a parkway stretching 469 miles through the Appalachian Mountains are monumental. This integrity study is a unique model for identifying the most significant resources of the nearly 1,000 structures investigated and allows park managers to preserve these important cultural resources for future generations. This study would not have been possible without the diligent research and able analysis from Deborah Slaton of Wiss, Janney, Elstner Associates, Inc. (WJE) and Liz Sargent, Historical Landscape Architect, as well as the work of survey team members Kenneth Itle, Mike Ford, Tim Penich, Jamie Morris, Gregory Dowell, and Leonard Kliwinski of WJE, and Jane Jacobs and Christina Osborn of JMA. Blue Ridge Parkway Cultural Resource Specialist Steven Kidd assisted with much of the research and fieldwork and was instrumental in securing the National Scenic Byways Grant from the Federal Highway Administration that made this study possible. Southeast Regional Office, National Historic Landmarks Program Manager Cynthia Walton provided invaluable guidance, technical support, and timely reviews throughout the project. The invaluable knowledge provided in this document will allow parkway managers to further the nomination of the Blue Ridge Parkway as a National Historic Landmark.

Mark Woods
Superintendent, Blue Ridge Parkway
National Park Service
December 4, 2015

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Introduction

Project Purpose

(Refer to Table 1 for a list of all surveyed resources, Table 2 for a list of National Register eligible or listed resources, and Appendix A for a photograph and narrative summary of each individual resource.)

The Blue Ridge Parkway is recognized as one of the nation's premier designed recreational motorways. Built over a fifty-two-year period between 1935 and 1987, the 469-mile-long limited-access roadway now encompasses more than 900 built and engineered structures, including 176 bridges and culverts, 26 tunnels, more than 445 buildings and structures, and 268 overlooks.[1]

Despite the importance of the motorway as an internationally important work of landscape architecture, the built fabric of the Blue Ridge Parkway is threatened by the ravages of time and federal budget shortfalls, and ongoing debates about how to effect repairs, meet evolving safety standards, and make improvements to meet the needs and expectations of visitors and staff.

The National Park Service serves as steward of the Blue Ridge Parkway and all of its attendant historic built features. Many of the elements that comprise the built environment of the Parkway are considered technically eligible for listing in the National Register of Historic Places. Within the overall collection, however, not all of the resources are equal in terms of integrity, condition, and design significance.

In 2011, the National Park Service, faced with shrinking budgets and staff, and seeking an overall framework to support decision-making and prioritization of preservation needs, secured funding through a National Scenic Byways program grant to conduct a macroscopic survey and integrity assessment of the more than 900 structural resources located within Blue Ridge Parkway boundaries. It was hoped that the development of a survey and associated database would assist the National Park Service meet their identified goal of identifying and prioritizing preservation and maintenance needs for Parkway resources.

The survey, prepared by a team of preservation professionals led by Wiss, Janney, Elstner Associates, Inc., summarizes the Parkway's construction history, establishes a framework of relevant historic contexts and associated National Register eligibility of resources, provides an overall inventory,

1. The term "structures" is used in this survey to refer to both buildings that are occupied for use and structures that are not occupied. Buildings and structures, for purposes of this survey, are included as a separate category from road-related structures such as bridges, culverts, and tunnels.

categorization, contextualization, evaluation, and assessment of each of the resources, and identifies the best examples of building types and other unique historic resources that possess integrity. The survey results included the identification of a period of significance for the Blue Ridge Parkway, a list of contributing resources, and a determination of which features are unique and architecturally significant enough to be preserved to the Secretary of the Interior's Standards.

This information is envisioned to be a critical tool for the National Park Service to meet its own policies, such as the mandate to record and assess all historic resources within each park under Section 110 of the National Historic Preservation Act, and development of sufficient assessment information to support state historic preservation office (SHPO) review of proposed actions that might affect contributing historic resource, as part of Section 106 determinations.[2]

The survey was also envisioned to address two additional needs to further National Park Service stewardship of its many resources and the ability to make determinations regarding care and maintenance of these properties, particularly given current funding realities that do not allow the agency to adequately maintain all buildings and structures to the highest standards of preservation. The Blue Ridge Parkway may be considered unique in that, unlike most park units in the National Park System, it does not have a legislated boundary. This allows for federal purchase of properties adjacent to existing Parkway lands for the protection and preservation of the scenic viewshed. As a result, the Parkway has become the steward of an increasing number of historic (and non-historic) structures in various states of repair. The survey will support decision-making by providing an overall framework for the value of each resource as compared with the collection as a whole. The survey is also designed to generate a list of those resources that may be found to contribute to the significance of the Parkway, information that will inform the National Historic Landmark (NHL) nomination in progress in 2015–2016.

Project Summary

The Blue Ridge Parkway Survey and Assessment considers a wide range of issues including documentation of the origins, design intent, and evolution of the road corridor, an assessment of its significance and integrity, and the identification of National Register-eligible buildings and structures under the administrative care of the National Park Service as part of the Blue Ridge Parkway.

With such an extensive period of construction—1935 to 1987—the Blue Ridge Parkway not surprisingly reflects a wide range of architectural styles. These include vernacular structures present in the region before construction of the Parkway; rustic features representative of New Deal era park construction; post-World War II features that reflected diminished park budgets and workforces and are built in a style known as the modified rustic; mid-century Modernist architecture employed during

2. Sections 110 and 106 of the National Historic Preservation Act (NHPA) provide to all Federal agencies a legal mandate to maintain a preservation program for the identification, evaluation, and nomination of properties owned or controlled by them that may qualify for the National Register of Historic Places, and to consider in planning processes the preservation of historic properties that may be affected by federal actions.

the National Park Service's Mission 66 program; and an assemblage of features associated with completion of the Parkway, as well as the replacement of lost and deteriorated resources. This range of architectural styles conveys the many influences of time and place on Parkway construction and reflects several themes in twentieth century American design history; these influences and associations, and the resulting character of the Parkway's collection of buildings and structures, emerge from the information assembled as part of this survey.

Overview Description of the Blue Ridge Parkway

The Blue Ridge Parkway is a 469-mile science, limited-access motorway that extends through the Appalachian Mountains of western Virginia and North Carolina, linking Shenandoah National Park in Virginia with Great Smoky Mountains National Park in North Carolina (Figure 1 and Figure 2). The Parkway was established as a unit of the National Park System by an Act of Congress on June 30, 1936. The Act's purpose was to create a parkway that would provide a means for leisurely travel and recreation through the southern Appalachian Mountains with opportunities to connect motorists with the natural beauty and cultural heritage of the region. Established during the Great Depression, the road was also conceived as a construction project that would afford opportunities for paid employment for Americans and bring tourism dollars to an impoverished area of the United States.



FIGURE 1. Entrance sign for the Parkway at North Carolina Highway 18. Photo dated June 30, 1949. Source: National Park Service, Blue Ridge Parkway, milepost 217, negative no. 7421.



FIGURE 2. Location map. Illustration by Kirsten Sparenborg.

Designed by a team of landscape architects and engineers, the road combined aesthetically cohesive design with innovative engineering, while passing through the challenging terrain of the Blue Ridge and several other mountain ranges. As a planning gesture, the road reflects the unique vision of the designers; when construction began in 1935, it was the longest road in the United States ever to be planned as a single unit.[3]

In addition to the roadway itself, the Parkway was designed to include engineered structural elements—tunnels, bridges, retaining walls, culverts, and storm water management systems—to support travel, and an abundance of viewing opportunities and connections to the natural world from the ridgelines of some of the region's highest mountains. More than 250 overlooks were established to invite motorists to stop and enjoy the expansive vistas. Parkway planners also envisioned the establishment of large land reservations at regular intervals along the road to expand the opportunities for motorists to connect with the region's beauty and recreational amenities. The so-called recreation areas were also designed to support visitor service, educational, recreational, maintenance, and park

3. Stanley W. Abbott, "Annual Report of the Blue Ridge Parkway, Roanoke, Virginia, to the Director, National Park Service" (Salem, Virginia: National Park Service, Branch—Plans and Design, June 30, 1939), 3.

housing and administration needs; many of the Parkway's buildings and structures are located within these recreation areas.

Construction of the road began in 1935, with work continuing at a brisk pace until America's involvement in World War II siphoned labor and funding from the undertaking. Approximately two-thirds of the proposed route and five of the recreation areas were completed between 1935 and 1942, before construction was halted due to the war. Efforts to complete the roadway began again after the war, but the progress was hampered by limited funding and a lack of available labor. In 1956, after the National Park Service received Congressional approval to undertake a ten-year initiative—the Mission 66 program—funding increased sufficiently that the National Park Service was able to complete all but approximately 7-1/2 miles of the Parkway. The work included scores of bridges, tunnels, and other features to support visitor and park administration needs. As Mission 66 ended in 1966, the National Park Service remained unsure as to how the road would circumnavigate the lower regions of Grandfather Mountain in North Carolina due to the nature of the challenging terrain, the presence of sensitive and rare natural plant communities along the proposed route, and ownership disputes. The final section was finally completed in 1987, after a series of bridges and cantilevered road sections, designed by Swiss engineers, were carefully lowered into place. The innovative engineering of the final road section was designed to disturb as little of the terrain as possible. The completed road was opened, with much fanfare, on September 11, 1987.

Scope of Work and Methodology

Scope of Work

The scope of work for the survey was prepared by the National Park Service to guide the process and procedures associated with the project. It identified the specific products to be generated by the effort—a database of resources to include completed survey forms based on the needs of the North Carolina and Virginia SHPOs, and a report summarizing the methods and findings. The scope indicated that the project would be organized into three phases: 1) research and field documentation; 2) preparation of survey forms for all buildings, structures, bridges, tunnels, and overlooks within the boundary of the Parkway; and 3) synthesis of the findings into this narrative summary.

The process undertaken by the survey team to complete the project is outlined below.

Methodology

Project Team. The Blue Ridge Parkway survey was prepared by a multi-disciplinary team of historical architects and landscape architects from Wiss, Janney, Elstner Associates, Inc. (WJE), John Milner Associates, Inc. (JMA), and Liz Sargent Historical Landscape Architect (LSHLA). The team members included:

- Deborah Slaton, WJE, Project Manager/Historian
- Liz Sargent, LSHLA, Project Historian/Historical Landscape Architect

- Kenneth Itle, WJE, Project Senior Historical Architect
- Mike Ford, WJE, Project Historical Architect/Historian
- Tim Penich, WJE, Project Intern Architect/Historian
- Laura Knott, JMA, Project Historical Landscape Architect
- Jane Jacobs, JMA, Project Historical Landscape Architect
- Christina Osborn, JMA, Project Landscape Architectural Designer
- Jamie Morris, WJE, Project Historical Architect
- Greg Dowell, WJE, Project Intern Architect/Historian
- Leonard Kliwinski, WJE, Project Architectural Historian

Orientation Meeting. On November 7, 2012, representatives of the WJE project team met with personnel from the National Park Service to initiate work on the project. Those assembled included:

Southeast Regional Office

- Turkiya Lowe, Chief Historian
- Cynthia Walton, Historian and National Historic Landmarks Program Manager

Blue Ridge Parkway

- Phil Francis, Superintendent
- Steven Kidd, Cultural Resources Specialist and Archeologist/Contracting Officer's Technical Representative
- Monika Mayr, Deputy Superintendent
- Bambi Teague, Chief, Natural/Cultural Resource Management
- David Anderson, Resident Landscape Architect
- Terry McElrath, Facility Operations Specialist
- Michael Ryan, Pisgah District Facility Manager

North Carolina State Historic Preservation Office (North Carolina SHPO)

- Claudia Brown, Survey Coordinator
- Michael Southern, GIS Coordinator
- Annie McDonald, Preservation Specialist

Virginia Department of Historic Resources (Virginia SHPO)

- Michael Pulice, Architectural Historian

The group met at the Blue Ridge Parkway headquarters in Asheville, North Carolina, to coordinate proposed project activities; discuss project purpose, need, and objectives; obtain resource materials;

review survey methodology; and confirm the number and location of resources to be surveyed, among other topics.

Following the orientation meeting, team members conducted surveys of several selected resources in the Asheville area to test and refine the survey and data collection methodology. National Park Service and SHPO representatives participated in the site visits for these surveys and provided review and comments on the data collection process and findings. Following review of the sample completed survey forms by the National Park Service, project team members proceeded with the overall survey.

Database Development and Preparation of Field Survey Forms and Maps. Data provided by the National Park Service, including a list of all Parkway resources to be addressed by the survey and facilities management information relating to each resource, was compiled into an electronic database using Microsoft Access. Within the database, additional data fields were created to provide a framework to document the location, physical characteristics, history, integrity, and significance of each resource. Historic resource databases maintained by the Virginia and North Carolina SHPOs were reviewed to ensure that the information collected as part of this project was consistent with these other systems. Subsequently, project team member Mike Ford participated in training at the SHPO offices in both Virginia and North Carolina to understand the data collection methods required to meet the standards for each state.

The team designed report formats to display resource-specific data in a format compatible with each SHPO database but also with the needs of the National Park Service. The team also designed summary lists and resource sheets to form the basis for tables and appendices that support the conclusions provided in this summary report.

Using the database file, paper survey forms were generated for each bridge and culvert, tunnel, building and structure, and overlook to be used to collect data in the field. The project team used Geographic Information System (GIS) data provided by the National Park Service, as well as publicly available data and copies of Parkway Planned Land Use Maps (PLUMs) and Right-of-Way (ROW) maps, to develop field survey maps.

Research. Project team members also conducted archival research to support development of the historic contexts associated with the resources, the significance evaluation of individual resources, integrity assessments, and preparation of the summary report. Research was conducted at the Parkway archives in Asheville, North Carolina; the Virginia Department of Historic Resources in Richmond, Virginia; the North Carolina State Historic Preservation Office in Raleigh, North Carolina; the Western Office of the North Carolina Department of Cultural Resources in Asheville, North Carolina; the University of Virginia library system in Charlottesville, Virginia; and the University of North Carolina in Chapel Hill, North Carolina.

Research was also conducted online to reference sources available on state web sites, such as the Virginia Data Sharing System (DSS) and the North Carolina State Historic Preservation Office GIS Web Service. Research efforts also included locating recent scholarship from colleges and universities and the identifying work of preservation organizations and groups involved in evaluating similar resource types. Correspondence was undertaken with the Technical Information Center at the

National Park Service Denver Service Center and other archives as appropriate. County archives or county historical societies were contacted for purposes of gathering information on some individual resources.

Specific areas of research included vernacular and pre-Parkway history and architecture, with a focus on recent scholarship, thematic or county-wide surveys, resources related to early park development, Civilian Conservation Corps/Works Progress Administration activities, post-World War II development, and Mission 66. Historic themes and contexts considered included the design intent of Parkway designers, the role of concessioners in Parkway development, interpretation of pre-Parkway lifeways and architecture, vernacular, rustic, modified rustic, and Park Service Modern styles of architecture and landscape architecture, and feats of engineering. Key research sources are listed in the bibliography located at the end of this summary report; these include publications authored by Parkway designers Stanley Abbott, Edward Abbuehl, and author of several Blue Ridge Parkway studies, Ian Firth, among others.

Field Survey. The project team proceeded to conduct field work for each surveyed resource over several months from spring through fall 2013. Each resource was observed, photographed, and assessed as to its condition. Parkway personnel assisted the field teams in locating some buildings and structures concealed by plant growth and/or located far from the roadway. Field data was recorded on paper survey sheets and using digital photography.

The survey of overlooks was based on the annotation of historic PLUM affording survey team members the opportunity to locate small-scale features and views. Overlook features including curbing, walls, guard rails picnic tables, trash cans, trails, sidewalks, signage, and drainage structures, were documented on the survey forms and using digital photography.

Compilation of Data. Following field documentation, the field data was entered into the electronic database file. Information relating to previous surveys or reports that addressed individual resources, and data required by the Virginia and North Carolina survey templates, was also entered into the database.

Data Analysis. The survey data and historical research was used to determine the contributing status of each resource. The period of significance used to determine National Register of Historic Places eligibility and contributing/non-contributing status was established as 1935 to 1987 to reflect the entirety of the construction effort. The physical integrity of resources was also considered in determining contributing status.

The assessment of significance and integrity was prepared in accordance with the guidelines of the National Register of Historic Places. Cultural resources within the boundary of the Blue Ridge Parkway reflect various periods of history, several areas of significance, and different geographic levels of significance—local, state, and national. While some resources are significant for their association with the Parkway's development; others are associated with different facets of history and may be National Register eligible even if they are not related to Parkway development or park interpretive themes.

Preparation of the Summary Report. Based on research findings and the information collected during the survey, the project team prepared a narrative summary of the data as conveyed in this illustrated report. The report includes a concise description of the study methodology, the work conducted, and the major findings. The report discusses the evolution of Parkway construction and summarizes the related historic contexts consistent with the information typically collected for National Register of Historic Places evaluations of surveyed resources. For each context, the report identifies associated resources and highlights resources that retain the highest degree of integrity and best convey the historic significance of that resource type. The narrative also identifies resources to be considered for potential National Register documentation. An appendix of the report includes a brief summary of information and a photograph of each individually surveyed resource.

Summary of Findings

The Blue Ridge Parkway Survey and Assessment is perhaps the first such study of its kind to be attempted by the National Park Service. Preparation of the survey has yielded documentation and evaluation of approximately 935 individual resources, including bridges, tunnels, and overlooks, and buildings and structures relating to park management and maintenance, visitor service, pioneer lifeways exhibits, and vernacular pre-Parkway features.[4] Within these broad categories of resource types, the survey identifies more than 90 resource sub-types ranging from New Deal-era maintenance facilities to Mission 66 visitor centers.

Of the resources surveyed, approximately two-thirds were found to be contributing to the significance of the Parkway. The others have either lost integrity or were built after the end of the period of significance (1935–1987). Of the resources found to contribute, approximately 60 were found to be exceptional enough examples of a type, in regards to the historic contexts discussed herein, to meet the listing criteria of the National Register of Historic Places, either as individual structures or part of a historic district other than the Parkway itself.

Overall, the survey indicates that the majority of the road-related structures—the tunnels, bridges, and overlooks—were completed during the period of significance and that most survive with integrity. Those that survive with integrity from the period of significance contribute to the national significance of the Blue Ridge Parkway. Each of these typologies is discussed below.

Tunnels

Tunnels were built as an integral and essential element of the road corridor. Most of the Blue Ridge Parkway tunnels were built during either the New Deal or Mission 66 construction campaigns. The last tunnels were completed in the early 1960s. All were completed during the period of significance,

4. Approximately 625 buildings were originally included on the survey list provided by the National Park Service. Of these, approximately 150 were not surveyed because they were found to have been demolished or are scheduled for demolition at the time of the field survey in 2014. The list was also found to have several duplicate entries. Many of the buildings are associated with ancillary structures or outbuildings. These were documented together with the primary feature of the site. This left a total of 445 buildings and structures to be surveyed and included in the final database.

and retain sufficient integrity to convey their historic associations. As such, all twenty-six tunnels have been assessed as contributing to the national significance of the road corridor.

Bridges

Bridges and culverts are integral to the design and use of the road corridor. Therefore, the majority of the bridges were built as part of the primary construction periods associated with the Parkway—the New Deal and Mission 66 eras. Of the 176 bridges and culverts documented in this survey, all but eight survive with integrity from the period of significance and have been assessed as contributing to the national significance of the road corridor. Of the eight non-contributing bridges, five post-date the period of significance, and three have lost integrity. The Linn Cove Viaduct, although less than fifty years old, is considered individually eligible for listing in the National Register of Historic Places due to its engineering innovations.

Overlooks

Like the tunnels and bridges, the Parkway overlooks were completed with the road corridor. They also principally can be linked to the New Deal and Mission 66 construction campaigns. The majority of the Parkway overlooks, regardless of construction date, follow layout and design patterns formalized by early Parkway planners during the New Deal era. Of the more than 250 overlooks all but three have been assessed as contributing to the national significance of the road corridor. The other three have been altered to the degree that they no longer possess integrity.

Buildings and Structures

In addition to the road-related structures, there are several buildings and structures that were also found to contribute to the national significance of the Blue Ridge Parkway. The significance of resources is tied to associated historic contexts. As part of the survey, built resources have been grouped through their association with five distinct eras of development, each of which constitutes a specific context: 1) pre-Parkway vernacular farmstead features; 2) features constructed as part of the early Parkway construction phase during the New Deal era; 3) post World War II expansion of the recreation areas; 4) Mission 66 roadway completion and recreation area expansion; 5) post-Mission 66 completion of the Linn Cove viaduct and the 7.8-mile section around Grandfather Mountain and other features that represent additions or replacements of lost or deteriorated facilities. The survey findings associated with each period are summarized below.

Pre-Parkway vernacular farmstead features. Acquisition of thousands of acres of mountainous land through which to build the Parkway resulted in federal ownership of numerous existing homesteads, most of which were associated with local agrarian pursuits. The structures associated with these properties are generally modest in size and scale, and built of native materials. These pre-Parkway vernacular farmsteads exist both in their original locations and an unaltered state, and as buildings that were modified to support Parkway interpretation of pioneering lifeways. Vernacular buildings and structures featured along the Parkway as part of interpretive scenes were sometimes restored or altered to enhance their pioneer character. Original and modified components of these rural farm exhibits typically contribute to the national significance of the roadway as part of the vision and design intent for the Parkway. Although these features contribute to the national

significance of the Blue Ridge Parkway and are character-defining elements of the designed scene of the road corridor, many of them might not otherwise meet National Register of Historic Places eligibility requirements as exemplary examples of a type or due to loss of integrity.

The resources that best represent this typology include (refer to Figure 3):

- The Mountain Farm exhibit structures at Humpback Rocks recreation area (B270, B272, B273, B274, B279, and B356; milepost 5)
- Johnson Farmstead exhibit at Peaks of Otter recreation area (HS-154, HS-285, HS-287, HS-288, B826, and B826A; milepost 85)
- Polly Wood's Ordinary (HS-155; milepost 85)
- Saunders Farm (B157/HS-610 and HS-611; milepost 85)
- Bell Springhouse (B025; milepost 146)
- Trail cabin at Smart View (B075; milepost 154)
- Whorley House at Rocky Knob (B011; milepost 174)
- Mabry Mill (B330; milepost 176)
- Matthews Cabin at Mabry Mill (B401; milepost 176)
- Mabry Mill exhibit structures (B331 and B336; milepost 176)
- Puckett Farm (B166 and B335; milepost 189)
- Brinegar Cabin complex (B096, B162, B163, and B433; milepost 238)[5]
- Martin Caudill Cabin (B100; milepost 241)
- Woodruff Farm (B844, B845, B846, B847, B848, B849, B850, and B851; milepost 246)
- Sheets Log Cabin (B291; milepost 252)
- Rev. Jesse Brown Log Cabin complex and Cool Springs Baptist Church (B294, B295, and B296; milepost 272)
- Flat Top Estate (Moses H. Cone Memorial Park) (four contributing buildings: HS-359 Flat Top Manor, HS-205 Carriage House, HS-208 Apple Barn, and HS-298 Sandy Flat Missionary Baptist Church; milepost 294)[6]
- Buck Spring Lodge Springhouse at Mt. Pisgah Picnic Area (B556; milepost 407)
- Residences at Soco Gap Maintenance Area (B032, B149, B536, B603, and B799; milepost 455)

5. This property is already listed in the National Register of Historic Places.
6. This property is already listed in the National Register of Historic Places. An observation tower (B834) on the property was built by the National Park Service to support Blue Ridge Parkway needs and contributes to the significance of the road corridor, rather than Flat Top Estate, as do Parkway bridges and overlooks within the boundaries of the historic property, now referred to as Moses H. Cone Memorial Park.

Features constructed as part of the early Parkway construction phase during the New Deal era. Most features built during the early phase of Parkway construction are representative of the rustic style that became a hallmark of the National Park Service prior to World War II. Rustic features were carefully designed and crafted to reflect the context and setting of the mountainous terrain. Some were built by the Civilian Conservation Corps (CCC). Features that survive from this period with integrity contribute to the national significance of the Blue Ridge Parkway and are character-defining. Some examples are individually distinctive works of architecture or engineering. Exemplary surviving rustic Parkway features include (refer to Figure 3):

- Pumping station at Smart View (B080; milepost 154)
- Rock Castle Gorge Trail Shelter at Rocky Knob (B001; milepost 168)
- Pumping station at Rocky Knob (B010; milepost 169)
- Rocky Knob cabins (B016, B017, B018, B019, B020, B021, B022, B023, B024, and B934; milepost 174)
- Cumberland Knob Recreation Area shelters (B089 and B090; milepost 217)
- Doughton Park service buildings, comfort stations, and shelters (B097, B098, B099, B101, B102, and B103; milepost 241)
- Large trail shelter at Craggy Pinnacle (B247; milepost 364)
- Small trail shelter at Craggy Gardens (B248; milepost 367)

Post-World War II expansion of the recreation areas. Examples of features constructed along the Parkway between 1945 and 1955 are relatively few in number. Most are associated with recreational uses, such as picnic and campground areas, or with other visitor amenities. These features often reflect rustic design principles, but are constructed of simple, planar, machine-worked materials, simply conceived and constructed. The associated style, sometimes referred to as the modified rustic, arose from the fiscal reality of the post war economy, and a shortage of available labor. It also reflected the increased availability of new machine-made and manufactured building materials. Although these features are not generally considered exemplary works of architecture, and most were designed to meet utilitarian needs, they remain an important part of the Parkway vocabulary and contribute to the significance of the road corridor. Examples include (refer to Figure 3):

- Pre-Mission 66 comfort stations (B043; milepost 8, at Humpback Rocks Picnic Area and B324; milepost 271, at Cascades Parking Overlook)
- Peaks of Otter gas station and shelters (B057, B059, HS-165, B357; milepost 85)
- Equipment storage building at Smart View Maintenance Area (B081; milepost 155)
- Shops and Heavy Equipment Building at Rocky Knob Maintenance Area (B086; milepost 167)
- Rocky Knob Gas Station (B082; milepost 169)
- Doughton Park visitor service buildings and lodge (B105, B106, B188, and B189; milepost 241)

- Residences, Mill/Paint Shop, and Storage Building at Bluffs Maintenance Area (B034, B035, B378, B814; milepost 245)
- Fire Cache & Storage, Small Equipment Storage, and Hose Reel House at Gillespie Gap Maintenance Area (B121, B125, and B345; milepost 330)
- Crabtree Falls Gas Station (B127; milepost 339)
- Craggy Gardens Visitor Center (B360; milepost 364)

Mission 66 roadway and recreation area expansion. Funding provided by the federal Mission 66 program was integral to the completion of the Blue Ridge Parkway, including construction of nearly one-third of the road corridor, and the expansion of lodging and food services, park administration features, maintenance facilities, and recreation areas. A new building type developed by the National Park Service as part of the program—the visitor center—was also incorporated into the architectural vocabulary of the Parkway as part of Mission 66. Architecturally, the resources constructed during Mission 66 constitute a departure from the rustic design vocabulary adopted by early Parkway planners. Instead, Mission 66 structures often incorporated modernist design principles similar to architectural trends popular in the United States in the 1950s and 1960s. Modern architecture conveyed a sense of streamlined efficiency intended to meet the challenges of ever-increasing numbers of visitors. The resulting contemporary structural forms were also intended to attract visitors. Modern materials characterized the new park architecture; open interior spaces and expansive areas of glazing that provided views of nearby natural and cultural resources began to replace the dark, modest rustic structures of the New Deal era. Many examples of Mission 66 features located along the Parkway are architecturally significant in their own right. Others collectively contribute to the national significance of the Parkway. Mission 66 features that survive with integrity and contribute to the significance of the Blue Ridge Parkway include (refer to Figure 3):

- Otter Creek Restaurant (B307; milepost 60)
- Peaks of Otter visitor center, restaurant, and lodge (B056, B058, B060; milepost 85)
- Mission 66 residences with brick veneer at Vinton Maintenance Area (B420, B421, B422, B427, and B429; milepost 112)
- Pine Spur Maintenance Building (B444; milepost 143)
- Mission 66 residences with siding at Sandy Flats Maintenance Area (B423 and B424; milepost 294)
- Crabtree Falls Restaurant (B128; milepost 339)
- Mt. Pisgah Lodge and Restaurant buildings (B241A, B241B, and B495; milepost 408)
- Balsam Gap maintenance building (B036; milepost 442)
- Mission 66 comfort stations:
    - Humpback Rocks Picnic Area (B044; milepost 8)
    - Peaks of Otter Campground (B392 and B393; milepost 85)
    - Roanoke Mountain Campground (B465 and B468; milepost 120)

- Rocky Knob Picnic Area and Campground (B084, B438, B439, B450, and B451; milepost 167)
- Groundhog Mountain (B481; milepost 188)
- Doughton Park Campground (B370; milepost 239)
- Price Park Campground (B445, B446, and B483; milepost 297)

Post-Mission 66 completion of the Blue Ridge Parkway and the Linn Cove Viaduct. There are several structures located along the Parkway that post-date Mission 66. Those that are associated with the completion of the Parkway circa 1967–1987 contribute to the significance of the road corridor. Other post-Mission 66 features are typically replacements for deteriorated or lost resources, or features that were not part of the original vision for the Parkway. These generally do not fall within an identified significant historic context and are classified as not contributing resources. The post Mission 66 feature that is individually eligible for listing in the National Register of Historic Places as a feat of engineering is the Linn Cove Viaduct (182P, milepost 304.02).

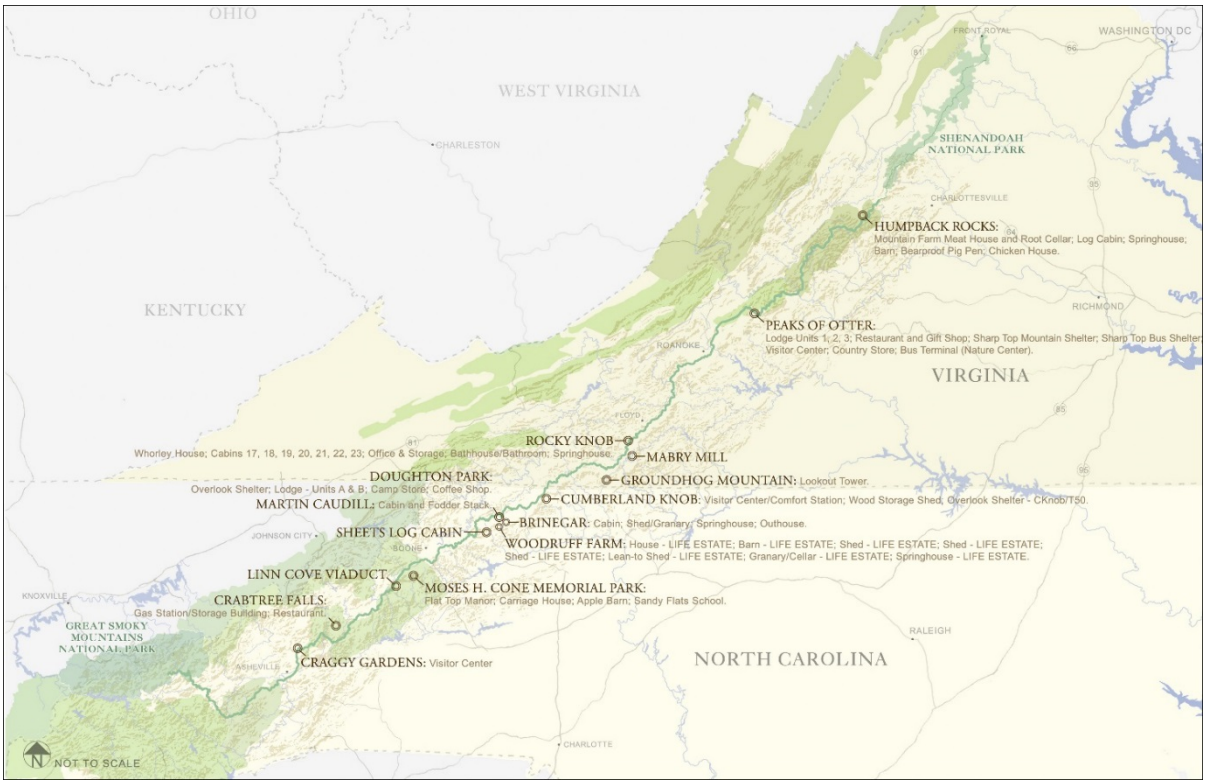


FIGURE 3. National Register-listed and eligible sites along the Blue Ridge Parkway. Illustration by Kirsten Sparenborg.

Potential National Register-Eligible Districts/Collections and Individual Resources

Only two properties located along the Blue Ridge Parkway are currently listed in the National Register of Historic Places: the Brinegar Cabin Complex (B096, B162, B163, B433; milepost 238), listed in 1972, and Flat Top Estate (HS-359, HS-205, HS-208, HS-298; milepost 294), listed in 2013. Several additional properties appear worthy of consideration for listing in the National Register of Historic Places based on preparation of this survey as exemplary examples of a type.

Potentially eligible districts or collections of resources include the following (refer to Figure 3):

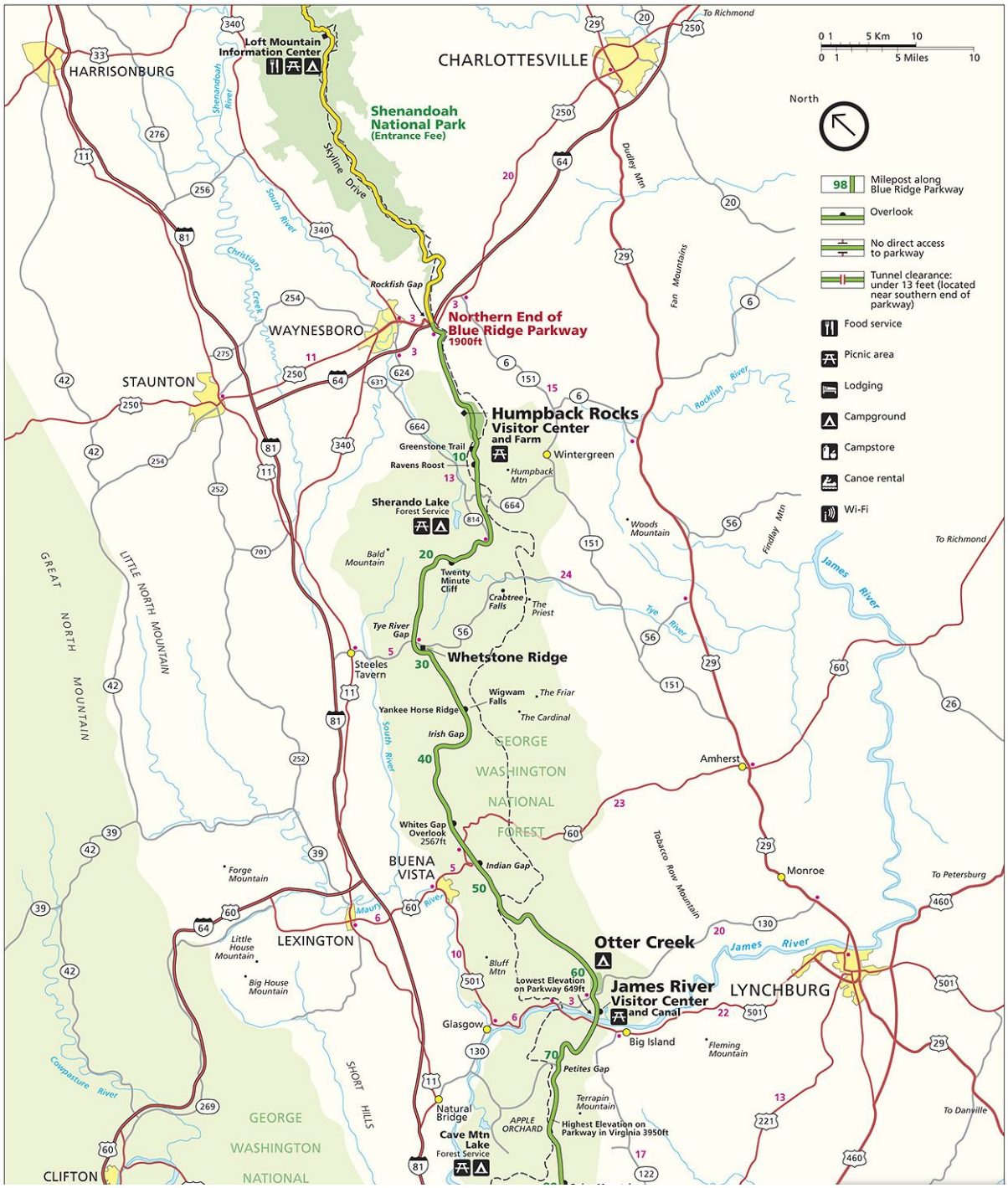
- Mountain Farm exhibit at Humpback Rocks recreation area (B270, B272, B273, B274, B279, and B356; milepost 5)
- Peaks of Otter recreation area features (B165, B056, B057, B058, B059, B357, and B060; milepost 165)
- Rocky Knob Cabins, CCC-era Parkway lodging and facilities (B016, B017, B018, B019, B020, B021, B022, B023, B024, B934; milepost 174). The Whorley House (B011), which predates the CCC-era Parkway construction, is also located within this district and is a contributing resource to the potential historic district.
- Cumberland Knob, CCC-era Recreational Area (B090 and B089; milepost 217)
- Doughton Park visitor service buildings and comfort stations (B097, B098, B099, B101, B102, B103, B105, B106, B188, and B189; milepost 241)
- Woodruff Farm (B844, B845, B846, B847, B848, B849, B850, and B851; milepost 246)
- Crabtree Falls, Mission 66 Visitor Services Area (B128; milepost 339). The gas station (B127) is considered a contributing resource to the potential historic district, although it predates the Mission 66 era.

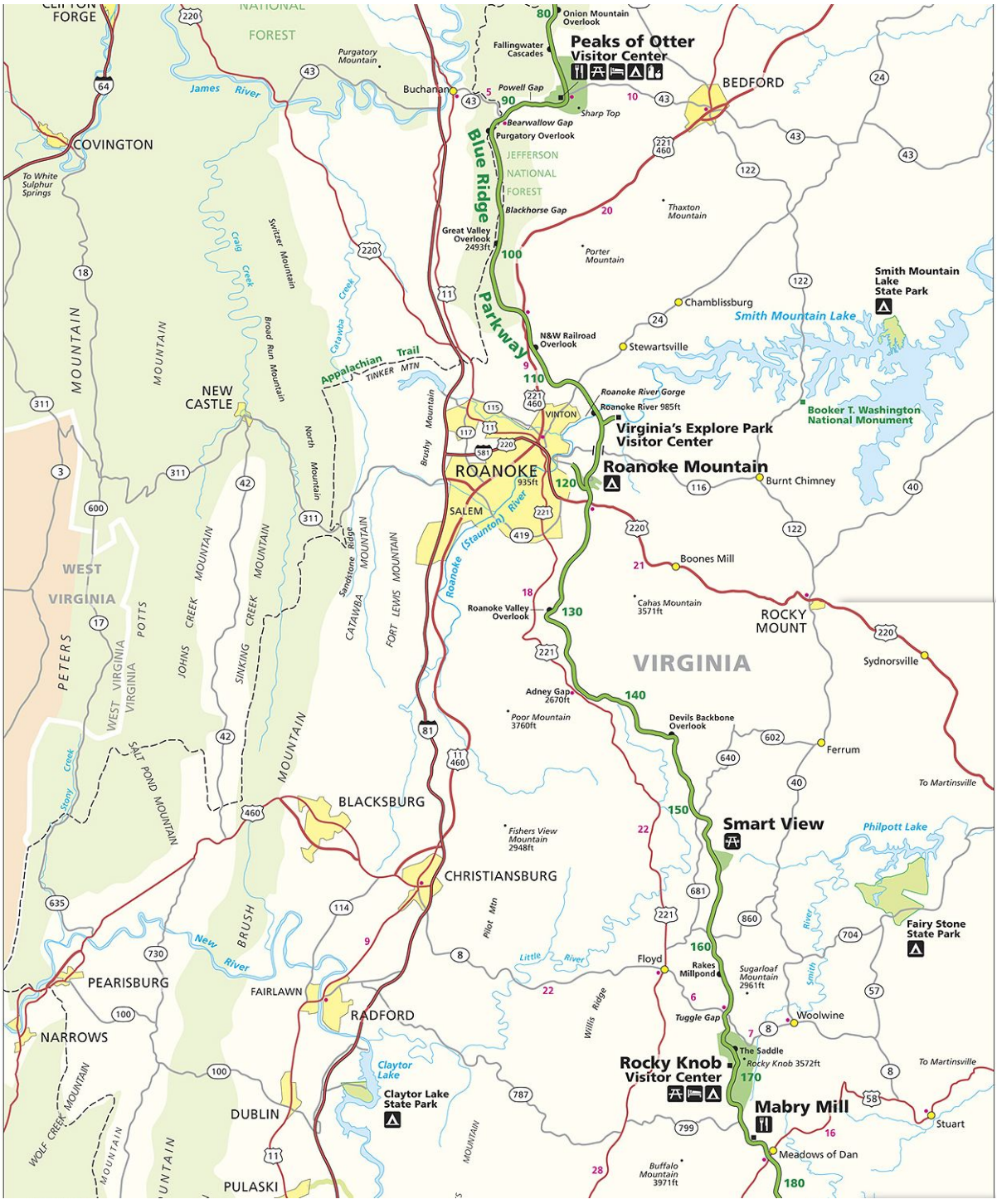
Potentially eligible individual structures include the following:

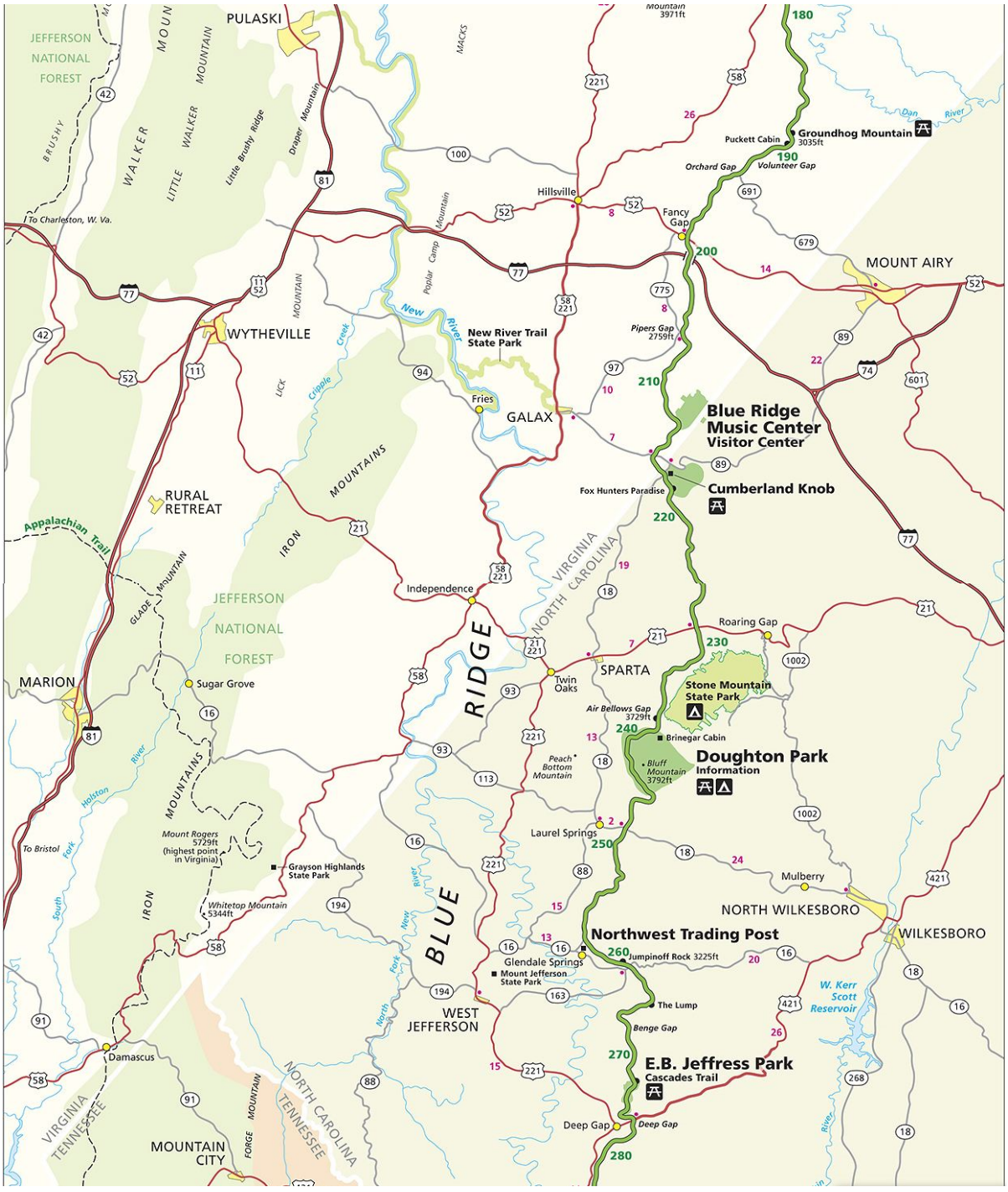
- Mabry Mill (B330; milepost 176)
- Groundhog Mountain Lookout Tower (B137; milepost 188)
- Martin Caudill Cabin (B100; milepost 241)
- Linn Cove Viaduct (P182; milepost 304)
- Craggy Gardens Visitor Center (B360; milepost 364)

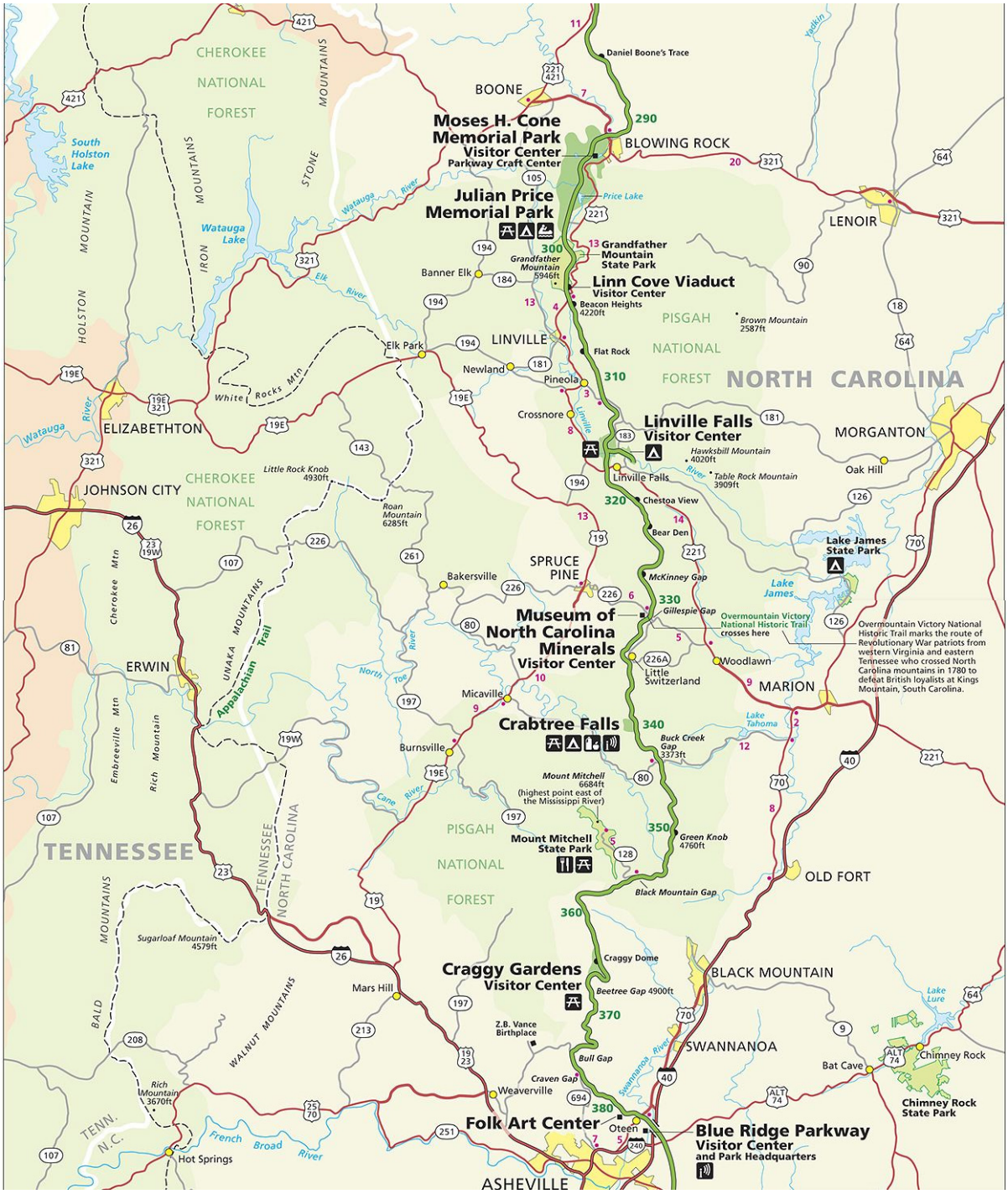
In summary, this survey has provided the National Park Service and the Blue Ridge Parkway with an inventory, documentation, and evaluation of its collection of more than 900 built resources, placed them into appropriate historic contexts, and assessed the value of the Parkway and its resources in accordance with the National Register of Historic Places. This information, conveyed in a succinct and synthetic format, allows the park to make wise decisions regarding maintenance, repair, and replacement as time continues to take its toll, and fulfill its obligations under Section 110 of the National Historic Preservation Act.

Blue Ridge Parkway Map




Peaks of Otter
Visitor Center
Onion Mountain
Overlook
Fallingwater
Cascades
Purgatory
Mountain
Buchanan
Powell Gap
Bearwallow Gap
Purgatory Overlook
Sharp Top
BEDFORD
Blue Ridge
Parkway
JEFFERSON
NATIONAL
FOREST
Blackhorse Gap
Thaxton
Mountain
Great Valley
Overlook
2493ft
Porter
Mountain
Smith Mountain
Lake
State Park
Chamblissburg
Smith Mountain Lake
N&W Railroad
Overlook
Stewartsville
Appalachian
Trail
TINKER MTN
Roanoke River Gorge
Roanoke River 985ft
Booker T. Washington
National Monument
Virginia's Explore Park
Visitor Center
VINTON
ROANOKE
935ft
Roanoke Mountain
Burnt Chimney
SALEM
Roanoke (Staunton) River
Boones Mill
Roanoke Valley
Overlook
Cahas Mountain
3571ft
ROCKY
MOUNT
VIRGINIA
Sydnorsville
Adney Gap
2670ft
Poor Mountain
3760ft
Devils Backbone
Overlook
Ferrum
To Martinsville
Smart View
Philpott Lake
BLACKSBURG
Fishers View
Mountain
2948ft
CHRISTIANSBURG
Fairy Stone
State Park
Floyd
Rakes
Millpond
Sugarloaf
Mountain
2961ft
Tuggle Gap
Woolwine
The Saddle
Rocky Knob 3572ft
Rocky Knob
Visitor Center
Mabry Mill
Stuart
Meadows of Dan
Buffalo
Mountain
3971ft
PEARISBURG
FAIRLAWN
RADFORD
NARROWS
Claytor
Lake
Claytor Lake
State Park
DUBLIN
PULASKI
COVINGTON
To White
Sulphur
Springs
NEW
CASTLE
WEST
VIRGINIA
James River
New River
Little River
Smith River
Stony Creek
Craig Creek
Catawba Creek
Broad Run
Mountain
Switzer Mountain
North Mountain
Brushy Mountain
Sandstone Ridge
Pilot Mtn
Willis Ridge
MOUNTAIN
PETERS
JOHNS CREEK
SINKING CREEK
POTTS
FORT LEWIS
CATAWBA
SALT POND MOUNTAIN
BRUSH
WOLF CREEK
FOREST
CLIFTON
FORGE


PULASKI
JEFFERSON NATIONAL FOREST
WALKER MOUNTAIN
LITTLE WALKER MOUNTAIN
Little Brushy Ridge
Draper Mountain
BRUSHY MOUNTAIN
MACKS
To Charleston, W. Va.
Hillsville
Fancy Gap
Puckett Cabin
Groundhog Mountain 3035ft
Orchard Gap
Volunteer Gap
Dan River
MOUNT AIRY
WYTHEVILLE
New River
Poplar Camp Mountain
New River Trail State Park
Pipers Gap 2759ft
Fries
GALAX
Blue Ridge Music Center Visitor Center
Cumberland Knob
Fox Hunters Paradise
Cripple Creek
LICK MOUNTAINS
RURAL RETREAT
Appalachian Trail
IRON MOUNTAIN
GLADE MOUNTAIN
Independence
VIRGINIA
NORTH CAROLINA
Roaring Gap
SPARTA
Twin Oaks
Stone Mountain State Park
Air Bellows Gap 3729ft
Brinegar Cabin
Doughton Park Information
Bluff Mountain 3792ft
Peach Bottom Mountain
MARION
Sugar Grove
JEFFERSON NATIONAL FOREST
BLUE RIDGE
Laurel Springs
Mulberry
NORTH WILKESBORO
WILKESBORO
Northwest Trading Post
Jumpinoff Rock 3225ft
Glendale Springs
Mount Jefferson State Park
W. Kerr Scott Reservoir
Holston River
South Fork New River
North Fork New River
Mount Rogers 5729ft (highest point in Virginia)
To Bristol
Grayson Highlands State Park
Whitetop Mountain 5344ft
IRON MOUNTAINS
WEST JEFFERSON
The Lump
Benge Gap
E.B. Jeffress Park
Cascades Trail
Deep Gap
Damascus
VIRGINIA
TENNESSEE
MOUNTAIN CITY
FORGE MOUNTAIN
NORTH CAROLINA
TENNESSEE


Daniel Boone's Trace
BOONE
Moses H. Cone Memorial Park
Visitor Center
Parkway Craft Center
BLOWING ROCK
Julian Price Memorial Park
Price Lake
LENOIR
Grandfather Mountain State Park
Grandfather Mountain 5946ft
Banner Elk
Linn Cove Viaduct
Visitor Center
Beacon Heights 4220ft
PISGAH NATIONAL FOREST
Brown Mountain 2587ft
LINVILLE
Elk Park
Flat Rock
Newland
Pineola
NORTH CAROLINA
Crossnore
Linville Falls
Visitor Center
MORGANTON
Hawksbill Mountain 4020ft
Table Rock Mountain 3909ft
Oak Hill
ELIZABETHTON
JOHNSON CITY
Little Rock Knob 4930ft
Roan Mountain 6285ft
CHEROKEE NATIONAL FOREST
Linville Falls
Chestoa View
Bear Den
Lake James State Park
SPRUCE PINE
Bakersville
McKinney Gap
Lake James
Gillespie Gap
Museum of North Carolina Minerals
Visitor Center
Overmountain Victory National Historic Trail crosses here
Overmountain Victory National Historic Trail marks the route of Revolutionary War patriots from western Virginia and eastern Tennessee who crossed North Carolina mountains in 1780 to defeat British loyalists at Kings Mountain, South Carolina.
ERWIN
Woodlawn
Little Switzerland
MARION
Micaville
Crabtree Falls
Lake Tahoma
Buck Creek Gap 3373ft
Burnsville
Mount Mitchell 6684ft
(highest point east of the Mississippi River)
TENNESSEE
PISGAH NATIONAL FOREST
Mount Mitchell State Park
Green Knob 4760ft
OLD FORT
Black Mountain Gap
Sugarloaf Mountain 4579ft
Craggy Gardens
Visitor Center
Craggy Dome
Beetree Gap 4900ft
BLACK MOUNTAIN
Mars Hill
Z.B. Vance Birthplace
Lake Lure
SWANNANOA
Bull Gap
Craven Gap
Bat Cave
Chimney Rock
Chimney Rock State Park
Rich Mountain 3670ft
Weaverville
Folk Art Center
Oteen
Blue Ridge Parkway
Visitor Center
and Park Headquarters
Hot Springs
French Broad River
ASHEVILLE

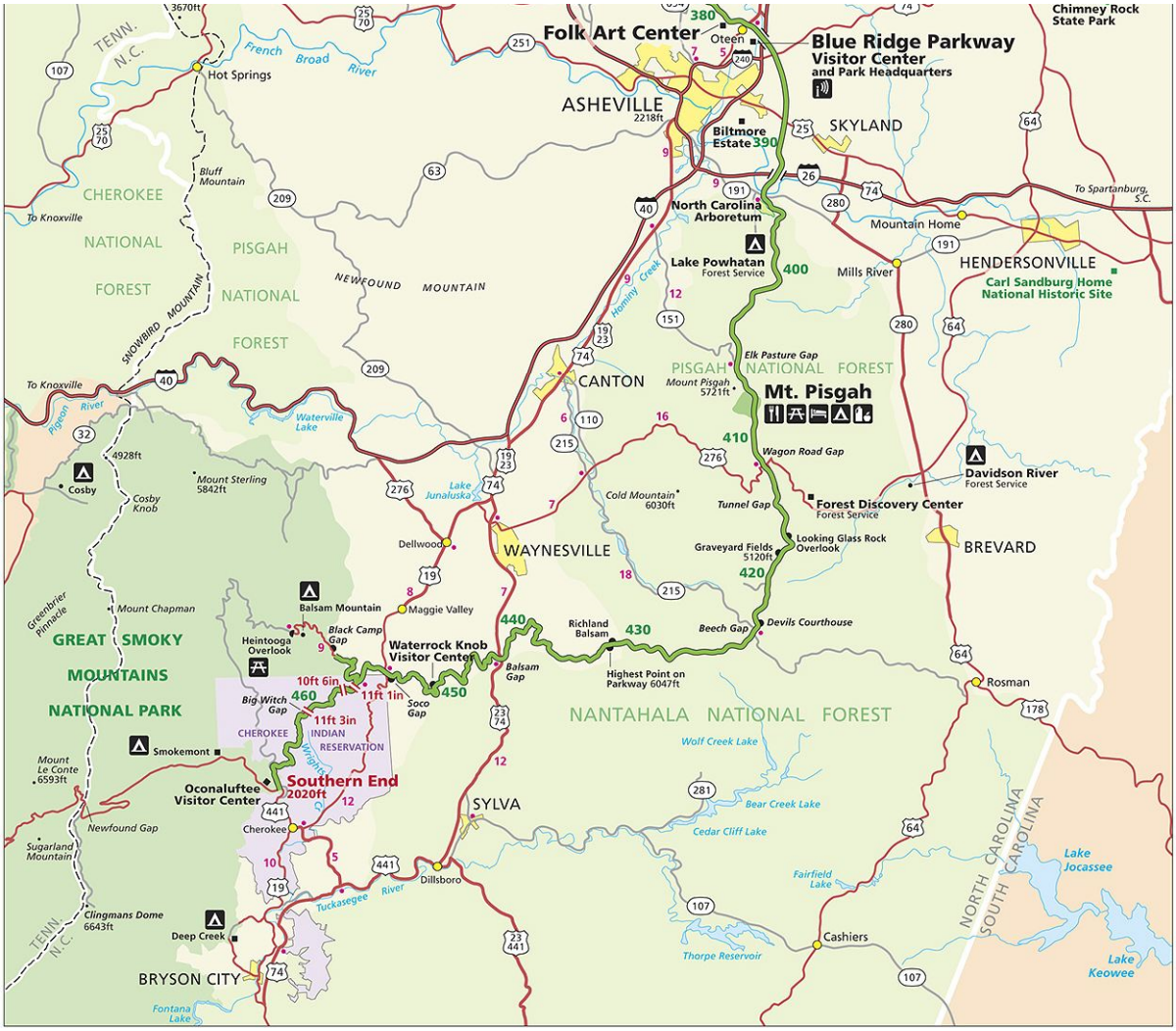


FIGURE 4. Blue Ridge Parkway Unigrid map. Source: NPS Blue Ridge Parkway web site, http://www.nps.gov/blri/index.htm.

Overview History

Introduction

(Refer to Figure 4 for an overview map of the Parkway.)

The most ambitious project of its type ever completed, the 469-mile Blue Ridge Parkway is a unit of the National Park System designed to highlight the scenery, regional lifeways, and recreational potential of the Southern Appalachian Mountains.[7] The Parkway currently encompasses more than 88,000 acres within twelve Virginia and seventeen North Carolina counties. It links two national parks, connects to several state parks, and is edged in many locales by national forest land. The road corridor also crosses five rivers and six mountain ranges[8], bridges more than one hundred mountain gaps, and tunnels through twenty-six rugged peaks. The Blue Ridge Parkway reaches its highest point at the Richard Balsam Overlook near the Haywood-Jackson county line in North Carolina at an elevation of 6,053 feet above mean sea level; the low point occurs where the road crosses the James River in Virginia, at an elevation of 649 feet above mean sea level.

The Blue Ridge Parkway as we know it today is rooted in the New Deal programs that were designed to provide jobs and economic stimulus for Americans suffering due to the Great Depression during the 1930s. In fact, the Blue Ridge Parkway is one of forty-six public parks built in twenty-four states under the Recreational Demonstration Area program.[9] Construction of the Parkway began in 1935. By the time work on the project was interrupted by World War II in 1942, approximately two-thirds of the proposed route had been graded, with a substantial distance paved and open to the public. After the war, funding for the project remained in short supply, limiting further progress until the Mission 66 program was passed by Congress, providing much needed monies for national park land improvements throughout the country. As the program wound down in 1966, all but approximately 7-1/2 miles of the Parkway had been completed. These final miles would remain unfinished until 1987 due to delays resulting from ownership disputes, challenging terrain, and emerging environmental protection imperatives. For the purposes of this survey, the construction history of the

7. Anne Mitchell Whisnant, "About the Parkway," in *'Driving through Time' The Digital Blue Ridge Parkway*. Available at http://docsouth.unc.edu/blueridgeparkway/about/about_parkway/parkway/ (accessed May 24, 2014).
8. The parkway would follow the Blue Ridge Mountains for 355 of its 469 miles.
9. The Blue Ridge Parkway was initially known as the Blue Ridge Recreational Demonstration Area. Other parks resulting from the program included Acadia National Park, Badlands National Park, Manassas National Battlefield Park, and Theodore Roosevelt National Park.

Blue Ridge Parkway has been broken into five distinct phases—1935–1942, 1942–1945, 1945–1956, 1956–1966, and 1966–1987—as further discussed below.

Although it would take more than five decades to complete the road, today the seamless character and feeling of driving the Parkway remains a testament to the vision of its planners and the strength of the original design concept. Many brilliant minds collaborated and contributed to the project. However, much of the credit for the vision has been given to landscape architect Stanley W. Abbott, whose passion for the landscape and eye for detail are evident at every scale. Abbott would later write, "I can't imagine a more creative job than locating the Blue Ridge Parkway, because you worked with a ten-league canvas and a brush of a comet's tail. Moss and lichens collected on the shake roof of a Mabry Mill measured against the huge panoramas that look out forever."

Abbott's concept involved building a road that would ". . . lie easily on the ground, blend harmoniously with the topography, and appear as if it had grown out of the soil." Abbott accomplished his feat so well that most travelers hardly notice the road itself, their attention drawn, instead, to the drama that unfolds around them in the Southern highlands.

History of the Parkway Concept

The Blue Ridge Parkway was not the first road of its type in America. The parkway concept first emerged with the popularity of the automobile during the early twentieth century. The first parkway, which followed the Bronx River in New York City for 15 miles, connecting the Bronx Zoo and New York Botanical Garden, was completed in 1925. The popularity and success of the Bronx River Parkway quickly spawned other parkway projects in Westchester County, New York. The Hutchinson River Parkway, the Saw Mill River Parkway, the Briarcliff-Peekskill Parkway, the Cross County Parkway, and a thirty-mile extension of the Bronx River Parkway soon followed.[10] Many of the Parkway planners and designers would gain their experience working on these early parkway and scenic drive projects.

Early parkways were essentially linear parks for automobiles. To maximize the driving experience and scenic interest, parkways featured wide rights-of-way, grade separations at major intersections to maintain the smooth flow of traffic, four-lane cross-sections, and sweeping super-elevated curves. The wide rights-of-way—typically at least 250 feet in width—allowed for the inclusion of scenic features, afforded space for recreation, and precluded commercial development along the roadway.

As parkways cropped up in proximity to many eastern urban communities, national park planners began to adapt the concept in western park lands, establishing scenic drives as integral components of the visitor experience at parks such as Yosemite and Yellowstone. The first eastern national park to build a scenic drive was Shenandoah National Park. Construction of Skyline Drive, as it was called, began in 1931 and was completed in 1939. Skyline Drive is a 105-mile scenic motorway that follows

10. Ian J. W. Firth, *Blue Ridge Parkway; Virginia and North Carolina: Historic Resource Study* (Athens, Georgia: University of Georgia, December 2005), 37, citing John Nolen and Henry V. Hubbard, *Parkways and Land Values* (Cambridge, Massachusetts: Harvard University Press, 1937), 90.

the crest of the Blue Ridge Mountains in central Virginia, affording expansive views along with its recreational motoring experience. Franklin Delano Roosevelt's visit to Skyline Drive in 1933 contributed to his support for the Blue Ridge Parkway concept.

Origins of the Blue Ridge Parkway (1909–1930)

The idea for a scenic road through the Southern Appalachian region can be traced to a proposal first promoted by Joseph Hyde Pratt, State Geologist of North Carolina, who advocated construction of a "Crest of the Blue Ridge Highway." Between 1909 and 1912, Pratt surveyed a section of western North Carolina where the road, which he suggested would run from Marion, Virginia, to Tallulah Falls, Georgia, would be located. He suggested the road follow the upper reaches of the Blue Ridge Mountain range through idyllic locales such as Boone, Blowing Rock, Linville, Altapass, Little Switzerland, Asheville, Hendersonville, Brevard, Lake Toxaway, and Highlands (Figure 5). In 1914, Pratt and several supporters chartered the Appalachian Highway Company through the North Carolina General Assembly, indicating that they planned to fund the road using tolls. The company then initiated work on a 40-mile section between Altapass and Linville before American involvement in World War I siphoned off funds and labor, bringing an end to the project.[11]

Plans for a Blue Ridge Mountains scenic motorway emerged again in 1930 when the Eastern National Park-to-Park Highway Association proposed to join two national parks established in 1926—Shenandoah and Great Smoky Mountains national parks—with a road that would follow the dramatic terrain of the Southern Appalachian mountains.[12] The Association first considered using an improved system of state highways to form the basis for the route before recognizing that construction of an entirely new road would be necessary due to a lack of good roads in the region.

