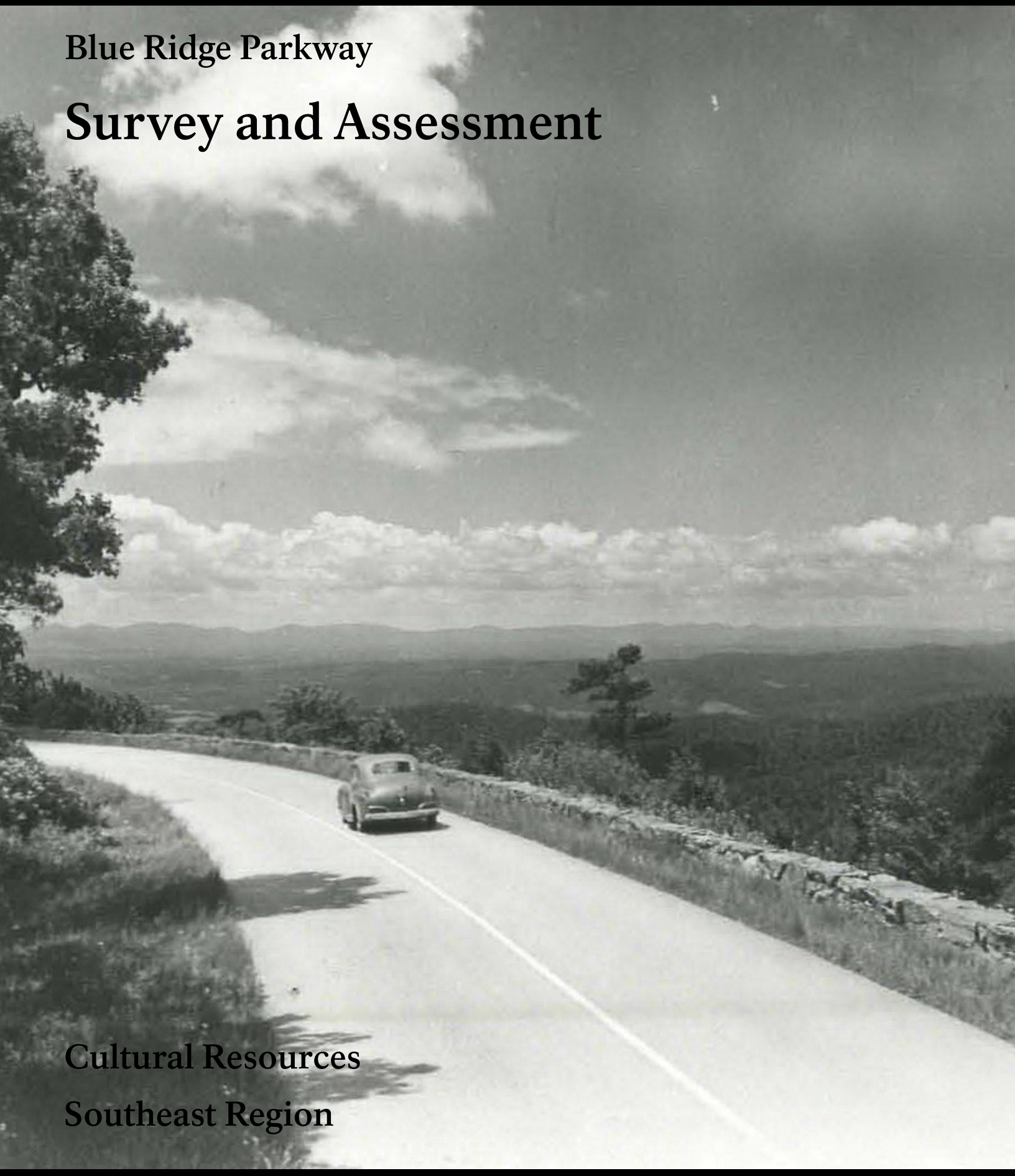
National Park Service
U.S. Department of the Interior

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).

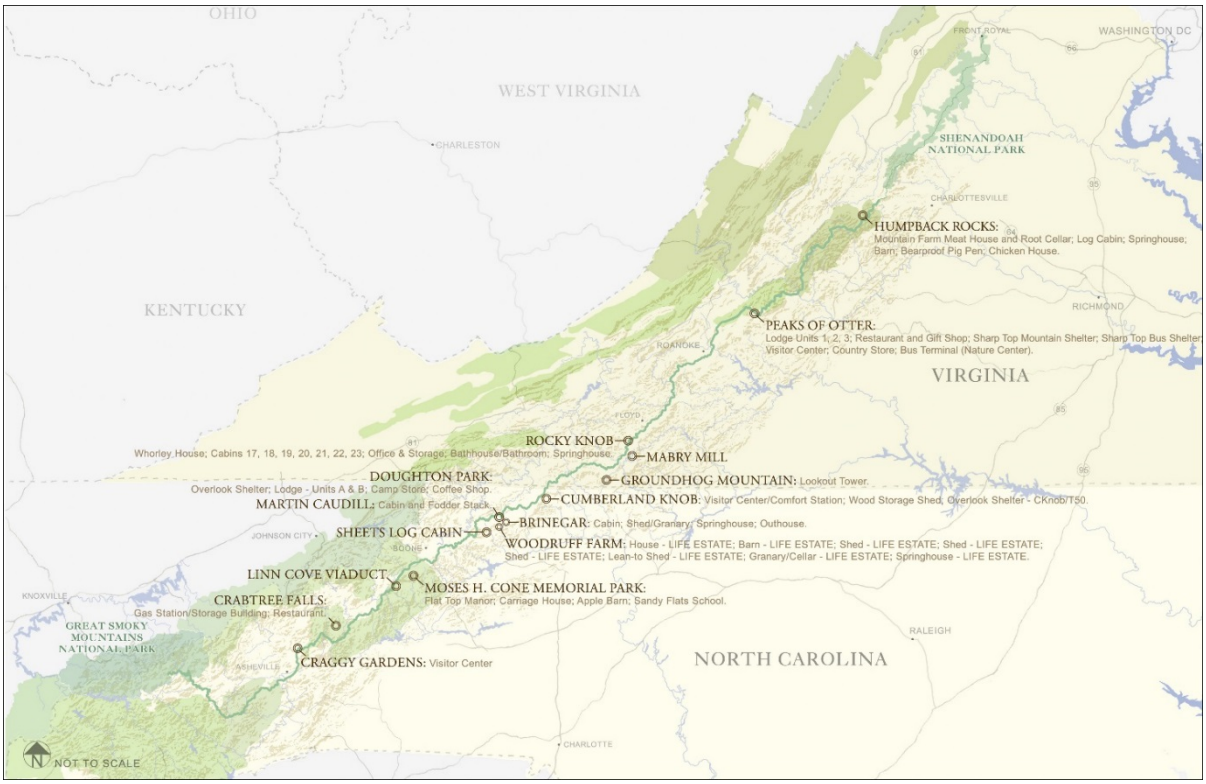


FIGURE 3. National Register-listed and eligible sites along the Blue Ridge Parkway. Illustration by Kirsten Sparenborg.

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):

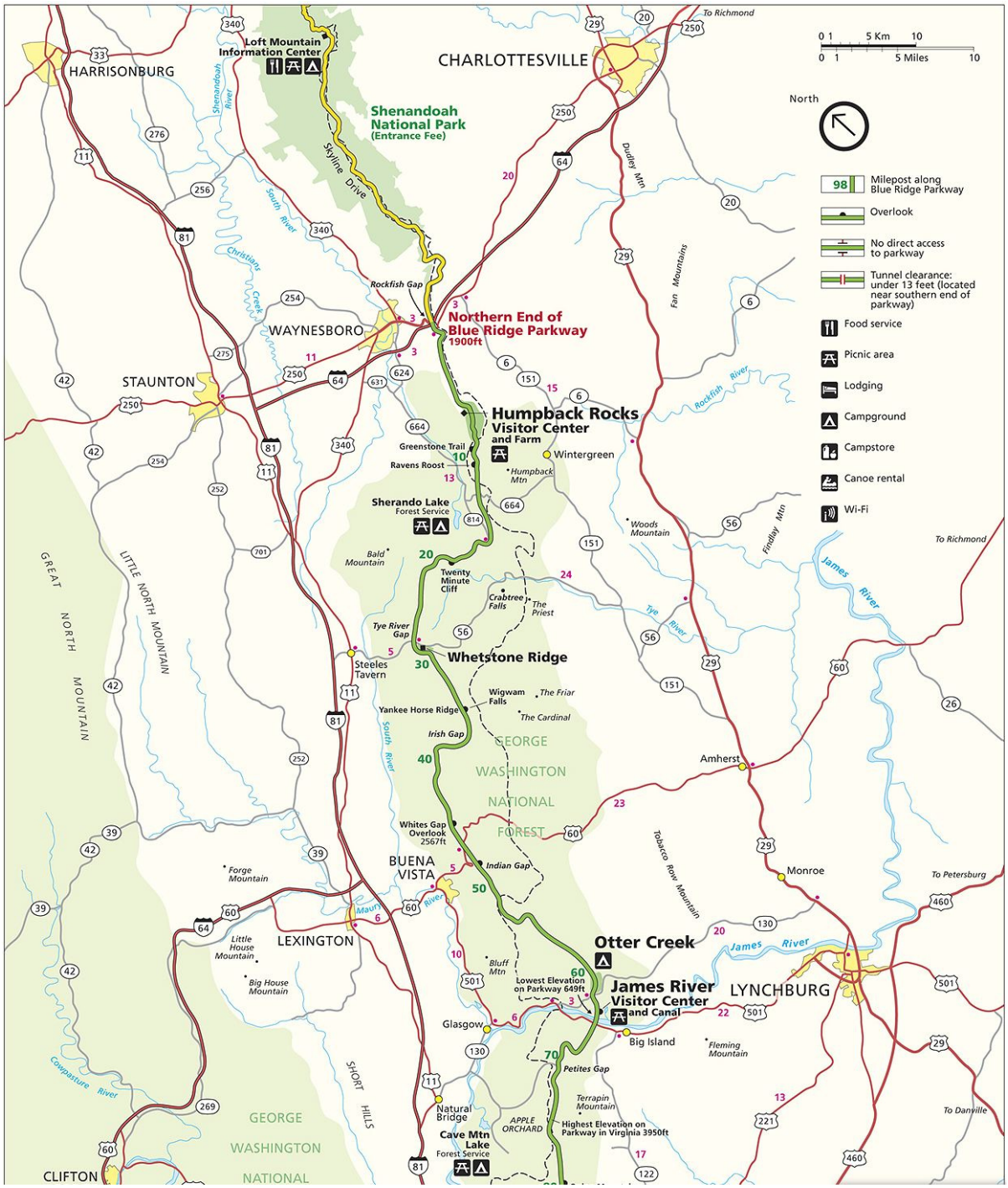
- Mountain Farm exhibit at Humpback Rocks recreation area (B270, B272, B273, B274, B279, and B356; milepost 5)
- Peaks of Otter recreation area features (B165, B056, B057, B058, B059, B357, and B060; milepost 165)
- Rocky Knob Cabins, CCC-era Parkway lodging and facilities (B016, B017, B018, B019, B020, 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.

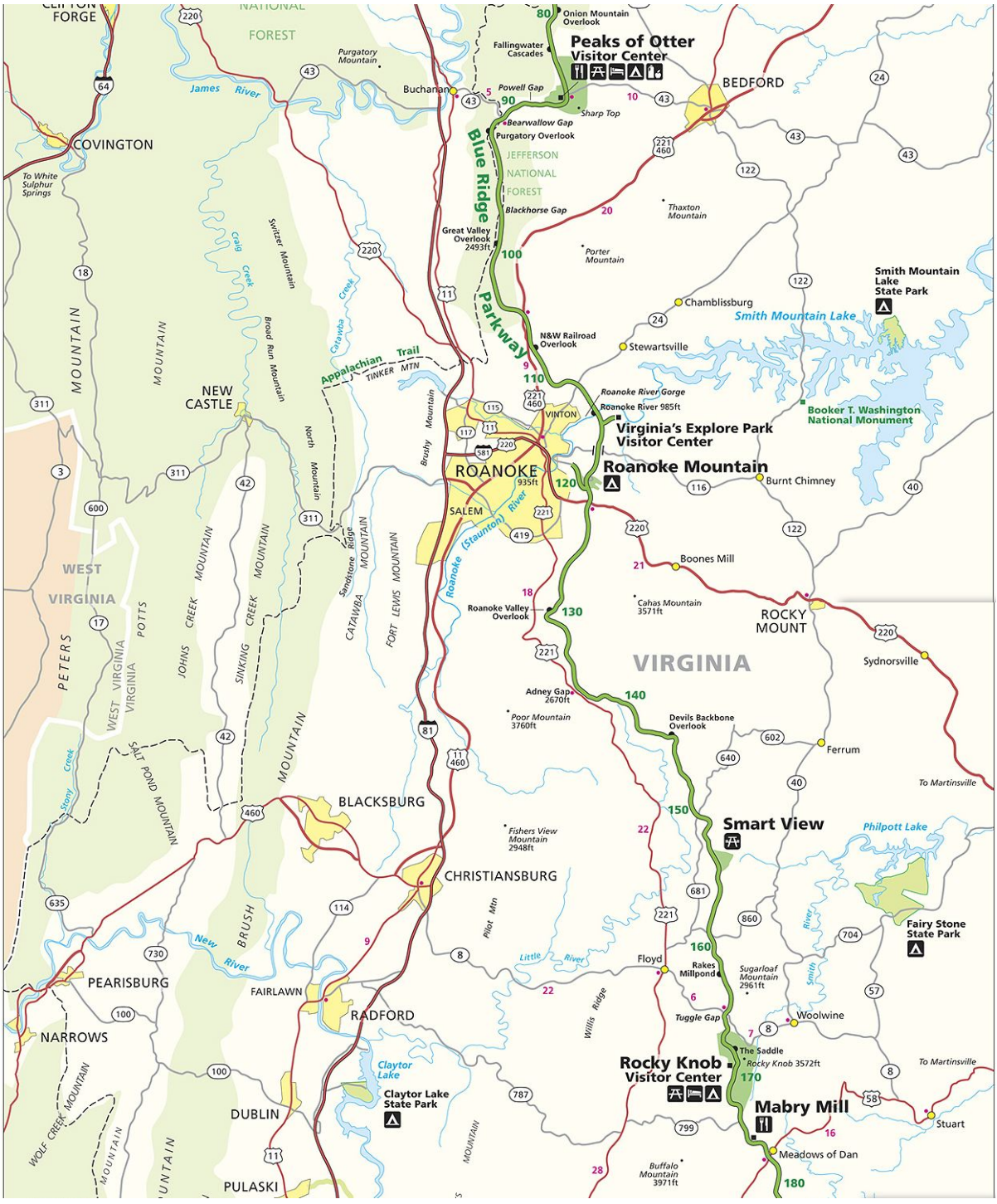
Potentially eligible individual structures include the following:

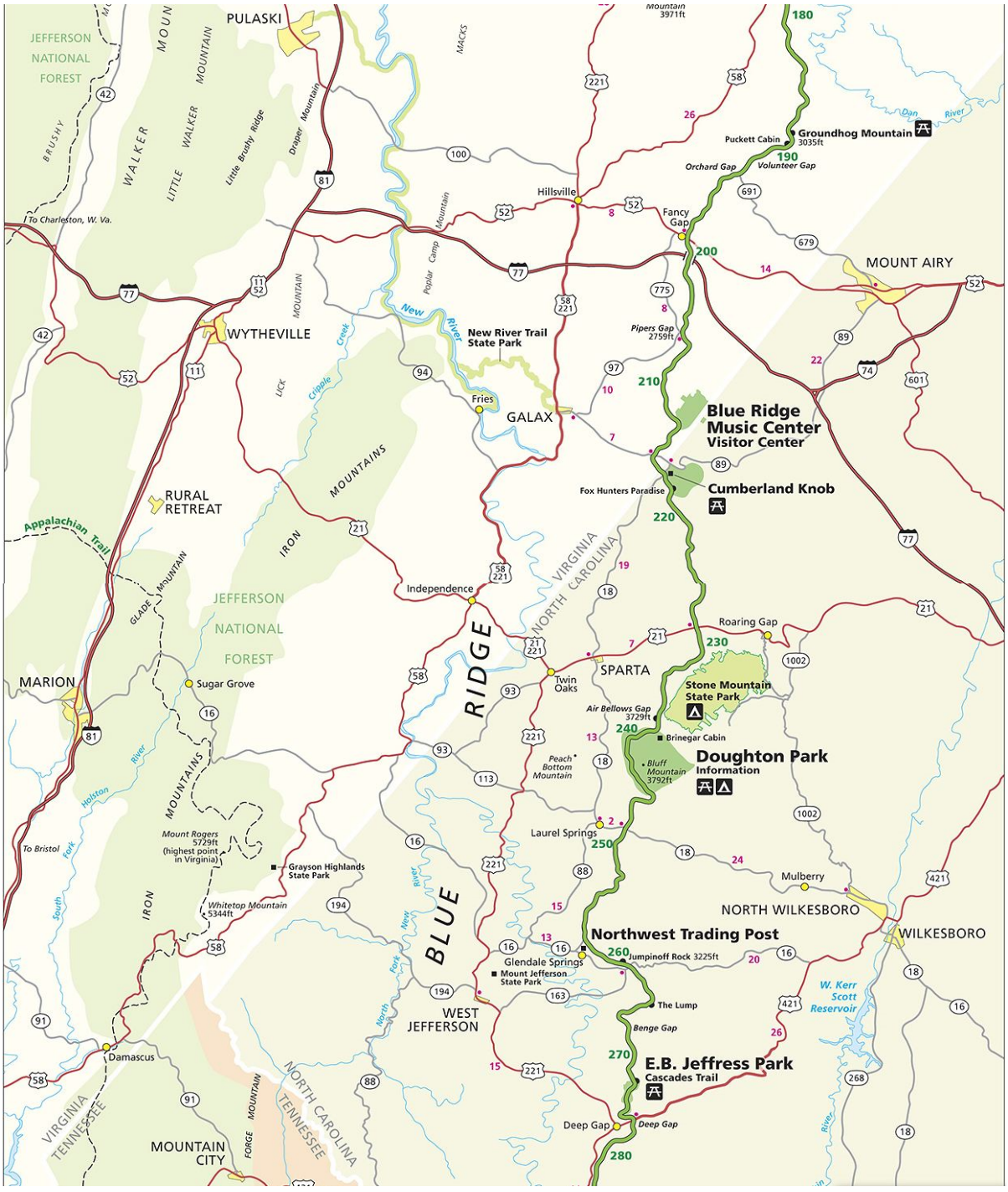
- Mabry Mill (B330; milepost 176)
- Groundhog Mountain Lookout Tower (B137; milepost 188)
- Martin Caudill Cabin (B100; milepost 241)
- Linn Cove Viaduct (P182; milepost 304)
- Craggy Gardens Visitor Center (B360; milepost 364)

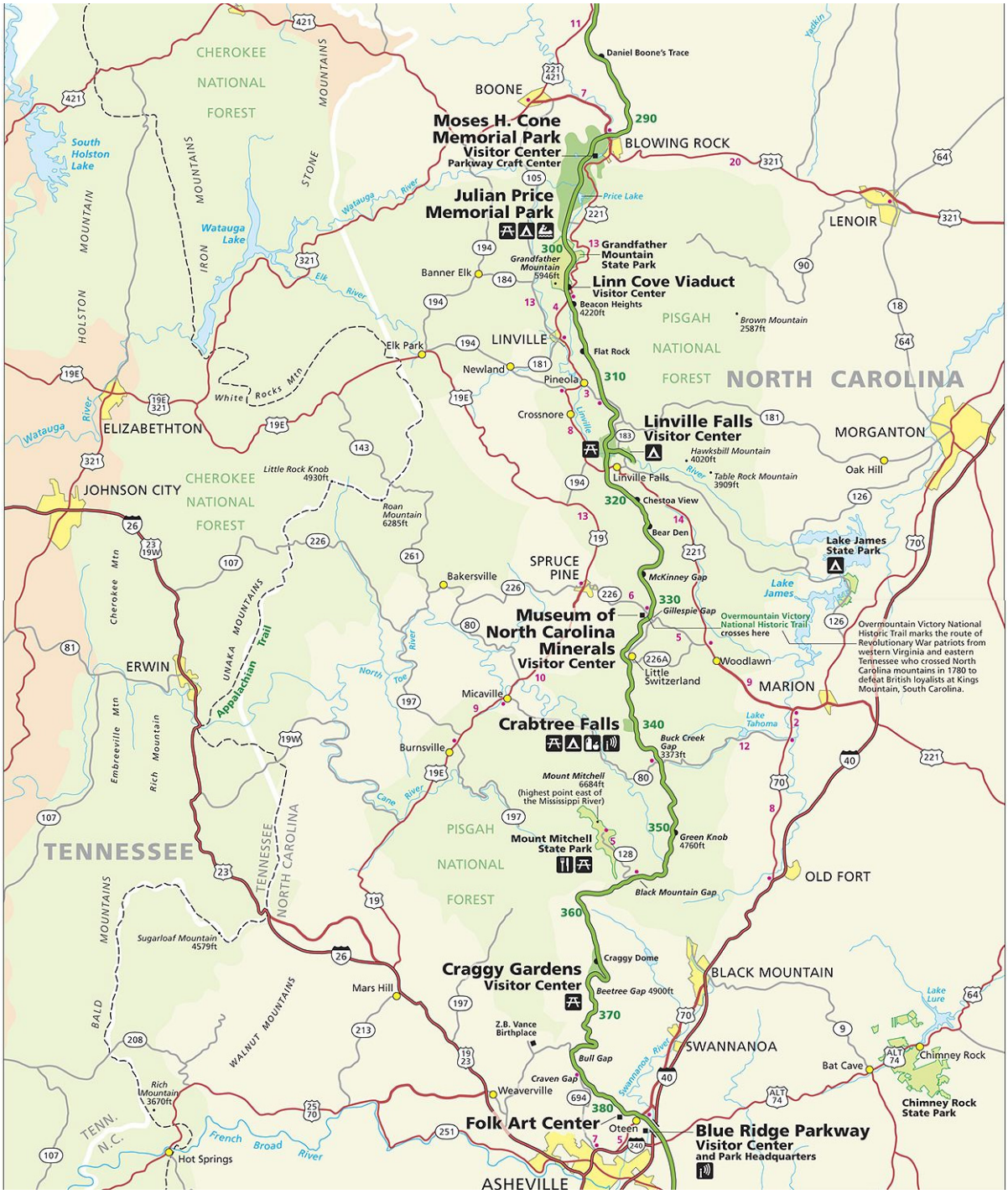
In summary, this survey has provided the National Park Service and the Blue Ridge Parkway with an inventory, documentation, and evaluation of its collection of more than 900 built resources, placed them into appropriate historic contexts, and assessed the value of the Parkway and its resources in accordance 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
COVINGTON
To White
Sulphur
Springs
James
River
Craig
Creek
Switzer Mountain
Broad Run Mountain
Catawba
Creek
Appalachian
Trail
TINKER MTN
MOUNTAIN
NEW
CASTLE
North
Mountain
Brushy
Mountain
N&W Railroad
Overlook
Chamblissburg
Stewartsville
Smith Mountain
Lake
State Park
Smith Mountain Lake
Roanoke River Gorge
Roanoke River 985ft
VINTON
Virginia's Explore Park
Visitor Center
Booker T. Washington
National Monument
ROANOKE
935ft
Roanoke Mountain
Burnt Chimney
SALEM
Roanoke (Staunton) River
Boones Mill
Roanoke Valley
Overlook
Cahas Mountain
3571ft
ROCKY
MOUNT
WEST
VIRGINIA
PETERS
MOUNTAIN
POTTS
MOUNTAIN
JOHNS
CREEK
MOUNTAIN
SINKING
CREEK
MOUNTAIN
Sandstone
Ridge
CATAWBA
MOUNTAIN
FORT LEWIS
MOUNTAIN
VIRGINIA
Sydnorsville
Adney Gap
2670ft
Poor Mountain
3760ft
Devils Backbone
Overlook
Ferrum
To Martinsville
Stony
Creek
SALT POND MOUNTAIN
BLACKSBURG
Fishers View
Mountain
2948ft
Smart View
Philpott Lake
CHRISTIANSBURG
Pilot Mtn
BRUSH
MOUNTAIN
New
River
Little
River
Floyd
Rakes
Millpond
Sugarloaf
Mountain
2961ft
Fairy Stone
State Park
PEARISBURG
FAIRLAWN
RADFORD
Tuggle Gap
Woolwine
Willis Ridge
NARROWS
Claytor
Lake
Rocky Knob
Visitor Center
The Saddle
Rocky Knob 3572ft
Claytor Lake
State Park
Mabry Mill
Stuart
WOLF CREEK MOUNTAIN
DUBLIN
Meadows of Dan
Buffalo
Mountain
3971ft
PULASKI


PULASKI
JEFFERSON NATIONAL FOREST
WALKER MOUNTAIN
LITTLE WALKER MOUNTAIN
Little Brushy Ridge
Draper Mountain
BRUSHY MOUNTAIN
MACKS
To Charleston, W. Va.
Mountain 3971ft
Puckett Cabin
Groundhog Mountain 3035ft
Orchard Gap
Volunteer Gap
Dan River
Hillsville
Fancy Gap
MOUNT AIRY
WYTHEVILLE
Poplar Camp Mountain
New River
New River Trail State Park
Pipers Gap 2759ft
Cripple Creek
LICK MOUNTAIN
Fries
GALAX
Blue Ridge Music Center Visitor Center
Fox Hunters Paradise
Cumberland Knob
RURAL RETREAT
Appalachian Trail
IRON MOUNTAINS
GLADE MOUNTAIN
Independence
VIRGINIA
NORTH CAROLINA
Roaring Gap
SPARTA
Twin Oaks
Stone Mountain State Park
Air Bellows Gap 3729ft
Brinegar Cabin
Doughton Park Information
Peach Bottom Mountain
Bluff Mountain 3792ft
JEFFERSON NATIONAL FOREST
MARION
Sugar Grove
BLUE RIDGE
Holston River
South Fork
Mount Rogers 5729ft (highest point in Virginia)
To Bristol
Grayson Highlands State Park
Whitetop Mountain 5344ft
Laurel Springs
Mulberry
NORTH WILKESBORO
WILKESBORO
Northwest Trading Post
Jumpinoff Rock 3225ft
Glendale Springs
Mount Jefferson State Park
New River North Fork
W. Kerr Scott Reservoir
WEST JEFFERSON
The Lump
Benge Gap
E.B. Jeffress Park
Cascades Trail
Deep Gap
Damascus
VIRGINIA
TENNESSEE
NORTH CAROLINA
TENNESSEE
FORGE MOUNTAIN
MOUNTAIN CITY


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
Brown Mountain 2587ft
PISGAH NATIONAL FOREST
NORTH CAROLINA
LINVILLE
Elk Park
Flat Rock
Newland
Pineola
Crossnore
Linville Falls
Visitor Center
Hawksbill Mountain 4020ft
Table Rock Mountain 3909ft
MORGANTON
Oak Hill
ELIZABETHTON
JOHNSON CITY
CHEROKEE NATIONAL FOREST
Little Rock Knob 4930ft
Roan Mountain 6285ft
Chestoa View
Bear Den
Lake James State Park
SPRUCE PINE
Bakersville
McKinney Gap
Lake James
Gillespie Gap
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.
Museum of North Carolina Minerals
Visitor Center
Woodlawn
Little Switzerland
ERWIN
MARION
Micaville
Crabtree Falls
Buck Creek Gap 3373ft
Lake Tahoma
Burnsville
Mount Mitchell 6684ft
(highest point east of the Mississippi River)
Mount Mitchell State Park
Green Knob 4760ft
TENNESSEE
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
South Holston Lake
Watauga Lake
Watauga River
Elk River
North Toe River
Cane River
Swannanoa River
Linville River
White Rocks Mtn
Cherokee Mtn
Embreeville Mtn
Rich Mountain
Holston Mountain
Iron Mountains
Stone Mountains
Unaka Mountains
Bald Mountains
Walnut Mountains
Appalachian Trail
Yadkin

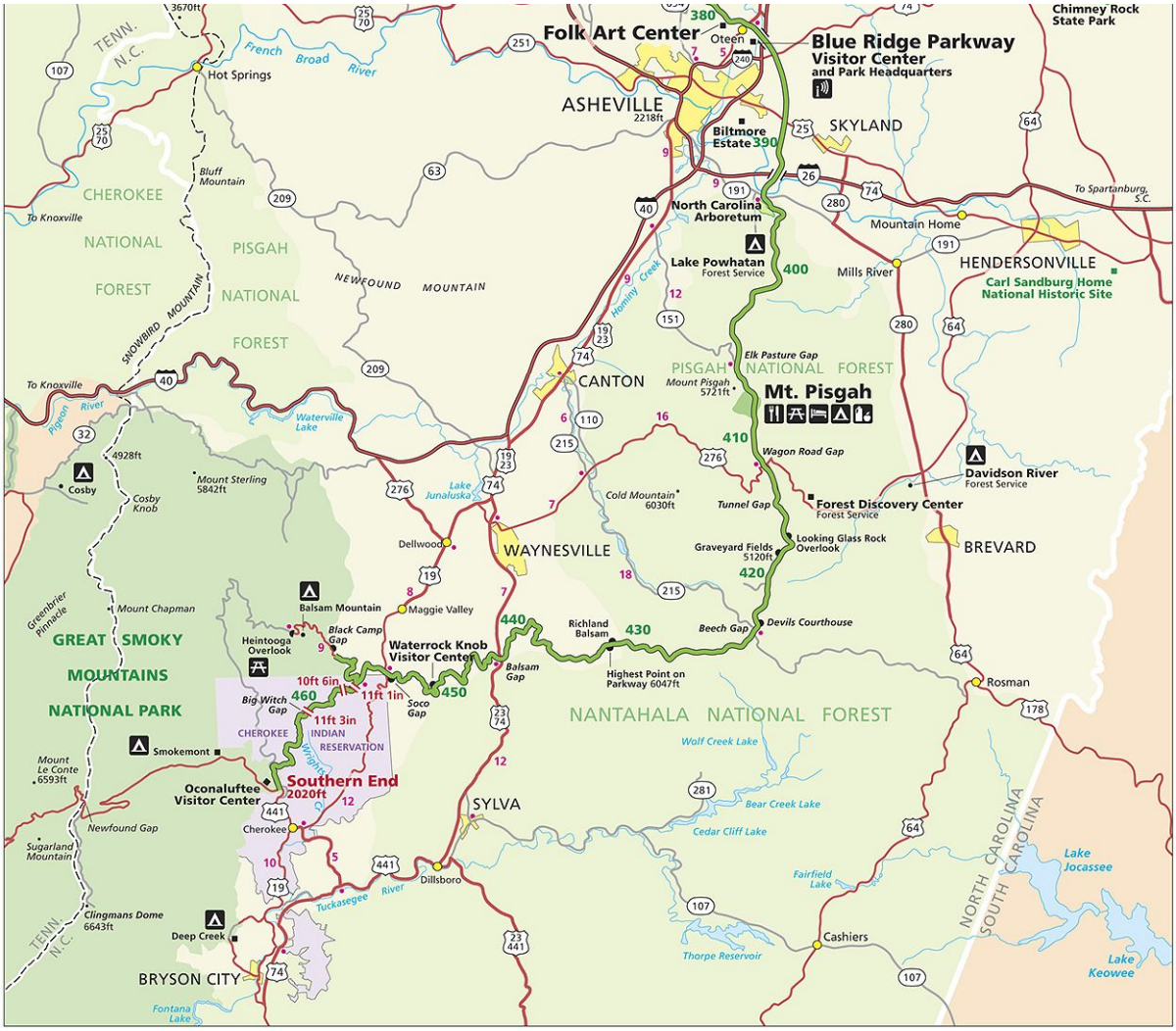


FIGURE 4. Blue Ridge Parkway Unigrid map. Source: NPS Blue Ridge Parkway web site, http://www.nps.gov/blri/index.htm.