11. Richard Quin, Blue Ridge Parkway HAER Report No. NC-42 (Washington, D.C.: U.S. Department of the Interior, 1997), 26.
12. The National Park-to-Park Highway Association was formed in 1916 and began promoting roads and roadway improvements in the Northwest and Rocky Mountain states. The Association would later expand to include an eastern branch. In 1928, the Eastern branch, under the leadership of Rep. Maurice H. Thatcher of Kentucky, began to lobby for a federally supported highway to link the three eastern national parks with Washington, D.C., and the new historic sites being developed at Williamsburg, Jamestown, and Yorktown, Virginia, before championing a mountain ridge parkway linking Shenandoah and Great Smoky Mountains national parks.

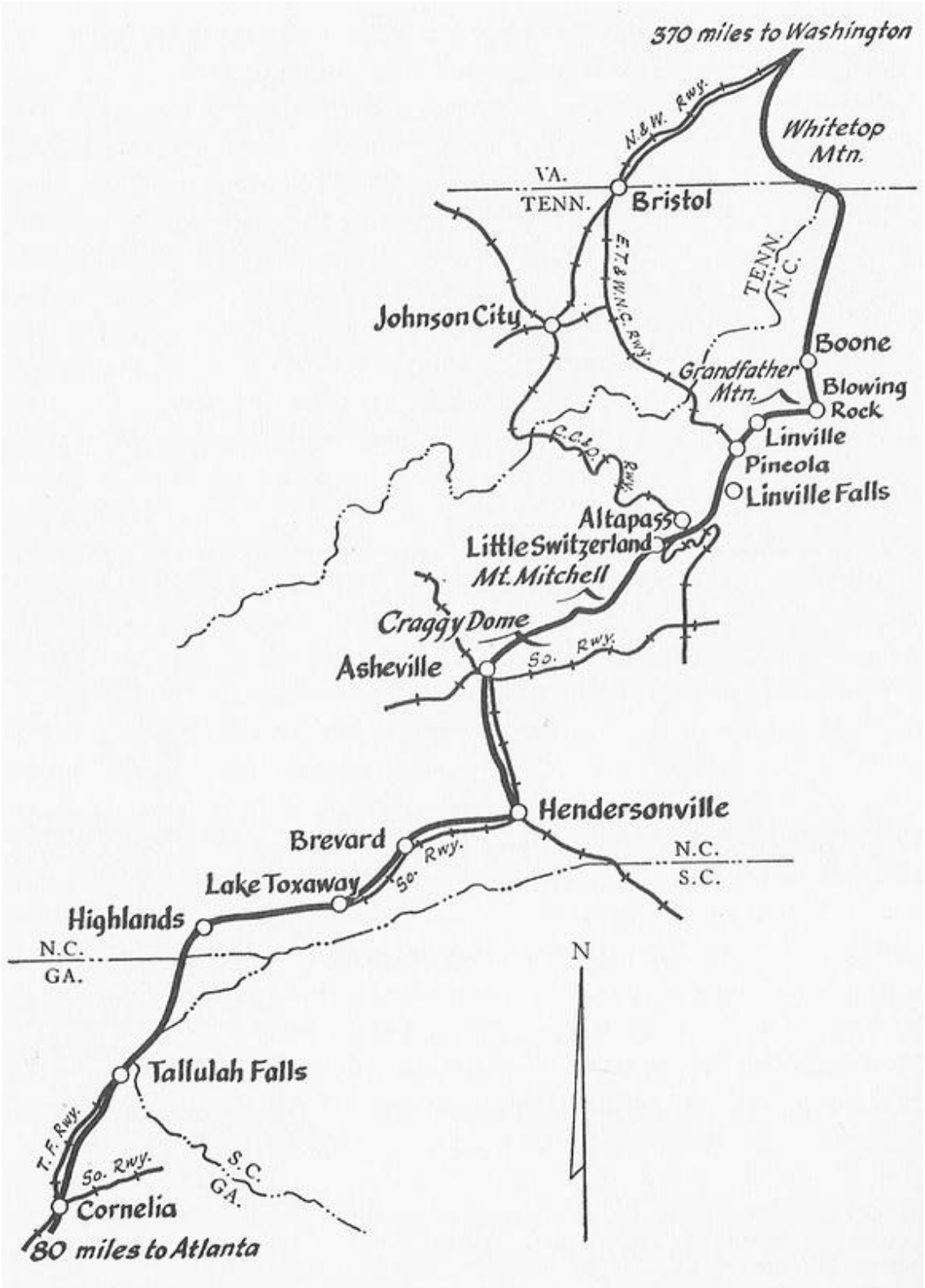


FIGURE 5. Proposed route of the Crest of the Blue Ridge Highway, based on the original map. Source: Harley E. Jolley and William A. Bake, *Blue Ridge Parkway: The First 50 Years* (Boone, North Carolina: Appalachian Consortium, 1985).

Initial Establishment of the Blue Ridge Parkway (1933–1942)

Legislative Authorization

The Great Depression played an integral role in the development of the Blue Ridge Parkway. Following his inauguration, President Franklin Delano Roosevelt quickly advanced a series of programs and regulations known as the "New Deal," designed to help Americans suffering due to the Great Depression and stimulate the economy. In 1933, Congress enacted the National Industrial Recovery Act (NIRA), which established the Public Works Administration (PWA) and authorized the Public Works Administrator, Secretary of the Interior Harold L. Ickes, to prepare a comprehensive program of public construction projects. The proposed Park-to-Park Highway in Southern Appalachia was well-suited to the program and immediately appealed to Ickes. The fact that the Act also authorized the government to acquire land considered submarginal to agriculture, but valuable for public recreation, suggested a second reason to pursue the project. At the time, the impoverished Southern highlands region exhibited problems of severe soil erosion resulting from poor farming practices and the steeply-sloped terrain.

Within months of the passage of NIRA, a group of businessmen and politicians from Virginia, North Carolina, and Tennessee began lobbying the PWA to consider construction of the proposed park-to-park roadway.[13] President Roosevelt encouraged Ickes to pursue the project following a 1933 visit to the new Skyline Drive emerging atop Virginia's northern Blue Ridge Mountains. By October 1933, a small committee had been established to develop a formal proposal for the road. In November 1933, Ickes approved federal funding for the "Park-to-Park Road" under the PWA.[14] In December 1933, the PWA passed a resolution allotting the National Park Service four hundred million dollars to finance the construction of the scenic highway.[15]

At the time, the road, considered an extension of the Skyline Drive, was referred to by several names, including the Appalachian Scenic Highway and the Appalachian Park-to-Park Highway. It was not until Congress formally authorized the project in 1936 that the name Blue Ridge Parkway was used.

People Involved in the Project

Harold Ickes as Secretary of the Interior and Administrator of Public Works was the arbiter of major decisions related to the project. Planning, design, and construction of this behemoth would take a vision, and a visionary. To identify the project's leader, Ickes convened a group of advisors that included senior officials in the National Park Service as well as the Bureau of Public Roads. Arthur E. Demaray, the Associate Director of the National Park Service, would maintain a close involvement in all matters relating to this and other parkways. Thomas C. Vint, the National Park Service Chief of the Branch of Plans and Design took part in the assessment of alternative routes. He was joined by N.

13. Anne Mitchell Whisnant, *Super-scenic Motorway: A Blue Ridge Parkway History* (Chapel Hill, North Carolina: University of North Carolina Press, 2006), 35–36.
14. Harry Byrd to Pollard, November 24, 1933. Blue Ridge Parkway Archives, RG 5, Series 44, Box 54, Folder 10.
15. Ian Firth, "Historical Significance of the Blue Ridge Parkway," Appalachian Cultural Resources Workshop Papers, Introduction; and Harley E. Jolley, *The Blue Ridge Parkway* (Knoxville, Tennessee: University of Tennessee Press, 1969), 43–44.

J. Spelman, the District Engineer in charge of the Bureau of Public Road's Eastern Office. Jay Downer and Gilmore D. Clarke of the Westchester County Park Commission (WCPC), which had established the nation's first parkway system, served as consultants for a few months during 1933 and 1934.

The most important contribution of this advisory group was to recommend the appointment of **Stanley W. Abbott** as Resident Landscape Architect (Figure 6).



FIGURE 6. Stanley Abbott. Source: National Park Service, Blue Ridge Parkway, negative no. 10,018.

Abbott was only twenty-six when appointed to the position in December 1933. A graduate of the Cornell University undergraduate program in landscape architecture, Abbott had previously worked for the WCPC on the Bronx River Parkway. He quickly realized, however, that the Blue Ridge Parkway would be a new amalgam of parkway and scenic park road in a rural environment. His ability to communicate ideas was critical to the process, as recognized by his colleagues:

> We were immediately made aware that he was both perceptive and articulate. At the time that he had been pulled out of the Westchester County organization he had, in fact, been serving as the public relations man for the Westchester County organization, though he was a Cornell graduate in landscape architecture. It was especially fortunate that, along with the kind of imagination that was the essential ingredient in the creation of such a work of art as the Parkway, he also had those other qualities. They not only enabled him to "sell" his ideas and concepts of parkway design and development to his Washington Office superiors and to the officials of the State Highway Departments with which he had

> to deal; they were a necessity of successful relationships with the Parkway's neighbors, the mountain people through or past whose properties the Parkway was to go.[16]

Abbott established the first field headquarters for the Blue Ridge Parkway in his apartment dining room in Salem, Virginia, in February 1934. An official office would later be established in Roanoke, Virginia. In April 1934, Edward H. Abbuehl joined Abbott's staff as parkway landscape architect (Figure 7).[17] Abbuehl had been Abbott's professor at Cornell University. Abbuehl had received his master's degree in architecture from Cornell and remained on as an instructor in descriptive geometry and mechanics until 1933 when the university was forced to let him go as a result of the Great Depression. Hendrick van Gelder, another veteran of the WCPC, was also invited to join Abbott's team. Abbuehl was initially responsible for field reconnaissance in North Carolina, while Gelder considered issues associated with the route in Virginia. Abbott, himself, would participate in field survey and route selection for the entire corridor. As noted by his associate Edward Abbuehl: "While engineers from the Bureau of Public Roads and landscape architects from the Park Service were walking each mile of location, Stan Abbott was "seeing" the finished project. He had the imagination and ability to think big and make no small plans."[18]



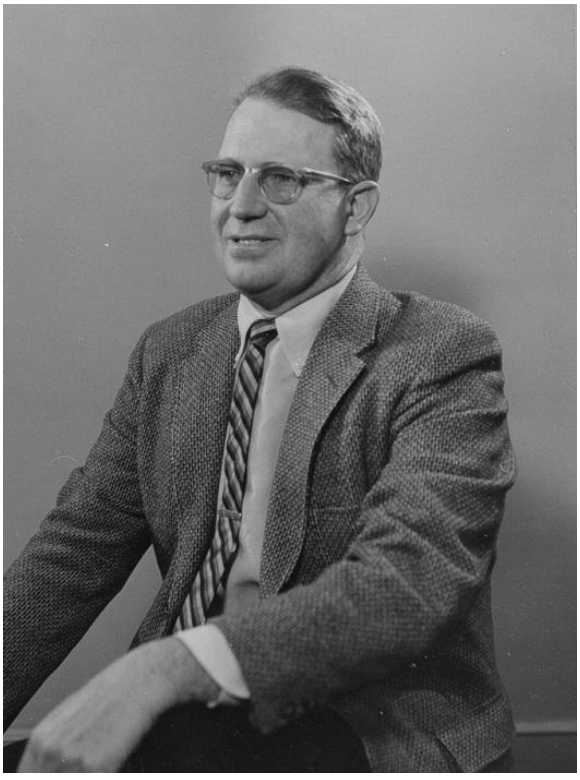


FIGURE 7, left. Edward H. Abbuehl, Supervisory Park Landscape Architect. Photo dated February 3, 1960. Source: National Park Service, Blue Ridge Parkway, negative no. 1434.

FIGURE 8, right. Randolph T. Clark, Supervisory Civil Engineer. Photo dated February 4, 1960. Source: National Park Service, Blue Ridge Parkway, negative no. 1417.

16. S. Herbert Evison, Introduction to 1958 Oral History interview of Stanley W. Abbott (1974), ii.
17. Quin, 39.
18. Edward H. Abbuehl, "A Road Built for Pleasure," *Landscape Architecture* 51, no. 4 (July 1961): 235.

Abbott served as Resident Landscape Architect and was the park's first Acting Superintendent until 1944 when he was called to military service. He returned to the National Park Service's Regional Office in Richmond, Virginia, in 1946, and continued to advise on Parkway design issues until 1949. In 1950 he became supervisory landscape architect for the Mississippi River Parkway Study.

Abbott and his National Park Service team worked directly with engineers from the Bureau of Public Roads (BPR), which would later become the Federal Highway Administration. Abbott's counterpart in the Bureau of Public Roads was William M. Austin, Resident Engineer in Roanoke. Austin had supervised construction of the General's Highway in Sequoia National Park, where he had worked with architect and landscape architect Charles Peterson, who would establish the Historic American Buildings Survey in 1933. Austin had also worked with Peterson on the Skyline Drive.[19] Austin and Abbott worked well together and made many Parkway design decisions jointly.[20] After Austin left Roanoke in 1941, Abbott did not enjoy the same working relationship with his successor.[21] By that time, fortuitously, most of the important decisions involving the route and design aesthetic for the Parkway had been made.

Vision

At the time work on the Parkway began, no other federal project more fully embodied the ambitions of national recreational planning.[22] The Blue Ridge Parkway was a new type of designed landscape calculated to present to the public a series of historic scenes through a rapidly disappearing regional community. As Abbott noted, the Blue Ridge Parkway was "the first use of the parkway idea, purely and wholeheartedly for the purposes of tourist recreation [as] distinguished from the purposes of regional travel." Abbott was an admirer of Frederick Law Olmsted, landscape architect of New York City's Central Park and the grounds of Biltmore (George Vanderbilt's estate in Asheville, North Carolina—the largest private home in America), and was influenced by Olmsted's visionary approach designing parkways. Along with Abbuehl and Van Gelder, Abbott established over-arching protocols for the project that drew from his knowledge of landscape architecture history and appreciation of successful landscape design projects: utilize that which exists; carve and save, rather than cut and gut; preserve the lived-in look; keep a managed landscape in mind; preserve nature and history; marry beauty with utility; emphasize simplicity and the naturalistic; and consider the horizon the boundary-line.[23]

19. Sarah Georgia Harrison, "The Skyline Drive: A Western Park Road in the East," *Parkways: Past, Present, and Future: Proceedings of the Second Biennial Linear Parks Conference 1987* (Boone, North Carolina: Appalachian Consortium Press, 1989), 41.
20. Edward H. Abbuehl, "History of the Blue Ridge Parkway," (unpublished manuscript, 1948), 27.
21. Stanley W. Abbott, "Confidential Memorandum for Regional Director Taylor, Region One, Re: Problems on the Blue Ridge Parkway" (3 December 1943).
22. Ethan Carr, *Wilderness by Design: Landscape Architecture and the National Park Service* (Lincoln, Nebraska: University of Nebraska Press, 1999), 309.
23. Harley E. Jolley and William A. Bake, *Blue Ridge Parkway: the First 50 Years* (Boone, North Carolina: Appalachian Consortium, 1985),16.

Establishment of the Route and Land Acquisition

The first phase of Parkway development entailed planning the route, which involved political figures at the highest levels of federal and state government. The instructions Parkway planners received from the Secretary of the Interior were merely to connect the Shenandoah and Great Smoky Mountains national parks with a roadway that would follow the crest of the mountains. This left the planners with considerable leeway in the choice of a route.[24] Two principal routes were considered viable. While the designers quickly agreed to a proposed route between Shenandoah National Park in Virginia, and Blowing Rock, North Carolina, two alternatives were considered viable for the route between Blowing Rock and the entrance to Great Smoky Mountains National Park. Because the park straddled Tennessee or North Carolina, and the mountains formed a thicker band in this area, the road could approach the park through Tennessee, or North Carolina (Figure 9).

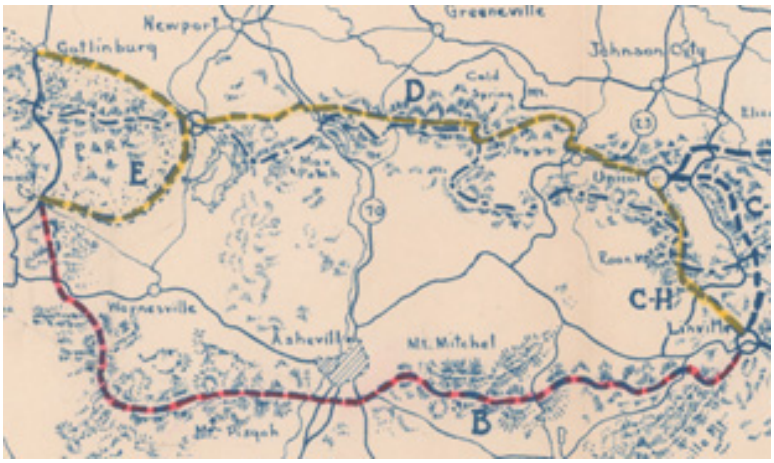


FIGURE 9. Alternative routes south of Linville, North Carolina, to the Great Smoky Mountains. Source: National Park Service, Blue Ridge Parkway.

Representatives from both Tennessee and North Carolina lobbied hard for the Parkway to be routed through their respective states, anticipating that jobs and income would be generated from construction and tourism. Although many considered the Tennessee route to be considerably lower in elevation and less scenic, Abbott argued that it offered "a variety of mountains, mountain stream valley, and broad river types of scenery," including some high rock cliffs, meadowlands, and woods—all in all a "wide variety of interest."[25] He also considered the Tennessee route to be the most direct, and thus potentially less expensive and damaging to the landscape. The North Carolina route, however, was promoted by State Highway and Public Works Commission engineer R. Getty Browning (Figure 10). An avid outdoorsman and locating engineer with many years of experience investigating and plotting highway locations, he argued that "nowhere else in the United States, so far as I know, could such an excellent location for a parkway be found, if splendid scenery, high elevation, profusion of beautiful shrubbery, favorable climatic conditions, reasonable construction

24. Quin, 51.
25. Resident Landscape Architect, "Report: Proposed Locations, Shenandoah-Great Smoky Mountains National Parkway," 8 June 1934. NARA II, RG 79, CCF7B.

cost and accessibility from all sections of the country are to be considered."[26] Browning's argument would carry the day.



FIGURE 10. R. Getty Browning. Photo date unknown. Source: National Park Service, Blue Ridge Parkway.

It took nearly a year to resolve the routing issue. Secretary of the Interior Harold Ickes rendered his decision on the matter on November 10, 1934, citing three reasons for selecting the North Carolina route: 1) North Carolina had two national forests (Pisgah and Nantahala) that could be used for the Parkway corridor, requiring less acquisition of property; 2) North Carolina was considered more scenic; and 3) significant federal funding had already been channeled to Tennessee through the creation of the Tennessee Valley Authority.[27]

Design

A master development plan for the Parkway was completed in 1934, one of many that directed work on the road throughout the project. This original master plan identified one of the unique components of the Parkway that helped transform it into a park: as a narrow road corridor wound through the mountains, it would be regularly expanded to include larger land reservations where recreational amenities would be developed. These so-called recreation areas would also become the home of

26. R. Getty Browning to George L. Radcliffe, 1 June 1934. NARA II, RG 79, CCF7B, Box 2711.
27. Timothy N. Osment, "The Blue Ridge Parkway." Available online at http://www.learnnc.org/lp/editions/nchist-worldwar/5830 (Accessed December 28, 2014.)

services to supply motorists with gas, food, and overnight lodging.[28] The provision of these service facilities was considered vital to the parkway concept envisioned by Abbott, who believed that many visitors would wish to stay overnight in cabins or small inns located along the roadway, picnickers and campers would need to purchase supplies near the picnic grounds and campsites; while gasoline and service stations would also be necessary at regular intervals. If these facilities were not built along the Parkway, they would inevitably spring up near road crossings, potentially affecting the visual quality of the road corridor. Parkway planners suggested that service stations be located at 20 mile intervals, while cabins or lodges for overnight accommodations occur every 60 miles.

As the states began to acquire land for the Parkway, Abbott and his team developed specific designs for the roadway, after staking the route in the field in 1935. Abbott would later describe the process of locating the road on the ground:

> Your composition is one of fields and fences, lakes and streams, and hills and valleys, and your problem is that of placing your roadway in such a position as best to reveal them.[29]

Abbott's vision for the Parkway was of bucolic parkland flanking a roadway of the most advanced design through its center. The road would be restricted to non-commercial traffic. It would seek to connect regional park systems wherever possible. More than just a road, the Parkway was planned as the physical core of an inter-regional plan for the entire Appalachian Range. Abbott also considered it crucial to prepare an environmentally sensitive design plan that would preserve the cultural history found along the road's route. As mountain farms and cutover forests were increasingly being abandoned by impoverished inhabitants, the Parkway would protect evidence of regional history, while facilitating a new economy based on coordinated outdoor recreational land uses (Figure 11 and Figure 12). He described his vision in 1939 as an "element of recreational planning… [and] the fusion of two American national parks into one huge recreational system."[30]

Project engineers and landscape architects collaborated on the design of the road, employing a suite of measures that would allow motorists to enjoy the surrounding landscape in a leisurely way (Figure 13). The design of the roadway was carefully orchestrated by Parkway planners and the Bureau of Public Roads to achieve a graceful appearance, taking advantage of views in front of the driver, and to make driving easier.[31] The Parkway was not designed for high speed motoring, but rather for leisurely travel. The curvilinear nature of the road helped control the speed of motorists. Most of the roadway was designed for a speed of 50 miles per hour, while the overall maximum speed limit is 45 mph. Commercial vehicles were prohibited from driving on the road to enhance safety and distinguish the Parkway from standard traffic arteries.

28. National Park Service, Appalachian National Parkway from Shenandoah National Park to Great Smoky Mountains National Park, Master Plan, 1934. Blue Ridge Parkway Archives.
29. Abbott interview, 3, as quoted in Quin, 65.
30. Carr, *Wilderness by Design*, 276.
31. Robert Peccia & Associates, *Blue Ridge Parkway: Traffic Safety Study, North Carolina and Virginia*, draft ed. (Denver, Colorado: National Park Service, Denver Service Center, July 1989), 5.



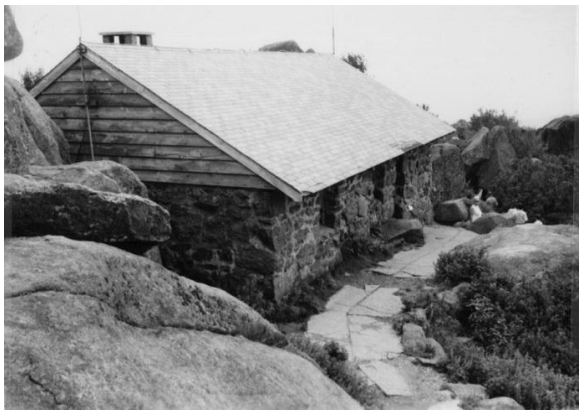


FIGURE 11, left. Brinegar Cabin, circa 1959. This cabin is one of the pre-existing vernacular historic resources incorporated into the Parkway design. Source: Historic American Buildings Survey, HABS No. NC-188.

FIGURE 12, right. Sharp Top Shelter, Peaks of Otter. Photo dated July 21, 1974. The pre-existing recreational resources at Peaks of Otter were incorporated into the Parkway design. Source: National Park Service, Blue Ridge Parkway, milepost 85.9, negative no. 3873.

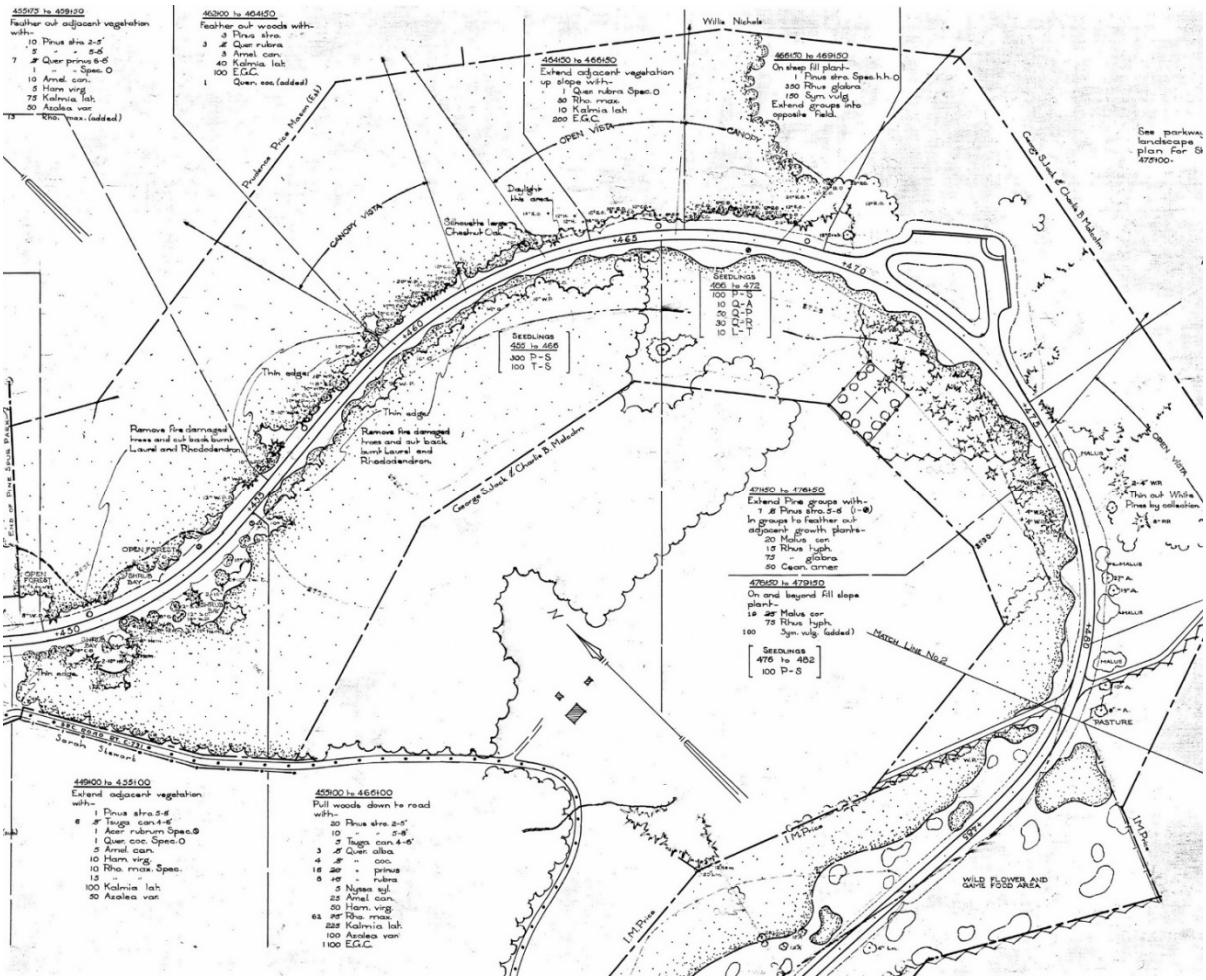


FIGURE 13. Design drawing for landscaping of Parkway section 1Q; Pine Spur Overlook (milepost 144.8) at top right. NPS drawing no. 1Q-2002 dated August 10, 1937.

Stanley Abbott stressed the importance of an ever-changing road position for maintaining the interest and pleasure of motorists. In contrast to the Skyline Drive, the Blue Ridge Parkway was not planned as a ridge-line route, even though many segments follow the mountain ridge tops. He suggested that "only intermittent sections will ride on or near the skyline in the manner of the Shenandoah Drive," reasoning that "Rugged topography has served to deflect a continuous skyline location," and adding that the designers "have deliberately chosen to avoid certain mountains in order to introduce other types of scenery." Instead, the designers introduced variety by routing the road to follow a combination of mountain streams, broad river valleys, and mountain sides. [32]

Describing his comprehensive design philosophy, Abbott explained, "All elements must compose, so as to please. Hence, to take examples of stone masonry, we find the same extraordinary attention to detail in a small masonry retaining wall designed to protect a roadside tree as we find in the triple-arched Linville River Bridge."[33]

The Blue Ridge Parkway incorporated several of the features developed in the 1920s in Westchester County, New York: limited access, grade separation, curvilinear alignment, super elevation of curves, and scenic views within a protected corridor. An exceptionally wide right-of-way—between 800 and 1,000 feet—would be secured in order to protect views of scenery. The roadway itself was constructed for nearly its entire length as an undivided two-lane road, with the northbound and southbound lanes separated only by a painted center stripe. A conspicuous characteristic of the roadway is the absence of roadside edge striping. This helps the roadway blend with the landscape.[34] Turn lanes were only occasionally provided; these were chiefly located at major interchanges or at entrances to recreational areas. A few double lane sections, separated by a central island, occur where roads meet the Parkway, or there is an important roadside attraction. Raised traffic triangles are featured at most intersections. These are generally grassy median islands bordered by raised stone curbing. Triangles also delineate entrance points to many overlooks and parking areas.

The typical road section is 21 feet wide and edged by 4-1/2-foot-wide stabilized turf shoulders. Maximum roadway grades vary from 6 to 8 percent. Most curves have a minimum radius of 500 feet. No curves have a radius of less than 200 feet.

32. Stanley Abbott, untitled MSS, as quoted in Quin, 50–51.
33. Quin, 66.
34. Quin, 110–112. Although Federal Highway Administration studies have called for the use of edge striping as a safety provision, parkway planners have so far rejected its implementation, except at tunnel approaches, where short sections of edge striping help guide motorists into the portals.

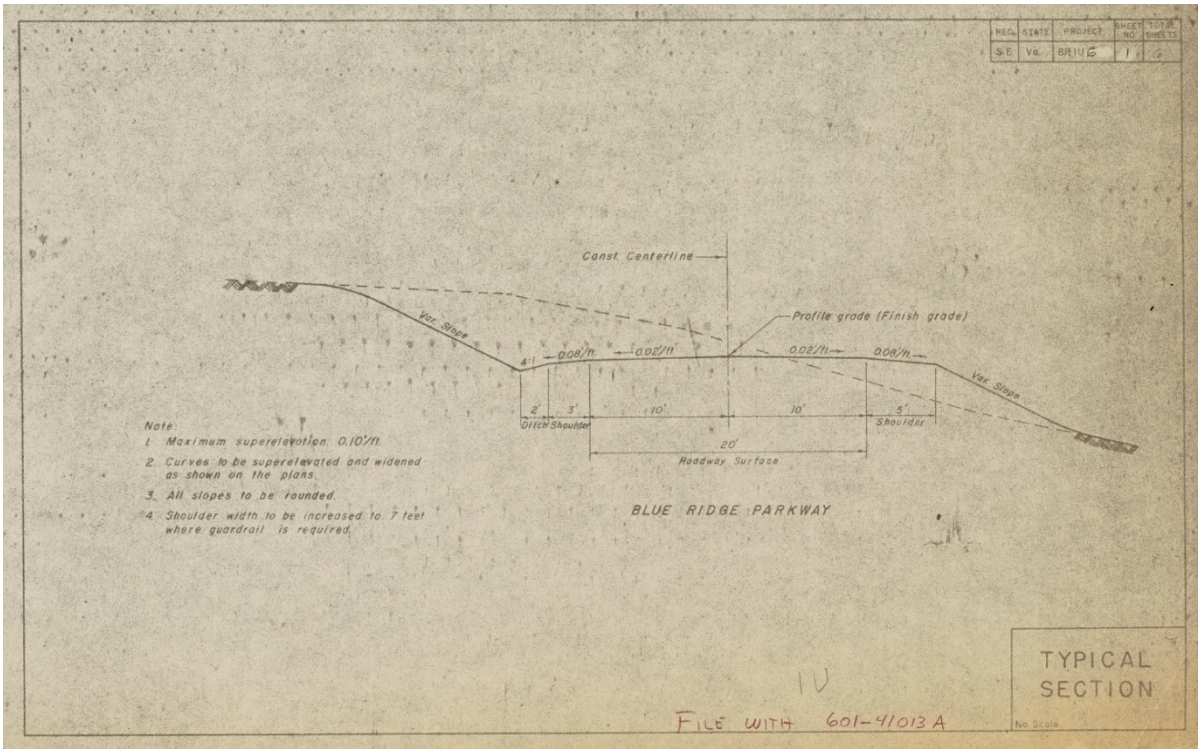


FIGURE 14. Section drawing of Parkway showing profiles of road and adjacent grade. Source: National Park Service, Blue Ridge Parkway.

Abbott also considered the impact the road would have on the landscape and the completed visual aesthetic. The route was carefully planned to cause the least possible scarring of the wild mountain terrain. Roadside grading was tied back to the natural contour of the surrounding terrain to reduce the appearance of heavy machine work. Unavoidable damage was concealed wherever possible by landscape plantings of native trees and shrubs. Flowering trees and shrubs were also planted to heighten the natural beauty of the landscape at designed viewpoints. Vistas and bays were opened to allow views into surrounding woods and fields, as well as the distant landscape of mountains, valleys, and rivers.[35]

Bridges and tunnels convey the road through and across challenging terrain. These structures were designed to follow the curvilinear alignment of the road. The design of bridges was a collaborative effort among Bureau of Public Roads engineers and National Park Service landscape architects. The Bureau of Public Roads offices in Arlington, Virginia, prepared the structural designs for the bridges, while National Park Service landscape architects in Washington, D.C. and Roanoke, Virginia, defined the exterior appearance (Figure 15).[36]

35. Stanley W. Abbott, “Blue Ridge Parkway, 20 January 1938,” 3, as quoted in Quin, 51.
36. Abbuehl, “History of the Blue Ridge Parkway,” 11.



FIGURE 15. Overpass under construction at U.S. Highway 58 (present-day Business Route 58), September 9, 1938. Source: National Park Service, Blue Ridge Parkway, milepost 177, negative no. 10127.

The road was supported by stone retaining walls, guard rails, and culverts. Culverts were used to convey storm water safely away from the road. They ranged in size from simple pipes to multi-span reinforced concrete box structures. Most are relatively unobtrusive. Where culverts might be seen by motorists, Parkway planners designed them to be harmonious with the surrounding landscape. Many of the pipe culverts featured native stone head walls or tail walls with an arched treatment or a stone lintel. Stone-lined drop sinks were often set at the head of the culvert to collect trash and debris that would otherwise lead to clogging. The design of larger culverts merited the same level of attention as Parkway bridges. Parkway landscape architects drew up detail sheets showing the desired final appearance of the culverts. To guide proper construction, Parkway staff constructed scale models of single and double culverts in 1935.[37]

Overlooks were designed to edge the road wherever a roadside attraction or dramatic vista occurred. Many of these scenic pull-offs provide stunning views of near and distant mountain scenery. The overlooks were designed in accordance with a system devised by Abbott and his crew. William O. Hooper likened Abbott's work on the design of overlooks to that of an artist:

> He would leave the woods edge along either side so that it makes some kind of framed picture—this is something he used to talk about—or in other places he would see a tree growing up close to the parkway overlook and he would have somebody come along and take some notes on it as to what he wanted done here, and he would say "cut these limbs up to a height of 10 or 12 feet, because we want to have a canopy view here. We want to have the trees but they will be above the eye level so that we look under them." Another place maybe is open. All these things were to him something an artist must do.[38]

37. Quin, 123–124.
38. William O. Hooper, "Oral History Tour, Humpback Rocks to Asheville," interview by Harvey Jolley and Bob Bruce, 17–18.

Three basic types of overlooks were used throughout the Parkway, located in accordance with the nature of the vista and the landform. The simplest was a paved road widening where motorists could pull over. A slightly more elaborate type was the "eyelid" overlook, which was separated from the road by an island. The loop type took the visitor further off the Parkway. Parking areas were edged by stone curbs and paved sidewalks.

Vistas are a key part of many overlooks. Designed vistas were indicated on maps prepared by the team known as Parkway Land Use Maps (PLUMs). Three types of vistas were classified by Edward Abbuehl for the Parkway 1) open vistas, providing distant views; 2) canopy vistas, with views framed by trees; and 3) woods vistas, or views opening into the adjacent forest.[39] Map annotations suggested the orientation of designed vistas and their relationship to the road, as well as the character of vegetation within the road right-of-way and the manner in which it would support vista creation. The character and configuration of overlooks and other features were also indicated. The PLUMs were part of the initial design and construction process, but were also intended to guide future maintenance of the Parkway (Figure 16). Although Abbott intended the PLUMS to guide maintenance crews in keeping the designed vistas open, the maps were used less and less over the years resulting in a diminishment of this aspect of the original Parkway design.

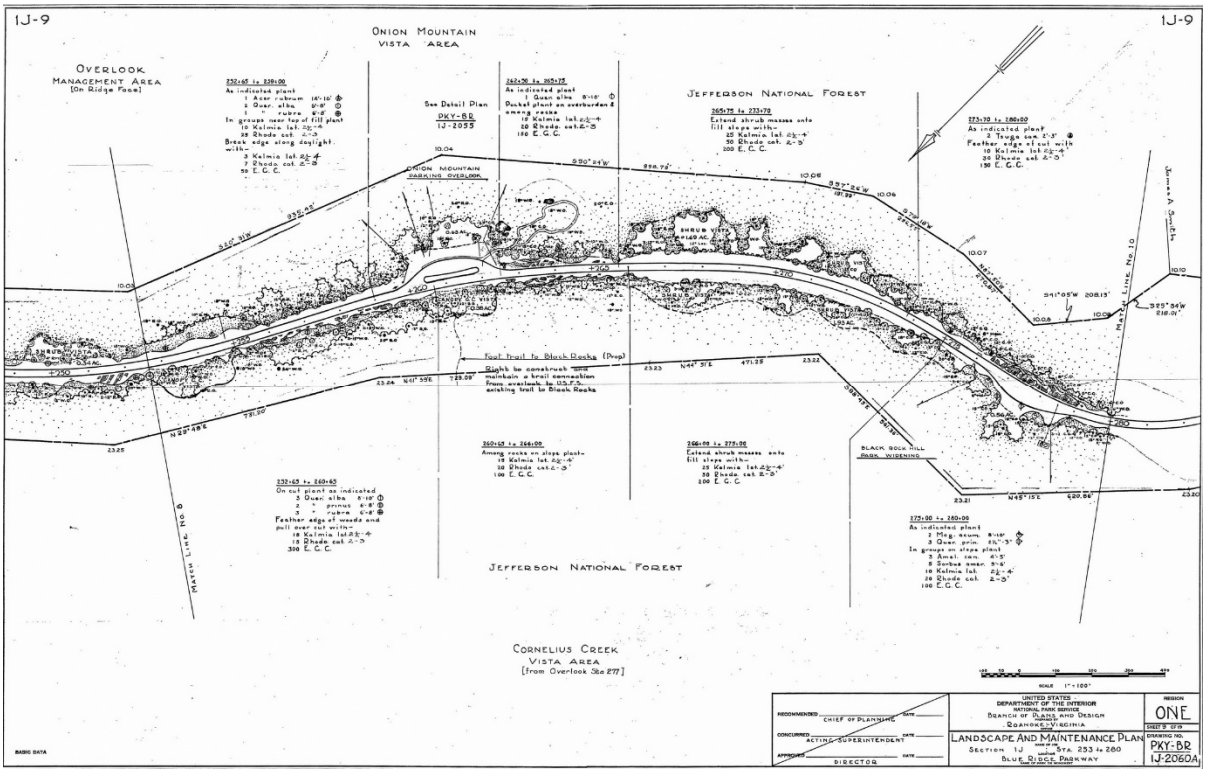


FIGURE 16. Parkway Land Use Map, section 1J, sheet 9 of 19, 1942. Source: National Park Service, Blue Ridge Parkway.

39. Abbuehl, "History of the Blue Ridge Parkway, Addition," 1953, 3. Unpublished manuscript. Blue Ridge Parkway Archives, Record Group 5, Series 41, Box 51, Folder 7, in Quin, 136.

For built features, Parkway designers incorporated the architectural aesthetic that had become a hallmark of the National Park Service and natural parks in the western United States: the rustic style. The style, which drew from local building traditions, incorporated native materials, such as stone and wood, in rough-hewn or seemingly unworked form in the construction of irregularly massed features designed to blend with the natural environment. One of the design objectives was to make manmade structures as inconspicuous as possible.

Abbott also wanted Parkway structures to reflect the architecture of the Southern Appalachian region. Abbott's vision was for the structures designed for recreation areas and other developments to be "an adaptation of the general forms, lines, and materials of the local sheds, barns, and dwellings." In this Abbott sought to preserve the character of the region that might otherwise disappear. Structures built by both the agency and concessionaires would follow a "building code" of Abbott's devise.[40] Examples of structures built to reflect these principles during the period include the Cumberland Knob trail shelter and Sandwich Shop (Figure 17 and Figure 18).





FIGURE 17, left. Cumberland Knob trail shelter. Photo dated 1940. Source: National Park Service, Blue Ridge Parkway, milepost 217.5, negative no. 9416.

FIGURE 18, right. Cumberland Knob Sandwich Shop, photo dated September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 217.5, negative no. 588.

Stanley Abbott also believed that the features designed to support visitor activities should be characterized by simplicity and informality so that they might harmonize with the natural environment. Drinking fountains, for example, were composed of logs, as were guard rails and other edging materials (Figure 19 and Figure 20).

40. Stanley W. Abbott to Regional Director, 3 December 1943, 12.





FIGURE 19, left. Drinking fountain at Cumberland Knob, 1940. Source: National Park Service, Blue Ridge Parkway, milepost 217.5, negative no. 9414.

FIGURE 20, right. Picnic table at Cumberland Knob. Photo date unknown. Source: National Park Service, Blue Ridge Parkway, milepost 217.5.

Utilities were considered an eyesore and were to be removed from the viewshed of the motorist. Telephone and power lines were relocated or buried beneath the roadway, wherever possible. Billboards and other signs were banned within the Parkway right-of-way and within adjacent properties under easement, although nearby land owners were allowed to post small signs advertising the sale of land or farm produce.[41]

At regular intervals, the ribbon of Parkway land widened to include larger reservations—the so-called recreation areas. In describing the concept for the recreation areas, Abbott noted:

> … 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….Our theory was a major park every sixty miles, and in between two lesser day-use areas…[42]

By 1938, Abbot suggested that:

> The Blue Ridge Parkway might more accurately be described as a park and parkway system. The concurrent development of parks to the side into which the tourists may withdraw from the traffic is no less important to its full functioning as a new type of tourist facility.[43]

The recreation areas were to feature opportunities for visitors to connect more deeply with the scenic attractions of the region. However, they were also to accommodate carefully composed developments

41. Quin, 112.
42. Abbott interview, 35.
43. Abbott, untitled MSS, as quoted in Quin, 159.

to serve the anticipated needs of motorists: fuel, food, lodging, and curios (Figure 21). Not all the areas were intended for development, however. Several were to be preserved to protect natural resources providing locations where "the adventurous may withdraw from the Parkway traffic to tramp or fish in the unbroken forests."[44] Abbott felt strongly that the recreation areas would be as important to the park as the road itself.



FIGURE 21. Gas station at Rocky Knob, milepost 167, constructed 1949. Photo circa 1950s. Presently known as the Rocky Knob visitor center. Source: National Park Service, Blue Ridge Parkway.

In 1934, Abbott and his team identified eighteen sites that might be adapted as recreation areas. By the time the 1936 master plan was produced, the number had risen to twenty. As suggested in 1936, the recreation areas would include (from north to south):

- Humpback Rocks, Sections 1B and 1C
- Norwall Flats, Section 1E (later removed from the list)
- Lick Log Spring, Section 1F (never built)
- Peaks of Otter, Section 1H
- Pine Spur, Section 1P (never built)
- Smart View, Section 1Q
- Rocky Knob, Section 1S
- Fisher Peak, Section 1W (never built)
- Cumberland Knob, Section 2A
- The Bluffs, Section 2C (now known as Doughton Park)
- Tompkins Knob, Section 2E (never built)
- Linville Falls, Section 2J
- Crabtree Meadows, Section 2M (now known as Crabtree Falls)

44. Stanley W. Abbott, "The Blue Ridge Parkway," 5. Blue Ridge Parkway Archives, RG 7, Series 41, Box 57, Folder 15.

- Mount Mitchell, Section 2N (never built)
- Craggy Gardens, Section 2P
- Bent Creek, Section 2S (never built)
- Mount Pisgah, Section 2T
- Pigeon River Falls, Sections 2U and 2V (never built)
- Tennessee Bald, Section 2V (never built)
- Richland Balsam, Section 2W (never built)[45]

Some recreation areas were intended to be larger than others. The larger examples were known as major recreation areas, and would encompass land reservations ranging from 1,000 to 4,000 acres. The smaller, or minor recreation areas would include approximately 500 acres. Nine of the recreation areas would eventually be sited on lands owned by the U.S. Forest Service due to the facility of transferring federal land among agencies. Today there are twenty-three larger land reservations along the Parkway that offer recreational facilities and services; not all follow the model for recreation areas proposed by Abbott.[46]

Blue Ridge Parkway Construction

Phase 1: 1935–1942

The construction program for the Parkway dwarfed any work of park planning that had ever been attempted in the United States. As the costs rose, the funding initially provided under the federal PWA began to be supplemented by monies and labor made available from other New Deal programs and agencies, including the Resettlement Administration, the Works Progress Administration (WPA), and the Civilian Conservation Corps (CCC).[47]

Initial construction began on September 11, 1935, on a twelve-mile stretch of road just south of the Virginia border near Low Gap, North Carolina (Figure 22 through Figure 26).[48] This section was identified as 2-A under a plan that divided the Parkway into forty-five construction units ranging from 5.7 to 15.6 miles in length. Roadway sections in Virginia were labeled with the number 1 while those in North Carolina were identified with the number 2. The numbers were followed by letters of the alphabet moving in a north to south direction. The first, or northernmost unit in Virginia, was Section 1-A. It was followed by 1-B, 1-C, 1-D, and so forth. From the North Carolina line, units were

45. Five additional sites not identified in the 1936 master plan would become recreation areas: Otter Creek (section 1G), Roanoke Mountain (section 1M), Mabry Mill (section 1T), Moses H. Cone Memorial Park (section 2G), and Waterrock Knob (section 2X).
46. Firth, “Historical Significance of the Blue Ridge Parkway.”
47. Whisnant, “About the Parkway.”
48. Whisnant, “Super-scenic Motorway,” 45–46.

numbered southward beginning with 2-A. The letters “I” and “O” were omitted as section identifiers because they closely resembled the numbers one and zero.





FIGURE 22, left. Parkway segment 2A under construction, July 23, 1936. Source: National Park Service, Blue Ridge Parkway, negative no. 9938.

FIGURE 23, right. Parkway segment 2C under construction, September 10, 1936. Source: National Park Service, Blue Ridge Parkway, milepost 245, negative no. 7390.





FIGURE 24, left. Clearing trees for Parkway construction, circa 1930s. Source: National Park Service, Blue Ridge Parkway, negative no. 9966.

FIGURE 25, right. Grading the roadway, Parkway segment 1A, 1938. Source: National Park Service, Final Construction Report, Project 1-A-2, December 11, 1940.



FIGURE 26. Parkway segment 2A under construction, July 22, 1936. Source: National Park Service, Blue Ridge Parkway, negative no. 9950.

Five phases of construction characterize the Parkway. Construction of the Parkway began in 1935 and continued until United States entry into World War II. The second phase occurred from 1942 through 1945, during World War II, and the third in 1946 through 1955, immediately after the war. The fourth phase of construction, from 1956 through 1966, included Mission 66 planning and development. The fifth and final phase of construction, from 1967 through 1987, included construction of the Linn Cove Viaduct to complete the Parkway. See Figure 27 for a map of the Parkway showing the sequence of construction of the various segments.

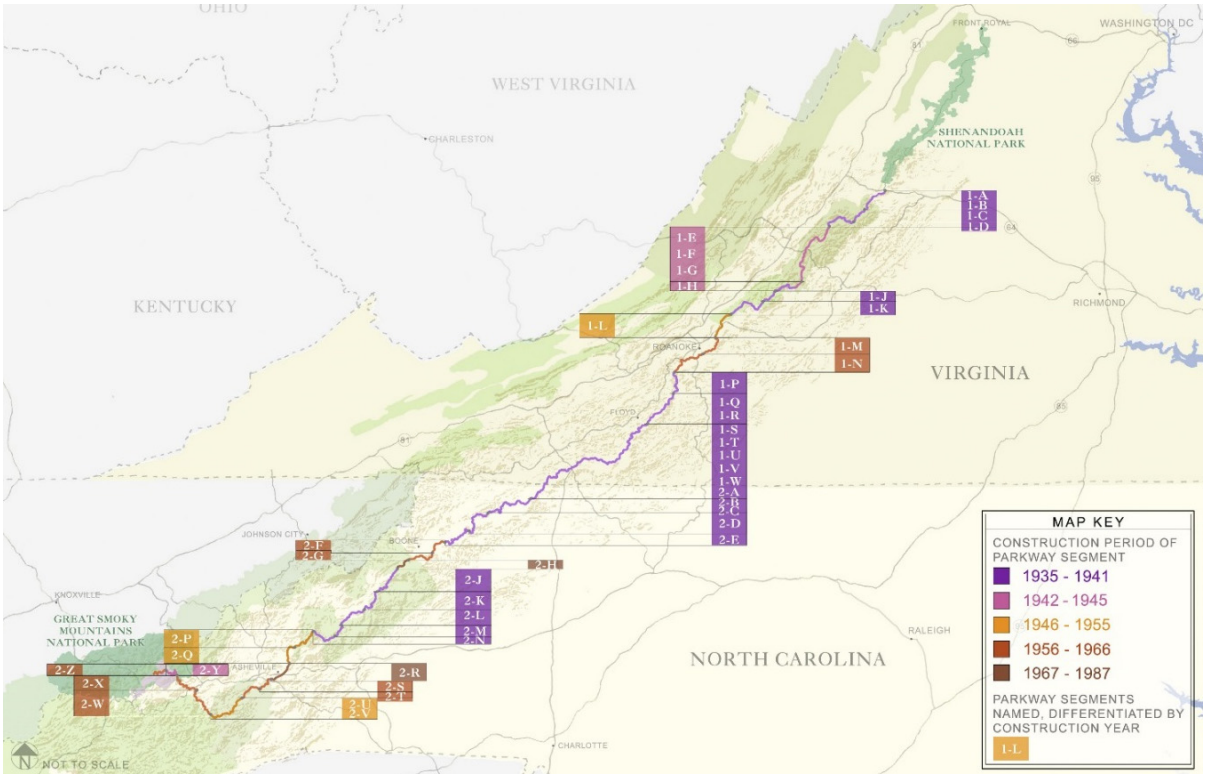


FIGURE 27. Parkway segments by period of construction. Illustration by Kirsten Sparenborg.

Road construction was contracted in two parts. The first entailed clearing the route of trees and rock, grubbing or removing stumps, providing for drainage, and rough grading. The second contracts addressed final grading and surfacing of the roadway. Large bridges and viaducts were contracted separately, while smaller bridges were sometimes combined with the fine grading and surfacing contracts.

Work in Virginia began in February 1936 on two sections: the first was located south of Roanoke between Adney Gap and Pine Spur Gap; while the second was below Shenandoah National Park between Jarman Gap and Rockfish Gap. A discontinuous seventeen-mile section was concurrently constructed near Mount Mitchell in North Carolina.

Work progressed rapidly in the early years. By the end of 1937, 115 miles, or nearly a quarter of the entire route, had been graded under fifteen contracts totaling $6,818,400 in PWA funds. Parkway

construction was sufficiently advanced by the spring of 1939 that a fifty-mile section near Roanoke was opened to public use on April 1.[49] That same year, the Skyline Drive was completed.

The Role of New Deal Labor Programs. In addition to the private contracts used for construction of the Parkway, work was conducted by labor forces associated with New Deal programs, such as the CCC and the WPA. Four CCC and four WPA camps were detailed to work on the Parkway. The CCC provided work for unemployed men aged eighteen to twenty-five. Much of the work performed by the CCC focused on the conservation and development of natural resources, particularly in rural areas. The WPA, like the CCC, provided work for the unemployed but also hired women. The WPA generally focused on large public works projects, including the construction of roads.

The first CCC camp was established at the Bluffs in October 1937. A second was established at Rocky Knob a month later. The third, located at Kelso, Virginia, was assigned to work on the Peaks of Otter recreational area and Bedford County Park; a fourth was established in November 1940 and located at Pipers Gap, Virginia, just north of the North Carolina state line (Figure 28 and Figure 29).[50] These laborers are known to have addressed slope stabilization by construction of walls and storm water management structures such as paved swales and culverts, road safety through establishment of stone and log guard rails, and promoted the desired agrarian character by constructing worm fences, clearing meadows, and planting or transplanting vegetation.





FIGURE 28, left. CCC enrollees at the Bluffs (present-day Doughton Park) from left to right: Dale Shepherd, unknown volunteer, Travis Owens, Arthur Phipps. Photo date: 1940–1941. Source: National Park Service, Blue Ridge Parkway, milepost 241, negative no. 9872.

FIGURE 29, right. CCC Camp at the Bluffs (present-day Doughton Park), June 1938. Source: National Park Service, Blue Ridge Parkway, milepost 238.6, negative no. 8632.

49. Quin, 72.
50. Stanley W. Abbott, "Acting Superintendent's Annual Report," 1941, II.

The Impact of World War II. By 1940, construction was in progress on over 300 miles of roadway. The Linville River Bridge, the largest structure along the Parkway at the time, was completed at a cost of $276,693.87 (Figure 30 and Figure 31). In the spring, a second section between Roanoke and Deep Gap near Blowing Rock, North Carolina, was opened to the public, providing a 140-mile continuous route of travel to the motoring public.[51]

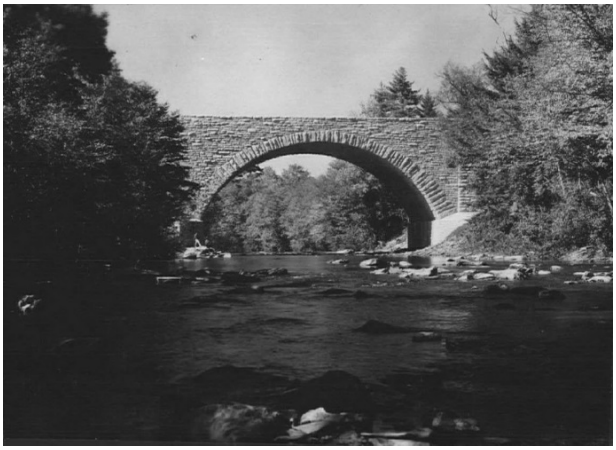




FIGURE 30, left. Linville River Bridge, 1941. Source: National Park Service, Blue Ridge Parkway, milepost 316.6, negative no. 9407.

FIGURE 31, right. Linville River Bridge, June 1958. Source: National Park Service, Blue Ridge Parkway, milepost 316, negative no. 1055.

By the time the United States entered World War II in December 1941, a total of $20,359,916.67 had been spent on construction, and an estimated 965,000 visitors had traveled over parts of the Parkway.[52] However, as the country mobilized for war, non-essential governmental efforts slowed and were eventually placed on hold. All contract work was halted in November 1942 by order of the War Production Board. By that time, there were 171 miles of paved road; another 162 miles had been graded. One hundred forty-four miles of the planned route had yet to be initiated.[53]

51. Stanley W. Abbott, “Acting Superintendent's Annual Report,” 1940, 6–8, 22; and Earl A. Disque, Assistant Landscape Architect, Branch of Plans and Design, National Park Service, “Final Narrative Report to the Chief of Planning Concerning the Linville River Bridge, Project 2-J-3, Blue Ridge Parkway, North Carolina,” n.d. Blue Ridge Parkway Archives (deaccessioned files), in Quin, 73.
52. Quin, 78.
53. “Construction Stops Until Post-War,” *Blue Ridge Parkway News* VI, December 1942–April 1943; and Hillory A. Tolson, Acting Director, National Park Service, to Byrd, 28 June 1946. National Archives, RG 79, Central Classified Files, National Park Service, Blue Ridge Parkway file, from Quin, 79.

Phase 2: 1942–1945

During the war years, the focus of the National Park Service and Public Roads Administration (PRA) offices in Roanoke shifted to protecting completed sections of the Parkway and making plans for a resumption of construction and development when peace returned. Primary park planners took other roles. Edward Abbuehl was called to military service in 1942, while Abbott was furloughed in 1944. Samuel P. Weems was named Superintendent of the Parkway later that year.

Sharp reductions in staff limited the amount of planning and maintenance that could be accomplished between 1942 and 1945.[54] Reduced maintenance resulted in the encroachment of woody vegetation in grassy areas and the blockage of drainage channels by sediment, leading to erosion problems. Completed sections of the Parkway were also threatened by special wartime uses. The Parkway north of the James River was used for military maneuvers and later opened to commercial use as a measure intended to conserve tires and gasoline. Mining of mica and feldspar, both needed in support of the war effort, took place at several points near the Parkway in North Carolina, while timbering was sanctioned on Parkway lands in both Virginia and North Carolina. Dead chestnut was sold for its tannin.[55]

The CCC and WPA programs were discontinued in 1942 and a new labor force of Civilian Public Service (CPS) units, comprised primarily of conscientious objectors, was detailed to the Parkway. CPS units cleared land to reduce fire hazards and prepare for additional agricultural use as demand for food production increased during the war. CPS crews also fenced pasture areas.[56] Agricultural leases in the right-of-way nearly doubled to over 1,800 acres during the war years.[57] The National Park Service benefited from these leases directly through the funding provided, reductions in the land to be mowed, and visual enhancement of the roadside scene.

Few improvements were made to the Parkway between 1942 and 1945. Roads and trails were completed at two recreation areas—Crabtree Meadows and Peaks of Otter, while a picnic area was established at Crabtree Meadows.[58] The Virginia State Forest Service, under the supervision of Parkway landscape architect Kenneth McCarter, built a fire lookout tower at Groundhog Mountain near a small picnic area developed earlier by CPS enrollees in April 1939 (Figure 32). The fire lookout was later converted for visitor use.

54. Stanley W. Abbott, “Acting Superintendent’s Annual Report,” 1942, 24; and “Acting Superintendent’s Annual Report,” 1943, 18.
55. Sam P. Weems, “Superintendent’s Annual Report,” 30 June 1944, Blue Ridge Parkway Library, 10–12.
56. Abbott, “Acting Superintendent’s Annual Report,” 1942, 9; “Acting Superintendent’s Annual Report,” 1943, 8.
57. Abbott, “Acting Superintendent’s Annual Report,” 1942, 9; Weems, “Superintendent’s Annual Report,” 1944, 8.
58. Abbott, “Acting Superintendent’s Annual Report,” 1942, 13-14; and “Acting Superintendent’s Annual Report,” 1943, 9, and Weems, “Superintendent's Annual Report,” 1944, 3, and 12 July 1945. Blue Ridge Parkway Archives, RG 1, Series 3, Box 62, 4.



FIGURE 32. The picnic area and fire lookout tower at Groundhog Mountain, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 188, negative no. 394.

Parkway Design during World War II. Although Stanley Abbott and his team had determined much of the alignment for the Parkway in the mid-1930s, as of 1942 there remained 18 miles in Virginia and 80 miles in North Carolina yet to be designed. Work along these lines continued during the war, with highest priority given to establishing the route around Roanoke, Virginia.[59] Efforts culminated in the negotiation of a line for the road across Stuart's Knob in 1945.[60]

In North Carolina, there were four areas for locating the road that remained unresolved: around Blowing Rock; across Grandfather Mountain; near Asheville; and across the Balsams to the entrance of Great Smoky Mountains National Park. Studies of each area were conducted by the National Park Service during the war.

The challenging topographic and geologic conditions at the southern end of the Parkway caused the greatest concern and many questioned whether it would even be possible to build a road to the design standards established by Abbott and PRA engineers.[61]

The Parkway Master Plan was also revised during this period to include new development plans for the Peaks of Otter and Humpback Rocks recreation areas in Virginia. The master plan revisions expanded upon an interpretive concept of the Parkway as an "elongated museum of folklore" by identifying the interpretive value of historic farm features and their integration into the visitor experience at the two new recreation areas.[62] In 1943, Abbott noted:

59. Abbott, "Acting Superintendent's Annual Report," 1943, 4; Abbott, "Confidential Memorandum," 2.
60. Weems, "Superintendent's Annual Report," 1945, 1.
61. Abbott, "Acting Superintendent's Annual Report," 1943, 4.
62. Ibid., 3 and 12.

> I think that this should be looked upon as an opportunity to accomplish by means of the parkway idea a new sort of conservation in which the national parkway becomes a museum of managed American countryside.[63]

Other plans for the recreation areas were debated within the National Park Service. Parkway designers had proposed the impoundment of lakes at Peaks of Otter, Rocky Knob, and the Bluffs and construction of ball fields and children's playgrounds beside picnic areas elsewhere. The National Park Service office in Richmond, where Abbott would relocate after his furlough, objected to these proposals.[64] In December 1943, Abbott argued that there were advantages to concentrating group activities in defined areas. But in response to the concerns raised, he recommended adopting a policy that no playground, swimming area, or other recreational facility should be allowed to visually intrude in an area of natural beauty.[65] Abbott also suggested that the National Park Service discontinue proposals to develop recreation facilities beside lakes, even those located at some distance from the Parkway.

Phase 3: 1946–1955

After World War II, both federal funding and labor remained in short supply. These economic conditions, as well as new technologies and construction methodologies, helped shape the design of Parkway elements during this period, and led to an aesthetic that is sometimes referred to as the 'modified rustic.'

In 1945, the National Park Service was eager to continue work on unbuilt sections of the Blue Ridge Parkway. However, as one of four national parkways left incomplete at the outbreak of the World War, the Blue Ridge Parkway had to compete for federal funding in an environment that lacked the incentive of the prewar New Deal era programs. Although the popularity of the Parkway helped secure the lion's share of the limited federal funding available, it would be several years before significant construction resumed.[66] In his 1946 Annual Report, Parkway Superintendent Sam Weems summarized the challenges of the postwar transition period:

> Reconversion to peace time operations has been difficult. It was not until after the first of January 1946 that our furloughed personnel began returning in sufficient numbers to give us an adequate working force to permit our organizing along permanent lines. During the war much of our equipment had been declared surplus to assist in the war effort with the thought that military equipment would be available to us after the war, and we now find

63. Abbott, "Confidential Memorandum," 8–9, from Firth, *Historic Resource Study*, 224–229.
64. Stanley W. Abbott, "Memorandum for Chief of Planning," 25 February 1943. Blue Ridge Parkway Archives, RG 5, Series 8, Box 9, Folder 2; and Hillary A. Tolson, Acting Director NPS, "Memorandum to Regional Director," 4 April 1944. National Archives, RG 79, Entry 7, National Parkways, Blue Ridge File 601.01, Box 2735.
65. After the war, in 1947, Abbott noted that Meinecke had recommended the inclusion of playgrounds at campgrounds to reduce damage to their sites; Stanley W. Abbott to G. E. Hepting, Pathologist, Appalachian Forest Experiment Station, 7 January 1947. Blue Ridge Parkway Archives, RG 5, Series 8, Box 9, Folder 3.
66. Quin, 83–85.

> ourselves caught short and very much in need of passenger cars, trucks, and other equipment necessary for resumption of parkway construction and maintenance work.[67]

Still, the postwar period is recognized as important in the history of the Parkway because of the several major land acquisitions that occurred, allowing for the development of proposed recreation areas and the establishment of pioneer lifeways exhibits.

Project Priorities for the Parkway during the Postwar Years. In 1946, Superintendent Weems identified several specific postwar priorities for Parkway road construction (refer to Figure 27):

- completion of a James River crossing in Virginia;
- completion of the road around Roanoke, Virginia; and
- completion of a 5-mile section between Mount Mitchell and Craggy Gardens in North Carolina that would enable motorists to travel nearly entirely along the Parkway between Roanoke, Virginia, and Asheville, North Carolina.[68]

Weems also committed manpower to implementing prewar plans for providing visitor amenities along the Parkway, such as food, lodging, and motor services. He recognized that the addition of these services would enable motorists to extend their visits to the Parkway and allow for more immersive traveling experiences within Southern Appalachia. In this, Weems helped fulfill Stanley Abbott's vision for the Parkway.[69]

The Roadway. After the war, Stanley Abbott and his designers took the opportunity to evaluate the success of the prewar construction and modify some of the roadway design standards in order to improve the aesthetics and functionality of the Parkway. One of the modifications to prewar standards was a change in the cross section of the road that involved flattening the slopes in some mountain sections rather than maintaining steep slopes using the stabilization techniques implemented by the WPA and CCC prior to the war. The new cross section was rendered more feasible by the introduction of new earth moving machinery.[70]

Bridges and Grade Separation Structures. Although at-grade road crossings had been allowed in the early years of Parkway construction, an increase in traffic volumes on both the Parkway and intersecting state and local roads led to the need for grade separation at intersections with public roads. Several bridges were built in the postwar period to support this need. New technology and construction methods led to the design of several new bridge types including steel girder, pre-stressed

67. Weems, "Superintendent's Annual Report," 12 July 1946, Blue Ridge Parkway Archives, RG 1, Series 3, Box 62, 1.
68. C. B. Thornton, Jr., "Funds, Labor and Material Needed for Parkway Work," Roanoke World News, 25 March 1946, from Quin, 84.
69. Weems, "Superintendent's Annual Report," 1954, 8. The estimated number of visitors was 4,344,852.
70. 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.

concrete, and concrete box girder that facilitated passage over these wider spans.[71] Parkway planners continued to advocate the use of the rustic style by incorporating stone masonry on highly visible portions of concrete bridges, even though the cost of rustic masonry construction skyrocketed after the war. The designers, however, also continued to recommend simpler slab or deck structures at minor crossings where the bridges would not be visible to those traveling the Parkway.

Their determination is evident in the first bridge built during the period—the Virginia Route 89 grade separated crossing of the Parkway near Galax, Virginia. The designers proposed facing the bridge with masonry in the rustic style. In reviewing some alternative and more economical design proposals, Harold J. Spelman, Chief, Region 15 Office, Federal Highway Administration (FHWA), noted his support of the stone-faced, twin-arched structure:

> We have many good looking stone masonry bridges under the parkway and they are not always fully seen by the parkway motorist. Here you are on the parkway passing under for a total view of the structure. Why not stone masonry? This is the place to strut your stuff.[72]

The stone-faced Virginia Route 89 bridge has since become a favorite of visitors (Figure 33).



FIGURE 33. Virginia Route 89 bridge, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 215, negative no. 909.

Tunnels. Another effort that characterized the postwar period of Parkway construction was the addition of portals and other safety improvements associated with tunnels. Beginning in 1949, portals were added to most of the tunnels built before the war to prevent problematic rock and ice falls at their openings. All new tunnels built in postwar years were designed to include portals. The first of the new tunnel portal projects to be completed was the Tanbark Ridge tunnel (Figure 34) built by the

71. Edward H. Abbuehl, "Architecture on the Blue Ridge Parkway," Unpublished manuscript. April 1980, 3. Blue Ridge Parkway Archives, RG 5, Series 41, Box 52, Folder 35.
72. As quoted in E. J. Woodrow, "Mr. Region 15," The Trailblazers, 169. Available online at http://www.fhwa.dot.gov/infrastructure/blazer24.cfm (accessed December 28, 2014.)

firm of Troitino and Brown, Inc., which had also received several masonry contracts for work on the Parkway before the war.[73]



FIGURE 34. Tanbark Ridge Tunnel south portal, pre-construction. Photo dated 1949. Source: T. Clark Brown, *Troitino & Brown, Inc. and the Blue Ridge Parkway, 1946–1971: A Chronicle* (2012), 70.

Modified Rustic Structures: Support Buildings, Culverts, Parapet Walls, Railings. Several design modifications to Parkway elements were made in response to the financial concerns of the times. Examples included the replacements of high maintenance locust log railings with stone parapet walls and concrete posts.[74] Similarly, log drinking fountains were replaced with stone features (Figure 35). Responding to maintenance concerns, Parkway designers were sometimes forced to modify culverts by replacing stone walls and lintels with concrete (Figure 36).



FIGURE 35. Stone drinking fountain, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 241, negative no. 322.

73. E. G. Middleton, "Final Construction Report, Project 2P5 Blue Ridge Parkway, Buncombe County, North Carolina, Tunnel Lining and Other Work" (Approved 12 June 1953), FHWA Sterling.
74. Weems, "Superintendent's Annual Report," 1953. Blue Ridge Parkway Archives, RG 1, Series 3, Box 62, 2; Edward S. Zimmer to Director of the National Park Service, "Guardrail for Structure," 11 June 1951. Blue Ridge Parkway Archives, RG 5, Series 28, Box 35, Folder 3.



FIGURE 36. Bridge over Virginia route 651, milepost 111, built 1955. Source: National Park Service, Blue Ridge Parkway.

The design of new park buildings during this period, particularly functional structures such as comfort stations and other features of picnic areas and campgrounds, also underwent a shift away from prewar rustic principles (Figure 37 and Figure 38). The emerging modified rustic style used more man- and machine-made materials in the construction of building forms that followed earlier rustic design patterns.





FIGURE 37, left. Doughton Park Gas Station, milepost 241, built 1949. Source: National Park Service, Blue Ridge Parkway.

FIGURE 38, right. North comfort station in Crabtree Meadows Campground Loop B, milepost 339, built 1950. Source: National Park Service, Blue Ridge Parkway.

Overlooks and Vista Clearings. The lack of maintenance during the war years had a significant impact on framed views and the visual experience of the landscape along the Parkway. By the early 1950s, the lack of maintenance of vista clearings at overlooks as well as elsewhere was described as a serious problem.[75] In 1952, Weems reported that the National Park Service had begun to use contractors for some maintenance jobs, including the clearing of vistas. In 1955, he reported that herbicides were being used to good effect:

75. Abbuehl, "History of the Blue Ridge Parkway, Addition," 3.

> Removal of undesirable weeds and weed trees by chemicals (2 4 D and 2 4 5 T) from the roadsides and open areas to preserve sight distance, vistas and roadside scenic values is proving highly effective after three years of use. The method is more economical and effective in areas where hand work is not only difficult but actually hazardous.[76]

An example of vegetation maintenance adjacent to an overlook is shown in Figure 39.



FIGURE 39. Funnel Top Overlook. The vegetation adjacent to the paving is mown and cleared to maintain the view of the mountains.

Land Acquisition for Recreation Areas. Acquisition of large tracts of land needed to establish the proposed recreation areas also occurred after World War II. These acquisitions followed a master plan prepared in 1941. The most significant land acquisitions occurred in North Carolina. Three were major donations from private sources—the Cone and Price estates, and Linville Falls. Two were property transfers from the U.S. Forest Service—Craggy Gardens and Crabtree Meadows. Several others were outright purchases made in order to complete missing links around Roanoke, Virginia, and Asheville and the Pisgah Mountains in North Carolina. In 1949, the U.S. Forest Service transferred title to 5,850 acres of land from the George Washington and Pisgah national forests to Parkway administration.[77] In 1951, Craggy Gardens and additional land at Crabtree Meadows were transferred from the U.S. Forest Service to the National Park Service for inclusion within the Blue Ridge Parkway. A new master plan was prepared in 1952 that reflected the new land acquisitions, as well as amendments where the National Park Service had failed to negotiate targeted purchases or had reconsidered their earlier position. For example, a proposed recreation area at Grandfather Mountain was removed from the list. Due to their location in sensitive watersheds, facilities associated with Lick Log Park in Virginia were relocated to new recreation areas at Otter Creek and Whetstone Ridge. The 1952 plan indicated the proposed addition of three new recreation areas—Moses H. Cone Memorial Park, Julian Price Memorial Park, and Craggy Gardens (Figure 40).

76. Weems, “Superintendent's Annual Report,” 1955, 6.
77. Abbott, “Acting Superintendent’s Annual Report,” 1941, 5 and 1942, 5–6; and J. Carlisle Crouch, “Acting Superintendent's Annual Report,” 1949, 4. Blue Ridge Parkway Archives, from Quin, 63.

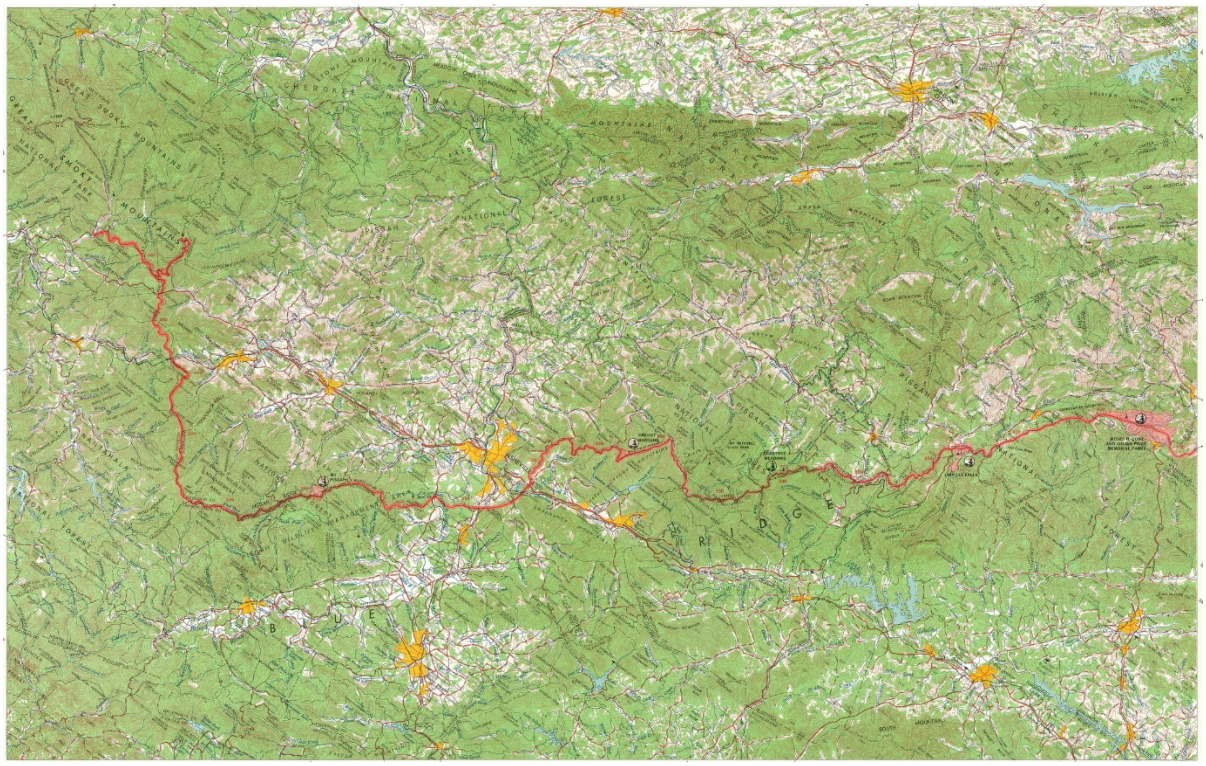


FIGURE 40. Map of the Parkway showing recreation areas highlighted in red (USGS map dated 1964).

The Cone Estate consisted of 3,500 acres on the slopes of Flat Top and Rich Mountains beside Blowing Rock, North Carolina (Figure 41 and Figure 42). Built by wealthy textile magnate Moses H. Cone in the late nineteenth and early twentieth centuries as a summer retreat, the estate featured a large house and twenty-four miles of carriage roads radiating from the house.[78] These roads provided a series of views over a picturesque landscape composed of orchards and forests, pastures and meadows, and lakes and ponds.[79] The terms of the donation stipulated that the property was to be called the "Moses H. Cone Memorial Park" and the network of carriage roads was to be maintained together with the family cemetery on Flat Top Mountain.

78. Philip T. Noblitt, A Mansion in the Mountains: The Story of Moses and Bertha Cone and Their Blowing Rock Manor (Boone, North Carolina: Parkway Publishers, Inc., 1996), 3–25.
79. Ian J. Firth, *Moses H. Cone Memorial Park, Cultural Landscape Report* (Atlanta, Georgia: Cultural Resources Planning Division, Southeast Regional Office, National Park Service, August 1993), 19–37.



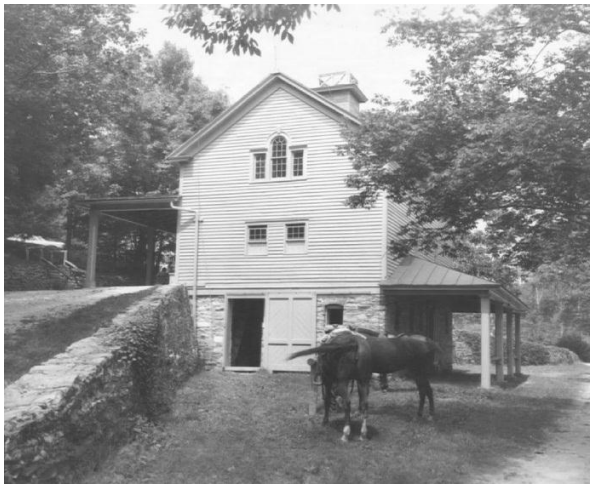


FIGURE 41, left. Flat Top Manor at the Moses H. Cone Memorial Park, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 294, negative no. 472.

FIGURE 42, right. Carriage House at the Moses H. Cone Memorial Park, spring 1973. Source: National Park Service, Blue Ridge Parkway, milepost 294, negative no. 4665.



FIGURE 43. Bass Lake spillway and dam, July 13, 1947. Source: National Park Service, Blue Ridge Parkway, milepost 293, negative no. 7569.

The Price Estate was donated in August 1948.[80] Julian Price, President of the Jefferson Standard Life Insurance Company, amassed a 3,900-acre estate in the late 1930s and early 1940s to establish a mountain retreat for his family. Much of the estate was covered with forests that had been logged in the early years of the twentieth century. There were also seven small farms on the property. After Price's untimely death in 1946, the land was eventually donated to the National Park Service for inclusion within the Blue Ridge Parkway for public recreational use. As a condition of the donation, the Price family requested that the property be named the Julian Price Memorial Park. In addition, the

80. Ibid.

family requested that a lake be impounded in honor of Price, who was an avid fisherman (Figure 44).[81]



FIGURE 44. Price Lake Dam and Bridge, July 1960. Source: National Park Service, Blue Ridge Parkway, milepost 296.7, negative no. 7421.

Linville Falls near Grandfather Mountain was one of the gems on the list of potential recreation areas drawn up by Abbott and Abbuehl as part of the 1936 Parkway master plan. The site was finally acquired in 1951 through a monetary gift from John D. Rockefeller. The acquisition included 1,100 acres of land in a gorge, which was transferred to the U.S. Forest Service for inclusion in the Linville Falls Wild Area:[82]

> This area comprises two falls which are outstanding for their attractiveness, with a gorge averaging 1,500 feet deep two miles wide for approximately ten miles, with an existing road bordering the western rim, which offers outstanding scenic views. This area is one of the most interesting available to the parkway traveler and offers an outstanding and unique type of scenery.[83]

Also during this period, the recreation area known as the Bluffs was renamed Doughton Park, in honor of Robert L. Doughton, a North Carolina Congressman who had been a firm supporter of the Parkway.

A major disappointment during this period was a breakdown in negotiations to secure Grandfather Mountain from its owners. Parkway planners had included Grandfather Mountain in the list of proposed recreation areas in the 1941 master plan due to scenic value composed of a recognizable rugged profile visible from many vantage points. However, the owners were unwilling to sell, and the design of this section of the Parkway remained unresolved.

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81. Edward H. Abbuehl, "The Blue Ridge Parkway, Blowing Rock to Linville Falls," unpublished manuscript, April 1986, 2. Blue Ridge Parkway Archives, RG 5, Series 38, Box 48, Folder 8. The lake would be smaller than the one planned by Price but would nevertheless serve as a memorial to him.
82. Weems, "Superintendent's Annual Report," 1952, 4.
83. National Park Service, "Brief Description of the Recreation Areas Adjacent to the Parkway, to Accompany the Master Plan Thereof," June 1936, 6.

Park Buildings: Food, Lodging, and Motor Services. The first park building to be constructed after the war was a bus terminal at the foot of Sharp Top Mountain within the Peaks of Otter recreation area in 1948. Designed as a log structure in the rustic style, it supported visitor bus service to the top of the mountain (Figure 45). It included a ticket office, waiting rooms, a dining terrace, and a comfort station. A second structure—this one an open shelter, constructed in a similar style to the bus station—was constructed at the bus drop-off point near the summit of Sharp Top, also in 1948 (Figure 46 through Figure 48). In 1951, a third enclosed shelter, which had been built in the 1920s near the summit of Sharp Top, was renovated to cater to visitors after they had traveled to the lookout point by bus.



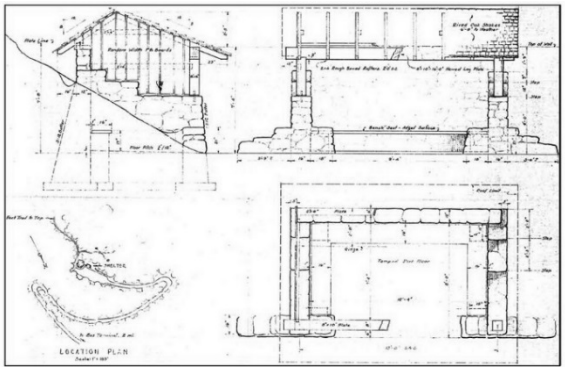


FIGURE 45, left. Completed Sharp Top bus terminal at Peaks of Otter Recreation Area (B059). Photo date unknown. Source: National Park Service, Blue Ridge Parkway.

FIGURE 46, right. Plan for bus shelter at the top of Sharp Top. Source: NPS drawing 601-2084 dated 1948.





FIGURE 47, left. Sharp Top Bus Shelter at Peaks of Otter, milepost 85.9, built 1948–1949. Date of photograph unknown. Source: National Park Service, Blue Ridge Parkway.

FIGURE 48, right. The shelter in 2013.

In 1947, architectural plans were prepared for a gas station and coffee shop at the Bluffs. These plans were to serve as design prototypes for similar buildings at other locations. Charles Grossman, a National Park Service architect, worked closely with Stanley Abbott on the design of the new buildings.[84]

84. Stanley W. Abbott, "Memorandum for the Superintendent," 26 April 1946, 1, Blue Ridge Parkway Archives, RG 3, Series 16, Box 89, Folder 34.

However, the design process for the buildings was delayed by planning and design controversies. Budget restrictions were forcing reconsideration of the use of rustic architecture for park buildings due to its material- and labor-intensive construction methods in order to reduce capital and maintenance costs.[85]

National Park Service architect Charles Grossman was a strong believer in the rustic style, whose arguments for the style were important to the ensuing debates. In his preliminary sketches for the Bluffs recreation area coffee shop and gas station, he recalled vernacular building traditions:

> The exterior of the building reflects the architecture of the region in general proportions, roof slopes, and the materials used. The interior of the building we visualize as being first "functional" but it is recommended that local feeling be striven for in the coffee shop, the fountain room and most assuredly in the gift shop.[86]

The design of the lodge at the Bluffs followed a similar course of debate. Years later, Abbuehl provided this summary:

> With the termination of World War II the time had come to think about building some overnight facilities for the public. The locally available guest rooms, cabins or hotels were either very poor or nonexistent. The first thought was to build some cabins at the Doughton Park Camp grounds [*sic*]. After studying several plans for both single and multiple cabins, Tom Vin[t] finally suggested that we put several units together and build the annex to a future lodge at Doughton Park. . . . It is significant to note that at this point in time our country was making a transition in tourist facilities from tourist homes and very simple cabins to the early beginnings of what are now known as motels and motor lodges. The combining of several cabin units together into one structure seemed like a good idea and the Washington office prepared a preliminary sketch of such a structure that looked like a two story army barracks, for 32 units or rooms. When Stan Abbott went to Washington and saw this preliminary plan he was so stunned as to be almost speechless, but he did recover enough to request Vint to allow the Roanoke office to study the project a little further. The Washington preliminary plan was taken to Roanoke where it was pulled apart at the middle, separated by a patio, the two units bent from a straight line to more nearly fit the topo[graphy], and the ground floor on the upper side eliminated to conform to the natural ground slope. The result is the present 24 unit lodge at Doughton Park and with the landscaping it just naturally fits into the scene. Grossman prepared the plans for the building and it was built by the parkway's organization on a force account basis.[87]

In 1949, the coffee shop and gas station and the first part of the lodge at the Bluffs opened to the public (Figure 49).[88]

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85. National Park Concessions hired Horace W. Peaslee, FAIA, as their architect; his office was located in Washington, D.C. See Horace W. Peaslee, "Report to the National Park Service and National Park Concessions, Inc., on the Bluff Park Coffee House and Filling Station," 22 June 1946. Blue Ridge Parkway Archives, RG 3, Series 16, Box 89, Folder 35.
86. Charles Grossman, "Analysis of Plans for Service Center Buildings, Blue Ridge Parkway, to be provided by National Park Concessions," 23 May 1946. Blue Ridge Parkway Archives, RG 3 Series 16, Box 89, Folder 34.
87. Abbuehl, "Architecture on the Blue Ridge Parkway," 4-5. Although not mentioned by Abbuehl in his manuscript, E. Paul Hayes and Carlos D. Shank of North Carolina were the concessionaires' architects, and they must have played some role in the design of the lodge; Abbuehl to Weems, Memorandum, 4 August 1948. Blue Ridge Parkway Archives, RG 3, Series 16, Box 90, Folder 57. See also Quin, "Blue Ridge Parkway," 236.
88. Weems, "Superintendent's Annual Report," 1949, 2.

In 1950, Weems reported that a gas station at Rocky Knob had opened (Figure 52) and one at Crabtree Meadows was nearly finished (Figure 53). The conversion of "rough-it" cabins at Rocky Knob into housekeeping units for families was also underway (Figure 54).





FIGURE 49, left. Service station and coffee shop at the Bluffs (present-day Doughton Park), September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 239, negative no. 675.

FIGURE 50, right. Doughton Park coffee shop, milepost 241.1, built 1948–1949.





FIGURE 51, left. Doughton Park lodge, milepost 241.1, built 1948–1950.

FIGURE 52, right. Rocky Knob gas station (today used as a visitor center) milepost 167, built in 1949.





FIGURE 53, left. Crabtree Meadows gas station, milepost 339, built in 1950.

FIGURE 54, right. Rocky Knob Cabin 16, August 21, 1975. Source: National Park Service, Blue Ridge Parkway, milepost 174, negative no. 5031.

Facilities for Active Recreation. Campgrounds, trails, and picnic areas were developed at several recreation areas following the war (Figure 55 through Figure 57). The layout of these new campgrounds and picnic areas followed the patterns established during the prewar period. However, the character of these areas began to change as rustic furniture was replaced with fixtures requiring less maintenance. In 1953, Weems reported that wooden picnic tables and benches were being replaced with ones made with concrete and stone.[89] Comfort stations built in these areas and elsewhere along the Parkway also took on a less rough-hewn appearance.

In May 1949, park crews placed picnic tables at all overlooks between Rockfish Gap and U.S. 60, one to an overlook. This was considered an experiment, and the use of these facilities was closely monitored. Prior to this time, the only picnic facilities were located in the recreational areas. This program was expanded in the 1980s and tables were installed at various other overlooks. As a rule, only one table was installed at carefully selected overlooks, and the locations for these were staked by the Parkway landscape architect.[90]



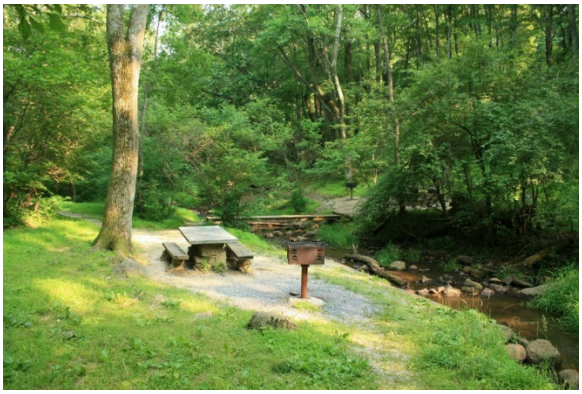


FIGURE 55, left. Campground at Peaks of Otter recreation area, milepost 85.9.
FIGURE 56, right. Picnic site at Peaks of Otter, with table and grill.

89. Weems, “Superintendent’s Annual Report,” 1953, 4.
90. Abbott, “Resident Landscape Architect’s Monthly Report,” May 1941, 7; Weems, “Monthly Narrative Report,” May 1949; 3; and James R. Brotherton to Chief of Maintenance, Blue Ridge Parkway, 1 October 1980. Blue Ridge Parkway RP&PS Files, File 046, Other structures, from Quin, 134–136.



FIGURE 57. Campground Comfort Station in Loop A, Crabtree Meadows, milepost 339.5, built 1954.

Exhibits. Considerable effort was dedicated to the planning of exhibits for interpretation of the cultural aspects of the Southern Appalachian Mountains, which were previously little known due to the relative inaccessibility of the region, and were now rapidly disappearing.

The 1952 Master Plan prepared by National Park Service personnel proposed a chain of exhibits along the length of the Parkway, a few of which were executed during this period.[91] In 1952, National Park Concessions began to operate the gristmill at the restored Mabry Mill, producing meal that was sold to visitors (Figure 58 and Figure 59). The success of this tourist attraction gave rise to plans to bring other exhibits to life.[92]

A pioneer farm exhibit at Humpback Rocks, organized by Charles Grossman, opened in 1953 (Figure 60). Grossman had worked in the Great Smoky Mountains and, according to Abbuehl, had accumulated an unrivaled knowledge of the ways of mountain people.[93] The exhibit was designed to introduce visitors traveling south on the Parkway to a 'typical' Southern Appalachian farm. A story and half log dwelling, skunk and weasel proof chicken house, root cellar and plunder shed, barn, bear-proof pig pen, spring house, beetling block and wash trough, and log cider press were moved to the site and reassembled in a picturesque grouping for the edification of visitors.[94]

Abbott, a self-professed regionalist, promoted an interpretive program for the Parkway that focused on folk culture and its connection to the natural resources of the mountains. The human story was

91. Blue Ridge Parkway Drawing, PKY-BR-GEN 2298-A, "A Master Plan for the Blue Ridge Parkway June 1952, Pioneer Culture Interpretation," Blue Ridge Parkway Drawing Collection.
92. Ibid., 9; Weems, "Superintendent's Annual Report," 1954, 4.
93. Abbuehl, "Architecture on the Blue Ridge Parkway," 4.
94. Weems, "Superintendent's Annual Report," 1953, 8.

interpreted through pioneer lifeways exhibits and craft centers; while natural history was interpreted at overlooks and in visitor contact facilities.

At Doughton Park, the Brinegar and Caudill cabins were made the focus of interpretive exhibits for visitors (Figure 61 and refer to Figure 11).

In 1953, William George Lord's *Nature Notes on the Blue Ridge Parkway* became the first publication prepared by the interpretive division to be sold to the public on the Parkway. Some of the information collected by Lord was used on the "gunboard" signs that were erected at overlooks and Parkway exhibits to mark cultural features.[95]





FIGURE 58, left. Mabry Mill, 1947. Source: National Park Service, Blue Ridge Parkway, milepost 176, negative no. 5189.

FIGURE 59, right. Mabry Mill, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 176, negative no. 326.





FIGURE 60, left. Pioneer cabin at Humpback Rocks. Photo date unknown. Source: National Park Service, Blue Ridge Parkway.

FIGURE 61, right. Caudill Cabin. Photo date unknown. Source: National Park Service, Blue Ridge Parkway, milepost 241, negative no. 1109.

95. Gunboard signs featured a pioneer squirrel rifle and powder horn as identifying markers. The gun board signs share a common color scheme, described by Abbott in 1947: "The rifle is painted Parkway blue, a color which we mix to simulate the deep blue of the mountains in the late evening. The powder horn and thong are just off-white or ivory color. The letters in the title are white. All of this is against our standard driftwood gray, a commercial stain made by Cabot." Abbott to Eaton, August 6, 1947.

At around the same time, the Moses Cone Manor House became a venue for the Southern Highlands Handicraft Guild. This Parkway Craft Center opened in August 1951 with a concession permit authorizing the production and sale of handicraft articles; operation of a museum of handicraft; the conduct of craft demonstrations, such as weaving, dyeing, ceramics, basketry; and instruction in these crafts.[96] It was immediately popular.

In 1953, Weems announced that funding had been obtained for a minerals museum proposed before the war. The Museum of North Carolina Minerals was constructed at Gillespie Gap, North Carolina, as a cooperative project between the State of North Carolina and the National Park Service. It opened in June 1955 as the first visitor contact facility along the Parkway (Figure 62). Built in the modified rustic architectural style, the museum featured exterior walls faced in stone, cinder block interior walls, and concrete shingles on the roof. A visitor contact station was also built at Humpback Rocks in 1955 as part of an effort to support visitor needs along the length of the Parkway.



FIGURE 62. North Carolina Museum of Minerals, one of the regional visitor contact stations designed to provide educational information at intervals along the Parkway, October 1957. Source: National Park Service, Blue Ridge Parkway.

Maintenance Areas. After the war, the National Park Service continued to maintain the 140 miles of the completed Parkway, while undertaking new construction and paving unfinished sections. Widely-spaced maintenance facilities and staff housing became a necessity. Weems inventoried the needs of his maintenance crews as follows:

> Maintenance activities on the Blue Ridge Parkway consisted chiefly in the maintenance of 140 miles of bituminous surfaced Parkway motor road, Adney Gap, Virginia, to Deep Gap, North Carolina; 17.4 miles of bituminous surfaced minor roads in picnic and service areas; 39.3 miles of foot trails in picnic

96. Weems, “Superintendent’s Annual Report,” 1952, 2.

areas; 5 picnic areas; 2 employee residences; 6 water systems; 10 sewage disposal systems; 4 major and 3 sub maintenance areas with a total of 21 permanent buildings; 2600 acres of grounds and 56 automotive vehicles.[97]

Prior to the war, four maintenance compounds had been completed at Rocky Knob, the Bluffs, James River, and Gillespie Gap. Smaller utility buildings also existed at other locations along the Parkway by 1946. As new sections of road were completed, a new maintenance area was constructed at Montebello to service the northern end of the Parkway while new buildings were added at other existing compounds. For example, two residences were completed in 1948 at the Bluffs.[98] Buildings continued to be designed in the same utilitarian style as prewar utility buildings. Weems commented that earlier working drawings had been farmed out to contract architects in order to save time.





FIGURE 63, left. Office/Storage/Shops building at Montebello maintenance area, constructed in 1949. Source: National Park Service, Blue Ridge Parkway.

FIGURE 64, right. Vehicle Storage building at Montebello maintenance area, constructed in 1949. Source: National Park Service, Blue Ridge Parkway.



FIGURE 65. Residence 34 at Bluffs Maintenance, constructed in 1948.

97. Weems, “Superintendent’s Annual Report,” 1947, 5.
98. Weems, “Superintendent’s Annual Report,” 1948, 4; “Superintendent’s Annual Report,” 1951, 4.

Phase 4: 1956–1966

Mission 66 Program Overview. Mission 66 is a particularly distinct, ambitious, and controversial program in the history of the National Park Service. It was conceived by National Park Service Director Conrad Wirth in February 1955 in response to a period of underfunding and neglect following World War II. Wirth, a landscape architect by training, followed Arthur E. Demaray as director of the National Park Service in 1951, and continued in the role until 1964, becoming the agency's longest-serving director.

America's love affair with the automobile spawned a significant increase in the numbers of visitors to the national parks and, by the mid-1950s, over 50 million people traveled to the parks each year. However, the National Park Service had 20 percent fewer park rangers than in 1940, while visitation had increased 250 percent. The lack of available personnel and budget led to serious deterioration of park facilities. [99]

The name 'Mission 66' was given to the program by Wirth. The word 'mission' was intended to convey a sense of urgency to Congress about the needs of the parks; the number '66' signified the end year of the program, designed to coincide with the fiftieth anniversary of the establishment of the National Park Service. The ten-year capital program aimed to modernize and expand the national park system.[100] It sought not just to improve conditions at the parks through the construction of new roads, trails, and visitor facilities, but identified the need for increased operating budgets to maintain the parks in the future.

Mission 66 planning efforts were designed to accommodate a higher volume of automotive tourism with improved roads, expanded campgrounds, visitor centers, and roadside interpretation.[101] Emphasis was placed on the development of more convenient day-use facilities at parks. In response to this need, the National Park Service conceived of the visitor center, a centrally-located hub offering services such as restrooms, audio-visual presentations, museum exhibits, ranger contact points, and outdoor amphitheaters in one building complex, strategically sited to intercept visitor flow near park entrances, road intersections, and main destinations.[102] The visitor center was designed to be constructed as close as possible to the most significant features of a park in order to afford an immediate understanding of and orientation to the park story.

The ambitious building program led to one of the most controversial aspects of Mission 66—the aesthetic of the architecture for new park facilities. American modernism had captured the imagination of the architecture profession, with several supporters in architectural design review capacities. The design of new park architecture in the mid-1950s made full use of steel, concrete,

99. William Everhart, *The National Park Service* (New York, New York: Praeger Press, 1971), 35; Charles Stevenson, "Shocking Truth about Our National Parks," *Landscape Architecture* 45, no. 2 (1955): 58; Richard Neuberger, "Our National Parks and Forests are in Trouble," *Parks and Recreation* 39, no. 4 (1956): 4.
100. Ethan Carr, *Mission 66: Modernism and the National Park Dilemma* (Amherst, Massachusetts: University of Massachusetts Press, 2007), 10.
101. Carr, *Mission 66*, 250, 252–253.
102. Carr, *Mission 66*, 128.

prefabricated elements, unusual fenestration, climate control, and other aspects of contemporary architecture.





FIGURE 66, left. Crabtree Falls restaurant, constructed in 1963 during the Mission 66 era.
FIGURE 67, right. Crabtree Falls restaurant, constructed in 1963 during the Mission 66 era.

The new design aesthetic was criticized by many as harsh, industrial, inharmonious, and better suited to urban environments. The public generally embraced the rustic aesthetic of prewar park building as did many people in the National Park Service. Devereaux Butcher, founding editor of National Parks magazine and executive director of the National Parks Association from 1942 to 1950 (now the National Parks and Conservation Association) echoed the sentiments of many in response to the introduction of Modernism into the architectural vocabulary of national parks:

> Under Mission 66, too many of the parks are being cluttered with buildings of freak and austere design. No longer are the architects concerned with producing structures of beauty and charm that help to create a proper atmosphere and are inconspicuous and harmonious with their surroundings. Rather, they seem obsessed with building monuments to their own inventiveness.[103]

But modern architecture had its advocates, one being John Cabot, Supervisory Architect at the National Park Service Eastern Office of Design & Construction (EODC). Cabot believed the new building type—the visitor center—designed to modernize and streamline the visitor experience was well suited to Modern architecture.

Mission 66 and the Blue Ridge Parkway. The Mission 66 period was the second most productive chapter in the construction history of the Parkway. Completing the Parkway remained a high priority for the National Park Service and $32.1 million of the Mission 66 budget was allocated to finish the roadway and to develop lodging, restaurants, and other visitor facilities at the recreation areas.

The story of the Blue Ridge Parkway during this period is interesting for the ongoing debate about the use of the rustic style versus Modern architecture. Key individuals that had been involved in early Parkway development continued to have influence in the discussions including landscape architect

103. Devereux Butcher, “Resorts or Wilderness?” Atlantic Monthly (February 1961): 49.

Thomas Vint, National Park Service Chief of the Division of Design and Construction; Sam Weems, Superintendent of the Blue Ridge Parkway between 1944 and 1966; and landscape architect Edward H. Abbuehl. John Cabot, Supervisory Architect in the National Park Service Eastern Office of Design & Construction, challenged many design decisions made during this period.

A "Mission 66 Prospectus" for the Parkway was prepared by National Park Service staff in Roanoke to reflect the park planning themes of the overall program, emphasizing visitor services and accommodations. However, the main priority remained road construction:

> Completion of the Parkway road, except for the Asheville and Roanoke links, is the major MISSION 66 objective for Blue Ridge Parkway. Parking overlooks, guard rail, bridges, additional camping facilities, new recreation areas, are complementary developments to meet the requirements of millions on the move. The pattern of development has been set—MISSION 66 provides an orderly method of accomplishment.[104]

In 1961, the northernmost section, 1-A, of the Blue Ridge Parkway Skyline Drive between Jarman Gap and Rockfish Gap, was deeded to Shenandoah National Park, and Rockfish Gap was officially established as the starting point at the northern end.[105]

There were four major gaps in the Parkway route at the start of the Mission 66 program. In Virginia, work was in progress on an eighteen-mile stretch north of the James River, although work had yet to start on the twenty-mile stretch around Roanoke. In North Carolina, there was a 29-mile-long break near Blowing Rock. The longest break was a 94-mile stretch at the southwestern end of the Parkway—between Asheville and Great Smoky Mountains National Park. In addition to these major gaps, there were many places where bridges were needed, including all major river crossings.

The Virginia section around Mill Mountain in Roanoke (Section 1M) was completed in 1965.[106] By the close of Mission 66 in 1966, the road between Asheville and Great Smoky Mountains National Park had been completed. This left only a few short gaps in the section around Asheville to be addressed, and the stretch across Grandfather Mountain to be designed and built.

104. National Park Service, "Mission 66 for Blue Ridge Parkway," April 1957, 5-6. National Archives (Philadelphia), RG 79, Entry 403, Box 21, Folder A98.
105. Since 1939, the section north of Rockfish Gap had been administered as part of Shenandoah National Park because it provided the only access to Skyline Drive from the south. But legally it was part of the Parkway and the Parkway was responsible for its maintenance. In 1961, Congress officially transferred the nine-mile section of the national parkway north of Rockfish Gap to Shenandoah National Park. Weems, "Superintendent's Annual Report," 1961, 7. Blue Ridge Parkway Archives, RG 1, Series 3, Box 62; "A Bill: To transfer a section of Blue Ridge Parkway to Shenandoah National Park, in the State of Virginia, and for other purposes," 87th Congress, First Session, S. 1491, 30 March 1961. National Archives (Philadelphia), RG 79, Entry 68-0636, Box 57, Folder Blue Ridge Parkway 1956–1962. Note: the transfer did not affect the milepost system for showing distances along the Parkway, as that had been introduced after 1939.
106. James M. Eden, "Acting Superintendent's Annual Narrative Report for Fiscal Year 1966," 1. Blue Ridge Parkway Archives, RG 1, Series 3, Box 62.

Road construction in the Mission 66 period followed a sequence of operations that was very similar to that followed before the war, and many rustic architectural construction details continued to be used in spite of a significant increase in the cost of masonry.[107]

> As time went on, the price for stone masonry increased proportionately more than other items and when it passed $1,000 per cubic yard, we changed the pricing unit to the cubic foot. That did not change the cost any but it looked better. Another problem with the use of stone masonry was the scarcity of good masons. Some of the contractors imported crews of stone masons from Portugal and Spain. They would work here two or three years and save enough to retire to their home villages in the Old Countries. Eventually, stone work became so expensive that it was discontinued except in the most monumental urban areas such as the Mall in Washington, D.C.[108]

The design process was more tightly controlled than it had been in previous years and there were multiple levels of review. Wirth closely supervised many aspects of design. For example, he requested that an experiment be made with bituminous curb in place of stone, as part of a large effort to reduce the use of stone details along the Parkway.[109] Such changes in design policy had a marked effect on the design of Parkway bridges.

By the end of the program, more than 75 percent of the entire cost of the Parkway had been expended and all but approximately 7-1/2 miles of the Parkway near Grandfather Mountain had been completed (refer to Figure 27).[110]

Bridges and Viaducts. Many more multiple-span bridges were constructed during Mission 66 than in the prewar period. Material choices were carefully considered relative to cost, aesthetics, and maintenance. Stone-faced, reinforced-concrete arch bridges continued to be built as grade-separation structures but only at major crossings and intersections, due to the high costs associated with masonry construction. Alternatives were often considered that included long-span concrete slabs, continuous pre-stressed concrete girders, and concrete box girders.

In April 1957, Wirth initiated a new policy for bridges at minor crossings as expressed in an excerpt from a memorandum:

> Subject: Blue Ridge Parkway, Grade Separation, Slings Gap (Section 1N)
>
> This appears to be a minor secondary road crossing and we suggest that you utilize one of the reinforced concrete designs which have been used on other sections of the Parkway with a horizontal beam or slab over the opening. The stone parapet wall should carry full depth across the top of the

107. There is no mention of the use of concrete, rather than stone, in the Final Construction Report for Project 1N1.
108. Logan L. Ratliff, "Service with the Federal Highway Administration," The Trailblazers, 186. Federal Highway Administration Highway History. Available online at http://www.fhwa.dot.gov/infrastructure/blazer24.cfm. (Accessed December 28, 2014.)
109. Thomas C. Vint to Chief EODC, "Parking Overlook, Station 707, Section 1G, Blue Ridge," 25 July 1957. National Archives (Philadelphia), RG 79, Entry 402, Box 23, Folder BRP Project Correspondence 1957.
110. Whisnant, 268, and Wirth, *Parks, Politics and the People*, 274, from Quin, 91.

> structure so that from the Parkway road the structure would have the appearance of stone masonry throughout.[111]

Material choices for viaduct girder structures were between steel or concrete. All of the prewar viaducts had used steel, and this continued during Mission 66. The National Park Service, however, was concerned about maintenance. Commenting on a design for the Sims Creek Viaduct in Virginia, Weems wrote:

> I am continually concerned over our inability to substitute concrete for steel girders in Parkway structures. Maintenance cost of steel in the moist Blue Ridge country is a major concern of ours. In this particular case, we had recommended a reinforced concrete box girder but would have accepted prestressed concrete.[112]

Two of the most significant bridges built during the Mission 66 era were the Harry Flood Byrd Memorial Bridge crossing of the James River and the Roanoke River Bridge. The nine-span, 1,040 foot Harry Flood Byrd Memorial Bridge is the largest of the pre-stressed concrete girder bridges. Completed in 1960, the bridge provided the final link for a continuous roadway from Shenandoah National Park to Roanoke (Figure 68).



FIGURE 68. Harry Flood Byrd Memorial Bridge over the James River, June 1959. Source: National Park Service, Blue Ridge Parkway, milepost 63, negative no. 278.

A unique feature of the Harry Flood Byrd Memorial Bridge is a pedestrian footbridge slung beneath the five northern spans. The suspended walk provides access to a restored segment of the nineteenth century James River and Kanawha Canal.[113]

111. Merle 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.
112. Sam Weems to Chief, EODC, "PS&E Papers for Project 2G-4, Sims Creek Viaduct," 11 June 1957. National Archives (Philadelphia), RG 79, Entry 402, Box 23, Folder BRP Project Correspondence 1957.
113. "Blue Ridge Parkway Bridge Dedicated by Senator Byrd," The Commonwealth, August 1960, 48.

The Roanoke River Bridge is a six-span structural steel bridge, more than a quarter-mile long, supported by reinforced concrete abutments and piers spanning the Roanoke River Gorge (Figure 69 and Figure 70). The bridge was completed in May 1965 at a cost of $721,637.50 by contractor McDowall & Wood, Inc. of nearby Salem, Virginia.[114]





FIGURE 69, left. Roanoke River Bridge under construction, June 1959. Source: National Park Service, Blue Ridge Parkway, milepost 114.7, negative no. 273.

FIGURE 70, right. Roanoke River Bridge, February 28, 1965. Source: National Park Service, Blue Ridge Parkway, milepost 114.7, negative no. 2186.

The Sims Creek Bridge is a typical example of a postwar steel and concrete bridge, built in 1957 (Figure 71). The bridge is a quadruple-span bridge with steel I-beam girders supporting a cast-in-place concrete deck. The bridge is supported by concrete abutments set into the steep shrub-covered slope of the ravine.



FIGURE 71. Sims Creek Bridge, looking north, October 1959. Source: National Park Service, Blue Ridge Parkway, milepost 295.4.

114. W. P. Wright, Resident Engineer, Bureau of Public Roads, "Final Construction Report, Blue Ridge Parkway Project IMIO, Six Span Structural Steel Bridge with Reinforced Concrete Abutments and Piers, Drainage, Grading and Surfacing of Approaches, and Other Work" (Roanoke, Virginia: Bureau of Public Roads, Region 15, 11 May 1970). Blue Ridge Parkway Archives, RG 12, Series 2, Box 20, Folder 40.

Many of the concrete bridges that were built during Mission 66 were given little individuality, marking a transition from a time when most elements in a bridge were formed in place, to the modern era when most bridges are made up of pre-cast standardized components, brought to the construction site and fitted together. But it also reflected the adoption by bridge architects and engineers of a more functional modern aesthetic in place of the prewar rustic architectural aesthetic.

Tunnels. Tunnels were another major component of road construction during this period. At the beginning of Mission 66, thirteen tunnels remained to be constructed through the rugged Pisgah and Balsam mountains; only four had been excavated before the war.[115] The rate of progress was significantly improved through the use of jumbo rigs and the introduction of tungsten carbide drill bits, but excavation was still a laborious process adding as much as a year to a grading contract.[116] Structural steel linings had to be installed wherever unstable materials were encountered, and concrete linings and masonry portals were now included in the main construction contracts to prevent the development of spalling and drainage problems.

Planning of Recreation Areas and Visitor Services. There was no significant expansion of recreation areas during Mission 66 although there was a renewed focus on programming to create more amenities for visitors, particularly day users, and to accommodate larger numbers of people. In the 1957 Mission 66 Prospectus for the Parkway, new visitor accommodations were proposed at thirteen locations and new visitor services were to be provided at various locations, including six new visitor centers.[117] Recreation areas planned for day use only were to include picnic units, gas stations, and lunch counters, while areas which were planned for overnight stays would have campgrounds and, in four cases, lodges or cabins. The following is an excerpt from the Prospectus:

> Visitors will expect to find service for their cars and food. Some will expect lodging in order to obtain the fullest enjoyment from a visit in the Blue Ridge Parkway. For them a comfortable, quiet place to spend the night away from television, movies, and the ordinary pleasures of the city is looked forward to. They want for entertainment an evening program by a ranger or naturalist, or perhaps just to be left alone to enjoy the tranquility of the southern mountains. A beginning has been made, and in MISSION

115. These standards are taken from the following reports: 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; Middleton, “Final Construction Report, Blue Ridge Parkway Project 2U1, Grading, draining, tunnel with lining, etc.” (Approved 22 November 1963), FHWA Sterling, 1; J. A. Freeman, “Final Construction Report, Blue Ridge Parkway Project 2W2, Grading, draining, tunnel with lining, etc.” (Approved 22 November 1963), FHWA Sterling, 1; Eldridge Smiley, “Final Construction Report, Blue Ridge Parkway Project 2X1, Grade, drain and base (Approved 15 March 1963), FHWA Sterling, 1; J. A. Todd, “Final Construction Report, Project 2Z2, Grade, drain, and base, Blue Ridge Parkway, Swain County, North Carolina” (Approved n.d.), FHWA Sterling, 6.
116. Graham West, *Innovation and the Rise of the Tunneling Industry* (Cambridge, England: Cambridge University Press, 1988), 70.
117. National Park Service, “Mission 66 for Blue Ridge Parkway,” 6–7; National Park Service, “Mission 66 Prospectus, Blue Ridge Parkway,” 8.

> 66 it is proposed that private enterprise construct, equip, and operate the additional accommodations which will be required by the eight to ten million visitors expected annually by 1966.[118]

Existing master plans anticipated some, but not all, of the proposed developments for recreation areas. A full review was undertaken in 1961. In general, changes made to existing plans were in the form of additions or omissions, rather than radical reorganization of layouts. Abbuehl continued to have a strong influence on the master planning process, pushing for respect of the original intent behind each layout shown in earlier master plans.

The landscape architects at the EODC and the Roanoke Office continued to be guided by a picturesque aesthetic and found themselves at odds with the Regional Office. A case in point involved a proposal for an impounded lake at Peaks of Otter to create a picturesque setting for a new lodge and restaurant. The Regional Office objected out of concern for the impact of the water body on cultural and natural resources. However, the planners prevailed. In 1964, construction began on a dam to impound the lake.[119]

Visitor Services: Lodges, Gas Stations, Lunch Counters. During Mission 66, all visitor services and accommodations along the length of the Parkway were contracted out to three concession companies. Each concession company hired its own architect, but the designs were closely vetted by the National Park Service. Internal conflicts within the National Park Service over aesthetics were highly evident during the review process. John Cabot, the Supervisory Architect at the EODC, who was a strong advocate of modern architecture, believed that fundamentals remained the same—each "Building must be *of* the ground and growing out of it, *not* dissonances or structures boldly placed *upon* it." However, the approach to design would now be different:

> There has been some restriction in the application of the more familiar hand-crafted materials; the increased acceptance and use of cast materials and machine-made products; and, perhaps most importantly, the realization by designers that space, spatial values and the psychological effect of buildings upon people are important design considerations. Basic to all is the ever-present question of economic value.[120]

The first Mission 66 buildings to be reviewed were motor service stations at Whetstone Ridge and Otter Creek (Figure 72 and Figure 73). The Charlottesville firm of Johnson, Craven and Gibson was hired by the Virginia Peaks of Otter Company to prepare designs for a new lodge and restaurant at Peaks of Otter. They were asked to conform to the modified rustic architectural style of the buildings at the Bluffs (Doughton Park). The 75-room lodge facility and restaurant/office for the Peaks of Otter was designed in 1959, and construction was completed in 1964 (Figure 74 through Figure 76). The restaurant/office portion of the building is a cross-gable structure while the lodge component consists of three interconnected two-story buildings. Both portions of the facility are constructed with stone

118. National Park Service, "Mission 66 for Blue Ridge Parkway," 6–7.
119. National Park Service, "Master Plan for the Preservation and Use of Blue Ridge Parkway, Chapter 5 Design Analysis, Peaks of Otter," prepared by Edward H. Abbuehl, August 1961. Blue Ridge Parkway Archives, RG 5, Series 8, Box 10, Folder 6; Quin, "Blue Ridge Parkway," 200–201. The impact of the lake on cultural and natural resources is discussed further in the section on Providing Visitor Services below.
120 . John B. Cabot, "Architecture in Parks: Only Changes in Expression," *Parks and Recreation* 42 no. 4 (April 1959): 154.

veneer and board and batten siding, set into the stepped terrain, and sited to overlook an adjacent man-made lake, also completed in 1964.





FIGURE 72, left. Whetstone Ridge service station. Photo date unknown. Source: National Park Service, Blue Ridge Parkway.

FIGURE 73, right. Otter Creek service station. Photo date unknown. Source: National Park Service, Blue Ridge Parkway.





FIGURE 74, left. A view of the Peaks of Otter gas station in 1965. Source: National Park Service, Blue Ridge Parkway, milepost 85, negative no. 2346.

FIGURE 75, right. Peaks of Otter Lodge. Photo date unknown. Source: National Park Service, Blue Ridge Parkway, milepost 85, negative no. 5162.



FIGURE 76. Peaks of Otter Lodge, October 1964. Source: National Park Service, Blue Ridge Parkway, milepost 85, negative no. 328.

The Blue Ridge Parkway office in Roanoke approved the designs, though suggestions were made to reduce the verticality of the elevations and to remove a bay window that was "definitely out of character with the mountain structures."[121] The EODC architects begged to differ. Edward Zimmer, Chief of the Design Office, wrote to Weems:

> We have reviewed the submission attached to your memorandum of July 29. It is needless to say that I cannot quote Bill Cabot's reaction either to the original plans or to your revisions, but be that as it may, if you insist on recommending buildings that are architecturally obsolete before they have been constructed, there is little room left for us to comment.[122]

Many National Park Service officials favored the modified rustic style, which was used in the design of several gas stations and associated lunch rooms, built with stone chimneys, board and batten walls,

121. Sam P. Weems to Chief, EODC, "Preliminary Architectural Plan for Service Stations at Whetstone Ridge and Otter Creek, Blue Ridge Parkway," July 29, 1958. National Archives (Philadelphia), RG 79, Entry 401, Box 2, Folder C: Blue Ridge Parkway.

122. Chief, EODC, to Superintendent Blue Ridge Parkway, "Service Stations at Whetstone Ridge and Otter Creek," August 6, 1958. National Archives (Philadelphia), RG 79, Entry 401, Box 2, Folder C: Blue Ridge Parkway.

and long shed porches. When designs were prepared for the lodge at Peaks of Otter in the rustic style, Vint declared the design "particularly pleasing."[123]

In 1960, Dudley Bayliss in Vint's office recommended incorporating a requirement in any prospectus issued for concession facilities that all buildings should conform to the rustic style:

> The architectural style or character should be based on straightforward use of native stone and wood materials designed to harmonize with similar existing Parkway buildings. Service stations may follow but need not copy exactly the designs now in use on the Parkway.[124]

Cabot objected:

> If an inclusion of this type is made in concessions contracts, it constitutes a very dangerous precedent. These contracts last a very long time and commit a Government agency to a predetermination that may not be valid even at the time of inclusion.
>
> Such a statement binds us and the future to a traditionalism based not upon sound architectural thinking but upon emotional response. The thinking could be justified [once established] to include the Great Smoky Mountains and Shenandoah as logical extensions of the Blue Ridge. [125]

Despite Cabot's objections, all public buildings built by concession companies along the Parkway during Mission 66 were in the rustic design vocabulary.

Visitor Centers and Exhibits. The Parkway's Mission 66 Prospectus proposed nine small visitor centers spaced along the route at strategic intervals. Because the Parkway traverses such a long distance and visitors generally travel over limited sections, no one visitor center was anticipated to successfully serve all of the visiting public. The approach of constructing several small buildings was preferred over a few large ones to better meet the needs of a mobile population.[126] Two visitor centers were already in existence by 1956—one at Humpback Rocks in Virginia and another at Craggy Gardens in North Carolina (Figure 77). The Museum of North Carolina Minerals built prior to Mission 66 in 1955 was a visitor center in all but name.[127] At the time, a fourth visitor center was

123. See for example Thos. C. Vint to Chief, EODC, "Drawing No. PKY-BR-PO-8001, Study for Motel Group and Drawing No. PKY-BR-PO-2167, Layout for Motel Group, Peaks of Otter, Blue Ridge Parkway,"18 August 1959. National Archives (Philadelphia), RG 79, Entry 401, Box 2, Folder C: Blue Ridge Parkway.
124. Dudley C. Bayliss to Chief of Concessions Management, "Draft of Prospectus Blue Ridge Parkway." National Archives (Philadelphia), RG 79, Entry 401, Box 2, Folder C: Blue Ridge Parkway.
125. 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: Blue Ridge Parkway.
126. National Park Service, "Blue Ridge Parkway Museum Prospectus," 29.
127. Sam P. Weems, "Reports on Operations of Visitor Centers, First Seasons Summer 1957 and Summer 1958," attached to Memorandums from Director of Operations, Region One, to National Park Service Director, 2 July 1958 and 8 January 1959, National Archives (Philadelphia), RG 79, Entry 409, Box 9, Folder BRP 1958–1960.

under construction at Peaks of Otter based on a design prepared by architects Charles Grossman and George Skillman (Figure 78).[128]





FIGURE 77, left. Humpback Rocks Visitor Center. Photo date unknown. Source: National Park Service, Blue Ridge Parkway.

FIGURE 78, right. Peaks of Otter Visitor Center, September 5, 1958. Source: National Park Service, Blue Ridge Parkway, milepost 86, negative no. 1151.

Planners proposed that each visitor center focus on a particular interpretive theme. Each would tell the story of a section of the road or aspect of the natural history of the region, encouraging visitors to stop at the next one for a new and different interpretive experience. Most were to feature a small museum or educational display, and provide information desks and small publication sales counters. In addition to being interpretive facilities, the visitor centers served as contact stations where visitors could interact with a Park Ranger.

The initial development plans for facilities at Doughton Park did not include a visitor center, though plans for the gasoline station, drawn up in 1946, included a room to be used as an "information center." This room, which was also to be used as an office for rangers, was to be designed to be a self-operating or, as Superintendent Weems termed it, a "cafeteria type" information center where visitors could select information materials if a ranger was not present. The room was constructed as part of the gasoline station and served this function for a number of years. Weems suggested installing a similar information center in the gas station at Peaks of Otter.[129]

The first center at the northern end of the Parkway, which was located near the pioneer mountain farm exhibit at Humpback Rocks, would focus on the pioneer culture of mountain people; the second to the south, located at Peaks of Otter, would interpret the ecology of the Blue Ridge. The theme of a center at Mount Pisgah would be Appalachian Forests. The southern-most visitor center at Soco Gap was to address the story of the native Indian people. In the center of the Parkway, at Doughton Park, the story of the Parkway itself would be told.[130]

128. National Park Service, "Mission 66 Prospectus," 8; National Park Service, Blue Ridge Parkway Museum Prospectus (17 January 1958), 40–41. National Archives (Philadelphia), RG 79, Entry 403, Box 21, Folder A98, Blue Ridge Parkway.
129. Weems, "Analysis of Plans," 3; and Weems to Regional Director, 3 October 1949, in Quin, 132.
130. National Park Service, Blue Ridge Parkway Museum Prospectus, 44–53.

These ambitious plans were never fully realized. Of those proposed, the Peaks of Otter Visitor Center, designed by architect Robert L. Brown of Roanoke, was the only visitor center built during Mission 66. The visitor centers proposed for Doughton Park, Mount Pisgah, or Soco Gap were never constructed.[131] Instead, space was allocated for museum exhibits in existing buildings. At Mabry Mill, the Matthews Cabin became a visitor center. At Moses H. Cone Memorial Park, space was found within the manor house occupied by the Southern Mountain Craft Guild.[132]

One center, not on the original list, grew out of a decision to create an historical exhibit to interpret the remains of the James River and Kanawha Canal. The canal represented Virginia's bid during the nineteenth century to capture a share of the trade between the Eastern Seaboard and the trans-Appalachian West and route it through Richmond, rather than New York, Philadelphia, or Baltimore.[133] A simple, open air visitor center next to the river was completed in 1961.

Two other projects conducted during Mission 66 served to widen the scope of the history interpreted along the Parkway. At Peaks of Otter, the Polly Woods Ordinary, which had served travelers from the 1830s through the 1850s, was relocated to avoid inundation by a proposed lake, and restored (Figure 79). In 1964, the Ordinary was dismantled and rebuilt, without its added porches and appurtenances, in a picturesque setting in the picnic area below the lake dam.[134] The lake was later named Abbott Lake for the Parkway designer (Figure 80).

Controversy surrounded the project, however, as a second nearby building that was demolished was considered by some to have been the actual ordinary. The history of the ordinary was researched by the National Park Service in order to interpret it to the public. Records in the Bedford County Court House show the issuance of a 'license to keep a house of public entertainment' to Polly Woods, March 1, 1824. Several prominent people, including Thomas Jefferson, are said to have stopped at the house. Immediately in front of the Ordinary is the trace of the original road to Bedford, over which the people of Polly Wood's day traveled.[135]

131. Quin, 277; Edward H. Abbuehl and Arthur H. Bayer to Superintendent, Blue Ridge Parkway, "Mount Pisgah Master Plan," May 11, 1959. Blue Ridge Parkway Archives, RG 5, Series 8, Box 10, Folder 1; Dudley C. Bayliss to Regional Director, Region One, "A Master Plan for the Mount Pisgah Development, Blue Ridge Parkway," June 28, 1961; and Howard B. Stricklin, Acting Superintendent to Regional Director, "A Master Plan for the Mount Pisgah Development, Blue Ridge Parkway," July 5, 1961. National Archives (Philadelphia), RG 79, Entry 402, Box 14, Folder: Blue Ridge Parkway 1961–1963.
132. National Park Service, Blue Ridge Parkway Museum Prospectus, 48.
133. Wayland F. Dunaway, *History of the James River and Kanawha Company* (New York, New York: AMS Press, 1969), 9.
134. There were two log structures within the area of the lake, and there was some argument as to which was the Ordinary. Weems to Regional Director, Region One, "Master Plan Peaks of Otter– Blue Ridge Parkway," January 30, 1952. Blue Ridge Parkway Archives, RG 5, Series 8, Box 9, Folder 5; Some people think the wrong structure was saved; Quin, 201.
135. Regional Historian Holland, "Comment – Drawing No. 2080C, Peaks of Otter, Blue Ridge Parkway," April 1, 1952. Blue Ridge Parkway Archives, RG 5, Series 8 Box 9, Folder 7.



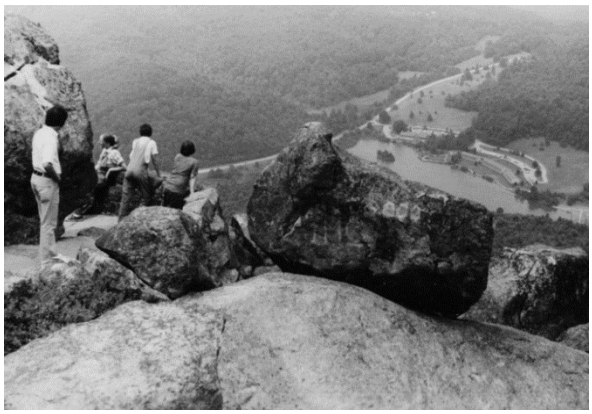


FIGURE 79, left. Polly Woods Ordinary, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 85, negative no. 38.

FIGURE 80, right. Abbott Lake seen from Sharp Top Mountain, July 21, 1974. Source: National Park Service, Blue Ridge Parkway, milepost 85.9, negative no. 3878.

To the north near mile marker 35, a short stretch of the Irish Creek Railway was rebuilt in 1960 beside the Yankee Horse Ridge parking overlook.[136] Henrik van Gelder had noted this logging railroad as an interesting feature in the landscape when he carried out his reconnaissance for that section of the Parkway in 1934.[137] The railroad, which paralleled the Parkway for about two miles, was a remnant of logging operations that had affected large parts of the Blue Ridge in the early decades of the twentieth century. The railroad grade and a rebuilt trestle became features interpreted along a trail between the overlook and Wigwam Falls.

Comfort Stations. Of no small importance to visitors, new comfort stations were built at campgrounds and picnic areas during Mission 66 (Figure 81 and Figure 82). These were designed in the Roanoke Office and the EODC. Architects in both offices agreed that each building should be carefully fitted into its site:

> It is certainly desirable to make a minor structure blend or flow into the general earth contour and not become a unit merely placed upon a site. A philosophy we always struggle to attain is to create the visual impression that buildings are of the ground, not on it.[138]

Nevertheless, comfort stations now took on a more modern, utilitarian appearance, partly the result of the need for cost savings and partly in response to the influence of Modern architecture.[139] In 1959, following complaints in Congress about building costs, Wirth circulated a memorandum on comfort

136. Weems, "Superintendent's Annual Report," 1961, 5.
137. Henrik van Gelder, "Appalachian Park to Park Highway Report, Tye River Gap – Robinson's Gap, Sections D & E, Elevation 2995 ft." n.d. Blue Ridge Parkway Archives, RG 7, Series 33, Box 47, Folder 36.
138. Edward S. Zimmer to Superintendent, "Drawing PKY-BR-DP 2097 Doughton Park Comfort Station," 1 July 1955. National Archives (Philadelphia), RG 79, Entry 409, Box 8, Folder BRP 1954–1957.
139. For example, in the Meadow Picnic Area at Doughton Park, there is a strong contrast between the rusticity of the combined shelter-comfort station built before the war and the utilitarian appearance of a comfort station built of concrete block in 1957 in the extension to the picnic area.

station design throughout the National Park Service, requiring agency architects to pay close attention to costs and recommending the use of more modern materials and standard layouts.[140]

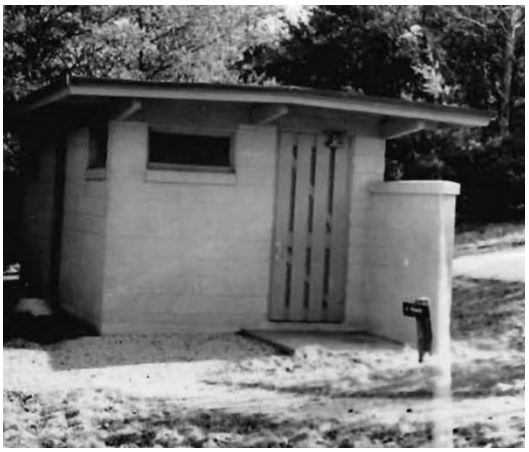




FIGURE 81, left. Comfort station built in 1956 at Doughton Park Campground (B370, milepost 239), January 1958. Source: National Park Service, Blue Ridge Parkway.

FIGURE 82, right. Comfort station built in 1963 at Groundhog Mountain (B481, milepost 188), May 1964. Source: National Park Service, Blue Ridge Parkway.

Facilities for Parkway Management and Maintenance. A primary objective of Mission 66 was to improve the operation of parks by providing adequate facilities for park employees and giving a high priority to park maintenance. To meet this objective, the Mission 66 Prospectus for the Parkway proposed building new administrative offices, more employee housing, and several new maintenance depots.[141]

Twenty-five new employee residences were built in 1958 based on a set of standard floor plans for two- and three-bedroom houses used throughout the national park system based on Mission 66 designs (Figure 83 and Figure 84). The residences were distributed along the Parkway, usually grouped in pairs, and generally located close to a maintenance depot. Like the utilitarian buildings in the maintenance areas, the residences were carefully sited and screened so they would be invisible from the Parkway road.[142]

140. Sam P. Weems to Chief, EODC, "Comfort Station Design and Cost– Blue Ridge Parkway," August 17, 1959. National Archives (Philadelphia), RG 79, Entry 409, Box 9, Folder BRP 1958–1960.
141. National Park Service, "Mission 66 Prospectus, Blue Ridge Parkway," 13–15.
142. Some of the correspondence between Weems, the EODC, and Washington revolves around the question of screening; see, for example, Dick Sutton, Acting Chief of Design and Construction, "Layout and Grading Plan for Gillespie Gap Residences, Blue Ridge," April 15, 1958. National Archives (Philadelphia), RG 79, Entry 409, Box 8, Folder BRP 1958.



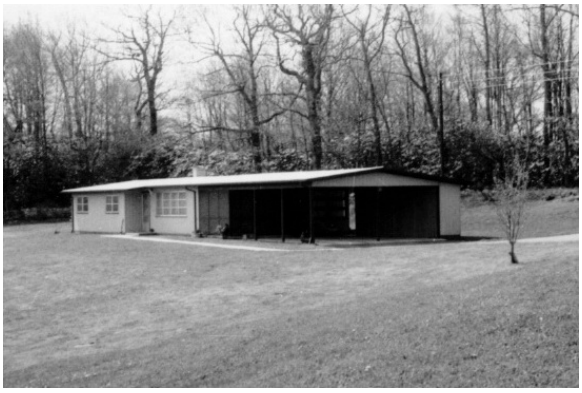


FIGURE 83. One of several brick residences at Oteen Maintenance Area (B412, milepost 382.3), built in 1958. Source: National Park Service, Blue Ridge Parkway.

FIGURE 84. Residence at Sandy Flats Maintenance Area (B423, milepost 294.6), built in 1958. Source: National Park Service, Blue Ridge Parkway.