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.

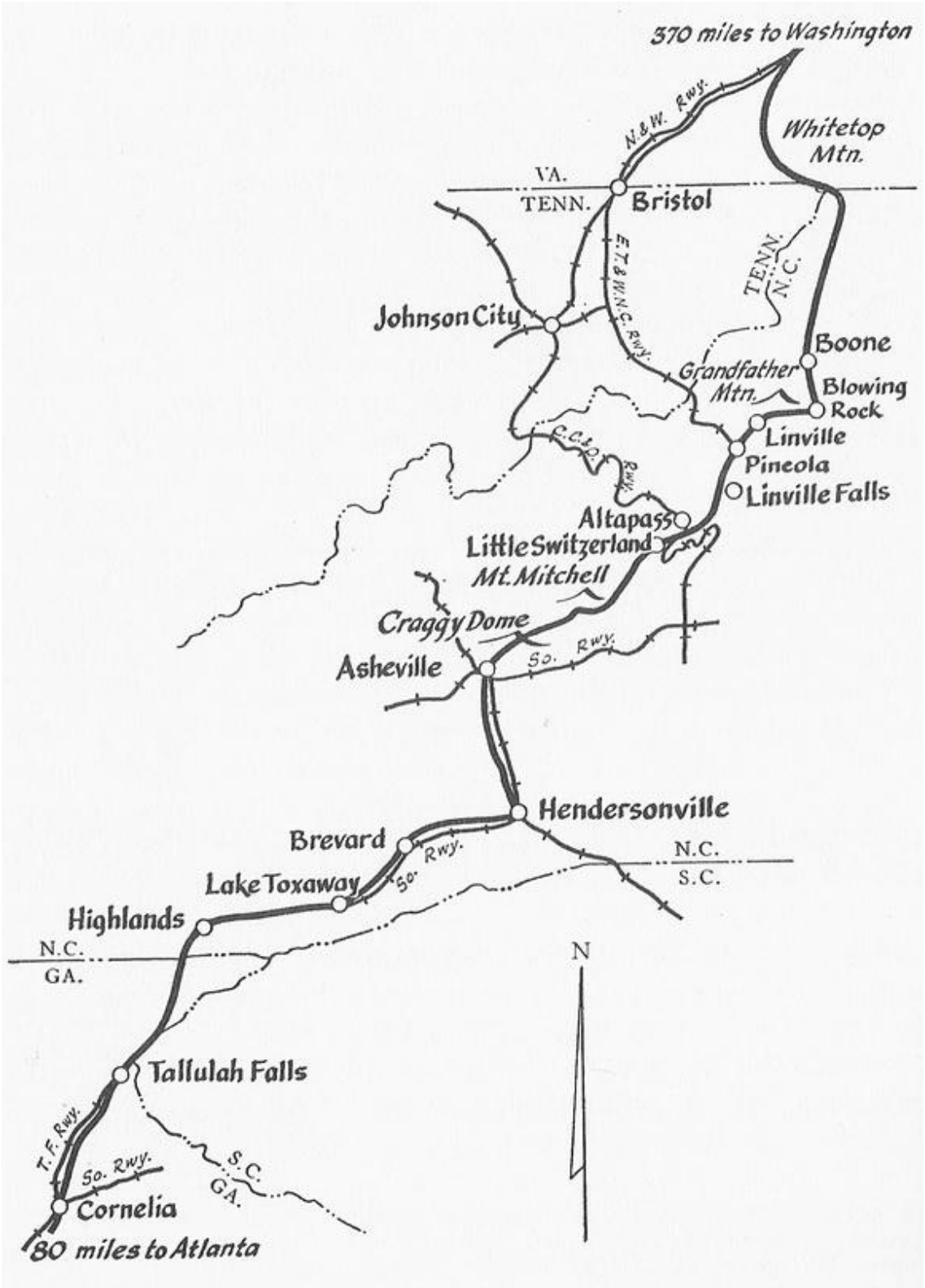


FIGURE 5. Proposed route of the Crest of the Blue Ridge Highway, based on the original map. Source: Harley E. Jolley and William A. Bake, *Blue Ridge Parkway: The First 50 Years* (Boone, North Carolina: Appalachian Consortium, 1985).

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]

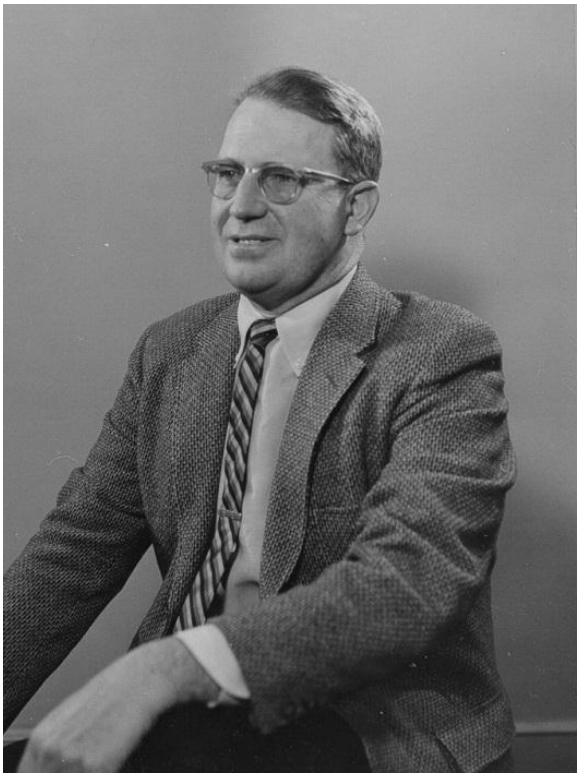


FIGURE 7, left. Edward H. Abbuehl, Supervisory Park Landscape Architect. Photo dated February 3, 1960. Source: National Park Service, Blue Ridge Parkway, negative no. 1434.

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).

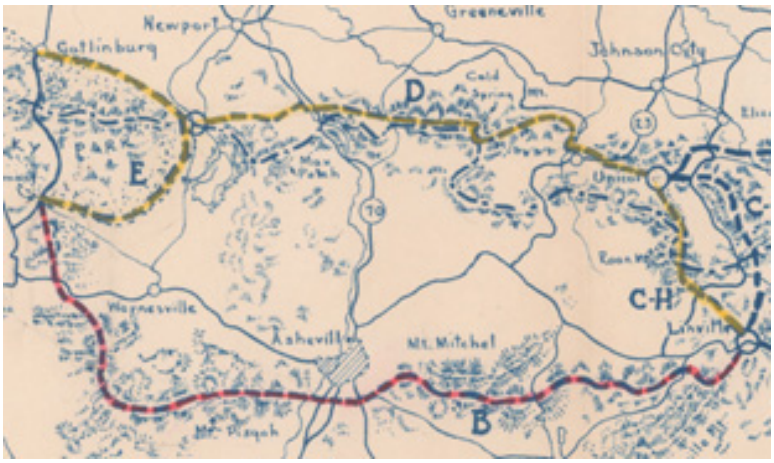


FIGURE 9. Alternative routes south of Linville, North Carolina, to the Great Smoky Mountains. Source: National Park Service, Blue Ridge Parkway.

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.

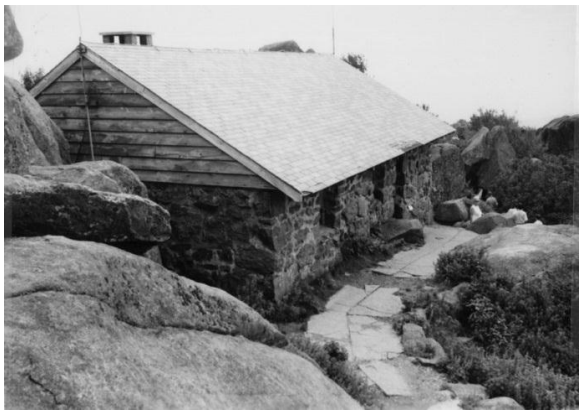


FIGURE 11, left. Brinegar Cabin, circa 1959. This cabin is one of the pre-existing vernacular historic resources incorporated into the Parkway design. Source: Historic American Buildings Survey, HABS No. NC-188.

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.

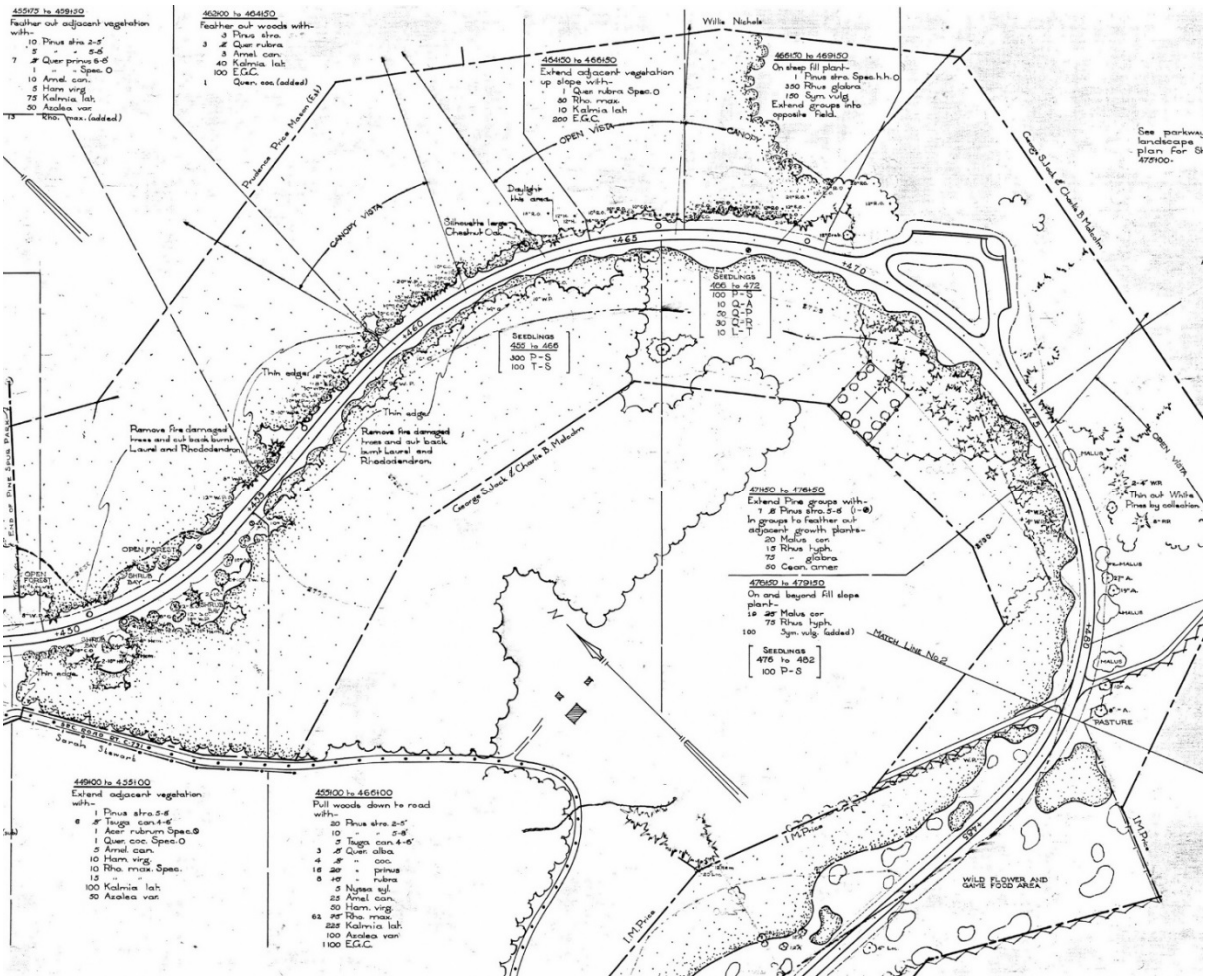


FIGURE 13. Design drawing for landscaping of Parkway section 1Q; Pine Spur Overlook (milepost 144.8) at top right. NPS drawing no. 1Q-2002 dated August 10, 1937.

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.

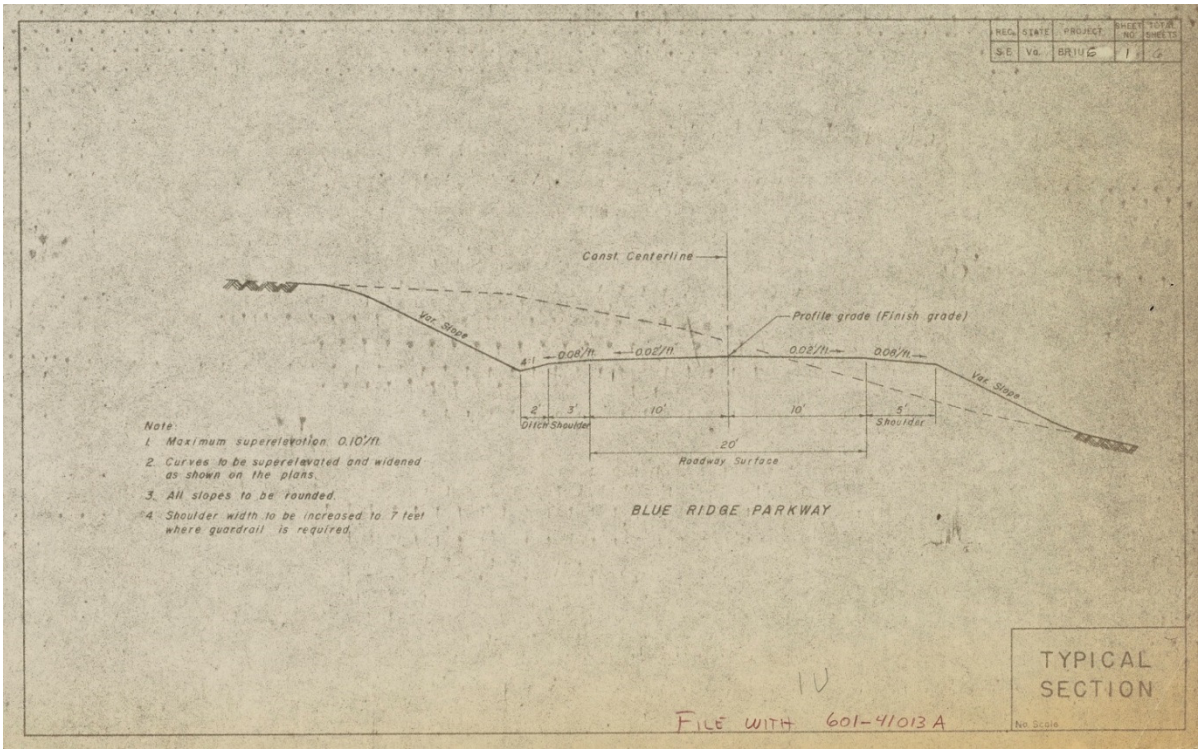


FIGURE 14. Section drawing of Parkway showing profiles of road and adjacent grade. Source: National Park Service, Blue Ridge Parkway.

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.

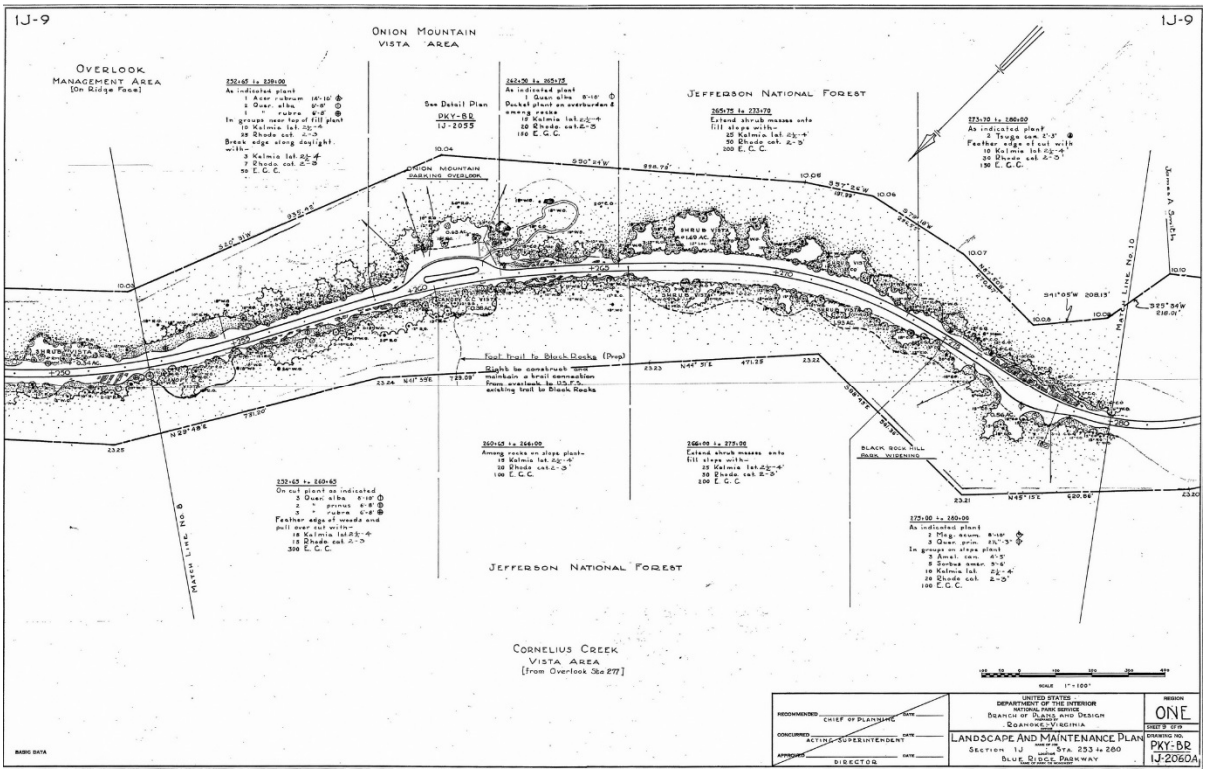


FIGURE 16. Parkway Land Use Map, section 1J, sheet 9 of 19, 1942. Source: National Park Service, Blue Ridge Parkway.

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.

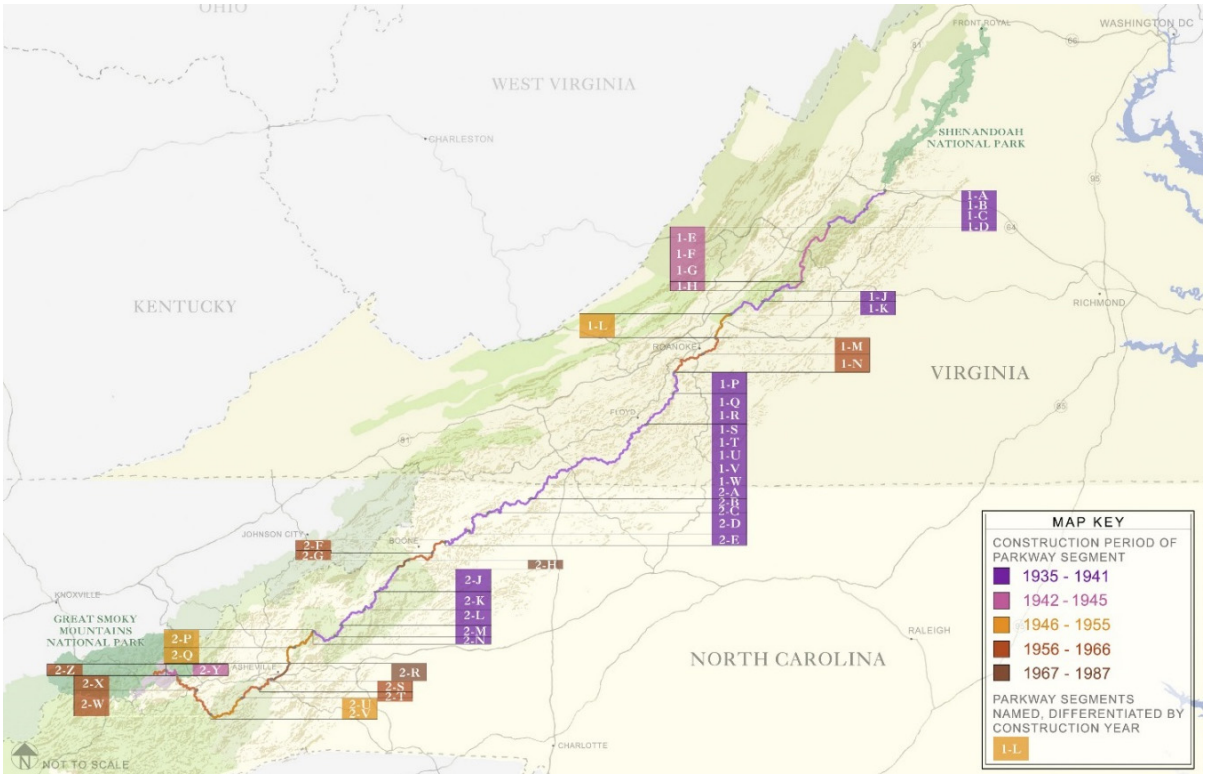


FIGURE 27. Parkway segments by period of construction. Illustration by Kirsten Sparenborg.

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]

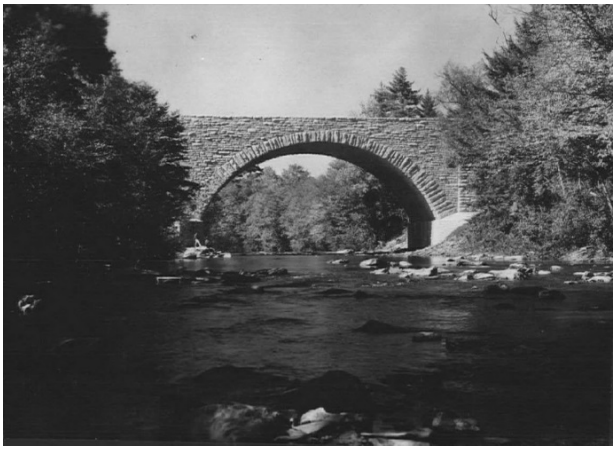


FIGURE 30, left. Linville River Bridge, 1941. Source: National Park Service, Blue Ridge Parkway, milepost 316.6, negative no. 9407.

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.

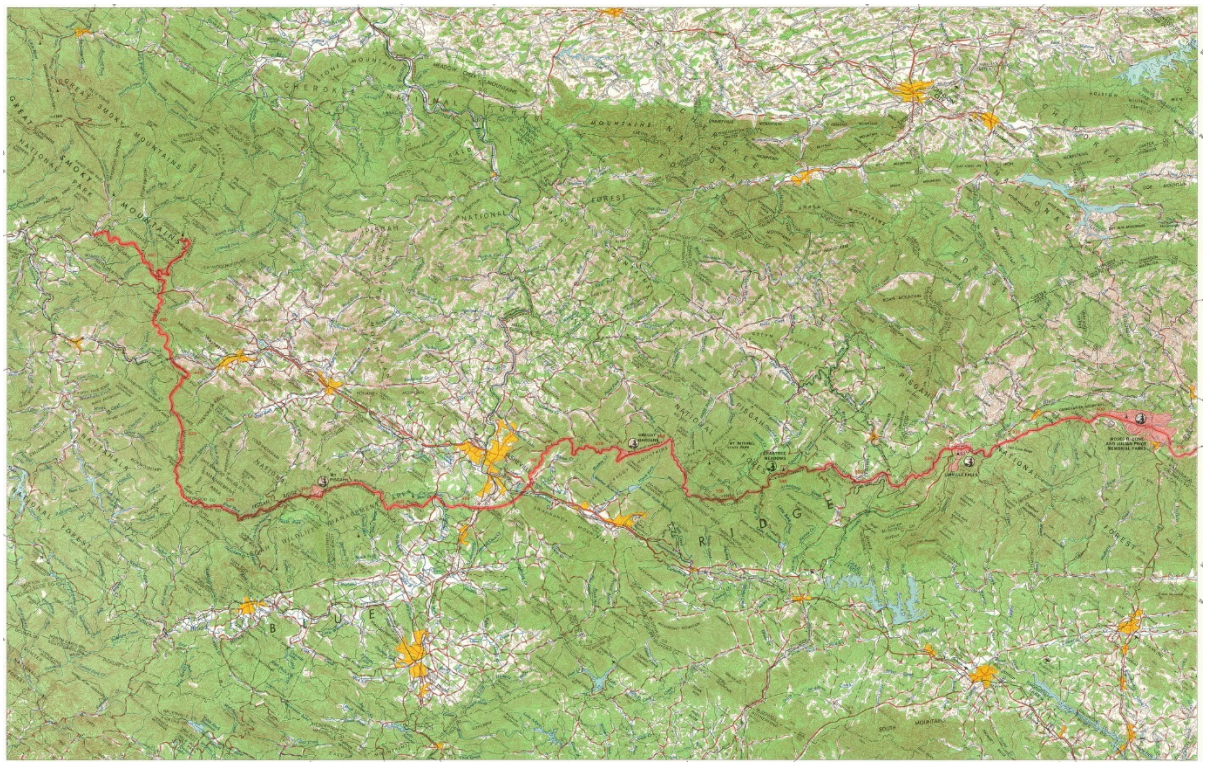


FIGURE 40. Map of the Parkway showing recreation areas highlighted in red (USGS map dated 1964).

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.

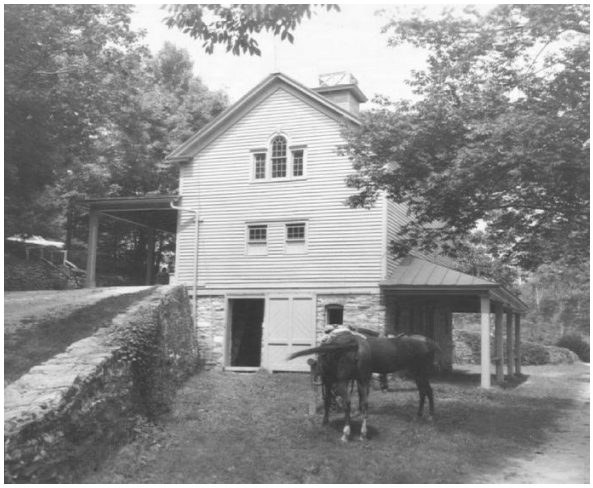


FIGURE 41, left. Flat Top Manor at the Moses H. Cone Memorial Park, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 294, negative no. 472.

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.

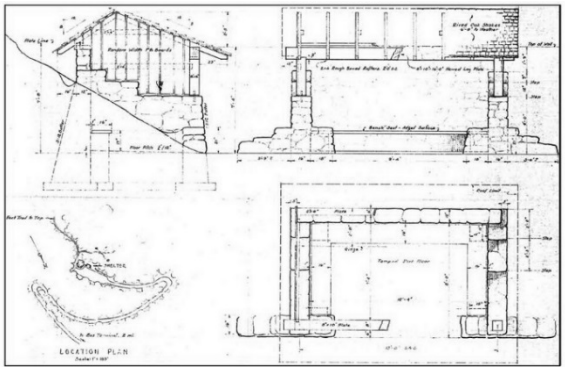

FIGURE 45, left. Completed Sharp Top bus terminal at Peaks of Otter Recreation Area (B059). Photo date unknown. Source: National Park Service, Blue Ridge Parkway.

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]

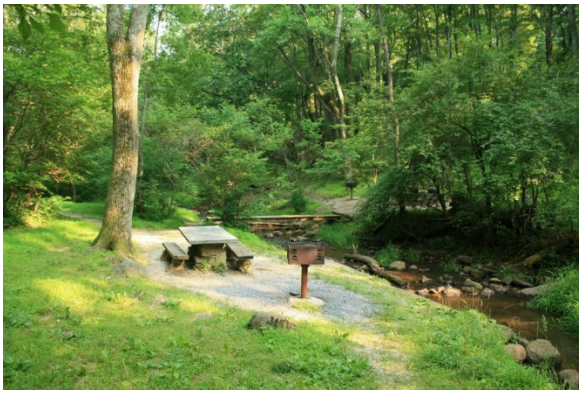

FIGURE 55, left. Campground at Peaks of Otter recreation area, milepost 85.9.
FIGURE 56, right. Picnic site at Peaks of Otter, with table and grill.