Weems, who would remain as Superintendent in 1966, reorganized maintenance and ranger operations into four districts.[143] The first district was located at Montebello, Virginia; the second at Roanoke; the third at Doughton; and the fourth at Asheville. The Montebello and Doughton maintenance areas were already in existence. Construction of the additional new maintenance facilities proceeded expeditiously, reflecting the high priority now accorded park maintenance operations. The Roanoke compound included a well-equipped sign manufacturing shop that enabled the Blue Ridge Parkway to offer complete sign manufacturing services to national parks across the country.[144]

Phase 5: 1967–1987

On October 22, 1968, the right-of-way across Grandfather Mountain was transferred by the State of North Carolina to the National Park Service. After a twenty-year debate about the best route to pursue in this area—weighing the pros and cons of a lower-slope route versus a higher slope alignment—the planners reached a compromise that followed a middle course at a general elevation of 4,400 feet above mean sea level. Design and construction of the "missing link" followed (refer to Figure 27).

Standards governing the design of the road were generally the same as those used earlier. The selected line included many curves; all were to be transitioned, superelevated, and widened. Superelevation was calculated using a design speed of 35 miles per hour. All cut slopes, except in rock, were rounded and transitioned:

> It is a tribute to the competence and vision of the early planners and to the organizational and creative genius of such men as Abbott and Spelman that these policies have so well stood the test of time. In contrast, the engineering techniques and equipment by which these steps are accomplished have, in recent years, undergone rather startling changes. Developments in photogrammetry, optics, electronics

143. National Park Service, "Mission 66 Prospectus, Blue Ridge Parkway," 16–17; Weems, "Superintendent's Annual Report," 1958, 2. Early management plans had envisioned eight maintenance districts, but this had been reduced to six after the war.

144. Eden, "Annual Narrative Report," 1966, 1.

> and especially computer technology have had a revolutionary effect on the processes of mapping, surveying, locations, foundation investigations, and design.[145]

Linn Cove was a particularly rugged area of Grandfather Mountain that featured prominent rock outcrops, large boulders, a network of surface and underground streams, and stands of large old trees. In order to avoid disturbing this picturesque natural environment, it was decided to elevate the road for approximately one quarter of a mile. In 1974, the Federal Highway Administration (FHWA) proposed a design concept "consisting of an 8-span segmental post-tensioned concrete box-girder structure 1,240 feet in length which would follow the 4,400 foot elevation contour."[146] A similar project had been completed at Mount Rainier National Park over the unstable rim of Stevens Canyon, and European engineers were familiar with this type of construction. The decision to move forward with this concept resulted in the construction of the most significant structure on the Parkway, the Linn Cove Viaduct (Figure 85 through Figure 87).[147]





FIGURE 85, left. Linn Cove Viaduct under construction, September 1979. Source: National Park Service, Blue Ridge Parkway.

FIGURE 86, right. Linn Cove Viaduct under construction, early 1980s. Source: National Park Service, Blue Ridge Parkway.

145. 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, Barry M. Buxton and Steven M. Beatty, eds. (Boone, North Carolina: Appalachian Consortium Press, 1986), 126.
146. James M. Barker, Figg and Muller Engineers, Inc., *Design and Construction of the Linn Cove Viaduct* (McLean, Virginia: Federal Highway Administration, November 1985), 1–2.
147. Gary S. Jakovich, *Design and Construction of the Linn Cove Viaduct*, MSS, (Arlington, Virginia: Eastern District Federal Bridge Design, Federal Highway Administration, n.d.), 2.



FIGURE 87. Linn Cove Viaduct, May 1997. Source: Historic American Engineering Record, HAER No. NC-42-256, color transparency by David Hass.

The FHWA invited interested engineering consultants to present their solutions to the technical challenges involved in designing the viaduct. Based on the presentations, the FHWA engaged Figg and Muller Engineers, Inc., a partnership between Jean M. Muller of Europe Etudes in Paris, France, and the Tallahassee, Florida firm of Barrett, Daffin and Figg, to work out the final design of the structure. Muller proposed a structure of precast segments erected in the progressive placement method, building "from the top down." Use of precast segments would allow work to continue year round. The progressive placement method would allow construction to proceed from a single point. This was necessary because the pier locations were not accessible; each pier would be installed from the viaduct itself as the work progressed.[148]

Significant construction on this complex section of road began in 1974 after the completion of an environmental impact assessment mandated by the National Environmental Policy Act of 1969. Work was awarded in eleven separate contracts. Most firms had never been involved in the work for the

148. Barker, 2; and Jakovich, 2.

Parkway before but two—Blythe Brothers of Charlotte, North Carolina and Troitino and Associates of Abingdon, Virginia—had long associations.

The Viaduct. Construction of the quarter-mile viaduct began in 1978 and was completed in 1983 at a cost of $9,958,570.[149] Jasper Construction Company of Minneapolis was the builder. They devised an innovative heating system and a special shed near the construction site for pre-casting concrete segments that enabled work to continue year round.[150] Environmental concerns over the fragile mountain habitat placed stringent restrictions on the project. A carefully conceived construction strategy had to be employed to assure that no trees, other than those directly in the path of the bridge, were cut. Rock outcroppings were covered to prevent concrete, grout, or epoxy from staining them.[151] Foliage adjacent to the viaduct was protected by silt fences. Streams flowing beneath the structure were protected and closely monitored for contamination. No access roads were permitted to the site other than the Parkway route to the south pier. From there to the north end of the viaduct, construction had to be carried out from the deck as the work progressed.

The viaduct is a product of its time. Environmental sensitivity necessitated innovative design, and technical advances, particularly the development of computers, made it possible. Since passage of the National Environmental Policy Act in 1969, the agency and the Department of the Interior, had placed an emphasis on environmental protection. Secretary of the Interior, Stuart L. Udall, who served in this position between 1961 and 1969, had overseen several changes in agency policy resulting from a new understanding of ecology and natural resource stewardship. The viaduct reflected this emerging view.

The design of the viaduct is unique for its complicated geometry. Its horizontal alignment includes spiral curves transitioning into circular curves with radii as short as 250 feet and curvature in two directions. Superelevation also transitions from 10 percent in one direction to 10 percent in the opposite direction.[152] It is comprised of 153 box-girder segments, cast using a sophisticated concrete mix to ensure the necessary strength.[153] The mix included an iron oxide pigment so that the color of the concrete would resemble that of adjacent rock outcrops. No two box-girder segments have the same dimensions, and only one segment is straight.[154]

At many stages during the design and construction of the viaduct, including the final step of threading and stressing the permanent tendons in the finished structure, sophisticated computer analysis was

149. Muller, 79; and Gary Everhardt, “Blue Ridge Parkway Report,” attached to “Superintendent’s Annual Report,” 1983, 3. Blue Ridge Parkway archives.
150. Figg and Muller Engineers, Inc., “Linn Cove Viaduct, Segmental Report No. 11” (Tallahassee, Florida: Figg and Muller Engineers, Inc., 1982).
151. Jean Muller, “The Linn Cove Viaduct,” in Barry M. Buxton and Steven M Beatty, editors, Blue Ridge Parkway: Agent of Transition: Proceedings of the Blue Ridge Parkway Golden Anniversary Conference (Boone, North Carolina: Appalachian Consortium Press, 1993), 79.
152. Ibid.
153. Muller, 73.
154. Muller, 73; and Philip M. Cauley, “Linn Cove Viaduct Receives Award of Excellence,” The Courier (journal of the National Park Service), October 1983, 7.

essential. The Linn Cove Viaduct was hailed as a fitting finale to the construction of the Parkway. Edward Abbuehl summed up the opinion of many of the 'old hands' in the National Park Service:

> The writer had seen this bridge under construction and still has difficulty comprehending the construction of such a magnificent structure. 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.[155]

After the completion of the viaduct, work within the section continued for another three and a half years. Four more bridges were constructed and considerable additional landscape work was done. A twelve-mile trail was laid out on the mountain slopes above and below the road using boardwalks to cross boulder fields and footbridges to span creeks. The resulting Tanawha Trail links some of the eleven overlooks and parking areas provided alongside the road, and allows visitors to walk in the ravine below the viaduct. The final contract for $1.7-million was awarded to Brown Brothers Construction Company to pave the road on the Grandfather Mountain segment.[156]

Opening the Completed Parkway. In August 1987, fifty-two years of roadway construction came to an end. Completion of the Parkway was celebrated on September 11, 1987, with a ribbon-cutting ceremony on Linn Cove Viaduct. The ceremony was followed by a "Parade of Years on Wheels" in which automobiles manufactured between 1935 and 1987, representing the passage of time between the start and finish of construction, traveled the section.[157]

By far the most costly stretch of the Parkway, the eleven projects let to complete the Linn Cove Viaduct and the Grandfather Mountain section cost a total of $28,893,866, at an average cost of $3,752,450 per mile.[158] In comparison, the Mount Pisgah section, the costliest during Mission 66, averaged a tenth of this amount per mile.

Although the completion of the Parkway was celebrated in 1987, the idea of completion only applied to the Parkway road. The rest of the Parkway continues to evolve in response to both internal needs and external pressures, including the aspirations of its managers, the actions of its neighbors, and the demands of seemingly ever-increasing numbers of visitors.

The precepts devised by Stanley Abbott in the 1930s continue to guide Parkway planning and design. As noted in a draft 1976 Master Plan for the Blue Ridge Parkway, which set forth an official "architectural theme" to guide construction of facilities:

155. Abbuehl, "The Blue Ridge Parkway, Blowing Rock to Linville Falls," 1986, 4–5.
156. Gary Everhardt, "Superintendent's Annual Report," 1987, Blue Ridge Parkway Archives, Library Materials, Box 2, Folder 19, 11; and "Parkway's Missing Link Opens Soon," *Asheville Citizen-Times*, June 28, 1987, cited in Quin, 94–95.
157. Everhardt, "Superintendent's Annual Narrative Report," 1987, 4.
158. "List of Contracts, Blue Ridge Parkway," Resident Landscape Architect's office files. These figures do not include landscape development work. The road included some work in Sections 2G and 2J.

> An architectural theme has been established on the Blue Ridge Parkway that uses native materials in building various parkway structures. The adoption of the pioneer style should be reflected in any new facilities, such as buildings, fences, bridges, walls, fountains, signs, and paved areas.
>
> Plant materials should be native to the area or should be of historical or cultural significance. Colors, in general, should be subdued, present a natural weathered appearance, and harmonize with the background colors of the forest and sky. Construction should be rugged and able to withstand the abuses of nature and man with minimum maintenance.[159]

Other Developments along the Parkway

Despite problems in obtaining adequate funds to maintain existing resources, a number of ambitious projects were initiated in the mid-1980s, including the development of a new Parkway spur, an additional recreation area at Fisher Peak, and a new park headquarters in Asheville designed by Stanley Abbott's son Carlton Abbott (Figure 88). No major land acquisitions and only a few new improvements were made in existing recreation areas. The visitor center at the James River was converted from an open shelter to an enclosed building, and a new visitor center was opened at Linville Falls.



FIGURE 88. The Parkway Headquarters near Asheville.

Funding was made available under the Jobs Bill in early 1984 for the protection of one of the Parkway's primary scenic resources—its panoramic vistas. Clearing took place in 1984 and 1985 using the funding. Cyclic or base increase funds are regularly requested to ensure this work continues in future years.

The National Park Service, sensitive to charges of unfair competition with local businesses, had slowly reduced the provision of motor services along the road. In 1978, the Superintendent required the concessionaire at Rocky Knob to close the gasoline station, on the grounds that motor services

159. National Park Service, "Task Directive Package 362," 6, in Quin, 129–131.

were readily available off the Parkway.[160] The station at Otter Creek was closed a few years later, followed by the station at Peaks of Otter.[161]

The interpretation program continued to focus on what was perceived as the "simple homestead culture" of the mountains. In the 1970s, a major new exhibit was added at Peaks of Otter focusing on the Johnson Farm, the home of three generations of the Johnson family until it was acquired as part of the Parkway in 1941. The Johnson Farm was the last major addition to the chain of pioneer exhibits (Figure 88 through Figure 90).[162] A nearby property known as the Saunders Farm was recognized as an unusual example of an African-American farmstead in the region, but was not interpreted to the public (Figure 92 and Figure 93).





FIGURE 89, left. Historic view of the Johnson Farm, circa 1920. Source: National Park Service, Blue Ridge Parkway.

FIGURE 90, right. Johnson House. Photo date unknown. Source: National Park Service, Blue Ridge Parkway.



FIGURE 91. The Johnson Farm during restoration, 1974. Source: National Park Service, Blue Ridge Parkway.

160. Quin, 217.
161. Ibid., 188; Gary Everhardt, "Blue Ridge Parkway, Annual Report, 1984," 16. Blue Ridge Parkway Library.
162. Jean Haskell Speer, Frances H. Russell and Gibson Worsham, *The Johnson Farm at Peaks of Otter, Historic Resource Study* (Asheville, North Carolina: National Park Service, Blue Ridge Parkway, 1990), 70–77.





FIGURE 92, left. Saunders House at Peaks of Otter. Photo dated February 9, 1949. Source: National Park Service, Blue Ridge Parkway, milepost 85, negative no. 1920.

FIGURE 93, right. Saunders House, southeast log wing, Building 610. Photo dated April 1977. Source: National Park Service, Blue Ridge Parkway, milepost 86, negative no. 9004.

In 1972, the National Park Service relocated the administrative headquarters of the Parkway from Roanoke, Virginia, to Asheville, North Carolina, in part because it was a more convenient location from which to plan an extension of the Parkway into Georgia. This longstanding proposal was finally approved by the National Park Service during an expansionist period under the directorship of George B. Hartzog, Jr.

In 2000, after leasing property for three decades in downtown Asheville, the headquarters, designed by Carlton Abbott, was completed.[163] It was named in honor of Gary Everhardt, Director of the National Park Service between 1975 and 1977 and Superintendent of the Blue Ridge Parkway between 1977 and 2000.

163. Everhardt, “Memorandum to Chief Office of Communication, SERO, Subject: 1986 Annual Report,” 2. Blue Ridge Parkway Library; Quin, 106.

The Value and Importance of the Surveyed Blue Ridge Parkway Resources

The Value and Importance of the Blue Ridge Parkway

The Blue Ridge Parkway is perhaps the finest example of a recreational motorway in America, and many superlatives have been used over the years to describe its importance. It was the first long-distance, rural, scenic national parkway in America.[164] Its construction was one of the most ambitious projects carried to completion in the history of American parkways. At its inception, the Parkway was also the longest road ever planned as a single unit, and the first roadway designed intentionally to present the region it traverses to the motoring public.[165] Development of the Blue Ridge Parkway required a magnitude of interstate planning never before attempted. Parkway designers crafted a new park type, while expanding the concept of the transportation corridor to encompass regional, multi-faceted conservation. The designed road corridor—a fruitful blending of advanced technology and natural splendor—is more than a ribbon of asphalt through the wilderness. With regular expansion of the road right-of-way to include large land reservations, or recreation areas, and the inclusion of lodges, coffee shops, campgrounds, picnic areas, hiking trails, overlooks, pioneer farm exhibits, and other educational opportunities, the Parkway is also an expansive, albeit linear, park. Early construction of the Blue Ridge Parkway, undertaken through a series of public works projects, also helped Southern Appalachia emerge from the Great Depression and raised national awareness of the isolated region.

The Blue Ridge Parkway is at once an American cultural icon and recognized internationally as a premier recreational motorway that conveys unparalleled achievements in aesthetic design and innovative engineering. The road, which lies lightly on the land, seamlessly blends the motorist with the mountain scene. The design of the road incorporates views of both the nearby countryside as well as distant scenery under the ownership of others. The methods devised by the designers to integrate this "borrowed" scenery involved several specialized techniques, such as purchasing scenic easements to control viewshed development, leasing federal lands for agricultural practices to promote the continuation of indigenous farming practices, and the planting of trees and shrubs along the road to direct views and control the foreground. These techniques allow visitors to become

164. Ian Firth, "Historical Significance of the Blue Ridge Parkway," In Ruthanne Livaditis Mitchel, ed. *Appalachian Cultural Resources Workshop Papers, Illustration of an Important Type and Period of Parkway Construction*. National Park Service, 1993.
165. Ibid.

completely immersed in the motorway experience. As a result, visitors often sense that they have entered a park without end.

Travel along the Blue Ridge Parkway inspires, refreshes, and educates. For decades, motorists have marveled at its beauty, harmony, and engineering. Since 1946, the Blue Ridge Parkway has been the most visited unit of the National Park System; more than eighteen million people experience at least a part of the Parkway each year.

The Blue Ridge Parkway offers a wide range of experiences to its visitors. The student of Americana and history can enjoy the cultural landscape of the mountain pioneer, the summer home of a textile magnate, or industrial features like Mabry Mill. The naturalist can experience an array of magnificent natural gardens of flowering mountain plants, waterfalls and water gaps, mature forests, and upland meadows inhabited by a unique mix of native plants and an abundance of wildlife. The outdoor enthusiast can picnic in the woods, hike hundreds of miles of trails, and sleep overnight in a campground. And touring motorists can visit a rustic lodge, enjoy a meal, or purchase a piece of local handiwork.[166]



FIGURE 94. Wildcat Rocks Overlook, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 240.7, negative no. 455.

166. Quin, 6.

The Design Vision

The Blue Ridge Parkway is a premier example of the power of design to create built form that is thoughtful, meaningful, and sensitive to its environment. The design of the Parkway can be viewed within several broad contexts, including emerging transportation modes and roles for national parks in the Eastern United States, early efforts to present historic landscapes to the public, and the use of rustic and Modernist design principles in conveying park identity. Although the Blue Ridge Parkway was not the first roadway of its type, and drew from the elements of parkways that preceded it, design of the road was innovative in several regards. Advances in highway design demonstrated in the Westchester County and Long Island parkways of the 1920s—curvilinear alignment, limited access, and grade separated interchanges—were used to facilitate safe recreational motoring and focus the driver on the roadside scenery. The mountainous location and enormous scale of the Blue Ridge Parkway required the designers to craft creative solutions to several new challenges and opportunities, rendered more successful through close collaboration between landscape architects and engineers. The collaborative effort involved "the finest exercise of several planning arts" directed at fulfilling a particular point of view throughout—to connect motorists with the breathtaking scenery of the Southern Appalachian Mountains while highlighting the culture and history of the Southern Highlands.[167]

Together, team members devised a specific route through the mountains that would encompass a landscape offering an ever-changing series of views highlighting glorious mountain vistas, wooded glades, roadside stands of wildflowers, and the pastoral agrarian culture of the American pioneer. Efforts to conserve rural scenery and historical pioneer farm features were conducted within the context of the first historical parks being added to the National Park System during the 1930s—including George Washington Birthplace National Monument, Yorktown Battlefield, and Morristown National Historical Park—as well as passage of the 1935 Historic Sites Act.[168]

Many credit Resident Landscape Architect Stanley Abbott for his conviction in guiding the vision that resulted:

> While engineers from the Bureau of Public Roads and landscape architects from the Park Service were walking each mile of location, Stan Abbott was "seeing" the finished project. He had the imagination and ability to think big and make no small plans. While most of the innovations in the Blue Ridge Parkway are the product of a joint effort, to Stan must go the big share of credit for the vision, imagination, and enthusiasm necessary to make the dream come true.[169]

Abbott was especially concerned with how to translate the aesthetic vision for the Parkway across a dramatic sense of scale.

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167. Abbott, 1958 interview, 3–4.
168. The Historic Sites Act, which became law on August 21, 1935 (49 Stat. 666; 16 U.S.C. 461–467), declared that it is a national policy to preserve for public use historic sites, buildings, and objects of national significance for the inspiration and benefit of the people of the United States.
169. Edward Abbuehl, "A Road Built for Pleasure," *Landscape Architecture* 51, no. 4 (1961): 235.

One of the visionary aspects of Abbott's work on the Parkway was the articulation of several overarching design themes and principles intended to guide the project through the mountainous terrain. These principles suggested that:

- The roadway would travel through a broad and protected right of way that would allow for preservation and restoration of an unspoiled roadside landscape. There would also be scenic controls in certain areas.
- The roadway would provide the traveler with opportunities to experience the scenic qualities of the Parkway through overlooks, waysides, picnic areas, and lodging.
- All structures, such as bridges, tunnels, and park buildings, as well as signs and site details, would be characterized by rustic simplicity and informality in order to harmonize with the natural and cultural environment.
- All design elements would relate to each other to provide a complete and unified experience; at the same time, variety is the spice of the Parkway.
- At intervals, the linear Parkway right of way would bulge like the "beads on a string, the rare gems in the necklace." Most of these expanded areas would be recreational parks, but some would be established for scenic protection.[170]
- The roadway would accommodate ease and safety of travel.
- The roadway would reveal the charm and interest of the native American countryside.

Achieving Unity and Harmony

One of the particular achievements of the Parkway is its overall unity of form, materials, and quality. Although conceived in its entirety in the mid-1930s, Parkway rock blasting, tunneling, grading, bridge and culvert construction, and establishment of visitor amenities and landscaping would continue for five decades. Over a 50-year construction history, Parkway designers maintained a remarkably consistent vocabulary for architectural elements, often employing native materials with romanticized regional Appalachian influences, advanced engineering techniques, and innovative site planning. Controversial design influences during the 1950s and 1960s resulted in the layering of the rustic foundation with examples of Modernist architecture that added a sleek, contemporary, and exciting character to the motorway. The resulting union of Appalachian pioneer spirit, rustic heft, and Modernist verve were artfully combined to form one of the world's unique recreational motoring experiences and its own particular sense of place.

The overall unity of character associated with the Parkway is derived in part from the frequent repetition of structural typologies and a consistent application of form and materials, layout, and character. The resulting presentation, however, is softened and made more interesting by the extent to which variation was introduced, typically through site-specific implementation of the overarching design principles. Abbott and his team engaged in regular debate, compromise, and experimentation

170. Carlton Abbott, *Visual Character*, 30.

as part of the design process. Within the overarching framework of the design principles, project engineers, landscape architects, and architects were afforded latitude to develop their own solutions to particular problems and situations and the site-specific needs of fitting the road to the land. The directive to meet each unique situation with a fresh eye resulted in a unique suite of solutions that offers constant interest. The resulting variations remind motorists that the Parkway was the result of a process involving dozens and even hundreds of people over many years.[171] They also confer a sense of place to each section of the Parkway, which serves as part of the historical record.

Unity was achieved by the consistent application of three guiding principles throughout the design: 1) recognizing the preeminent importance of scenery; 2) providing a safe and enjoyable driving experience; and 3) protecting the natural environment while gently fitting the road and all other structures into their mountain setting such that they looked as though they belonged. These principles guided the location and design of the road, as well as the design and management of the scenic corridor, the development of the recreation areas and associated park buildings, as well as the selection and presentation of exhibits and signs.

In explaining the importance of scenery, Abbott suggested "A Parkway like Blue Ridge has but one reason for existence, which is to please by revealing the charm and interest of the native American countryside."[172] To preserve the scenic experience, the Parkway was designated non-commercial, and bounded by a wide right-of-way of 800 to 1,000 feet. By providing a protected corridor alongside the road, Abbott hoped the Parkway would avoid the "parasitic and unsightly border development of the hot-dog stand, the gasoline shack, and the billboard,"[173] allowing the natural scenery to be preserved.

In order to provide a safe and enjoyable experience for the recreational motorist, several strategies were devised. Road crossings were eliminated through grade separation structures, and access to the Parkway was limited to reduce disruptive and dangerous cross-traffic. A curvilinear alignment that incorporated the fewest and shortest possible tangents, or straight sections, was espoused. By continually engaging the driver to steer through curves, this alignment was found to increase safe driving. To offset the centrifugal force associated with the sharper curves, the designers used superelevation—a designated ratio of pavement slope to width that resulted in banked curves—which also promoted safe driving. The road was designed for a low driving speed with frequent overlooks to allow the safe enjoyment of scenery. These innovations allowed the motorist to focus on the scenery rather than complicated roadway navigation. At the same time, the curvilinear road alignment also appears to glide across the natural contours and fit smoothly into the topography of the mountain slopes.

171. Firth, *Historic Resource Study*, 355–360.
172. Abbott, 1958 interview, 3-4.
173. Stanley Abbott, "Paper to be read before Kiwanis Club of Roanoke, Va.," November 23, 1935, in "Notebook of Newspaper Articles (1934-45) on Stanley William Abbott, Landscape Architect during the design of the Blue Ridge Parkway," in the collection of Gale Abbott Roberts, Williamsburg, Virginia.

The Parkway's Built Features

The primary feature of the Parkway is the road itself, which follows a continual and graceful curving line through the geography and history of Appalachia. The designers personally spent months flagging the road corridor through the mountains; the route and location were the first elements of the road to be determined and remain its most distinctive characteristics.

When driving the Parkway, motorists thread a series of ever-changing and sometimes contrasting scenes composed of mountains and valleys, as well as wild and settled landscapes.[174] To avoid monotony and capitalize fully on the scenic potential of the region, the location of the road continually varies in relationship to the mountain summits.

Road structures are designed to fit the road to the topography and address conditions such as deep ravines and steep side slopes. Viaducts, bridges, tunnels, retaining walls and overlooks are located and constructed in ways that minimize the scarring of the mountain slopes. Like the road corridor, bridges and tunnels follow a curvilinear alignment.





FIGURE 95, left. Alligator Back Overlook (milepost 242.3) in 1942, as documented in *Blue Ridge Parkway Final Construction Reports*. Source: National Park Service, Blue Ridge Parkway.

FIGURE 96, right. View of the overlook in 2013.





FIGURE 97, left. Singecat Ridge Overlook (milepost 345.3) in 1953, as documented in *Blue Ridge Parkway Final Construction Reports*. Source: National Park Service, Blue Ridge Parkway.

FIGURE 98, right. View of the overlook in 2013, from opposite direction.

174. HAER, 6.





FIGURE 99, left. Great Valley Overlook (milepost 99.6) in 1955, as documented in *Blue Ridge Parkway Final Construction Reports*. Source: National Park Service, Blue Ridge Parkway.

FIGURE 100, right. View of the overlook in 2013.

In order to gently fit the road and associated structures into the mountain setting, all sections were built to the same design standards, using a relatively limited palette of materials and forms to construct the infrastructure of bridges, drainage structures, walls, and overlook features. Emphasis was placed on fitting each structure into the landscape setting through the use of native materials, particularly stone. Even those structures that were designed in accordance with a modern aesthetic in non-native materials like steel and concrete are carefully fitted into their environment. Parkway designers decided early in the process that park structures visible from the road would present a rustic architectural style. The rustic style, adopted by the National Park Service in the 1920s as its signature style for western park architecture, also began to be used in eastern historical parks in the 1930s. Along the Blue Ridge Parkway, the rustic style helped to fit road features with the natural scenery and its abundant rock outcroppings, as well as the historic pioneer features of the roadside landscape such as stone fences, buildings, and building foundations.

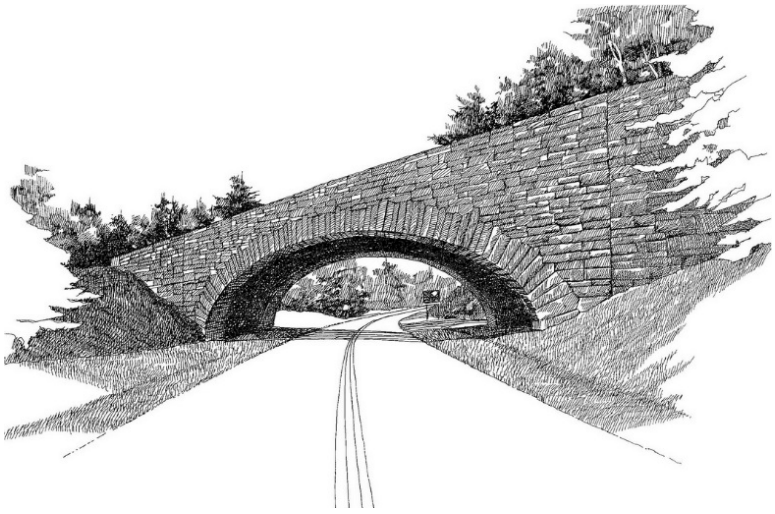


FIGURE 101. Bridge over the Blue Ridge Parkway at North Carolina Highway 181 (milepost 312.1), constructed in 1959. The bridge is a reinforced concrete structure faced with stone veneer. Source: Carlton Abbott, *Visual Character of the Blue Ridge Parkway*, 171.

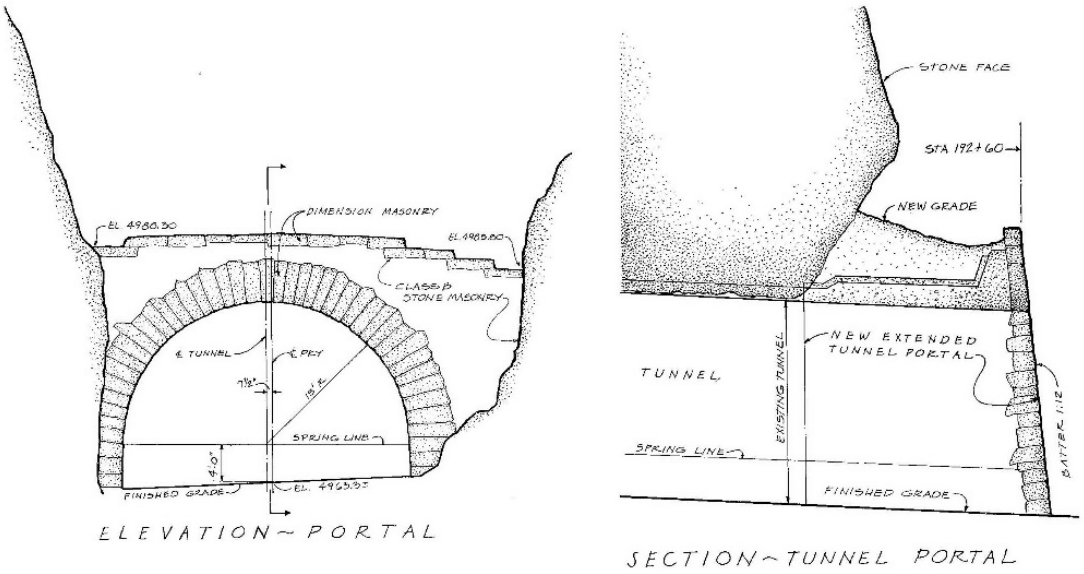


FIGURE 102. Elevation and section drawings for masonry tunnel portal along the Parkway. The tunnel portal was designed to extent outward from the face of the rock above to protect the tunnel entrance from falling debris, water, and ice. Source: Carlton Abbott, *Visual Character of the Blue Ridge Parkway*, 118.

While the motorway passes through a relatively wide right-of-way as compared with many roads, it remains a narrow ribbon of protected space within an expansive landscape. Designers rendered the Parkway more park-like through the inclusion of large reservations called recreation areas, which they spaced regularly along the route. The recreation areas offered motorists a way to stop to meet a variety of needs and to delve more deeply into the region's attractions. The recreation areas transformed the Parkway into a destination, rather than just a transitional route between the Shenandoah and Great Smoky Mountains national parks. Within the recreation areas, development was limited and carefully sited to conserve the land and highlight its natural beauty. Features comprising these limited developments provided opportunities for motorists to engage in healthy outdoor activities like walking in order to augment the sedentary experience of driving the Parkway road. Motorist services, lodging, and food were also offered at recreation areas. Recreation area buildings designed for motorists were carefully fitted into their landscape settings. Some were presented in a style that recalled the forms, lines, and materials of pioneer buildings found all around the Parkway in the mountains.



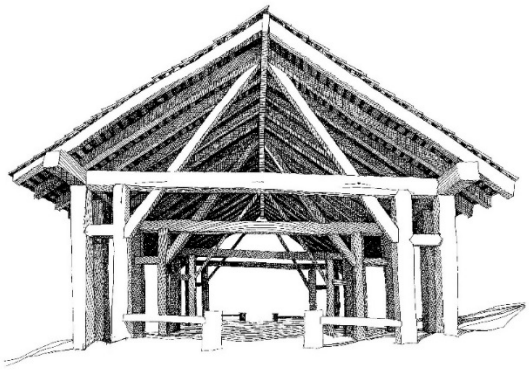


FIGURE 103, left. Rocky Knob Shelter (milepost 168.2), the first building constructed on the Blue Ridge Parkway. Source: Carlton Abbott, *Visual Character of the Blue Ridge Parkway*, 162.

FIGURE 104, right. Craggy Garden picnic shelter (milepost 364), built by the CCC for the Forest Service circa 1937. Source: Carlton Abbott, *Visual Character of the Blue Ridge Parkway*, 171.

The preservation of pioneer structures along the Parkway was part of the comprehensive program of rural conservation conceived by Abbott and his colleagues. Within view of the roadway the designers sought to preserve agricultural field patterns, pastures, and orchards. At various stops and parks along the route, old log homes, a rustic mill, outbuildings, and rail fences were composed to convey the agricultural heritage of mountain residents. Some recreation areas included exhibits emphasizing the lifeways of mountain communities, and introduced regional practices of pioneer settlement, handicrafts, and folk traditions. Most exhibits were placed conveniently close to the road, and presented in ways designed to heighten their picturesque qualities. Rustic wooden signs, using distinctive images, lettering, and colors, conveyed a picturesque quality to the Parkway, its overlooks, and its exhibits. The picturesque quality of the simple homestead culture of the mountains appealed to Parkway designers, who sought to create a didactic landscape that emphasized the regionalist lessons to be drawn from Appalachian lifeways.[175]

The resulting landscape, composed of well managed forests and fields, restored mill ponds and pioneer cabins, represented an idealized rural Appalachia that did not suffer from problems of soil depletion and poverty. By the 1930s, Americans had begun to feel nostalgic for a rural way of life that was fast disappearing due to urbanization and industrialization. The Blue Ridge Parkway soon became a popular route that traveled into the half-remembered past.[176] This nostalgic aspect of the Parkway continues to draw visitors today, along with the promise of a leisurely drive away from the ever-accelerating pace of modern living. The slow design speed, rustic architecture, and the vignettes of mountain folkways are a large part of this appeal.

The built resources addressed in this survey help to convey the significant design principles and meaning imbued in the Blue Ridge Parkway by Stanley Abbott and his colleagues. In their form, materials, and methods of fitting the road to the land, achieving and directing views, seamlessly traversing the rugged terrain of the mountain, Blue Ridge Parkway structures exemplify the particular point of view of the designers, while also providing a suite of innovative and creative solutions to a

175. Firth, *Historic Resource Study*, 64–65.
176. Ibid.

challenging set of problems. Despite the five construction phases spanning more than fifty years, the Parkway continues to express a single unified idea. Although the significance has as yet not been documented for listing in the National Register of Historic Places, the results of this survey suggest a period of significance for the Parkway that extends from initial construction in 1935 through completion of the Linn Cove Viaduct and the vision in 1987. The structures that compose the Parkway, which Abbott so carefully "composed so as to please," are essential to the significance of the Blue Ridge Parkway. They are considered in more detail in the chapter that follows.

Of the resources surveyed, approximately two-thirds were found to be contributing to the significance of the Parkway. The others have either lost integrity or were built after the end of the period of significance (1935–1987). Of the resources found to contribute, approximately sixty were found to be exceptional enough examples of a type, in regards to the historic contexts discussed herein, to meet the listing criteria of the National Register of Historic Places, either as individual structures or part of a historic district other than the Parkway itself.

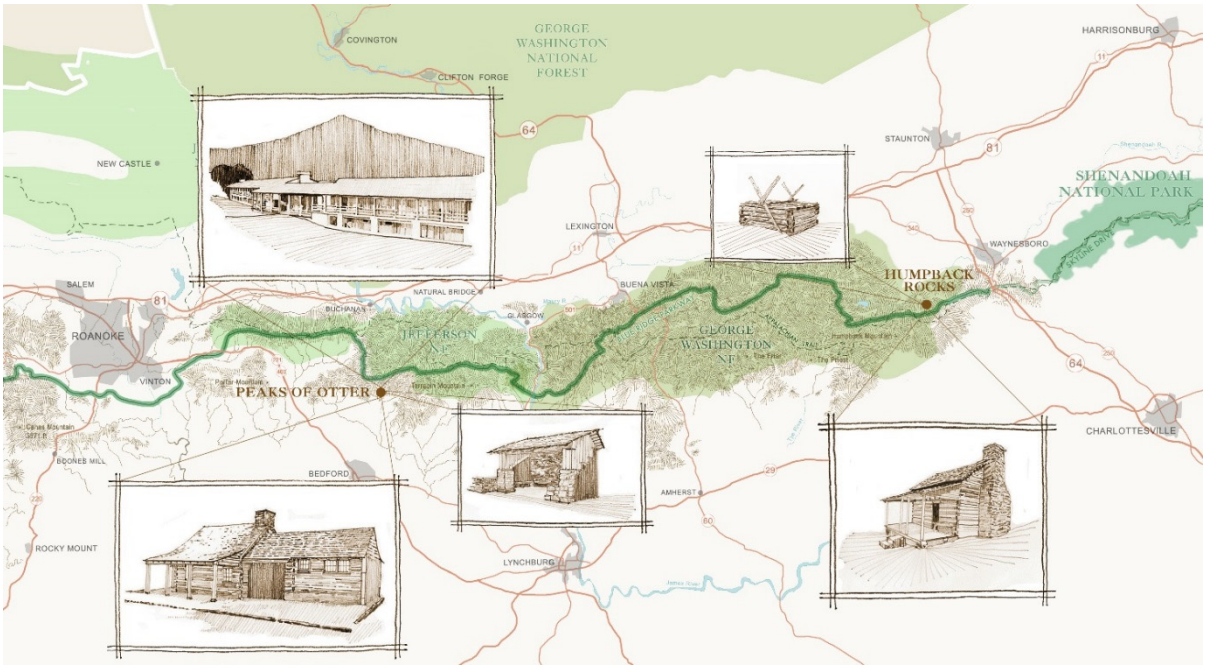


FIGURE 105. Northern section of the Blue Ridge Parkway illustrating primary built features. Illustration by Kirsten Sparenborg.

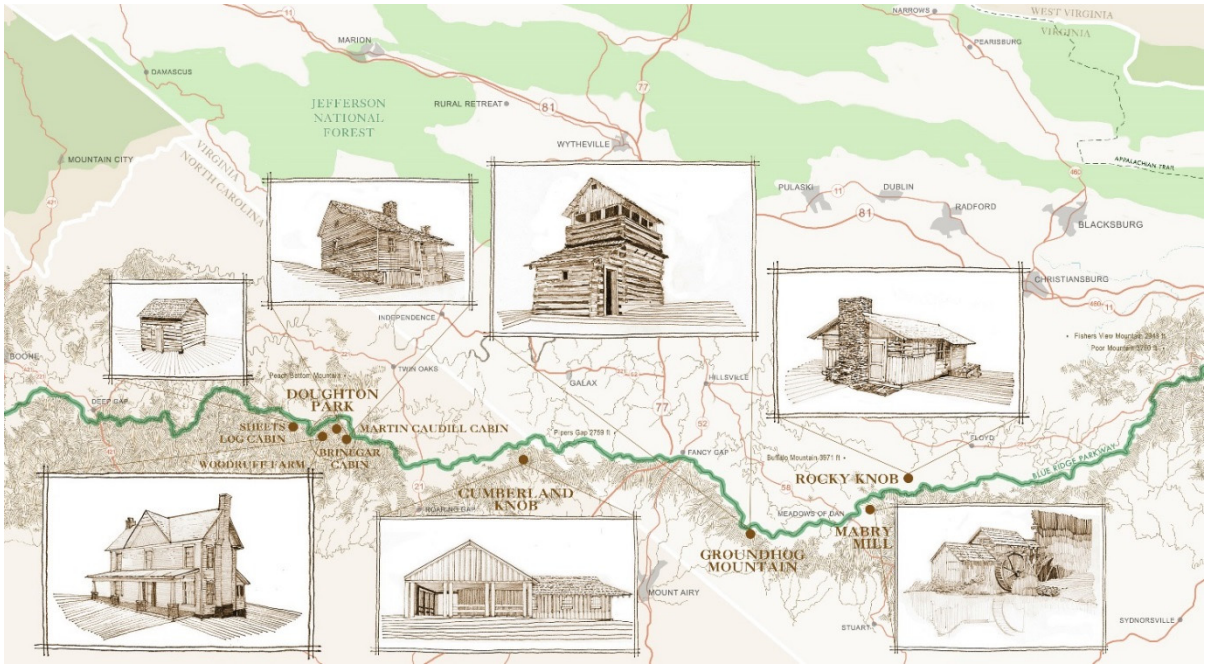


FIGURE 106. Central section of the Blue Ridge Parkway illustrating primary built features. Illustration by Kirsten Sparenborg.

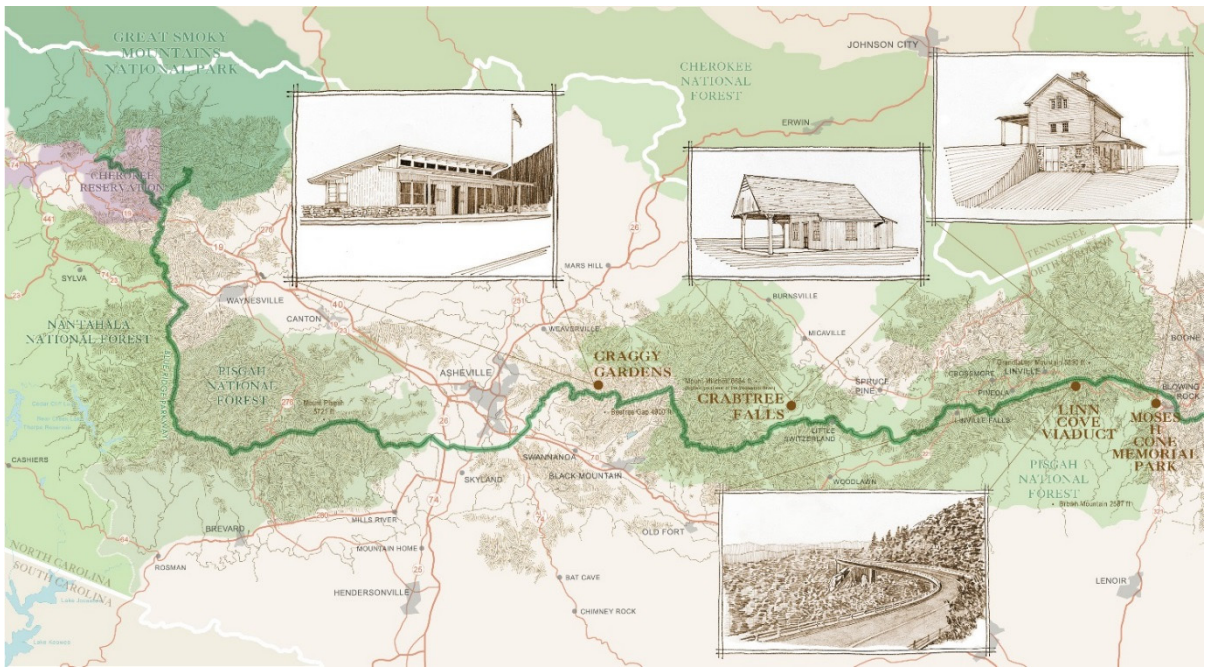


FIGURE 107. Southern section of the Blue Ridge Parkway illustrating primary built features. Illustration by Kirsten Sparenborg.

Overview of Resource Types

Parkway Resource Types

The Blue Ridge Parkway is first and foremost a linear park composed of a central road corridor edged to either side by a right-of-way that encompasses overlooks, building clusters, drainage systems, and engineered retaining systems. The twenty-three recreation areas that edge the road corridor contain additional clusters of built elements designed to support motorist travel and recreational needs as well as park administration. These built resources have been grouped into four overarching types as part of this survey. They include:

- The Road Corridor
- Road Structures (tunnels, bridges, viaducts, and culverts)
- Overlooks
- Buildings and Structures (recreation areas; picnic areas and campgrounds; coffee shops, lodges and gas stations; maintenance compounds, residences, and administrative offices; pioneer lifeway exhibits; visitor centers; and craft centers and gift shops

Within these four principal types, ninety-four subgroup categories of resource types have been identified in order to organize survey information. The subgroups are tied to the five construction periods as well as the function of the structure. For example, subcategories include pre-war (1940s) maintenance area offices and shops, Mission 66 comfort stations, and post-war concessions buildings (see Table 3).

The Road Corridor

The principal built component of the Blue Ridge Parkway is the 469-mile-long road corridor that affords an ever-changing series of views and vistas from the elevated terrain of the Southern Appalachian mountain ranges, and flows through a scenic corridor delineated within a broad right-of-way punctuated by a rhythmic series of expansive reservations known as recreation areas (refer to Figure 4). The two-lane asphalt travelway is supported by a series of structures and constructed landforms that convey the road over ravines, rivers, and other roads, and through massive mountains.

An early goal of Parkway designers was to limit at-grade crossings of public road corridors; over time bridges and other means were used to establish grade-separated crossings. Intersections and crossings

are designed so that they do not interfere with the experience of recreational motoring or the enjoyment of scenery. An orchestrated sequence of short-, mid-, and long-range views that present a combination of dramatic mountain landforms and the rural agricultural character of Appalachia are an integral component of the road design (Figure 108 through Figure 110).





FIGURE 108, left. Road near Peaks of Otter, an example of short-range views provided to motorists.

FIGURE 109, right. Mid-range view toward Peaks of Otter.



FIGURE 110. Road near Rough Ridge Bridge (milepost 303) on Section 2-H, with long-range view.

The road is divided into forty-five 5.7 to 15.6-mile sections, which were initially used to manage planning and construction. Each section has a unique letter-number code. The twenty-one sections located in Virginia are introduced by the number 1 and followed by a letter of the alphabet, moving from north to south starting with A. Because the northernmost section—1-A—was transferred to Shenandoah National Park in 1961, the first section in Virginia is known as 1-B. Within North Carolina, the Parkway is divided into twenty-four sections. The codes include the number 2, and also begin with the letter A to the north, moving southward. The letters I and O are not used to avoid any confusion between letters and numbers.

Today, Parkway management generally keeps track of the location of resources by milepost. Concrete mile markers have been placed along the route, and run consecutively beginning at the northern entrance in Virginia. This numbering system is referenced in association with each resource surveyed and discussed herein.

Construction of the road occurred over more than fifty years, beginning in 1935 and ending in 1987. Several segments were completed during the New Deal era between 1935 and 1941, after which American involvement in World War II diverted labor and financial resources. Approximately two-thirds of the road sections were graded before the war interrupted the effort. Little work on the road occurred between 1941 and 1945. Although work commenced again after the war was over, it was limited in scope. It was not until federal funding was afforded through the Mission 66 program that extensive additional work on the Parkway was completed. By 1966, as the program ended, only an approximately 7-1/2-mile unbuilt stretch remained in the vicinity of Grandfather Mountain in North Carolina. A route for the road within section 2-H remained undetermined because of the difficulties posed by the selected line and the need to avoid as much as possible any negative impacts on the environment. This section was finally completed in 1987.

The Parkway road corridor was designed in accordance with specific guidelines and to careful standards. It is composed of a narrow, undivided, two-lane, two-way driving corridor with center striping. There is no striping or curbing to indicate the outer edge of pavement, helping to blend the travelway into the surrounding natural context. Rounded, gently-sloped grass shoulders, between 3 and 5 feet in width, edge the road margins.

The roadway is designed primarily of geometric curves connected by short tangent sections. This creates a constantly flowing route that offers an ever-changing view of the surrounding scenic landscape. Overall, the road is designed for a driving speed of 45 miles per hour to accommodate the mountainous topography, although there are sections with speeds as low as 25 miles per hour where rugged terrain requires sharper curves. Vertical grades do not exceed 8 percent. The roadway is designed to knit horizontal and vertical curvature together so that motorists can safely navigate the roadway at the designated design speed. Roadway engineers and designers incorporated superelevation and pavement widening to render some horizontal curves more comfortable for motorists.

The road is constructed to fit within the surrounding topography using a technique referred to as the streamlined cross section, which uses cut and fill to create flattened and rounded connections back to the adjacent upper and lower slopes. All cut slopes, except in rock, were rounded and transitioned. To offer motorists a more expansive view from the road corridor, parkway designers also employed a technique known as day-lighting, where excess material on the downslope side of the road is removed. Day-lighting opens up views and strengthens the impression that the road follows the natural topographic contours. In deep cuts where rock is exposed, signs of excavation and blasting are removed to present a natural appearance. Carefully constructed stonework characterizes the bridges, walls, and culverts that support the functionality of the road and associated storm water management processes. To demarcate stopping points such as overlooks and parking areas, stone curbs and edging and other rustic details reinforce the connection of the road to the natural environment.

Road Structures

A wide range of structures convey the roadway over declining and challenging terrain. These include the tunnels, bridges, and viaducts included in this survey, as well as other elements not considered, such as drainage channels, retaining walls, guard-walls and rails, culverts, and rock revetments. These structures were designed to fit the road to the topography, and located and constructed in such a way as to minimize scarring of the mountain slopes. The design of the road structures was guided by a rustic architectural aesthetic that placed great emphasis on fitting each structure into the landscape setting and featured the use of native materials, particularly stone. However, some features also reflect a modern aesthetic and are expressed in steel and concrete, while remaining faithful to the goal of fitting the features to their settings.

Both tunnels and bridges follow the design approach of the road corridor, including the emphasis on curvilinear horizontal alignments. Both typologies often feature curving forms that continue the geometric design of the road. Figure 113 depicts the locations of tunnels and bridges constructed along the Parkway.

Tunnels

Parkway designers elected to employ tunnels where their excavation would reduce the environmental impact of the road, particularly where large cuts into the terrain would otherwise have been required. They are also used in areas of steep terrain where ridges run perpendicular to the roadway alignment. There are twenty-six tunnels associated with the Parkway; all but one is located in the more rugged topography of North Carolina. Fifteen occur within the Balsam Mountains south of Asheville. The sole tunnel in Virginia is the Bluff Mountain tunnel (milepost 53.10). The tunnels vary in length from the longest–at Pine Mountain (milepost 399.10)—which extends for 1,434 feet, and the shortest—at Craggy Pinnacle—which is 176 feet long. Many of the tunnels range from 500 to 700 feet in length. The curvilinear alignment of most tunnels adds to their dramatic impact, as motorists typically cannot see from one end to the other.





FIGURE 111, left. Pine Mountain Tunnel (143P, milepost 399).

FIGURE 112, right. Little Switzerland Tunnel, a short tunnel with a clear view for motorists from end to end (134P, milepost 333).

Tunnels were typically fashioned using vertical walls that extend five feet above grade, followed by a semi-circular roof of a 15-foot radius; like the road corridor design, tunnels feature additional width on the curves. The tunnel spans were planned to accommodate curbs, sidewalks, and gutters.

Several tunnels were completed or under construction prior to World War II: Little Switzerland (milepost 333.25); Wildacres (milepost 336.85); Twin Tunnel No. 1 (milepost 344.50) and No. 2 (milepost 344.65); Rough Ridge (milepost 349.05); Craggy Pinnacle (milepost 364.39) Craggy Flats (milepost 365.44); and Devil's Courthouse (milepost 422.05). Much of the excavation work was conducted with the help of CCC enrollees. Also used were truck-mounted water-cooled compressed air drills referred to as "Jumbos." After holes were drilled into the rock by hand, dynamite was used to blast away the rock.

Tunneling along the Parkway proved challenging to construct and to maintain. Tunnels were prone to collapse, and engineers were forced to add structural timber and, later, steel, concrete, and gunite linings to shore up unstable sections. Designers also originally intended for the exposed rock face at tunnel entrances to remain as a nod to rustic principles. Following their construction, the early tunnels exhibited problems with falling fragments of rock from interior roofs, and leaks of water through rock seams. In addition to the decision to line the tunnels where these problems occurred, engineers determined the need to add masonry portals at some tunnel entrances.[177] The first tunnel to be addressed was at Tanbark Ridge within Section 2-P. In 1949, the southern half of the tunnel was lined with reinforced concrete, and a stone portal was added at the south entrance.[178]

The design of the portal followed the same standards as the masonry work completed for pre-war bridges. Stone was obtained from a local source. Dimensioned stones in the arch ring were cut and fitted to a template laid on the ground before being put in place. The rest of the structure was formed of Class B stone masonry. The portal was shaped to fit the adjacent rock face and to follow the slope of the ground above the tunnel. This first portal was built by the firm of Troitino and Brown, Inc., which had completed other masonry work on the Parkway before the war. The firm would later build many of the other portals added to the Parkway's tunnels.

Several tunnels were completed in the post-war period: Pinnacle Ridge (milepost 439.70) in 1945, Lickstone Ridge (milepost 458.69) in 1946, and Bunches Bald (milepost 459.29) and Big Witch (milepost 461.14) in 1947. The remaining tunnels were built during Mission 66. By this time, much more sophisticated machinery was available to streamline the work.

177. Exceptions include the southern entrance of Little Switzerland Tunnel on Section 2-L, both entrances of Twin Tunnel North, and the southern entrance of Twin Tunnel South on Section 2-M.

178. E. G. Middleton, "Final Construction Report, Project 2P5 Blue Ridge Parkway, Buncombe County, North Carolina, Tunnel Lining and Other Work" (Approved 12 June 1953), FHWA Sterling.

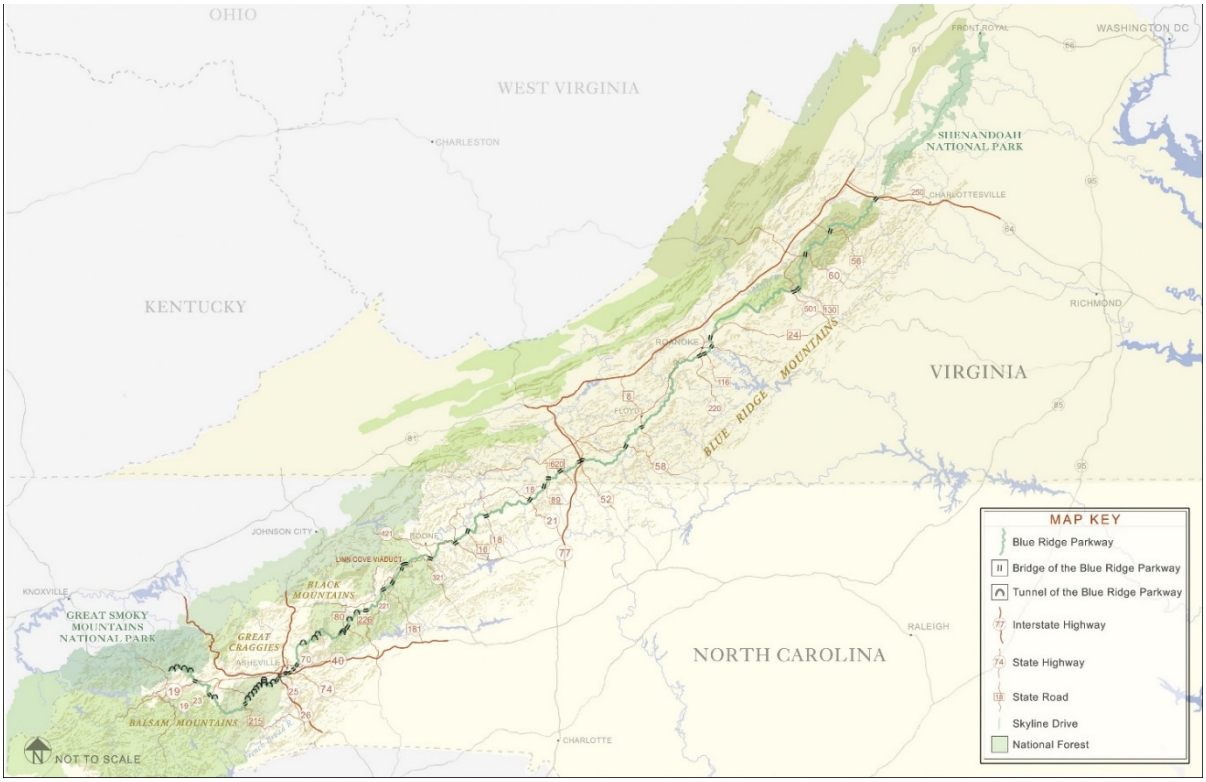


FIGURE 113. Locations of tunnels and bridges along the Parkway. Illustration by Kirsten Sparenborg.

All of the tunnels located along the Blue Ridge Parkway were completed during the proposed period of significance (1935–1987) for the park. Each follows the original design intent for Parkway resources, although safety and resource condition concerns have necessitated adaptations of the original design, including the addition of concrete, steel, and Gunite linings, and masonry portals. These adaptations were also made during the period of significance. Therefore, all twenty-six of the tunnels are considered to contribute to the national significance of the Blue Ridge Parkway.

Bridges, Viaducts, and Culverts

Bridges convey the Parkway across creeks, rivers, ravines, intersecting roads, railroads, and farm lanes. Bridges were generally designed to maintain the continuity of the curving alignment of the road, and the careful placement of supporting piers and use of wide overhangs gave each structure a light, floating appearance.

There are a total of 176 bridges and viaducts that facilitate passage along the Parkway road corridor. Although many of the Parkway bridges were constructed after World War II, approximately fifty-four bridges and culverts survive from the prewar period:

- Brush Creek Bridge No. 1 (milepost 227.45), Little Glade Creek Bridge No. 1 (milepost 229.84) and No. 2 (milepost 230.42), and Brush Creek Bridge No. 2 (milepost 231.82) in 1936
- Laurel Fork (Rocky Knob) Bridge (milepost 174.28), Mayberry Creek Bridge (milepost 180.66), Big Pine Creek Bridge No. 2 (milepost 223.05), No. 4 (milepost 224.09), No. 5 (milepost 224.16), No. 6 (milepost 224.70), and No. 7 (milepost 225.01) in 1937

- Business Route 58 Bridge (milepost 177.67), Round Meadow Creek Bridge (milepost 179.27), Big Pine Creek Bridge No. 1 (milepost 222.68) and No. 3 (milepost 223.78), U.S. Route 21 Bridge (milepost 229.53), North Carolina Route 16 Bridge (milepost 261.21), County Road Bridge (milepost 283.20), and Big Laurel Mountain Bridge (milepost 347.18) in 1938
- Virginia Route 614 Bridge (milepost 183.96), Virginia Route 638 Bridge (milepost 185.02), Virginia Route 620 Bridge (milepost 206.08), Hanks Branch Bridge (milepost 212.16), East Fork Chestnut Creek Bridge (milepost 213.13), West Fork Chestnut Creek Bridge No. 1 (milepost 215.67), No. 2 (milepost 216.01), No. 3 (milepost 216.11), and No. 4 (milepost 216.21), North Carolina Route 18 Bridge (milepost 248.06), Laurel Fork Bridge (milepost 248.85), Camp Creek Bridge (milepost 315.30), North Carolina Route 1121 Bridge (milepost 327.20), U.S. Route 226 Bridge (milepost 330.91), Osborne Knob Bridge (milepost 335.40), and Gooch Gap Bridge (milepost 336.29) in 1939
- Virginia Route 608 Bridge (milepost 195.45), U.S. Route 52 Bridge (milepost 199.41), Air Bellows Road Bridge (milepost 237.18), Linville River Bridge (milepost 316.57), U.S. Route 221 Bridge (Linville Falls) (milepost 317.48), Humpback Mountain Bridge (milepost 319.88), and Little Switzerland Bridge (milepost 333.93) in 1940
- U.S. Route 250 Bridge (milepost 0.01), Virginia Routes 43 and 695 Bridge (milepost 90.89), Virginia Route 617 Bridge (milepost 93.17), and Bamboo Road Bridge (milepost 285.48) in 1941
- Howell Creek Culvert (milepost 160.30) in 1935; Meadow Creek Culvert (milepost 155.94) and Dodd Creek Culvert (milepost 162.00) in 1936; Rennet Bag Creek Culvert (milepost 159.69), Laurel Fork Culvert (milepost 173.95), Little Glade Creek Culvert No. 1 (milepost 228.20), and No. 2 (milepost 229.30) in 1937; and Linard Creek Culvert (milepost 211.51) and Peek Creek Culvert (milepost 251.02) in 1940

Four structures survive that were completed between 1942 and 1945: Virginia Route 603 Bridge (milepost 29.45), Ravine Viaduct (milepost 35.67), North Carolina Route 80 Bridge (milepost 344.02), and Docks Gap Bridge (milepost 457.66).

Many of the structures built during these two periods were reinforced concrete arch structures, although there are also numerous examples of slab and deck structures, and six examples of steel and concrete girder viaducts. In keeping with the rustic style identified by Parkway designers for use in constructing built features, these structures are faced with masonry, particularly where the work would be visible to motorists driving on the Parkway. In some cases, exposed concrete was scored with horizontal lines at 2-1/2-foot intervals to convey a rusticated appearance.

Of the bridges, culverts, and viaducts constructed following the war, between 1946 and 1956, approximately twenty-two survive today. After the war, engineers increasingly took advantage of new man-made materials, particularly steel and concrete in the design of bridges, culverts, and viaducts, although the use of steel girders was slowly abandoned in favor of concrete due to the cost associated with maintaining steel structures in the moist Blue Ridge Mountain environment.

After the war, the early goal of establishing grade-separated interchanges was addressed in earnest. This led in part to the post-war increase in bridge construction. Specific design principles were established to guide work on this type of bridge. The approaches to grade-separation structures were

carefully designed to suggest continuity in the alignment of both roads, and the ground was shaped to suggest stability and solidity for the bridge abutments. Grading around the bridge approaches was designed to quickly blend with the natural contours. The first bridge to convey an intersecting road over the Parkway was the Virginia Route 89 Bridge (milepost 215.84), located within Section 1-W, completed in 1951. Faced with stone masonry, this, the only double-span bridge to cross the Parkway, is also one of the most photographed.

The Mission 66 period was the busiest for the construction of bridges, culverts, and viaducts. Today, approximately sixty-one of these structures survive. Nearly thirty additional structures were completed between 1967 and 1987. This number includes the Linn Cove Viaduct and other structures within Section 2-H. During this period, Parkway designers increasingly employed prestressed concrete girders and concrete box girders to construct multiple-span bridges, and took a more standardized approach to design.

All of the bridges constructed during these phases of construction fall within the proposed period of significance (1935–1987) for the park. Although the materials and form of Parkway bridges evolved over time to include more man-made materials and pre-fabricated parts not as clearly designed specifically for each site, the bridges that survive from this period with integrity are considered to contribute to the national significance of the Blue Ridge Parkway. There are five additional bridges that postdate 1987 located along the Parkway, and three bridges dating from 1966 and 1971 that have lost integrity. These do not contribute.

Bridge Types. Four types of bridge designs are present along the Parkway:

- reinforced concrete arch structures
- concrete slab or deck structures
- steel and concrete girder structures
- long-span concrete slabs, continuous prestressed concrete girders, and concrete box girders

Each of these typologies occur throughout the Parkway, and several bridge types can often be found within a single section of roadway.

Reinforced concrete arch structures. Seventy of the Parkway bridges are rigid-framed, reinforced concrete arch structures. Most of these are faced with stone to harmonize with the mountain setting. Rigid-frame construction is relatively economical. Concrete arch structures were often used for grade-separation structures, as well as to cross minor roads and streams where they might be seen from the Parkway. This bridge type, however, is not typically found elsewhere within the region, helping to signal the presence of the Parkway from other roads and public highways. This type of bridge was used more sparingly after World War II as the cost of stone masonry escalated.

Each of the Parkway's stone-faced concrete arch bridges conveys a unique character resulting from site-specific factors ranging from the form of the arch, to the height of the masonry above the crown

of the arch, the height and shape of the wing walls, the relationship of parapet walls to the line of the road, and the character of the stonework resulting from the use of local stone.[179]

Arch forms used to construct Parkway bridges include segmental arches resting on vertical abutment walls, as well as radial, semicircular, and elliptical arches (Figure 115 through Figure 117). The most common of these forms is the segmental arch due to the relative simplicity involved in its design and construction, and the clearance afforded beneath. Examples of the segmental arch include Virginia Route 603 Bridge (milepost 29.45) on Section 1-E, a stone-clad bridge that crosses over a two-lane road (refer to Figure 115). This arch type was generally used to span narrow road intersections and creeks.

The elliptical arch is an elegant and dynamic form, but requires a wide span to allow for adequate vehicle clearance below. Examples of the elliptical arch include the North Carolina Route 80 Bridge (milepost 344.02), a large curved bridge at Buck Creek Gap on Section 2-M (Figure 118), and the largest of the arch bridges—the Linville River Bridge (milepost 316.57) on Section 2-J—that features three radial arches, each spanning 86 feet (Figure 119). The concrete structure of the Linville River Bridge is completely covered by stone, including the intrados of each arch.

Designers carefully detailed the stonework used in critical areas of each bridge, such as the ring of the arch, abutment corners, and parapet copings, although the skill of the stonemasons also played a large part in the final visual character of each bridge. Elevational drawings of stonework for bridges abound in the Parkway collections.

179. Albert H. Good, *Park and Recreation Structures* (New York: Princeton University Press, 1999 (reprint); originally published, Washington, D.C.: U.S. Department of the Interior, 1938), 175; Clarke, “Notes on Texture in Stone Masonry,” *Landscape Architecture* 21, no. 3 (1931): 197–201.