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.

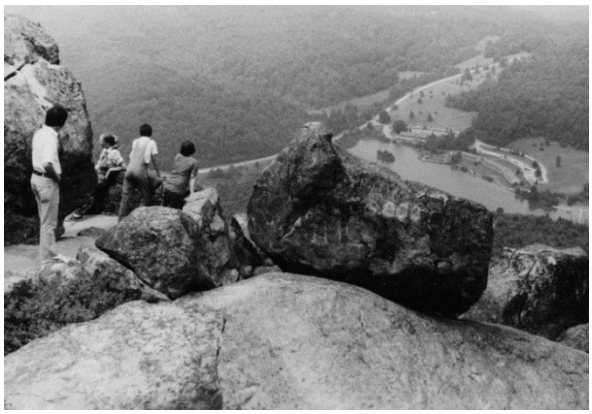

FIGURE 79, left. Polly Woods Ordinary, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 85, negative no. 38.

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]

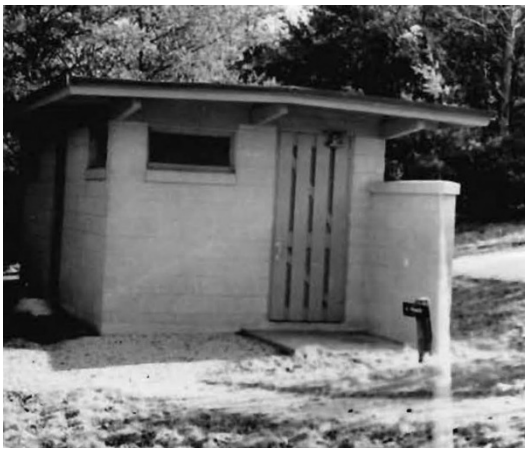

FIGURE 81, left. Comfort station built in 1956 at Doughton Park Campground (B370, milepost 239), January 1958. Source: National Park Service, Blue Ridge Parkway.

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.

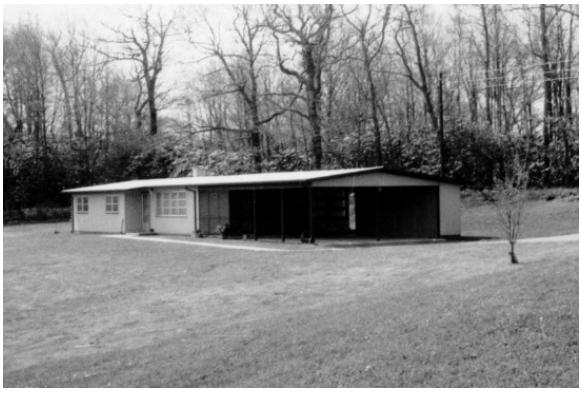

FIGURE 83. One of several brick residences at Oteen Maintenance Area (B412, milepost 382.3), built in 1958. Source: National Park Service, Blue Ridge Parkway.

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.

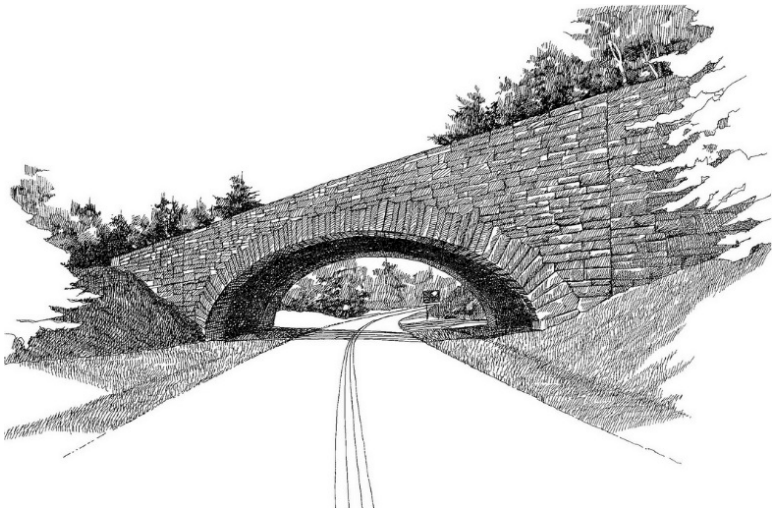


FIGURE 101. Bridge over the Blue Ridge Parkway at North Carolina Highway 181 (milepost 312.1), constructed in 1959. The bridge is a reinforced concrete structure faced with stone veneer. Source: Carlton Abbott, *Visual Character of the Blue Ridge Parkway*, 171.

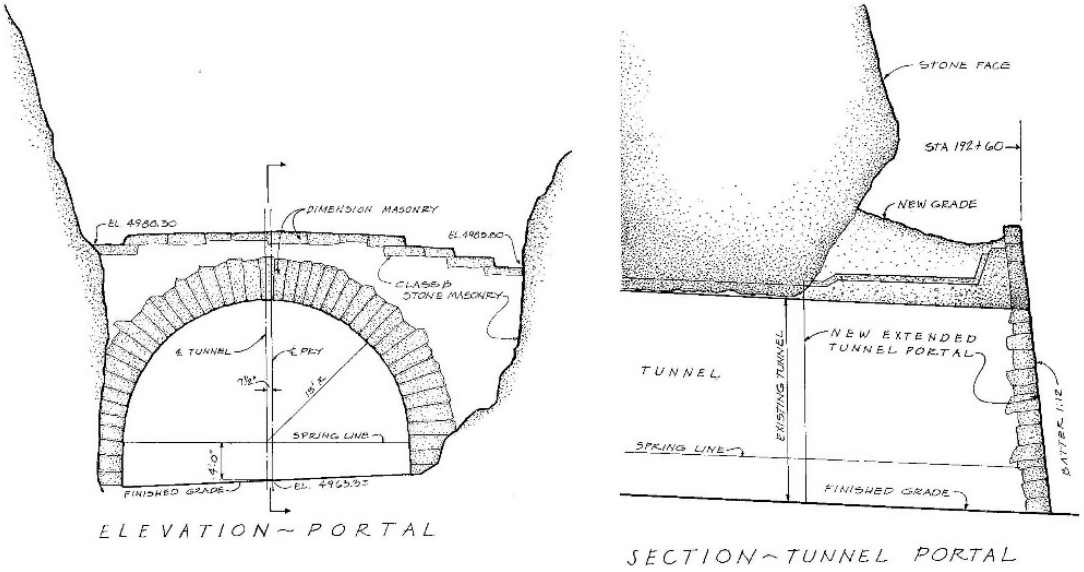


FIGURE 102. Elevation and section drawings for masonry tunnel portal along the Parkway. The tunnel portal was designed to extent outward from the face of the rock above to protect the tunnel entrance from falling debris, water, and ice. Source: Carlton Abbott, *Visual Character of the Blue Ridge Parkway*,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

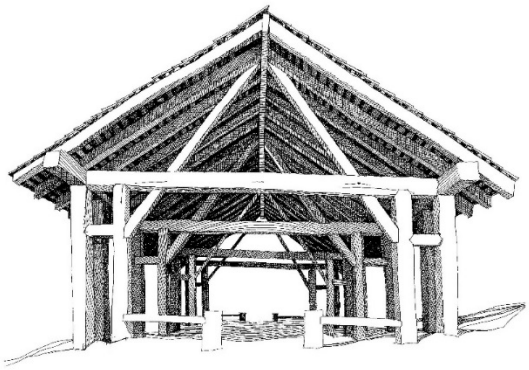


FIGURE 103, left. Rocky Knob Shelter (milepost 168.2), the first building constructed on the Blue Ridge Parkway. Source: Carlton Abbott, *Visual Character of the Blue Ridge Parkway*, 162.

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.

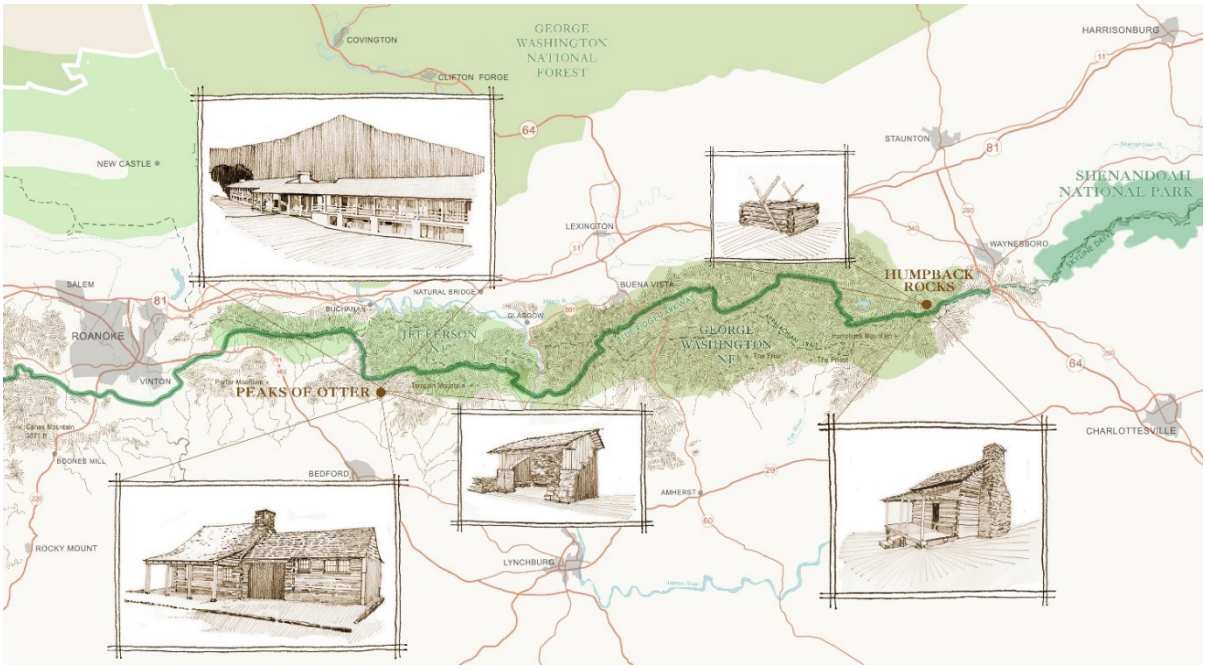


FIGURE 105. Northern section of the Blue Ridge Parkway illustrating primary built features. Illustration by Kirsten Sparenborg.

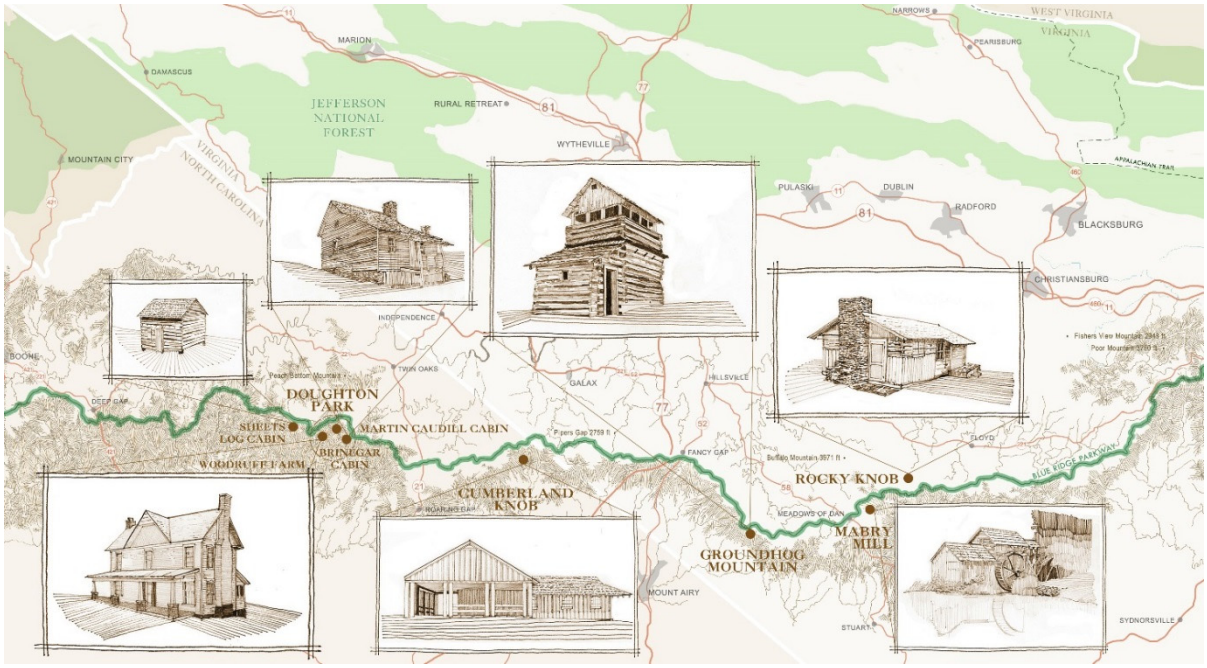


FIGURE 106. Central section of the Blue Ridge Parkway illustrating primary built features. Illustration by Kirsten Sparenborg.

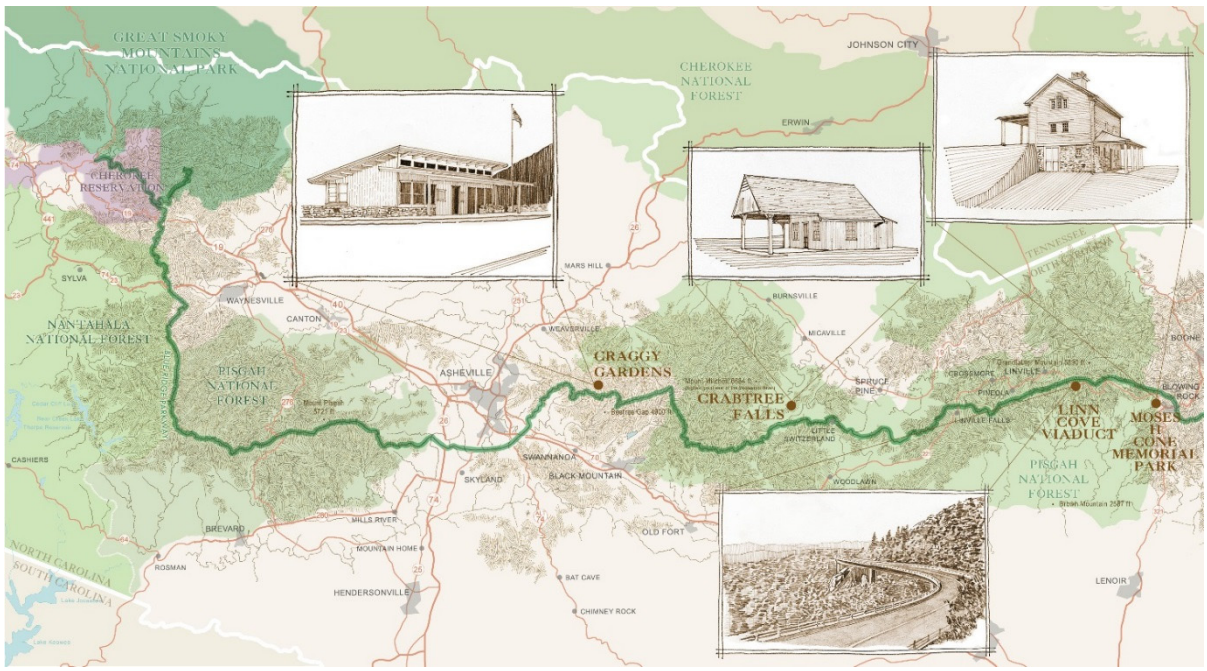


FIGURE 107. Southern section of the Blue Ridge Parkway illustrating primary built features. Illustration by Kirsten Sparenborg.

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.

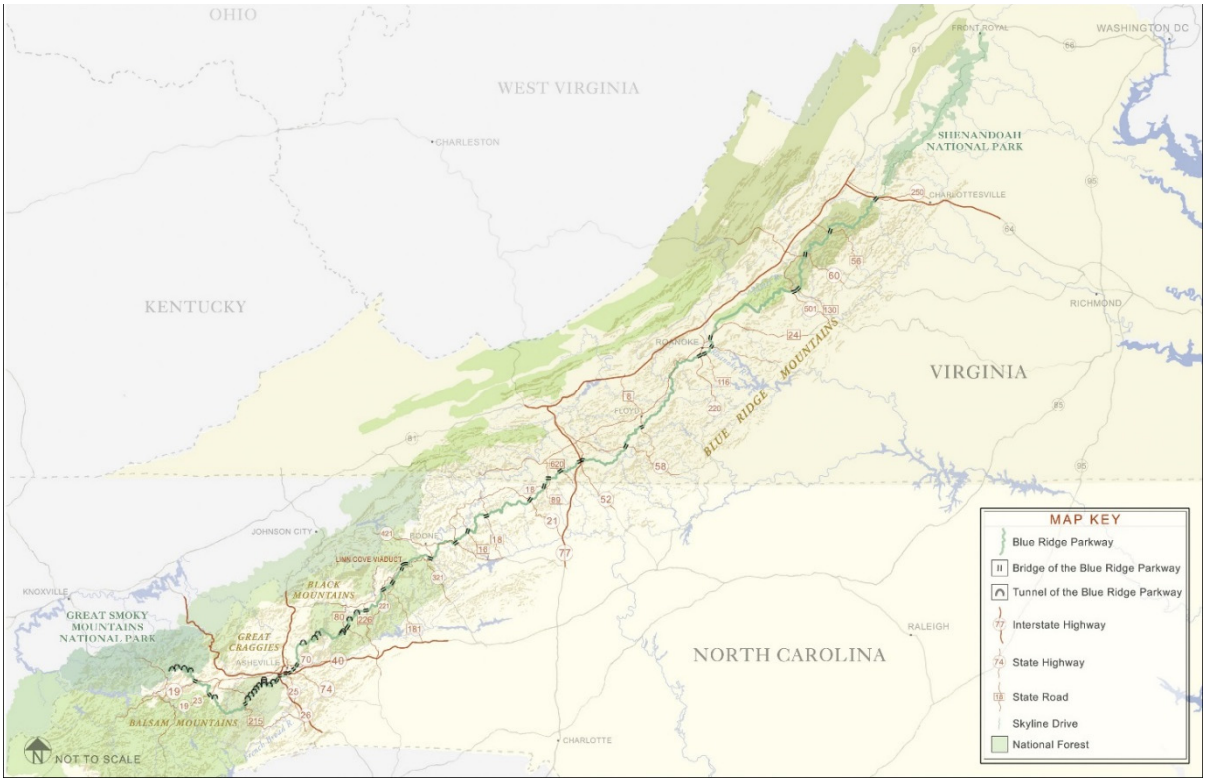


FIGURE 113. Locations of tunnels and bridges along the Parkway. Illustration by Kirsten Sparenborg.

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.

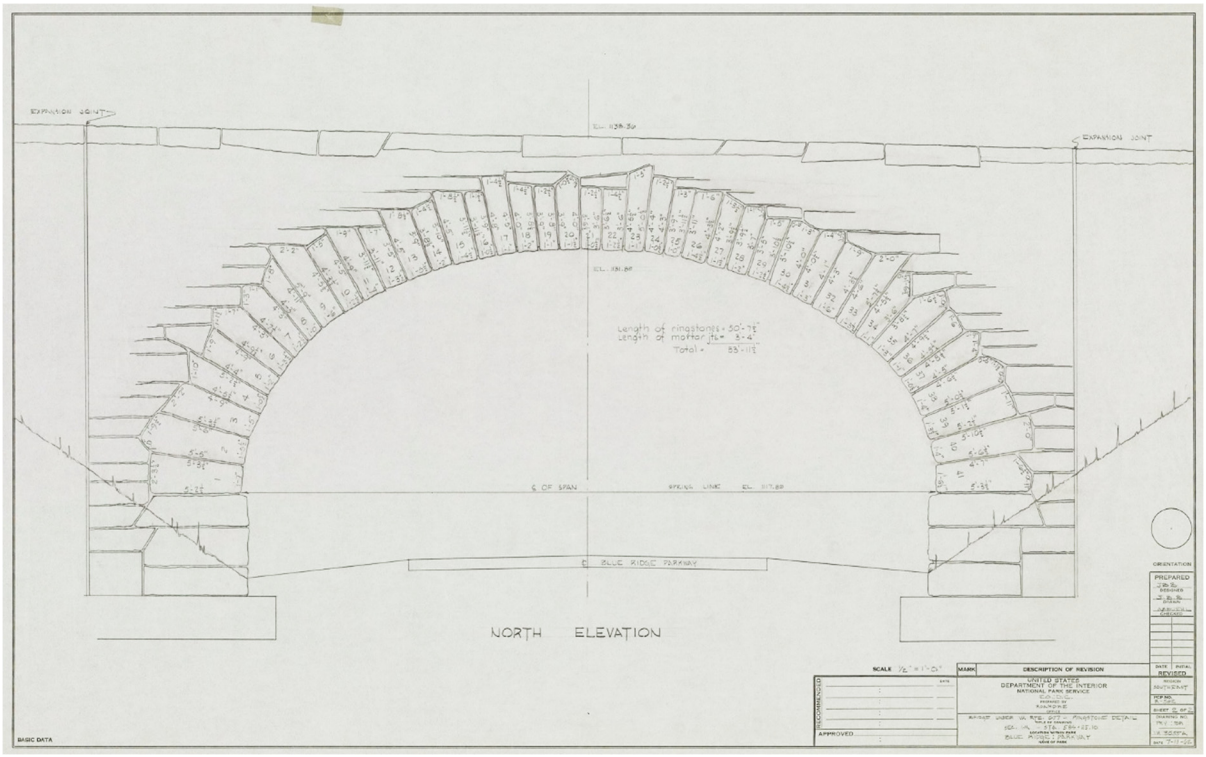


FIGURE 114. Virginia National Park Service drawing for arch stonework for the bridge under Virginia Route 617, Section 1-M, Blue Ridge Parkway, July 11, 1962. Source: National Park Service, Blue Ridge Parkway.

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]

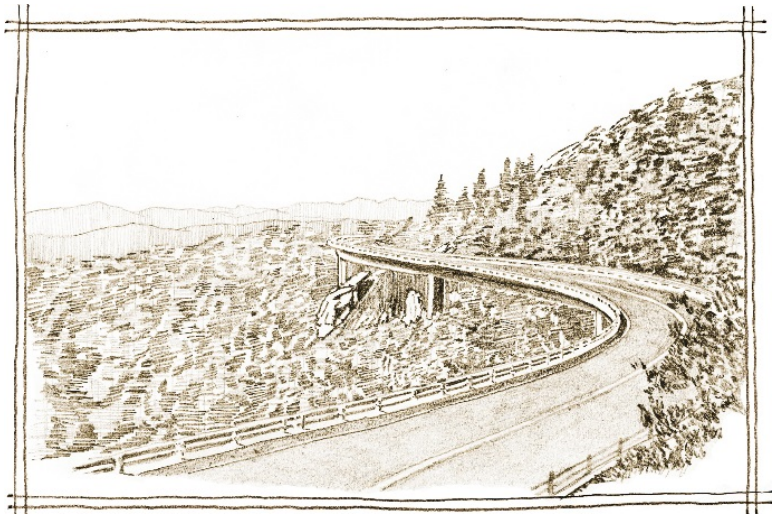


FIGURE 131. Linn Cove Viaduct. Source: Illustration by Kirsten Sparenborg.

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.

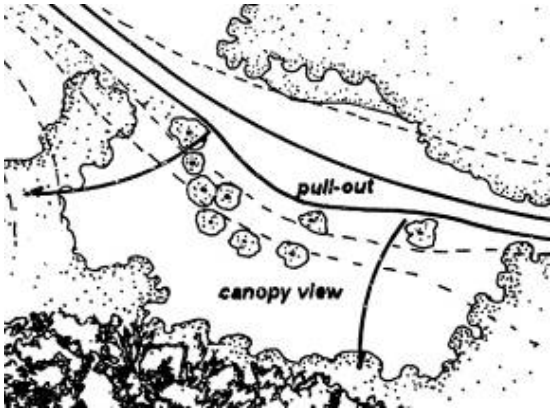


FIGURE 132, left. Bullhead Mountain Overlook (1004P, milepost 233.70), an example of a pull-out overlook.

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.

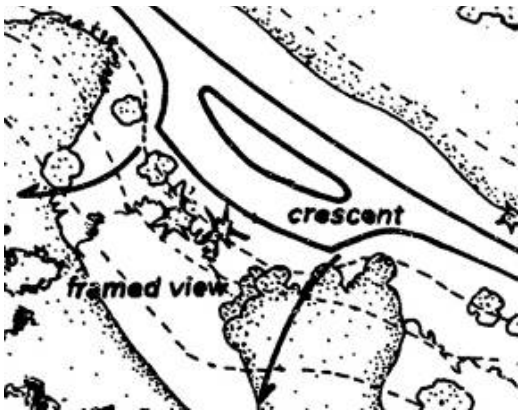


FIGURE 134, left. The Loops Overlook at Apple Orchard (1069P, milepost 328.60), an example of a crescent overlook.

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

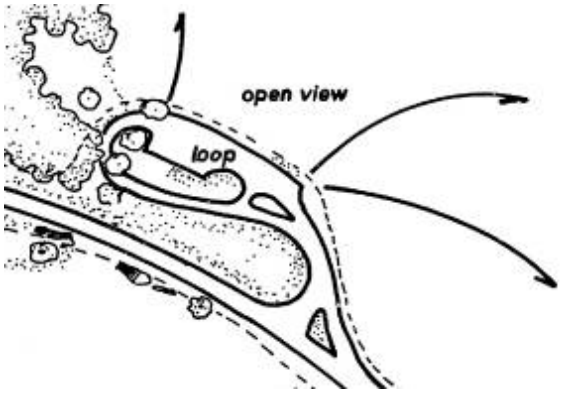


FIGURE 136, left. The Saddle Overlook Access and Parking (993P, milepost 168.00), an example of a loop overlook.

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

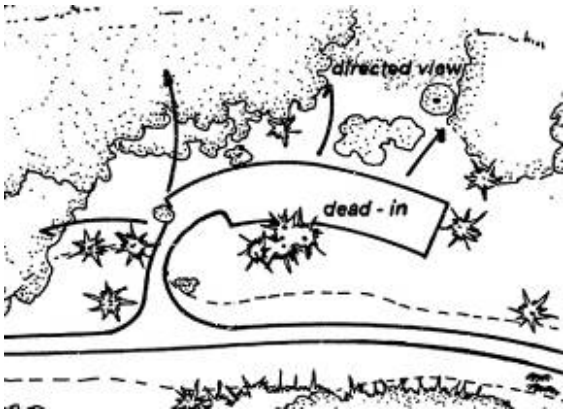


FIGURE 138, left. Ravens Roost Overlook (907P, milepost 10.70), an example of a dead-in overlook.

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]

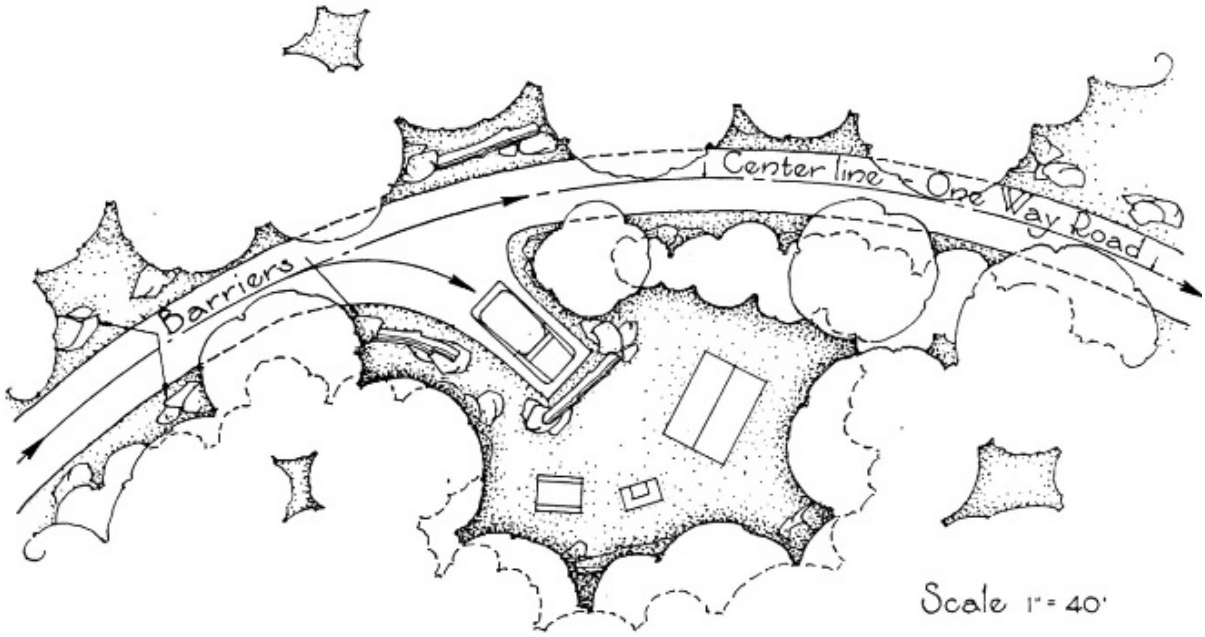


FIGURE 140. Campground road with parking spur and typical campsite. Source: Good, 9.