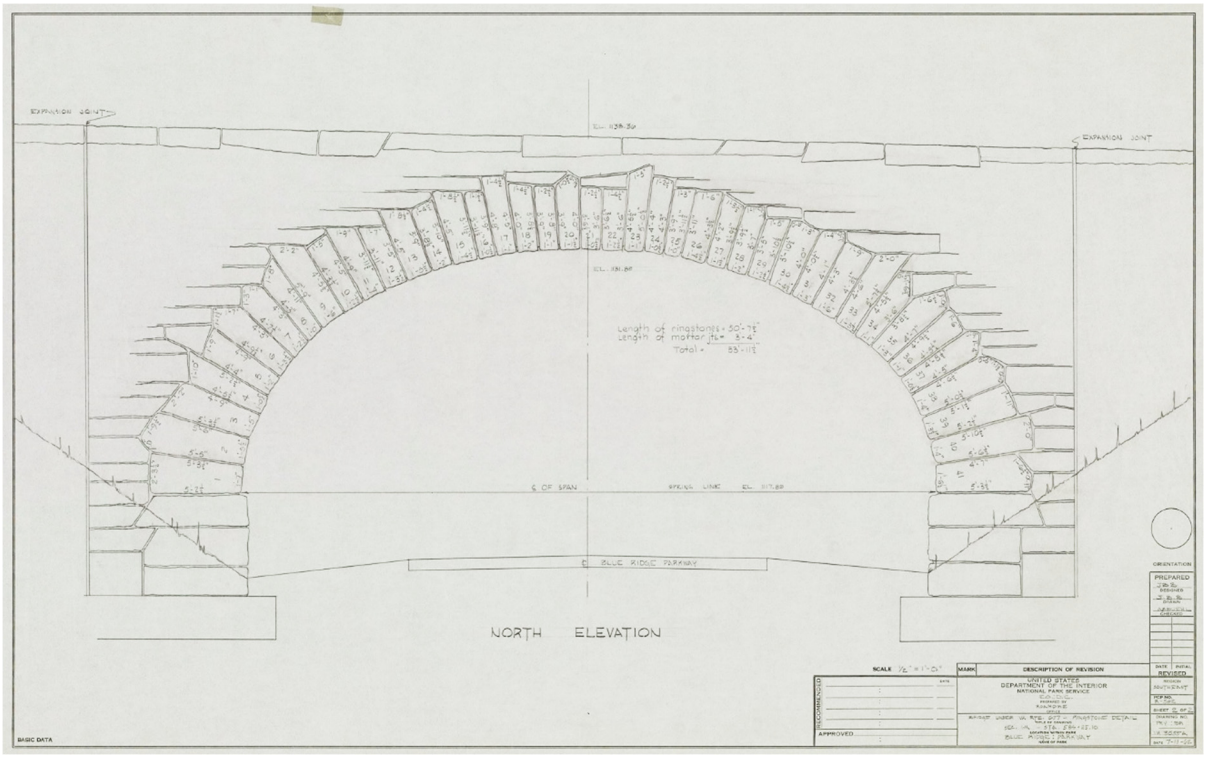


FIGURE 114. Virginia National Park Service drawing for arch stonework for the bridge under Virginia Route 617, Section 1-M, Blue Ridge Parkway, July 11, 1962. Source: National Park Service, Blue Ridge Parkway.





FIGURE 115, left. Virginia Route 603 Bridge (milepost 29) on Section 1-E.

FIGURE 116, right. Flat Top Carriage Trail Bridge (milepost 293) at Moses H. Cone Memorial Park.





FIGURE 117, left. U.S. Route 321 Access Ramp Bridge (milepost 291).

FIGURE 118, right. North Carolina Route 80 Bridge (milepost 344), a large elliptical arch curved bridge at Buck Creek Gap.



FIGURE 119. Linville River Bridge, June 1946. Source: Historic American Engineering Record, HAER No. NC-42-238.

Concrete slab or deck structures. Concrete slab or deck structures were simpler to design and build than reinforced concrete arch structures, since they do not involve the same geometrical and sculptural complexities. Slab or deck structures are generally composed of a level or tilted reinforced concrete deck that follows the line of a roadway tangent, conveyed atop a series of vertical abutments. There are approximately sixty examples of this bridge type found along the Parkway. They were generally used to span creeks and minor roads where there is no access to the Parkway. Many examples of this bridge type date to Mission 66.

To ensure that the character of slab and deck structures was consistent with their particular setting, designers developed several variations in form and the use of masonry. These bridges varied in form due to site considerations such as the angle of the crossing, the height of the abutment, and the number of spans. Masonry was used to face abutments and piers and to construct wing walls,

particularly when the structure was visible to Parkway motorists and at important grade-separated crossings, while elsewhere the concrete structure sometimes remained entirely exposed (Figure 120 and Figure 121 and refer to Figure 115). As noted earlier, concrete was sometimes scored to convey a rusticated appearance (Figure 122).





FIGURE 120, left. Little Glade Creek Bridge No. 2 (milepost 230) is mostly built of masonry but has an exposed concrete bridge deck.

FIGURE 121, right. Virginia Route 690 Bridge (milepost 130) is entirely concrete, including the attached wing walls.



FIGURE 122. West Fork Chestnut Creek Bridge No. 4 (milepost 216) uses scored concrete to create a rustic appearance.

Steel and concrete girder structures. Steel and concrete girder viaducts carry the Parkway over large ravines where fill would have proven prohibitively expensive or to have a detrimental effect on the environment. To enhance the appearance of these structures where they would be visible to motorists, designers employed details such as railings and parapet walls. Six steel and concrete girder viaducts were constructed prior to World War II. Each was unique in its design. Half were set on concrete piers, while the others rested on steel bents. While the stone piers of the Rocky Mountain (Ravine) Viaduct (milepost 35.67) that crosses a ravine in Section 1-E were faced with stone (Figure 123), the concrete and steel frameworks of the other five were left unmodified. Most,

however, have stone facing over the concrete abutments, and stone parapets. The Round Meadow Creek Bridge (milepost 179.27) in Section 1-T is a concrete and steel structure with no masonry additions. The bridge also features steel pipe railings, which impart a modern streamlined character (Figure 124). The other viaducts feature precast concrete rails supported by cast-in-place concrete posts, or concrete parapets faced on the inside with stone (Figure 125 and Figure 126).

After World War II, the use of steel was gradually abandoned in favor of concrete girders due to the cost associated with maintaining steel structures in the moist Blue Ridge environment.





FIGURE 123, left. Ravine Viaduct (milepost 35) with stone-faced piers.
FIGURE 124, right. Round Meadow Creek Bridge (milepost 179) has steel pipe railings.





FIGURE 125, left. Brush Creek Bridge No. 1 (milepost 227) has concrete posts supporting the guardrail.
FIGURE 126, right. Humpback Mountain Bridge (milepost 319) has a stone-faced guard wall.

Long-span concrete slabs, continuous prestressed concrete girders, and concrete box girders. During Mission 66, Parkway designers began to use long-span concrete slabs, continuous prestressed concrete girders, and concrete box girders, which resembled box culverts, to establish multiple-span bridges.[180] In 1957, National Park Service Director Conrad Wirth indicated that the use of stone to face bridges would thereafter be limited to crossings where the masonry would be visible from the Parkway. This decision reflected the rising cost of stone and labor. The bridge designs during the period are more standardized and less site-specific, ostensibly as a cost-saving measure. Parkway designers increasingly began to follow the emerging trend of using precast standardized components that could be brought to the site and fitted together.

Concrete girder and concrete box girder bridges constructed during this period typically consist of modular concrete structures assembled onsite and supported on concrete piers. Bridges of this type usually have concrete abutments and metal pipe railings (Figure 127 through Figure 130).





FIGURE 127, left. Harry Flood Byrd Memorial Bridge over the James River, July 21, 1974. This bridge is supported by prestressed concrete girders. Source: National Park Service, Blue Ridge Parkway, milepost 63.6, negative no. 3329.

FIGURE 128, right. Green Mountain Creek Bridge, looking north, October 1975. Source: National Park Service, Blue Ridge Parkway, milepost 300, negative no. 4766.





FIGURE 129, left. The Otter Creek and Virginia Route 130 Bridge (milepost 61) is a simple concrete viaduct.

FIGURE 130, right. The French Broad River Bridge (milepost 393) is also a concrete viaduct.

180. 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.

A notable exception was the Linn Cove Viaduct (Figure 131, milepost 304.02). The viaduct follows a horizontal alignment in the form of an S-curve. It is composed of 153 unique box girder segments, only one of which is straight. The viaduct design reflects technical advances, particularly in the area of computers, which allowed for the design, prefabrication, and installation of the exceedingly complicated cantilevered road segment. The sections were cast using a sophisticated concrete mix that would ensure the strength that would be necessary to carry the cantilevered road. The mix included an iron oxide pigment that helped blend the color of the concrete with the adjacent rock outcrops. Cast-in-place concrete abutments and seven intermediate precast segmental box piers support the viaduct's superstructure. The piers were placed on concrete footings anchored by reinforced nine-inch diameter microshafts drilled into the underlying rock. The drilling of the microshafts was the only construction activity to occur at ground level. All other components were lowered into place from the emerging superstructure. No rock outcroppings were damaged and no trees cut, other than those directly in the path of the structure during construction of the viaduct.[181]

The Linn Cove Viaduct expresses a modernity and sophistication very different in character from the deliberate romanticism of bridges built during the prewar period. It is nonetheless a fitting keystone to the completion of the Parkway. Edward Abbuehl, involved in the design of the Parkway from the beginning, noted:

> The writer had seen this bridge under construction and still has difficulty comprehending the construction of such a magnificent structure. 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.[182]

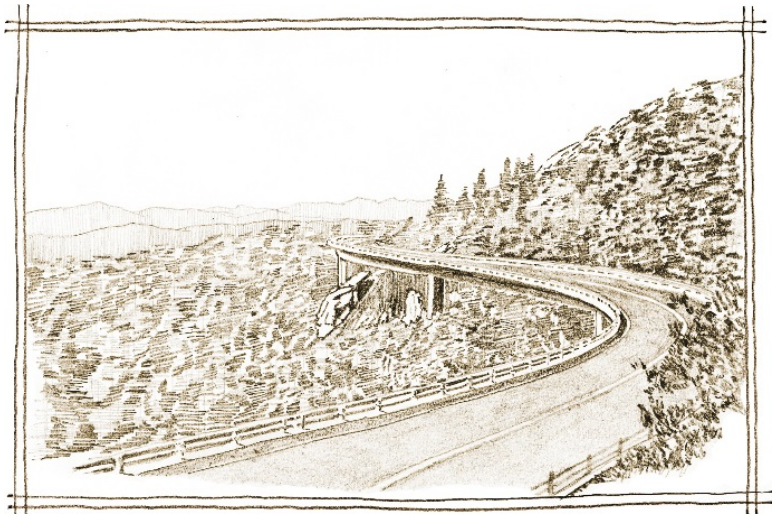


FIGURE 131. Linn Cove Viaduct. Source: Illustration by Kirsten Sparenborg.

181. Jean Muller, "The Linn Cove Viaduct," in *Blue Ridge Parkway: Agent of Transition*, 79.
182. Edward Abbuehl, "The Blue Ridge Parkway, Blowing Rock to Linville Falls," 1986, 4–5.

Overlooks

Another character-defining feature of the Parkway road corridor is the system of 268 overlooks that entice motorists to stop and enjoy the scenery. These overlooks are an integral part of the design of the Parkway, each offering opportunities for trail access, picnics, and/or scenic views. Overlooks were sometimes referred to as "balconies" by local residents.[183] They were identified early on by designers involved in the road corridor reconnaissance and location process, and included in the contracts let for construction, although detailed design was not conducted until after rough grading had been completed for the road so that cut and fill issues could be balanced.[184] The number, location, and design of parking areas did tend to change from the original field reconnaissance as construction occurred along each section.

Most overlooks were sited to take advantage of expansive views from elevated positions, although some provide access to exhibits or occur at Parkway intersections as a way to orient motorists for their journey. The layout of each overlook was carefully designed with regard to safe access, ease of parking, and the direction of the best views. The layout types used by designers involved different degrees of separation between the roadway and the pull-off and associated parking area (Figure 132 through Figure 139).

Each overlook was generally composed of a collection of consistent features laid out to reflect site-specific conditions. Features generally included an access road, parking area, sidewalk, site furnishings, signage, a trailhead, and a vista. Unlike the road itself, the overlooks were edged by rustic stone curbing since they were intended to be viewed up close by visitors.



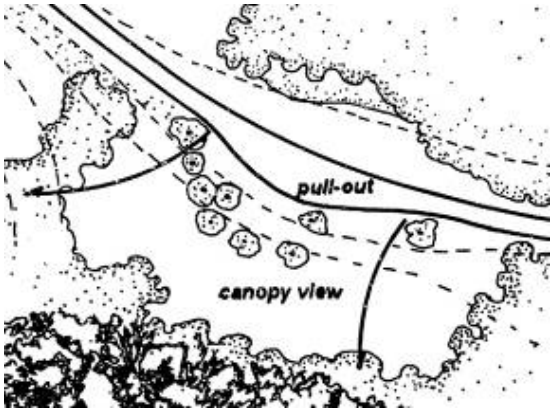


FIGURE 132, left. Bullhead Mountain Overlook (1004P, milepost 233.70), an example of a pull-out overlook.

FIGURE 133, right. A pull-out overlook with a canopy vista. Source: Historic American Engineering Record, HAER No. NC-42-238, sheet 27.

183. Stanley W. Abbott, interview by S. Herbert Evison, 1958, tape 55, NPS Harpers Ferry Center, transcript in Blue Ridge Parkway Library, 16.

184. 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.



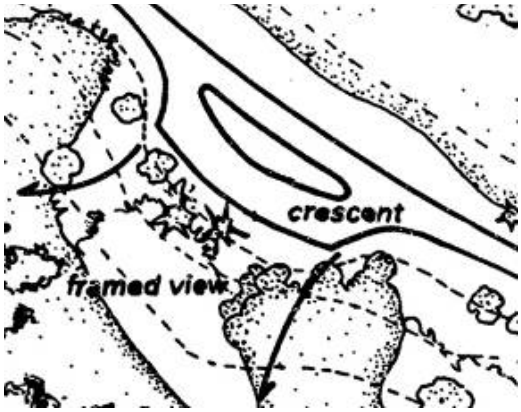


FIGURE 134, left. The Loops Overlook at Apple Orchard (1069P, milepost 328.60), an example of a crescent overlook.

FIGURE 135, right. A crescent overlook with a framed vista. Historic American Engineering Record, HAER No. NC-42-238, sheet 27.



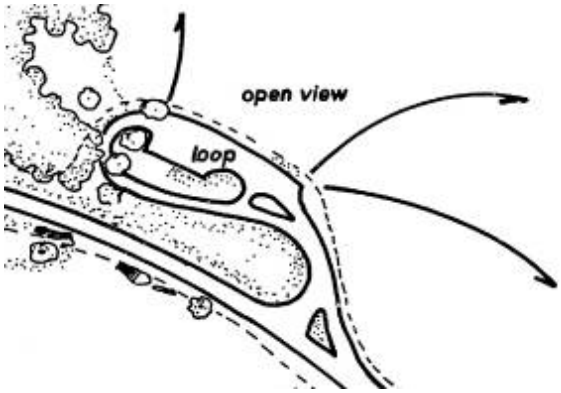


FIGURE 136, left. The Saddle Overlook Access and Parking (993P, milepost 168.00), an example of a loop overlook.

FIGURE 137, right. A loop overlook with an open vista. Historic American Engineering Record, HAER No. NC-42-238, sheet 27.



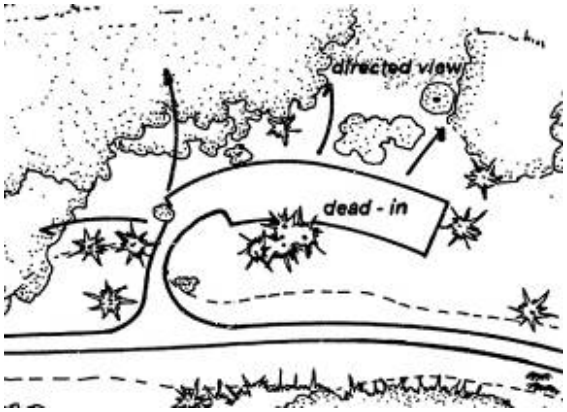


FIGURE 138, left. Ravens Roost Overlook (907P, milepost 10.70), an example of a dead-in overlook.

FIGURE 139, right. A dead-in overlook with a framed vista. Historic American Engineering Record, HAER No. NC-42-238, sheet 27.

Depending on the space available, overlooks were separated from the main road by a painted stripe, stone strip, or grass islands. Some overlooks were located some distance from the roadway, and were completely hidden from view from the Parkway by woodland vegetation or topography.

Four overlook typologies were used by Parkway designers to relate to the location, purpose, availability of views, and the adjacent topography: 1) pull-out overlooks, which occur as simple pavement extensions along the edge of the Parkway; 2) crescent overlooks, which are similar to pull-outs but have a grass strip separating them from the main road; 3) loop overlooks, which have a two-way access road connected to one-way entrance and exit drives; and 4) dead-in overlooks, which have a single two-way access drive but no dedicated exit drive.

Many overlooks were designed to take advantage of long-range views from the Parkway, known as vistas. Parkway designers identified four main types of vistas: 1) open vistas, where vegetation is cleared to provide a panoramic view; 2) framed vistas (also directed vistas), where vegetation is strategically removed to direct visitor attention; 3) canopy vistas, where lower limbs are removed to allow views through the trees; and 4) woods vistas, where undergrowth is removed to provide deep views of the forest.

All of the overlooks were built as part of the road corridor construction between 1935 and 1987, and are consistent with the original design intent for the Parkway. Three overlooks—Shenandoah (milepost 0.00), Rockfish Gap (milepost 0.10), and Rock Point (milepost 10.40), all built in 1940—have been assessed as having lost integrity. With the exception of these three overlooks, all Parkway overlooks contribute to the significance of the park.

Buildings and Structures

Recreation Areas

Many of the buildings associated with the Blue Ridge Parkway are located within the twenty-three recreation areas—eleven in Virginia and twelve in North Carolina—that occur at regular intervals along the road corridor. Recreation areas, or developed areas, currently exist at the following:

- Humpback Rocks (milepost 5.70–8.40)
- Whetstone Ridge (milepost 29.10)
- Otter Creek (milepost 56.58–60.80)
- James River (milepost 63.60)
- Peaks of Otter (milepost 83.50–85.90)
- Roanoke Mountain (milepost 120.30)
- Smart View (milepost 154.50)
- Rocky Knob (milepost 167.00–174.10)
- Mabry Mill (milepost 176.20)
- Groundhog Mountain (milepost 188.00–188.80)
- Blue Ridge Music Center (milepost 212.75)
- Cumberland Knob (milepost 217.60)

- Doughton Park (milepost 239.30–241.10)
- Northwest Trading Post (milepost 258.70)
- E.B. Jeffress Park/Cascades (milepost 271.70–272.4)
- Moses H. Cone Memorial Park (milepost 293.95–294.60)
- Julian Price Memorial Park (milepost 296.40–297.10)
- Linn Cove Viaduct (milepost 304.40)
- Linville Falls (milepost 316.40)
- Crabtree Falls (milepost 339.50)
- Craggy Gardens (milepost 364.00–367.60)
- Mount Pisgah (milepost 407.70–408.80)
- Waterrock Knob (milepost 451.20)

The recreation areas provide motorists with recreational opportunities, such as trails and picnic areas, lodging in the form of campgrounds and inns, food and other services in coffee shops and country stores, as well as interpretation as part of visitor centers and pioneer exhibits.[185] Park administration, housing, and maintenance facilities also typically fall within the recreation areas, although out of view of visitor use areas. The buildings associated with the recreation areas typically conform with several principles, such as:

- Development has been limited and carefully sited, because the primary purpose of recreation areas is to conserve these areas and highlight their natural beauty
- Development is first and foremost intended to provide opportunities for motorists to engage in healthy outdoor activities to augment the sedentary experience of driving the Parkway road
- Provision is made for motorists to obtain food, lodging, and motor services at convenient intervals along the Parkway
- Public buildings are carefully fitted into their landscape settings, and designed in a style that recalls the forms, lines, and materials of 'pioneer buildings' in the mountains.[186]

Picnic Areas and Campgrounds. Picnic areas are located at fourteen of the Parkway recreation areas (Humpback Rocks; James River; Peaks of Otter; Smart View; Rocky Knob; Groundhog Mountain; Cumberland Knob; Doughton Park; E.B. Jeffress Park; Julian Price Memorial Park; Linville Falls; Crabtree Falls; Craggy Gardens; Mount Pisgah), while campgrounds occur at nine (Otter Creek; Peaks of Otter; Roanoke Mountain; Rocky Knob; Doughton Park; Julian Price Memorial Park; Linville Falls; Crabtree Falls; Mount Pisgah).

Campgrounds were an important component of the Parkway recreation areas. They provided a unique way for visitors to connect with the mountain environment, as described by U.S. Forest Service landscape architect Frank Waugh in 1935:

> Camping is, in fact, primarily a psychological experience. Comfort and convenience need not be neglected; but we must not forget that every one of our guests could have found greater physical

185. Although motorists were once able to purchase gasoline from stations along the Parkway, this is no longer possible.

186 . Firth, *Historic Resource Study*, 15.

> comfort and more practical convenience by staying at home in his city flat. It seems clear therefore, that the whole camp set-up is to be studied primarily from the standpoint of its appeal to the mind and to the emotions. There is spiritual refreshment in camping, and this is in fact its essential character. And the park planner who cannot rise to these spiritual levels in the study of his layout would be better engaged in breaking stone for paving.[187]

Campgrounds were rarely back-country sites, but instead grouped campers together in a single developed area that offered individual trailer pads, tent sites, and cabins, and featured amenities such as grills, lantern poles, picnic tables, water pumps, and waste receptacles.

Structures associated with the campgrounds were primarily comfort stations and check-in stations designed in the rustic or modified rustic style. These simple frame buildings were often clad in vertical boards and battens that sometimes included flagstone porches and shake roofs.

Campground plans used on the Parkway were developed in the 1930s by the U.S. Forest Service and later refined by the National Park Service. As recommended by E. P. Meinecke in his 1934 book titled *Camp Planning and Camp Reconstruction*, campsites were to be accessed by short spurs angled at approximately 45 degrees arising from one-way roads.[188] The purpose of this arrangement was to minimize damage to natural features. This design made it convenient for drivers to easily locate empty sites and park quickly without having to turn around or pass other cars. Each parking spur was located in close proximity to a tent site edged by a picnic table and fireplace, set within trees and undergrowth that would convey some privacy to the individual campsites.[189]

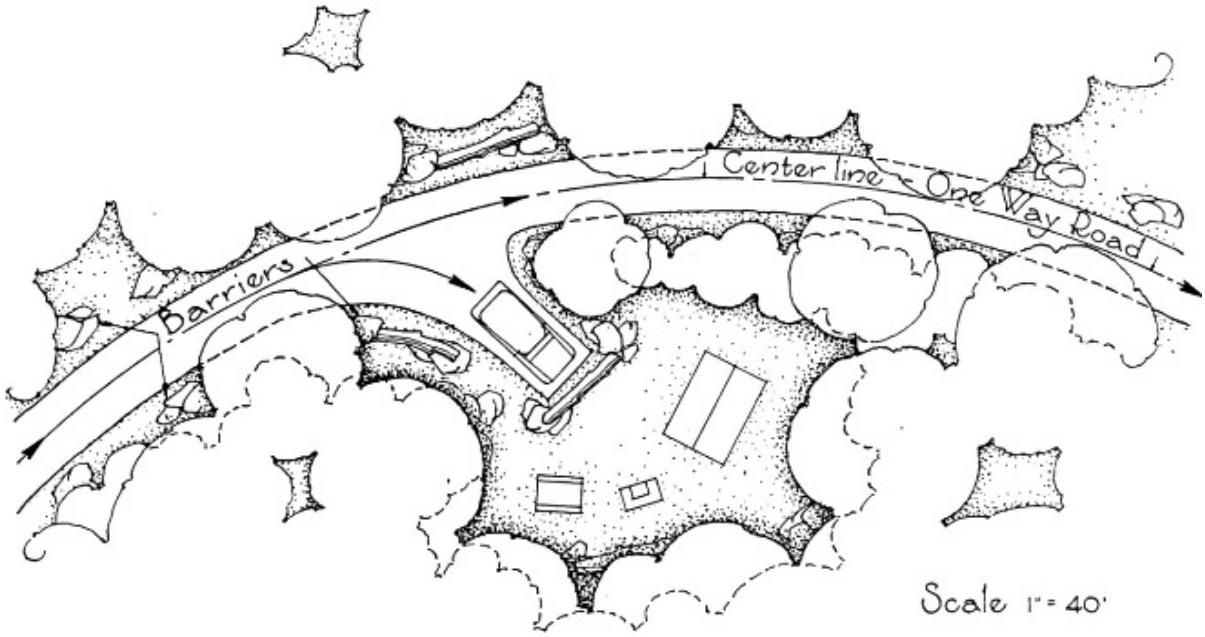


FIGURE 140. Campground road with parking spur and typical campsite. Source: Good, 9.

187. Waugh, 1935, 5.
188. E. P. Meinecke, *Camp Planning and Camp Reconstruction* (U.S. Forest Service, 1934), 7 and 13.
189. Good, 5.

As trailer camping grew in popularity in the 1940s and 1950s, the parking spaces were found to be too short for the newer, larger vehicles. The trailers were also difficult to back up. To accommodate this new type of vehicle, designers developed bypass pull-off lanes so that cars towing trailers could simply park alongside the travel lane and then rejoin it without having to back up. The bypass could be a simple widening of the campground road, or could be separated from the road by a grass island.[190]

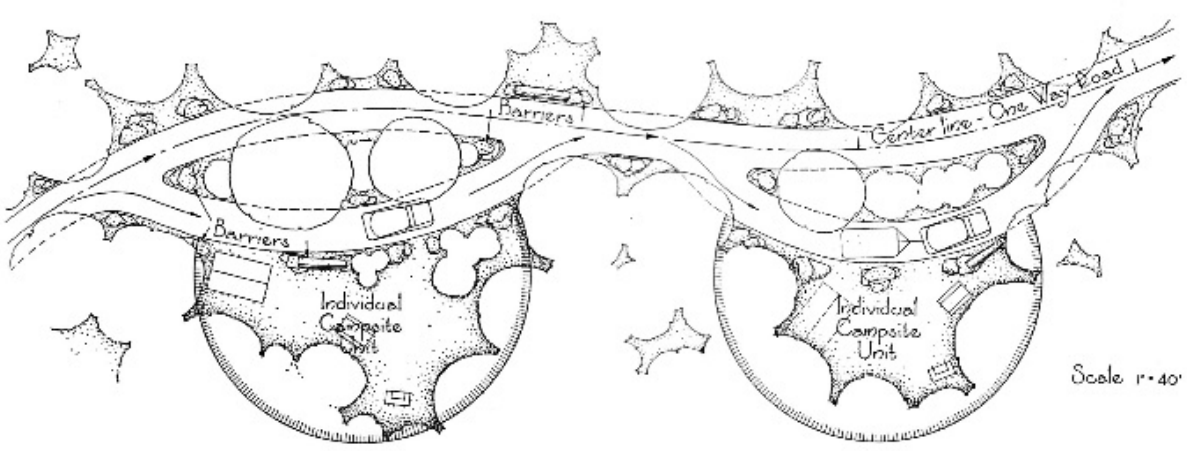


FIGURE 141. Campground road with trailer pull-offs and associated campsites. Source: Good, 13.

In addition to access roads, picnic tables, grills, paths, and parking, picnic areas and campgrounds feature several building types, namely comfort stations, pumping stations, shelters, and check-in stations. Although Parkway designers originally intended for there to be cabins built in these areas for the comfort of visitors, none was ever built, although lodging is accommodated elsewhere along the Parkway in some recreation areas.



FIGURE 142. An undated view of the picnic area at the Peaks of Otter. Source: National Park Service, Blue Ridge Parkway, milepost 85, negative no. 438.

190. Ibid., 5–9.

The buildings and structures associated with picnic areas and campgrounds can be traced to several periods of Parkway construction, and reflect the prevailing design trends associated with each. The precepts of rustic architecture are exhibited in several surviving picnic shelters, comfort stations and other structures built within picnic areas and campgrounds prior to World War II. Many feature rough-hewn stone and logs, board-and-batten siding, and hand-split oak shakes.

One of the best examples of a pre-war rustic picnic area feature is the combined picnic shelter, shop, and comfort station at Cumberland Knob (milepost 217.60). The building was constructed by WPA enrollees for the National Park Service. The L-shaped structure features heavy timber construction with square posts, a low-hipped roof of hand-split oak shakes, rubble stone masonry walls and chimney, flagstone floor, and board-and-batten siding.

The meadow picnic area at Doughton Park also contains a noteworthy example of a pre-war shelter and comfort station (milepost 241.10). The building features walls of squared logs, saddle notched at the corners, and a large stone flagged porch on the downslope side. The WPA was also involved in the construction of this structure.



FIGURE 143. Cumberland Knob picnic shelter/comfort station (B090, milepost 217).





FIGURE 144, left. Doughton Park shelter/comfort station completed in 1941. Source: National Park Service, Blue Ridge Parkway.

FIGURE 145, right. Doughton Park shelter/comfort station (B102, milepost 241).

Pumping stations, or springhouses, were built to provide water for campgrounds and picnic areas. Surviving examples are located at Smart View (milepost 154.5), Rocky Knob (milepost 173.00), and Doughton Park (milepost 241.00). The first two are wooden structures designed to recall the form of a springhouse associated with a nearby mountain farm. The Rocky Knob springhouse was built in 1936, while the Smart View pumping station was constructed in 1940. The pumping station at Doughton Park is built of stone and was associated with a small dam and pond; although it still stands, the dam and pond are no longer present and structure is no longer used for water supply.





FIGURE 146, left. Smart View pumping station (B080, milepost 154).

FIGURE 147, right. Fodder Stack pumping station at Doughton Park (B099, milepost 241).

After World War II, the National Park Service began to adopt new construction methods in order to meet diminished budgets and labor forces. The rustic style that had become the hallmark of National Park Service park buildings and structures was found to be exceedingly expensive in terms of both construction and maintenance. Modifications were made to reduce costs. Asphalt shingles began to replace oak shakes, while concrete and other materials often replaced logs. Some aspects of the rustic style remained part of the design lexicon, such as walls covered in board-and-batten and the use of native stone around entrances. The new style has become known as modified rustic. There are numerous examples of modified rustic comfort stations, shelters, and other buildings in picnic areas and campgrounds throughout the Parkway.

Additional changes to the design of picnic area features occurred during Mission 66. At Peaks of Otter, for example, two distinct types of comfort stations are present to illustrate the differences between post-war modified rustic and Mission 66 structures. In the first campground loop, completed directly adjacent to Sharp Top in 1955, there are two comfort stations representing the modified rustic style (milepost 85.90). These comfort stations are rectangular structures in plan with concrete foundations, vertical board and batten siding, gabled roofs with asphalt shingles, and horizontal siding in the gable ends. Within the Mission 66 period campground extension there are three comfort stations built between 1962 and 1964 (milepost 85.90) characterized by shallow-pitched gable roofs with long overhangs above the entrances at either end, concrete block walls, and a band of windows extending nearly completely around the building under the eaves.

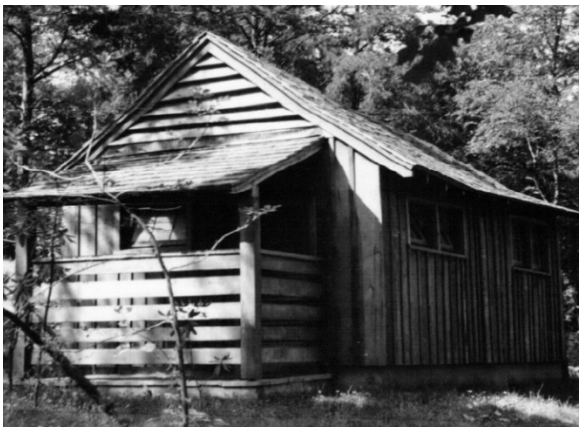




FIGURE 148, left. A 1957 view of a modified rustic comfort station at the Peaks of Otter campground. Source: Blue Ridge Parkway Photo Library, milepost 85, negative no. 992.

FIGURE 149, right. A Mission 66 era comfort station at the Peaks of Otter campground in 1965. Source: Blue Ridge Parkway Photo Library, milepost 85, negative no. 2247.

Lodges, Coffee Shops, and Gas Stations

Beginning in the 1940s, the National Park Service sought to establish facilities to meet the needs of motorists in the areas of food, lodging, and motor services. The first designs for gasoline stations and sandwich shops were prepared in 1940, and subsequently put out to bid. After the first and second rounds of invitations received no bids, the National Park Service decided to work directly with potential operators, or concessionaires, to develop the facilities. In 1941, the first agreement was reached with a company already operating facilities at Mammoth Cave: National Park Concessions, Inc., to open a food service venue at Cumberland Knob.[191] It was not until after World War II, however, that regular food, lodging, and gas station services were available on the Parkway.

After the war, the National Park Service again worked to establish food, lodging, and motor services along the Parkway. Although it was hoped that all recreation areas would offer gas stations and small restaurants or coffee shops, and that there would also be lodges or tourist cabins in the largest recreation areas, these plans were never fully realized. There are, however, several locations along the Parkway where concessionaires were able to establish food service.

191. Abbott, “Annual Report,” 30 June 1941, 14.

During the post-war period, the popularity of modern architecture, coupled with budgetary concerns led to a debate among National Park Service personnel about whether to continue to build in the rustic style, or adopt a more contemporary aesthetic. As part of the contracts with concessionaires, the National Park Service typically requested that new buildings proposed for construction perpetuate the park's rustic character. However, the consulting architects of the concessionaires soon began to argue that buildings constructed in the rustic style could not be accommodated within concession company budgets. Maintenance and fire safety concerns also suggested modifications to the style.[192] Features built after 1949 reflect a mixture of modified rustic and modern architecture.

Coffee shops and restaurants. As noted, the first food service was offered along the Parkway in the form of a sandwich shop in a picnic shelter at Cumberland Knob (Figure 150, milepost 217.60) beginning in 1942. The building is one of the most elaborate pre-war buildings in the park. Constructed by WPA crews in 1940, the shelter is L-shaped. It has an enclosed kitchen and sandwich shop at the junction of the two parts. The design combines heavy timber construction and stone fireplace walls with wood framing clad in boards and battens. This remained the only place where food was sold along the Parkway before the effort was suspended in November 1942 due to the impact of World War II.

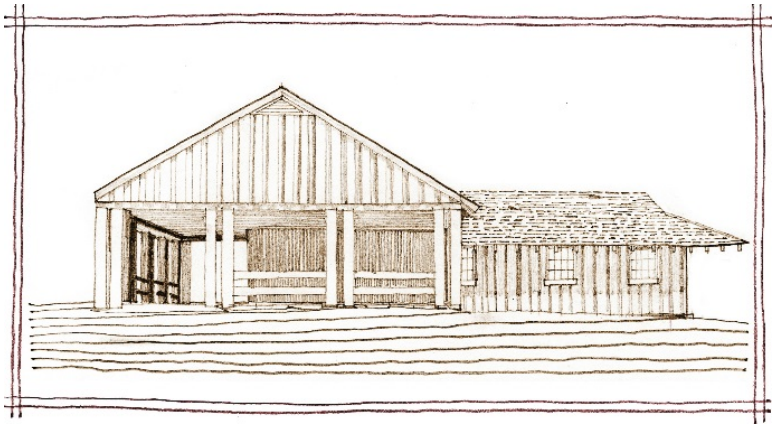


FIGURE 150. Cumberland Knob Visitor Center and Comfort Station, originally built as a sandwich shop. Illustration by Kirsten Sparenborg.

A coffee shop opened at Doughton Park (milepost 241.10) in 1949. Later, food service facilities opened during Mission 66 at Peaks of Otter (milepost 85.60), Otter Creek (milepost 60.80), Crabtree Falls (milepost 339.50), Mount Pisgah (milepost 408.60), and the Northwest Trading Post (milepost 258.70), as well as in a building at Whetstone Ridge (milepost 29.00), now used as the Ridge District Office at Montebello Maintenance Area. Many of these buildings, while making prominent use of wood and stone, also incorporate some more modern ideas about the flow of space between indoors and outdoors. At Crabtree Falls, for example, the coffee shop has a glass wall framed by stone walls. At Peaks of Otter, the restaurant, completed in 1964, has a decidedly modern character. Located alongside Abbot Lake between the triad of mountains that form the peaks, the restaurant was built of a combination of wood and concrete block, with an asphalt shingle clad shallow-sloped roof with

192. Edward H. Abbuehl, "Architecture on the Blue Ridge Parkway," MSS, April 1980, Blue Ridge Parkway Archives, RG 5, Series 41, Box 52, Folder 35, 4-5.

wide overhangs. Restaurant facilities were also built at Mount Pisgah in 1964. The building combines elements of modern architecture, in the use of shallow-sloped roofs with wide overhangs and large glass window openings, with rustic features such as a stone chimney.

Another coffee shop is located at Mabry Mill (milepost 176.20). The original building was replaced with a larger and more modern structure, although care was taken to respect the established architectural style for public buildings on the Parkway.

Lodging. The first lodging along the Parkway was made available at Doughton Park (milepost 241.10) in 1950 (Figure 151).[193] A collection of log cabins built at Rocky Knob (milepost 174.0) by the CCC for youth groups prior to the war were adapted for lodging around the same time (Figure 152).





FIGURE 151, left. Doughton Park Lodge, 1953. Source: National Park Service, Blue Ridge Parkway.

FIGURE 152, right. Rocky Knob Cabin 19, August 21, 1975. Source: National Park Service, Blue Ridge Parkway, milepost 174, negative no. 4960.

At Doughton Park, the National Park Service and concessionaire architects were able to reach a compromise in the design of the coffee shop, gas station, and lodge. The resulting structures were built in a modified rustic style using concrete block and cement roof shingles, in conjunction with a vernacular form for the buildings, and cladding of the walls with wide boards and battens, and a generous use of local stone.

As Arthur Demaray noted in 1950, just before he became director of the National Park Service:

> 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

193. The recreation area was known as the Bluffs until 1950, when its name was changed to Doughton Park in honor of a North Carolina congressman who had been a firm supporter of the Parkway.

> wood and stone, such as have been used on several of the existing buildings, will continue to serve the purpose admirably.[194]

The coffee shop and lodge at Doughton Park have been closed for several years; however, the National Park Service plans to contract with a concessionaire to reopen the lodge and coffee shop in the future.

The Peaks of Otter Lodge (milepost 85.60), as discussed above, was built in 1964 along with a restaurant under Mission 66. The building conveys several characteristics that are representative of Modern architecture.

The Mount Pisgah Lodge and Motel Units (milepost 408.60) were also completed in 1964. Like the restaurant at Mount Pisgah, the buildings reflect an amalgam of modified rustic and Modern architectural features.





FIGURE 153, left. Peaks of Otter Lodge, June 1964. Source: National Park Service, Blue Ridge Parkway.
FIGURE 154, right. Mt. Pisgah lodge.

Gas Stations. Several gas stations were built along the Parkway after World War II at Peaks of Otter (milepost 85.90), Mount Pisgah (milepost 408.60), Doughton Park (milepost 241.10), Whetstone Ridge (demolished, Figure 155), Otter Creek (demolished, Figure 156), and Crabtree Falls (milepost 339.50, Figure 157). These are generally examples of the modified rustic style, exhibiting local vernacular forms, with combinations of native materials and concrete and asphalt. None of the gas stations are in operation today. The original buildings have been adapted to other uses, such as visitor information stations or gift shops.

194. A. E. Demaray to Regional Director, Region One, NPS, 8 December 1950, Blue Ridge Parkway Archives, RG 5, Series 28, Box 35, Folder 6.





FIGURE 155, left. Whetstone Ridge service station. Photo date unknown. Source: National Park Service, Blue Ridge Parkway.

FIGURE 156, right. Otter Creek service station. Photo date unknown. Source: National Park Service, Blue Ridge Parkway.

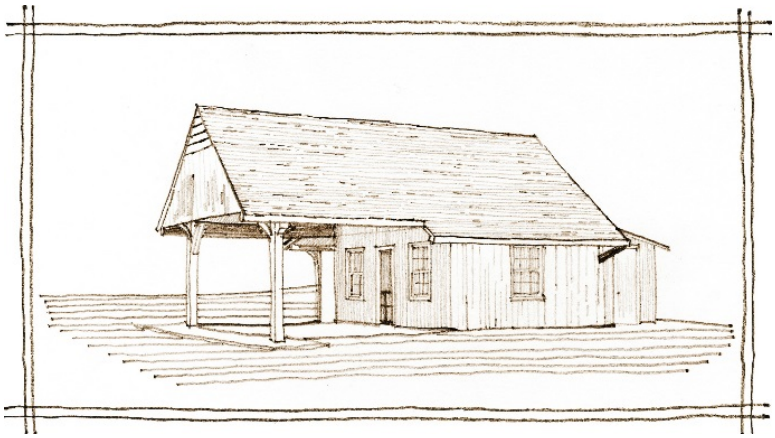


FIGURE 157. Crabtree Falls service station. Illustration by Kirsten Sparenborg.

Maintenance Compounds, Residences, and Administrative Offices

Maintenance compounds. To facilitate maintenance operations, the National Park Service divided the Parkway into several districts located at strategic intervals along the road. Each is associated with a maintenance compound, ranger offices, and employee housing. There are presently twenty-one maintenance compounds; some are considered major and others minor. The major maintenance compounds in Virginia are James River (milepost 66.30), Roanoke (Vinton) (milepost 112.00), and Rocky Knob (milepost 167.10). Within North Carolina, the major maintenance compounds include Bluffs (milepost 245.50), Gillespie Gap (milepost 330.90), and Oteen (milepost 382.30). Between these, there are typically one or more minor compounds, providing maintenance facilities at intervals of approximately 25 to 30 miles along the length of the Parkway.

The maintenance compounds located along the Parkway include:

- Love (milepost 16.00)
- Montebello (milepost 29.00)
- James River (milepost 66.30)
- Peaks of Otter (milepost 85.20, Figure 158)

- Vinton (milepost 112.00)
- Pine Spur (milepost 143.00)
- Smart View (milepost 155.30)
- Rocky Knob (milepost 167.10)
- Fancy Gap (milepost 199.10)
- Cumberland Knob (milepost 217.30)
- Bluffs (milepost 245.50)
- Benge (milepost 267.60)
- Sandy Flats (milepost 294.60)
- Linville Falls (milepost 316.40)
- Gillespie Gap (milepost 330.90)
- Oteen (milepost 382.30)
- Headquarters (milepost 384.09)
- Mount Pisgah (milepost 408.40)
- Wagon Road Gap (milepost 411.80)
- Balsam Gap (milepost 442.80)
- Soco Gap (milepost 455.60)

By 1942, maintenance compounds had been completed at Rocky Knob, the Bluffs, James River, and Gillespie Gap, while utility buildings were present at Peaks of Otter, Smart View, and Cumberland Knob. WPA and CCC labor helped to construct the first four maintenance compounds.[195] Maintenance areas were designed in accordance with several principles. They were typically built a short distance from the Parkway but in such a way as to be hidden from view from the road corridor. Several smaller structures, each of which housed a specific operation such as paint, carpentry, or blacksmithing, were sited in a tightly composed rectangular compound. The buildings were utilitarian in appearance, and composed of concrete, asphalt, and metal. The maintenance areas built after the war were similar in layout and appearance. Most were built during Mission 66.

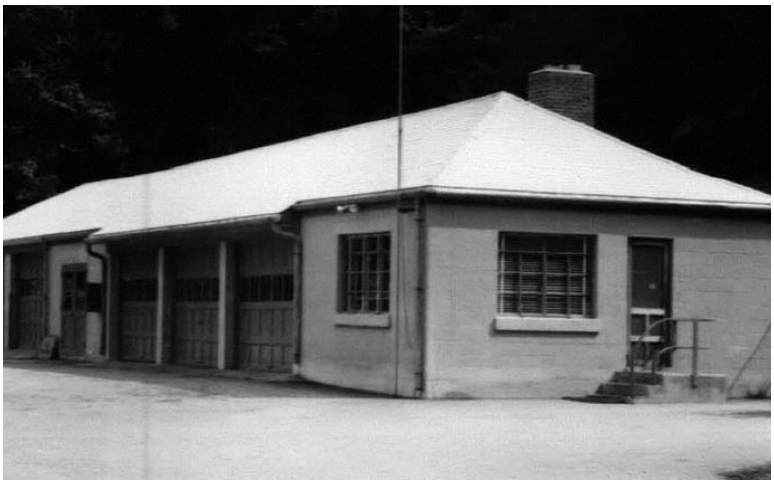


FIGURE 158. A 1957 view of the maintenance area constructed in the 1940s at Peaks of Otter. Source: National Park Service, Blue Ridge Parkway, milepost 85, negative no. 1385.

195 . Firth, *Historic Resource Study,* 206.

Residences. Residences were originally designed to be located beside each maintenance area to house the district ranger and a maintenance supervisor. Prior to World War II, only a few single-story residences were completed. They were located at Rocky Knob. In 1948, two, two-story residences were added near the Bluffs Maintenance compound. The design of the residences was based on regional forms. The buildings are frame structures with concrete foundations, and clapboard or shingle walls (Figure 159).

Twenty-five residences were built in 1958 in association with several of the maintenance compounds. These followed standardized plans developed during Mission 66 and convey a modernist architectural character. They were typically one-story ranch-style buildings with shallow-sloped roofs clad with asphalt shingles that provided wide overhangs. They originally featured open carports and screened porches, although some have been altered. The residences were often constructed in pairs along a single access road.

One example of this building type is the complex of two ranger residences located near the Sandy Flats Maintenance Area (milepost 294.60) within the Moses H. Cone Memorial Park (Figure 160).





FIGURE 159, left. Residence at Bluffs Maintenance, 1953 (B035, milepost 245). Source: National Park Service, Blue Ridge Parkway.

FIGURE 160, right. Residences at Sandy Flats Maintenance Area, 1960 (B423 and B424, milepost 294). Source: National Park Service, Blue Ridge Parkway.

Administrative offices. Rangers' offices were also usually provided at the major maintenance compounds. Offices were often provided in converted residences such as the office at Vinton (milepost 112.00), housed in a Mission 66 former residence, or office converted from a former sandwich shop at Montebello (milepost 29.00).

A later addition to the Parkway is the administrative headquarters in Asheville, North Carolina. The site, at Hemphill Knob (milepost 384.09), was selected for its accessibility from the Parkway road and nearby Interstate highways. The architect, Carlton Abbott, is the son of Parkway designer Stanley Abbott. His design references the established architectural vocabulary of the Parkway in terms of forms, materials, and details.

Pioneer Lifeway Exhibits

One of the unique elements of the Blue Ridge Parkway is its collection of pioneer lifeway exhibits, which include original vernacular farm and industrial buildings as the focus of interpretive programs for visitors. Some of these vernacular structures were acquired by the National Park Service along with the land on which they intended to build the Parkway, or within a designated recreation area. Although many pre-Parkway structures were demolished, and others were relocated outside of the park, some were adapted as the focus of exhibits of Appalachian life either in situ or through relocation.

Examples include the Johnson Farm (milepost 85.20), Brinegar Cabin (milepost), Mabry Mill (milepost 176.20), Polly Wood's Ordinary (milepost 85.90), Jesse Brown Farmstead (milepost 272.50), and Mountain Farm exhibit (milepost 5.80) at the Humpback Rocks recreation area. The Parkway also features later properties, such as the 23-room Moses Cone Manor House (milepost 294.00) that served as a twentieth-century summer retreat location for a wealthy industrialist.[196]

The idea for exhibiting pioneer structures arose during the early phases of park planning. As early as 1939, Abbott suggested that the National Park Service preserve examples of old cabins, farm buildings, and industrial structures as part of a series of exhibits to interpret mountain life:

> 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.[197]

He suggested that pioneer structures would complement the views of farm lands from the Parkway as part of "a managed museum of the American countryside."[198] Structures selected as representative of Appalachia promoted a self-sufficient, pioneer way of life that was seen as reflective of the American dream. With the taming of the Western frontier, and increasing urbanization of life in the East, Appalachia was romanticized for its traditional character and practices.[199] The log cabin was the primary symbol of this culture and pioneer spirit. The Appalachian log cabin represented a blending of Scotch-Irish, English and German immigrants' traditions.[200] Structures were otherwise selected

196. Meghan Hogan, "Ridgetop Ramble; Engineered Delight along the Blue Ridge Parkway," in *Common Ground* (Winter 2010): 22.
197. Abbott, Memorandum for the Chief of Planning, May 25, 1939, Blue Ridge Parkway Archives RG5, Series 26, Box 34, Folder 2. A set of drawings and photographs of Mabry Mill were presented to HABS in 1940. Simmons to Abbott, August 5, 1940, Blue Ridge Parkway Archives RG 5, Series 26, Box 34, File 2.
198. As quoted in Quin, 9.
199. 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: Appalachian State University Press, 1977), 43–55.
200. Henry Glassie, "The Types of the Southern Mountain Cabin," *The Study of American Folklore, an Introduction*, ed. Jan Harold Brunvand (New York: W. W. Norton and Company, 1968), 336–370.

"for their picturesque architecture and the interest of the legends which surround them."[201] Frame structures and building additions were removed from many exhibits to emphasize their 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 a romantic picturesque view that is probably the most photographed scene along the Parkway.

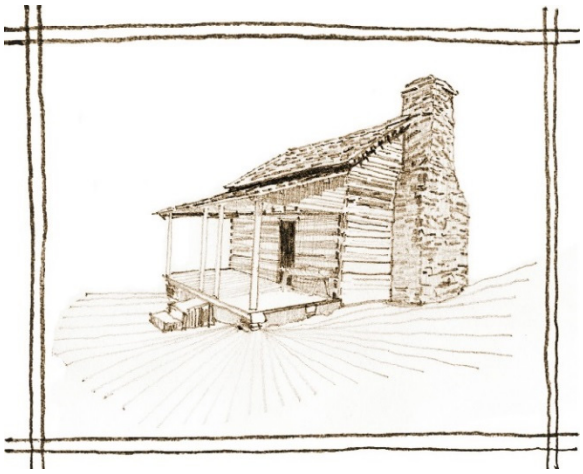
The first plans for exhibits were drawn up in 1940. They called for the restoration of three log cabins—the Trail Cabin at Smart View, the Puckett Cabin, and the Brinegar Cabin—as well as Mabry Mill. The mill was the first project to be carried out. The mill itself was restored, while an associated blacksmith and wheelwright shop were reconstructed. Local craftsmen enrolled in the WPA carried out the work with CCC assistance.[202] The buildings were given a new setting, including the pond below the mill wheel and grounds designed to facilitate the circulation of visitors around the site.

Work continued in the 1950s based on a master plan prepared in 1952 that further articulated the overall vision for Parkway pioneer structure exhibits, and identified major and minor exhibit sites.[203] The proposed major sites included groups of structures and demonstrations of various aspects of mountain life, such as farming, gardening, and handicraft production; at minor sites, there would generally be only a single building.

The exhibits were designed for effect and to accommodate visitors. The Mountain Farm exhibit at Humpback Rocks, for example, was established in the early 1950s by relocating several buildings to the site from two unrelated farms, and arranging them in a picturesque, yet non-historic farmstead pattern to facilitate access by visitors. The National Park Service endeavored to illustrate the ingenuity of mountain farmers; for example, the buildings feature a wide variety of wooden hinges and latches, and few if any nails are used.[204]

Four major exhibits are present along the Parkway today. The northernmost is the Mountain Farm at Humpback Rocks recreation area (milepost 5.80). It includes a one-room log cabin with a view to the peak known as Humpback Rocks from the front porch (Figure 161), a barn containing stables, a corn crib, a cowshed, a combined root cellar and meathouse, a springhouse, a "skunk and weasel proof" chicken house, and a bear-proof pigpen (Figure 162). The farmstead features are arranged within a fenced clearing, accompanied by a patch of corn, an orchard, a vegetable garden, and a barnyard.

201. Stanley Abbott, "Annual Report," June 30, 1941, 15.
202. Kenneth C. McCarter, "Restoration of Mabry Mill," December 1942, Blue Ridge Parkway Library.
203. Blue Ridge Parkway Drawing, PKY-BR-GEN 2298-A, A Master Plan for the Blue Ridge Parkway, June 1952, Pioneer Culture Interpretation, Blue Ridge Parkway Drawings Collection.
204. Charles Grossman organized the exhibit. He had worked for the Great Smoky Mountains National Park, and according to Abbuehl had accumulated an unrivaled knowledge of the ways of mountain people. Abbuehl, "Architecture on the Blue Ridge Parkway," 1980, 4.



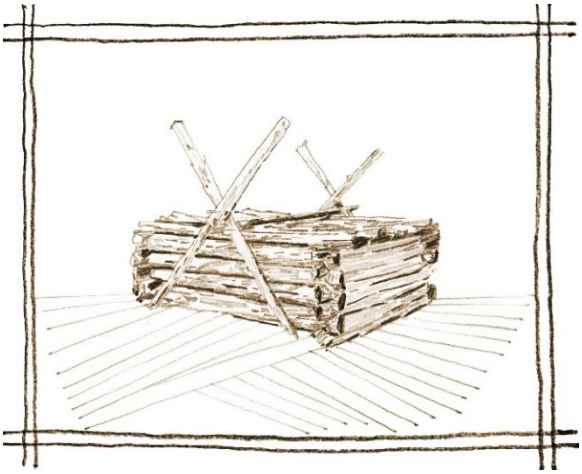


FIGURE 161, left. Humpback Rocks Mountain Farm cabin. Illustration by Kirsten Sparenborg.
FIGURE 162, right. Humpback Rocks bear-proof pigpen. Illustration by Kirsten Sparenborg.

At milepost 86.0 is the **Johnson Farm**, which falls within the Peaks of Otter recreation area. The farm was part of the nineteenth century Mons community. The Johnson farmstead, which was active between 1851 and 1941, illustrates the evolution of a family home during that time, from a single pen log cabin to a saddlebag house with weather-boarded sides and various additions. Several log outbuildings and a farmyard are also interpreted. Another vernacular feature of note nearby is the **Polly Wood's Ordinary**, a nineteenth century tavern that began operating in the 1830s.





FIGURE 163, left. The Johnson House. Photo date unknown. Source: National Park Service, Blue Ridge Parkway, milepost 85.2.

FIGURE 164, right. Features of the Johnson Farm near Peaks of Otter. Photo dated October 1971. Source: National Park Service, Blue Ridge Parkway, milepost 86, negative no. 2539D.

The third major exhibit is the Mabry Mill complex (milepost 176.20) that interprets mountain industries (Figure 165 and Figure 166). It illustrates "the ingenuity of the mountaineer, and the common practice of grouping several activities around the source of power."[205] The water-powered mill was built by Ed Mabry between 1903 and 1914. It was designed to serve as a gristmill, sawmill, and woodworking shop. Other buildings in the complex include Mabry's blacksmith and wheelwright

205. Charles S. Grossman, "Memorandum: Pioneer Structures for the Blue Ridge Parkway," 28 April 1952, Humpback Rocks Information File compiled by Harley E. Jolley, Blue Ridge Parkway Library.

shop. The National Park Service has relocated several additional buildings to the site, including a sorghum mill, a mint still, a whiskey still, and a wash house.



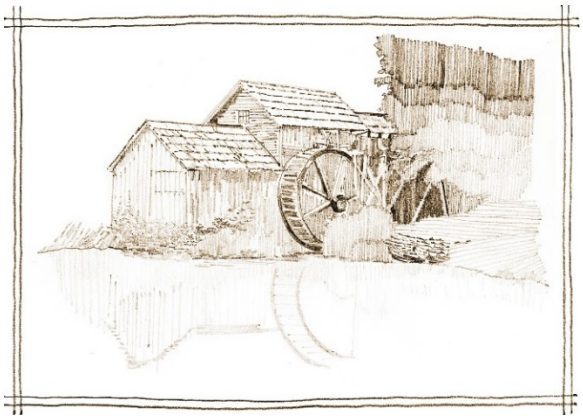


FIGURE 165, left. Mabry Mill, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 176, negative no. 514.

FIGURE 166, right. Mabry Mill. Illustration by Kirsten Sparenborg.

At the Doughton Park recreation area (mileposts 239.30 through 241.10), there is an exhibit of two pioneer cabins—the Brinegar and Caudill Cabins—that relate the story of isolation and mountain life. The Brinegar Cabin (milepost 238.50), which stands near the crest of the Blue Ridge at an elevation of 3,500 feet above mean sea level (Figure 167) is contrasted with the Caudill Cabin (milepost 241.00), which lies deep in a hollow.

Several minor pioneer structure exhibits complement the major exhibits. These include three log cabins—Puckett Cabin (milepost 189.80), Sheets Log Cabin (milepost 252.40, Figure 168), and Rev. Jesse Brown Log Cabin (milepost 272.50)—a barn associated with church meetings, two springhouses—Rev. Jesse Brown springhouse (milepost 272.50) and Bell springhouse (milepost 146.50)—a stone and timber dam at an old mill site, and a collection of split-rail fences interpreted at the Groundhog Mountain picnic area.



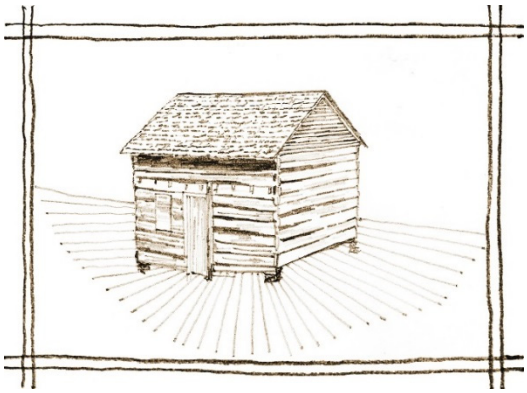


FIGURE 167, left. Brinegar Cabin. Illustration by Kirsten Sparenborg.

FIGURE 168, right. Sheets Log Cabin. Illustration by Kirsten Sparenborg.

Visitor Centers

There are currently fifteen visitor centers located along the length of the Blue Ridge Parkway.[206] They include:

- Humpback Rocks (milepost 5.70)
- James River (milepost 63.60)
- Peaks of Otter (milepost 85.90)
- Virginia's Explore Park (milepost 115.00)
- Rocky Knob (milepost 167.00)
- Mabry Mill (Matthews Cabin) (milepost 176.20)
- Blue Ridge Music Center (milepost 213.00)
- Cumberland Knob (Figure 150, milepost 217.60)
- Moses H. Cone Memorial Park (milepost 294.00)
- Linn Cove Viaduct (milepost 304.40)
- Linville Falls (milepost 316.40)
- Museum of North Carolina Minerals (milepost 330.90)
- Craggy Gardens (milepost 364.40)
- Headquarters/Asheville (milepost 384.09)
- Waterrock Knob (milepost 451.20)

The oldest of these is the Museum of North Carolina Minerals (milepost 330.90) located at Gillespie Gap. This building was placed into use before the term "visitor center" was coined as part of the Mission 66 program. It was initially intended to serve as a museum function. Funding was secured to construct the building in 1953, although it was first proposed before the war. The Museum of North Carolina Minerals was constructed as a cooperative project between the State of North Carolina and the National Park Service. Opened in June 1955, it was built in the modified rustic style with exterior walls faced in stone, while interior walls were of cinder block and the roof was clad with concrete shingles. A similar building was soon constructed at Humpback Rocks.

These buildings were closely followed by the initial years of Mission 66, which suggested a transition away from park museums to a new building type known as the visitor center. In addition to museum functions, visitor centers included ranger contact and other visitor services to the complement of interpretive exhibits.

206. Along the Parkway, the term "visitor center" is used for places that include information desks and some interpretation facilities; most are modest in size and are primarily ranger contact stations. The term "contact station" was also used for kiosks that were erected at major entry points to the Parkway in the 1950s; none of the kiosks remain in operation; Quin, *Blue Ridge Parkway*, 132–133.

One of the key gestures of the visitor center identified as part of Mission 66 that was not adopted at Blue Ridge Parkway was the siting of the visitor center at a central location in an elaborate building. Instead, contact facilities built during Mission 66 along the Parkway retained many aspects of the design for the Museum of North Carolina Minerals. They were housed in buildings of modest size, located in close proximity to the road, and incorporated aspects of rustic architecture, sometimes in conjunction with Modernist elements.

Because visitors are so widely distributed along the Parkway, the National Park Service opted to strategically place a series of small visitor centers at widely-spaced intervals to meet "the needs of a mobile population, stopping only for short periods of time to 'see, snap and stretch.'"[207] Most were located in recreation areas, although a few were sited at other strategic and high visitation areas.

By 1956, there were three visitor centers in operation along the Parkway: Museum of North Carolina Minerals, Humpback Rocks, and Craggy Gardens (Figure 169). Six more were planned for construction as part of Mission 66; however, to diminish the impact on the road, the function of some of these were housed in existing buildings rather than in new structures. At Mabry Mill, for example, the log Matthews Cabin, moved onto the site to replace a Mabry dwelling, was adapted for use as a visitor center during Mission 66. At other locations, such as Cumberland Knob, existing Parkway buildings have been adapted for use as visitor centers.

Several visitor centers have also been built since Mission 66, including those at the Linn Cove Viaduct (milepost 304.40, Figure 169 and Figure 170), at Virginia's Explore Park near Roanoke (milepost 115.00), and at the Blue Ridge Music Center at Fisher Peak (milepost 213.00).

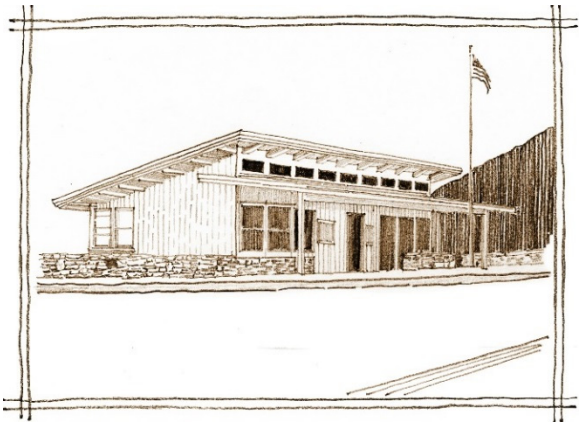




FIGURE 169, left. Craggy Gardens Visitor Center.

FIGURE 170, right. Linn Cove Viaduct Visitor Center, 1997. Source: Historic American Engineering Record, HAER No. NC-42-140.

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

Craft Centers and Gift Shops

The National Park Service considered the preservation of Appalachian handicrafts to be an important part of Parkway planning that would support the idea of preserving pioneer buildings. One of the ways the National Park Service sought to preserve traditional handicraft was to provide opportunities to demonstrate the fabrication processes, and establish outlets where the goods were available for purchase. In 1940, Parkway planner Roy Appleman noted his vision for preserving mountain culture:

> I believe that the National Park Service should aggressively seek out the more skilled producers of authentic handicraft objects and make an effort to have them install their shops along the parkway right-of-way and at selected spots perhaps within the Shenandoah National Park and the Great Smoky Mountains National Park. This would serve a dual purpose. First, the parkway would be made more interesting for the visitor, and secondly, mountain culture and the handicrafts of the region would be displayed and their preservation fostered.[208]

Support for traditional handicrafts was part of an overall strategy to support the economic revival of the region. It followed efforts conducted during the early twentieth century by philanthropic organizations by establishing programs of schools in the mountains that provided opportunities for education, economic advancement, and spiritual renewal.[209] By providing places where handicrafts could be demonstrated and sold, National Park Service planners hoped to encourage this handicrafts revival.

After World War II, the National Park Service worked to collaborate with local handicraft guilds to develop demonstration and gift shop sites along the parkway. It was thought that the pioneer structure exhibits would afford appropriate settings for these sites. Mabry Mill was used to demonstrate milling and the grinding of corn and buckwheat. The meal is sold in a gift shop, and the adjacent restaurant is known for buckwheat pancakes. During the summer months, demonstrations of blacksmithing, weaving, and apple butter and sorghum syrup making were provided at the mill site. In 1950, the Southern Highland Handicraft Guild, Inc., began to operate a Parkway Craft Center at the Moses Cone Manor House (milepost 294.00). The success of the shop led to the creation of a much larger Folk Art Center near Asheville.

208. Roy Edgar Appleman, “Report on Preservation of Mountain Culture, Marking of Historic Sites, and Promotion of Handicraft, Blue Ridge Parkway” (October 9, 1940), 11. Blue Ridge Parkway Archives. RG 5, Series 46, Box 61, Folder 4.

209. Allen H. Eaton, *Handicrafts of the Southern Highlands,* second ed. (New York: Dover Publications Inc., 1973), 59-86; Garry Barker, *The Handicraft Revival in Southern Appalachia, 1930–1990* (Knoxville: The University of Tennessee Press, 1991), 4–14.





FIGURE 171, left. Flat Top manor, 1953. Source: National Park Service, Blue Ridge Parkway.
FIGURE 172, right. Folk Art Center in Asheville, built in 1978 (B725, milepost 382).

Several buildings were operated as country stores, including examples near Peaks of Otter and Glendale Springs. At these locations, concessionaires sold farm products and handicrafts from local producers. Visitor centers also typically sell handicrafts and local products in their small gift shops.

Significant Resources

(Refer to Table 2 for a listing of National Register listed and eligible resources. Also refer to Table 1 for a listing of all surveyed Parkway resources and Appendix A for a photograph and narrative summary of each resource. In addition, comprehensive survey data sheets were prepared for each resource. Examples of these data sheets are included at the end of this chapter.)

The section that follows provides an overview of the surveyed Parkway buildings and structures that have been assessed as the most unique, exemplary, and significant. There are many more buildings and structures that have been assessed as contributing to the national significance of the Blue Ridge Parkway, and conversely, many of the buildings and structures located within the Parkway are indicated as non-contributing based on a loss of integrity, or a construction date that falls after the end of the period of significance (see Table 1). The resources discussed below have been identified through this survey as potentially individually eligible for listing in the National Register of Historic Places. Each of the resources described below is discussed in association with the recreation area or developed area where it is located.

Mountain Farm Exhibit at Humpback Rocks

The Mountain Farm exhibit at Humpback Rocks is located at milepost 5.80. The exhibit consists of a group of vernacular buildings that were relocated from their original sites to create an exhibit of pioneer farm life in the Blue Ridge Mountains. The exhibit was completed in 1953 based on designs prepared by National Park Service architect Charles Grossman. As such, it was one of the earliest exhibits of its type. It closely follows the vision and design intent of Stanley Abbott and Edward Abbuehl to illustrate regional lifeways to Parkway visitors. The exhibit remains consistent with the original layout and design, and thus possesses a high degree of integrity. The exhibit is located in

association with one of the recreation areas—Humpback Rocks—envisioned by Abbott as places for visitors to connect more deeply with the land and landscape. The Mountain Farm exhibit is an essential part of the Parkway story. As such, it contributes to the national significance of the Blue Ridge Parkway. It is also a potential historic district that may be individually eligible for listing in the National Register of Historic Places in the area of Landscape Architecture.