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]

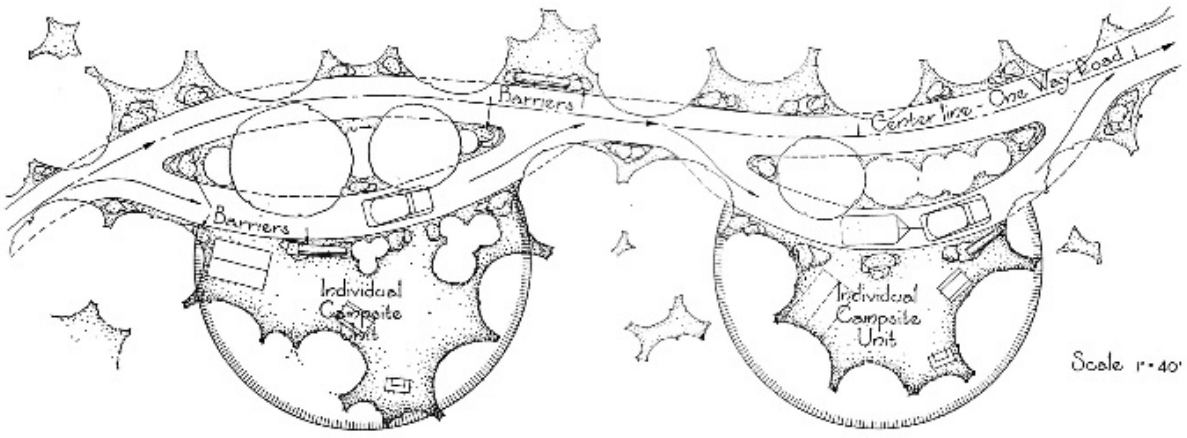


FIGURE 141. Campground road with trailer pull-offs and associated campsites. Source: Good, 13.

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.

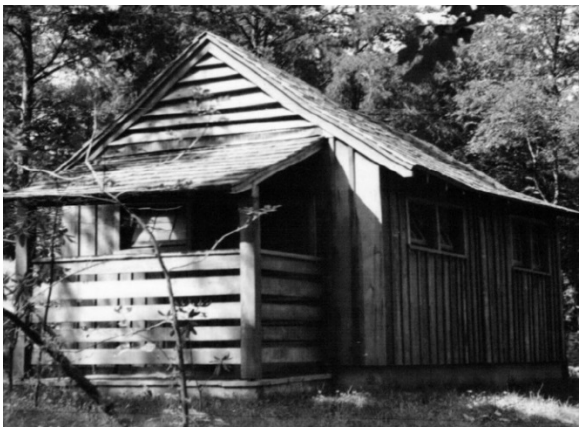


FIGURE 148, left. A 1957 view of a modified rustic comfort station at the Peaks of Otter campground. Source: Blue Ridge Parkway Photo Library, milepost 85, negative no. 992.

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.

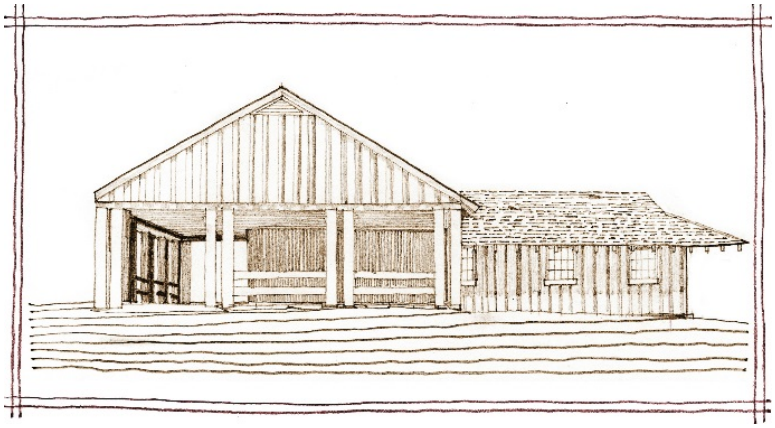


FIGURE 150. Cumberland Knob Visitor Center and Comfort Station, originally built as a sandwich shop. Illustration by Kirsten Sparenborg.

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.

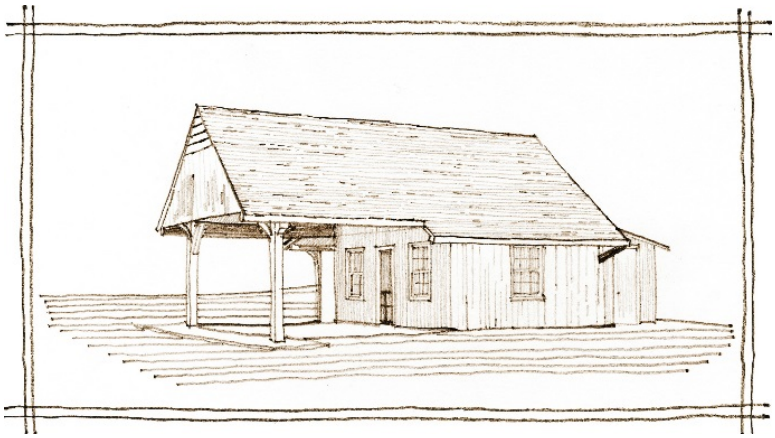


FIGURE 157. Crabtree Falls service station. Illustration by Kirsten Sparenborg.

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.

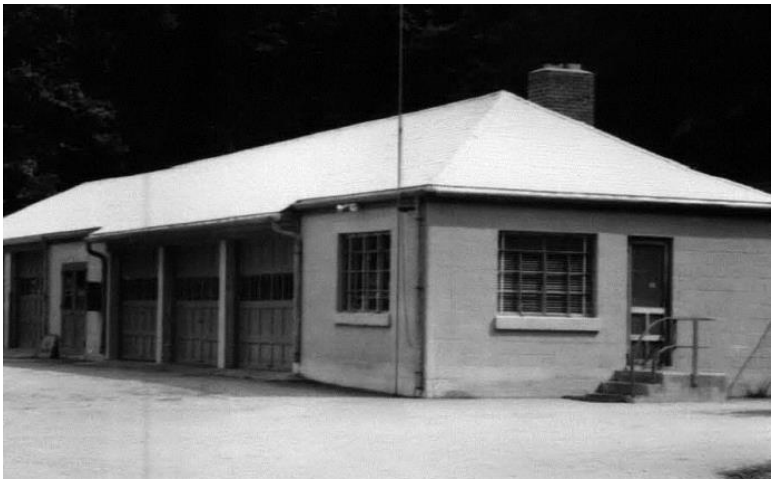


FIGURE 158. A 1957 view of the maintenance area constructed in the 1940s at Peaks of Otter. Source: National Park Service, Blue Ridge Parkway, milepost 85, negative no. 1385.

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.

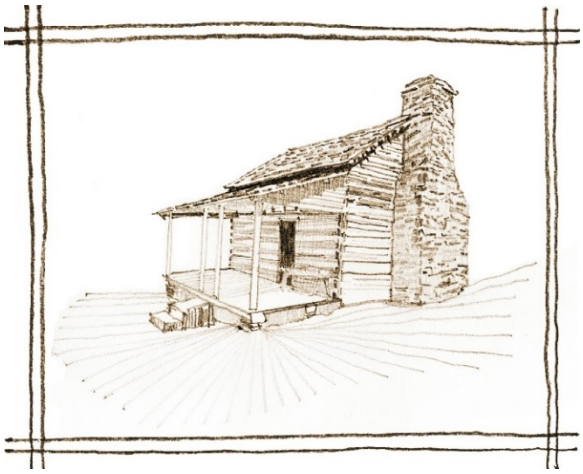
The first plans for exhibits were drawn up in 1940. They called for the restoration of three log cabins—the Trail Cabin at Smart View, the Puckett Cabin, and the Brinegar Cabin—as well as Mabry Mill. The mill was the first project to be carried out. The mill itself was restored, while an associated blacksmith 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.



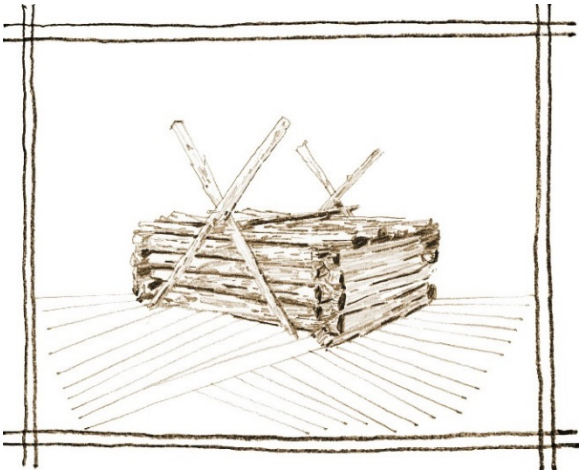


FIGURE 161, left. Humpback Rocks Mountain Farm cabin. Illustration by Kirsten Sparenborg.
FIGURE 162, right. Humpback Rocks bear-proof pigpen. Illustration by Kirsten Sparenborg.

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.

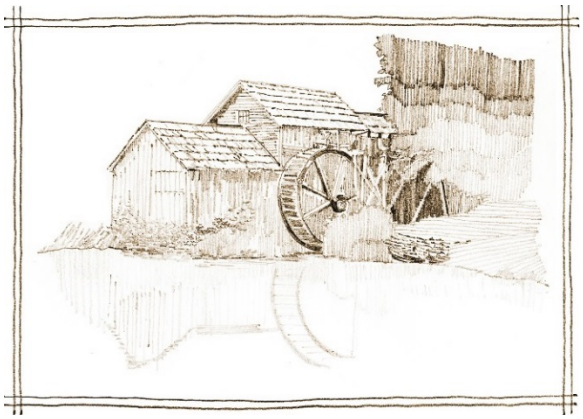


FIGURE 165, left. Mabry Mill, September 1953. Source: National Park Service, Blue Ridge Parkway, milepost 176, negative no. 514.

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.

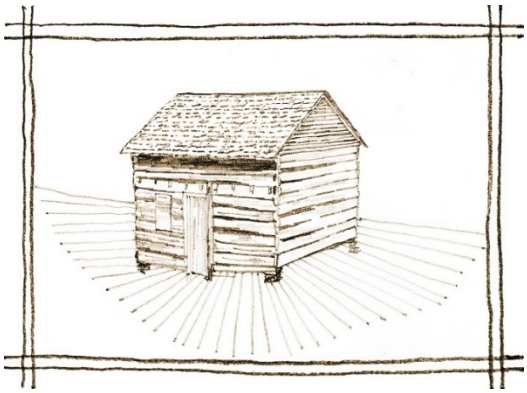


FIGURE 167, left. Brinegar Cabin. Illustration by Kirsten Sparenborg.

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).

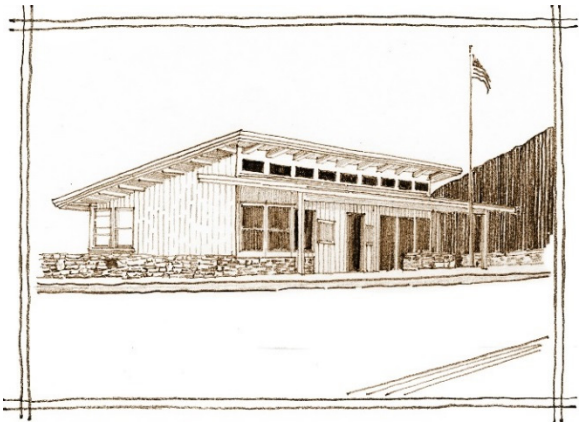


FIGURE 169, left. Craggy Gardens Visitor Center.

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

Devil's Garden Overlook RT

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.

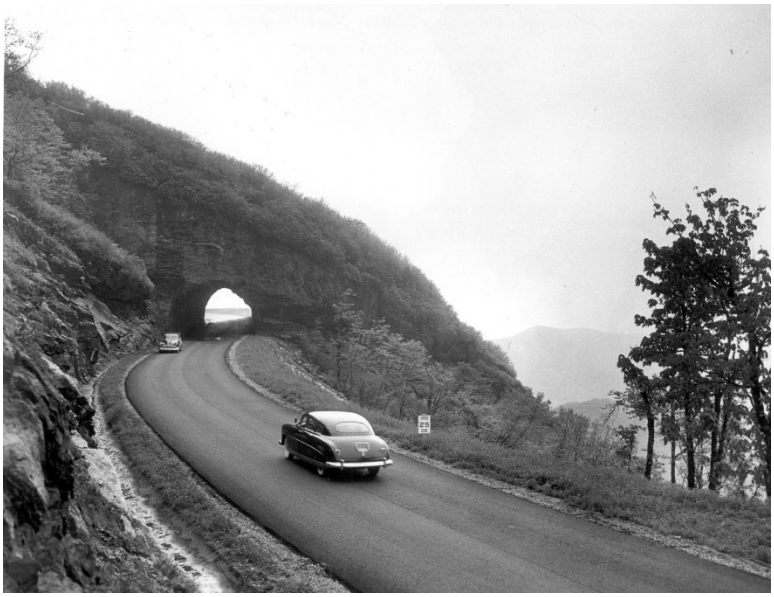

FIGURE 275. The Blue Ridge Parkway tunnel near Craggy Gardens (MP364), 1953. Source: National Park Service, Blue Ridge Parkway archives.

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

Table 3. Subcategories

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

Appendix: Survey of Parkway Resources

B269 Humpback Rocks: Visitor Center 05/14/2010
Milepost 5.70

The visitor center is set in a small mown lawn clearing in a wooded area on parkway right. The visistor center area includes a small entrance courtyard with stone pavers and a flagpole. It is accessed by an asphalt parking lot with stone curbs.

The building is composed of two sections. The main block is a gable-front 19-3/4 foot by 23 foot rectangular structure composed of concrete block. The exterior walls are clad with coursed stone rubble with deeply raked mortar joints. A stone chimney extends west of the roof ridge behind the entrance door. A 38 foot by 19 foot concrete block wing clad with grooved plywood siding, which projects to the north, includes the lobby, office, and restrooms. A flagstone-floored porch, connected to a flagstone terrace that extends to the parking area, spans the eastern edge of the wing and connects to the roof of the main block, providing covered entries to restrooms and the visitor center lobby. The frame gables are clad with wide wood siding. The roof is clad with textured asphalt shingles. Two, one-over-one single sash windows set on rock sills with wide rock lintels are located in the gable end of the principal (east) facade. Three windows of similar construction are located in the south facade. The entrance door is set within the north side of the main block. This opening is also spanned by a wide rock lintel. Doors leading to the men's and women's restrooms are set within the extension wing, with a window between them. Windows along the west side of the extension provide light for the restrooms and an office space. A door on the west side of the building also serves the restrooms.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B273 Humpback Rocks: Mountain Farm Chicken House 05/14/2010
Milepost 5.80

The Mountain Farm Chicken House (B273) is located on parkway right at milepost 5.80 at the Humpback Rocks interpretive area. The site extends along the parkway and consists of a mown-turf clearing with numerous large deciduous trees and is surrounded by a wood worm rail fence. The site contains six structures relocated to the site and used to interpret the Appalachian farm settlement and is in close proximity to the Humpback Rocks Visitor Center (B269). A gravel-paved trail provides access to the structures. An asphalt-paved parking lot is located west of the interpretive area and adjacent to the visitor center and is directly accessed from the parkway. The chicken house is located to the northeast and is in close proximity to the Log Cabin (B279) on a gently sloping hill, partially surrounded by deciduous trees, and is accessed by a gravel spur path that extends from the trail.

The Mountain Farm Chicken House is a one-story log-framed structure situated in a clearing at the Humpback Rocks interpretive area. The building has a fieldstone foundation, exposed whole log-framed structure with wood chinking, and a wood-framed wood shake gable roof with exposed framing. A small access door is located on the south elevation of the building and has a wood stump as a stoop. The door opening is wood-framed and has a vertical plank door.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkay. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B409 Humpback Rocks: Storage Building 05/14/2010
Milepost 5.70

The Storage Building (B409) is located on parkway right at milepost 5.80 at the Humpback Rocks interpretive area. The Humpback Rocks interpretive area includes a visitor center, a well house, a storage building, and six interpretive structures used to interpret the Appalachian farm settlement. An asphalt-paved parking lot is located west of the interpretive area and adjacent to the visitor center and is directly accessed from the parkway. The storage building is located at the edge of a heavily wooded area approximately 50 feet west of the Visitor Center (B269) and is accessed from a gravel trail.

The Storage Building at the Humpback Rocks is a one-story load-bearing structure with concrete slab foundation, concrete block walls, and a concrete low-slope roof. The main entrance has a wood-framed door composed of vertically-oriented wood plank doors designed with wide gaps between the planks through which the interior wood cross-braced framing is visible.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B410 Humpback Rocks: Well House (W1) 05/14/2010
Milepost 5.80

The Well House (B410) is located on parkway right at milepost 5.80 at the Humpback Rocks interpretive area. The Humpback Rocks interpretive area includes a visitor center, a well house, a storage building, and six interpretive structures used to interpret the Appalachian farm settlement. An asphalt-paved surface lot is located west of the interpretive area and adjacent to the visitor center and is directly accessed from the parkway. A gravel-paved trail extends from the paver surface lot and provides access to the interpretive structures. The well house is located in a small clearing surrounded by heavily-wooded deciduous forest, approximately 50 feet southwest of the Humpback Rocks Mountain Farm Barn (B272). It is accessed from a dirt path that extends from the gravel trail.

The Well House at the Humpback Rocks is a one-story load-bearing structure with concrete foundation, concrete block walls clad with grooved plywood painted grey, and a wood-framed wood shingle gable roof with enclosed eaves and hanging gutters and downspouts. The gable roof features a roof hatch, the access door to which is clad with wood shingles. The main entrance has a steel door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B274 Humpback Rocks: Mountain Farm Meat House and Root Cellar 05/14/2010
Milepost 5.80

The Mountain Farm Root Cellar (B274) is located on parkway right at milepost 5.80 at the Humpback Rocks interpretive area. The site extends along the parkway and consists of a mown-turf clearing with numerous large deciduous trees and is surrounded by a wood worm rail fence. The site contains six structures relocated to the site and used to interpret the Appalachian farm settlement and is in close proximity to the Humpback Rocks Visitor Center (B269). A gravel-paved trail provides access to the structures. An asphalt-paved parking lot is located west of the interpretive area and adjacent to the visitor center and is directly accessed from the parkway. The cellar is situated approximately 200 feet east of the Log Cabin (B279) and is situated in a built-up embankment with dry laid stone retaining walls. The basement portion of the building is accessed from a gravel spur path that extends from the trail. A stone stair is located adjacent to the gravel path and provides access up the embankment.

The Root Cellar is a one-story log-framed structure with a walk-out basement situated in the built-up embankment at the Humpback Rocks interpretive area. The building has an exposed whole log-framed structure with wood chinking and a wood-framed wood shake gable roof with exposed framing. The building is supported on structural log posts at the corners and mid-span of the log framing members with dry laid stone infill between the posts. A dry laid stone retaining wall extends on either side of the building at the south elevation. The walk-out basement portion of the building is accessed from the south and has a stone stoop. The upper log-framed portion of the structure is accessed from the north, atop the embankment. Door openings are wood-framed and have a door consisting of an open-framed structure composed of wood vertical stiles and horizontal rails with mortise and tenon joinery.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B279 Humpback Rocks: Mountain Farm Log Cabin 05/14/2010
Milepost 5.80

The Mountain Farm Log Cabin (B279) is located on parkway right at milepost 5.80 at the Humpback Rocks interpretive area. The site extends along the parkway and consists of a mown-turf clearing with numerous large deciduous trees and is surrounded by a wood worm rail fence. The site contains six structures relocated to the site and used to interpret the Appalachian farm settlement and is in close proximity to the Humpback Rocks Visitor Center (B269). A gravel-paved trail provides access to the structures. An asphalt-paved parking lot is located west of the interpretive area and adjacent to the visitor center and is directly accessed from the parkway. The log cabin is the westernmost structure of the enclave and is the first structure encountered on the trail from the parking lot and visitor center.

The Log Cabin is a two-story log-framed structure situated in a clearing at the Humpback Rocks interpretive area. The structure has a dry laid fieldstone foundation, exposed milled log-framed structure with daubing, wood weatherboard siding at the gable ends, and a wood-framed wood shake gable roof with exposed framing. The log-framed second floor framing members are integrated into the building structure, the ends of the milled logs are visible on the south and north elevation. The main entrance is located on the south elevation of the building and features a log-framed covered porch with a wood deck and stone stair. The north elevation door is accessed from a stone stoop. Door openings, located on the front and back elevations, are wood-framed and have vertical plank doors. A stone exterior end chimney is centered on the east end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B270 Humpback Rocks: Mountain Farm Springhouse 05/14/2010
Milepost 5.80

The Mountain Farm Spring House (B270) is located on parkway right at milepost 5.80 at the Humpback Rocks interpretive area. The site extends along the parkway and consists of a mown-turf clearing with numerous large deciduous trees and is surrounded by a wood worm rail fence. The site contains six structures relocated to the site and used to interpret the Appalachian farm settlement and is in close proximity to the Humpback Rocks Visitor Center (B269). A gravel-paved trail provides access to the structures. An asphalt-paved parking lot is located west of the interpretive area and adjacent to the visitor center and is directly accessed from the parkway. The springhouse is the easternmost structure of the enclave and is at the center of the loop in the trail that extends from the parking lot and visitor center. The building and trail are surrounded by deciduous trees.

The Spring House is a one-story log-framed structure situated in a clearing at the Humpback Rocks interpretive area. The building has a fieldstone foundation, exposed milled log-framed structure 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. The rock outcropping is located along the south side of the structure and provides access to the spring.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B272 Humpback Rocks: Mountain Farm Barn 05/14/2010
Milepost 5.80

The Mountain Farm Barn (B272) is located on parkway right at milepost 5.80 at the Humpback Rocks interpretive area. The site extends along the parkway and consists of a mown-turf clearing with numerous large deciduous trees and is surrounded by a wood worm rail fence. The site contains six structures relocated to the site and used to interpret the Appalachian farm settlement and is in close proximity to the Humpback Rocks Visitor Center (B269). A gravel-paved trail provides access to the structures. An asphalt-paved parking lot is located west of the interpretive area and adjacent to the visitor center and is directly accessed from the parkway. The barn is located on the south side of the trail that extends from the parking lot and visitor center. The barn and associated grounds are surrounded by a dry laid stone perimeter wall that surrounds the building, an adjacent pig pen, and the associated grounds. The grounds have a flat terrain of mown-turf with a gravel path that extends around the barn and between the two entrance openings in the perimeter wall.

The Barn is a one-and-a-half-story log-framed structure situated in a clearing at the Humpback Rocks interpretive area. The building has a fieldstone foundation, exposed milled log-framed structure 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 structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B356 Humpback Rocks: Mountain Farm Bearproof Pig Pen 05/14/2010
Milepost 5.80

The Mountain Farm Pig Pen (B356) is located on parkway right at milepost 5.80 at the Humpback Rocks interpretive area. The site extends along the parkway and consists of a mown-turf clearing with numerous large deciduous trees and is surrounded by a wood worm rail fence. The site contains six structures relocated to the site and used to interpret the Appalachian farm settlement and is in close proximity to the Humpback Rocks Visitor Center (B269). A gravel-paved trail provides access to the structures. An asphalt-paved parking lot is located west of the interpretive area and adjacent to the visitor center and is directly accessed from the parkway. The pig pen is located south of the barn on the south side of the trail that extends from the parking lot and visitor center. The pig pen lies within the grounds associated with the barn and is enclosed by a dry laid stone perimeter wall and is accessed by a gravel path.

The Pig Pen is a 4-foot tall log-framed structure situated in a clearing at the Humpback Rocks interpretive area. The building is a whole log-framed structure that rests directly on grade with no infill or chinking between framing members. The structure has a log-framed flat roof cover that can be hoisted or secured in place using log cross-brace frames located at the north and south sides of the structure.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B043 Humpback Rocks: Picnic Area Comfort Station North 05/14/2010
Milepost 8.40

The Humpback Rocks Picnic Area Comfort Station North (B043) is located at the Humpback Rocks Picnic Area in the northwest section of the picnic area loop. The building is situated in a wooded area within a densely wooded deciduous forest on a flat site far from the paved loop roadway. The comfort station is accessed from a winding gravel trail that extends from the asphalt-paved road with pull over parking areas and forms one continuous oblong loop. Within the picnic area loop are concrete benches and tables as well as an upper and lower (downhill) comfort station. The comfort station is surrounded by a gravel apron that extends 5 feet on all sides of the building. The Humpback Rocks Picnic Area Comfort Station North is aligned with the main entrance road to the picnic area and set uphill from the Humpback Rocks Picnic Area Comfort Station South (B044). The comfort station is associated with one other comfort station and a pump house within the picnic area.

The Comfort Station at the north end of the Humpback Rocks Picnic Area is a one-story wood-framed structure, rectangular in plan, that houses restroom facilities. The building consists of a concrete foundation, board and batten siding painted gray, and a wood-shingle gable roof. Entrances are located at either end of the structure and are accessed by a concrete stoop with stone pavers. Above each entrance is a wood-framed wood-shingle awning roof with exposed rafters that is supported by metal posts encased in wood cladding. Horizontally oriented wood planks span between the posts to create a railing. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. The end gable elevations each have a vertically oriented wood plank door and a wood-framed six-light hopper window.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B044 Humpback Rocks: Picnic Area Comfort Station South 05/14/2010
Milepost 8.40

The Humpback Rocks Picnic Area Comfort Station South (B044) is located at the Humpback Rocks Picnic Area at the lower elevation portion of the picnic area. The building is situated within a densely wooded deciduous forest on a steep-sloped hillside approximately 150 feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the winding asphalt-paved loop road with pull over parking areas that forms one continuous oblong loop. The comfort station is surrounded on three sides by an asphalt-paved apron. A 2-foot tall timber-framed retaining wall defines the uphill back portion of the site. Within the picnic area loop are concrete benches and tables as well as an upper and lower (downhill) comfort station. The Humpback Rocks Picnic Area Comfort Station South is set on a terraced area in the sloped terrain, downhill from the Humpback Rocks Picnic Area Comfort Station South (B043) with which it is associated. It is surrounded by tall deciduous trees on all sides.

The Comfort Station South at the Humpback Rocks Picnic Area is a one-story load-bearing structure, rectangular in plan, that houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B937 Humpback Rocks: Picnic Area Pump House 05/14/2010
Milepost 8.40

The prefabricated Pumphouse Building at the Humpback Rocks Picnic Area (B937) is located at milepost 8.40 on the Blue Ridge Parkway and is accessed from a gravel-paved spur road that extends from the asphalt-paved main entrance road to the picnic area entrance. A steel post gate is located at the entrance of the gravel road and restricts access to the site. The building is situated in a mown-turf clearing in a heavily wooded site. Numerous solar panels, angled toward the direction of the sun, are mounted on metal-framed stands set into the ground throughout the site.

The prefabricated Pumphouse Building at the Humpback Rocks Picnic Area is a wood-framed prefabricated storage shed set on a wood-framed foundation. The structure has faux weatherboard aluminum panel cladding and a gable roof. The shed is accessed by an aluminum door. A solar panel is mounted to the top of a wood post immediately adjacent to the shed.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

Reids Gap Parking, unpaved 08/13/2013
Milepost 13.70

The Reids Gaps Parking Area (FMSS 111133) is located on parkway left at milepost 13.10. The surface lot is along the south side of Virginia Route 664 (Beech Grove Road), 50 feet from the intersection with the Blue Ridge Parkway. The site has gently rolling hills and consists of a mown-turf clearing that is bounded by the parkway to the west and a heavily wooded forest to the east. The Appalachian Trail extends parallel to the parkway and crosses the Reids Gap Parking Area.

The Reids Gap Parking Area is an unpaved gravel surface lot that extends approximately 150 feet along Virginia Route 664, an asphalt-paved road. The surface lot has timber curbs and perpendicular parking spaces that are accessed directly from the road. There is a shallow grass-covered gully that extends the length of the surface lot, adjacent to the curbs. Across Virginia Route 664 from the surface lot is a stone wall which appears to be in a deteriorated condition.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B727 Carl Hewitt House-LIFE ESTATE 08/13/2013
Milepost 15.50

The Hewitt House (B727) at the Hewitt life estate is located on parkway left at milepost 15.50. The site consists of a mown-turf clearing along a stream in the valley between two steep hills. The site is surrounded by dense woods on three sides with a stream running along the fourth side. A dilapidated barn, house, root cellar, springhouse, and shed are located on the site and accessed from a 1/4 mile dirt and gravel road. The house is the primary structure on the site and is set along the north edge of the clearing. A storage shed is located 20 feet east and is an ancillary structure to the house.

The Hewitt House is a one-story load-bearing masonry structure with concrete block foundation, grooved plywood siding painted pink, and a wood-framed gable roof with asphalt shingles and a brick chimney. A wood-framed porch with shed roof extends the entire width of the front elevation. The porch has a wood deck, wood handrails, a wood access stair, and wood lattice concealing the crawl space. Typical fenestration consists of wood-framed six-over-six double-hung windows. The main entrance is centered on the south elevation and has a wood door.

East of the house is a wood-framed storage shed that is an ancillary structure to the house. The storage shed is raised above grade on wood ties and has vinyl siding and an asphalt shingle gable roof. Plywood double doors are centered on the front elevation.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B729 Hewitt Root Cellar-LIFE ESTATE 08/13/2013
Milepost 15.50

The Root Cellar (B729) at the Hewitt life estate is located on parkway left at milepost 15.50. The site consists of a mown-turf clearing along a stream in the valley between two steep hills. The site is surrounded by dense woods on three sides with a stream running along the fourth side. A dilapidated barn, house, root cellar, springhouse, and shed are located on the site and accessed at from a 1/4 mile dirt and gravel road. The root cellar is set into the hillside at the edge of the site within the wooded area. It is in close proximity to the Hewitt Springhouse (B730) and Hewitt House (B727).

The Root Cellar is a small one-story load-bearing masonry structure with concrete block foundation and walls painted pink, and a wood-framed corrugated metal gable roof with vertical wood plank siding at the end gables. The main entrance features a wood-framed door opening with a vertical wood plank door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B730 Hewitt Springhouse-LIFE ESTATE 08/13/2013
Milepost 15.50

The Springhouse (B730) at the Hewitt life estate is located on parkway left at milepost 15.50. The site consists of a mown-turf clearing along a stream in the valley between two steep hills. The site is surrounded by dense woods on three sides with a stream running along the fourth side. A dilapidated barn, house, root cellar, springhouse, and shed are located on the site and accessed from a 1/4 mile dirt and gravel road. The springhouse is situated at the edge of the clearing, partially within the wooded area. It is in close proximity to the Hewitt Root Cellar (B729).