The Mountain Farm exhibit closely edges the Parkway within the Humpback Rocks recreation area. It is composed of a fenced mown clearing dotted with large deciduous trees, and contains a linear arrangement of vernacular farm structures, gardens, paths, and interpretive features. A gravel path provides access to the exhibit from the parking area associated with the nearby Humpback Rocks Visitor Center (B269). The vernacular buildings include a log cabin, chicken house, root cellar, spring house, barn and farmyard, and bear-proof pig pen.

The **Mountain Farm Log Cabin** (B279) (also known as the Ramsey Cabin) is a two-story log-framed structure situated southeast of the Humpback Rocks Visitor Center. The structure has a dry laid fieldstone foundation, exposed milled log-framing with daubing, wood weatherboard siding at the gable ends, and a wood-framed wood shake gable roof with exposed framing. The cabin was moved to the site in 1952 from the Hamilton Farm at milepost 51.7. It was thought to have been built circa 1890 by William Ramsey. In support of the exhibit, elements of the original cabin were rebuilt or replaced in an effort to reflect mountain building practices during the nineteenth century.

The **Mountain Farm Chicken House** (B273) is a one-story log-framed structure with a fieldstone foundation, exposed whole log-framing with wood chinking, and a wood-framed wood shake gable roof with exposed framing. The chicken house was also relocated to the site in 1952 or 1953 from the John C. Clark farm, which was located one mile to the north of Irish Gap at milepost 36.40. The pole structure was likely constructed circa 1880. Although the building retains much of its original fabric, some elements, such as the doors, have required replacement since the structure was moved to the site.





FIGURE 173, left. Mountain Farm Log Cabin.
FIGURE 174, right. Mountain Farm Chicken House.

The **Mountain Farm Meat House and Root Cellar** (B274) is a banked structure set into a hillside north of the cabin. Dry laid stone retaining walls edge the structure and help to tie it into the hill. The root cellar is a one-story structure with a walk-out basement. The building has exposed whole log-framing with wood chinking and a wood-framed wood shake gable roof with exposed framing. It is supported on structural log posts with dry laid stone infill between the posts.

The structure was moved to the site in 1952–1953 from the John C. Clark farm. It is thought to have been constructed in 1881. Some elements of the building were replaced to reconcile it to the site and improve its interpretive value.

The **Mountain Farm Spring House** (B270) is a one-story log-framed structure situated southeast of the cabin. The building has a fieldstone foundation, exposed milled log-framing with wood chinking, wood weatherboard siding at the end gables, and a wood-framed wood shake gable roof with exposed framing. A small access door is located on the north elevation of the building. A rock outcropping is located along the south side of the structure and provides access to the spring.

The spring house was relocated to Mountain Farm in 1952–1953 from Cash Hollow near milepost 29.00. It was in good condition and only required a new roof when relocated. Stone flooring and a spring surround and outflow were built to support interpretation of the structure and pioneer food storage and preservation methods.





FIGURE 175, left. Mountain Farm Meat House and Root Cellar.
FIGURE 176, right. Mountain Farm Spring House.

The **Mountain Farm Barn** (B272) is a one-and-a-half-story log-frame structure situated south of spring house. The building has a fieldstone foundation, exposed milled log-framing with wood chinking, and a wood-framed wood shake gable roof with exposed framing. A wood-framed lean-to is located along the east side of the building. Two wood-framed window openings are located on the north elevation; each has wood vent slates. Wood-framed entrances are located on the east and west elevations and consist of vertical plank doors.

The barn was relocated to the site in 1952–1953 from the John C. Clark farm. It is thought to have been built in 1881. The building was restored based on designs prepared by Charles Grossman.

The **Mountain Farm Pig Pen** (B356) is a 4-foot-tall log-frame structure situated in close proximity to the barn. The building is a whole log-framed structure that rests directly on grade, and has a log-framed flat roof cover that can be hoisted or secured in place using log cross-braces located at the north and south sides of the structure. This structure was fabricated by the National Park Service in 1953 to support the exhibit as an example of typical farm life.





FIGURE 177, left. Mountain Farm Barn.
FIGURE 178, right. Mountain Farm Pig Pen.

Peaks of Otter

The Peaks of Otter recreation area is located at milepost 85.60. The developed area includes a visitor center, lodge, restaurant, campgrounds, picnic area, lake, and a hiking trail network. The site was identified by parkway planners as early as 1934 as a potential recreation area. Little was accomplished until after the war and much of the area was not developed until Mission 66. Many recreation area resources have a high degree of integrity and are excellent examples of this resource type. The Peaks of Otter Lodge and Restaurant, Visitor Center, Gas Station, Bus Terminal, Bus Shelter, and Johnson Farm exhibit are highly characteristic and intact examples of their types. As such, each of these resources contributes to the national significance of the Blue Ridge Parkway. They also may be individually eligible for listing in the National Register of Historic Places in the areas of Architecture or Landscape Architecture.

One of the best examples of Mission 66 lodging features on the Parkway is the **Peaks of Otter Lodge** (B060). The lodge complex, including the restaurant, was completed in 1964 based on plans prepared by the Charlottesville, Virginia, firm of Johnson, Craven & Gibson. The building conveys many Modern architectural elements, including concrete block walls, shallow-pitched roofs with long overhangs, and large windows.

The Peaks of Otter Lodge is a two-story wood and concrete block structure clad with board-and-batten wood siding and an asphalt shingle gable roof. The lower level is partially built into the ground. Three distinct buildings comprise the lodge. These are connected by grade-level covered breezeways. Stairs lead to each floor. The 63-guest rooms overlook Abbott Lake. Access occurs via exterior corridors with wood railings at the second level and concrete block walls at the lower level.

The **Peaks of Otter Restaurant and Gift Shop** (B056) is situated to the north of the lodge on the banks of Abbott Lake. It was built in 1964 at the same time as the lodge based on plans prepared by Johnson, Craven & Gibson Architects. The two-story wood and concrete block structure building is built into the hillside and contains a restaurant and kitchen, gift shop, meeting rooms, lodge offices, and three universally-accessible hotel rooms. The walls are clad with board-and-batten wood siding while the gable roof is clad with asphalt shingles. The restaurant building has been altered since its original construction with a dining room addition and other updates.





FIGURE 179, left. Peaks of Otter Lodge.
FIGURE 180, right. Peaks of Otter Restaurant and Gift Shop.

The **Peaks of Otter Country Store** (B057) is a one-story building with a covered porch that extends the length of the south facade. Clad in fieldstone, the building has an asphalt shingle gable roof with wood lap siding on the gable ends, and a stone chimney. The country store was constructed in 1951 and originally functioned as a gas station. When the structure was converted for use as a country store in 2004, fueling station features were removed, diminishing the integrity of the building. However, it otherwise remains a good surviving example of a modified rustic visitor services structure designed to reflect local vernacular architecture.

The **Peaks of Otter Visitor Center** (B058) is a one-story, L-shaped concrete block structure clad with fieldstone and wood board-and-batten siding. The visitor center has an asphalt-shingled gable roof, wood lap-sided gable ends, and a stone chimney. A covered breezeway extends north-south through the building, between the original building and a restroom addition. Fenestration includes a fixed-glass wood-framed picture window and wood-framed awning windows. The visitor center at Peaks of Otter was constructed in 1957 based on designs prepared by National Park Service architects Charles Grossman and George Skillman. The building houses a small museum and interpretive space, restrooms, offices, and a lobby. Although it has undergone some modest modifications since its original construction to include restrooms, the Peaks of Otter Visitor Center is a good surviving example of a Mission 66 Parkway visitor center that incorporates post-war contact facility features and modified rustic architectural detailing.





FIGURE 181, left. Peaks of Otter Country Store.
FIGURE 182, right. Peaks of Otter Visitor Center.

The **Peaks of Otter Bus Terminal**, now referred to as the Nature Center (B059), is located at the base of Sharp Top Mountain. The one-story log building houses restrooms and interpretive exhibits. The building has a wood shingle gable roof with wood board-and-batten siding at the gable ends. A covered breezeway extends north-south through the center of the building, dividing the building into two parts. A wood-framed covered porch extends along the east portion of the north facade, while a board-and-batten-clad extension with shed roof is located on the east side of the building. The Peaks of Otter Nature Center building was constructed as a tour bus terminal in 1948. From this location, visitors could travel to the summit of Sharp Top Mountain. The building is an excellent example of post-war modified rustic construction that mimics local vernacular building forms and character.

At the terminus of the bus road up the mountain is the **Sharp Top Bus Shelter** (B357), a small, rectangular structure with walls constructed of stone and vertical wood siding. Stone retaining walls extend from the base of the structure. The shelter has a wood shingle gable roof and wood interior benches. The bus shelter was constructed in 1949 to support the concessionaire bus route to the summit developed in the 1940s. Like the bus terminal, this structure is a good surviving example of post-war Parkway construction. The bus shelter conveys a highly rustic appearance through the use of lightly worked stone and wood.





FIGURE 183, left. A 1973 view of the Peaks of Otter Bus Terminal at the foot of Sharp Top. Source: National Park Service, Blue Ridge Parkway, milepost 85, negative no. 2765.
FIGURE 184, right. Peaks of Otter Bus Terminal.

The **Sharp Top Mountain Shelter** (HS-165) is a pre-Parkway structures located at the summit of Sharp Top and accessed via the Sharp Top Trail. The one-story stone building has a wood-framed gable roof clad in asphalt shingles, with the rafters exposed at the eaves, wood lap siding at the gable ends, and a stone chimney. The stone shelter was built around 1925 for guests to eat lunch after climbing the summit of the hill. It has been retained for its character, although the building is not currently in use. It is an unusual example of a pre-Parkway structure designed to accommodate tourism.





FIGURE 185, left. Sharp Top Mountain Shelter.
FIGURE 186, right. Sharp Top Bus Shelter.

Rocky Knob

Rocky Knob recreation area is located at milepost 174.10. It features an enclave of wood cabins available for visitor use, set within a mown-turf clearing in a valley surrounded by heavily-wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House. The site was first developed by CCC enrollees, who built the cabins and other features for use by youth groups using low-cost materials and building techniques that evoked pioneer vernacular architecture. The walls were built of squared logs with half-dovetail notches at the corners and V-notches at the junction of interior partitions with outside walls. The larger cabins have rubble stone chimneys. The buildings have concrete floors, flagstone porches, and asphalt shingle roofs. The cabins were located beside the Whorley House, an early twentieth century farmhouse at the head of Rock Castle Creek, some distance from the rest of the development planned for the recreation area.

This complex of buildings includes both a good example of a pre-Parkway vernacular farm structure and several pre-war rustic lodging features constructed by the CCC as part of a recreation area. The structures continue to support visitor lodging needs and contribute to the national significance of the Blue Ridge Parkway.

The **Whorley House** (B011) is a one-and-a-half-story residence oriented on a north–south axis with entrances on the east and west elevations. It is rectangular in plan, measuring 31 feet 2 inches by 16 feet. The building has a stone foundation, weatherboard siding, a wood-framed wood shingle gable roof, and stone end chimneys. Typical fenestration is wood-framed but the windows have been removed and the openings boarded over. The house was built in 1900 and pre-dates the Parkway. It

was originally built as two separate rooms. When the CCC constructed the Rocky Knob cabins (see below) nearby in 1941, the Whorley House was to be used as a shelter. In 1950 the cabins were converted to visitor units to be operated by a concessionaire; since that time, the Whorley House has been used for concessionaire storage.



FIGURE 187. Whorley House.

The **Rocky Knob Cabin Office** (B016) is a one-story wood-framed cabin with a rectangular plan, and houses the offices for the Rocky Knob cabin complex. The building has a concrete foundation, wood siding, and an asphalt shingle gable roof.

Rocky Knob Cabin 17 (B017) / **Rocky Knob Cabin 18** (B018) and **Rocky Knob Cabin 22** (B022) / **Rocky Knob Cabin 23** (B023) are identical duplex cabins. Each is a one-story wood-framed duplex, rectangular in plan, and similar in construction to that described above.





FIGURE 188, left. Rocky Knob Cabin Office.
FIGURE 189, right. Rocky Knob Cabin 17 and 18.

Rocky Knob Cabin 19 (B019), **Rocky Knob Cabin 20** (B020), and **Rocky Knob Cabin 21** (B021) are three cabins, each a one-story wood-framed structure, square in plan, and similar in materials and construction to the cabins described above.





FIGURE 190, left. Rocky Knob Cabin 19.
FIGURE 191, right. Rocky Knob Cabin 20.





FIGURE 192, left. Rocky Knob Cabin 21.
FIGURE 193, right. Rocky Knob Cabin 22 and 23.

The **Rocky Knob Cabin Comfort Station** (B024) is a one-story wood-framed structure with a rectangular plan that houses the restrooms for the Rocky Knob cabin complex. The building has a concrete foundation, wood siding, and an asphalt shingle gable roof. A wood-framed storage shed with vertical board-and-batten siding and an asphalt shingle shed roof is located at the north elevation of the building.

Rocky Knob also includes a one-story log-framed **Springhouse** (B934). The condition of the springhouse is fair to poor.





FIGURE 194, left. Rocky Knob Comfort Station.
FIGURE 195, right. Rocky Knob Springhouse.

Mabry Mill

Mabry Mill (B330), which is clearly visible from the Parkway, is located at milepost 176.20 within a complex of structures designed to support interpretation of pioneer life as well as visitor service needs. The complex is set within a mown clearing dotted with numerous large deciduous trees. Mabry Mill Pond is located at the south end of the complex. The six structures— four buildings and two exhibit shelters—associated with the complex are located to the north of the pond.

Like the Mountain Farm exhibit, the Mabry Mill complex was designed to illustrate pioneer lifeways in Southern Appalachia as part of the didactic programming associated with the Parkway. The original mill was restored by Parkway personnel in 1940, accompanied by the reconstruction of an associated blacksmith and wheelwright shop using WPA and CCC enrollee labor and craftsmanship.

Following World War II, additional improvements were made at the site to expand the exhibit, similar to that which was conducted at the Mountain Farm. In 1953, the National Park Service began to operate the grist mill and sell the resulting meal to visitors.

During Mission 66, the Matthews Cabin, which was relocated to the site to replace the Mabry dwelling, was adapted for use as a visitor center.

The Mabry Mill exhibit, like the Mountain Farm, is an exemplary example of one of the principle design elements of the Parkway as articulated by Stanley Abbott and Edward Abbuehl during the initial phase of Parkway planning and development. It remains one of the most photographed and visited sites along the Parkway. The Mabry Mill contributes to the national significance of the Blue Ridge Parkway.

Mabry Mill is rectangular in plan and composed of three gable roof structures of varying heights connected at the end gables to create a unified building. The wood-framed structure has a random rubble course stone foundation, wood-framed gable roofs with wood shakes, and a wood gutter supported by wood brackets anchored to the framing. The north building is a one-story structure with the north portion clad with wood plank and the south portion clad with horizontal weatherboard

siding. The main door opening, located on the west elevation, is accessed from a small wood-framed bridge that spans a drainage channel and is currently boarded over with wood planks. The center building is one-and-a-half stories tall and is clad with horizontal weatherboard. A wood plank door is centered on the west elevation and has a stone-paved stoop with wood post and rail handrails. Typical fenestration is six-light awning windows. The wood mill wheel is approximately 15 feet tall and is located on the east elevation of the center building. The south building, the foundation of which rests in the shallow waters at the edge of the Mabry Pond, is a one-story structure with board-and-batten siding.

A network of wood-framed flumes weaves through the Mabry Mill site carrying water to propel the mill wheel.



FIGURE 196. Mabry Mill.

Groundhog Mountain Lookout Tower

The **Groundhog Mountain Lookout Tower** (B137) is located at milepost 188.80 at the Groundhog Mountain Picnic Area. The Virginia State Forest Service, under the supervision of Parkway landscape architect Kenneth McCarter, built a fire lookout tower at Groundhog Mountain in 1942 near a small picnic area developed by CPS enrollees in April 1939. The fire lookout was later restored and converted for visitor use by the National Park Service. The architecture of the tower was derived from that of a tobacco barn. The tower is a good example of a rustic structure built to recall local vernacular architecture in support of Parkway needs, and contributes to the national significance of the Blue Ridge Parkway.

The Groundhog Mountain picnic area is characterized by gently rolling hills. The developed area features picnic grounds, a comfort station, the lookout tower, and a pumphouse. There is also a small

cemetery located within a curbed traffic island surrounded by the surface lot, and an interpretive fence exhibit. The lookout tower is located at the peak of one of hills. It consists of a two-story log-framed tower and a one-story lean-to. The structure has a concrete foundation, exposed milled log-framing with saddle-notched and dovetail joinery, vertical plank siding at the end gables, and a wood shake gable roof. The lean-to addition has a wood shake shed roof. At the second floor level, timber-framed window openings provide a 360-degree view of the surrounding landscape. The interior walls of the structure are clad with vertical wood planks. All window and door openings are wood-framed.



FIGURE 197. Groundhog Mountain Lookout Tower.

Cumberland Knob

Cumberland Knob recreation area is located at milepost 217.60. It consists of a large mown-turf clearing surrounded by dense woods at the base of a hill with views of the Blue Ridge Mountains. The developed area includes picnic grounds, a recreation field, and the Smith family cemetery. These features are accessed from an asphalt-paved spur road arising from the Parkway, and an associated parking area. The developed area contains two exemplary examples of pre-war Parkway rustic construction in the overlook shelter and visitor center/comfort station. These structures exemplify the architectural character envisioned by the design team led by Stanley Abbott. The Cumberland Knob Overlook Shelter and Visitor Center/Comfort Station are individually significant resources that also contribute to the national significance of the Blue Ridge Parkway.

The **Cumberland Knob Overlook Shelter** (B089) was built circa 1937 or 1938 by WPA enrollees. Set within a mown-turf clearing surrounded by dense woods at the peak of a hill, the shelter can be reached from the 1/2-mile Cumberland Knob Trail. The shelter once afforded views of the Blue Ridge Mountains but these are now blocked by vegetation.

The overlook shelter is a one-story, L-shaped open-air structure with a flagstone-paved floor, flagstone foundation and partial height walls, timber-framed supports, and timber-framed wood-shake

gable roofs. The structure features a flagstone fireplace with segmental arch hearth and wood benches along the interior walls.





FIGURE 198, left. Cumberland Knob overlook shelter (B089). Photo dated February 6, 1970. Source: National Park Service, Blue Ridge Parkway, milepost 217.5, negative no. 5875.

FIGURE 199, right. Cumberland Knob Overlook Shelter.

The **Cumberland Knob Visitor Center/Comfort Station** (B090) is a one-story timber-framed structure consisting of an enclosed visitor center, enclosed comfort station, and open-air covered porch. The visitor center has a concrete foundation with a flagstone-paved floor, timber- and log-framed walls painted grey, and wood-framed wood-shake gable roofs with board-and-batten-clad end gables. The visitor center portion of the building is log-framed with dovetail joinery, while the comfort station has board-and-batten siding. The covered porch has timber framing and wood rails that extend between framing members. Typical fenestration includes wood-framed six-over-six double-hung windows and twelve-light awning windows. After it was constructed in 1941, the structure served as the Parkway's first food service facility as a sandwich shop. It was later adapted for use as a visitor center. The building has a stone interior chimney, although the associated fireplace was infilled as part of the adaptive reuse.



FIGURE 200. Cumberland Knob Visitor Center/Comfort Station.

The **Cumberland Knob Wood Storage Shed** (B385) is a small structure with wood timber framing and a wood shingle gable roof with exposed eaves. The framing is clad with vertically oriented wood plank. The building was constructed in 1952.

Doughton Park

Doughton Park recreation area is a large complex located at milepost 241 that occupies a generous plateau within an otherwise rugged section of mountains in North Carolina. The recreation area features a lodge, coffee shop, picnic area, campgrounds, and a maintenance area referred to as Bluffs Maintenance Compound; until 1950, the recreation area was known as the Bluffs. Several distinctive structures are located within the recreation area that include pre-Parkway vernacular structures that are interpreted to the public—the Brinegar and Caudill Cabins—a pre-war rustic overlook shelter, and post-war modified rustic former gas station, lodge, and coffee shop. These features each represent exemplary examples of a type and continue to convey historic associations with the original design intent for the Parkway and its resources. As such, they contribute to the national significance of the Blue Ridge Parkway.

Brinegar Cabin

The Brinegar Cabin and associated structures are located at milepost 238.50 on a steeply-sloped hillside set within a mown-turf clearing dotted with large deciduous trees. The built resources of the site are used to interpret Appalachian farm life. The structures are already listed in the National Register.[210] They also contribute to the national significance of the Blue Ridge Parkway.

The **Brinegar Cabin** (B096) is a one-story log-framed structure situated on the slope of a hillside. The structure has a dry laid fieldstone foundation, log-framed structure clad with weatherboard, and a wood-framed wood shake gable roof with exposed framing and two stone chimneys. The building is thought to have been constructed circa 1886–1889.

The **Brinegar Granary/Shed** (B162) a one-story wood-framed structure with a walk-out basement. The building has a dry laid fieldstone foundation, wood-framed structure with wood weatherboard, and a wood-framed wood shake gable roof with exposed framing. This building is thought to have been constructed in 1885.

210. The National Register nomination (1971) specifically notes the cabin and a gable-roofed structure to the northwest, apparently referencing the granary/shed. The springhouse and outhouse at the site are not specifically mentioned in the nomination. The Historic American Building Survey (HABS) photographs and drawings (1959) for the Brinegar Cabin documents the cabin, granary/shed, and springhouse.





FIGURE 201, left. Brinegar Cabin.
FIGURE 202, right. Brinegar Granary/Shed.

The **Brinegar Springhouse** (B163) is a one-story wood-framed structure with a rectangular plan. The building consists of a dry laid fieldstone foundation, wood-framed structure with vertically oriented wood plank siding, and a wood-framed wood shake gable roof. This building is thought to have been constructed in 1885.

The **Brinegar Outhouse** (B433) is a wood-framed outbuilding with horizontal wood weatherboard and wood shake shed roof with exposed eaves. It is currently being used for storage. The building was constructed by the National Park Service in 1979 to replace a previous comfort station constructed on the site in 1958. The current structure is a one-room facility with a poured-in-place concrete slab and plywood and stud wall construction, and a hand-hewn wood shingle roof.





FIGURE 203, left. Brinegar Springhouse.
FIGURE 204, right. Brinegar Outhouse.

Martin Caudill Cabin

The **Martin Caudill Cabin** (B100) is situated in an overgrown clearing surrounded by dense woods at the base of a steep mountain. The cabin is the only structure on the site. It is located at the north end of the Basin Creek Trail that extends through the ruins of an early-twentieth-century farming community. The cabin is a one-story, one-room structure used to interpret a rural Appalachian homestead. It is a whole log-framed structure with saddle notched open joinery, set on dry-laid fieldstone foundation walls. The cabin features wood shake siding at the end gables, a wood-framed

wood shake gable roof with exposed framing, and a stone exterior end. The cabin is thought to have been constructed in 1890.



FIGURE 205. Martin Caudill Cabin.

Doughton Park Overlook Shelter

The Doughton Park **Overlook Shelter** (B103) is associated with the Doughton Park Picnic Area. It is a one-story structure, enclosed on three sides, with a wood-framed, stone-paved porch on the main elevation. The building has a stone foundation, sawn log framing with half dovetail joints, and a wood-framed wood shake gable roof with exposed framing and eaves. The shelter was designed by National Park Service architect Kenneth McCarter and constructed in 1940 by WPA crews.



FIGURE 206. Doughton Park Overlook Shelter.

The Doughton Park **Camp Store** (B105) is associated with the Doughton Park developed area. It is a one-story wood-framed structure with a concrete foundation, horizontal wood plank siding, random ashlar native stone veneer, and a cement shingle gable roof. Wood-framed balconies are located along the west and north elevations. Typical fenestration includes wood-frame eight-over-eight double-hung windows. Constructed in 1949 in the modified rustic style as part of the initiative to provide additional services along the Parkway, the Camp Store at one time functioned as a store and gas station. The building is currently vacant.

The Doughton Park **Coffee Shop** (B106) is also associated with the developed area. It is a one-story wood-framed structure with a concrete foundation, horizontal wood plank siding, random ashlar native stone veneer, and a cement shingle gable roof with boxed. Typical fenestration includes wood-frame four-light awning windows as well as stacked single-light awning awnings. The building has a stone interior chimney. The coffee shop is currently vacant. It was built in 1949 in the modified rustic style.

Doughton Park Lodge Unit A (B188) and **Unit B** (B189) are situated within a mown-turf clearing on a steeply-sloped hillside. The two units are connected by a wood-framed, stone-paved, gable-roofed breezeway. The two buildings also share a stone-paved patio; a stair leads from the patio to the landscape. Each unit is a one-story wood-frame structure with a walk-out basement. The buildings are set into the hillside and appear as one-story structures from the northeast and two-story buildings from the southwest. Each structure has a concrete foundation, vertical plank siding with weatherboard siding at the end gables, and a cement tile gable roof. Covered porches extend along northeast and southwest elevations. Typical fenestration includes wood-frame six-over-six double-hung windows.

The lodge was completed in 1950. It was constructed in the modified rustic style, but includes elements of Modern architecture.





FIGURE 207, left. Doughton Park Camp Store (left) and Coffee Shop (right).
FIGURE 208, right. Doughton Park Lodge. Unit A (left), and Unit B (right).

Woodruff Farm

The Woodruff Farm, located at milepost 246, is a complex of eight structures, including a house and numerous barns, sheds, and outbuildings. The property is owned by the National Park Service as fee simple, but until 2014 was part of a life estate. It is an exemplary example of a local vernacular farmstead dating to the late nineteenth or early twentieth century that possesses good integrity. As such, it appears individually eligible for listing in the National Register of Historic Places, and contributes to the national significance of the Blue Ridge Parkway.

The farmstead is situated in a grassy meadow located between heavily wooded hillsides and adjacent to a small creek. The farm is visible from the Parkway. A small dirt road extends from the Parkway to provide access to the house and outbuildings.

The **Woodruff Farm House** (B844) is a two-story structure with a front porch and one-story L-shaped addition on the north and east elevations. The house has a concrete foundation, horizontal weatherboard, wood shingle, and coffered tin siding, and wood-framed standing seam metal gable roofs. The front elevation features a one-story wood-framed porch with a standing seam metal shed roof. The one-story L-shaped addition has a concrete block foundation, horizontal weatherboard siding, and a standing seam metal shed roof. Typical fenestration includes two-over-two and six-over six wood-framed double-hung windows. The building has three exterior chimneys. It has been identified as the former John Jackson Miller House. The dates of construction of the house and its ancillary structures are not known.



FIGURE 209. Woodruff Farm House.

The **Woodruff Farm Springhouse** (B845) is a one-story structure with a concrete foundation, concrete block walls, and a wood-framed gable roof with corrugated metal. The end gables of the roof are clad with horizontally oriented weatherboard. Typical fenestration includes wood-framed two-light awning windows.

The **Woodruff Farm Lean-to Shed** (B846) is a one-story covered pole barn with wood timber post framing and a wood-framed corrugated sheet metal low-slope shed roof. The exterior of the building is clad with vertical wood-plank siding that encloses the structure on the side and rear elevations.





FIGURE 210, left. Woodruff Farm Springhouse.
FIGURE 211, right. Woodruff Farm Lean-to Shed.

The **Woodruff Farm Granary/Cellar** (B847) is a one-story wood-framed barn with a walk-out basement, set into the hillside. The structure has a brick foundation, horizontal wood weatherboard, and a corrugated sheet metal gable roof.

The **Woodruff Farm Small Shed** (B848) is a one-story covered pole barn with wood timber post framing and a wood-framed corrugated sheet metal low-slope roof. The exterior of the building is clad with vertical wood plank siding that encloses three sides of the structure.





FIGURE 212, left. Woodruff Farm Granary/Cellar.
FIGURE 213, right. Woodruff Farm Small Shed.

The **Woodruff Farm Large Shed** (B849) is a one-story covered pole barn with wood timber post framing and a wood-framed corrugated sheet metal low-slope roof. The exterior of the building is clad with vertical wood plank siding that encloses the structure on the side and rear elevations.

The **Woodruff Farm Barn** (B850) is a two-story wood-framed dairy barn set into the hillside. The structure has timber post framing, vertical wood plank siding, and a gable roof with corrugated sheet metal. Timber-framed lean-to additions with corrugated sheet metal shed roofs extend along the side elevations of the barn.

The **Woodruff Farm Estate Garage Shed** (B851) is a one-story covered pole barn with wood timber post framing and a wood-framed corrugated sheet metal shed roof. The exterior of the back half of the building is clad with vertical wood plank siding that encloses the structure on the side elevations.





FIGURE 214, left. Woodruff Farm Large Shed.
FIGURE 215, right. Woodruff Farm Barn.

Sheets Log Cabin

The Sheets Log Cabin (B291) is located at milepost 252.40. Situated in a mown-turf clearing surrounded by dense woods at the base of a hill, the cabin is visible from the parkway. The cabin is a one-story structure used to interpret a rural Appalachian homestead. The building is a split log-framed structure with half dovetail open joints, set on a stone pier foundation. It has a wood-framed wood-shake gable roof with exposed framing. A stone exterior end chimney is centered on the south end gable elevation. The structure is thought to have been constructed in 1815. It is a very early example of a pioneer cabin located along the Parkway. As such, it is likely individually eligible for listing in the National Register of Historic Places. It also contributes to the national significance of the Blue Ridge Parkway.



FIGURE 216. Sheets Log Cabin.

Flat Top Estate (Moses H. Cone Memorial Park)

Located at milepost 294.00, near Blowing Rock, North Carolina, the Flat Top Estate (the Moses H. Cone Memorial Park) is listed in the National Register of Historic Places.

Flat Top Estate was the country home of textile magnate Moses Cone, the "Denim King," and his wife Bertha. **Flat Top Manor** (HS-359), constructed circa 1899–1900, is a two-story Colonial Revival house with a full basement and an attic level; the main facade faces south and overlooks the grounds of the estate, with expansive views extending to Blowing Rock. The wood-framed house is generally L-shaped, with a porch that wraps around most of the first floor and a hip roof covered with wood shingles. The exterior of the house is clad with wood clapboard siding and wood trim, all painted white. Exposed portions of the foundation wall are generally parged with stucco and painted white. The windows of the house are primarily double hung, one-over-one windows at the first floor, and a mixture of twelve-over-one and nine-over-one windows at the second floor. The main roof is covered with unfinished wood shingles. Five brick masonry chimneys extend above the roof; all are painted white.

To the east of the manor house is the **Carriage House** (HS-205), constructed circa 1899–1905, which is one of the five surviving Cone-era buildings on the property. The building is used for educational and interpretive programs. It is built into the hillside, with a raised fieldstone masonry basement below two wood-framed levels, and a galvanized standing seam metal roof with a center cupola. Above the basement level, the building is wood-framed and is clad with wood siding. Since the building is built into the slope, grade level access to the main level is possible from the west side, which has large paired sliding wood doors. An open porch extends across the west elevation.

The interior of the basement level was used as horse stables and has a dirt floor, exposed post and beam wood structural framing, painted stone masonry walls, exposed wood joist floor construction above, and three wood-sided stalls. The main level contains two modern restrooms and an open space

for storage of carriages, with wood flooring, walls, and ceiling. The upper level or hayloft is open with two small finished rooms at the south end.





FIGURE 217, left. Flat Top Manor.
FIGURE 218, right. Flat Top Carriage House.

The **Apple Barn** (HS-208), built in 1900–1901, is the only surviving historic agricultural building on the estate. It is located approximately 1/2 mile from the manor house. The barn, which is built into the hillside, has an open lawn to the west and is otherwise surrounded by woodland. The L-shaped building has a raised basement constructed of stucco-parged rubble stone masonry. The upper portion of the walls is a wood-framed structure clad with painted wood Dutch-lap profile siding. The gable roof is covered with sheet metal and features three gabled ventilation cupolas. All of the doors and window shutters are built of solid wood planks. The southwest ell addition to the apple barn is a one-story, shed-roofed wood-framed structure set on circular wood posts and clad painted board-and-batten siding. Windows in the addition are six-light horizontal sliding sash. The interior contains many original utilitarian features at the main floor and loft, reflecting its important function on the estate.

West of the intersection of Shulls Mill Road and U.S. Highway 221 sits the **Sandy Flat Missionary Baptist Church (Sandy Flats School)**, (HS-298), built circa 1906–1908. The building, which is T-shaped in plan, has a brick masonry foundation parged with stucco and scored to resemble random ashlar masonry, wood shingle siding (portions of which have staggered coursing), an asphalt-shingled hip and gabled roof, and red brick chimneys. The windows are two-over-two double hung units with patterned glass. The interior of the building has tongue-and-groove hardwood flooring and painted bead board wall and ceiling cladding, detailed window and door trim, pocket doors, and other extant original features.





FIGURE 219, left. Flat Top Apple Barn.
FIGURE 220, right. Sandy Flats School/Sandy Flat Missionary Baptist Church.

Linn Cove Viaduct

The **Linn Cove Viaduct** (182P) is located at milepost 304.02. The structure spans a steeply sloped ravine and branch of the Linn Cove River in the vicinity of Grandfather Mountain. From the bridge, expansive views are afforded of the valley parkway left; deciduous forest edges the viaduct parkway right.

The Linn Cove Viaduct is an eight-span bridge with a single-compartment cast-in-place segmental box-girder structure with a cast-in-place concrete deck that cantilevers ten feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The full span of the bridge is divided into eight structural segments and is supported by concrete abutments set into the steep rock-faced slope of the ravine and monolithic concrete piers cast onto the bedrock. The wing walls of the abutments are clad with random ashlar native stone. The shallow streambed of the Linn Cove branch is located under the viaduct.

The viaduct was completed in 1983. It is considered a significant feat of engineering, and is individually eligible for listing in the National Register of Historic Places. The Linn Cove Viaduct also contributes to the national significance of the Blue Ridge Parkway.





FIGURE 221, left. Linn Cove Viaduct.
FIGURE 222, right. Linn Cove Viaduct.

Crabtree Falls

Crabtree Falls recreation area is located at milepost 339.50. The recreation area contains several buildings designed to support visitor needs. These are organized around an asphalt-paved loop road and parking area. Two of the buildings located within the recreation area are exemplary examples of a type. The gas station as well as the restaurant reflect the post-war and Mission 66 eras of development respectively. Both retain a good degree of integrity and continue to convey their historic associations. They contribute to the national significance of the Blue Ridge Parkway.

The **Crabtree Falls Gas Station/Storage Building** (B127) is a one-story structure currently used as a storage building. The building historically functioned as a gas station. The structure, which is located in a small mown clearing surrounded by woodland, has a concrete foundation, vertical wood plank siding, and an asphalt shingle gable roof. The building is characterized by a concrete-paved pass-through at the front elevation of the building, overhung by the gable roof structure. It was built in 1950 in the modified rustic style and includes elements of local vernacular architecture.

The **Crabtree Falls Restaurant** (B128) is a one-story Modernist structure with a walk-out basement, constructed as part of Mission 66. The building is composed of a center bay with an open plan that houses the restaurant and flanking side bays. It has a concrete block foundation and wood-framing. The side bays are clad with random ashlar stone veneer and board-and-batten siding painted grey. The center bay has a large steel-framed storefront window. The side bays have low-slope roofs, while the center bay has a wood-framed standing seam metal shed roof with wide overhanging eaves, and exposed framing. A wood-framed deck with wood plank handrail along the west elevation of the center bay provides views of the clearing beyond.

The structure embodies aspects of Modernist architecture, including an integration of the interior and exterior landscape, use of modern construction such as wide expanses of glass, and a spatial organization that favors viewpoints, movement, and a simple plan. To meet the Parkway imperative in the use of rustic architecture, the restaurant also includes the use of local materials such as native stone and wood.





FIGURE 223, left. Crabtree Falls Gas Station/Storage Building.
FIGURE 224, right. Crabtree Falls Restaurant.

Craggy Gardens

The Craggy Gardens recreation area occurs at milepost 364.40 and occupies the ridge between two mountain passes, affording sweeping views of the Blue Ridge Mountains to the east and west. The focal point of the recreation area is the **Craggy Gardens Visitor Center** (B360). Constructed in 1955, the visitor center is representative of a post-war amalgam of rustic and Modernist architectural design principles and is a notable Parkway resource. The visitor center contributes to the national significance of the Blue Ridge Parkway.

The visitor center is a one-story structure with a walk-out basement, concrete foundation clad with random ashlar native stone, wood-framed structure with board-and-batten siding, and a standing seam metal shed roof with exposed eaves. The main entrance is located on the east and is accessed from a stone-paved porch with a wood-framed shed roof. A band of clerestory windows extends across the top of the east elevation, above the shed roof porch roof.



FIGURE 225. Craggy Gardens Visitor Center.

Blue Ridge Parkway Survey and Inventory

Brinegar Cabin FMSS No. **4485**

Current or Other Name(s): Pioneer Exhibit

Survey Information *Survey Date:* 05/15/2013

Database ID No. 571 *Surveyor Name(s):* Kenneth Itle, Timothy Penich

Identification Information

BLRI Structure No.	B096
State ID No.	AL0001
LCS ID No.	5095
CLI No.	550134
Ownership:	Federal
Access:	Open to the public - seasonal
FMSS No.	4485
Code:	4100
Occupant	NPS
Status	OPERATING

Location Information

Milepost	238.50	Parkway Section	2-C
Parkway Left/Right	Parkway Left		
State	North Carolina		
County	Alleghany		
Town (vicinity of)	Laurel Springs vicinity		
BLRI Maint. Dist.	Blue Ridge Parkway - Highlands District		
USGS Quad	Whitehead		
Street Address	MP 238.50 Blue Ridge Parkway		
Latitude			
Longitude			
Elevation	feet above sea level		

Description

Architectural style:		*Number of stories:*	1
Vernacular type:	log cabin	*Size:*	502 SF
Foundation:	Stone masonry (ashlar)	*Structural system*	Wood frame
Wall:	Wood siding (weatherboard)	*Material(s):*	Log
Window Type(s):	Double-hung	*Other feature(s):*	Porch/ covered porch on back- wood framed- covered
Material(s):	Wood frame	*Other material(s)*	Log
Roof form(s):	Gable	*Chimney(s):*	(2) at east exterior wall
Material(s):	Wood shingle	*Material(s):*	Stone masonry (ashlar)

Summary The Brinegar Cabin is a one-story log-framed structure situated on the slope of a hillside. The structure has a dry laid fieldstone foundation, log-framed structure clad with weatherboard, and a wood-framed wood shake gable roof with exposed framing. The main entrance is located on the uphill side of the building. The back elevation is located on the downhill side of the building and features a log-framed covered porch with wood deck and stone access stairs. Typical fenestration includes wood-framed four-over-two double-hung windows. Door openings, located on the front

Blue Ridge Parkway Survey and Inventory

Brinegar Cabin

FMSS No. **4485**

and back elevations, are wood-framed and have vertical plank doors. Two stone exterior end chimneys are located at the end gable elevations.

Current Use: Interpretive exhibit

Historic Use: Residence

Related Resources: A part of the Brinegar Cabin complex which includes structures B096, B162, B163, and B433.

Site Information

Setting: Transportation Corridor

Original site? Original

Paving: Stone walk to house

Paving material(s): Stone

Ancillary Structures

Spring house, out house, granary

Summary The Brinegar Cabin (B096) is located on parkway left at milepost 238.50 at the Brinegar interpretive area. The site consists of a steep-sloped hillside with mown-turf and numerous large deciduous trees, and contains four structures used to interpret the Appalachian farm settlement: three farm buildings, and one outbuilding. A stone-paved path provides access to the structures. An asphalt-paved parking lot is located west of the interpretive area and is directly accessed from the parkway. The Brinegar Cabin is located uphill from the other interpretive structures and is the first structure encountered on the path from the parking lot.

History, Condition, and Integrity

Condition:	Fair	*Integrity of Materials:*	Medium
Year built:	1886-1889	*Integrity of Location:*	High
Alteration date(s):	1911, 1975, 2008, 2009	*Integrity of Setting:*	Medium
Alterations?	Minor Alterations	*Integrity of Feeling:*	High
National Register date:	1/20/1972	*Integrity of Workmanship:*	Medium
National Register ID:	134	*Integrity of Association:*	High
Assessment of significance:	National Register listed	*Integrity of Design:*	High
Threats:	Deterioration	***Overall Integrity:***	High

Observed alterations

1941 - restoration by Works Progress Admin forces under supervision of parkway landscape architect Kenneth McCarter; Shake roof replaced 2004.

Significance summary

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

Sources and References

Existing Report(s): NRN (1/20/1972); HRS (1988); CLI; HABS (1959); Building Survey, circa 1955

PMIS:

Blue Ridge Parkway Survey and Inventory

Brinegar Cabin FMSS No. **4485**

Drawings: 64069A Replace Roof (2008); 113672A Repair Buildings and Grounds (2009); PLUM 2C 3; Dwg. DB 2161, 1947 HABS; 1987 HABS

Comment Built by Martin Brinegar starting circa 1886 and completed circa 1889 (see HRS, p. 32). No NR boundary is defined; listed in 1972; http://www.hpo.ncdcr.gov/nr/AL0001.pdf. NRN: "The cabin Is notable as an unusually well-preserved example of a type of construction that was used not only by the early settlers in the eighteenth century but also by settlers of more remote regions in later times."
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on NR; plywood under new cedar wood shingle. Its integrity and significance is assessed as part of an interpretive complex.

Representative Photograph



Blue Ridge Parkway Survey and Inventory

U.S. Route 52 Bridge FMSS No. **6651**

Current or Other Name(s):

Survey Information *Survey Date:* 06/27/2013

Database ID No. 471 *Surveyor Name(s):* Michael Ford, Leonard Kliwinski

Identification Information

BLRI Structure No.	064P
State ID No.	
LCS ID No.	
CLI No.	
Ownership:	
Access:	

FMSS No. 6651 Code: 1700

Occupant	NPS
Status	OPERATING

Location Information

Milepost	199.41	Parkway Section	1-V
Parkway Left/Right			
State	Virginia		
County	Carroll		
Town (vicinity of)			
BLRI Maint. Dist.	Blue Ridge Parkway - Plateau District		
USGS Quad	Fancy Gap		
Street Address			
Latitude			
Longitude			
Elevation	feet above sea level		

Description

Height: *Number of Spans:* 1 *Number of Lanes:* 2

Bridge Type:	Rigid-frame: arch shape
Bridge Crosses Over:	RT 52
Bridge Use:	Road
Abutment/Wall/Pier materials:	Stone masonry (ashlar), Concrete (cast-in-place)
Span material(s):	Concrete (cast-in-place)
Paving material(s):	Asphalt
Other feature(s):	Stone (ashlar) 24", both sides
Other material(s):	

Summary The U.S. Route 52 Bridge is a single-span rigid-frame concrete structure with a segmental arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing, abutment, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch is exposed to view. The bridge spans U.S. Route 52, with abutments set in the steeply sloped built-up earthen embankments. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and stone parapet

Blue Ridge Parkway Survey and Inventory

U.S. Route 52 Bridge FMSS No. **6651**

walls. U.S. Route 52 crosses under the bridge and is a two-lane asphalt-paved road with a gravel shoulder. There are two access ramps to the interchange access between the roads, one located on parkway right at the parkway north end of the bridge and one located on parkway left at the parkway south end of the bridge. As viewed from the approach on the parkway, the bridge is slightly curved in plan and is set at a 34-degree angle to the road below.

Related Resources:

Site Information

Setting:

Summary The U.S. Route 52 Bridge (064P) is located at milepost 199.41 where the Blue Ridge Parkway spans U.S. Route 52. The bridge spans between the grass-covered embankments on either side of the lower road and is surrounded by mown-turf clearing. Commercial developments, approximately 200 feet from the parkway, are visible from both park left and right sides of the parkway.

History, Condition, and Integrity

Condition:	Good	*Integrity of Materials:*	Medium
Year built:	1940	*Integrity of Location:*	High
Alteration date(s):		*Integrity of Setting:*	High
Alterations?		*Integrity of Feeling:*	High
National Register date:		*Integrity of Workmanship:*	High
National Register ID:		*Integrity of Association:*	High
Assessment of significance:	Contributing	*Integrity of Design:*	High
		Overall Integrity:	High

Threats:

Observed Alterations

Significance summary

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

Sources and References

Existing Report(s):	
PMIS:	
Drawings:	

Comment 1,886.5 sq ft deck

Blue Ridge Parkway Survey and Inventory

U.S. Route 52 Bridge FMSS No. **6651**

Representative Photograph



Blue Ridge Parkway Survey and Inventory

Tanbark Ridge Tunnel

FMSS No. 4930

Current or Other Name(s): BLUE RIDGE PARKWAY THROUGH TANBARK RIDGE MOUNTAIN

Survey Information *Survey Date:*

Database ID No. 873 *Surveyor Name(s):*

Identification Information

BLRI Structure No.	141P
State ID No.	BN 5954
LCS ID No.	334294
CLI No.	
Ownership:	Federal
Access:	Open to the public - seasonal

FMSS No. 4930 Code: 1800

Occupant	NPS
Status	OPERATING

Location Information

Milepost	374.24	Parkway Section	2-P
Parkway Left/Right	Centered		
State	North Carolina		
County	Buncombe		
Town (vicinity of)	Asheville		
BLRI Maint. Dist.	Blue Ridge Parkway - Pisgah District		
USGS Quad	Craggy Pinnacle		
Street Address			
Latitude			
Longitude			
Elevation	feet above sea level		

Description

Inside Height: lear= 14'-6"; Ov *Number of Tubes:* 1 *Number of Lanes:* 2

Tunnel Crosses Under: Tanbark Ridge Mountain

Tunnel Use: Road

Outside wall material(s): Stone masonry (ashlar)

Inside wall/ceiling material(s): Concrete (cast-in-place), Rock

Paving material(s): Concrete (cast-in-place)

Other feature(s): Drainage culvert at parkway right near south portal; gravel pull-offs; trail acces

Other material(s): Gravel, Stone

Summary The Tanbark Ridge Tunnel is a vaulted structure consisting of an arched rock-faced random ashlar stone portal with voussoirs at both the northbound and southbound entrances. The portals abut an exposed rock wall at parkway right and step down in single stone courses toward a steep-sloped earthen embankment at parkway left. The tunnel is slightly curved in plan, allowing for a partial visual connection with the entrance portal at the opposite end. An asphalt-paved road with asphalt shoulder extends through the tunnel. The stone at the south portal extends into the tunnel and lines

Blue Ridge Parkway Survey and Inventory

Tanbark Ridge Tunnel

FMSS No. 4930

the first 15 feet of the interior. The remaining tunnel interior has a concrete lining that extends approximately 30 feet from the face of the stone at either entrance into the tunnel, where it then transitions to exposed rock. Safety netting and been applied to the face of the exposed rock. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining or exposed rock.

Related Resources:

Site Information

Setting: Transportation Corridor

Summary The Tanbark Ridge Tunnel (141P) is located at milepost 374.24 along the Blue Ridge Parkway and is surrounded by a heavily wooded deciduous forest. The tunnel is set into the mountain slope and is open to views of the valley overlooking the forest canopy on parkway left. The roadway and surrounding hillside immediately north of the north portal was recently washed out following heavy rains in 2013. The hill has been stabilized and the road was rebuilt with concrete barricade rails and a slight modification to the road alignment. The tunnel is in close proximity to a trail access and a stone drainage culvert at parkway right and gravel pull offs are located on either side of the parkway near the south portal.

History, Condition, and Integrity

Condition:	Poor	*Integrity of Materials:*	Medium
Year built:	1961–1962	*Integrity of Location:*	High
Alteration date(s):	1990	*Integrity of Setting:*	High
Alterations?	Major Alterations	*Integrity of Feeling:*	High
National Register date:		*Integrity of Workmanship:*	Medium
National Register ID:		*Integrity of Association:*	High
Assessment of significance:	Contributing	*Integrity of Design:*	High
		Overall Integrity:	Medium

Threats: Deterioration, Erosion, Biological Degradation/Mold, Moisture Leakage

Observed Alterations

1990: Major reconstruction of superstructure, rockbolts and screening
2013: Road adjacent to tunnel was washed out and subsequently stabilized and rebuilt

Significance summary

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because the length of the tunnel interior has an exposed rock surface.

Sources and References

Existing Report(s):	FHWA Tunnel Inspection Report, June 24, 2011 Tunnel Survey, circa 1953 Tunnel Survey, circa 1962 Tunnel Survey, circa 1968
PMIS:	

Blue Ridge Parkway Survey and Inventory

Tanbark Ridge Tunnel *FMSS No.* 4930

Drawings:

Comment 17,703 sq ft

Representative Photograph



Blue Ridge Parkway Survey and Inventory

Devil's Garden Overlook RT

FMSS No. **48208**

Current or Other Name(s):

Survey Information *Survey Date:* 05/28/2013

Database ID No. 568 *Surveyor Name(s):* Christina Osborn, Jane Jacobs

Identification Information

BLRI Structure No.	235L; 1006P
State ID No.	
LCS ID No.	341004
CLI No.	
Ownership	Federal

FMSS

No. 48208 Code: 1300

Occupant	NPS
Status	OPERATING

Location Information

Milepost	235.70	Parkway Section	2-B
Parkway Left/Right	Left		
State	North Carolina		
County	Wilkes		
Town (vicinity of)			
BLRI Maint. Dist.	Blue Ridge Parkway - Highlands District		
USGS Quad	Glade Valley		
Latitude	36.4340185366		
Longitude	-81.1042824326		
Elevation	3428 feet above sea level		
Access	Open to the public - seasonal		

Overlook Description Type: Crescent

View:	Open; Framed - Partially Obstructed	*Paving material(s):*	Asphalt
Island:	Grass	*Curb Material(s)*	Flagstone; Slate with mortar joints
Amenities:	Trailhead: MST		
Drainage:			
Other Features:			
Other material(s):			
Signage:	Overlook: Devil's Garden Overlook Elev. 3428		
Material(s):	Wood		

Summary This overlook is in fair condition, with some crumbling curbs or missing pieces. The view, however, is open and expansive, with large landforms in the foreground and the extensive Blue Ridge in the distance. There are no visitor amenities except for the trailhead marked MST. Foreground vegetation does start to interfere with the view.

Blue Ridge Parkway Survey and Inventory

Devil's Garden Overlook RT

FMSS No. **48208**

Related Resources:

Site Information

Setting: Transportation Corridor

Summary Very visible from Parkway pull-out on fill constructed overlook. Steep slopes down from sidewalk. Taller woodland vegetation starting to obstruct view. Successional vegetation in foreground has been cut.

History, Condition, and Integrity

Condition:	Fair	*Integrity of Materials:*	Medium
Year built:	1939	*Integrity of Location:*	High
Alteration date(s):		*Integrity of Setting:*	High
Alterations?	Minor Alterations	*Integrity of Feeling:*	High
National Register date:		*Integrity of Workmanship:*	Medium
National Register ID:		*Integrity of Association:*	High
Assessment of significance:	Contributing	*Integrity of Design:*	High
Threats:	Deterioration, Vegetation	***Overall Integrity:***	High

Observed alterations

Infill with grass on the island; asphalt sidewalk added

Significance summary

Overlook retains high integrity.

Sources and References

Existing Report(s):	
PMIS:	
Drawings:	Ref. drawing 2B-2005 Sept. 1937

Comment

Blue Ridge Parkway Survey and Inventory

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FMSS No. **48208**

Representative Photograph



Overall Integrity Assessment

Basis of Assessment

Assessment of integrity is based on an evaluation of the existence and condition of the physical features that date to a property's period of significance, taking into consideration the degree to which the individual qualities of integrity are present. The seven aspects of integrity identified in the National Register Criteria for Evaluation are location, design, setting, materials, workmanship, feeling, and association. As noted in the National Register Bulletin, *How to Apply the National Register Criteria for Evaluation*:

> Location is the place where the historic property was constructed or the place where the historic event occurred. . . . Design is the combination of elements that create the form, plan, space, structure, and style of a property. . . . Setting is the physical environment of a historic property. . . . Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. . . . Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. . . . Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. . . . Association is the direct link between an important historic event or person and a historic property.[211]

> The property must retain the essential physical features that enable it to convey its historical significance. The essential physical features are those features that define both why a property is significant (National Register criteria) and when it was significant (period of significance). The National Register Bulletin, *How to Apply the National Register Criteria for Evaluation*, defines integrity as "the ability of a property to convey its significance."[212]

Integrity of Bridges, Tunnels, and Overlooks

Features directly associated with construction of the Parkway road corridor include the paved travelway, bridges, tunnels, and overlooks. The majority of these features possess a high degree of integrity. The road itself, all 26 of the tunnels, and nearly all of the 176 bridges and 268 overlooks

211. National Register Bulletin, *How to Apply the National Register Criteria for Evaluation* (Washington, DC: Government Printing Office, 1997), 44–45.
212. Ibid.

retain sufficient integrity to continue to convey their historic associations and are assessed herein as contributing to the national significance of the Blue Ridge Parkway.

A few bridges and overlooks have diminished or lost integrity due to alterations that have been made to the original design of the feature, which has resulted in changes to their form, configuration, or materials.

Tunnels. All tunnels retain a high degree of integrity with only minor alterations made to the structures. Typical alterations made to tunnels include the installation or extension of a concrete lining on the interior face of the tunnel and installation of drains and gutters to manage the flow of water above portal openings. Grassy Knob Tunnel (142P), located at milepost 397.05, exemplifies the alterations typically made to tunnels on the Parkway (Figure 226). The tunnel, constructed in 1961, is a vaulted structure consisting of an arched rock-faced random ashlar stone portal with voussoirs at both the northbound and southbound entrances. The portals abut an exposed rock wall on Parkway right and step down in single stone courses toward a steep-sloped earthen embankment on Parkway left. The interior has a concrete lining that extends the full length of the tunnel. Post 1961 alterations have included an extension of the concrete lining within the interior of the tunnel and construction of an asphalt drainage channel above the portals. These alterations, however, have not diminished the integrity of the tunnel sufficiently for it to be assessed as a non-contributing resource.



FIGURE 226. Grassy Knob Tunnel (142P, milepost 397).

Bridges. Most bridges retain a high degree of integrity. Alterations are relatively minor and typically consist of repaving of the roadway and replacement of guardrails. Virginia Route 43 and 695 Bridge (18P), located at milepost 90.89, was constructed in 1941 as a single-span rigid-frame reinforced concrete structure with a segmental arch shape and concrete abutments (Figure 227). Random ashlar native stone cladding is used on the wing, abutment, and spandrel walls, and there are stone voussoirs at the arch. The concrete on the underside of the arch is exposed to view. The bridge spans Virginia Route 43/695. Its abutments are set in the steeply sloped built-up earthen embankments. As it crosses the state route, the Parkway is a two-lane asphalt-paved road with grass shoulders. The bridge has

stone parapet walls to serve as a guardrail. Access ramps are located on Parkway left, at the south end of the bridge, and on Parkway right, at the north end of the bridge. The bridge possesses a high degree of integrity; the only known alteration has been the resurfacing of the roadway.



FIGURE 227. Virginia Route 43 and 695 Bridge (18P, milepost 90.89).

The Dingle Creek Bridge (123P), located at milepost 390.94, is a concrete slab bridge with stone-clad abutments and concrete support columns and transverse beam. The original concrete guardrail has been altered through the removal of the rails and addition of a new wood-framed guardrail mounted to the original concrete posts (Figure 228).

Bridges for which the integrity has been more significantly diminished have typically been rebuilt or the historic material has deteriorated beyond repair. The Goshen Creek Bridge (094P), located at milepost 286.27, is a steel stringer bridge on stone-clad concrete piers. Extensive repairs have been made to the structure including the reconstruction of the steel-frame deck, repairs to the structural piers, and replacement of the surface paving and guardrails (Figure 228 and Figure 229).





FIGURE 228, left. Dingle Creek Bridge (123P, milepost 390.94). The original concrete guardrail has been altered through the removal of the rails and addition of a new wood-framed guardrail mounted to the original concrete posts.

FIGURE 229, right. Goshen Creek Bridge (094P, milepost 286.27). Extensive repairs have been made to the structure, including replacement of the guardrails.

Overlooks. The overlooks generally possess a high degree of integrity. The majority continue to exhibit their original design intent, configuration, and complement of character-defining features. Changes that have been made in association with some of the overlooks since their original construction include alteration of designed entrance and egress systems, and the expansion of parking and sidewalks. Sidewalks have been added to some overlooks where they were not originally intended in order to support visitor use and protection of vegetation.

One example of an overlook that retains a high degree of integrity is the Greenstone Overlook (905P, milepost 8.8) (Figure 230). This overlook has been little altered since its original construction in 1940. An example of an overlook with slightly diminished integrity is the Ravens Roost Overlook (907P, milepost 10.7) (Figure 231). Diminishing its integrity are the later additions of a sidewalk and site furnishing. These changes, however, have not sufficiently altered the overlook to cause it to lose integrity. An example of an overlook that has lost integrity is the Rock Point Overlook (906P, milepost 10.4) (Figure 232 and Figure 233). Since its original construction in 1940, the overlook has been heavily altered through the removal of a strip to divide it from the Parkway and a stone retaining wall.





FIGURE 230, left. Greenstone Overlook (905P, milepost 8.8).

FIGURE 231, right. Ravens Roost Overlook (907P, milepost 10.7), showing asphalt paving of sidewalk.





FIGURE 232, left. Rock Point Overlook (906P, milepost 10.4), 1953. Source: Department of Commerce, Bureau of Public Roads, Division 15, "Final Construction Report, Nelson and Augusta Counties, Virginia, Project 1B3-C2-D3, Blue Ridge Parkway," June 5, 1953.

FIGURE 233, right. Rock Point Overlook (906P, milepost 10.4).

Integrity of Buildings and Structures

Individual buildings and structures associated with the Parkway have undergone more extensive alteration over time than the road, bridges, tunnels, and overlooks. The discussion that follows suggests the issues surrounding the integrity of individual Parkway buildings and structures as they relate to the seven aspects of integrity identified by the National Register of Historic Places—location, setting, association, feeling, design, materials, and workmanship.

Integrity of Location

In general, resources associated with the Blue Ridge Parkway retain integrity of location. Features associated with construction of the roadway, including bridges, tunnels, and overlooks, remain in their original locations. However, there are a few buildings and structures that have been moved, resulting in diminished integrity of location. Where relocation of vernacular farm structures has supported the establishment of pioneer lifeways as part of designed Parkway interpretive exhibits, assessment of the integrity of these structures does not consider the original location but rather the new designed location. Examples of integrity of location integrity assessments for Parkway buildings and structures follow.

The Rocky Knob Maintenance Area Interpretive Office (B869), located at milepost 167.10, is the relocated Young Dwelling B (Figure 234). This one-story, gable roofed wood-framed residential structure was constructed in the 1920s and relocated from Fishers Peak (milepost 213.50) in 2004. It is currently used as interpretive offices. The building was extensively renovated in the 1980s, with the original wood siding replaced with vinyl; it also currently has non-original asphalt shingle roofing, non-original double-hung windows with faux mullions, and other modifications. Although part of a residential enclave at Rocky Knob, its integrity of location is significantly diminished. Other aspects of integrity have been diminished by extensive alterations; the Rocky Knob Maintenance Area Interpretive Office has lost integrity and has been assessed as a non-contributing resource.



FIGURE 234. Rocky Knob Maintenance Area Interpretive Office (B869, milepost 167).

The Humpback Rocks Mountain Farm is a collection of nineteenth century farm buildings and structures that were relocated to the Humpback Rocks recreation area to form an exhibit. The buildings were sited together with a trail, interpretive signs, garden plots, and craft demonstration area. The Mountain Farm exhibit interprets life on a small farm in the region during the nineteenth and early twentieth centuries. Although the buildings and structures that comprise the farm exhibit do not retain integrity of location to their original sites, and are not contributing resources under the historical context of agricultural as associated with those sites, as part of the Mountain Farm exhibit they retain integrity (including integrity of location) and contribute to the significance of the Parkway.

Integrity of Design

Many resources along the Parkway retain integrity of design. One example is the Crabtree Falls Restaurant (B128), located at milepost 339.50 (Figure 235; refer also to Figure 224). The restaurant, constructed as part of the Mission 66 program in 1963, is a one-story Modernist structure with a walk-out basement. The wood-framed structure is clad with random ashlar stone veneer and board-and-batten siding, and features large steel-framed storefront windows and low slope roofs. A wood-framed deck along the west elevation provides views of a clearing beyond. In addition to the restaurant, the Crabtree Falls visitor area includes a former gas station and a number of support structures organized around a loop road. Although presently vacant, the restaurant possesses a high degree of integrity, including integrity of design, and is of particular interest as an example of Mission 66 Modernism. The Crabtree Falls Restaurant also appears individually eligible for listing in the National Register of Historic Places.



FIGURE 235. Crabtree Falls Restaurant, rear elevation (B128, milepost 339).

Conversely, several other structures along the Parkway have diminished integrity of design due to post-construction alterations. The Montebello Maintenance Area Office/Storage/Shops Building (B171) at milepost 29.00 is one example. Constructed in 1949 in the modified rustic style, this one-story structure is one of five buildings surrounding a paved parking area. Although the building retains character-defining features such as steel-framed, multi-light industrial sash windows, it has diminished integrity of design, as well as materials, resulting from the extent of alterations, including the addition of grooved plywood cladding over the concrete block exterior walls, reroofing of the original low-slope standing seam metal roof with a more steeply pitched asphalt shingle gable roof,

and rebuilding of the roof structure with a wider fascia and enclosure of the eaves (Figure 236 and Figure 237). The building is assessed as having lost integrity, and thus does not contribute to the significance of the Blue Ridge Parkway.





FIGURE 236, left. Montebello Maintenance Area Office/Storage/Shops Building (B171, milepost 29), no date. Source: National Park Service, Blue Ridge Parkway.

FIGURE 237, right. Montebello Maintenance Area Office/Storage/Shops Building (B171, milepost 29).

Another example of a structure that has diminished integrity of design is Mt. Pisgah Inn Motel Unit C (B754), located at milepost 408.60 (Figure 238). The motel unit is one of a collection of resources that include three lodge structures, a restaurant, a country store, and various support structures. Motel Unit C is a two-story wood-frame structure constructed in 1964. It features stone veneer, board-and-batten siding, and open air connecting porticos as well as individual balconies. Renovations completed in 2007–2008 included reroofing of the structure. In 2013, additional alterations were performed which included construction of a new balcony structure, stair towers, and replacement of doors which extensively changed the character of the building. The changes that have been made to the building indicate that it has lost integrity. As such, it does not contribute to the significance of the Parkway.



FIGURE 238. Mount Pisgah Inn, Unit C (B754, milepost 408).

Integrity of Setting

Many resources along the Parkway retain a high degree of integrity of setting, due in large part to the National Park Service's efforts to protect and maintain the character of the landscape. An example of a resource with high integrity of setting is Mabry Mill (B330), located at milepost 176.20. Constructed in 1911, the mill is composed of three gable roof structures of varying heights connected at the end gables to create a unified building, with a random rubble course stone foundation, wood-framed structure and cladding, wood-framed awning windows, and wood-shake roofs (Figure 239). The 15-foot-tall wood mill wheel is located on the east elevation of the center building. A network of wood-framed flumes weaves through the site, carrying water to propel the mill wheel. The mill, which is clearly visible from the Parkway, is used as an interpretive exhibit of pioneer lifeways that also retains its historic function (Figure 240). It retains its historic location on the banks of the mill pond. Changes to its setting occurred during the period of construction of the Parkway. In 1939, the Parkway and stone viaduct were constructed adjacent to the Mabry Mill. At that time, the mill site included a two-story residence and several small outbuildings. Between 1942 and 1957, the National Park Service developed the Mabry Mill interpretive area. By 1942, all of the original structures, with the exception of the mill, had been removed. Today, the interpretive area consists of a relocated two-story residence placed on the foundation of the original house, several relocated ancillary structures, and interpretive shelters. The mill has been repaired several times throughout its history, including reconstruction of the water wheel and flumes, reroofing, and work to shore up the foundation, and to address deterioration of the wood structure and cladding. Despite the resulting modest diminished integrity of materials, Mabry Mill possesses good integrity in other aspect categories, including setting, and is considered eligible for listing in the National Register of Historic Places.





FIGURE 239, left. Mabry Mill. Source: Historic American Buildings Survey, HABS No. VA-165-7, color transparency by Jack Boucher, no date.

FIGURE 240, right. Interpretive structures at Mabry Mill.

Rocky Knob Cabin 20 (B020), located at milepost 174.10, is part of a collection of one-story wood-framed cabins constructed in 1941 to provide visitor lodging accommodations along the Parkway (Figure 241). The cabin, which is clad with board-and-batten siding and milled wood logs, features wood multi-light double-hung windows. The roof has exposed wood rafters; an extension of the roof over the front entrance forms a sheltered porch. The cabin retains a high degree of integrity except for somewhat diminished integrity of materials resulting from the replacement of its original wood shake

roof with asphalt shingles. In particular, it retains integrity of setting as part of an enclave of six visitor cabin units, an office, springhouse, pumphouse, and the historic Whorley House, set within a clearing within a valley surrounded by densely wooded hills. The cabin is assessed as part of this survey as individually eligible for listing in the National Register of Historic Places.



FIGURE 241. Rocky Knob cabin group.

Other structures along the Parkway have diminished integrity of setting. One example is the Martin Caudill Cabin (B100), located at milepost 241.00 (Figure 242 and Figure 243). This low, one-story, one-room building, constructed in 1890, is used to interpret a rural Appalachian homestead. It is a log-framed structure set on dry-laid fieldstone foundation walls, with wood shake siding at the end gables and a wood-shake gable roof an exterior stone chimney. The cabin is situated in a former clearing that is now overgrown and is surrounded by dense woods at the base of a steep mountain. Integrity of setting is diminished due to the encroaching vegetation that currently threatens to overtake the resource. The cabin otherwise possesses a high degree of integrity in other aspect categories, and has been assessed as part of this survey as individually eligible for listing in the National Register of Historic Places.





FIGURE 242, left. Caudill Cabin. Photo date unknown. Source: National Park Service, Blue Ridge Parkway, milepost 241, negative no. 1108.

FIGURE 243, right. Martin Caudill Cabin (B100, milepost 241).

Integrity of Materials

The main threats to integrity of materials for Parkway resources include deterioration and inappropriate repair, replacement, and maintenance practices. One resource that possesses a high degree of integrity of materials is the Doughton Park Camp Store (Bluffs Service Station and Motor Service Station) (B105)**,** located at milepost 241.10. The Camp Store, constructed in 1949, is a one-story wood-framed structure with a concrete foundation, horizontal wood plank siding stained grey, random ashlar native stone veneer, and a cement shingle gable roof with boxed hanging gutters. Wood-framed balconies are located along the west and north elevations. Typical fenestration includes wood-frame eight-over-eight double-hung windows. The Camp Store at one time functioned as a store and gas station, and together with the Coffee Shop (B106) is located along an asphalt-paved drive and surface lot, immediately off the Parkway (Figure 244). The Camp Store, currently vacant, retains a high degree of integrity of materials (and all other categories except for association, which is diminished due to its change in function). It has been assessed as part of this survey as individually eligible for listing in the National Register of Historic Places.



FIGURE 244. Doughton Park Camp Store (Bluffs Service Station and Motor Service Station) (B105, milepost 241).

Bluffs Maintenance Area Residence 35 (B035), located at milepost 245.5, is an example of a resource with diminished integrity of materials (Figure 245). The residence, constructed in 1948, is a two-story Colonial Revival-style structure consisting of the dwelling, a two-car garage, and a covered breezeway that links the two structures. The house and garage each have a concrete foundation, brick cladding at the base of the façade, vinyl siding above, wood-framed double-hung windows, asphalt shingle gable roofs, a concrete unit masonry chimney, and a covered carport with concrete slab and built-in wood cabinets along the exterior wall. The residence is one of two similar structures. The original cement asbestos siding was replaced with new vinyl siding in 2004. Despite the diminished integrity of materials, the residence otherwise possesses sufficient integrity to continue to convey its historic associations and contributes to the significance of the Parkway. It has been assessed as individually eligible for listing in the National Register of Historic Places as part of this survey.



FIGURE 245. Bluffs Maintenance Area Residence 35 (B035, milepost 245).

Another example of a resource with diminished integrity of materials is the Groundhog Mountain Lookout Tower (B137), located at milepost 188.80 (Figure 246 and Figure 247). The structure, constructed in 1942, consists of a two-story tower and a one-story lean-to. The Groundhog Mountain Lookout Tower has a concrete foundation, exposed milled log-framing with no chinking, vertical plank siding at the end gables, wood-framed windows, and a wood shake roof. It was originally built by the Virginia State Forest Service under the supervision of Parkway landscape architect Kenneth McCarter to serve as a lookout tower for fires. The structure was heavily altered in the 1950s, but restored by the National Park Service in 1995. Although the structure's integrity of materials is diminished to a degree by the original alterations, the restoration has enhanced its integrity. The tower contributes to the significance of the Parkway, and has been assessed as part of this survey as individually eligible for listing in the National Register of Historic Places.





FIGURE 246, left. Groundhog Mountain, May 9, 1963. Source: National Park Service, Blue Ridge Parkway, milepost 188, negative no. 1830.

FIGURE 247, right. Groundhog Mountain Lookout Tower (B137, milepost 188), June 27, 013.

Integrity of Workmanship

Integrity of workmanship tends to be closely related to integrity of materials and design. Many of the more intact resources along the Parkway retain a high degree of integrity of workmanship. One example is Cumberland Knob Visitor Center (B090), located at milepost 217.60 (Figure 248). The visitor center, which was originally a sandwich shop with kitchen, is a one-story, open-air structure with a flagstone-paved floor, flagstone foundation and partial height walls, timber-framed supports, and timber-framed wood shake gable roofs. The structure features a flagstone fireplace with segmental arch hearth and wood benches along the interior walls. Constructed circa 1937–1938, the building has undergone several alterations, including the enclosure of the kitchen area for use as a visitor center and replacement of the roof in kind. Despite these alterations, much of the original workmanship has been retained and alterations have replicated the original materials and workmanship (Figure 249). As a result, the structure retains a high degree of integrity of workmanship as well as other aspects, and contributes to the significance of the Parkway. The Cumberland Knob Visitor Center has been assessed as part of this survey as individually eligible for listing in the National Register of Historic Places.





FIGURE 248, left. Cumberland Knob Sandwich Shop, circa 1950. Source: National Park Service, Blue Ridge Parkway, milepost 217.5, negative no. 10323.

FIGURE 249, right. Cumberland Knob Visitor Center (B090, milepost 217).

In contrast, an example of diminished integrity of workmanship is evident in association with the Doughton Park Campground Comfort Station at Lower Loop B (B396), located at milepost 239.30. The one-story Park Service Modern building, constructed in 1964, is a concrete masonry-unit structure with a wood-framed, low-slope gable roof with exposed eaves and rafters. The roof is covered with corrugated sheet metal and translucent corrugated fiberglass panels. The exterior facade is clad with board-and-batten siding above and below a horizontal concrete sill. The front elevation features a partial-height concrete block wall, also clad with board-and-batten siding (Figure 250). Alterations, including the addition of board-and-batten cladding at the lower portion of the exterior wall, removal of the original round-contoured cement asbestos corrugated roofing and replacement with ribbed corrugated sheet metal, and replacement of the contoured fascia board with a flat profile fascia all contribute to diminished integrity of workmanship (Figure 251). Despite these alterations and the resulting diminished integrity of materials, design, and workmanship, the comfort station

possesses sufficient integrity to convey its historic associations. It contributes to the significance of the Parkway.





FIGURE 250, left. Doughton Park Campground Comfort Station at Lower Loop B, January 1965. Source: National Park Service, Blue Ridge Parkway.

FIGURE 251, right. Doughton Park Campground Comfort Station at Lower Loop B (B396, milepost 239).

Integrity of Feeling

Many resources along the Parkway retain integrity of feeling. One example is the Woodruff Farm House (B844), located at milepost 246.0 (Figure 252; refer also to Figure 209).The farm property also includes numerous barns, sheds, and outbuildings. The two-story, wood-framed Victorian house has horizontal weatherboard, wood shingle, coffered tin siding, and standing seam metal gable roofs. The house and related buildings are situated in a grass covered valley between heavily wooded hillsides and adjacent to a small creek, and are visible from the Parkway. Integrity of feeling as well as other aspect categories remains high for this property. The Woodruff Farm House contributes to the significance of the Parkway, and has been assessed as part of this survey as individually eligible for listing in the National Register of Historic Places.



FIGURE 252. Woodruff Farm House, rear elevation (B844, milepost 246).

An example of a resource with diminished integrity of feeling is the Waterrock Knob Visitor Center (B437), located at milepost 451.20 (Figure 253). The visitor center is a one-story structure, built in 1940. It was extensively renovated circa 2005. The visitor center has grooved plywood siding, a wood-framed gable roof with asphalt shingles, stone veneer cladding at the lower portion of the facade, and metal roll-up security doors at all doors and windows. Although the visitor center retains its function and setting as part of a complex that also includes two comfort stations, a generator building, and a pumphouse, set along an asphalt-paved loop road with parking area, alterations in wall and roof cladding, roof shape, and particularly the enclosure of the previously open-air building have affected its character and diminished its integrity of feeling. The building is sufficiently altered to have lost integrity and thus assessed as a non-contributing resource.



FIGURE 253. Waterrock Knob Visitor Center (B437, milepost 451).

Integrity of Association

Many resources along the Parkway retain a high degree of integrity of association, particularly those that remain a part of their original designed enclave and continue to serve their original function. A representative example is the Bluffs Maintenance Area Office/Maintenance and Ranger Building (B108), located at milepost 245.50. The maintenance and ranger building was built in 1941 and is one of fourteen park administration structures arranged around a parking area within Doughton Park (Figure 254 and Figure 255). There are also two residential structures associated with the enclave located nearby. The one-story office/maintenance and ranger building has concrete block walls, grooved plywood siding painted brown, a standing seam metal hip roof, and steel-framed, multi-light industrial sash windows. Although integrity of materials, workmanship, and design are diminished due to major alterations, the office/maintenance and ranger building retains a high degree of integrity of association, and contributes to the significance of the Parkway.





FIGURE 254, left. Bluffs Maintenance Area Office/Maintenance and Ranger Building, April 1953. Source: National Park Service, Blue Ridge Parkway.

FIGURE 255, right. Bluffs Maintenance Area Office/Maintenance and Ranger Building (B108, milepost 245).

One example of a resource with diminished integrity of association is the Mt. Pisgah Picnic Area Buck Springhouse (B556), located at milepost 407.70. The springhouse, built circa 1900 by George W. Vanderbilt as part of the Buck Spring Lodge, is a one-story structure set into the hillside in a small clearing surrounded by dense woods (Figure 256). The outlet for the spring is located within the structure. The springhouse consists of a dry-laid fieldstone foundation, log-framed structure with an unframed opening, and a wood-framed wood shake gable roof with exposed framing. All of the other structures associated with Buck Springs Lodge were demolished during the development of the Mt. Pisgah recreation area. The springhouse has therefore lost its original context and integrity of association.



FIGURE 256. Mt. Pisgah Picnic Area Buck Springhouse (B556, milepost 407).

Anticipated Threats to Resource Integrity

Various conditions threaten the integrity of resources along the Blue Ridge Parkway. Features related to infrastructure, such as the roadway, bridges, tunnels, receive ongoing attention and maintenance, and while vulnerable to certain threats are generally less fragile—though equally in need of consideration—than the buildings and structures. An overarching threat to the roadway, bridges, and tunnels that also affects overlooks, buildings, and structures is the potential for inadequate or inappropriate maintenance resulting from insufficient funding and staffing limitations, or the implementation of inappropriate preservation measures.

Overlooks. Overlooks are vulnerable to several threats that include:

- Development, which is increasingly visible from these designed vantage points;
- Obstruction of designed vistas by woody growth and inadequate clearing;
- Diminished maintenance of pavements, plantings, and site furnishings;
- Graffiti and other examples of vandalism;
- High visitation that leads to erosion and wearing of turf at popular lookout, sign, and trailhead locations;
- Missing and deteriorated signage; and
- Replacement of original materials, such as slate curbing with other materials due to the cost of acquiring the original materials for replacement in kind where needed. The original slate was obtained from readily available material from road construction; purchasing similar material today in the sizes needed for restoration work is extremely costly.

Tunnels. Tunnels are vulnerable to several threats that include:

- Erosion of earth covering the top of the tunnel;
- Wash-outs and landslides from the steep mountain slopes adjacent to the tunnel and entrances;
- Water leakage within the tunnel.

Bridges. Bridges are vulnerable to several threats that include:

- Expansion and development of roads and traffic arteries adjacent to the Parkway which may lead to alterations or replacement of existing bridges;
- Graffiti and other examples of vandalism;
- Flooding high visitation that leads to erosion and wearing of turf at popular lookout, sign, and trailhead locations;

Buildings and Structures. Buildings and structures are potentially vulnerable to a range of threats. Many are kept at bay by regular maintenance and monitoring. Thus, a host of threats are noted and addressed before resource integrity is compromised. However, a lack of funding for repair and maintenance remains of concern for the future.

Those buildings and structures that were acquired in conjunction with land desirable for Parkway construction and right-of-way protection are lower down on the list of priorities for maintenance and repairs. These buildings and structures are at a greater risk of deterioration due to overgrowth and other damage caused by vegetation and weather.

Threat Summary. Following is a summary of threats to resource integrity identified during survey work, or by the Virginia and North Carolina State Historic Preservation Offices based on their prior experience with historic structures in the region. These threats are documented in the database for surveyed resources.

- **Deterioration**. Deterioration of resources occurs naturally due to aging of materials and exposure to weather. Deterioration poses a threat to resource integrity unless careful maintenance efforts are ongoing. Severe deterioration can eventually lead to loss of the resource.
- **Structural Deterioration or Structural Failure**. Where deterioration is severe or extensive, and affects the structural systems and stability of a constructed resource, the building or structure may become unsafe for use by visitors or park personnel. Structural failure can involve collapse and potential loss of the resource. The Saunders Farm House at Peaks of Otter (B157, milepost 85) is a historic building that is significantly deteriorated (Figure 257). Currently, the roof is minimally protected by tarps. The Harris Farm Small Barn (B861, milepost 149) has experienced structural failure and collapse of its overall framing (Figure 258). It is an example of a building that is likely beyond repair and a resource that is anticipated to be lost to deterioration. The concrete deck of the Big Pine Creek Bridge No. 3 (077P, milepost 223) exhibits severe scaling and spalling of the structural concrete deck, and is in need of repair (Figure 259).





FIGURE 257, left. The Saunders Farm House at Peaks of Otter (B157, milepost 85) is in deteriorated condition due to exposure to weather, vegetation overgrowth, and a lack of maintenance as a lower priority vernacular structure.

FIGURE 258, right. The Harris Farm Small Barn (B861, milepost 149) has partially collapsed.



FIGURE 259. Big Pine Creek Bridge No. 3 (077P, milepost 223) exhibits spalling and scaling of the concrete deck.

- **Vegetation**. Vegetation poses several threats to built resources. Where structures are located in or near a wooded area, vegetation can overwhelm built resources. Overgrowth can damage construction materials as well as trap moisture within the building assembly. Hazard trees and limb falls can cause significant damage. Finally, overgrowth can conceal resources and obscure them from view and visitor appreciation. Isolated resources that are not a part of Parkway operations and visitor activities are especially vulnerable to this threat. An example of a disused building that is being overtaken by vegetative growth and threatened with deterioration is the Lazenby Log House (B583, milepost 149) (Figure 260). There are also several bridges associated with the Parkway that are being damaged by overgrown vegetation located on hard-to-maintain slopes and embankments. Examples include Little Glade Creek Culvert No. 1 (082P, milepost 228) and Paynes Creek Culvert (048P, milepost 150) (Figure 261 and Figure 262).



FIGURE 260. Lazenby Log House (B583, milepost 149) is abandoned and partially overgrown.





FIGURE 261, left. Little Glade Creek Culvert No. 1 (082P, milepost 228) is overgrown by vegetation and moss.
FIGURE 262, right. Paynes Creek Culvert (048P, milepost 150) is partially overgrown by vegetation.

- **Biological Degradation/Mold**. On a small scale, organic growth, ranging from small plants to mold, can cause damage to wood and masonry structures.
- **Moisture Leakage**. Where cyclical maintenance and repair is not sufficient, historic resources are vulnerable to moisture leakage (water infiltration) that contributes to the deterioration of construction materials. With extensive or ongoing moisture leakage, interior as well as exterior materials can be affected, with structural deterioration or failure resulting.
- **Animal/Pest Infestation**. A wide variety of animals and pests can take up residence in Parkway resources, presenting a potential threat to the structures as well as Parkway staff or visitors. Examples range from termites and ants to snakes, birds, rats and mice, squirrels, raccoons, and larger animals that can damage materials and, left unattended, contribute to significant deterioration.
- **Fire**. Many of the historic resources along the Parkway are constructed partly or completely of wood, and are therefore vulnerable to fire from arson, lightning, and wildfires. The woods and fields that surround many of the structures are also vulnerable to the threat of fire.
- **Flooding/Inundation**. Flooding is of concern for buildings and structures in low-lying areas, and in some cases for bridges after extreme rainfall that has the potential to undercut abutments. Flooding is anticipated to increase as development contributes to the amount of impervious surface in the watersheds associated with the Parkway.
- **Weather and Climate Change**. In general, weather presents a threat to historic resources. Severe weather events—wind storms, tornadoes, hurricanes—can result in significant damage or loss of resources, while normal weather generally contributes to deterioration of resources over time. The potential for severe weather events is anticipated to increase in coming years due to climate change.
- **Erosion**. Coupled with weather conditions such as wind and rain, erosion contributes to the deterioration of historic resources. Erosion of resource sites, such as through flooding, can lead to severe damage or loss of constructed resources.

- **Tenants/Occupants**. Where life estates occur, tenants/occupants may potentially contribute to damage or alterations to historic resources through lack of understanding of the inherent value of these features and the need to adapt a historic structure to a contemporary use.
- **Vandalism**. Isolated structures are especially vulnerable to vandalism. Bridges in particular tend to be subject to defacement by graffiti. In most cases, bridges that cross little-traveled local roads are the most at risk. Examples include Irish Gap Bridge (004P, milepost 37), the county road bridge at milepost 46.87 (198P), and Docks Gap Bridge (130P, milepost 457) (Figure 263 through Figure 265). The graffiti is typically found at the concrete underpass portion and is not generally visible from the Parkway itself.





FIGURE 263, left. Graffiti visible beneath the Irish Gap Bridge (004P, milepost 37).
FIGURE 264, right. Graffiti visible beneath the county road bridge at milepost 46.87 (198P).



FIGURE 265. Graffiti visible beneath the Docks Gap Bridge (130P, milepost 457).

- **Theft or Looting.** Although the Parkway is well-traveled, some resources—especially away from recreation areas—are in more isolated areas and Parkway staff are not able to regularly monitor all buildings and structures. Thus, the threat of theft or looting exists in association with many resources.
- **Inappropriate or Inadequate Maintenance Techniques**. Blue Ridge Parkway staff generally employ maintenance techniques that are appropriate to the structures being repaired; however, if inappropriate maintenance techniques are used, or maintenance efforts are inadequate due to lack of funding or available skilled personnel to perform the work, the integrity of resources could be threatened.
- **Inappropriate or Inadequate Preservation/ Rehabilitation**. Preservation and rehabilitation measures implemented on historic resources along the Parkway should follow the Secretary of the Interior's Standards for the Treatment of Historic Properties and be appropriate for the specific application; however, if inappropriate measures are implemented, the integrity of the resources could be threatened.
- **Park Operations**. Although typically not observed during the survey, park operations can potentially threaten historic resources. As an example, where park vehicle access is necessary to remote areas, damage to natural features may occur.
- **Visitation**. Although the visitor experience is an important part of the Parkway's design, historic resources can be worn and damaged by extensive visitor use. Excessive visitation results in requirements for more frequent and sometimes more extensive repair and maintenance.
- **Off-Road Vehicular Use**. Use of off-road vehicles in Parkway areas, as well as standard vehicles in areas not designated for their use, could lead to damage to constructed resources and their sites.
- **Major Alteration**. Alterations, if major or extensive, can result in a loss of historic fabric and diminished integrity of design, materials, and workmanship. Buildings that have lost integrity due to alteration generally do not contribute to Parkway significance. This diminishment of the historic value of resources is generally preventable by following the Secretary of the Interior's Standards. Buildings on the Parkway with major alterations include the Kelley Schoolhouse (B789, milepost 149), which has been altered and expanded several times since the 1940s to serve residential and retail uses. These changes have affected its original character as a one-room schoolhouse. The Northwest Trading Post (B443, milepost 258), which was greatly expanded with a new wing built in 1984, the Mabry Mill Concession and Comfort Station (B262, milepost 176), which was altered through the construction of a new entrance porch, large addition, and replacement of all windows and doors, and the Mount Pisgah Inn, Unit C (B754, milepost 408) that received new stair towers and balconies in 2013, are other examples of Parkway buildings that have diminished integrity due to alteration (Figure 266 through Figure 268).



FIGURE 266. Kelley Schoolhouse (B789, milepost 149).





FIGURE 267, left. Northwest Trading Post (B443, milepost 258).
FIGURE 268, right. Mabry Mill Concession and Comfort Station (B262, milepost 176).

- **Demolition**. Demolition is another threat that can result in the loss of a resource. Severe, unaddressed deterioration can ultimately lead to demolition.
- **Development (Private or Public)**. Private or public development on adjacent lands can present a threat to viewsheds as well as to the setting of some resources along the Parkway. Construction is now visible from several overlooks. For example, the N & W Railroad Overlook (966P, milepost 106) retains a clear view to the railroad bed and tracks, but residential development is also now part of the viewshed (Figure 269). Also, high voltage electrical transmission lines are located directly adjacent to the overlook.



FIGURE 269. N & W Railroad Overlook (966P, milepost 106).

- **Public Utilities**. The expansion of public utility lines and corridors can also pose a threat to the integrity of Parkway resources, particularly integrity of setting. Expansion of public utilities within the Parkway viewshed could adversely affect specific resources and their settings.
- **Transportation Systems**. Where other transportation routes intersect the Parkway, expansion of transportation features—or of the routes themselves—can potentially affect the integrity of Parkway resources. For example, several roads that intersect the Parkway have been widened, requiring the replacement of historic Parkway bridges. When U.S. Route 421 east of Boone, North Carolina, was widened circa 2001, the original Parkway bridge at milepost 276 was demolished and replaced by a new span (Figure 270). Although the concrete retaining walls and side walls of this bridge were molded and stained to resemble stone masonry, the color, texture, and scale of the new bridge is very different from the historic bridge at this location and does not contribute to the significance of the Parkway.



FIGURE 270. U.S. Route 422 Bridge (091P, milepost 276).

- **Relocation**. Relocation of a resource poses a threat to integrity as the physical context and setting of the resource is lost or altered.
- **Vacancy.** Buildings and structures that are vacant, such as those located at Doughton Park, Woodruff Farm, and Sandy Flats, are more vulnerable to vandalism and other threats than those that are occupied and/or in use. In addition, unless properly weatherproofed during periods when they are not in use, vacant buildings are vulnerable to moisture leakage, animal or pest infestation, and other threats. Vacant buildings that were acquired as part of lands for the Parkway but are not directly related to National Park Service operations and visitor services, such as farmsteads, are particularly vulnerable to deterioration because they are not generally weatherproofed or regularly monitored. Some Parkway-owned vernacular or agricultural buildings are currently vacant pending consideration of future reuse, such as the Woodruff Farm House (B844, milepost 246). A number of concessionaire-operated buildings are currently vacant, limiting the services available to travelers along the Parkway. Examples include the Otter Creek Campground Restaurant (B307, milepost 60) and the Doughton Park Coffee Shop (B106, milepost 241) (Figure 271 and Figure 272). Also, a number of Parkway maintenance buildings have been abandoned due to changing maintenance practices. Examples include Pine Spur Maintenance Building (B444, milepost 143) and Smart View Maintenance Equipment Storage Building (B081, milepost 155) (Figure 273 and Figure 274).





FIGURE 271, left. Otter Creek Campground Restaurant (B307, milepost 60).
FIGURE 272, right. Doughton Park Coffee Shop (B106, milepost 241).





FIGURE 273, left. Pine Spur Maintenance Building (B444, milepost 143).
FIGURE 274, right. Smart View Maintenance Equipment Storage Building (B081, milepost 155).

Improper Display Techniques. Improper display techniques relating to interpretation is a threat noted by the SHPOs that involves the inappropriate placement of signs and exhibits that are intrusive or damaging to historic fabric, or that convey an inaccurate understanding of the resource. In general, this threat is not a significant concern relative to Parkway resources. National Park Service interpretation is typically well designed and placed on free-standing kiosks or signs that are minimally intrusive.

Summary of Integrity Issues

The integrity of resources along the Parkway varies depending on a variety of factors. Features directly associated with construction of the Parkway road corridor, such as the road itself, bridges, tunnels, and overlooks, generally possess a high degree of integrity and continue to convey their historic associations. A few of the bridges and overlooks have diminished integrity due to alterations to the original design or materials. In some cases, modifications such as replacement of bridge guardrails have been implemented in response to evolving Federal Highway Administration safety regulations.

Many of the individual buildings and structures associated with the Parkway retain a high degree of integrity, but in general these resources have undergone more extensive alteration over time than infrastructure resources, and thus are more likely to have diminished integrity. A few buildings and structures that have been moved, resulting in diminished integrity of location. Some resources have diminished integrity of setting due to encroaching vegetation or development. Alterations to individual buildings and structures through past repair, replacement with different materials or systems, or modifications to address changes in use have in some cases led to diminished integrity of design, materials, and workmanship. Many individual buildings and structures retain a high degree of integrity of association and feeling, particularly those that remain a part of their original designed enclave and continue to serve their original function. Where associated resources or context have been altered or demolished, some resources have lost their historic context and therefore have diminished integrity of association and feeling.

The threats to integrity of infrastructure resources, as well as individual buildings and structures, range from deterioration to fire, flooding, vandalism, and development pressures among others. Climate change also presents an ever-increasing threat to historic resources. Perhaps the most challenging issues to integrity of the Parkway's resources today is insufficient funding for maintenance, coupled with the economic constraints resulting in closure of facilities.

Conclusion

The Blue Ridge Parkway Survey and Assessment, summarized in this report and documented in the accompanying database, addresses nearly 1,000 resources along the 469-mile historic motorway, including bridges, tunnels, overlooks, buildings, and structures (Figure 275). The study, supported by a grant from the National Scenic Byways program, has been conducted to assist the National Park Service in meeting its goal of identifying and prioritizing preservation and maintenance needs for Parkway resources. Information gathered through the survey and documentation process supports recording and assessing the historic resources within the park and provides information to inform National Park Service and State Historic Preservation Office review of proposed actions that might affect contributing historic resources. The survey also provides an overall framework for evaluating values of historic and non-historic structures associated with the Parkway as well as adjacent lands in federal ownership, and includes a list of resources that may contribute to the significance of the Parkway to inform preparation of the National Historic Landmark (NHL) nomination for the Parkway that is currently in progress.

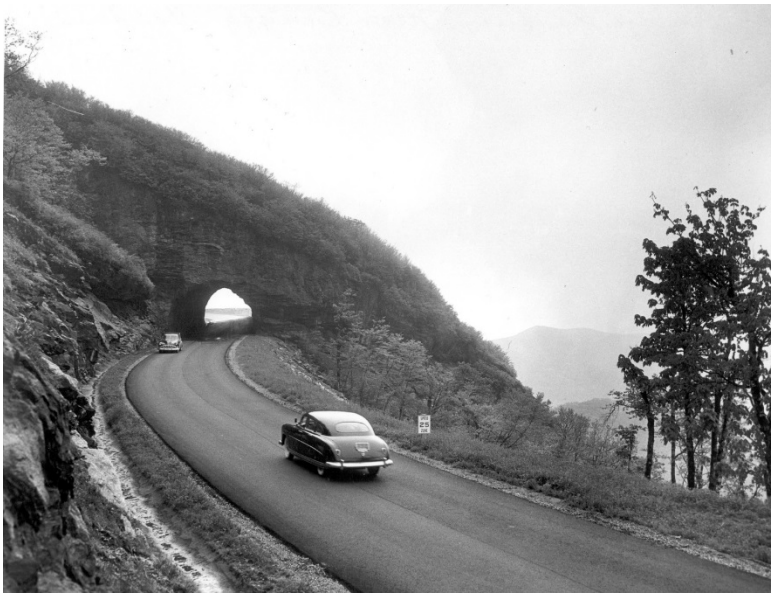


FIGURE 275. The Blue Ridge Parkway tunnel near Craggy Gardens (MP364), 1953. Source: National Park Service, Blue Ridge Parkway archives.

Among the unique challenges of the project was the need to survey, document, and analyze a widely varied collection of resources—ranging from vernacular farmsteads to expressions of Modernist architectural design, and from small wood structures to highly sophisticated concrete bridges. The linear nature of the Parkway, which presents special challenges for stewardship, also required careful planning for the survey and documentation work. In addition, the survey methodology and database needed to be readily usable not only by the National Park Service but also by the Virginia and North Carolina State Historic Preservation Offices, with each state having a different system of documentation.

The project documents the history and significance of the individual resources, assessing each within the context of the Parkway as a whole, effectively providing the National Park Service with a manual for Parkway stewardship. The findings of the survey and assessment underscore the wide range of resource typologies, materials, architectural styles, engineering designs, and construction efforts represented by the Blue Ridge Parkway. The survey also articulates the design principles developed by Parkway planners in the 1930s that guided construction for the next fifty-two years, and identified how individual Parkway resources reveal the innovative and creative solutions devised by landscape architect Stanley Abbott and others to address the challenges of building a scenic motorway through the rugged Blue Ridge Mountains.

The research and analysis conducted for this study clarified the historic contexts associated with these resources and the way in which the individual resources contribute to the Parkway's significance. Finally, the study has added to understanding of the various threats to the historic resources, and how these factors have affected and continue to affect integrity. The analysis conducted for this study has resulted in the identification of a period of significance for the Blue Ridge Parkway, a list of contributing resources, and a determination of which features are sufficiently unique and architecturally significant to merit preservation in accordance with the Secretary of the Interior's Standards.

The authors hope that the Blue Ridge Parkway Survey and Assessment will not only serve to assist the National Park Service in its stewardship of the Parkway and its many and varied historic resources, but will also provide a model for how this type of project may be used to assist in the assessment and planning for historic resources in other national parks.

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Tables

Table 1. Surveyed Resources

Table 2. National Register Listed or Eligible Resources

Table 3. Subcategories

Table 1. Surveyed Resources

Table 1. Surveyed Resources

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
0.00	160P	5129	I-64 Bridge	Contributing	Bridge or Culvert	1971 (1970)
0.00		111129	Shenandoah Overlook	Non-contributing	Overlook	1940
0.01	001P	5128	U.S. Route 250 Bridge	Contributing	Bridge or Culvert	1941
0.10		111132	Rockfish Gap Overlook	Non-contributing	Overlook	1940
0.30	900P	47595	Afton Overlook RT	Contributing	Overlook	1940
1.50	901P	47598	Rockfish Valley Parking RT	Contributing	Overlook	1940
2.90	902P	47602	Shenandoah Valley Overlook RT	Contributing	Overlook	1940
5.70	B409	5078	Humpback Rocks: Storage Building	Non-contributing	Structure	1956
5.70	B269	5077	Humpback Rocks: Visitor Center	Non-contributing	Structure	1955
5.80	B272	5099	Humpback Rocks: Mountain Farm Barn	National Register eligible	Structure	1881
5.80	B356	5098	Humpback Rocks: Mountain Farm Bearproof Pig Pen	National Register eligible	Structure	1952–1953
5.80	B273	5093	Humpback Rocks: Mountain Farm Chicken House	National Register eligible	Structure	1881 or 1938
5.80	B279	5096	Humpback Rocks: Mountain Farm Log Cabin	National Register eligible	Structure	1890
5.80	B274	5094	Humpback Rocks: Mountain Farm Meat House and Root Cellar	National Register eligible	Structure	1881
5.80	B270	5097	Humpback Rocks: Mountain Farm Springhouse	National Register eligible	Structure	1900
5.80	B410	5079	Humpback Rocks: Well House (W1)	Non-contributing	Structure	2000
8.40	B043	5080	Humpback Rocks: Picnic Area Comfort Station North	Contributing	Structure	1954
8.40	B044	5081	Humpback Rocks: Picnic Area Comfort Station South	Contributing	Structure	1965
8.40	B937	10207	Humpback Rocks: Picnic Area Pump House	Non-contributing	Structure	1985
8.80	905P	47606	Greenstone Overlook RT	Contributing	Overlook	1940
9.67	1243P	87466	Dripping Rock Parking Area RT	Contributing	Overlook	1941
10.40	906P	47608	Rock Point Overlook RT	Non-contributing	Overlook	1940
10.70	907P	47610	Ravens Roost Overlook RT	Contributing	Overlook	1940
11.70	1242P	98554	PL Hickory Spring OL RT	Contributing	Overlook	1941
13.10	908P	47611	Three Ridges Mountain RT	Contributing	Overlook	1940
13.70		111133	Reids Gap Parking, unpaved	Contributing	Structure	
15.50	B727	5101	Carl Hewitt House-LIFE ESTATE	Non-contributing	Structure	
15.50	B729	5103	Hewitt Root Cellar-LIFE ESTATE	Non-contributing	Structure	
15.50	B730	5104	Hewitt Springhouse-LIFE ESTATE	Non-contributing	Structure	
16.00	B404	5105	Love Maintenance: Residence 404	Non-contributing	Structure	1958

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
16.00	B411	5106	Love Maintenance: Residence 411	Non-contributing	Structure	1958
16.10	B365	5082	Love Maintenance: Maintenance Building	Non-contributing	Structure	1958
17.60	909P	47614	The Priest RT	Contributing	Overlook	1940
19.00	910P	47617	20-Minute Cliff RT	Contributing	Overlook	1940
19.90	911P	47619	Slacks Overlook RT	Contributing	Overlook	1940
22.20	912P	47622	Bald Mountain Overlook RT	Contributing	Overlook	1940
23.00	913P	47623	Fork Mountain RT	Contributing	Overlook	1940
26.30	914P	47624	Big Spy Mountain Overlook RT	Contributing	Overlook	1940
27.16	002P	5130	Virginia Route 56 Bridge	Contributing	Bridge or Culvert	1949
29.00	B673	5089	Montebello Maintainence: Electric Gen Bldg - EXCESS	Non-contributing	Structure	1973
29.00	B941	11280	Montebello Maintainence: Gas Pump Shed	Non-contributing	Structure	1991
29.00	B315	5084	Montebello Maintainence: Haz Mat Building	Non-contributing	Structure	2006
29.00	B171	5086	Montebello Maintainence: Office/Storage/Shops	Non-contributing	Structure	1949
29.00	B173	5087	Montebello Maintainence: Oil/Paint Storage	Non-contributing	Structure	1949
29.00	B169	5085	Montebello Maintainence: Residence 169	Non-contributing	Structure	1958
29.00	B170	5107	Montebello Maintainence: Residence 170	Non-contributing	Structure	1958
29.00	B371	5091	Montebello Maintainence: Ridge Dist Office	Contributing	Structure	1959
29.00	B175	5088	Montebello Maintainence: Vehicle Storage	Non-contributing	Structure	1949
29.10	B343	5090	Whetstone Ridge Pump House (W4)	Non-contributing	Structure	2000
29.45	162P	5131	Virginia Route 603 Bridge	Contributing	Bridge or Culvert	1945
31.55	1239P	87462	Stillhouse Hollow RT	Contributing	Overlook	1942
34.40	916P	47628	Yankee Horse Ridge RT	Contributing	Overlook	1940
35.67	0003P	5180	Ravine Viaduct	Contributing	Bridge or Culvert	1942
37.46	0004P	5181	Irish Gap Bridge	Contributing	Bridge or Culvert	1950
38.80	917P	47629	Boston Knob Overlook RT	Contributing	Overlook	1940
42.42	1238P	87461	Irish Creek Valley RT	Contributing	Overlook	1942
44.40	918P	47632	Whites Gap Overlook RT	Contributing	Overlook	1940
44.90	936P	47665	Chimney Rock Mtn. Overlook RT	Contributing	Overlook	1940
45.60	005P	5182	U.S. Route 60 Bridge	Contributing	Bridge or Culvert	1959
45.70	919P	47634	Buena Vista Overlook RT	Contributing	Overlook	1940
46.87	198P	51748	County Road Bridge at Milepost 46.87	Contributing	Bridge or Culvert	1980

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
47.50	1237P	87460	Indian Gap Parking Area RT	Contributing	Overlook	1942
49.30	920P	47635	House Mountain Overlook RT	Contributing	Overlook	1940
50.55	006P	5183	Robinson Gap Bridge	Contributing	Bridge or Culvert	1958
51.70	921P	47637	Punch Bowl Mountain OL RT	Contributing	Overlook	1970-1989
52.80	922P	47640	Bluff Mountain Overlook RT	Contributing	Overlook	1940
53.01	133P	5196	Bluff Mountain Tunnel	Contributing	Tunnel	1957
53.60	923P	47642	Rice Mountain Overlook RT	Contributing	Overlook	1942
55.10	924P	47643	White Oak Flats Overlook RT	Contributing	Overlook	1940
55.80	925P	47644	Dancing Creek Overlook RT	Contributing	Overlook	1940
56.58	007P	5184	Otter Creek Culvert #1	Contributing	Bridge or Culvert	1959–1960
57.60	926P	47646	Upper Otter Creek RT	Contributing	Overlook	1959
58.20	927P	47647	Otter Creek Flats Overlook RT	Contributing	Overlook	1959
58.45	008P	5185	Otter Creek Culvert #2	Contributing	Bridge or Culvert	1959–1960
58.90	009P	5186	Otter Creek Culvert #3	Contributing	Bridge or Culvert	1959–1960
59.59	010P	5187	Otter Creek Culvert #4	Contributing	Bridge or Culvert	1959–1960
59.70	928P	47650	Otter Creek Overlook RT	Contributing	Overlook	1959
59.79	011P	5188	Otter Creek Culvert #5	Contributing	Bridge or Culvert	1959–1960
60.40	929P	47653	The Riffles RT	Contributing	Overlook	1959
60.63	205P	116476	Otter Creek Campground Bridge	Non-contributing	Bridge or Culvert	2008
60.80	B309	5152	Otter Creek Campground: Comfort Station, Tent Loop	Non-contributing	Structure	1960 OR 1961
60.80	B308	5151	Otter Creek Campground: Comfort Station, Trailer Loop	Non-contributing	Structure	1960 OR 1961
60.80	B758	235552	Otter Creek Campground: Kiosk	Non-contributing	Structure	2008
60.80	B307	10189	Otter Creek Campground: Restaurant	Contributing	Structure	1960
60.80	B1077	225423	Otter Creek Campground: Restaurant Lift Station	Non-contributing	Structure	
60.80	B797	5154	Otter Creek Campground: Sewer Pump House (S6)	Non-contributing	Structure	1961
60.80	B803	5156	Otter Creek Campground: Well House (W5)	Non-contributing	Structure	1983
61.01	012P	5190	Otter Creek Culvert #6	Contributing	Bridge or Culvert	1959–1960
61.20	931P	47658	Terrapin Hill RT	Contributing	Overlook	1959
61.33	013P	5191	Otter Creek Culvert #7	Contributing	Bridge or Culvert	1959–1960
61.42	014P	5192	Virginia Route 130 & Otter Creek Bridge	Contributing	Bridge or Culvert	1959–1960
62.07	015P	5193	Otter Creek Bridge	Contributing	Bridge or Culvert	1959–1960

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
62.50	932P	47659	Lower Otter Creek RT	Contributing	Overlook	1960
63.10	933P	47661	Otter Lake Parking RT	Contributing	Overlook	1940
63.60	B030	5157	James River Visitor Center/Comfort Station	Non-contributing	Structure	1962
63.64	B618		James River and Kanawha Canal and Towpath	Contributing	Structure	1845–1851
63.64	016P	5194	James River Bridge	Contributing	Bridge or Culvert	1959
63.64	B551		Lock No. 7, 2nd Division, James River and Kanawha Canal	Contributing	Structure	1845–1851
63.64	B617		Lock No. 8, 2nd Division, James River and Kanawha Canal	Contributing	Structure	1845–1851
64.86	017P	5195	Peters Creek Road Bridge	Contributing	Bridge or Culvert	1960
66.30	B048	5159	James River Maintenance: Carpenter/Stor/Fire Cache	Non-contributing	Structure	1942
66.30	B049	5160	James River Maintenance: Equipment Storage	Non-contributing	Structure	1942
66.30	B1057	116462	James River Maintenance: Haz Mat Bldg	Non-contributing	Structure	
66.30	B047	5158	James River Maintenance: Mechanic Shop	Non-contributing	Structure	1942
66.30	B050	5161	James River Maintenance: Office & Employee Area	Non-contributing	Structure	1942
66.30	B051	5162	James River Maintenance: Oil/Paint Storage	Non-contributing	Structure	1942
66.30	B053	5163	James River Maintenance: Residence 53	Non-contributing	Structure	1958
66.30	B054	5164	James River Maintenance: Residence 54	Non-contributing	Structure	1958
66.30	B809	5166	James River Maintenance: Well House (W7)	Non-contributing	Structure	2001
69.10	936A	47666	James River Valley Parking RT	Contributing	Overlook	1940
72.60	937P	47668	Terrapin Mountain RT	Contributing	Overlook	1940
74.70	938P	47670	Thunder Ridge Overlook RT	Contributing	Overlook	1940
75.20	939P	47672	Arnold Valley North Overlook RT	Contributing	Overlook	1940
75.30	940P	47673	Arnold Valley South Overlook RT	Contributing	Overlook	1940
76.50	1235P	87458	Apple Orchard Mtn Overlook	Contributing	Overlook	1940
78.40	941P	47675	Sunset Field RT	Contributing	Overlook	1940
79.70	942P	47676	Onion Mountain Overlook RT	Contributing	Overlook	1940
79.90	943P	47677	Black Rock Hill RT	Contributing	Overlook	1940
81.90	944P	47678	Headforemost Mountain RT	Contributing	Overlook	1940
83.10	945P	47680	Fallingwater RT	Contributing	Overlook	1940
83.50	946P	47682	Flat Top Trail RT	Contributing	Overlook	1940
85.20	B732	12553	Peaks of Otter Maintenance: CarpenterShop/EquipStor	Non-contributing	Structure	1987
85.20		227378	Peaks of Otter Maintenance: Concessions Storage Shed at Trailer	Non-contributing	Structure	

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
85.20		227377	Peaks of Otter Maintenance: Concessions Storage Trailer	Non-contributing	Structure	
85.20	B055	5220	Peaks of Otter Maintenance: Equipment Storage	Non-contributing	Structure	1941 OR 1956
85.20	B353	5221	Peaks of Otter Maintenance: Gas/Oil House	Non-contributing	Structure	1957
85.20	B1058	116463	Peaks of Otter Maintenance: Haz Mat Bldg	Non-contributing	Structure	2008
85.20	B498	5222	Peaks of Otter Maintenance: Ranger Storage	Non-contributing	Structure	1940
85.20	B752	5249	Peaks of Otter Maintenance: Residence 752	Non-contributing	Structure	1982
85.20	B753	5224	Peaks of Otter Maintenance: Residence 753	Non-contributing	Structure	1981
85.20	B989	112746	Peaks of Otter Maintenance: T48 Storage Shelter	Non-contributing	Structure	1980
85.20	HS-154	5243	Peaks of Otter: Johnson Farm - House	Contributing	Structure	1845–1852
85.20	HS-288	5242	Peaks of Otter: Johnson Farm - Meathouse	Contributing	Structure	1845
85.20	HS-285	5244	Peaks of Otter: Johnson Farm - Pole Barn	Contributing	Structure	1845
85.20	HS-287	5245	Peaks of Otter: Johnson Farm - Springhouse	Contributing	Structure	1845
85.60	B060-1	5227	Peaks of Otter: Lodge Unit 1 (closest to restaurant)	National Register eligible	Structure	1964
85.60	B060-2	109521	Peaks of Otter: Lodge Unit 2 (middle)	National Register eligible	Structure	1964
85.60	B060-3	109522	Peaks of Otter: Lodge Unit 3 (farthest from restaurant)	National Register eligible	Structure	1964
85.60	B056	10166	Peaks of Otter: Restaurant and Gift Shop	National Register eligible	Structure	1964
85.60	B935	10205	Peaks of Otter: Well House - Mons Well	Non-contributing	Structure	2000
85.90	B059	5230	Peaks of Otter: Bus Terminal (Nature Center)	National Register eligible	Structure	1947–1948
85.90	B184	5234	Peaks of Otter: Campground Comfort Station Loop A East	Contributing	Structure	1955
85.90	B183	5233	Peaks of Otter: Campground Comfort Station Loop A West	Contributing	Structure	1955
85.90	B393	5239	Peaks of Otter: Campground Comfort Station Loop B	Contributing	Structure	1964
85.90	B391	5237	Peaks of Otter: Campground Comfort Station Loop B&T	Contributing	Structure	1962
85.90	B392	5238	Peaks of Otter: Campground Comfort Station Loop T	Contributing	Structure	1962
85.90	B759	5240	Peaks of Otter: Campground Kiosk	Non-contributing	Structure	1974
85.90	B057	5228	Peaks of Otter: Country Store	National Register eligible	Structure	1951
85.90	B065	5231	Peaks of Otter: Picnic Area Comfort Station Northwest	Contributing	Structure	1950
85.90	B342	5235	Peaks of Otter: Picnic Area Comfort Station Southeast	Contributing	Structure	1955
85.90	HS-155	5241	Peaks of Otter: Polly Wood's Ordinary	Contributing	Structure	1834 OR 1870
85.90	B157, HS-610	5246	Peaks of Otter: Saunders Farm - House	Contributing	Structure	1912 OR c.1850
85.90	HS-611	5247	Peaks of Otter: Saunders Farm - Meathouse	Contributing	Structure	1912 OR 1940
85.90	B357	5236	Peaks of Otter: Sharp Top Bus Shelter	National Register eligible	Structure	1948–1949

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
85.90	HS-165	5232	Peaks of Otter: Sharp Top Mountain Shelter	National Register eligible	Structure	1925
85.90	B058	5229	Peaks of Otter: Visitor Center	National Register eligible	Structure	1956–1957
85.90	B936	10206	Peaks of Otter: Well House-Wells 2 & 3	Non-contributing	Structure	2000
89.40	952P	47690	Upper Goose Creek Valley RT	Contributing	Overlook	1940
90.00	953P	47691	Porter Mountain RT	Contributing	Overlook	1940
90.89	018P	5263	Virginia Routes 43 & 695 Bridge	Contributing	Bridge or Culvert	1941
91.80	954P	47693	Mills Gap Overlook RT	Contributing	Overlook	1940
92.10	955P	47718	Purgatory Mountain Overlook RT	Contributing	Overlook	1940
92.40	956P	47720	Sharp Top Overlook RT	Contributing	Overlook	1940
93.10	957P	47722	Bobletts Gap RT	Contributing	Overlook	1940
93.17	019P	5264	Virginia Route 617 Bridge	Contributing	Bridge or Culvert	1941
95.20	958P	47724	Pine Tree Overlook RT	Contributing	Overlook	1940
95.30	959P	47725	Harveys Knob RT	Contributing	Overlook	1940
95.80	960P	47727	Montvale RT	Contributing	Overlook	1940
96.20	961P	47729	Iron Mine Hollow North RT	Contributing	Overlook	1940
96.40	962P	47735	Iron Mine Hollow South RT	Contributing	Overlook	1940
96.90	963P	47739	Taylors Mountain Overlook RT	Contributing	Overlook	1940
99.60	964P	47740	The Great Valley RT	Contributing	Overlook	1940
100.90	965P	47742	Quarry Overlook RT	Contributing	Overlook	1940
104.33	020P	5265	Virginia Route 652 Bridge	Contributing	Bridge or Culvert	1946
104.75	021P	5266	Virginia Route 657 Bridge	Contributing	Bridge or Culvert	1946
105.80	022P	5267	U.S. Route 460 (Overpass) Bridge	Contributing	Bridge or Culvert	1965
106.90	966P	47810	N & W Railroad Overlook RT	Contributing	Overlook	1965
107.00	967P	47812	Coyner Mountain RT	Contributing	Overlook	1965
107.46	023P	5572	Glade Creek Bridge	Contributing	Bridge or Culvert	1963
108.40	024P	5573	Virginia Route 604 Bridge	Contributing	Bridge or Culvert	1963
109.60	968P	47813	Read Mountain RT	Contributing	Overlook	1965
110.60	1224P	87120	Stewart Knob Overlook Parking RT	Contributing	Overlook	
111.50	025P	5574	Virginia Route 651 Bridge	Contributing	Bridge or Culvert	1955
112.00	B506	5541	Vinton Maintenance: Equipment Storage	Non-contributing	Structure	1964
112.00	B966	86419	Vinton Maintenance: Haz Mat Storage	Non-contributing	Structure	1995

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
112.00	B1071	227539	Vinton Maintenance: Metal Storage Shed	Non-contributing	Structure	2007
112.00	B377	5539	Vinton Maintenance: Office/Stor/Shops/SignShop	Non-contributing	Structure	1964
112.00	B838	5226	Vinton Maintenance: Pole Shed	Non-contributing	Structure	1998
112.00	B429	5540	Vinton Maintenance: Ranger Office	Non-contributing	Structure	1958
112.00	B420	5550	Vinton Maintenance: Residence 420	Non-contributing	Structure	1958
112.00	B421	5551	Vinton Maintenance: Residence 421	Non-contributing	Structure	1958
112.00	B422	5552	Vinton Maintenance: Residence 422	Non-contributing	Structure	1958
112.00	B427	5553	Vinton Maintenance: Residence 427	Non-contributing	Structure	1958
112.21	026P	5575	Virginia Route 24 Bridge	Contributing	Bridge or Culvert	1962
112.90	969P	47814	Roanoke Basin RT	Contributing	Overlook	1936
113.55	027P	5576	Virginia Route 634 Bridge	Contributing	Bridge or Culvert	1962
114.67	028P	5577	Roanoke River Bridge	Contributing	Bridge or Culvert	1963
114.90	970P	47816	Roanoke River Overlook RT	Contributing	Overlook	1936
115.22	199P	52447	Roanoke River Parkway Bridge #1	Non-contributing	Bridge or Culvert	1997
115.22	200P	52448	Roanoke River Parkway Bridge #2	Non-contributing	Bridge or Culvert	1997
115.30	1225P	87422	Overlook at 0.4 miles on Roanoke River Access – Back Creek Valley RT	Contributing	Overlook	1940
115.30	1226P	87423	Overlook at 0.6 miles on Roanoke River Access – Pine Mountain RT	Contributing	Overlook	1940
115.30	1227P	87424	Overlook at 1.06 miles on Roanoke River Access – Mayflower Creek Parking Area RT	Contributing	Overlook	1940
115.32	029P	5579	Highland Road Bridge	Contributing	Bridge or Culvert	1964
116.33	030P	5579	Rutrough Road Bridge	Contributing	Bridge or Culvert	1964
116.93	031P	5580	Virginia Route 617 (Overpass) Bridge	Contributing	Bridge or Culvert	1964
117.66	032P	5581	Virginia Route 116 Bridge	Contributing	Bridge or Culvert	1964
118.42	033P	5582	Virginia Route 666 (Overpass) Bridge	Contributing	Bridge or Culvert	1962
119.24	034P	5583	Virginia Route 668 Bridge	Contributing	Bridge or Culvert	1962
119.90	971P	47817	Overlook at 1.1 miles on Roanoke Mountain Loop – Mill Mountain RT	Contributing	Overlook	1936
120.30	972P	47819	Overlook at 1.4 miles on Roanoke Mountain Loop – No Name Parking #1 RT	Contributing	Overlook	1936
120.30	973P	47820	Overlook at 1.5 miles on Roanoke Mountain Loop – No Name Parking #2 RT	Contributing	Overlook	1936
120.30	974P	47822	Overlook at 1.8 miles on Roanoke Mountain Loop – Roanoke Mountain Parking RT	Contributing	Overlook	1936
120.30	B979	99973	Roanoke Mountain Campground: Amphitheater Bldg	Non-contributing	Structure	1997
120.30	B466	5544	Roanoke Mountain Campground: Comfort Station, Middle Tent Loop	Contributing	Structure	1964

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
120.30	B468	5546	Roanoke Mountain Campground: Comfort Station, RV Loop	Contributing	Structure	1964
120.30	B467	5545	Roanoke Mountain Campground: Comfort Station, Spur Tent Loop	Contributing	Structure	1964
120.30	B465	5543	Roanoke Mountain Campground: Comfort Station, Upper Tent Loop	Contributing	Structure	1964
120.30	B676	5542	Roanoke Mountain Campground: Kiosk	Non-contributing	Structure	1974
120.45	035P	5584	Virginia Route 672 Bridge	Non-contributing	Bridge or Culvert	1966
120.45	036P	5586	Yellow Mountain Road Bridge	Non-contributing	Bridge or Culvert	1966
120.50	975P	47837	Overlook at 0.1 miles on Mill Mountain Loop Spur – Gum Springs Overlook RT	Contributing	Overlook	1936
120.50	976P	47846	Overlook at 1.1 miles on Mill Mountain Spur – Chestnut Ridge Overlook RT	Contributing	Overlook	1936
121.42	037P	5585	U.S. Route 220 Bridge	Contributing	Bridge or Culvert	1964
122.43	038P	5587	Virginia Route 679 Bridge	Contributing	Bridge or Culvert	1959
123.20	977P	47851	Buck Mountain Overlook RT	Contributing	Overlook	1936
124.07	039P	5588	Virginia Route 615 Bridge	Contributing	Bridge or Culvert	1959
124.36	040P	5589	Back Creek Bridge	Contributing	Bridge or Culvert	1959
126.02	041P	5590	Virginia Route 688 Bridge	Contributing	Bridge or Culvert	1960
126.20	978P	47855	Masons Knob Overlook RT	Contributing	Overlook	1936
127.56	042P	5591	Virginia Route 691 Bridge	Contributing	Bridge or Culvert	1950
128.70	979P	47858	Metz Run Overlook RT	Contributing	Overlook	1936
128.80	043P	5592	Metz Run Bridge	Contributing	Bridge or Culvert	1960
129.20	980P	47860	Poages Mill Overlook RT	Contributing	Overlook	1936
129.50	981P	47862	Roanoke Overlook RT	Contributing	Overlook	1936
129.58	044P	5593	Ravine bridge at Milepost 129.58	Contributing	Bridge or Culvert	1960
129.80	982P	47864	Lost Mountain RT	Contributing	Overlook	1936
130.95	045P	5594	Virginia Route 690 Bridge	Contributing	Bridge or Culvert	1958
132.90	983P	47866	Slings Gap RT	Contributing	Overlook	1936
133.06	046P	5595	Virginia Route 612 Bridge	Contributing	Bridge or Culvert	1958
133.60	984P	47867	Bull Run Knob RT	Contributing	Overlook	1936
134.80	985P	47868	Poor Mountain RT	Contributing	Overlook	1936
135.98	047P	5596	Virginia Route 602 Bridge	Contributing	Bridge or Culvert	1958
139.00		47870	Cahas Mountain RT	Contributing	Overlook	1936
143.00	B444	5548	Pine Spur Maintenance: Maintenance Building	Contributing	Structure	1962
143.70	987P	47872	Devils Backbone RT	Contributing	Overlook	1936

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
144.80	988P	47874	Pine Spur Overlook RT	Contributing	Overlook	1936
146.50	B025	6386	Bell Springhouse	Contributing	Structure	1910
149.00	B792	6390	Kelley Privy (O. B.Ware)	Non-contributing	Structure	1972
149.00	B789	6387	Kelley Schoolhouse (O. B. Ware Store)	Non-contributing	Structure	1924
149.00	B790	6388	Kelley Schoolhouse Garage/Granary (O. B.Ware)	Non-contributing	Structure	1945
149.00	B791	6389	Kelley Schoolhouse Shed (O. B.Ware)	Non-contributing	Structure	1947
149.20	B857	6397	Harris Farm: Big Cow Barn	Non-contributing	Structure	
149.20	B947	12684	Harris Farm: Cow Shelter	Non-contributing	Structure	
149.20	B853	6393	Harris Farm: Farmhouse	Non-contributing	Structure	1930
149.20	B862	6402	Harris Farm: Outbuilding	Non-contributing	Structure	
149.20	B858	6398	Harris Farm: Quarters/Feed Stor/Pen	Non-contributing	Structure	
149.20	B856	6396	Harris Farm: Saddle Room/Storage Building	Non-contributing	Structure	
149.20	B861	6401	Harris Farm: Small Barn	Non-contributing	Structure	
149.20	B854	6394	Harris Farm: Springhouse/Shed	Non-contributing	Structure	
149.20	B860	6400	Harris Farm: Storage Building	Non-contributing	Structure	
149.20	B859	6399	Harris Farm: Storage Shed	Non-contributing	Structure	
149.20	B855	6395	Harris Farm: Woodshed/Potting Room	Non-contributing	Structure	
149.20	B629	6392	Old Lazenby Barn	Non-contributing	Structure	
149.50	B583	6403	Lazenby Log House	Non-contributing	Structure	
150.56	048P	6459	Paynes Creek Culvert	Contributing	Bridge or Culvert	1955
150.80	B329	6404	Kelley Springhouse	Non-contributing	Structure	1899
154.10	989P	47875	Smart View Overlook RT	Contributing	Overlook	1936
154.50	B076	5606	Smart View: Comfort Station, Northeast Loop	Contributing	Structure	1940
154.50	B077	5607	Smart View: Comfort Station, Southwest Loop	Contributing	Structure	1941
154.50	B963	81662	Smart View: Picnic Shelter	Non-contributing	Structure	1980s or 1990s
154.50	B080	5608	Smart View: Pumphouse (W12)	Contributing	Structure	1940
154.50	B075	6405	Smart View: Trails Cabin	Contributing	Structure	1850
155.30	B081	5609	Smart View Maintenance: Equipment Storage	Contributing	Structure	1941
155.94	049P	6460	Meadow Creek Culvert	Contributing	Bridge or Culvert	1936
157.00	B762	6406	Shortt House (Hatcher House)	Contributing	Structure	1910
157.60	990P	47878	Shorts Knob Overlook RT	Contributing	Overlook	1936

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
159.69	050P	6461	Rennet Bag Creek Culvert	Contributing	Bridge or Culvert	1937
160.30	165P	6462	Howell Creek Culvert	Contributing	Bridge or Culvert	1935
162.00	051P	6463	Dodd Creek Culvert	Contributing	Bridge or Culvert	1936
162.40	991P	47880	Rakes Mill Pond RT	Contributing	Overlook	1936
164.80		238439	Freeman–Cockram Barn	Non-contributing	Structure	
164.80		238225	Wade Barn	Non-contributing	Structure	
165.27	052P	6464	Virginia Route 8 Bridge	Contributing	Bridge or Culvert	1954
167.00	B084	5628	Rocky Knob: Picnic Area Comfort Station, Upper Loop	Contributing	Structure	1956 OR 1958
167.00	B384	106682	Rocky Knob: Picnic Area Wood Storage Shed	Contributing	Structure	1944
167.00	B964	81663	Rocky Knob: Picnic Shelter	Non-contributing	Structure	1977
167.00	B082	5627	Rocky Knob: Visitor Center	Contributing	Structure	1949
167.10	B003	5611	Rocky Knob Maintenance: Carpenter Paint Shop	Non-contributing	Structure	1940
167.10	B878	5624	Rocky Knob Maintenance: Chainsaw Building	Non-contributing	Structure	1994
167.10	B836	5623	Rocky Knob Maintenance: District Office	Non-contributing	Structure	1990
167.10	B965	81668	Rocky Knob Maintenance: Fuel Building	Non-contributing	Structure	1992
167.10	B346	5616	Rocky Knob Maintenance: Hose Reel House	Contributing	Structure	1952
167.10	B869	6491	Rocky Knob Maintenance: Interp Office (Relocated Young Dwelling B)	Non-contributing	Structure	1920s
167.10	B004	5612	Rocky Knob Maintenance: Office & Tool Storage	Contributing	Structure	1941
167.10	B005	5613	Rocky Knob Maintenance: Oil/Paint Storage	Contributing	Structure	1942
167.10	B026	5614	Rocky Knob Maintenance: Pump House	Non-contributing	Structure	1952
167.10	B007	6423	Rocky Knob Maintenance: Residence 7	Contributing	Structure	1941
167.10	B008	6424	Rocky Knob Maintenance: Residence 8	Contributing	Structure	1941
167.10	B086	5615	Rocky Knob Maintenance: Shops & Heavy Equipment	Contributing	Structure	1951
167.10	B002	5610	Rocky Knob Maintenance: Warehouse Equip Storage	Contributing	Structure	1940
167.10	B451	5621	Rocky Knob: Campground Comfort Station, A Loop	Contributing	Structure	1962
167.10	B439	5619	Rocky Knob: Campground Comfort Station, B Loop	Contributing	Structure	1962
167.10	B438	5618	Rocky Knob: Campground Comfort Station, C Loop	Contributing	Structure	1962
167.10	B450	5620	Rocky Knob: Campground Comfort Station, T Loop	Contributing	Structure	1962
167.10	B677	5622	Rocky Knob: Campground Information Bldg	Non-contributing	Structure	1974
167.10	B985	5617	Rocky Knob: Campground Wood Storage Shed	Contributing	Structure	1963
168.00	993P	47883	The Saddle Overlook Access & Parking RT	Contributing	Overlook	1936

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
168.10	B001	5625	Rocky Knob: Rock Castle Gorge Trail Shelter (T44)	Contributing	Structure	1937
168.80	994P	47885	Rock Castle Gorge RT	Contributing	Overlook	1936
169.00	B009	5626	Rocky Knob: Picnic Area Comfort Station, Lower Loop	Contributing	Structure	1941
169.10	1217P	87394	12 O'Clock Knob – Rocky Knob Trail Parking RT	Contributing	Overlook	1936
173.00	B010	5630	Rocky Knob: Pumphouse	Contributing	Structure	1941
173.95	053P	6465	Laurel Fork Culvert	Contributing	Bridge or Culvert	1937
174.10	B024	5640	Rocky Knob: Bathhouse/Bathroom	National Register eligible	Structure	1941–1942
174.10	B017	5633	Rocky Knob: Cabin 17 (attached to Cabin 18)	National Register eligible	Structure	1941–1942
174.10	B018	5634	Rocky Knob: Cabin 18 (attached to Cabin 17)	National Register eligible	Structure	1941–1942
174.10	B019	5635	Rocky Knob: Cabin 19	National Register eligible	Structure	1941–1942
174.10	B020	5636	Rocky Knob: Cabin 20	National Register eligible	Structure	1941–1942
174.10	B021	5637	Rocky Knob: Cabin 21	National Register eligible	Structure	1941–1942
174.10	B022	5638	Rocky Knob: Cabin 22 (attached to Cabin 23)	National Register eligible	Structure	1941–1942
174.10	B023	5639	Rocky Knob: Cabin 23 (attached to Cabin 22)	National Register eligible	Structure	1941–1942
174.10	B016	5632	Rocky Knob: Office & Storage	National Register eligible	Structure	1941–1942
174.10	B863	5641	Rocky Knob: Pumphouse	Non-contributing	Structure	1988
174.10	B934	9682	Rocky Knob: Springhouse	National Register eligible	Structure	1936
174.10	B011	6408	Rocky Knob: Whorley House	National Register eligible	Structure	1900
174.28	054P	6466	Laurel Fork Bridge (Rocky Knob)	Contributing	Bridge or Culvert	1937
176.00	B839	6371	Mabry Mill: Well #3 (W47)	Non-contributing	Structure	1999
176.20	B330	6409	Mabry Mill	National Register eligible	Structure	1911
176.20	B970	86434	Mabry Mill: Apple Butter Shelter	Non-contributing	Structure	2001
176.20	B331	6410	Mabry Mill: Blacksmith and Wheelwright Shop	Contributing	Structure	1903, 1942
176.20	B805	6374	Mabry Mill: Comfort Station	Non-contributing	Structure	1984
176.20	B262	6373	Mabry Mill: Concession & Comfort Station	Non-contributing	Structure	1956
176.20	B1073	225555	Mabry Mill: Concession Gift Shop Storage	Non-contributing	Structure	1990s
176.20	B1072	225550	Mabry Mill: Concessions Custodial Storage	Non-contributing	Structure	1990s
176.20	B401	6414	Mabry Mill: Matthews Cabin	Contributing	Structure	1869, 1957
176.20	B971	86435	Mabry Mill: Molasses Shelter	Non-contributing	Structure	
176.20	B336	6679	Mabry Mill: Shed a.k.a. Washhouse	Contributing	Structure	1911, 1942
176.20	B806	6375	Mabry Mill: Well House (W47)	Non-contributing	Structure	2000

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
177.40	202P	110363	U.S. Route 58 Bridge	Non-contributing	Bridge or Culvert	2006
177.67	055P	6467	Business Route 58 Bridge	Contributing	Bridge or Culvert	1938
179.25	1212P	87389	Round Meadow Overlook Parking RT	Contributing	Overlook	1936
179.27	056P	6468	Round Meadow Creek Bridge	Contributing	Bridge or Culvert	1938
180.66	057P	6469	Mayberry Creek Bridge	Contributing	Bridge or Culvert	1937
183.96	058P	6645	Virginia Route 614 Bridge	Contributing	Bridge or Culvert	1939
185.02	059P	6646	Virginia Route 638 Bridge	Contributing	Bridge or Culvert	1939
188.00	B864	6492	Groundhog Mountain: Pump House	Non-contributing	Structure	1999
188.80	B481	6493	Groundhog Mountain: Comfort Station	Contributing	Structure	1963
188.80	B137	6615	Groundhog Mountain: Lookout Tower	National Register eligible	Structure	1942
188.97	060P	6647	Virginia Route 608 Bridge	Contributing	Bridge or Culvert	1964
189.10	996P	47887	Pilot Mountain RT	Contributing	Overlook	1936
189.25	061P	6648	Dogwood Trail Bridge	Contributing	Bridge or Culvert	1960
189.80	B166	6616	Puckett Cabin	Contributing	Structure	1874, 1947
189.80	997P	47888	Puckett Cabin Overlook RT	Contributing	Overlook	1936
189.80	B335	6617	Puckett Chicken House	Contributing	Structure	1911, 1956
195.45	062P	6649	Virginia Route 608 Bridge	Contributing	Bridge or Culvert	1940
196.52	063P	6650	Virginia Route 682 Bridge	Contributing	Bridge or Culvert	1966
199.10	B946	12683	Fancy Gap Maintenance: Fuel Building	Non-contributing	Structure	1994
199.10	B1059	116464	Fancy Gap Maintenance: Haz Mat Bldg	Non-contributing	Structure	2008
199.10	B364	6502	Fancy Gap Maintenance: Maintenance Bldg	Non-contributing	Structure	1958
199.10	B865	6504	Fancy Gap Maintenance: Pump House	Non-contributing	Structure	
199.41	064P	6651	U.S. Route 52 Bridge	Contributing	Bridge or Culvert	1940
199.90	B28	6630	Fancy Gap Maintenance: Residence 28	Non-contributing	Structure	1958
199.90	B416	6631	Fancy Gap Maintenance: Residence 416	Non-contributing	Structure	1958
200.00	B448	6503	Fancy Gap Maintenance: Pump House at Residence (W19)	Non-contributing	Structure	1958?
200.71	161P	6652	I-77 Bridge	Contributing	Bridge or Culvert	1974
202.70	998P	47889	Granite Quarry Overlook RT	Contributing	Overlook	1936
202.90	B867	6505	Ranger Office (Hipp Dwelling)	Non-contributing	Structure	1963
203.90	999P	47890	Piedmont RT	Contributing	Overlook	1936
206.08	065P	6653	Virginia Route 620 Bridge	Contributing	Bridge or Culvert	1939