The Springhouse is a small one-story load-bearing masonry structure with stone foundation, concrete block walls painted pink, and a wood-framed asphalt-shingle gable roof with horizontal wood weatherboard at the end gables. The main entrance features a wood-framed door opening. The door opening is currently enclosed with a steel-framed grate.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B404 Love Maintenance: Residence 404 08/13/2013
Milepost 16.00

Love Maintenance Area Residence 404 (B404) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway right to a common asphalt-paved driveway shared by all residences. The property is a mown lawn clearing at the top of a hill and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Love Maintenance Area Residence 404 is a one-story ranch style structure oriented on a southwest-northeast axis with the main entrance centered on the northeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs that step down in increments between the carport, enclosed patio, and residential portions of the house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B411 Love Maintenance: Residence 411 08/13/2013
Milepost 16.00

Love Maintenance Area Residence 411 (B411) is part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway right to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Love Maintenance Area Residence 411 is a one-story Ranch style structure oriented on a southwest-northeast axis with the main entrance centered on the southwest elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs that step down in increments between the carport, enclosed patio, and residential portions of the house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B365 Love Maintenance: Maintenance Building 08/13/2013
Milepost 16.10

The Love Maintenance Area Maintenance Building (B365) is located at milepost 16.10 on parkway right within the Love Maintenance Area. The Love Maintenance Area has a relatively flat terrain set at the crest of a gently rolling hill and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Virginia Route 814 (Love Road) that extends approximately 3 miles to, but is not visible from, the parkway. The maintenance area consists of a single structure located along the northeast side of a central asphalt-paved surface lot oriented on a southwest-northeast axis. A small residential enclave, consisting of two residential structures, is located to the south and in close proximity to the maintenance area. The Maintenance Building is the primary structure at the Love Maintenance Area. The maintenance area is surrounded by a chain link perimeter fence. The building is located at the northeast end of the site, across from the main entrance gates, and affronts the paved surface lot. The back elevation of the maintenance building aligns with the chain link fence. A truss-framed satellite tower is adjacent to the building.

The Maintenance Building at the Love Maintenance Area is a one-story structure with a rectangular plan. The building is oriented on a northwest-southeast axis with the main entrance on the southwest façade. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted grey, and an asphalt shingle gable roof with vented eaves and wide soffits. The end gables of the roof are clad with horizontally oriented vinyl siding. Typical fenestration includes steel-framed six-light industrial sash windows. Each window opening has a concrete sill clad with wood. Door openings contain steel-framed multi-light doors. The main elevation is composed of three bays, two of which are garage bays with roll-up aluminum doors. An exterior chimney constructed of concrete masonry projects from the roof.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B315 Montebello Maintainence: Haz Mat Building 08/13/2013
Milepost 29.00

The Montebello Maintenance Area Hazardous Materials Storage Building (B315) is located at milepost 29.00 on parkway right within the Montebello Maintenance Area. The Montebello Maintenance Area has a relatively flat terrain set at the crest of a gently rolling hill and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and is entered through a chain link gate. Access to the site is from Virginia Route 603 (Whetstone Ridge Road) that extends approximately 100 feet to the parkway. The entrance to the maintenance area is visible from the parkway. The maintenance area consists of five structures arranged around a central asphalt-paved surface lot oriented on a nearly north-south axis. A small residential enclave, consisting of two residential structures and a well house, is located to the west and across the Parkway from the maintenance area. The Ridge District Office (B371) and a pumphouse are also located in close proximity and visible from the maintenance area. The Montebello Maintenance Area Hazardous Materials Storage Building is located at the southwest side of the Montebello Maintenance yard. The building is located on a grass-covered gently sloping field approximately 10 feet from the chain link fence.

The Montebello Maintenance Area Hazardous Materials Storage Building is a 96-square-foot structure with cast-in-place concrete foundation, tilt-up concrete panel walls, and a low-slope cast-in-place concrete roof slab. The building has a steel double-door on the main entrance elevation accessed by a concrete ramp, and hooded vent openings on the northeast and southwest elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B169 Montebello Maintainence: Residence 169 08/13/2013
Milepost 29.00

Montebello Maintenance Area Residence 169 (B169) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway right to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Montebello Maintenance Area Residence 169 is a one-story Ranch style structure oriented on an east-west axis with the main entrance centered on the east elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs that step down in increments between the carport, enclosed patio, and residential portions of the house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B171 Montebello Maintainence: Office/Storage/Shops 08/13/2013
Milepost 29.00

The Montebello Maintenance Area Office/Storage/Shops Building (B171) is located at milepost 29.00 on parkway right within the Montebello Maintenance Area. The Montebello Maintenance Area has a relatively flat terrain set at the crest of a gently rolling hill and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Virginia Route 603 (Whetstone Ridge Road) that extends approximately 100 feet to the parkway. The entrance to the maintenance area is visible from the parkway. The maintenance area consists of five structures arranged around a central asphalt-paved surface lot oriented on a nearly north-south axis. A small residential enclave, consisting of two residential structures and a well house, is located to the west and across the Parkway from the maintenance area. The Ridge District Office (B371) and a pumphouse are also located in close proximity and visible from the maintenance area. The Montebello Maintenance Area Office/Storage/Shops Building is located on the northeast side of the Montebello Maintenance yard, near the entrance gates. The building is immediately west of the Montebello Maintenance Area Paint/Oil Storage Building (B173) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Office/Storage/Shops Building at the Montebello Maintenance Area is a one-story structure with a linear plan. The building is oriented on a southwest-northeast axis with the main entrance on the east façade. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted grey, and an asphalt shingle multi-gable roof with vented eaves, wide soffit, and hanging gutter. Typical fenestration includes steel-framed industrial sash windows consisting of sixteen lights arranged in a four-by-four pattern. The four lights on either side are fixed and the center eight lights are awning. The window openings have a concrete sill clad with wood. Door openings have steel-framed doors with glazing. The main entrance at the east end of the building is accessed by a small staircase. At the far southwest end of the main elevation is one garage and along the northeast end are four garages, all with aluminum roll-up vehicular doors. There is one interior chimney on the structure.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B173 Montebello Maintainence: Oil/Paint Storage 08/13/2013
Milepost 29.00

The Montebello Maintenance Area Oil/Paint Storage Building (B173) is located at milepost 29.00 on parkway right within the Montebello Maintenance Area. The Montebello Maintenance Area has a relatively flat terrain set at the crest of a gently rolling hill and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Virginia Route 603 (Whetstone Ridge Road) that extends approximately 100 feet to the parkway. The entrance to the maintenance area is visible from the parkway. The maintenance area consists of five structures arranged around a central asphalt-paved surface lot oriented on a nearly north-south axis. A small residential enclave, consisting of two residential structures and a well house, is located to the west and across the Parkway from the maintenance area. The Ridge District Office (B371) and a pumphouse are also located in close proximity and visible from the maintenance area. The Montebello Maintenance Area Oil/Paint Storage Building is located in the center of the Montebello Maintenance yard. The building is between the Montebello Maintenance Area Office Shops (B171) and the Montebello Maintenance Area Vehicle Storage Building (B175) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Oil/Paint Storage Building at the Montebello Maintenance Area is composed of two sections, a one-story storage facility and a one-and-a-half-story garage, forming a rectangular plan. The building is oriented on a southwest-northeast axis with the main entrance on the southwest façade. The structure is composed of a concrete foundation, load-bearing concrete block walls, and grooved plywood siding painted grey. The garage has an asphalt shingle gable roof and the one-story storage facility has an asphalt shingle gable roof with a hexagonal canopy over the main entrance. Typical fenestration includes steel-framed industrial sash windows consisting of sixteen lights arranged in a four-by-four pattern with the side lights on all sides fixed and the center four lights in an awning window. The window openings have a concrete sill clad with wood. Door openings have wood-framed multi-light doors with vinyl storm doors or steel-framed multi-light doors. Primary entrances have aluminum awnings.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B175 Montebello Maintainence: Vehicle Storage 08/13/2013
Milepost 29.00

The Montebello Maintenance Area Vehicle Storage building (B175) is located at milepost 29.0 on the parkway right within the Montebello Maintenance Area. The Montebello Maintenance Area has a relatively flat terrain set at the crest of a gently rolling hill and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bound by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Virginia Route 603 (Whetstone Ridge Road) that extends approximately 100 feet to the parkway. The entrance to the maintenance area is visible from the parkway. The maintenance area consists of five structures arranged around a central asphalt-paved surface lot oriented on a nearly north-south axis. A small residential enclave, consisting of two residential structures and a well house, is located to the west and across the Parkway from the maintenance area. The Ridge District Office (B371) and a pumphouse are also located in close proximity and visible from the maintenance area. The Vehicle Storage building is located on the east side of the Maintenance Area. The building is immediately east of the Oil/Paint Storage building (B173) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Vehicle Storage building at the Montebello Maintenance Area is a one-story structure with a linear plan oriented on a north-south axis and constructed of concrete block on a concrete foundation and has grooved plywood siding painted gray. The building has a wood truss-framed asphalt shingle gable roof with vented eaves and wide soffits. Typical fenestration includes glass block windows with steel-frame sash and concrete sills. The main elevation of the building, facing west, is divided into seventeen 12-foot-wide bays with aluminum roll-up garage doors and an extended roofline that forms a 2 foot eave. The south bay of the elevation features a steel-framed door with glazing.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B371 Montebello Maintainence: Ridge Dist Office 08/13/2013
Milepost 29.00

The Ridge District office (B371) is an adaptive reuse structure located on parkway left at milepost 29.00 and is in close proximity to the Montebello Maintenance Area. The building is situated on a mown-turf site at the top of a gently rolling hill that slopes to the southeast. The site has an asphalt-paved surface lot with stone curbs, located northwest of the building, and an asphalt-paved sidewalk that extends from the surface lot. The site is surrounded by dense forest on two sides and overlooks the parkway and a grass-covered valley, upon which the Whetstone Ridge Pumphouse (B343) is located. The site is accessed from an asphalt-paved drive that extends to the surface lot from the parkway.

The Ridge District Office is a one-story wood-frame structure with T-shaped plan oriented on a northwest–southeast axis with the main entrance located on the northwest elevation. The building has a stone foundation, board and batten siding painted grey, horizontal weatherboard siding at the end gable, and asphalt shingle gable roof. The front elevation has a wood-framed covered porch. A stone chimney is located on the southwest elevation. Typical fenestration includes wood-framed single-light casement windows. The structure is currently used as a visitor comfort station and regional office for the Ridge District of the Blue Ridge Parkway. The Ridge District Office was historically a sandwich shop constructed as part of the original parkway design and was slightly altered for use as an office.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B673 Montebello Maintainence: Electric Gen Bldg - EXCESS 08/13/2013
Milepost 29.00

The Electrical and Generator Building (B673) is located at milepost 29.00 on parkway left, near the Montebello Maintenance Area. The structure is located in a heavily wooded site, approximately 20 feet east of the mown-turf clearing, upon which Residence 169 (B169) and Residence 170 (B170) are sited.

The Electrical and Generator Building is a small one-story wood-framed structure with concrete foundation, grooved plywood siding, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is centered on the west elevation and has a wood door with grooved plywood cladding.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B941 Montebello Maintainence: Gas Pump Shed 08/13/2013
Milepost 29.00

The Montebello Maintenance Area Gas Pump Shed (B941) is located at milepost 29.00 on parkway right within the Montebello Maintenance Area. The Montebello Maintenance Area has a relatively flat terrain set at the crest of a gently rolling hill and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Virginia Route 603 (Whetstone Ridge Road) that extends approximately 100 feet to the parkway. The entrance to the maintenance area is visible from the parkway. The maintenance area consists of five structures arranged around a central asphalt-paved surface lot oriented on a nearly north-south axis. A small residential enclave, consisting of two residential structures and a well house, is located to the west and across the Parkway from the maintenance area. The Ridge District Office (B371) and a pumphouse are also located in close proximity and visible from the maintenance area. The Montebello Maintenance Area Gas Pump Shed is on the south side of the Montebello Maintenance yard, north of a sloped grassy area. The building is in close proximity to the Montebello Maintenance Area Vehicle Storage Building (B175) and affronts the paved surface lot.

The Gas Pump Shed at the Montebello Maintenance Area is a one-story wood-framed structure constructed of a cast-in-place concrete block on a concrete foundation pad. The building has vertical grooved plywood siding painted grey and a wood-framed asphalt shingle gable roof with enclosed eaves. The front elevation of the building features a wood-framed door opening through which the fuel pumps are accessed. The concrete foundation pad supports steel gas storage tanks that are associated with the building.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B170 Montebello Maintainence: Residence 170 08/13/2013
Milepost 29.00

Montebello Maintenance Area Residence 170 (B170) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway right to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Montebello Maintenance Area Residence 170 is a one-story Ranch style structure oriented on an east-west axis with the main entrance centered on the west elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs that step down in increments between the carport, enclosed patio, and residential portions of the house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B343 Whetstone Ridge Pump House (W4) 08/13/2013
Milepost 29.10

The Whetstone Ridge Pump House (B343) is located at milepost 29.10 on the Blue Ridge Parkway and is accessed from a dirt road that extends from Whetstone Ridge Road on parkway right. The structure is situated on a tall grass-covered clearing on a steeply-sloped embankment along the perimeter of a heavily wooded area. The structure is associated with the Montebello Maintenance Area downslope from the Ridge District Office (B371).

The Whetstone Ridge Pump House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with weatherboard wood siding and plaster/stucco painted grey, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door. Vent openings are located on the side elevations of the structure.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B1077 Otter Creek Campground: Restaurant Lift Station 07/12/2013
Milepost 60.80

The Otter Creek Campground Restaurant Lift Station (B1077) is located at milepost 60.80 on the Blue Ridge Parkway and is accessed from a gravel-paved spur road that extends from parkway left. The structure is situated on a tall grass-covered site along the perimeter of a heavily wooded area. The structure is associated with Otter Creek Campground and is near the Otter Creek Campground Kiosk (B758).

The Otter Creek Campground Restaurant Lift Station is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with cement boards painted grey, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door. Vent openings are located on the side elevations of the structure.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B307 Otter Creek Campground: Restaurant 07/12/2013
Milepost 60.80

The Otter Creek Restaurant is located on parkway left at milepost 60.90 and is at the entrance to the Otter Creek Campground. The site is located in the heavily wooded low-lying valley, immediately north of Otter Creek. A 5-foot tall embankment extends across the site, parallel to the creek, and divides the site into an upper and lower portion. An asphalt-paved surface lot is located at the top of the embankment and is accessed from a drive that extends from the parkway. The restaurant is immediately adjacent to the surface lot at the base of the embankment. Asphalt-paved sidewalks extend from the surface lot downslope to the north entrance of the restaurant. An asphalt service road extends from the parkway and provides access to the east elevation of the restaurant. The restaurant is in close proximity and visible from the campground Kiosk (B758) which is located approximately 50 feet southeast.

The Restaurant at Otter Creek is a one-story wood-framed structure with a rectangular plan. The structure has a stone foundation, board and batten and vertical plank siding painted grey, and an asphalt shingle hip roof with gablets and has boxed gutters. The building has a stone interior end gable chimney. The building is currently vacant.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B758 Otter Creek Campground: Kiosk 07/12/2013
Milepost 60.80

The Otter Creek Campground Kiosk (B758) is located on parkway left at the entrance to the Otter Creek Campground. The building is situated on an asphalt-paved sidewalk along the paved access road at the entrance gates to the campground area. The building is set in a wooded area at the top of a hill. The site slopes down to the west, with the road to the east.

The Campground Kiosk at the Otter Creek Campground is a one-story wood-framed structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, board and batten siding painted grey, and a wood-frame gable roof with asphalt shingles. On the front elevation is a covered porch that provides access to the registration window and the employee entrance door both protected with roll down covers. The porch has a concrete stoop and is protected by the overhanging gable roof. Metal posts clad with wood support the overhanging corners of the roof. One other window, on the side of the kiosk that affronts the access road, appears to be a sliding window and is also protected with a roll down cover.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B308 Otter Creek Campground: Comfort Station, Trailer Loop 07/12/2013
Milepost 60.80

The Otter Creek Campground Trailer Loop Comfort Station (B308) is located at the Otter Creek Campground at the center of the campground trailer loop. The building is situated in a wooded area on a flat site approximately fifty feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and one other comfort station within the campground.

The Comfort Station at the Trailer Loop of the Otter Creek Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities, and an attached janitor's closet. The building has a concrete foundation, concrete block walls clad with grooved plywood and painted gray, and a wood-frame asphalt shingle gable roof with enclosed eaves and exposed rafters. On the front elevation, a 5-foot-tall partial-height concrete block wing wall extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood. Wood-framed windows with concrete sills clad with wood and obscure glazing are located at the edges of each elevation. There are four entrances to the building: one at each of the end elevations that provide access to the separate restroom facilities, one centered on the front elevation, and one at the attached janitor's closet. Three of the entrances have of vertically oriented wood plank doors. The doors are designed with wide gaps between the planks through which the interior wood cross-braced framing is visible. One door, at the janitor's closet, is clad with grooved plywood.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B309 Otter Creek Campground: Comfort Station, Tent Loop 07/12/2013
Milepost 60.80

The Otter Creek Campground Tent Loop Comfort Station (B309) is located at the Otter Creek Campground at the center of the campground tent loop. The building is situated in a wooded area on a flat site approximately one hundred feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and one other comfort station within the campground.

The Comfort Station at the Tent Loop of the Otter Creek Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities, and an attached janitor's closet. The building has a concrete foundation, concrete block walls clad with grooved plywood and painted gray, and a wood-frame asphalt shingle gable roof with enclosed eaves and exposed rafters. On the front elevation, a 5-foot-tall partial-height concrete block wing wall extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood. Wood-framed windows with concrete sills clad with wood and obscure glazing are located at the edges of each elevation. There are four entrances to the building: one at each of the end elevations that provide access to the separate restroom facilities, one centered on the front elevation, and one at the attached janitor's closet. Three of the entrances have vertically oriented wood plank doors. The doors are designed with wide gaps between the planks through which the interior wood cross-braced framing is visible. The door at the janitor's closet is clad with grooved plywood.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B797 Otter Creek Campground: Sewer Pump House (S6) 07/12/2013
Milepost 60.80

The Otter Creek Campground Sewer Pump House (B797) is located at milepost 60.80 on parkway left. The building is located at the crest of a mown-turf clearing on a gravel apron in a heavily wooded site. The Otter Creek Campground Sewer Pump House is an isolated structure associated with the Otter Creek Campground.

The Otter Creek Campground Sewer Pump House is a 96-square-foot one-story structure with concrete block foundation and walls and an asphalt shingle low-slope gable roof. The building has a two-panel steel door on the main entrance elevation and vent openings on the side elevations. The vent on the rear elevation has a shingled hood.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B803 Otter Creek Campground: Well House (W5) 07/12/2013
Milepost 60.80

The Otter Creek Well House (B803) is located at milepost 60.80 on the Blue Ridge Parkway and is accessed from a dirt path. It is an isolated structure within the Otter Creek developed area on parkway left. The structure is situated on a mown-turf site in a clearing surrounded by dense woods. The structure is associated with the Otter Creek Campground Area.

The Otter Creek Well House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with grooved plywood siding painted grey, and a wood-framed asphalt shingle hip roof with enclosed eaves. The main entrance is a single panel door. Two vent openings are located on the back elevation of the structure.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B030 James River Visitor Center/Comfort Station 07/12/2013
Milepost 63.60

The James River Visitor Center (B030) is located on parkway left at milepost 63.60 and is located along the east banks of the James River. The visitor area consists of the visitor center and an asphalt-paved loop road with surface lot. The site is characterized by the river embankment that slopes steeply to the west and a mown-turf clearing with numerous deciduous trees and surrounded by heavily wooded forest. The Visitor Center is set into the river embankment, downslope from the surface lot and overlooks the James River. An asphalt-paved sidewalk extends from the surface lot. A second path extends to a gravel hiking trail to the northwest.

The James River Visitor Center is a one-story wood-framed structure with a rectangular plan. The structure has a stone foundation, weatherboard siding painted grey, and an asphalt shingle cross gable roof with boxed gutters. The building is oriented on a northwest–southeast axis with the entrance on the northwest end gable elevation. Stone-paved patios are located at entry elevation on the southeast and northwest elevations. A stone retaining wall and stone-paved porch with wood-framed rail extends along the southwest elevation of the structure. Typical fenestration includes single-light fixed windows. The building was enclosed in 1984 through the addition of horizontally-oriented wood siding.

The structure is a non-contributing resource due to extensive alteration, which compromise its integrity and historic character.

B618 James River and Kanawha Canal and Towpath 07/12/2013
Milepost 63.64

The James River and Kanawha Canal and Towpath (618) are located on parkway right at milepost 63.60. The structure is set in a narrow mown-turf clearing surrounded by heavily-wooded deciduous trees. A wood post and rail fence extends the length of the towpath. The structure is accessed from a dirt trail that extends approximately 500 feet from the James River Visitor Center and Comfort Station (B030).

The James River and Kanawha Canal and Towpath is a narrow stone-lined waterway that extends from the Kanawha Creek to the James River. The canal is approximately 10 feet wide, 6 feet deep, and approximately 100 feet long. The canal is lined with coursed ashlar stone units and a stone coping, approximately 18 inches thick. At the north entrance to the canal is an 18 inch drop off between the Kanawha Creek streambed and the canal bed. To the east of the canal is the towpath, consisting of a mown-turf clearing. A wood post and rail fence extends the length of the canal approximately 5 feet from the edge of the canal. At the north end of the canal, the stone canal walls curve in plan and taper into the grass-covered earthen embankment. The canal and towpath are closely associated with Lock No.7 (B551) and Lock No. 8 (B617), which are located at either end of the stone-lined canal. Lock No. 7 (B551) is located at the north end of the canal and Lock No. 8 (B617) is located at the south end.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. The canal and associated features could be considered for potential individual National Register eligibility.

B551 Lock No. 7, 2nd Division, James River and Kanawha Canal 07/12/2013
Milepost 63.64

Lock No. 7 (551) is located on parkway right at milepost 63.60 and is a part of the James River and Kanawha Canal and Towpath (618). The site consists of a narrow mown-turf clearing surrounded by heavily wooded deciduous trees. A wood post and rail fence extends the length of the towpath. The structure is accessed from a dirt trail that extends approximately 500 feet from the James River Visitor Center and Comfort Station (B030).

Lock No. 7 is a timber-framed double gate at the north end of the stone-lined canal that extends from the Kanawha Creek to the James River. Each gate is approximately 5 feet wide and consists of timber-framed doors clad with vertical plank. When open, the doors are recessed into the stone cladding of the canal walls. When closed, the doors could span the width of the canal and restrict the flow of water between the Kanawha Creek and James River. The doors are mounted to a track along which they can be mechanically closed. The doors currently do not close due to build-up of silt.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. The canal and associated features could be considered for potential individual National Register eligibility.

B617 Lock No. 8, 2nd Division, James River and Kanawha Canal 07/12/2013
Milepost 63.64

Lock No. 8 (617) is located on parkway right at milepost 63.60 and is a part of the James River and Kanawha Canal and Towpath (618). The site consists of a narrow mown-turf clearing surrounded by heavily wooded deciduous trees. A wood post and rail fence extends the length of the towpath. The structure is accessed from a dirt trail that extends approximately 500 feet from the James River Visitor Center and Comfort Station (B030).

Lock No. 8 is a timber-framed double gate at the south end of the stone-lined canal that extends from the Kanawha Creek to the James River. Each gate is approximately 5 feet wide and consists of timber-framed doors clad with vertical plank. When open, the doors are recessed into the stone cladding of the canal walls. When closed, the doors could span the width of the canal and restrict the flow of water between the Kanawha Creek and James River. The doors are mounted to a track along which they can be mechanically closed. The doors currently do not close due to build-up of silt.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. The canal and associated features could be considered for potential individual National Register eligibility.

B047 James River Maintenance: Mechanic Shop 07/12/2013
Milepost 66.30

The James River Maintenance Area Mechanic Shop (B047) is located at milepost 66.30 on parkway left within the James River Maintenance Area. The James River Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of six structures arranged around a central asphalt-paved surface lot oriented on a southwest-southeast axis. A small residential enclave, consisting of two residential structures and a well house, is located to the east and across the spur road from the maintenance area. The James River Maintenance Area Mechanic Shop is located on the southeast side of the James River Maintenance yard, near the entrance gates. The building is adjacent to the James River Maintenance Area Carpenter Storage Building (B048) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Mechanic Shop at the James River Maintenance Area is a one-story structure with a linear plan oriented on a southwest-northeast axis and constructed of concrete block on a concrete foundation and has grooved plywood siding painted grey. The building has a wood truss-framed asphalt shingle gable roof with hanging gutters. Typical fenestration includes six-light steel-frame industrial sash windows with concrete sills clad with wood. Door openings have steel-framed doors with glazing. The main elevation of the building is divided into four 12-foot-wide bays with aluminum roll-up garage doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B048 James River Maintenance: Carpenter/Stor/Fire Cache 07/12/2013
Milepost 66.30

The James River Maintenance Area Carpenter/Storage/Fire Cache Building (B048) is located at milepost 66.30 on parkway right within the James River Maintenance Area. The James River Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of six structures arranged around a central asphalt-paved surface lot oriented on a southwest-southeast axis. A small residential enclave, consisting of two residential structures and a well house, is located to the east and across the spur road from the maintenance area. The James River Maintenance Area Carpenter/Storage/Fire Cache Building is located on the southwest side of the James River Maintenance yard, near the entrance gates. The building is between the James River Maintenance Area Equipment Storage Building (B049) and the James River Maintenance Area Mechanic Shop (B047) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building, surrounding the building on three sides.

The Carpenter/Storage/Fire Cache Building at the James River Maintenance Area is a one-story structure with a linear plan. The building is oriented on a northwest-southeast axis with the main entrance on the northeast facade. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted grey, and an asphalt shingle hip roof with hanging gutter. Typical fenestration includes steel-framed industrial sash windows consisting of sixteen lights arranged in a four-by-four pattern. The four lights on either side are fixed and the center eight lights are an awning unit. The window openings have a concrete sill clad with wood. Door openings have steel-framed doors with glazing. The main elevation has four garages with aluminum roll-up vehicular doors. There are three exterior chimneys on the structure.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B049 James River Maintenance: Equipment Storage 07/12/2013
Milepost 66.30

The James River Maintenance Area Equipment Storage Building (B049) is located at milepost 66.30 on parkway left within the James River Maintenance Area. The James River Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of six structures arranged around a central asphalt-paved surface lot oriented on a southwest-southeast axis. A small residential enclave, consisting of two residential structures and a well house, is located to the east and across the spur road from the maintenance area. The James River Maintenance Area Equipment Storage Building is located on the west side of the James River Maintenance Area. The building is between the James River Maintenance Area Carpenter Storage Building (B048) and the James River Maintenance Area Office Employee Area Building (B050) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Equipment Storage Building at the James River Maintenance Area is a one-story structure with a linear plan oriented on a southwest-northeast axis and constructed of concrete block on a concrete foundation and has grooved plywood siding painted grey. The building has a wood truss-framed asphalt shingle hip roof with hanging gutters. Typical fenestration includes six-light steel-frame industrial sash windows with concrete sills clad with wood. Door openings have steel-framed doors with glazing. The main elevation of the building is divided into eight 12-foot-wide bays with aluminum roll-up garage doors and an extended roofline that forms a 1 foot eave. The garage vehicular entrance bays are flanked by end bays containing paired window openings.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B050 James River Maintenance: Office & Employee Area 07/12/2013
Milepost 66.30

The James River Maintenance Area Office and Employee Area (B050) is located at milepost 66.30 on parkway left within the James River Maintenance Area. The James River Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of six structures arranged around a central asphalt-paved surface lot oriented on a southwest-southeast axis. A small residential enclave, consisting of two residential structures and a well house, is located to the east and across the spur road from the maintenance area. The Office and Employee Area is located on the north side of the James River Maintenance Area. The building affronts the paved surface lot and is adjacent to the Equipment Storage building (B049) to the south.

The Office and Employee Area building at James River Maintenance Area consists of a one-story main building, oriented on a north–south axis with a one-story addition oriented on an east-west axis. The primary entrance is centered on the north elevation of the main building. The building is a load-bearing concrete block structure with a concrete foundation and grooved plywood siding painted grey. The main building has an asphalt shingle hip roof with hanging gutters. A wood-framed cupola is centered on the ridge of the roof. The addition has a wood-framed gable roof with hanging gutters. Typical fenestration includes steel-framed industrial sash windows consisting of sixteen lights arranged in a four-by-four pattern. The four lights on either side are fixed and the center eight lights are an awning unit. The window openings have a concrete sill. All entryways have an aluminum-framed shed canopy roof and contain steel-framed glazed doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B051 James River Maintenance: Oil/Paint Storage 07/12/2013
Milepost 66.30

The James River Maintenance Area Oil/Paint Storage Building (B051) is located at milepost 66.30 on parkway left within the James River Maintenance Area. The James River Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of six structures arranged around a central asphalt-paved surface lot oriented on a southwest-southeast axis. A small residential enclave, consisting of two residential structures and a well house, is located to the east and across the spur road from the maintenance area. The James River Maintenance Area Oil/Paint Storage Building is located in the center of the James River Maintenance yard. The building is between the James River Maintenance Area Mechanic Shop (B047) and the James River Maintenance Area Equipment Storage Building (B049) and affronts the paved surface lot.

The Oil/Paint Storage Building at the James River Maintenance Area is a one-story structure with a rectangular plan constructed of concrete block on a concrete foundation and has grooved plywood siding painted grey. The building has a wood-framed asphalt shingle gable roof with horizontal clapboard at the end gable and hanging gutters. Typical fenestration includes twelve-light steel-framed industrial sash windows with concrete sills clad with wood. The side lights are fixed and the center six lights are a pair of casement units. A door opening is centered on the main elevation and includes a steel-framed door with multi-light glazing. One interior vent stack projects from the roof.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B053 James River Maintenance: Residence 53 07/12/2013
Milepost 66.30

James River Maintenance Area Residence 53 (B053) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

James River Maintenance Area Residence 53 is a one-story Ranch style structure oriented on a southwest-northeast axis with the main entrance centered on the northeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and an offset asphalt shingle gable roof that steps down in increments between residential portions of the house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B1057 James River Maintenance: Haz Mat Bldg 07/12/2013
Milepost 66.30

The James River Maintenance Area Hazardous Materials Storage Building (B1057) is located at milepost 66.30 on parkway left within the James River Maintenance Area. The James River Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of six structures arranged around a central asphalt-paved surface lot oriented on a southwest-southeast axis. A small residential enclave, consisting of two residential structures and a well house, is located to the east and across the spur road from the maintenance area. The James River Maintenance Area Hazardous Materials Storage Building is located at the west side of the James River Maintenance yard. The building affronts the paved surface lot and is adjacent to the James River Maintenance Area Carpenter Storage Building (B048) to the northwest.