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
211.51	066P	6654	Linard Creek Culvert	Contributing	Bridge or Culvert	1940
212.16	067P	6655	Hanks Branch Bridge	Contributing	Bridge or Culvert	1939
212.75	B958	71041	Blue Ridge Music Center: Amphitheater	Non-contributing	Structure	2001
212.75	B959	71042	Blue Ridge Music Center: Comfort Station	Non-contributing	Structure	2001
212.75	B962	73225	Blue Ridge Music Center: Luthiers Shop	Non-contributing	Structure	2001
212.75	B974	93476	Blue Ridge Music Center: Museum	Non-contributing	Structure	2004
212.75	B978	75791	Blue Ridge Music Center: Storage Building	Non-contributing	Structure	
212.75	B960	71043	Blue Ridge Music Center: Well House #1	Non-contributing	Structure	2001
212.75	B961	71044	Blue Ridge Music Center: Well House #2	Non-contributing	Structure	2001
213.13	068P	6656	East Fork Chestnut Creek Bridge	Contributing	Bridge or Culvert	1939
215.67	069P	6657	West Fork Chestnut Creek Bridge #1	Contributing	Bridge or Culvert	1939
215.84	070P	6658	Virginia Route 89 (Overpass) Bridge	Contributing	Bridge or Culvert	1951
216.01	071P	6659	West Fork Chestnut Creek Bridge #2	Contributing	Bridge or Culvert	1939
216.11	072P	6660	West Fork Chestnut Creek Bridge #3	Contributing	Bridge or Culvert	1939
216.21	073P	6661	West Fork Chestnut Creek Bridge #4	Contributing	Bridge or Culvert	1939
217.30	B094	4441	Cumberland Knob Maintenance: Equip. Storage & Office	Contributing	Structure	1940
217.30	B093	4438	Cumberland Knob Maintenance: Gas & Oil Storage	Contributing	Structure	1941
217.30	B1055	113013	Cumberland Knob Maintenance: Haz Mat Storage	Non-contributing	Structure	1997
217.30	B092	4435	Cumberland Knob: Pump House (W20)	Non-contributing	Structure	1950
217.43	074P	4545	North Carolina Route 18 Bridge	Contributing	Bridge or Culvert	1960
217.60	B089	4442	Cumberland Knob Overlook Shelter (T50)	National Register eligible	Structure	1937 or 1938
217.60	B090	4443	Cumberland Knob: Visitor Center/Comfort Station	National Register eligible	Structure	1941
217.60	B385	4445	Cumberland Knob: Wood Storage Shed	National Register eligible	Structure	1952
218.60	O-NC-01; 1001P	48198	High Piney & Fox Hunters Paradise Access & Pkng RT	Contributing	Overlook	1935–1939
222.68	075P	4546	Big Pine Creek Bridge #1	Contributing	Bridge or Culvert	1938
223.05	076P	4547	Big Pine Creek Bridge #2	Contributing	Bridge or Culvert	1937
223.78	077P	4548	Big Pine Creek Bridge #3	Contributing	Bridge or Culvert	1938
224.09	078P	4549	Big Pine Creek Bridge #4	Contributing	Bridge or Culvert	1937
224.16	079P	4550	Big Pine Creek Bridge #5	Contributing	Bridge or Culvert	1937
224.70	080P	4551	Big Pine Creek Bridge #6	Contributing	Bridge or Culvert	1937
225.01	084P	4552	Big Pine Creek Bridge #7	Contributing	Bridge or Culvert	1937

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
227.45	081P	4553	Brush Creek Bridge #1	Contributing	Bridge or Culvert	1936
227.59	132P	4554	Shawtown Road (Overpass) Bridge	Contributing	Bridge or Culvert	1972
228.20	082P	4555	Little Glade Creek Culvert #1	Contributing	Bridge or Culvert	1937
229.30	083P	4556	Little Glade Creek Culvert #2	Contributing	Bridge or Culvert	1937
229.53	088P	4557	U.S. Route 21 Bridge	Contributing	Bridge or Culvert	1938
229.84	085P	4558	Little Glade Creek Bridge #1	Contributing	Bridge or Culvert	1936
230.00	O-NC-03; 1002P	48200	Little Glade Mill Pond Overlook RT	Contributing	Overlook	1935–1937
230.42	086P	4559	Little Glade Creek Bridge #2	Contributing	Bridge or Culvert	1936
231.82	087P	4560	Brush Creek Bridge #2	Contributing	Bridge or Culvert	1936
232.50	O-NC-04; 1003P	48203	Stone Mountain Overlook RT	Contributing	Overlook	1935–1937
233.70	O-NC-05; 1004P	48204	Bullhead Mountain Overlook RT	Contributing	Overlook	1935–1937
235.00	O-NC-06; 1005P	48207	Mahogany Rock Overlook RT	Contributing	Overlook	1935–1937
235.70	235L; 1006P	48208	Devil's Garden Overlook RT	Contributing	Overlook	1939
236.90	236R; 1007P	48210	Air Bellows Overlook RT	Contributing	Overlook	1939
237.18	195P	4561	Air Bellows Road Bridge	Contributing	Bridge or Culvert	1940
238.50	B096	4485	Brinegar Cabin	National Register listed	Structure	1886-1889
238.50	O-NC-09	48212	Brinegar Cabin Overlook	Contributing	Overlook	1935–1937
238.50	B433	4446	Brinegar Outhouse	National Register listed	Structure	1958
238.50	B162	4486	Brinegar Shed/Granary	National Register listed	Structure	1885
238.50	B163	4487	Brinegar Springhouse	National Register listed	Structure	1885
239.30	B097	4447	Doughton Park: Campground Comfort Station - Loop A	Contributing	Structure	1942
239.30	B396	4461	Doughton Park: Campground Comfort Station - Loop B (lower)	Contributing	Structure	1964
239.30	B370	4460	Doughton Park: Campground Comfort Station - Loop B (upper)	Contributing	Structure	1956
239.30	B098	4448	Doughton Park: Campground Comfort Station - Loop C	Contributing	Structure	1942
239.30	B831	4449	Doughton Park: Campground Entrance Kiosk	Non-contributing	Structure	1970s or 1990s
239.30	B830	4498	Doughton Park: Campground Residence	Non-contributing	Structure	1999
240.30	B821	4450	Doughton Park: Pump House (W21)	Non-contributing	Structure	1970s
240.70	O-NC-10; 1009P	48215	Fodder Stack Access & Parking RT	Contributing	Overlook	1939
241.00	B099	4451	Fodder Stack	National Register eligible	Structure	1940

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
241.00	B100	4488	Martin Caudill Cabin	National Register eligible	Structure	1890
241.10	B105	4455	Doughton Park: Camp Store	National Register eligible	Structure	1949
241.10	B106	4456	Doughton Park: Coffee Shop	National Register eligible	Structure	1948–1949
241.10	B101	236430	Doughton Park: Comfort Station (below Restaurant)	Contributing	Structure	1941
241.10	B188	4457	Doughton Park: Lodge - Unit A	National Register eligible	Structure	1948–1950
241.10	B189	4458	Doughton Park: Lodge - Unit B	National Register eligible	Structure	1948–1950
241.10	B103	4453	Doughton Park: Overlook Shelter	National Register eligible	Structure	1940
241.10	B102	4452	Doughton Park: Picnic Area Comfort Station #1	Contributing	Structure	1941
241.10	B104	4454	Doughton Park: Picnic Area Comfort Station #2	Contributing	Structure	1957
241.10	B812	4462	Doughton Park: Pump House at Lodge (W22)	Non-contributing	Structure	ca. 1980s
241.10	B369	4471	Doughton Park: Pump House/Booster Pump (W22)	Non-contributing	Structure	1949
242.30	088P; 1012P	48225	Alligator Back Overlook RT	Contributing	Overlook	1935–1937
243.40	243L; 1013P	48226	Bluff Mountain Overlook RT	Contributing	Overlook	1939
243.90	B1079	238231	Gurdineer Cabin	Non-contributing	Structure	
243.90	B1080	238236	Gurdineer Storage Building	Non-contributing	Structure	1990s
244.70	O-NC-15; 1014P	48228	Basins Cove Overlook RT	Contributing	Overlook	1935–1937
245.00	B112	93489	Bluffs Maintenance: Large Equipment Storage (Old incinerator pad)	Non-contributing	Structure	2006
245.00	B348	4463	Bluffs Maintenance: Pump House (W23)	Non-contributing	Structure	1960s
245.30	B986	107811	Bluffs Maintenance: "Tombstone" Shed	Contributing	Structure	
245.50	B109	4465	Bluffs Maintenance: Carpenter & Paint Shop	Contributing	Structure	1941
245.50	B110	4466	Bluffs Maintenance: Equipment Storage	Contributing	Structure	1940
245.50	B111	4467	Bluffs Maintenance: Gas & Oil Storage	Contributing	Structure	1941
245.50	B884	4478	Bluffs Maintenance: Haz Mat Storage	Non-contributing	Structure	
245.50	B347	4470	Bluffs Maintenance: Hose Reel House	Contributing	Structure	1950
245.50	B378	4472	Bluffs Maintenance: Mill/Paint Shop	Contributing	Structure	1948
245.50	B108	4464	Bluffs Maintenance: Office/Maint & Ranger	Contributing	Structure	1941
245.50	B678	4473	Bluffs Maintenance: Pole Shed #1	Non-contributing	Structure	1968
245.50	B680	4475	Bluffs Maintenance: Pole Shed #2	Non-contributing	Structure	
245.50	B679	4474	Bluffs Maintenance: Pole Shed Behind Auto Shop	Non-contributing	Structure	
245.50			Bluffs Maintenance: Pump House	Non-contributing	Structure	
245.50	B883	4477	Bluffs Maintenance: Rail Storage Shed	Non-contributing	Structure	

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
245.50	B034	4499	Bluffs Maintenance: Residence 34	Contributing	Structure	1948
245.50	B035	4500	Bluffs Maintenance: Residence 35	Contributing	Structure	1948
245.50	B113	4469	Bluffs Maintenance: Shops & Fire Equipment Storage	Contributing	Structure	1951
245.50	B814	4476	Bluffs Maintenance: Storage Building	Contributing	Structure	After 1953?
246.00	B850	4495	Woodruff Farm: Barn - LIFE ESTATE	National Register eligible	Structure	
246.00	B847	4492	Woodruff Farm: Granary/Cellar - LIFE ESTATE	National Register eligible	Structure	
246.00	B844	4489	Woodruff Farm: House LIFE ESTATE	National Register eligible	Structure	
246.00	B846	4491	Woodruff Farm: Lean-to Shed - LIFE ESTATE	National Register eligible	Structure	
246.00	B848	4493	Woodruff Farm: Shed - LIFE ESTATE	National Register eligible	Structure	
246.00	B849	4494	Woodruff Farm: Shed - LIFE ESTATE	National Register eligible	Structure	
246.00	B851	4496	Woodruff Farm: Shed - LIFE ESTATE	National Register eligible	Structure	
246.00	B845	4490	Woodruff Farm: Springhouse - LIFE ESTATE	National Register eligible	Structure	
248.06	089P	4562	North Carolina Route 18 Bridge	Contributing	Bridge or Culvert	1939
248.85	159P	4563	Laurel Fork Bridge	Contributing	Bridge or Culvert	1939
251.02	166P	4564	Peak Creek Culvert	Contributing	Bridge or Culvert	1940
252.40	B291	4497	Sheets Log Cabin	National Register eligible	Structure	1815
252.80	O-NC-17; 1016P	48232	Sheets Gap Overlook RT	Contributing	Overlook	1936–1938
257.50	B461	4480	Cherry Hill Well House (W24)	Non-contributing	Structure	1962
258.70	B443	4482	Northwest Trading Post	Non-contributing	Structure	1958
258.70	B813	4484	Northwest Trading Post: Pump House (W25)	Non-contributing	Structure	
258.70	B798	4483	Northwest Trading Post: Storage Building	Non-contributing	Structure	1984
260.20	O-NC-19; 1018P	48235	Jumpinoff Rock RT	Contributing	Overlook	1936–1938
261.21	090P	4659	North Carolina Route 16 Bridge	Contributing	Bridge or Culvert	1938
264.40		238196	Bryant House	Non-contributing	Structure	
264.40	264L; 1019P	48237	The Lump RT	Contributing	Overlook	1939
266.80	O-NC-21; 1020P	48240	Mount Jefferson Overlook RT	Contributing	Overlook	1936–1937
267.60	B482	4570	Benge Maintenance: Fertilizer & Oil Storage	Contributing	Structure	1963
267.60	B366	4569	Benge Maintenance: Maintenance Building	Contributing	Structure	1951
267.90	O-NC-22; 1021P	48243	Betseys Rock Falls Overlook RT	Contributing	Overlook	1936–1937
270.20	O-NC-24; 1023P	48245	Lewis Fork Overlook RT	Contributing	Overlook	1936–1937

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
271.50		238347	Artis Church A-Frame Cabin	Non-contributing	Structure	
271.50		238348	Artis Church 1-level Cabin	Non-contributing	Structure	
271.50		238353	Artis Church Camper and Shelter	Non-contributing	Structure	
271.50		238352	Artis Church Observation Deck	Non-contributing	Structure	
271.50		238351	Artis Church Privy	Non-contributing	Structure	
271.50		238350	Artis Church Storage Shed	Non-contributing	Structure	
271.70	B796	4571	Jeffress Park Pump House #1 (W27)	Non-contributing	Structure	
271.90	B324	4572	Comfort Station at Cascades Parking Overlook	Contributing	Structure	1954
272.40	B881	4573	Cascades Well House #2	Non-contributing	Structure	
272.50	B296	4602	Cool Springs Baptist Church	Contributing	Structure	1810
272.50	B294	4600	Rev. Jesse Brown Log Cabin	Contributing	Structure	1805
272.50	B295	4601	Rev. Jesse Brown Springhouse	Contributing	Structure	1805
272.50	O-NC-26; 1025P	48248	Tomkins Knob RT	Contributing	Overlook	1936–1937
274.30	O-NC-27; 1026P	48249	Elk Mountain Overlook RT	Contributing	Overlook	1936–1937
276.35	091P	4660	U.S. Route 421 Bridge	Non-contributing	Bridge or Culvert	2001
277.30	O-NC-28; 1027P	48250	Stoney Fork Valley Overlook RT	Contributing	Overlook	1940–1958
277.80	O-NC-29; 1028P	48251	Osborne Mountain Overlook RT	Contributing	Overlook	1940–1958
278.30	O-NC-30; 1029P	48252	Carroll Gap Overlook RT	Contributing	Overlook	1940–1958
279.38	092P	4661	Triplett (Wildcat) Road Bridge	Contributing	Bridge or Culvert	1958
279.57	187P	51747	County Road Bridge at Milepost 279.57	Contributing	Bridge or Culvert	1950
280.28	188P	4662	Laxon (Stanberry) Road Bridge	Contributing	Bridge or Culvert	1950
281.40	O-NC-31; 1030P	48253	Grand View Overlook RT	Contributing	Overlook	1940–1958
282.03	167P	4663	North Carolina Route 1508 (Elk Creek Road) Bridge	Contributing	Bridge or Culvert	1958
283.02	189P	4664	County Road Bridge at Milepost 283.02	Contributing	Bridge or Culvert	1938
285.10	1031P	48254	Boones Trace RT	Contributing	Overlook	1958
285.48	093P	4665	Bamboo Road Bridge	Contributing	Bridge or Culvert	1941
286.27	094P	4666	Goshen Creek Bridge	Contributing	Bridge or Culvert	1949
286.69	168P	4667	Goshen Creek Culvert #1	Contributing	Bridge or Culvert	1950
286.82	169P	4668	Goshen Creek Culvert #2	Contributing	Bridge or Culvert	1950
286.90	170P	4669	Goshen Creek Culvert #3	Contributing	Bridge or Culvert	1950

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
288.82	190P	4670	County Road Bridge at Milepost 288.82	Contributing	Bridge or Culvert	1950
289.50	O-NC-33; 1032P	48256	Ravens Rock Overlook RT	Contributing	Overlook	1940–1958
289.80	O-NC-34; 1033P	48257	Yadkin Valley Overlook RT	Contributing	Overlook	1940–1958
290.50	O-NC-35; 1034P	48258	Thunder Hill Overlook RT	Contributing	Overlook	1940–1958
291.80	172P	4672	U.S. Route 321 Access Ramp Bridge	Contributing	Bridge or Culvert	1957
291.85	163P	4671	Middle Fork New River Culvert	Contributing	Bridge or Culvert	1955
291.86	095P	4673	U.S. Route 321 Bridge	Contributing	Bridge or Culvert	1982
292.65	184P	4674	Flat Top Road Bridge	Contributing	Bridge or Culvert	1955
293.40	O-NC-36; 1035P	48259	Moses H. Cone Memorial Park: Moses Cone Overlook RT	Contributing	Overlook	1957
293.95	196P	4675	Moses H. Cone Memorial Park: Flat Top Carriage Trail Bridge	Contributing	Bridge or Culvert	1950
294.00	HS-208	4604	Moses H. Cone Memorial Park: Apple Barn	National Register listed	Structure	1900–1901
294.00	HS-205	4603	Moses H. Cone Memorial Park: Carriage House	National Register listed	Structure	1900–1901
294.00	HS-359	4605	Moses H. Cone Memorial Park: Flat Top Manor	National Register listed	Structure	1899–1901
294.00	B957	17412	Moses H. Cone Memorial Park: Pump House	Non-contributing	Structure	1999
294.00	B204	4610	Moses H. Cone Memorial Park: Servants' House	Non-contributing	Structure	1900
294.60	B834	4608	Moses H. Cone Memorial Park: Observation Tower	Contributing	Structure	1954
294.60	HS-298	4607	Moses H. Cone Memorial Park: Sandy Flats School	National Register listed	Structure	1906 OR 1908
294.60	B406	4577	Sandy Flats Maintenance Area: Hazardous Materials Building	Non-contributing	Structure	2002/2013
294.60	B824	4741	Sandy Flats Maintenance Area: Historic Preservation Workshop	Non-contributing	Structure	1994
294.60	B701	4578	Sandy Flats Maintenance Area: Office and Maintenance Building	Non-contributing	Structure	1980?
294.60	B837	4580	Sandy Flats Maintenance Area: Pole Shed	Non-contributing	Structure	1998
294.60	B423	4612	Sandy Flats Maintenance Area: Residence 423	Contributing	Structure	1958
294.60	B424	4613	Sandy Flats Maintenance Area: Residence 424	Contributing	Structure	1958
294.60	B751	4579	Sandy Flats Maintenance Area: Vehicle Storage Building	Non-contributing	Structure	1981
294.61	096P	4676	Moses H. Cone Memorial Park: Shulls Mill Road Bridge	Contributing	Bridge or Culvert	1957
295.30	1038P	48261	Sims Creek Overlook RT	Contributing	Overlook	1960
295.34	171P	4677	Sims Creek Bridge	Contributing	Bridge or Culvert	1957
295.80	1039P	48262	Sims Pond Overlook RT	Contributing	Overlook	1960
296.20	B234, HS-219	4609	Sims (Red) Barn	Non-contributing	Structure	1900

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
296.40	B463	4582	Price Park: Picnic Area Comfort Station 1	Non-contributing	Structure	1964
296.40	B464	4583	Price Park: Picnic Area Comfort Station 2	Non-contributing	Structure	1964
296.64	097P	4678	Price Lake Dam Bridge	Contributing	Bridge or Culvert	1960
297.10	B833	4593	Price Park: Amphitheater	Contributing	Structure	early 1960s
297.10	B804	4592	Price Park: Boat Rental	Non-contributing	Structure	1984-1985
297.10	B478	4590	Price Park: Boathouse	Non-contributing	Structure	1962
297.10	B361	4584	Price Park: Campground Comfort Station Loop A	Contributing	Structure	1958
297.10	B390	4585	Price Park: Campground Comfort Station Loop B	Contributing	Structure	1961
297.10	B446	4588	Price Park: Campground Comfort Station Loop C	Contributing	Structure	1964
297.10	B445	4587	Price Park: Campground Comfort Station Loop D	Contributing	Structure	1961
297.10	B447	4589	Price Park: Campground Comfort Station Loop E	Non-contributing	Structure	1964
297.10	B483	4591	Price Park: Campground Comfort Station Loop F	Contributing	Structure	1964
297.10	B841	4594	Price Park: Campground Kiosk	Non-contributing	Structure	2000s
297.10	B432	4586	Price Park: Campground Pump House (W31)	Non-contributing	Structure	
297.10	B545	4614	Price Park: Campground Residence	Non-contributing	Structure	1988
297.20	1200P	87351	Lakeview Overlook Access & Parking RT	Contributing	Overlook	1960
298.50		111150	Gwyn Memorial Parking	Contributing	Overlook	
298.58	098P	4679	Holloway Road Bridge	Contributing	Bridge or Culvert	1969-1970
299.00	O-NC-41; 1041P	48264	Cold Prong Overlook (a.k.a. Ash Bear Pen) RT	Contributing	Overlook	1968–1987
299.60	1042P	48265	Calloway Peak RT	Contributing	Overlook	1960
299.90	O-NC-43; 1043P	48266	Boone Fork Parking Area Overlook RT	Contributing	Overlook	1968–1987
299.99	174P	4680	Boone Fork Bridge	Contributing	Bridge or Culvert	1971
300.28	175P	4681	Green Mountain Creek Bridge	Contributing	Bridge or Culvert	1971
300.50	O-NC-44; 1044P	48267	Green Mountain Overlook RT	Contributing	Overlook	1968–1987
301.70	O-NC-45; 1045P	48269	Pilot Ridge Overlook RT	Contributing	Overlook	1968–1987
302.00	O-NC-46; 1046P	48271	Wilson Creek Valley Overlook RT	Contributing	Overlook	1968–1987
302.20	O-NC-47; 1047P	48272	Boulder Field Overlook RT	Contributing	Overlook	1968–1987
302.43	176P	4682	Ravine Bridge at MP 302.43	Contributing	Bridge or Culvert	1987
302.58	177P	4683	Ravine Bridge at MP 302.58	Contributing	Bridge or Culvert	1987
302.80	O-NC-48; 1048P	48275	Rough Ridge Parking Area RT	Contributing	Overlook	1937–1939

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
303.01	178P	4684	Rough Ridge Bridge	Contributing	Bridge or Culvert	1987
303.50	179P	4685	Wilson Creek Bridge	Contributing	Bridge or Culvert	1987
303.60	1049P	48276	Wilson Creek Overlook RT	Contributing	Overlook	1987
303.64	180P	4686	Bridge at Milepost 303.64	Contributing	Bridge or Culvert	1987
303.77	181P	4687	Underground Stream Bridge	Contributing	Bridge or Culvert	1987
303.90	1050P	48278	Yonahlossee Overlook RT	Contributing	Overlook	1987
304.02	182P	4688	Linn Cove Viaduct	National Register eligible	Bridge or Culvert	1979–1983
304.40	B842	4598	Linn Cove Visitor Center	Non-contributing	Structure	1987
304.40	B819	4596	Linn Cove Visitor Center: Fuel Containment/Storage Shed	Non-contributing	Structure	1986
304.50	B811	4599	Linn Cove Visitor Center: Generator Building	Non-contributing	Structure	1986
304.63	183P	4689	Stack Rock Creek Bridge	Contributing	Bridge or Culvert	1975
304.80	O-NC-52	48282	Stack Rock Parking Area RT	Contributing	Overlook	1968–1987
305.19	099P	4690	U.S. Route 221 Bridge (Sandy Flat)	Contributing	Bridge or Culvert	1969
305.30	1053P	48742	Beacon Heights RT	Contributing	Overlook	1940
306.60	1054P	48743	Grandfather Mountain Parking Overlook RT	Contributing	Overlook	1940
307.40	1055P	48744	Grandmother Mountain Parking Overlook RT	Contributing	Overlook	1940
307.60	1261P	110783	Little Bald Overlook RT	Contributing	Overlook	1940
308.30	1056P	48745	Flattop Trail RT	Contributing	Overlook	1940
310.00	1057P	48746	Lost Cove Cliffs Parking Overlook RT	Contributing	Overlook	1938–1940
312.06	100P	4810	North Carolina Route 181 (Overpass) Bridge	Contributing	Bridge or Culvert	1959
315.30	101P	4811	Camp Creek Bridge	Contributing	Bridge or Culvert	1939
315.50	1058P	48747	Camp Creek Overlook RT	Contributing	Overlook	1938–1940
315.50	B1052	111130	Gustke House	Non-contributing	Structure	1976
315.50	B1053	111139	Gustke House Privy	Non-contributing	Structure	1976
316.37	105P		Linville Falls Trail Bridge #1	Contributing	Bridge or Culvert	1964
316.37	102P	4812	Linville Spur Road Bridge #1	Contributing	Bridge or Culvert	1964
316.37	103P	4813	Linville Spur Road Bridge #2	Contributing	Bridge or Culvert	1964
316.37	104P	4814	Linville Spur Road Bridge #3	Contributing	Bridge or Culvert	1964
316.40	B591	4775	Linville Falls Maintenance: Dellinger Barn	Non-contributing	Structure	
316.40	B972	86533	Linville Falls Maintenance: Equipment Storage Pole Shed	Non-contributing	Structure	
316.40	B1068	116566	Linville Falls Maintenance: Haz Mat Building	Non-contributing	Structure	1976

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
316.40	B1070	116568	Linville Falls Maintenance: Prefab Storage Building	Non-contributing	Structure	1980
316.40	B1069	116567	Linville Falls Maintenance: Recycling Shed	Non-contributing	Structure	2000
316.40	B664	4750	Linville Falls: Campground Kiosk	Non-contributing	Structure	1974
316.40	B436	4746	Linville Falls: Campground North Comfort Station	Non-contributing	Structure	1964
316.40	B363	4743	Linville Falls: Campground South Comfort Station	Non-contributing	Structure	1964
316.40	B457	4748	Linville Falls: Picnic Area Middle Comfort Station	Non-contributing	Structure	1964
316.40	B458	4749	Linville Falls: Picnic Area North Comfort Station	Non-contributing	Structure	1964
316.40	B1075	226425	Linville Falls: Picnic Area Picnic Shelter	Non-contributing	Structure	2011
316.40	B118	4742	Linville Falls: Picnic Area South Comfort Station	Non-contributing	Structure	1964
316.40	B835	4745	Linville Falls: Trail Shelter	Non-contributing	Structure	1987
316.40	B794	4744	Linville Falls: Visitor Center	Non-contributing	Structure	1984, 2005
316.40	1248P	110784	Overlook at 0.8 miles on Linville Spur Road – Midway Overlook RT	Contributing	Overlook	1940
316.45	1199A	87338	Linville Falls River Bridge Overlook near Mainline RT	Contributing	Overlook	1940
316.57	106P	4816	Linville River Bridge	Contributing	Bridge or Culvert	1939–1940
317.40	B449	4747	Linville Falls: Pump House at Residences (W35)	Non-contributing	Structure	1958, 2000
317.40	B417	4776	Linville Falls: Residence 417	Non-contributing	Structure	1958
317.40	B418	4777	Linville Falls: Residence 418	Non-contributing	Structure	1958
317.47	191P	4817	Culvert at U.S. Route 221 Access Ramp	Contributing	Bridge or Culvert	1950
317.48	107P	4818	U.S. Route 221 Bridge (Linville Falls)	Contributing	Bridge or Culvert	1940
318.40	1064P	48752	North Toe River Valley RT	Contributing	Overlook	1941
319.88	108P	4819	Humpback Mountain Bridge	Contributing	Bridge or Culvert	1940
320.70	1065P	48753	Chestoa Parking Area RT	Contributing	Overlook	1941
323.00	1066P	48754	Bear Den Overlook RT	Contributing	Overlook	1941
325.90	1067P	48755	Heffner Gap Overlook RT	Contributing	Overlook	1938–1941
327.20	1068P	48756	North Cove Valley Overlook RT	Contributing	Overlook	1938–1941
327.46	109P	4820	North Carolina Route 1121 Bridge	Contributing	Bridge or Culvert	1939
328.60	1069P	48757	The Loops Overlook at Apple Orchard Overlook RT	Contributing	Overlook	1939
329.70	1070P	48758	Table Rock Overlook RT	Contributing	Overlook	1937–1939
330.90	B123	4757	Gillespie Gap Maintenance: Auto Shop	Contributing	Structure	1942
330.90	B121	4754	Gillespie Gap Maintenance: Fire Cache & Storage	Contributing	Structure	1942
330.90	B1060	116465	Gillespie Gap Maintenance: Haz Mat Building	Non-contributing	Structure	2008

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
330.90	B345	4760	Gillespie Gap Maintenance: Hose Reel House	Contributing	Structure	1950
330.90	B122	4755	Gillespie Gap Maintenance: Interpretation Office & Storage	Contributing	Structure	1942
330.90	B027	4752	Gillespie Gap Maintenance: Office & Shop	Contributing	Structure	1942
330.90	B135	4759	Gillespie Gap Maintenance: Residence 135	Non-contributing	Structure	1958
330.90	B136	4778	Gillespie Gap Maintenance: Residence 136	Non-contributing	Structure	1958
330.90	B125	4758	Gillespie Gap Maintenance: Small Equipment Storage	Contributing	Structure	1942
330.90	B885	4762	Gillespie Gap Maintenance: Storage/Recyclable Building	Non-contributing	Structure	1980s
330.90	B879	4761	Gillespie Gap Maintenance: Well House	Non-contributing	Structure	
330.90	B119	4753	Museum of North Carolina Minerals	Contributing	Structure	1955
330.91	110P	4821	U.S. Route 226 Bridge	Contributing	Bridge or Culvert	1939
332.59	192P	4822	Lynn Gap Road Bridge	Contributing	Bridge or Culvert	1950
333.25	134P	4827	Little Switzerland Tunnel	Contributing	Tunnel	1938
333.93	111P	59444	Little Switzerland Bridge	Contributing	Bridge or Culvert	1940
335.40	112P	4823	Osborne Knob Bridge	Contributing	Bridge or Culvert	1939
336.29	113P	4824	Gooch Gap Bridge	Contributing	Bridge or Culvert	1939
336.85	135P	4828	Wildacres Tunnel	Contributing	Tunnel	1940
337.20	1186P	87290	Deer Lick Gap Overlook RT	Contributing	Overlook	1940
338.80	1187P	87291	Three Knobs Overlook RT	Contributing	Overlook	1940
339.20	B387	11282	Crabtree Falls: Wood Storage Shed at Amphitheater	Non-contributing	Structure	1999
339.50	B942	11281	Crabtree Falls: Amphitheater Building	Contributing	Structure	
339.50	B130	4765	Crabtree Falls: Campground Comfort Station Loop A	Contributing	Structure	1954
339.50	B129	4764	Crabtree Falls: Campground Comfort Station Loop B North	Contributing	Structure	1950
339.50	B132	4766	Crabtree Falls: Campground Comfort Station Loop B South	Contributing	Structure	1954
339.50	B665	4772	Crabtree Falls: Campground Kiosk	Non-contributing	Structure	1974
339.50	B975	94430	Crabtree Falls: Campground Pumphouse	Non-contributing	Structure	
339.50	B832	4779	Crabtree Falls: Campground Residence/Log Cabin	Non-contributing	Structure	1997
339.50	B419	4769	Crabtree Falls: Campground Well House	Non-contributing	Structure	1958
339.50	B127	4763	Crabtree Falls: Gas Station/Storage Building	National Register eligible	Structure	1950
339.50	B434	4770	Crabtree Falls: Picnic Area Comfort Station	Non-contributing	Structure	1961
339.50	B379	4768	Crabtree Falls: Power Supply Building	Non-contributing	Structure	1950
339.50	B128	10209	Crabtree Falls: Restaurant	National Register eligible	Structure	1963

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
339.50	B981	98023	Crabtree Falls: Valve House at Reservoir	Non-contributing	Structure	1990
342.20	1075P	48764	Black Mountains Overlook RT	Contributing	Overlook	1936–1940
344.02	114P	4825	North Carolina Route 80 Bridge	Contributing	Bridge or Culvert	1942
344.10	1188P	104612	Buck Creek Gap Overlook Parking RT (on North Carolina Highway 80)	Contributing	Overlook	1940
344.50	136P	4829	Twin Tunnel #1	Contributing	Tunnel	1938
344.65	137P	4830	Twin Tunnel #2	Contributing	Tunnel	1938
345.30	1076P	48765	Singecat Ridge Overlook RT	Contributing	Overlook	1940
347.18	115P	4826	Big Laurel Mountain Bridge	Contributing	Bridge or Culvert	1938
347.90	1077aP	48766	Curtis Valley Parking Overlook RT	Contributing	Overlook	1936–1941
348.70	1077bP	87268	Curtis Valley Parking B RT	Contributing	Overlook	1936–1941
349.05	138P	4831	Rough Ridge Tunnel	Contributing	Tunnel	1938
349.20	1078P	48767	Laurel Knob Overlook RT	Contributing	Overlook	1936–1941
349.90	1079P	48768	Mount Mitchell Area RT	Contributing	Overlook	1941
350.40	1080P	48769	Green Knob Overlook RT	Contributing	Overlook	1936–1941
352.40	1189P	87293	Bald Knob Ridge Overlook RT	Contributing	Overlook	1941
355.30	1081	48770	Ridge Junction Overlook RT	Contributing	Overlook	1941
359.80	1082P	48771	Walker Knob Overlook RT	Contributing	Overlook	1950
361.20	1083P	48772	Glassmine Falls Overlook RT	Contributing	Overlook	1936–1950
363.40	1084P	48773	Graybeard Mountain Overlook RT	Contributing	Overlook	1950
364.00	B882	4846	Craggy Gardens: Picnic Area Well House	Non-contributing	Structure	2012
364.10	1085P	48774	Craggy Dome RT	Contributing	Overlook	1936–1950
364.39	139P	4928	Craggy Pinnacle Tunnel	Contributing	Tunnel	1941
364.40	B255	4847	Craggy Gardens: Pump House (W39)	Non-contributing	Structure	2000s
364.40	B360	4848	Craggy Gardens: Visitor Center	National Register eligible	Structure	1955
364.50	B247	4849	Craggy Pinnacle: Large Trail Shelter	Contributing	Structure	1937
364.60	1086P	87269	Craggy Gardens Visitor Center Overlook	Contributing	Overlook	1940
365.44	140P	4929	Craggy Flats Tunnel	Contributing	Tunnel	1941
367.60	B252	4852	Craggy Gardens: Picnic Area Comfort Station - East End of Parking Lot	Contributing	Structure	1955
367.60	B254	4853	Craggy Gardens: Picnic Area Comfort Station - West End of Parking Lot	Non-contributing	Structure	1980s
367.60	B248	4851	Craggy Gardens: Small Trail Shelter	Contributing	Structure	1937
372.00	1088P	48777	Lake Pinnacle Overlook RT	Contributing	Overlook	1936–1950

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
373.70	1089P	48778	Bull Creek Valley RT	Contributing	Overlook	1950
374.24	141P	4930	Tanbark Ridge Tunnel	Contributing	Tunnel	1961–1962
376.70	1090P	48779	Tanbark Ridge Overlook RT	Contributing	Overlook	1952
379.90	1091P	48780	Haw Creek Valley RT	Contributing	Overlook	1949
380.00	B672	4854	Picnic Shelter (VA Hospital) PA	Non-contributing	Structure	2000
381.87	116P	4915	Riceville Road Bridge	Contributing	Bridge or Culvert	1949
382.00	B725	4856	Folk Art Center	Non-contributing	Structure	1978
382.30	B412	4892	Oteen Maintenance Area: Residence 412	Non-contributing	Structure	1958
382.30	B666	4857	Oteen Maintenance Area: Equipment Storage	Non-contributing	Structure	1975
382.30	B1061	116466	Oteen Maintenance Area: Exotic Plant Team Hazardous Materials Building	Non-contributing	Structure	2000s
382.30	B969	86422	Oteen Maintenance Area: Hazardous Materials Storage Building	Non-contributing	Structure	2002
382.30	B179	4858	Oteen Maintenance Area: Office/Shops/Firehouse	Non-contributing	Structure	1956
382.30	B181	4863	Oteen Maintenance Area: Residence 181	Non-contributing	Structure	1958
382.30	B182	4891	Oteen Maintenance Area: Residence 182	Non-contributing	Structure	1958
382.30	B413	4893	Oteen Maintenance Area: Residence 413	Non-contributing	Structure	1958
382.30	B726	4864	Oteen Maintenance Area: Vehicle Storage	Non-contributing	Structure	1979
382.30	B755	4895	Oteen Warehouse & Archives Storage (VA Hospital)	Contributing	Structure	
382.63	117P	4916	U.S. Route 70 Bridge	Contributing	Bridge or Culvert	1964
383.09	203P	11283	Azalea Road Bridge	Non-contributing	Bridge or Culvert	1971
383.36	118P	4917	Swannanoa River Bridge	Contributing	Bridge or Culvert	1966
384.09	B980	95184	Asheville Blue Ridge Parkway Visitor Center	Non-contributing	Structure	2008
384.09	B1046	110690	Clements House Large Shed	Non-contributing	Structure	Unknown
384.09	B1040	110678	Clements House No. 1	Non-contributing	Structure	1965
384.09	B1041	110679	Clements House No. 2	Non-contributing	Structure	1949
384.09	B1066	116543	Clements House Small Shed	Non-contributing	Structure	1964
384.09	B843	4867	Headquarters	Non-contributing	Structure	1999
384.09	B967	86420	Headquarters Area: Maintenance Storage Building	Non-contributing	Structure	2002
384.09	B822	4866	Headquarters Area: Swain House	Non-contributing	Structure	1987
384.70	B968	86421	Headquarters Area: Swain House Prefab Storage Building	Non-contributing	Structure	1999
384.70		227381	Prefab Storage Bldg Folk Art Ctr	Non-contributing	Structure	1999
384.72	173P	4918	U.S. Route 74A (Westbound) Access Ramp Culvert	Contributing	Bridge or Culvert	1967

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
384.75	119P	4920	U.S. Route 74A Bridge	Contributing	Bridge or Culvert	1967
384.83	186P	4919	U.S. Route 74A (Eastbound) Access Ramp Culvert	Contributing	Bridge or Culvert	1967
388.07	120P	4921	U.S. Route 25A Bridge	Contributing	Bridge or Culvert	1967
388.48	121P	4922	Southern Railroad Bridge	Contributing	Bridge or Culvert	1967
388.74	122P	4923	U.S. Route 25 Bridge	Contributing	Bridge or Culvert	1967
389.85	193P	4924	Biltmore Estate Bridge	Contributing	Bridge or Culvert	1967
390.94	123P	4925	Dingle Creek Bridge	Contributing	Bridge or Culvert	1964
391.79	124P	4926	I-26 Bridge	Contributing	Bridge or Culvert	1966
393.44	125P	4927	French Broad River Bridge	Contributing	Bridge or Culvert	1967
393.80	1093P	48782	French Broad River Overlook RT	Contributing	Overlook	1959–1963
396.40	1094P	48783	Walnut Cove Overlook RT	Contributing	Overlook	1959–1963
397.05	142P	4931	Grassy Knob Tunnel	Contributing	Tunnel	1961
397.60	1095P	48784	Sleepy Gap Parking Area RT	Contributing	Overlook	1959–1963
398.30	1096P	48785	Chestnut Cove Overlook RT	Contributing	Overlook	1963
399.10	143P	4932	Pine Mountain Tunnel	Contributing	Tunnel	1963
399.70	1097P	48786	Bad Fork Valley Overlook RT	Contributing	Overlook	1959–1963
400.25	197P	51752	Bent Creek Gap Road Bridge	Contributing	Bridge or Culvert	1963
400.68	144P	4933	Ferrin Knob Tunnel #1	Contributing	Tunnel	1963–1964
401.00	1098P	48787	Wash Creek Valley Overlook RT	Contributing	Overlook	1959–1963
401.18	145P	4934	Ferrin Knob Tunnel #2	Contributing	Tunnel	1963
401.33	146P	4935	Ferrin Knob Tunnel #3	Contributing	Tunnel	1963
401.70	1099P	48788	Beaver Dam Gap Overlook RT	Contributing	Overlook	1963
402.50	1100P	48789	Stony Bald Parking Overlook RT	Contributing	Overlook	1965
403.05	147P	4936	Young Pisgah Ridge Tunnel	Contributing	Tunnel	1963
403.60	1101P	48790	Big Ridge Overlook RT	Contributing	Overlook	1961–1965
404.01	148P	4937	Fork Mountain Tunnel	Contributing	Tunnel	1963
404.30	1102P	48791	Hominy Valley RT	Contributing	Overlook	1965
404.60	1103P	48792	Mills River Valley Overlook RT	Contributing	Overlook	1965
406.72	149P	4938	Little Pisgah Ridge Tunnel	Contributing	Tunnel	1964
407.25	150P	4939	Buck Spring Tunnel	Contributing	Tunnel	1964
407.70	1104P	48801	Mount Pisgah Picnic Parking	Contributing	Overlook	1961–1965

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
407.70	B556	4887	Mt. Pisgah Picnic Area: Buck Springhouse	Contributing	Structure	1900
407.80	1182P	87285	Mt Pisgah & Buck Spring OL Parking RT	Contributing	Overlook	1965
407.80	B243	4868	Mt. Pisgah Picnic Area: Comfort Station	Contributing	Structure	1969
408.00	B1076	116461	Mt. Pisgah Inn: Concessions Storage Building	Non-contributing	Structure	1997
408.30	1105P	48799	Flat Laurel Gap Parking RT	Contributing	Overlook	1961–1965
408.40	B748	4869	Mt. Pisgah Campground: Pump House Loop C (W46)	Non-contributing	Structure	1981
408.40	B951	12678	Mt. Pisgah Sewer Plant: Generator Building	Non-contributing	Structure	
408.40	B810	6384	Mt. Pisgah Sewer Plant: Office & Lab	Non-contributing	Structure	1988
408.40	B949	12676	Mt. Pisgah Sewer Plant: Sludge Bagger Building	Non-contributing	Structure	1996
408.40	B952	12679	Mt. Pisgah Sewer Plant: Storage Building	Non-contributing	Structure	
408.40	B988	109703	Mt. Pisgah Sewer Plant: Well House	Non-contributing	Structure	2006
408.50	B816	4870	Mt. Pisgah Employee Dorm #1	Non-contributing	Structure	1990
408.50	B817	4871	Mt. Pisgah Employee Dorm #2	Non-contributing	Structure	1990
408.50	B818	4872	Mt. Pisgah Employee Dorm #3	Non-contributing	Structure	1990
408.60	B505	4879	Mt. Pisgah Campground: Pump House Loop B	Non-contributing	Structure	1950
408.60	B827	4882	Mt. Pisgah Employee Dorm #4	Non-contributing	Structure	1994
408.60	B242	4874	Mt. Pisgah Inn: Country Store	Contributing	Structure	1964
408.60	B564	4880	Mt. Pisgah Inn: Garage/Shop	Non-contributing	Structure	1995
408.60	B241B	94613	Mt. Pisgah Inn: Lodge and Office	Contributing	Structure	1964
408.60	B495	10190	Mt. Pisgah Inn: Motel Unit B	Contributing	Structure	1964
408.60	B754	4881	Mt. Pisgah Inn: Motel Unit C	Non-contributing	Structure	1964
408.60	B241A	4873	Mt. Pisgah Inn: Restaurant	Contributing	Structure	1964
408.80	B496	4878	Mt. Pisgah Campground: Comfort Station Loop A	Contributing	Structure	1969
408.80	B244	4875	Mt. Pisgah Campground: Comfort Station Loop B North	Contributing	Structure	1969
408.80	B530	4883	Mt. Pisgah Campground: Comfort Station Loop B South	Non-contributing	Structure	2012
408.80	B246	4877	Mt. Pisgah Campground: Comfort Station Loop C	Non-contributing	Structure	2011
408.80	B245	4876	Mt. Pisgah Campground: Comfort Station Loop D	Contributing	Structure	1969
408.80	B667	4884	Mt. Pisgah Campground: Kiosk	Non-contributing	Structure	2002
408.80	B828	4894	Mt. Pisgah Campground: Residence/Log Cabin	Non-contributing	Structure	1993
408.80	B669	4886	Mt. Pisgah Campground: Wood Storage Shed at Loop B	Non-contributing	Structure	1973
408.80	B668	4885	Mt. Pisgah Campground: Wood Storage Shed at Residence	Non-contributing	Structure	1973

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
409.20	1108P	48806	Funnel Top Overlook RT	Contributing	Overlook	1939–1955
410.02	151P	4940	Frying Pan Tunnel	Contributing	Tunnel	1962
410.30	1109P	48807	Pink Beds Overlook RT	Contributing	Overlook	1939–1955
411.00	1110P	48808	Cradle of Forestry Overlook RT	Contributing	Overlook	1939–1955
411.80	1112P	48810	Cold Mountain Overlook RT	Contributing	Overlook	1939–1955
411.80	B987	108248	Wagon Road Gap Maintenance: Haz Mat Building	Non-contributing	Structure	2006
411.80	B402	4943	Wagon Road Gap Maintenance: Maintenance Building	Contributing	Structure	1957
411.90	126P	4986	U.S. Route 276 Bridge	Contributing	Bridge or Culvert	1963
412.20	1113P	48811	Wagon Road Gap Parking Area	Contributing	Overlook	1939–1955
413.20	1114P	48812	Pounding Mill Overlook RT	Contributing	Overlook	1939–1955
415.60	1115P	48813	Cherry Cove Overlook RT	Contributing	Overlook	1955
416.20	1116P	48814	Log Hollow Overlook RT	Contributing	Overlook	1939–1955
417.00	1117P	48815	Looking Glass Rock Overlook RT	Contributing	Overlook	1955
418.30	1118P	48816	East Fork Overlook RT	Contributing	Overlook	1955
418.80	1119P	48817	Graveyard Fields Overlook RT	Contributing	Overlook	1955
419.30	1120P	48818	John Rock RT	Contributing	Overlook	1955
421.70	1121P	48819	Fetterbush Overlook RT	Contributing	Overlook	1955
422.05	152P	4994	Devil's Courthouse Tunnel	Contributing	Tunnel	1941
422.40	1122P	48820	Devil's Courthouse RT	Contributing	Overlook	1955
422.80	1123P	48821	Mount Hardy Parking Overlook RT	Contributing	Overlook	1939–1955
423.29	128P	4987	North Carolina Route 215 Bridge	Contributing	Bridge or Culvert	1960
423.50	1124P	48822	Courthouse Valley Overlook RT	Contributing	Overlook	1955
424.50	1125P	48823	Herrin Knob RT	Contributing	Overlook	1955
424.80	1126P	48824	Wolf Mountain Overlook RT	Contributing	Overlook	1955
425.40	1127P	48825	Rough Butt Bald Overlook RT	Contributing	Overlook	1939–1955
427.60	1128P	48826	Bear Pen Gap Parking Area OL RT	Contributing	Overlook	1955
427.80	1129P	48827	Spot Knob Overlook RT	Contributing	Overlook	1939–1955
428.00	1130P	48828	Caney Fork RT	Contributing	Overlook	1955
428.50	1131P	48829	Beartrap Gap Overlook RT	Contributing	Overlook	1955
430.40	1132P	48830	Beartrail Ridge Overlook RT	Contributing	Overlook	1958–1962
430.70	1133P	48831	Cowee Mountains Overlook RT	Contributing	Overlook	1958–1962

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
431.00	1134P	48832	Haywood-Jackson Overlook RT	Contributing	Overlook	1958–1962
431.30	1135P	48833	Richland Balsam Overlook RT	Contributing	Overlook	1958–1962
432.70	1136P	48834	Lone Bald Overlook RT	Contributing	Overlook	1958–1962
433.30	1137P	48835	Roy Taylor Forest Overlook RT	Contributing	Overlook	1958–1962
435.10	1138P	48836	Doubletop Mountain RT	Contributing	Overlook	1958–1962
435.80	1139P	48837	Licklog Gap Overlook RT	Contributing	Overlook	1958–1962
436.70	1140P	48838	Grassy Ridge Mine Overlook RT	Contributing	Overlook	1962
438.90	1141P	48839	Steestachee Overlook RT	Contributing	Overlook	1958–1962
439.30	1142P	48840	Cove Field Ridge Overlook RT	Contributing	Overlook	1958–1962
439.70	153P	4995	Pinnacle Ridge Tunnel	Contributing	Tunnel	1945
440.00	1143P	48841	Village of Saunook RT	Contributing	Overlook	1958–1962
440.80	1144P	48842	Waynesville RT	Contributing	Overlook	1962
441.40	1145P	48843	Standing Rock Overlook RT	Contributing	Overlook	1962
441.90	1146P	48844	Rabb Knob RT	Contributing	Overlook	1962
442.20	1147P	48845	Balsam Gap Overlook RT	Contributing	Overlook	1962
442.80	B888	4951	Balsam Gap Maintenance: Gas & Oil Storage Building	Non-contributing	Structure	1990s
442.80	B1062	116467	Balsam Gap Maintenance: Haz Mat Building	Non-contributing	Structure	
442.80	B955	12872	Balsam Gap Maintenance: Haz Mat Storage	Non-contributing	Structure	2001
442.80	B750	4947	Balsam Gap Maintenance: Interpretive Office/Storage	Non-contributing	Structure	1981
442.80	B036	4946	Balsam Gap Maintenance: Maintenance Building	Contributing	Structure	1962
442.80	B954	12871	Balsam Gap Maintenance: Metal Storage Shed	Non-contributing	Structure	1975
442.80	B939	11278	Balsam Gap Maintenance: Meter & Pressure Tank House	Non-contributing	Structure	1995
442.80	B852	4948	Balsam Gap Maintenance: Pole Barn	Non-contributing	Structure	1999
442.80	B430	4958	Balsam Gap Maintenance: Residence 430	Non-contributing	Structure	1958
442.80	B431	4959	Balsam Gap Maintenance: Residence 431	Non-contributing	Structure	1958
442.80	B956	12873	Balsam Gap Maintenance: UST Remedial Sys Shed	Non-contributing	Structure	1992
442.80	B731	4949	Balsam Gap Maintenance: Vehicle Storage	Contributing	Structure	
442.80	B887	4950	Balsam Gap Maintenance: Volunteer Shed	Non-contributing	Structure	
442.80	B982	100571	Balsam Gap Maintenance: Wash Rack	Non-contributing	Structure	2005
442.80	B807	4945	Balsam Gap Maintenance: Well House (W42)	Non-contributing	Structure	1976
443.01	127P	4988	U.S. Route 23/74 Bridge	Contributing	Bridge or Culvert	1963

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
444.40	1149P	48847	The Orchards Overlook RT	Contributing	Overlook	1960
444.43	194P	4989	Hood Road Bridge	Contributing	Bridge or Culvert	1967
445.10	1150P	48848	Mount Lyn Lowry RT	Contributing	Overlook	1960
446.00	1151P	48849	Woodfin Valley RT	Contributing	Overlook	1960
446.70	1152P	48850	Woodfin Cascades Overlook RT	Contributing	Overlook	1960
447.90	1153P	48851	Wesner Bald RT	Contributing	Overlook	1960
448.30	1154P	48852	Scott Creek RT	Contributing	Overlook	1960
448.90	1155P	48854	Fork Ridge Overlook RT	Contributing	Overlook	1960
450.20	1156P	48855	Yellowface RT	Contributing	Overlook	1960
450.90	B529	11279	Waterrock Knob: Pump House	Non-contributing	Structure	1950s
451.20	1157P	48857	Browning Knob RT	Contributing	Overlook	1960
451.20	1158P	48858	Waterrock Knob Overlook Parking RT	Contributing	Overlook	1940
451.20	B983	100580	Waterrock Knob: East Vault Toilet	Non-contributing	Structure	2005
451.20	B940	116540	Waterrock Knob: Generator Building	Non-contributing	Structure	1970
451.20	B437	4952	Waterrock Knob: Visitor Center	Non-contributing	Structure	1940, 2005
451.20	B984	100581	Waterrock Knob: West Vault Toilet	Non-contributing	Structure	2005
452.10	1159P	48860	Cranberry Ridge RT	Contributing	Overlook	1960
452.30	1160P	48861	Woolyback Overlook RT	Contributing	Overlook	1960
453.30	1161P	48862	Hornbuckle Valley RT	Contributing	Overlook	1960
454.30	1162P	48863	Thunder Struck Ridge RT	Contributing	Overlook	1960
455.10	1163P	48864	Fed Cove Overlook RT	Contributing	Overlook	1960
455.50	B747	4953	Soco Gap Maintenance: Pump House (W43)	Non-contributing	Structure	1981
455.50	1164P	48865	Soco Gap Parking Overlook RT	Contributing	Overlook	1940
455.60	B536	4962	Soco Gap Maintenance: Browning Cabin	Contributing	Structure	1937
455.60	B603	4956	Soco Gap Maintenance: Davey Garage/Apartment	Contributing	Structure	1924
455.60	B149	4961	Soco Gap Maintenance: Davey House	Contributing	Structure	1924
455.60	B799	4957	Soco Gap Maintenance: Davey Smokehouse	Contributing	Structure	1924
455.60	B1063	116468	Soco Gap Maintenance: Haz Mat Building	Non-contributing	Structure	
455.60	B403	4954	Soco Gap Maintenance: Maintenance Building	Non-contributing	Structure	1957
455.60	B032	4960	Soco Gap Maintenance: Residence 32	Contributing	Structure	1924
455.68	129P	4990	U.S. Route 19 Bridge	Contributing	Bridge or Culvert	1961

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
456.20	1166P	48867	Jonathan Creek RT	Contributing	Overlook	1942
457.66	130P	4991	Docks Gap Bridge	Contributing	Bridge or Culvert	1942
457.90	1167P	48868	Plott Balsam RT	Contributing	Overlook	1942
458.20	B976	95050	Masonic Monument Shelter	Contributing	Structure	
458.20	1168P	48869	Overlook at 1.3 miles on Heintooga Spur Road – Mile High Overlook RT	Contributing	Overlook	1942
458.20	1169P	48870	Overlook at 1.4 miles on Heintooga Spur Road – Maggie Valley Overlook RT	Contributing	Overlook	1942
458.20	1170P	48871	Overlook at 1.9 miles on Heintooga Spur Road – Lake Junaluska Overlook RT	Contributing	Overlook	1942
458.20	1171P	48872	Overlook at 3.3 miles on Heintooga Spur Road – Horsetrough Ridge Overlook RT	Contributing	Overlook	1942
458.20	1172P	48873	Overlook at 3.5 miles onHeintooga Spur Road – Black Camp Gap Overlook RT	Contributing	Overlook	1942
458.69	154P	4996	Lickstone Ridge Tunnel	Contributing	Tunnel	1946
458.90	1173P	48874	Lickstone Ridge Overlook RT	Contributing	Overlook	1942
459.29	155P	4997	Bunches Bald Tunnel	Contributing	Tunnel	1947
459.50	1174P	48875	Bunches Bald Overlook RT	Contributing	Overlook	1942
460.80	1175P	48876	Jenkins Ridge Overlook RT	Contributing	Overlook	1942
461.14	156P	4998	Big Witch Tunnel	Contributing	Tunnel	1947
461.60	185P	4992	Big Witch Bridge	Contributing	Bridge or Culvert	1950
461.80	1176P	48878	Big Witch Overlook RT	Contributing	Overlook	1957
463.90	1177P	48879	Thomas Divide RT	Contributing	Overlook	1957
465.69	157P	4999	Rattlesnake Mountain Tunnel	Contributing	Tunnel	1958
466.24	158P	5000	Sherill Cove Tunnel	Contributing	Tunnel	1958
467.30	1178A	87282	Ballhoot Scar Overlook Parking A RT	Contributing	Overlook	1957
467.30	1178B	48881	Ballhoot Scar Overlook Parking B RT	Contributing	Overlook	1957
467.80	1179P	48880	Raven Fork RT	Contributing	Overlook	1957
468.40	1180P	48882	Oconaluftee River Overlook RT	Contributing	Overlook	1940
469.01	131P	4993	Oconaluftee River Bridge	Contributing	Bridge or Culvert	1957

Table 2. National Register Listed or Eligible Resources

Table 2. National Register Listed or Eligible Resources

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
5.80	B274	5094	Humpback Rocks: Mountain Farm Meat House and Root Cellar	National Register eligible	Structure	1881
5.80	B279	5096	Humpback Rocks: Mountain Farm Log Cabin	National Register eligible	Structure	1890
5.80	B270	5097	Humpback Rocks: Mountain Farm Springhouse	National Register eligible	Structure	1900
5.80	B272	5099	Humpback Rocks: Mountain Farm Barn	National Register eligible	Structure	1881
5.80	B356	5098	Humpback Rocks: Mountain Farm Bearproof Pig Pen	National Register eligible	Structure	1952–1953
5.80	B273	5093	Humpback Rocks: Mountain Farm Chicken House	National Register eligible	Structure	1881 or 1938
85.60	B060-1	5227	Peaks of Otter: Lodge Unit 1 (closest to restaurant)	National Register eligible	Structure	1964
85.60	B060-2	109521	Peaks of Otter: Lodge Unit 2 (middle)	National Register eligible	Structure	1964
85.60	B060-3	109522	Peaks of Otter: Lodge Unit 3 (farthest from restaurant)	National Register eligible	Structure	1964
85.60	B056	10166	Peaks of Otter: Restaurant and Gift Shop	National Register eligible	Structure	1964
85.90	HS-165	5232	Peaks of Otter: Sharp Top Mountain Shelter	National Register eligible	Structure	1925
85.90	B357	5236	Peaks of Otter: Sharp Top Bus Shelter	National Register eligible	Structure	1948–1949
85.90	B058	5229	Peaks of Otter: Visitor Center	National Register eligible	Structure	1956–1957
85.90	B057	5228	Peaks of Otter: Country Store	National Register eligible	Structure	1951
85.90	B059	5230	Peaks of Otter: Bus Terminal (Nature Center)	National Register eligible	Structure	1947–1948
174.10	B018	5634	Rocky Knob: Cabin 18 (attached to Cabin 17)	National Register eligible	Structure	1941–1942
174.10	B934	9682	Rocky Knob: Springhouse	National Register eligible	Structure	1936
174.10	B024	5640	Rocky Knob: Bathhouse/Bathroom	National Register eligible	Structure	1941–1942
174.10	B023	5639	Rocky Knob: Cabin 23 (attached to Cabin 22)	National Register eligible	Structure	1941–1942
174.10	B022	5638	Rocky Knob: Cabin 22 (attached to Cabin 23)	National Register eligible	Structure	1941–1942
174.10	B021	5637	Rocky Knob: Cabin 21	National Register eligible	Structure	1941–1942
174.10	B019	5635	Rocky Knob: Cabin 19	National Register eligible	Structure	1941–1942
174.10	B017	5633	Rocky Knob: Cabin 17 (attached to Cabin 18)	National Register eligible	Structure	1941–1942
174.10	B016	5632	Rocky Knob: Office & Storage	National Register eligible	Structure	1941–1942
174.10	B011	6408	Rocky Knob: Whorley House	National Register eligible	Structure	1900
174.10	B020	5636	Rocky Knob: Cabin 20	National Register eligible	Structure	1941–1942
176.20	B330	6409	Mabry Mill	National Register eligible	Structure	1911
188.80	B137	6615	Groundhog Mountain: Lookout Tower	National Register eligible	Structure	1942
217.60	B385	4445	Cumberland Knob: Wood Storage Shed	National Register eligible	Structure	1952

Milepost	BLRI No	FMSS No	Property Name	Assessment of significance	Type	Year Built
217.60	B090	4443	Cumberland Knob: Visitor Center/Comfort Station	National Register eligible	Structure	1941
217.60	B089	4442	Cumberland Knob Overlook Shelter (T50)	National Register eligible	Structure	1937 or 1938
238.50	B096	4485	Brinegar Cabin	National Register listed	Structure	1886-1889
238.50	B162	4486	Brinegar Shed/Granary	National Register listed	Structure	1885
238.50	B163	4487	Brinegar Springhouse	National Register listed	Structure	1885
238.50	B433	4446	Brinegar Outhouse	National Register listed	Structure	1958
241.00	B099	4451	Fodder Stack	National Register eligible	Structure	1940
241.00	B100	4488	Martin Caudill Cabin	National Register eligible	Structure	1890
241.10	B103	4453	Doughton Park: Overlook Shelter	National Register eligible	Structure	1940
241.10	B189	4458	Doughton Park: Lodge - Unit B	National Register eligible	Structure	1948–1950
241.10	B188	4457	Doughton Park: Lodge - Unit A	National Register eligible	Structure	1948–1950
241.10	B105	4455	Doughton Park: Camp Store	National Register eligible	Structure	1949
241.10	B106	4456	Doughton Park: Coffee Shop	National Register eligible	Structure	1948–1949
246.00	B851	4496	Woodruff Farm: Shed - LIFE ESTATE	National Register eligible	Structure	
246.00	B850	4495	Woodruff Farm: Barn - LIFE ESTATE	National Register eligible	Structure	
246.00	B846	4491	Woodruff Farm: Lean-to Shed - LIFE ESTATE	National Register eligible	Structure	
246.00	B849	4494	Woodruff Farm: Shed - LIFE ESTATE	National Register eligible	Structure	
246.00	B847	4492	Woodruff Farm: Granary/Cellar - LIFE ESTATE	National Register eligible	Structure	
246.00	B845	4490	Woodruff Farm: Springhouse - LIFE ESTATE	National Register eligible	Structure	
246.00	B844	4489	Woodruff Farm: House LIFE ESTATE	National Register eligible	Structure	
246.00	B848	4493	Woodruff Farm: Shed - LIFE ESTATE	National Register eligible	Structure	
252.40	B291	4497	Sheets Log Cabin	National Register eligible	Structure	1815
294.00	HS-359	4605	Moses H. Cone Memorial Park: Flat Top Manor	National Register listed	Structure	1899–1901
294.00	HS-205	4603	Moses H. Cone Memorial Park: Carriage House	National Register listed	Structure	1900–1901
294.00	HS-208	4604	Moses H. Cone Memorial Park: Apple Barn	National Register listed	Structure	1900–1901
294.60	HS-298	4607	Moses H. Cone Memorial Park: Sandy Flats School	National Register listed	Structure	1906 OR 1908
304.02	182P	4688	Linn Cove Viaduct	National Register eligible	Bridge or Culvert	1979–1983
339.50	B127	4763	Crabtree Falls: Gas Station/Storage Building	National Register eligible	Structure	1950
339.50	B128	10209	Crabtree Falls: Restaurant	National Register eligible	Structure	1963
364.40	B360	4848	Craggy Gardens: Visitor Center	National Register eligible	Structure	1955

Table 3. Subcategories

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1940s Maintenance Area Carpenter and Paint Shop

1940s Maintenance Area Equipment Storage

1940s Maintenance Area Gas and Oil Storage

1940s Maintenance Area Office and Shops

1940s Maintenance Area Shed

1940s Maintenance Area Storage Building

1940s Maintenance Area Vehicle Storage

1940s Maintenance Building

1940s-1950s Gas Station

1950s Concession Building/Lodge

1950s Maintenance Area Hose Reel House

1950s Maintenance Area Shops and Fire Cache

1950s Maintenance Building

1950s Observation Tower

Interpretive Structure

Mission 66 Amphitheater

Mission 66 Comfort Station

Mission 66 Comfort Station Type 1A

Mission 66 Comfort Station Type 1B

Mission 66 Comfort Station Type 1C

Mission 66 Comfort Station Type 2

Mission 66 Comfort Station Type 2C

Mission 66 Concession Building/Lodge

Mission 66 Maintenance Area Gas and Oil Storage

Mission 66 Maintenance Building

Mission 66 Maintenance Office and Shops

Mission 66 Paint/Oil Storage

Mission 66 Pump/Well House Type

Mission 66 Residence

Mission 66 Small-scale Visitor Center

Mission 66 Storage Building

Mission 66 Vehicle Storage

Mission 66 Visitor Center

Mission 66 Wood Shed

Park Service Rustic Cabin Lodging

Park Service Rustic Cabin Office

Park Service Rustic Comfort Station

Park Service Rustic Comfort Station Type 1

Park Service Rustic Comfort Station Type 1B

Park Service Rustic Comfort Station Type 2

Park Service Rustic Concession Building/Lodge

Park Service Rustic Pump/Well House Type

Park Service Rustic Shelter

Park Service Rustic Visitor Center

Post-1966 Adapted Building

Post-1966 Adapted Residence

Post-1966 Administration Building

Post-1966 Amphitheater

Post-1966 Comfort Station

Post-1966 Concession Building

Post-1966 Concession Building/Lodge

Post-1966 Concessioner Dorm Residence

Post-1966 Generator Building

Post-1966 Interpretative Shelter

Post-1966 Kiosk

Post-1966 Log Cabin Residence

Post-1966 Maintenance Area Carpenter and Paint Shop

Post-1966 Maintenance Area Gas Pump Shed

Post-1966 Maintenance Area Main Office

Post-1966 Maintenance Area Office and Shops

Post-1966 Maintenance Area Pole Barn

Post-1966 Maintenance Area Storage Building

Post-1966 Maintenance Area Vehicle Storage

Post-1966 Metal Storage Shelter

Post-1966 Outbuilding

Post-1966 Picnic Shelter

Post-1966 Pole Barn

Post-1966 Prefab Metal Pump/Well House Type

Post-1966 Prefab Metal Shed

Post-1966 Prefab Trailer

Post-1966 Prefab Wood Shed

Post-1966 Pump/Well House Type

Post-1966 Residence

Post-1966 Shelter

Post-1966 Storage Building

Post-1966 Vehicle Storage

Post-1966 Vehicle Wash Building

Post-1966 Visitor Center

Post-1966 Wood Shed

Post-Park Adapted Residence

Pre-1966 Outbuilding

Pre-1966 Pump/Well House Type

Pre-1966 Residence

Pre-1966 Vernacular Outbuilding

Pre-1966 Warehouse Building

Pre-1966 Wood Shed

Precast Concrete Hazardous Storage Building

Pre-Park Vernacular Outbuilding

Pre-Park Vernacular Residence

Pre-Park Vernacular Structure

Sheet Metal Hazardous Storage Building

Shelter

Vernacular Outbuilding

Vernacular Residence