The James River Maintenance Area Hazardous Materials Storage Building is a steel-framed metal panel structure that sits on mown-turf adjacent to the asphalt-paved surface lot. The building has a steel double-door on the main entrance elevation accessed by a steel ramp with textured tread surface, and vent openings on the side elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B809 James River Maintenance: Well House (W7) 07/12/2013
Milepost 66.30

The James River Maintenance Area Well House (B809) is located at milepost 66.30 on the Blue Ridge Parkway on parkway left. The structure is situated on a mown-turf site at the base of a steep embankment surrounded by dense woods uphill from a stream. The structure is associated with the James River Maintenance Area and is near the James River Maintenance Area Equipment Storage Building (B049).

The James River Maintenance Area Well House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with grooved plywood siding painted beige, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door. Vent openings are located on the side elevations of the structure. A set of four concrete steps provides access to the entrance.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B054 James River Maintenance: Residence 54 07/12/2013
Milepost 66.30

James River Maintenance Area Residence 54 (B054) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences. The residences are located east of the James River Maintenance Area, across the paved access road.

James River Maintenance Area Residence 54 is a one-story Ranch style structure oriented on a southwest-northeast axis with the main entrance centered on the southwest elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs that step down in increments between the carport, enclosed patio, and residential portions of the house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B055 Peaks of Otter Maintenance: Equipment Storage 07/11/2013
Milepost 85.20

The Peaks of Otter Maintenance Area Equipment Storage Building (B055) is located at milepost 85.20 on parkway right within the Peaks of Otter Maintenance Area. The Peaks of Otter Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The building group is set on a terraced area in a hillside and surrounded by trees and wooded areas on all four sides. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding service road that extends to, but is not visible from, the parkway. The maintenance area consists of three structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A cluster of storage and support structures, as well as a small residential enclave consisting of two residential structures, are located to the west of the maintenance area, along the service road. The Peaks of Otter Maintenance Area Equipment Storage Building is located on the southwest side of the Peaks of Otter Maintenance yard, near the entrance gates. The building is immediately west of the Peaks of Otter Maintenance Area Carpenter Shop (B732) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building. There is a tall tower that looks like a tree to the west of the Equipment Storage Building.

The Equipment Storage Building at the Peaks of Otter Maintenance Area is a one-story structure with a linear plan. The building is oriented on an east-west axis with the main entrance on the west facade. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted grey, and an asphalt shingle hip roof with hanging gutter. Typical fenestration includes steel-framed industrial sash windows consisting of sixteen lights arranged in a four-by-four pattern. The four lights on either side are fixed and the center eight lights are an awning unit. The window openings have a concrete sill clad with wood. Door openings have steel-framed doors with glazing. The main entrance at the west end of the building is accessed by a small staircase and has an asphalt shingle awning. At the east end of the main elevation are two garages with aluminum roll-up vehicular doors. There is one interior and one exterior chimney on the structure.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B1058 Peaks of Otter Maintenance: Haz Mat Bldg 07/11/2013
Milepost 85.20

The Peaks of Otter Maintenance Area is a group of buildings clustered around a paved asphalt parking area and enclosed by a chain link fence. The building group is set on a terraced area in a hillside and surrounded by trees and wooded areas on all four sides. The Haz Mat building is located at the northeast corner of the site, north of B732. East side maintenance area. North of 732- not on map.

The Peaks of Otter Maintenance Area Hazardous Materials Storage Building (B1058) is located at milepost 85.20 on parkway right within the Peaks of Otter Maintenance Area. The Peaks of Otter Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding service road that extends to, but is not visible from, the parkway. The maintenance area consists of three structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A cluster of storage and support structures, as well as a small residential enclaveconsisting of two residential structures, is located to the west of the maintenance area, along the service road. The Peaks of Otter Maintenance Area Hazardous Materials Storage Building is located at the northeast side of the Peaks of Otter Maintenance Area. The building affronts the paved surface lot and is adjacent to the Peaks of Otter Maintenance Area Carpenter Shop/Equipment Storage Building (B732) to the north.

The Peaks of Otter Maintenance Area Hazardous Materials Storage Building is a 96-square-foot structure with cast-in-place concrete foundation, tilt-up concrete panel walls, and a low-slope cast-in-place concrete roof slab. The building has a steel double-door on the main entrance elevation accessed by a concrete ramp, and vent openings on the east and west elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

HS-15 Peaks of Otter: Johnson Farm - House 07/11/2013
Milepost 85.20

The Johnson Farm House (HS-154) is located on parkway right at milepost 85.20 at the Johnson Farm interpretive area. The site consists of a relatively flat mown-turf clearing with numerous large deciduous trees surrounded by a heavily wooded forest. The site contains four used to interpret the Appalachian farm settlement and is 0.3 miles north of the Peaks of Otter Recreation Area. The site is accessed from Virginia Route 614 (Johnson Farm Road), a spur road that extends 1200 feet from parkway right. The last 500 feet of the spur road is gravel. The house, located at the center of the clearing, is the primary structure of the site. A 3-foot-tall wood picket fence surrounds the house and mown lawn.

The Johnson Farm House is a one-and-a-half-story wood-framed structure situated in a clearing at the Johnson Farm interpretive area. The building has a fieldstone foundation, weatherboard siding, and a standing seam metal gable roof. A wood-frame lean-to with sheet asphalt shed roof extends along the south main entrance elevation. A wood-framed porch with wood shingle shed roof extends along the north, back elevation. Typical fenestration includes six-over-six double-hung windows and twelve-light fixed windows. A stone chimney is located at the center and along the ridge line of the roof.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

HS-15 Peaks of Otter: Polly Wood's Ordinary 05/12/2010
Milepost 85.90

The Polly Wood's Ordinary (B155) is located at parkway right at milepost 85.90. The site consists of a rolling low hill with mown-turf and numerous large deciduous trees. It is accessed from an asphalt-paved spur road that extends 1/4 mile to the parkway. The cabin is located at the edge of the clearing on a landing at the top of the hill. A grass-covered stone stair extends from the surface lot, up the hill, and to the cabin. A dirt path circles the structure.

The Polly Wood's Ordinary is a two-story building that has a stone foundation with cementitious parge coating, milled log-framed structure with daubing, wood weatherboard siding at the gable ends, and a wood-framed wood shake gable roof. The wood-timber framing of the second floor is notched into the structure, the ends of the timbers are visible on the side gable elevations. Typical fenestration includes wood-framed six-over-six double-hung windows. Entrances are centered on the east and west elevations of the building and consist of vertical plank doors with a stone stoop. A stone exterior end chimney is centered on one of the end gable elevations.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

HS-28 Peaks of Otter: Johnson Farm - Pole Barn 07/11/2013
Milepost 85.20

The Johnson Farm Pole Barn (HS-285) is located on parkway right at milepost 85.20 at the Johnson Farm interpretive area. The site consists of a relatively flat mown-turf clearing with numerous large deciduous trees surrounded by a heavily-wooded forest. The site contains four structures used to interpret the Appalachian farm settlement and is 0.3 miles north of the Peaks of Otter Recreation Area. The site is accessed from Virginia Route 614 (Johnson Farm Road), a spur road that extends 1200 feet from parkway right. The last 500 feet of the spur road is gravel. The barn is located at the east end of the site and has a wood post and rail fence.

The 27' x 16' log barn was constructed in the mid-19th century. Some of the logs are split and some are whole, and they are roughly laid and saddle notched. Each of the two cribs measures approximately 11' x 16' and contain two stalls. The wood shake roof extends approximately 12' on the west side to provide a covered shed area. While it is supported by stone piers, some of the logs are actually resting on the ground. The barn is located 100 feet east of the house. It is a double-crib, two-pen log structure. The barn has a shake shingle roof laid on pole purlins and a shed extension on the south side. The Johnson Farm Pole Barn is a one-and-a-half-story log-framed structure situated in a clearing at the Johnson Farm interpretive area. The building has a fieldstone foundation, exposed whole log-framed structure with half-dovetail joints, and a wood-framed wood shake gable roof with exposed framing. There is no chinking between the log members. A wood-framed entrance is located on the north elevation and consists of a vertical plank door.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

HS-28 Peaks of Otter: Johnson Farm - Springhouse 07/11/2013
Milepost 85.20

The Johnson Farm Springhouse (HS-287) is located on parkway right at milepost 85.20 at the Johnson Farm interpretive area. The site consists of a relatively flat mown-turf clearing with numerous large deciduous trees surrounded by a heavily-wooded forest. The site contains four structures used to interpret the Appalachian farm settlement and is 0.3 miles north of the Peaks of Otter Recreation Area. The site is accessed from Virginia Route 614 (Johnson Farm Road), a spur road that extends 1200 feet from parkway right. The last 500 feet of the spur road is gravel. The springhouse is located at the edge of the clearing on the north end of the site. It is approximately 20 feet north of the Johnson Farm House (HS-154) and is accessed from a dirt trail that extends from the house.

The Johnson Farm Springhouse is a one-story log-framed structure with a rectangular plan measuring approximately 8 feet-by-5 feet. The building consists of a fieldstone foundation, whole log-framed structure with half-dovetail joinery and wood chinking, vertical plank siding at the end gables, and a wood-framed wood shake gable roof with exposed framing. The roof structure cantilevers beyond the enclosure by approximately 7 feet at the front elevation. A wood-framed opening is centered on the front elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

HS-28 Peaks of Otter: Johnson Farm - Meathouse 07/11/2013
Milepost 85.20

The Johnson Farm Meathouse (HS-288) is located on parkway right at milepost 85.20 at the Johnson Farm interpretive area. The site consists of a relatively flat mown-turf clearing with numerous large deciduous trees surrounded by a heavily-wooded forest. The site contains four structures used to interpret the Appalachian farm settlement and is 0.3 miles north of the Peaks of Otter Recreation Area. The site is accessed from Virginia Route 614 (Johnson Farm Road), a spur road that extends 1200 feet from parkway right. The last 500 feet of the spur road is gravel. The Meathouse is located at the edge of the clearing at the north end of the site, approximately 30 feet north of the Johnson Farm House (HS-154).

The Johnson Farm Meathouse is a one-and-a-half-story log-framed structure situated in a clearing at the Johnson Farm interpretive area. The building has a fieldstone foundation, exposed whole log-framed structure with wood chinking and half-dovetail joints, vertical plank siding at the end gables, and a wood-framed wood shake gable roof with exposed framing. A wood-framed entrance is located on the south elevation and has a vertical plank door.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B353 Peaks of Otter Maintenance: Gas/Oil House 07/11/2013
Milepost 85.20

The Peaks of Otter Maintenance Area Gas and Oil Storage House (B353) is located at milepost 85.20 on parkway right within the Peaks of Otter Maintenance Area. The Peaks of Otter Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding service road that extends to, but is not visible from, the parkway. The maintenance area consists of three structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A cluster of storage and support structures, as well as a small residential enclave consisting of two residential structures, are located to the west of the maintenance area, along the service road. The building group is set on a terraced area in a hillside and surrounded by trees and wooded areas on all four sides. The Peaks of Otter Maintenance Area Gas and Oil Storage House is located on the northwest side of the Peaks of Otter Maintenance yard, enclosed by the chain link fence on three sides. The building is in close proximity to the Peaks of Otter Maintenance Area Equipment Storage Building (B055) and the Peaks of Otter Maintenance Area Carpenter Shop (B732) and affronts the paved surface lot.

The Gas and Oil Storage House at the Peaks of Otter Maintenance Area is a one-story structure and is rectangular in plan. The building is constructed of concrete block on a concrete foundation and has grooved plywood siding painted grey. It has a wood-framed asphalt shingle gable roof with hanging gutters. Typical door openings include aluminum roll-up garage doors and steel-framed panel doors. A concrete platform that supports steel gas storage tanks is associated with the building.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B498 Peaks of Otter Maintenance: Ranger Storage 07/11/2013
Milepost 85.20

The Ranger Storage shed (B498) is located on parkway right at milepost 85.20 and is a part of a small cluster of support structures associated with the Peaks of Otter Maintenance Area. The shed is located approximately 300 feet and visible from the entrance gates at the fenced maintenance area, along an asphalt-paved service road that extends from the parkway. It is northeast of the T48 Storage Shelter (B989).

The Ranger Storage shed is a small structure with a rectangular plan. The structure has wood timber framing clad with board and batten and vertical plank siding and a wood-framed asphalt shingle irregular gable roof. Typical fenestration includes wood-framed five-light casement windows. The main elevation faces north, toward the service road, and features a wood-framed garage bay opening and a vertical plank door accessed by a wood open-riser stair.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B732 Peaks of Otter Maintenance: CarpenterShop/EquipStor 07/11/2013
Milepost 85.20

The Carpentry Shop and Equipment Storage Building (B732) is located at milepost 85.20 on parkway right within the Peaks of Otter Maintenance Area. The Peaks of Otter Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding service road that extends to, but is not visible from, the parkway. The maintenance area consists of three structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A cluster of storage and support structures, as well as a small residential enclave consisting of two residential structures, are located to the west of the maintenance area, along the service road.

The Carpentry Shop and Equipment Storage Building is located at the east end of the maintenance area, in close proximity to the Equipment Storage building (B055) and affronts the paved surface lot.

The Carpentry Shop and Equipment Storage Building is a load-bearing structure with an L-shaped plan. It has a concrete foundation, concrete block walls, and a wood-framed asphalt shingle gable roof. The end gables of the roof are clad with vertically oriented grooved plywood painted grey. The main elevations are comprised of the interior corner of the L-shaped plan and are divided into a total of seven bays, each containing an aluminum roll-up door. Typical fenestration consists of aluminum sliding windows with concrete headers and sills. Door openings are typically steel-framed with steel solid panel doors. The building has an interior concrete block chimney.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B753 Peaks of Otter Maintenance: Residence 753 07/11/2013
Milepost 85.20

Residence 753 (B753) is a renovated adaptive reuse structure that is part of a residential enclave at the Peaks of Otter Maintenance Area consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway right. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. The residence is approximately 30 feet south of the adjacent Residence 752 (B752). Site features include a concrete sidewalk that provides access to the main entrance porch and a concrete vehicle ramp that provides access to the garage. The structure has been adapted for use as an office.

Residence 753 is a one-story wood-framed Ranch style structure oriented on a north–south axis with the main entrance centered on the west elevation. The building has a concrete block foundation with concrete parging, grooved plywood siding painted grey, and offset asphalt shingle gable roofs that step down in increments between the garage and residential portions of the structure. The building features wood-framed porches at the front and back entrances. Typical fenestration includes wood-framed double-hung one-over-one windows with vinyl screens. The front entrance is a double door with steel doors. The remaining door openings are single doors with either faux six-panel or solid panel steel doors. The historic garage door opening was partially infilled and converted into a single door opening.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B989 Peaks of Otter Maintenance: T48 Storage Shelter 07/11/2013
Milepost 85.20

The Open Shed building (B989) is located on parkway right at milepost 85.20 and is a part of the Peaks of Otter Maintenance Area. The structure is located on a dirt site surrounded by numerous large deciduous trees. It is located along the south side of an asphalt-paved service road that extends from the parkway and provides access to all of the Peaks of Otter Maintenance Area structures. A paved surface lot is located along the side of the service road; a sidewalk extends from the surface lot to the shed. The shed is southeast of the Ranger Storage (B498).

The Open Shed is a wood-framed structure consisting of a concrete foundation pad and wood timber posts that divide the building into six structural bays. The building has a wood truss-framed gable roof with exposed framing and asphalt shingles and vertical wood plank at the end gables. A concrete block-framed barbeque pit is located at the northwest end of the shed.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

Peaks of Otter Maintenance: Concessions Storage Shed at Trailer 07/11/2013
Milepost 85.20

The Concession Storage Shed at Trailer (FMSS 227378) is located on parkway right at milepost 85.20 and is a part of the Peaks of Otter Maintenance Area. The structure is located on a mown-turf site with numerous large deciduous trees. It is located along an asphalt-paved service road that extends from the parkway and provides access to all of the Peaks of Otter Maintenance Area structures. The shed is associated with the Concession Storage Trailer (FMSS 227377) which is located across the service road.

The Concession Storage Shed at Trailer is a wood-framed structure consisting of a gravel foundation pad and wood timber posts that divide the building into six structural bays. The building has a wood truss-framed gable roof with exposed framing and asphalt shingles and vertical wood plank at the end gables.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

Peaks of Otter Maintenance: Concessions Storage Trailer 07/11/2013
Milepost 85.20

The Concession Storage Trailer (FMSS 227377) is located on parkway right at milepost 85.20 and is a part of the Peaks of Otter Maintenance Area. The structure is located on a mown-turf clearing surrounded by heavily wooded deciduous forest. It is located along an asphalt-paved service road that extends from the parkway and provides access to all of the Peaks of Otter Maintenance Area structures. The trailer is associated with the Concession Storage Shed at Trailer (FMSS 227378), which is located across the service road.

The Concession Storage Trailer is a one-story double-wide mobile trailer set on concrete block piers. The building has corrugated metal siding and a low-slop metal roof. The crawl space under the trailer is covered with wood lattice. Steel-framed stair units provide access to the entrance doors. Typical fenestration includes sliding glass windows.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B752 Peaks of Otter Maintenance: Residence 752 07/11/2013
Milepost 85.20

Residence 752 (B752) is a part of a residential enclave at the Peaks of Otter Maintenance Area consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway right. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. The residence is approximately 30 feet north of the adjacent Residence 753 (B753). Site features include a concrete sidewalk that provides access to the main entrance porch and a concrete vehicle ramp that provides access to the garage.

Residence 752 is a one-story wood-framed Ranch style structure oriented on a north–south axis with the main entrance centered on the west elevation. The building has a concrete block foundation with concrete parging, grooved plywood siding painted grey, and offset asphalt shingle gable roofs that step down in increments between the garage and residential portions of the structure. The building features wood-framed porches at the front and back entrances. Typical fenestration includes wood-framed double-hung one-over-one windows with vinyl screens and shutters. Door openings have glazed faux panel doors.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B060- Peaks of Otter: Lodge Unit 1 (closest to restaurant) 05/12/2010
Milepost 85.60

The Peaks of Otter Lodge is situated to the south of the restaurant on the banks of Lake Abbott. A mown grass lawn with ornamental trees surrounds the lodge. East of the lodge is an asphalt-paved parking area.

The Peaks of Otter Lodge is a wood and concrete block structure clad with board-and-batten wood siding and an asphalt shingle gable roof. The building is two stories in height with the lower level partially built into the ground. The roof decks are comprised of asbestos cement panels.

The Peaks of Otter Lodge is composed of three distinct structures connected by grade-level covered breezeways with stairs that lead to each floor. Unit 1 is at the northwest end of the group, the closest unit to the restaurant building. The breezeways are midway between the lower and second levels. The hotel rooms are located on the southwest side of the building, overlooking Abbott Lake, while exterior corridors with wood railings at the second level and concrete block walls at the lower level extend along the northeast side of the building. Also, on the northeast side of the building, each guest room is entered through a louvered door that covers a solid wood door. Each room on the lower level has a patio, while rooms at the second level have balconies with metal railings. On the south side of the building, each room has a solid wood door concealed by a wood louvered door leading to the patio or balcony. A large window is present next to each door on the south elevation.

The lodge complex, including the restaurant, was completed in 1964 based on plans prepared by the Charlottesville, Virginia, firm of Johnson, Craven & Gibson. The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B060- Peaks of Otter: Lodge Unit 2 (middle) 05/12/2010
Milepost 85.60

The Peaks of Otter Lodge is situated to the south of the restaurant on the banks of Lake Abbott. A mown grass lawn with ornamental trees surrounds the lodge. East of the lodge is an asphalt-paved parking area.

The Peaks of Otter Lodge is a wood and concrete block structure clad with board-and-batten wood siding and an asphalt shingle gable roof. The building is two stories in height with the lower level partially built into the ground. The roof decks are comprised of asbestos cement panels.

The Peaks of Otter Lodge is composed of three distinct structures connected by grade-level covered breezeways with stairs that lead to each floor. Unit 2 is the middle unit of the group. The breezeways are midway between the lower and second levels. The hotel rooms are located on the southwest side of the building, overlooking Abbott Lake, while exterior corridors with wood railings at the second level and concrete block walls at the lower level extend along the northeast side of the building. Also on the northeast side of the building, each guest room is entered through a louvered door that covers a solid wood door. Each room on the lower level has a patio, while rooms at the second level have balconies with metal railings. On the south side of the building, each room has a solid wood door concealed by a wood louvered door leading to the patio or balcony. A large window is present next to each door on the south elevation.

The lodge complex, including the restaurant, was completed in 1964 based on plans prepared by the Charlottesville, Virginia, firm of Johnson, Craven & Gibson. The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B060- Peaks of Otter: Lodge Unit 3 (farthest from restaurant) 05/12/2010
Milepost 85.60

The Peaks of Otter Lodge is situated to the south of the restaurant on the banks of Lake Abbott. A mown grass lawn with ornamental trees surrounds the lodge. East of the lodge is an asphalt-paved parking area.

The Peaks of Otter Lodge is a wood and concrete block structure clad with board-and-batten wood siding and asphalt shingle gable roof. The building is two stories in height with the lower level partially built into the ground. The roof decks are comprised of asbestos cement panels.

The Peaks of Otter Lodge is composed of three distinct structures connected by grade-level covered breezeways with stairs that lead to each floor. Unit 3 is at the southeast end of the group, the farthest unit from the restaurant building. The breezeways are midway between the lower and second levels. The hotel rooms are located on the southwest side of the building, overlooking Abbott Lake, while exterior corridors with wood railings at the second level and concrete block walls at the lower level extend along the northeast side of the building. Also on the northeast side of the building, each guest room is entered through a louvered door that covers a solid wood door. Each room on the lower level has a patio, while rooms at the second level have balconies with metal railings. On the south side of the building, each room has a solid wood door concealed by a wood louvered door leading to the patio or balcony. A large window is present next to each door on the south elevation.

The lodge complex, including the restaurant, was completed in 1964 based on plans prepared by the Charlottesville, Virginia, firm of Johnson, Craven & Gibson. The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B935 Peaks of Otter: Well House - Mons Well 07/11/2013
Milepost 85.60

The Peaks of Otter Mons Well House (B935) is located at milepost 85.60 on the Blue Ridge Parkway. It is an isolated structure near the Peaks of Otter developed area on parkway right. The structure is situated on a mown-turf site along the perimeter of a heavily wooded area. The structure is associated with the Peaks of Otter Lodge Area.

The Peaks of Otter Mons Well House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with grooved plywood siding painted grey, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door. Vent openings are located on the front and back elevations of the structure.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B056 Peaks of Otter: Restaurant and Gift Shop 05/12/2010
Milepost 85.60

The Peaks of Otter Restaurant and Gift Shop is situated to the north of the lodge on the banks of Lake Abbott. A mown grass lawn with ornamental trees surrounds the lodge. North of the restaurant is an asphalt-paved parking area. An asphalt paved service drive leads to the west end of the building.

The Peaks of Otter Restaurant and Gift Shop contains a restaurant and kitchen, gift shop, meeting rooms, lodge offices, and three universally-accessible hotel rooms. It is a wood and concrete block structure clad with board-and-batten wood siding and asphalt shingle gable roof. Constructed on a small hill, the building is two stories in height with the lower level partially built into the ground. The roof deck is comprised of asbestos cement panels. The building is a gable-roofed, cross-shaped structure with two shorter flat-roofed wings extending to the north side of the building. The north elevation is defined by a gable-front wood-framed covered entry. Two doors with glass inset are centered on the covered entry, flanked by six floor-to-ceiling windows. On the east elevation, four casement windows are located on the north side and four floor-to-ceiling windows and a doorway are present on the south side. An exterior concrete stair leads to the lower level on this elevation. The south elevation of the building is defined by thirteen sets of floor-to-ceiling windows that extend the length of the second level of the building. Five doors with glass insets, three of which lead to grade level hotel rooms, and eleven wood windows extend along the south elevation on the first level. The west elevation of the restaurant is defined by wood fencing concealing the service area. Two concrete block chimneys, one near the center of the structure and one at the west end of the building, extend from the peak of the gable roof.

The lodge complex, including the restaurant, was completed in 1964 based on plans prepared by the Charlottesville, Virginia, firm of Johnson, Craven & Gibson. The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B057 Peaks of Otter: Country Store 05/12/2010
Milepost 85.90

The country store is located west of the visitor center. The building directly abuts the asphalt paved driveway and parking area, which is edged by stone curbs. Dense woodland adjoins the building to the north.

The one-story rectangular building, approximately 28 feet by 30 feet in plan, has a covered porch that extends the length of the south side of the structure. Clad in fieldstone, the building has an asphalt shingle gable roof. Wood lap siding is present on the gable ends. A metal door is centered on the south elevation and flanked by operable wood windows. A similar window is centered on the east facade, while two metal doors leading to restrooms and a small window define the west facade. Painted wood lintels and stone sills are present at the windows. A stone chimney extends from the peak of the roof near the center of the structure. A small vending area surrounded by wood fencing is located on the southeast corner of the building.

The country store was constructed in 1951 and originally functioned as a gas station. The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B058 Peaks of Otter: Visitor Center 05/12/2010
Milepost 85.90

The visitor center is situated at the edge of a wooded area and faces a mown lawn and an asphalt paved parking lot adjacent to the parkway. The parking lot is edged by stone curbs. Flagstone paving with mortared joints leads from the parking lot to the building entrances.

The one-story, L-shaped concrete block structure is clad with fieldstone and wood board-and-batten siding. The main block is a gable-front, 29 foot by 36 foot rectangular structure. A stone chimney extends from the roof at the north side of the building. A fixed-glass wood-framed picture window with three wood-framed awning windows is located on the south facade of the gable-front portion of the structure. A wood door provides entrance at the set back covered main entryway. A 58 foot by 23 foot wing projects to the east. A covered breezeway extends north-south through the building, between the original building and the restroom addition. The gable roof is covered with asphalt shingles and the gable ends are clad with wood lap siding. Two groups of six wood-framed awning windows are situated on the north and south facades of the original portion of the structure. Two sets of two wood-framed awning windows are present on the north and south facades of the restroom addition. A metal door is centered on the west elevation of the original building, while two wood doors lead from the breezeway to the restrooms. Small wood signs with “men” and “women” carved in them are present on the doors. The gutters and downspouts on the building are wood.

The visitor center at Peaks of Otter was constructed in 1957. Designed by architects Charles Grossman and George Skillman, the building houses a small museum and interpretive space, restrooms, offices, and a lobby. The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B059 Peaks of Otter: Bus Terminal (Nature Center) 05/13/2010
Milepost 85.90

The Peaks of Otter Nature Center building stands at the bottom of Sharp Top Mountain. A stone patio is present to the north of the building, extending to the asphalt-paved access road.

The Peaks of Otter Nature Center building houses restrooms and interpretive exhibits. The one-story log structure is approximately 20 feet by 21-1/2 feet in plan, with a 9 foot by 9 1/2 foot wing to the northeast and a 27 foot by 14 foot wing to the southwest. The building has a wood shingle gable roof with wood board-and-batten siding at the gable ends. Chinking is present between the logs. 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 windows are covered with wood boards. A metal door leads from the covered breezeway to the east portion of the building. Opposite the metal door, a wood door, approximately 1 foot above grade allows access to the west portion of the structure from the breezeway. A door concealed by a wood framed screen door is present on the north side of the board-and-batten clad extension on the east side of the building.

The Peaks of Otter Nature Center building was constructed as a tour bus terminal in 1948. The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B065 Peaks of Otter: Picnic Area Comfort Station Northwest 07/11/2013
Milepost 85.90

The Peaks of Otter Picnic Area Comfort Station Northwest (B065) is located at the Peaks of Otter Picnic Area in the northwest portion of the picnic area. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a gently-sloped hillside approximately one hundred feet from the paved loop roadway. The road runs by the comfort station on the north side and there are boulders to the east and a stream to the south. The comfort station is accessed from a gravel trail that extends from the loop road and is surrounded by a gravel apron that extends 5 feet on three sides of the building. The comfort station is associated with one other comfort station within the picnic area.

The Comfort Station at the northwest end of the Peaks of Otter Picnic Area is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities. The building consists of a concrete foundation, board and batten siding painted gray, and an asphalt-shingle gable roof. Entrances are located at either end of the structure and are accessed by a concrete stoop with stone pavers. Above each entrance is a wood-framed asphalt-shingle awning roof with exposed rafters that is supported by metal posts encased in wood cladding. Horizontally oriented wood planks span between the posts to create a railing. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. One end gable elevation has a vertically oriented wood plank door, while the other has a board and batten door. Both ends have a wood-framed six-light hopper window.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

HS-16 Peaks of Otter: Sharp Top Mountain Shelter 05/12/2010
Milepost 85.90

This shelter is located at Sharp top and is accessed via the Sharp Top Trail. The building is close to the highest point on the summit and is surrounded by large boulders. It is reached by a narrow path through the rocks.

A rock shelter stands at the summit of Sharp Top. The one-story stone building is approximately 24 by 40 feet in plan. The shelter has a wood-framed gable roof clad in asphalt shingles. Wood lap siding is present on the gable ends. The roof rafters are exposed at the eaves. A stone chimney is centered on the southeast elevation and is flanked by two wood-framed window openings. Two wood framed openings and a wood door are present on the northwest elevation of the shelter. Interior wood shutters are present at each window opening. While generally intact, there is significant organic growth on the stone, particularly near the base of the structure. Damage caused by vandalism is present on the wood siding at the gable ends and on the exposed roof structure on the building's interior.

The stone shelter was built around 1925 for guests to eat lunch after climbing the summit of the hill. The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B183 Peaks of Otter: Campground Comfort Station Loop A West 07/11/2013
Milepost 85.90

The Peaks of Otter Campground Comfort Station Loop A West (B183) is located at the Peaks of Otter Campground at the center of the western portion of campground Loop A. The building is situated in a wooded area within a densely wooded deciduous forest on a steep-sloped hillside far from the paved loop roadway. The site slopes down to the north. The comfort station is accessed from a gravel trail that extends from the loop road. The comfort station is associated with a campground kiosk and four other comfort stations within the campground area.

The Comfort Station at the west side of Loop A at the Peaks of Otter Campground is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities. The building consists of a concrete foundation, board and batten siding painted gray, and an asphalt-shingle gable roof. Entrances are located at either end of the structure and are accessed by a concrete stoop with stone pavers. Above each entrance is a wood-framed asphalt-shingle awning roof with exposed rafters that is supported by metal posts encased in wood cladding. Horizontally oriented wood planks span between the posts to create a railing. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. The end gable elevations each have a wood-framed door with horizontal vent slats and a wood-framed six-light hopper window.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B184 Peaks of Otter: Campground Comfort Station Loop A East 07/11/2013
Milepost 85.90

The Peaks of Otter Campground Comfort Station Loop A East (B184) is located at the Peaks of Otter Campground in the eastern portion of the campground Loop A. The building is situated in a wooded area within a densely wooded deciduous forest on a steep-sloped hillside approximately one hundred feet from the paved loop roadway. The comfort station is accessed from a gravel trail that extends from the loop road. The comfort station is associated with a campground kiosk and four other comfort stations within the campground area.

The Comfort Station at the east side of Loop A of the Peaks of Otter Campground is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities. The building consists of a concrete foundation, board and batten siding painted gray, and an asphalt-shingle gable roof. Entrances are located at either end of the structure and are accessed by a concrete stoop with stone pavers. Above each entrance is a wood-framed asphalt-shingle awning roof with exposed rafters that is supported by metal posts encased in wood cladding. Horizontally oriented wood planks span between the posts to create a railing. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. The end gable elevations each have a wood-framed door with horizontal vent slats and a wood-framed six-light hopper window.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B342 Peaks of Otter: Picnic Area Comfort Station Southeast 07/11/2013
Milepost 85.90

The Peaks of Otter Picnic Area Comfort Station Southeast (B342) is located at the Peaks of Otter Picnic Area in the southeast portion of the picnic area with the loop road to the north and a large stream to the south. The building is situated in a wooded area within a densely wooded deciduous forest on a steep-sloped hillside approximately ten feet from the paved loop roadway. The comfort station is accessed from a gravel trail that extends from the loop road. The comfort station is associated with one other comfort station within the picnic area.

The Comfort Station at the southeast portion of the Peaks of Otter Picnic Area is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities. The building consists of a concrete foundation, board and batten siding painted gray, and an asphalt-shingle gable roof. Entrances are located at either end of the structure and are accessed by a concrete stoop with stone pavers. Above each entrance is a wood-framed asphalt-shingle awning roof with exposed rafters that is supported by metal posts encased in wood cladding. Horizontally oriented wood planks span between the posts to create a railing. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. The end gable elevations each have a vertically oriented wood plank door and a wood-framed six-light hopper window.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B357 Peaks of Otter: Sharp Top Bus Shelter 05/12/2010
Milepost 85.90

At the terminus of the bus road up the mountain is the bus shelter.

The Sharp Top Bus Shelter is a small, rectangular stone and wood structure, approximately 9 by 15 feet in plan, located near the peak of Sharp Top. The rear of the structure is constructed entirely of stone, which steps down toward the front of the shelter. The exterior wall from the top of the stone to the roof of the structure is constructed with vertical wood siding. Stone retaining walls extend from the base of the structure. The shelter also has a wood shingle gable roof. The interior features wood benches.

The bus shelter was constructed in 1949 to support the concessionaire bus route to the summit developed in the 1940s. The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B391 Peaks of Otter: Campground Comfort Station Loop B&T 07/11/2013
Milepost 85.90

The Peaks of Otter Campground Comfort Station Loop B&T (B391) is located at the Peaks of Otter Campground in between Loops B and T. The building is situated in a clearing within a densely wooded deciduous forest on a sloped hillside approximately 75 feet from the paved loop roadway. The comfort station is accessed from a gravel path that extends from the loop road and is surrounded on all sides by a gravel apron. The comfort station is associated with a campground kiosk and four other comfort stations within the campground area.

The Comfort Station between Loop B and Loop T of the Peaks of Otter Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B392 Peaks of Otter: Campground Comfort Station Loop T 07/11/2013
Milepost 85.90

The Peaks of Otter Campground Comfort Station Loop T (B392) is located at the Peaks of Otter Campground at the lower elevation portion of the inner loop of campground Loop T. The building is situated on the edge of a densely wooded deciduous forest on a steep-sloped hillside approximately 50 feet from the paved loop roadway. The comfort station is accessed from a gravel trail to concrete pads at the entrances. The gravel trail extends from the loop road and is surrounded on three sides by a gravel apron. The comfort station is associated with a campground kiosk and four other comfort stations within the campground area.

The Comfort Station at Loop T of the Peaks of Otter Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B393 Peaks of Otter: Campground Comfort Station Loop B 07/11/2013
Milepost 85.90

The Peaks of Otter Campground Comfort Station Loop B (B393) is located at the Peaks of Otter Campground at the center of campground Loop B. The building is situated within a densely wooded deciduous forest on a steep-sloped hillside away from the paved loop roadway. The comfort station is accessed from a gravel trail that extends from the loop road and is surrounded on all sides by a gravel apron. The comfort station is associated with a campground kiosk and four other comfort stations within the campground area.

The Comfort Station at Loop B of the Peaks of Otter Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B759 Peaks of Otter: Campground Kiosk 07/11/2013
Milepost 85.90

The Peaks of Otter Campground Kiosk (B759) is located on parkway right at the entrance to the Peaks of Otter Campground. The building is situated on an asphalt-paved sidewalk along the paved access road at the entrance gates to the campground area. The building is set in a wooded area at the base of a hill.

The Campground Kiosk at the Peaks of Otter Campground is a one-story wood-framed structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, board and batten siding painted grey, and a wood-frame gable roof with exposed eaves and rafters and asphalt shingles. The end gables of the roof are clad with horizontally oriented wood clapboard. On the front elevation is a covered porch that provides access to the employee entrance door clad with board and batten siding. The porch has a concrete stoop and is protected by the overhanging gable roof. Metal posts clad with wood support the overhanging corners of the roof. An aluminum-framed sliding window is centered on the side of the kiosk that affronts the access road. The window serves as the guest registration area and is accessed by an asphalt-paved sidewalk. Typical fenestration on the remaining facades of the building consists of aluminum-framed sliding windows.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B936 Peaks of Otter: Well House-Wells 2 & 3 07/11/2013
Milepost 85.90

The Peaks of Otter Well House (B936) is located at milepost 85.90 on the Blue Ridge Parkway. It is an isolated structure within the Peaks of Otter developed area on parkway right. The structure is situated on a mown-turf site along the perimeter of a heavily wooded area on a gently-sloped embankment. The structure is associated with the Peaks of Otter Lodge Area.

The Peaks of Otter Well House has a shallow-sloped gable roof. It is clad with vertical grooved plywood siding above a concrete foundation, and has a single door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B157, Peaks of Otter: Saunders Farm - House 07/11/2013
Milepost 85.90

The Saunders Farm House (B157) is located at parkway left at milepost 85.90 and is a part of the Saunders Farmstead site. The site is located off Virginia Route 43/ Peaks Road and is 1-1/4 miles east of the parkway. The site heavily-wooded site is situated on the west-facing slope of a steep hill, approximately 300 feet from the road. There are no trails or paths that extend to the site. The site consists of three structures, a house and two support structures. The house is approximately 80 feet north of the Saunders Farm Chicken House (HS-612).

The Saunders Farm House is an abandoned structure comprised of a main structure and an addition. The main structure is a one-and-a-half-story building that has a stone foundation, milled log-framed structure with daubing, wood weatherboard siding at the gable ends, and a wood-framed corrugated metal gable roof. The wood-timber framing of the interior ceiling is notched into the log framing, the ends of the timbers are visible on the side gable elevations. A stone exterior end gable chimney is located at one end gable. The addition is a gabled ell architectural type and extends perpendicular to the cabin. It is a wood-framed structure with stone foundation, horizontal wood weatherboard, and a corrugated metal gable roof. The addition has a brick interior chimney. All fenestration openings have been boarded-up. Typical door openings have vertical plank doors. Currently, protective tarps cover most of the roof structure, supposedly to protect against water infiltration through the roof.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

HS-61 Peaks of Otter: Saunders Farm - Meathouse 07/11/2013
Milepost 85.90

The Saunders Farm Meathouse (HS-611) is located at parkway left at milepost 85.90 and is a part of the Saunders Farmstead site. The site is located off Virginia Route 43/ Peaks Road and is 1-1/4 miles east of the parkway. It is heavily wooded site and situated on the west-facing slope of a steep hill, approximately 300 feet from the road. There are no trails or paths that extend to the site. The site consists of three structures, a house and two support structures. The Meathouse is approximately 100 feet southeast of the Saunders Farm House (B157).

The Saunders Farm Meathouse is an abandoned one-story log-framed structure situated in a heavily wooded site. The building has a stone foundation, exposed whole log-frame structure with dovetail joints and no chinking, vertical plank siding at the end gables, and a wood-framed corrugated metal gable roof. Door openings are wood-framed and have been boarded up. There is evidence of a previous lean-to addition that has collapsed.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B789 Kelley Schoolhouse (O. B. Ware Store) 07/09/2013
Milepost 149.00

The Kelley Schoolhouse (B789) is located on parkway right at milepost 149.00. It is part of the Kelley Schoolhouse enclave which includes four abandoned structures which are located between the parkway and Virginia Route 608 (Stuart Road) where Virginia Route 678 (Kelly School Road) intersects the parkway. The site consists of a mown-turf clearing with flat terrain that is surrounded on two sides by heavily wooded forest. The Kelley Schoolhouse structures are all less than100 feet from the parkway but not visible from the parkway. The schoolhouse is the primary structure on the site and is located at the center of the clearing. A bed of perennial plants is located along the north elevation of the building.

The Kelley Schoolhouse is a two-story Gable El type structure with a large addition on the front, west, elevation that gives the structure a T-shaped floor plan. The Gable El portion of the building has a stone foundation, weatherboard siding, and a wood-framed standing seam metal gable roof. The front end gable addition has a concrete foundation with reverse board and batten siding, and a standing seam metal gable roof. The front elevation features a raised one-story porch with concrete deck, steel post framing encased in wood, and a wood-framed hip roof. Typical fenestration includes three-over-one and six-over six wood-framed double-hung windows. A small one-story concrete block addition is located on the north elevation of the structure. The building also features a brick exterior mounted chimney and a gable roof wood-framed cupola. The structure was significantly altered in 1939, 1947, and 1972.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

Wade Barn 07/08/2013
Milepost 164.80

The Barn at the Wade Farm (FMSS 238225) is located on parkway right at milepost 164.80. It is an abandoned and dilapidated structure located 1/2 mile on a dirt spur road that extended from the parkway. The site consisted of a mown-turf clearing surrounded by heavily wooded forest. The structure was located at the edge of the clearing.

The Wade Barn is a one-and-a- half-story wood-framed structure with vertical plank siding and wood-framed shed roof. The barn is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

Freeman–Cockram Barn 07/08/2013
Milepost 164.80

The Barn at the Freeman–Cockram Farm (FMSS 238439) is located on parkway left at milepost 164.80. It is a dilapidated structure located on a gently sloping mown-turf site, 100 feet and visible from the parkway.

The Freeman–Cockram Barn is a one-and-a- half-story wood-framed structure with board and batten siding painted red and wood-framed gable roof with corrugated sheet metal cladding. The main entrance was a wood-framed opening with corrugated metal sliding barn doors. All other windows and doors had been removed and the openings boarded over.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B002 Rocky Knob Maintenance: Warehouse Equip Storage 07/08/2013
Milepost 167.10

The Warehouse Equipment Storage building (B002) is located at milepost 167.10 on parkway right within the Rocky Knob Maintenance Area. The Rocky Knob Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper (east and south) and lower (northwest corner) portion of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of seven structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, as well as the Plateau District Office and a second office structure, are located to the north of the maintenance area, along the spur road. The Warehouse Equipment Storage building is located on the south side of the Rocky Knob Maintenance Area. The building is connected and shares a common wall with the Carpenter Paint Shop (B003) to the east. The structure affronts the paved surface lot and a chain link perimeter fence aligns with the back elevation of the building.

The Warehouse Equipment Storage building at the Rocky Knob Maintenance Area is connected to the Carpenter Paint Shop to form a one-story structure with a linear plan oriented on an east–west axis. The building is constructed of concrete block on a concrete foundation and has grooved plywood siding painted grey and wood truss-framed asphalt shingle modified hip roof. The roofline of the building has been modified. The east end of the Warehouse Equipment Storage building and west end of the Carpenter Paint Shop have a hip roof form. Where the two structures meet, the roof has a gable form. Typical fenestration includes ganged six-light steel-frame industrial sash windows with concrete sills clad with wood. Door openings have steel-framed doors with glazing. The main elevation of the Warehouse Equipment Storage portion of the building is divided into ten 12-foot-wide bays with aluminum roll-up garage doors and an extended roofline that forms a 1 foot eave. At the east end of the building is a concrete porch that provides access to the main entrance. The Carpenter Paint Shop portion of the building is divided into six bay, four of which contain aluminum roll-up garage doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B137 Groundhog Mountain: Lookout Tower 06/27/2013
Milepost 188.80

The Lookout Tower (B137) is located at milepost 188.80 on parkway left at the Groundhog Mountain Picnic Area. The site is characterized by gently rolling hills and consists of an asphalt-paved loop road with surface lot and is surrounded by mown-turf. A picnic area and Comfort Station (B481) are located on the hillside at the north side of the site, a lookout tower and Pumphouse (B864) are on hill at the west side of the site, and small cemetery is located in the landscaped area within the loop road. The lookout tower is located at the peak of a rolling hill and is accessed from an asphalt-paved trail that extends from the surface lot. The tower is surrounded by a series of fence types that have been collected from various points on the parkway and reassembled to illustrate the various designs of rail fences used in the mountains including the snake-rail, buck-rail, and the post and rail fence.

The Lookout Tower consists of a two-story log-framed tower and a one-story lean-to. The structure has a concrete foundation, exposed milled log-framed structure with no chinking, vertical plank siding at the end gables, and a wood shake gable roof. The lean-to addition has a wood shake shed roof. The log framing has saddle notched joinery at the first floor level and dovetail joinery at the second floor level. The floor levels are visually separated by wood-framed skirting that is clad with wood shakes and wraps the building. At the second floor level, are timber-framed window openings that provide a 360-degreee view of the surrounding landscape. Private residences, approximately 200 feet to the west, can be seen from the second floor lookout. The interior walls of the structure are clad with vertical wood plank. The main entrance opening is located on the west elevation of the lean-to addition and is wood-framed. All window and door openings are wood-framed. The structure was reportedly constructed circa 1942 by the Virginia State Forest Service under the supervision of parkway landscape architect Kenneth McCarter to serve as a lookout tower for fires. The architecture of the tower was derived from that of a tobacco barn.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B481 Groundhog Mountain: Comfort Station 06/27/2013
Milepost 188.80

The Groundhog Mountain Comfort Station (B481) is located at the Groundhog Mountain Picnic Area at the east end of the picnic area. The building is situated on a mown-turf clearing in a clearing within a densely wooded deciduous forest on a gently-sloped hillside approximately fifty feet from the paved surface lot. The comfort station is accessed from an asphalt-paved walkway that extends from the surface lot and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a pump house and a lookout tower within the picnic area. The structures are located on a hill and share an asphalt-paved parking area that has a stone curb. The Bowman Family Cemetery is located at the center of the parking area.

The Comfort Station at the Groundhog Mountain Picnic Area is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B972 Linville Falls Maintenance: Equipment Storage Pole Shed 05/17/2013
Milepost 316.40

The Linville Falls Maintenance Area Equipment Storage Pole Shed (B972) is located at milepost 316.40 on parkway left within the Linville Falls Maintenance Area. The Linville Falls Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of a central maintenance and office building surrounded by four storage and support structures arranged around a mostly paved surface lot. The site is oriented on a southwest-northeast axis. The Linville Falls Maintenance Area Equipment Storage Pole Shed is located on the south side of the Linville Falls Maintenance Area. The building is between the Linville Falls Maintenance Area Recycling Shed (B1069) and the Linville Falls Maintenance Area Prefab Storage Building (B1070) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Equipment Storage Pole Shed at the Linville Falls Maintenance Area is a one-story covered pole barn oriented on an east-west axis with the main entrance on the north. The structure has a concrete foundation, wood timber framing that divides the building into bays, and a wood-framed asphalt shingle low-slope roof. The structural timber framing divides the structure into two bays along the main elevation and two bays along the side elevations. Within the structure, a wood timber partition wall extends between framing members enclosing the one bay on the northeast side.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B345 Gillespie Gap Maintenance: Hose Reel House 05/17/2013
Milepost 330.90

The Gillespie Gap Maintenance Area Hose Reel House (B345) is located at milepost 330.90 on parkway right within the Gillespie Gap Maintenance Area. The Gillespie Gap Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper southwest and lower northeast side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eight structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Gillespie Gap Maintenance Area Hose Reel House is located on the southwest side of the Gillespie Gap Maintenance yard. The building affronts the paved surface lot and is between the Gillespie Gap Maintenance Area Interpretation Office and Storage Building (B122) and the Gillespie Gap Maintenance Area Fire Cache and Storage Building (B121).

The Gillespie Gap Maintenance Area Hose Reel House is a 55-square-foot, one-half-story structure with concrete block foundation and walls and a concrete slab low-slope roof. The building has vertical wood plank double doors on the main entrance elevation and slotted concrete block vent openings on the side elevations.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B879 Gillespie Gap Maintenance: Well House 05/17/2013
Milepost 330.90

The Gillespie Gap Maintenance Area Well House (B879) is located at milepost 330.90 and is accessed via a 1/4-mile winding gravel road that extends from parkway right. Access to the road is restricted by a steel bar gate at the parkway intersection entrance that is locked with a padlock. The building is located at the crest of a tall grass-covered clearing in a heavily wooded site at the end of the access road. The Gillespie Gap Maintenance Area Well House is associated with the nearby Gillespie Gap Maintenance Area.

The Gillespie Gap Maintenance Area Well House is a 96-square-foot one-story structure with concrete block foundation and walls and an asphalt shingle low-slope gable roof. The building has a two-panel steel door on the main entrance elevation and vent openings on the side elevations.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B885 Gillespie Gap Maintenance: Storage/Recyclable Building 05/17/2013
Milepost 330.90

The Gillespie Gap Maintenance Area Storage and Recyclables Building (B885) is located at milepost 330.90 on the northwest side of the Gillespie Gap Maintenance Area. The building is in close proximity to the Gillespie Gap Maintenance Area Office and Shop Building (B027) and affronts the paved surface lot on the front, and a steeply-sloped embankment at the back. The structure is located on the foundation of a previously existing structure.

The Gillespie Gap Maintenance Area Storage and Recyclables Building is a wood-framed prefabricated storage shed set on concrete pad. The structure has aluminum panel cladding and a low-slope gable roof. The shed is accessed by an aluminum door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B136 Gillespie Gap Maintenance: Residence 136 05/17/2013
Milepost 330.90

Gillespie Gap Maintenance Area Residence 136 (B136) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway right to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Gillespie Gap Maintenance Area Residence 136 is a one-story Ranch style structure oriented on a southwest-northeast axis with the main entrance centered on the northeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs that step down in increments between the carport, enclosed patio, and residential portions of the house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, two interior sheet metal chimneys, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B1071 Vinton Maintenance: Metal Storage Shed 07/10/2013
Milepost 112.00

The Vinton Maintenance Area Metal Storage Shed (B1071) is located at milepost 112.00 on parkway left within the Roanoke/Vinton Maintenance Area. The Vinton Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway as well as from Virginia Route 651. The maintenance area consists of five structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A residential enclave, consisting of five residential structures and a well house, is located to the south of the maintenance area, along Virginia Route 651. The Vinton Maintenance Area Metal Storage Shed is located on the east side of the Roanoke/Vinton Maintenance Area. The building is in close proximity to the Vinton Maintenance Area Pole Shed (B838) and the Vinton Maintenance Area Office/Storage/Shops/Sign Shop Building (B377) and affronts the paved surface lot.

The Vinton Maintenance Area Metal Storage Shed is a metal-framed shed structure on an asphalt-paved surface lot with gable roof and corrugated aluminum siding. The shed is open and accessed from the southeast end.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B377 Vinton Maintenance: Office/Stor/Shops/SignShop 07/10/2013
Milepost 112.00

The Vinton Maintenance Area Office/Storage/Shops/Sign Shop Building (B377) is located at milepost 112.00 on parkway left within the Vinton/Roanoke Maintenance Area. The Vinton/Roanoke Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway as well as from Virginia Route 651. The maintenance area consists of five structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A residential enclave, consisting of five residential structures and a well house, is located to the south of the maintenance area, along Virginia Route 651. The Vinton Maintenance Area Office/Storage/Shops/Sign Shop Building is in the center of the Vinton/Roanoke Maintenance yard, surrounded by the asphalt-paved lot. The building is immediately southeast of the Vinton Maintenance Area Pole Shed (B838) and affronts the paved surface lot. A truss-framed satellite tower is adjacent to the building.

The Office/Storage/Shops/Sign Shop Building at the Vinton/Roanoke Maintenance Area is a one-story structure with an L-shaped plan. The building is oriented on a northwest-southeast axis and is composed of multiple structures from various eras of construction that have been connected by a multi-level roof structure. The structure has a concrete foundation and load-bearing concrete block walls, portions of which are clad with grooved plywood siding painted grey. The building has an asphalt shingle multi-gable roof with vented eaves and hanging gutters. The end gables are clad with horizontally oriented vinyl siding. The building is characterized by a cross gable roof over the center garage bays of the building. Typical fenestration includes wood-framed one-over-one double-hung windows and steel-framed industrial sash. Door openings have either steel-framed or wood-framed doors with glazing. The building features numerous roll-up garage doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B429 Vinton Maintenance: Ranger Office 07/10/2013
Milepost 112.00

Vinton Maintenance Area Residence 429 (B429), also known as the Vinton Maintenance Area Ranger Office, is a part of a residential enclave consisting of five similarly designed residences. The site is accessed by a paved spur road that extends from parkway left, west of Virginia 651, to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Vinton Maintenance Area Residence 429 is a one-story Ranch style structure oriented on a north-south axis with the main entrance on the east elevation. The building has a slab-on-grade foundation, brick cladding and vinyl siding, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B506 Vinton Maintenance: Equipment Storage 07/10/2013
Milepost 112.00

The Equipment Storage building (B506) is located at milepost 112.00 on parkway left within the Vinton Maintenance Area. The Vinton Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway as well as from Virginia Route 651. The maintenance area consists of five structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A residential enclave, consisting of five residential structures and a well house, is located to the south of the maintenance area, along Virginia Route 651. The Equipment Storage building is located on the south side of the Vinton Maintenance Area. The building is south of the Office/Storage/Shops/ Sign Shop (B377) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Equipment Storage building at the Vinton Maintenance Area is a one-story structure with a linear plan oriented on an east–west axis and constructed of concrete block on a concrete foundation and has grooved plywood siding as well as exposed concrete masonry walls painted beige. The building has a wood truss-framed asphalt shingle gable roof with hanging gutters and has vinyl siding at the end gables. The main elevation of the building is divided into five 20-foot-wide bays. Two of the bays have framed openings with no door and are open to the elements. The remaining bays have various door and window openings which include aluminum roll-up garage doors, steel-framed glazed doors, and stacked awning windows.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B838 Vinton Maintenance: Pole Shed 07/10/2013
Milepost 112.00

The Vinton Maintenance Area Pole Shed (B838) is located at milepost 112.00 on parkway left within the Roanoke/Vinton Maintenance Area. The Vinton Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway as well as from Virginia Route 651. The maintenance area consists of five structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A residential enclave, consisting of five residential structures and a well house, is located to the south of the maintenance area, along Virginia Route 651. The Vinton Maintenance Area Pole Shed is located on the north side of the Roanoke/Vinton Maintenance Area. The building is immediately north of the Vinton Maintenance Area Office/Storage/Shops/Sign Shop Building (B377) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Pole Shed at the Roanoke/Vinton Maintenance Area is a one-story covered pole barn oriented on a southwest-northeast axis with the main entrance on the southeast. The structure has a concrete pier foundation, wood timber framing that divides the building into bays, and a wood-framed asphalt shingle gable roof. The structural timber framing divides the structure into five bays along the main elevation and two bays along the side elevations. The exterior of the timber framing is clad with wood plank siding that encloses the structure on the northeast elevation.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B966 Vinton Maintenance: Haz Mat Storage 07/10/2013
Milepost 112.00

The Vinton Maintenance Area Hazardous Materials Storage Building (B966) is located at milepost 112.00 on parkway left within the Roanoke/Vinton Maintenance Area. The Vinton Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway as well as from Virginia Route 651. The maintenance area consists of five structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A residential enclave, consisting of five residential structures and a well house, is located to the south of the maintenance area, along Virginia Route 651. The Vinton Maintenance Area Hazardous Materials Storage Building is located at the southeast side of the Roanoke/Vinton Maintenance yard. The building affronts the paved surface lot and is adjacent to the Vinton Maintenance Area Equipment Storage Building (B506) to the south.

The Vinton Maintenance Area Hazardous Materials Storage Building is a steel-framed metal panel structure that sits on an asphalt-paved surface lot. The building has a steel double-door on the main entrance elevation accessed by a steel ramp with textured tread surface, and vent openings on the side elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B420 Vinton Maintenance: Residence 420 07/10/2013
Milepost 112.00

Vinton Maintenance Area Residence 420 (B420) is a part of a residential enclave consisting of four similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Vinton Maintenance Area Residence 420 is a one-story Ranch style structure oriented on an east-west axis with the main entrance on the east elevation. The building has a slab-on-grade foundation, brick cladding and vinyl siding, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B421 Vinton Maintenance: Residence 421 07/10/2013
Milepost 112.00

Vinton Maintenance Area Residence 421 (B421) is a part of a residential enclave consisting of four similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Vinton Maintenance Area Residence 421 is a one-story Ranch style structure oriented on an east-west axis with the main entrance on the east elevation. The building has a slab-on-grade foundation, brick cladding and vinyl siding, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B422 Vinton Maintenance: Residence 422 07/10/2013
Milepost 112.00

Vinton Maintenance Area Residence 422 (B422) is a part of a residential enclave consisting of four similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Vinton Maintenance Area Residence 422 is a one-story Ranch style structure oriented on an east-west axis with the main entrance on the east elevation. The building has a slab-on-grade foundation, brick cladding and vinyl siding, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B427 Vinton Maintenance: Residence 427 07/10/2013
Milepost 112.00

Vinton Maintenance Area Residence 427 (B427) is a part of a residential enclave consisting of four similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Vinton Maintenance Area Residence 427 is a one-story Ranch style structure oriented on a southwest-northeast axis with the main entrance on the northeast elevation. The building has a slab-on-grade foundation, brick cladding and vinyl siding, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B465 Roanoke Mountain Campground: Comfort Station, Upper Tent Loop 07/10/2013
Milepost 120.30

The Roanoke Mountain Campground Comfort Station (B465) is located at the Roanoke Mountain Campground in Loop A, also known as the Upper Loop, at the upper elevation portion of the campground area. The building is situated in a clearing within a densely wooded deciduous forest at the high point of a sloped site approximately 100 feet from the paved loop roadway. The site slopes down on the north, east, and west. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on three sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and three other comfort stations within the campground area.

The Comfort Station at the Roanoke Mountain Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B466 Roanoke Mountain Campground: Comfort Station, Middle Tent Loop 07/10/2013
Milepost 120.30

The Roanoke Mountain Campground Comfort Station, Middle Tent Loop (B466) is located at the Roanoke Mountain Campground in Loop A at the mid-to-lower elevation portion of the campground area. The building is situated in a clearing within a densely wooded deciduous forest on a site that slopes moderately down to the east approximately 100 feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on three sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and three other comfort stations within the campground area.

The Comfort Station at the Middle Tent Loop of the Roanoke Mountain Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a trapezoidal rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B467 Roanoke Mountain Campground: Comfort Station, Spur Tent Loop 07/10/2013
Milepost 120.30

The Roanoke Mountain Campground Comfort Station, Spur Tent Loop (B467) is located at the Roanoke Mountain Campground at the perimeter on the west side of the southern elevation portion of campground Loop A. The building is situated in a clearing within a densely wooded deciduous forest at the high point of a site that slopes down to the north approximately 150 feet from the paved spur road off the loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the spur road and is surrounded on three sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and three other comfort stations within the campground area.

The Spur Tent Loop Comfort Station at the Roanoke Mountain Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B468 Roanoke Mountain Campground: Comfort Station, RV Loop 07/10/2013
Milepost 120.30

The Roanoke Mountain Campground Comfort Station RV Loop (B468) is located at the Roanoke Campground at the lower elevation portion of Loop B. The building is situated in a clearing within a densely wooded deciduous forest at the high point of a sloped site approximately 100 feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and three other comfort stations within the campground area.

The Comfort Station at the RV Loop of the Roanoke Mountain Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B676 Roanoke Mountain Campground: Kiosk 07/10/2013
Milepost 120.30

The Roanoke Mountain Campground Kiosk (B676) is located on parkway right at the entrance to the Roanoke Mountain Campground. The building is situated on an asphalt-paved sidewalk along the paved access road at the entrance gates to the campground area. The building is set in a wooded area at the top of a hill. The site slopes down to the west.

The Campground Kiosk at the Roanoke Mountain Campground is a one-story wood-framed structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, board and batten siding painted grey, and a wood-frame gable roof with exposed eaves and rafters and wood shingles. The end gables of the roof are clad with horizontally oriented wood clapboard. On the front elevation is a covered porch that provides access to the employee entrance door clad with board and batten siding. The porch has a concrete stoop and is protected by the overhanging gable roof. Metal posts clad with wood support the overhanging corners of the roof. An aluminum-framed sliding window is centered on the side of the kiosk that affronts the access road. The window serves as the guest registration area and is accessed by an asphalt-paved sidewalk. Below the window is a projecting wood ledge. Two aluminum and glass protected bulletin boards are mounted to the exterior side of the kiosk, parallel to the access road. Typical fenestration on the remaining facades of the building consists of aluminum-framed sliding windows.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B979 Roanoke Mountain Campground: Amphitheater Bldg 07/10/2013
Milepost 120.30

The Amphitheater is located at the Roanoke Mountain Campground. The building is situated on the gently-sloping mown-turf clearing at the center of campground Loop A in the otherwise wooded site. It is accessed from a dirt trail that extends from the asphalt-paved loop road.

The Amphitheater at the Roanoke Mountain Campground has a hexagonal plan and consists of a covered raised stage with access ramp. The stage is raised approximately 1 foot on wood posts and has wood framing clad with vertical plank painted grey. The wood-frame asphalt shingle shed roof has an aluminum fascia, vented eaves, and houses recessed light fixtures over the stage. A 12-foot-long wood-frame access ramp extends from one side of the stage. The seating area for the amphitheater is undefined.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B444 Pine Spur Maintenance: Maintenance Building 07/09/2013
Milepost 143.00

The Pine Spur Maintenance Area Maintenance Building (B444) is located at milepost 143.00 on parkway left within the Pine Spur Maintenance Area. The Pine Spur Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of a single structure located along the southeast side of a central asphalt-paved surface lot oriented on a northwest-southeast axis. The Pine Spur Maintenance Area Maintenance Building is the primary structure at the Pine Spur Maintenance Area. The maintenance area is surrounded by a chain link perimeter fence. The building is the only structure on the site, across from the main entrance gates and affronting the paved surface lot. The back elevation of the maintenance building aligns with the chain link fence.

The Maintenance Building at the Pine Spur Maintenance Area is a one-story structure with a rectangular plan. The building is oriented on a southwest-northeast axis with the main entrance on the northwest façade. The structure is composed of a concrete foundation, load-bearing concrete block walls, and a sheet metal gable roof with hanging gutter. Typical fenestration includes steel-framed six-light industrial sash windows. Each window opening has a concrete sill clad with wood. Door openings contain steel-framed multi-light doors. The main elevation is composed of three bays, two of which are garage bays with roll-up aluminum doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B025 Bell Springhouse 07/09/2013
Milepost 146.50

The Bell Springhouse (B025) is located on parkway left at milepost 146.50. The site consists of a mown-turf clearing along the side of the parkway and is surrounded by heavy woods. The springhouse is located in a depression within the clearing. The site is accessed from a winding gravel-paved spur road that extends 1/8 mile from the parkway to the springhouse. Historically, the springhouse was a part of the Riley Poff farmstead and was reportedly constructed in 1910. Currently, it is used to interpret Appalachian pioneer life.

The Bell Springhouse is a one-story wood-framed structure with a rectangular plan measuring approximately 7 feet by 10 feet. The building consists of a fieldstone foundation, wood-framed structure with horizontal wood plank siding, and a wood-framed wood shake gable roof. The roof structure overhangs the enclosure by approximately 7 feet at the front elevation and is supported by wood posts. The end gable and side elevations of the extended roof are clad with vertically-oriented wood plank, the bottom edges of which are cut in a peak to match the form of the gable roof. A wood-framed opening is centered on the front elevation. The spring is located under the roof overhang and surrounded by rubble stone infill.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B790 Kelley Schoolhouse Garage/Granary (O. B.Ware) 07/09/2013
Milepost 149.00

The Kelley Schoolhouse Garage (B790) is located on parkway right at milepost 149.00. It is part of the Kelley Schoolhouse enclave which includes four abandoned structures which are located between the parkway and Virginia Route 608 (Stuart Road) where Virginia Route 678 (Kelly School Road) intersects the parkway. The site consists of a mown-turf clearing with flat terrain that is surrounded on two sides by heavily-wooded forest. The Kelley Schoolhouse structures are all less than 100 feet from the parkway but not visible from the parkway. The garage is located in the wooded area at the east edge of the clearing and is directly east of the Kelley Schoolhouse (B789) and south of the Kelley Schoolhouse Privy (B792) and Shed (B791).

The Garage is a one-and-a- half-story wood-framed structure with concrete masonry foundation, weatherboard siding, and wood-framed gable roof with corrugated sheet metal cladding. The west end gable elevation is the front elevation of the structure. It features a vertical plank door and two garage openings, one on either side of the elevation. Typical fenestration includes six-light hopper windows.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B791 Kelley Schoolhouse Shed (O. B.Ware) 07/09/2013
Milepost 149.00

The Kelley Schoolhouse Shed (B791) is located on parkway right at milepost 149.00. It is part of the Kelley Schoolhouse enclave which includes four abandoned structures which are located between the parkway and Virginia Route 608 (Stuart Road) where Virginia Route 678 (Kelly School Road) intersects the parkway. The site consists of a mown-turf clearing with flat terrain that is surrounded on two sides by heavily wooded forest. The Kelley Schoolhouse structures are all less than100 feet from the parkway but not visible from the parkway. The shed is located in the wooded area at the east edge of the clearing and is directly east of the Kelley Schoolhouse (B789) and north of the Kelley Schoolhouse Privy (B792) and Garage (B790).

The Kelley Schoolhouse Shed is a one-story wood-framed structure with vertical plank siding and wood-framed shed roof with corrugated sheet metal cladding. The west elevation is the front elevation of the structure. It features a wood-framed garage door opening. The building is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B792 Kelley Privy (O. B.Ware) 07/09/2013
Milepost 149.00

The Kelley Schoolhouse Privy (B792) is located on parkway right at milepost 149.00. It is part of the Kelley Schoolhouse enclave which includes four abandoned structures which are located between the parkway and Virginia Route 608 (Stuart Road) where Virginia Route 678 (Kelly School Road) intersects the parkway. The site consists of a mown-turf clearing with flat terrain that is surrounded on two sides by heavily wooded forest. The Kelley Schoolhouse structures are all less than100 feet from the parkway but not visible from the parkway. The privy is located in the wooded area at the east edge of the clearing and is directly east of the Kelley Schoolhouse (B789) and south of the Kelley Schoolhouse Shed (B791).

The Privy is a small one-story wood-framed structure with vertical plank siding and wood-framed shed roof with corrugated sheet metal cladding. The west end gable elevation is the front elevation of the structure. It features a vertical plank door.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B629 Old Lazenby Barn 07/07/2013
Milepost 149.20

The Barn at the Lazenby Farm (B629) is located on parkway left at milepost 149.20. It is part of the Lazenby Farm complex which includes two abandoned and dilapidated structures. The house is the primary structure on the site characterized by gently rolling hills with dense large shrubs. The house is approximately 1/4 mile from a dirt road that extends from the parkway.

The Barn at the Lazenby Farm is a one-story gable roof structure. The barn is in a severely deteriorated condition and is compromised by overgrown vegetation.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B853 Harris Farm: Farmhouse 07/09/2013
Milepost 149.20

The Farmhouse at Harris Farm (B853) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The farmhouse is the primary structure on the site and is located in a low-lying field between gently rolling hills and is characterized by shrubs and tall grass.

The Farmhouse is a wood-framed Upright and Wing type house with an L-shaped floor plan. It is composed of a stone foundation, wood siding covered with sheet asphalt with a brick pattern, and wood-framed gable roofs with standing seam metal roofs. The upright portion of the house is two-stories tall and has a wood-framed covered porch that extends the full width of the elevation and a brick interior end gable chimney. The wing portion of the building is a one-story structure with wood-framed covered porch with shed roof on the back elevation and a brick chimney. A lean-to addition extends along one side of the wing. Typical fenestration includes six-light fixed windows and one-over-one double-hung windows. Door opening are wood-framed and have six-light three-panel doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B854 Harris Farm: Springhouse/Shed 07/09/2013
Milepost 149.20

The Springhouse at Harris Farm (B854) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The structures are located in a low-lying field between gently rolling hills and is characterized by shrubs and tall grass.

The Springhouse is a one-story wood-framed structure with concrete foundation, weatherboard siding, and wood-framed gable roof with corrugated sheet metal cladding. The gable roof extends 2 feet beyond the front of the enclosure and creates a covered front porch. The main entrance is located at the end gable under the covered porch. Typical fenestration includes six-over-six double-hung windows.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B855 Harris Farm: Woodshed/Potting Room 07/09/2013
Milepost 149.20

The Woodshed/Potting Room at Harris Farm (B855) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The structures are located in a low-lying field between gently rolling hills and is characterized by shrubs and tall grass.

The Woodshed/Potting Room is a one-story building composed of separate woodshed and potting room structures unified under one wood-framed corrugated metal shed roof. The potting room is a small concrete block structure with a two-light window opening. Connected to the side of the potting room is the woodshed. The woodshed is a partially collapsed wood-framed structure with weatherboard siding.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B856 Harris Farm: Saddle Room/Storage Building 07/09/2013
Milepost 149.20

The Saddle Room Storage (B856) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The structures are located in a low-lying field between gently rolling hills and is characterized by shrubs and tall grass.

The Saddle Room Storage is a one-story load-bearing structure composed of concrete block foundation and walls and a wood-framed corrugated metal gable roof. Typical fenestration consists of two-light awning windows. The structure has a brick exterior mounted end gable chimney.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B857 Harris Farm: Big Cow Barn 07/09/2013
Milepost 149.20

The Big Cow Barn at Harris Farm (B857) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The structures are located in a low-lying field between gently rolling hills and is characterized by shrubs and tall grass.

The Big Cow Barn is a one-and-a- half-story wood-framed structure with stone foundation, weatherboard siding, and wood-framed double gable roof with corrugated sheet metal cladding. The back elevation has a one-story lean-to with shed roof and is surrounded by a wood post and rail fence that encloses a small grazing area. The barn is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B858 Harris Farm: Quarters/Feed Stor/Pen 07/09/2013
Milepost 149.20

The Quarters/Feed Storage/ and Pen at Harris Farm (B858) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The structures are located east of the Big Cow Barn (B857) in a low-lying field between gently rolling hills and is characterized by shrubs and tall grass.

The Quarters/Feed Storage/ and Pen is a one-and-a- half-story wood-framed structure with concrete masonry foundation, weatherboard siding, and wood-framed gable roof with corrugated sheet metal cladding. The end gable elevation has a wood-framed covered entry porch with raised stoop. Typical fenestration includes six-over-one double-hung windows. The building is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B859 Harris Farm: Storage Shed 07/09/2013
Milepost 149.20

The Storage Shed at Harris Farm (B859) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The structures are located in a low-lying field between gently rolling hills and is characterized by shrubs and tall grass.

The Storage Shed is a one-story wood-framed structure with stone foundation, weatherboard siding, and wood-framed gable roof with corrugated sheet metal cladding. The gable roof extends 2 feet beyond the front of the enclosure and creates a covered front porch. The main entrance is located at the end gable under the covered porch and has a vertical plank door.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B860 Harris Farm: Storage Building 07/09/2013
Milepost 149.20

The Storage Building at Harris Farm (B860) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The structures are located in a low-lying field between gently rolling hills and is characterized by shrubs and tall grass.

The Storage Building is a one-and-a- half-story wood-framed structure with stone foundation, weatherboard siding, and wood-framed gable roof with corrugated sheet metal cladding. Typical fenestration includes six-over-six double-hung windows. The building has a brick interior chimney that extends from the ridge of the roof at the center of the building. The building is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B861 Harris Farm: Small Barn 07/09/2013
Milepost 149.20

The Small Barn at Harris Farm (B861) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The structure is located at the north end of the Harris Farm complex in a low-lying field between gently rolling hills and is characterized by mown-turf. It is adjacent to the Outbuilding (B862).

The Small Barn is a one-and-a- half-story wood-framed structure with stone foundation, vertical plank siding, and wood-framed gable roof with corrugated sheet metal cladding. The building is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B862 Harris Farm: Outbuilding 07/09/2013
Milepost 149.20

The Outbuilding at Harris Farm (B862) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The structure is located at the north end of the Harris Farm complex in a low-lying field between gently rolling hills and is characterized by mown-turf. It is adjacent to the Small Barn (B861).

The Outbuilding is a one-story wood-framed structure with vertical plank and corrugated sheet metal siding and a wood-framed gable roof. The building has a small half-story lean-to addition with corrugated sheet metal shed roof on one side.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B947 Harris Farm: Cow Shelter 07/09/2013
Milepost 149.20

The Cow Shelter at Harris Farm (B947) is located on parkway right at milepost 149.20. It is part of the Harris Farm complex which includes eleven abandoned and dilapidated structures which are situated along the parkway. The structures are located north of the Big Cow Barn (B857) in a low-lying field between gently rolling hills and is characterized by shrubs and tall grass.

The Cow Shelter is a one-story wood-framed structure with vertical plank siding and wood-framed shed roof with corrugated sheet metal cladding. A wood-framed door opening is located on the north elevation. The building is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B583 Lazenby Log House 07/09/2013
Milepost 149.50

The Log House at the Lazenby Farm (B583) is located on parkway left at milepost 149.50. It is part of the Lazenby Farm complex which includes two abandoned and dilapidated structures. The house is the primary structure on the site characterized by gently rolling hills with dense large shrubs. The house is approximately 1/4 mile from a dirt road that extends from the parkway.

The Log House is a two-story wood-framed structure of the Four-over-Four architectural type. It has a stone foundation, weatherboard siding, and wood-framed corrugated metal gable roof. All doors and windows have been removed. An exterior mounted stone chimney is located at one end gable elevation. The house is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B329 Kelley Springhouse 07/09/2013
Milepost 150.80

The Kelley Springhouse (B329) is located on parkway right at milepost 150.80 on a shrub-covered site. The structure is obscured from view from the parkway due to the overgrowth of vegetation.

The Springhouse is a small one-story wood-framed structure with vertical plank siding and wood shingle gable roof. Access to the structure is limited due to overgrowth of vegetation.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B075 Smart View: Trails Cabin 07/09/2013
Milepost 154.50

The Trail Cabin at Smart View (B075) is located on parkway left at milepost 154.50 and is associated with the Smart View Picnic Area. The picnic area includes two comfort stations, a picnic shelter, trail cabin, and an asphalt-paved loop road that extends from the parkway. The building is an isolated structure situated on a mown-turf clearing surrounded by dense woods at the peak of a hill with expansive views of the surrounding mountains. It is accessed from a dirt trail that extends approximately 150 feet from the asphalt-paved loop road.

The Trail Cabin at Smart View is a one-story historic structure used as a trail shelter. It is oriented on a northwest-southeast axis with the main elevation facing southeast. The building is a whole log-framed structure with half dovetail joints, set on a stone pier foundation, and has a wood-framed wood shake gable roof with exposed framing. The space between the log framing members is open, having no infill material or chinking. Window openings are wood-framed and are boarded over with wood plank. Doors are centered on both the front and back elevations and are composed of wood-framed openings with wood plank doors. A stone exterior end chimney is centered on the northwest end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B076 Smart View: Comfort Station, Northeast Loop 07/09/2013
Milepost 154.50

The Smart View Comfort Station, Northeast Loop (B076), is located at the Smart View Picnic Area at the center of the northeast picnic area loop. The building is situated in a clearing within a densely wooded deciduous forest on a site that gently slopes to the west far from the paved loop roadway. The site has stone and concrete benches. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is associated with a picnic shelter, a trails cabin, an equipment storage building, a pump house, and one other comfort station within the picnic area.

The Comfort Station at the northeast loop of the Smart View Picnic Area is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building consists of a concrete foundation, board and batten siding, and an asphalt-shingle hip roof with gablets. The roof is characterized by exposed wood rafters and wide overhanging eaves that are supported at the ends by a wood-framed screen wall. The screen wall is composed of wood posts set on a stone foundation. The lower portion of the wall framing is clad with horizontal boards separated by a 1-inch-wide joint, through which the framing is visible. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. There are three entrances to the building: one at each end that provides access through a covered vestibule to the separate restroom facilities, and one centered on the back elevation leading to the janitor's closet. The restroom entrances are accessed by stone steps and an entrance stoop enclosed by the wood-framed screen wall and overhanging roof. Each entrance door is composed of vertically oriented board batten siding.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B077 Smart View: Comfort Station, Southwest Loop 07/09/2013
Milepost 154.50

The Smart View Comfort Station, Southwest Loop (B077), is located at the Smart View Picnic Area in the northern portion of the southern picnic area loop. The building is situated on a mown-turf clearing within a densely wooded deciduous and evergreen forest on a flat site far from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is associated with a picnic shelter, a trails cabin, an equipment storage building, a pump house, and one other comfort station within the picnic area.

The Comfort Station at the southwest loop of the Smart View Picnic Area is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building consists of a concrete foundation, board and batten siding, and an asphalt-shingle hip roof with gablets. The roof is characterized by exposed wood rafters and wide overhanging eaves that are supported at the ends by a wood-framed screen wall. The screen wall is composed of wood posts set on a stone foundation The lower portion of the wall framing is clad with horizontal boards separated by a 1-inch-wide joint, through which the framing is visible. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. There are three entrances to the building: one at each end that provides access through a covered vestibule to the separate restroom facilities, and one centered on the back elevation leading to the janitor's closet. The restroom entrances are accessed by stone steps and an entrance stoop enclosed by the wood-framed screen wall and overhanging roof. Each entrance door is composed of vertically oriented board and batten siding.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B080 Smart View: Pumphouse (W12) 07/09/2013
Milepost 154.50

The Pumphouse (B080) is located on parkway left at milepost 155.30 near the Smart View Campground. The site consists of a small clearing on a hillside within a heavily wooded area. The pumphouse is located on the hillside and accessed by a dirt path that extends from the main entrance of the building to the campground. The structure was reported constructed in 1940 as part of the efforts of the Civilian Conservation Corps (CCC) in the development of the Blue Ridge Parkway.

The Pumphouse is a one-story wood-framed structure with a concrete foundation, horizontal wood plank siding, reverse board and batten end gables, and a corrugated metal gable roof. The building consists of an enclosure measuring 12 feet by 12 feet and an overhanging roof that extends approximately 6 feet beyond the enclosure to create a porch at the main entrance elevation. The overhanging roof is supported by wood posts that bear on a random coursed ashlar stone retaining wall that extends along the uphill portion of the site, parallel to the building. Typical fenestration on the building includes wood-framed six-light awning windows. The door opening is centered on the front elevation and consists of a wood-framed door with vertical wood plank cladding.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B963 Smart View: Picnic Shelter 07/09/2013
Milepost 154.50

The Smart View Picnic Area Picnic Shelter (B963) is located at milepost 154.50 and is associated with the Smart View Picnic Area. The site consists of a clearing surrounded by numerous large deciduous trees and is situated along the asphalt-paved loop road. An asphalt-paved sidewalk extends from the paved road and provides access to the site. The Smart View Picnic Area Picnic Shelter is uphill east of the Smart View Comfort Station (B077).

The Smart View Picnic Area Picnic Shelter is a wood-framed structure consisting of a stone-paved foundation pad and wood log posts that divide the building into four structural bays. The building has a wood-framed gable roof with exposed framing and asphalt shingles and vertical wood plank siding at the end gables. The structure is used as a picnic shelter.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B081 Smart View Maintenance: Equipment Storage 07/09/2013
Milepost 155.30

The Smart View Maintenance Area Equipment Storage Building (B081) is located at milepost 155.30 on parkway left within the Smart View Maintenance Area. The Smart View Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Virginia Route 703 (Cannadays Gap Road), a winding asphalt-paved road that extends to, but is not visible from, the parkway. The maintenance area consists of a single structure located between two asphalt-paved surface lots. The surface lots are oriented on a northwest-southeast axis with the structure located on the northwest side of the westernmost lot. The Smart View Maintenance Area Equipment Storage Building is located on the south side of the Smart View Maintenance Area. The building is the only structure in the Smart View Maintenance Area and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Equipment Storage Building at the Smart View Maintenance Area is a one-story structure with a linear plan oriented on a northwest-southeast axis and constructed of concrete block on a concrete foundation and has grooved plywood siding painted grey. The building has a wood truss-framed standing seam metal hip roof with hanging gutters. Typical fenestration includes six-light steel-frame industrial sash windows with concrete sills clad with wood. Door openings have steel-framed doors with glazing. The main elevation of the building is divided into three 12-foot-wide bays with aluminum roll-up garage doors and an extended roofline that forms a 1 foot eave. The garage vehicular entrance bays are flanked by end bays containing paired window openings.

Structural system type- bearing concrete masonry frame-wood roof

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B762 Shortt House (Hatcher House) 07/09/2013
Milepost 157.00

The House at the Shortt/Hatcher Farm (B762) is located on parkway right at milepost 157.00. It is an abandoned and dilapidated structure located on a heavily wooded and gently sloped site, 100 feet off Virginia Route 680 on the Brewer Property tract 22-102.

The Shortt/Hatcher House is a one-story wood-framed structure with stone and concrete foundation, weatherboard siding, and wood-framed standing seam metal hip roof. Typical fenestration includes wood-framed two-over-two and six-over-six double-hung windows. A concrete block chimney is mounted to the exterior of the end gable elevation. The house is in a severely deteriorated condition.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B003 Rocky Knob Maintenance: Carpenter Paint Shop 07/08/2013
Milepost 167.10

The Carpenter Paint Shop (B003) is located at milepost 167.10 on parkway right within the Rocky Knob Maintenance Area. The Rocky Knob Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper (east and south) and lower (northwest corner) portion of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of seven structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, as well as the Plateau District Office and a second office structure, are located to the north of the maintenance area, along the spur road. The Carpenter Paint Shop is located on the south side of the Rocky Knob Maintenance Area. The building is connected and shares a common wall with the Warehouse Equipment Storage building (B002) to the east. The structure affronts the paved surface lot and a chain link perimeter fence aligns with the back elevation of the building.

The Carpenter Paint Shop at the Rocky Knob Maintenance Area is connected to the Warehouse Equipment Storage building to form a one-story structure with a linear plan oriented on an east-west axis. The building is constructed of concrete block on a concrete foundation and has grooved plywood siding painted grey and wood truss-framed asphalt shingle modified hip roof. The roofline of the building has been modified. The east end of the Warehouse Equipment Storage building and west end of the Carpenter Paint Shop have a hip roof form. Where the two structures meet, the roof has a gable form. Typical fenestration includes ganged six-light steel-frame industrial sash windows with concrete sills clad with wood. Door openings have steel-framed doors with glazing. The main elevation of the Warehouse Equipment Storage portion of the building is divided into ten 12-foot-wide bays with aluminum roll-up garage doors and an extended roofline that forms a 1 foot eave. At the east end of the building is a concrete porch that provides access to the main entrance. The Carpenter Paint Shop portion of the building is divided into six bay, four of which contain aluminum roll-up garage doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B004 Rocky Knob Maintenance: Office & Tool Storage 07/08/2013
Milepost 167.10

The Rocky Knob Maintenance Area Office and Tool Storage Building (B004) is located at milepost 167.10 on parkway right within the Rocky Knob Maintenance Area. The Rocky Knob Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of seven structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, as well as the Plateau District Office and a second office structure, are located to the north of the maintenance area, along the spur road. The Rocky Knob Maintenance Area Office and Tool Storage Building is located on the east side of the Rocky Knob Maintenance yard, near the entrance gates. The building is next to the Rocky Knob Maintenance Area Warehouse Equipment Storage Building (B002) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Office and Tool Storage Building at the Rocky Knob Maintenance Area is a one-story structure with a linear plan. The building is oriented on a north-south axis with the main entrance on the west façade. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted grey, and an asphalt shingle hip roof with hanging gutter. Typical fenestration includes steel-framed industrial sash windows consisting of sixteen lights arranged in a four-by-four pattern. The four lights on either side are fixed and the center eight lights are an awning unit. The window openings have a concrete sill clad with wood. Door openings have steel-framed doors with glazing. The main entrance at the center of the west elevation of the building is accessed by a wood-framed ramp. There is one interior chimney on the structure.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B005 Rocky Knob Maintenance: Oil/Paint Storage 07/08/2013
Milepost 167.10

The Rocky Knob Maintenance Area Oil/Paint Storage Building (B005) is located at milepost 167.10 on parkway right within the Rocky Knob Maintenance Area. The Rocky Knob Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper (east and south) and lower (northwest corner) portion of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of seven structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, as well as the Plateau District Office and a second office structure, are located to the north of the maintenance area, along the spur road. The Rocky Knob Maintenance Area Oil/Paint Storage Building is located in the center of the Rocky Knob Maintenance yard, near the entrance gates. The building is just west of the Rocky Knob Maintenance Area Shops and Heavy Equipment Building (B086) and affronts the paved surface lot.

The Oil/Paint Storage Building at the Rocky Knob Maintenance Area is a one-story structure with a rectangular plan constructed of concrete block on a concrete foundation and has grooved plywood siding painted grey. The building has a wood-framed asphalt shingle gable roof with hanging gutters. Typical fenestration includes nine-light steel-framed industrial sash windows with concrete sills clad with wood. The side lights are fixed and the center three lights are a casement unit. A door opening is centered on the main elevation and includes a steel-framed door with multi-light glazing. One interior vent stack projects from the roof.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B026 Rocky Knob Maintenance: Pump House 07/08/2013
Milepost 167.10

The Rocky Knob Residences Pump House (B026) is located at milepost 167.10 on parkway right. The building is located at the crest of a mown-turf clearing in a heavily wooded site. The Rocky Knob Residences Pump House is in close proximity to Rocky Knob Residence 7 (B007) and is associated with the nearby Rocky Knob Maintenance Area.

The Rocky Knob Residences Pump House is a 96-square-foot one-story structure with concrete block foundation and walls and an asphalt shingle low-slope gable roof. The building has a two-panel steel door on the main entrance elevation, facing downslope, and vent openings on the side elevations.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B086 Rocky Knob Maintenance: Shops & Heavy Equipment 07/08/2013
Milepost 167.10

The Shops and Heavy Equipment building (B086) is located at milepost 167.10 on parkway right within the Rocky Knob Maintenance Area.The Rocky Knob Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper (east and south) and lower (northwest corner) portion of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of seven structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, as well as the Plateau District Office and a second office structure, are located to the north of the maintenance area, along the spur road.The Shops and Heavy Equipment building is located on the north side of the Rocky Knob Maintenance Area. The building affronts the paved surface lot and is adjacent to the Oil and Paint Storage building (B005) to the east.

The Shops and Heavy Equipment building at Rocky Knob Maintenance Area is a one-and-a-half-story building with walk-out basement with garage vehicular entrance bays on the north and south elevations. The building is a load-bearing concrete block structure with a concrete foundation and an asphalt shingle multi-gable roof. It is clad with grooved plywood siding painted grey and brown vinyl siding at the end gable elevations. The main entrance elevations on the north and south facades of the building are composed of six bays with roll-up aluminum garage doors in five of the bays. Typical fenestration includes glass block-filled window openings, each with an inset aluminum fixed window and concrete sill. Door openings contain steel-framed multi-light and louvered doors. The building has a brick chimney that projects above the roof.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B346 Rocky Knob Maintenance: Hose Reel House 07/08/2013
Milepost 167.10

The Rocky Knob Maintenance Area Hose Reel House (B346) is located at milepost 167.10 on parkway right within the Rocky Knob Maintenance Area. The Rocky Knob Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper (east and south) and lower (northwest corner) portion of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of seven structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, as well as the Plateau District Office and a second office structure, are located to the north of the maintenance area, along the spur road. The Rocky Knob Maintenance Area Hose Reel House is located on the southeast side of the Rocky Knob Maintenance yard. The building affronts the paved surface lot and is between the Rocky Knob Maintenance Area Warehouse Equipment Storage Building (B002) and the Rocky Knob Maintenance Area Office and Tool Storage Building (B004).

The Rocky Knob Maintenance Area Hose Reel House is a 55-square-foot, one-half -story structure with concrete block foundation and walls and a concrete slab low-slope roof. The building has vertical wood plank double doors on the main entrance elevation and slotted concrete block vent openings on the side elevations.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B438 Rocky Knob: Campground Comfort Station, C Loop 07/08/2013
Milepost 167.10

The Rocky Knob Campground Comfort Station C Loop (B438) is located at the Rocky Knob Campground at the center of the campground Loop C. The building is situated in a clearing within a densely wooded deciduous forest on a flat site far from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with three other comfort stations, and information building, and a wood storage building within the campground area.

The Comfort Station at Loop C of the Rocky Knob Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B439 Rocky Knob: Campground Comfort Station, B Loop 07/08/2013
Milepost 167.10

The Rocky Knob Campground Comfort Station B Loop (B439) is located at the Rocky Knob Campground at the center of the campground Loop B. The building is situated within a densely wooded deciduous forest on a flat site far from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with three other comfort stations, an information building, and a wood storage building within the campground area.

The Comfort Station at Loop B of the Rocky Knob Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B450 Rocky Knob: Campground Comfort Station, T Loop 07/08/2013
Milepost 167.10

The Rocky Knob Campground T Loop Comfort Station (B450) is located at the Rocky Knob campground at the center of the northern part of campground Loop T. The building is situated on a mown-turf clearing on a flat site away from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved walk. The comfort station is associated with three other comfort stations, an information building, and a wood storage building within the campground area.

The Comfort Station at Loop T of the Rocky Knob Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a [curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B451 Rocky Knob: Campground Comfort Station, A Loop 07/08/2013
Milepost 167.10

The Rocky Knob Campground A Loop Comfort Station (B451) is located at the Rocky Knob Campground between campground loops A and T. The building is situated on a mown-turf clearing within a densely wooded deciduous and evergreen forest on a sloped hillside away from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with three other comfort stations, an information building, and a wood storage building within the campground area.

The Comfort Station at Loop A of the Rocky Knob Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a curved profile. The wood fascia is profiled to match the curved corrugations of the roof panels. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B677 Rocky Knob: Campground Information Bldg 07/08/2013
Milepost 167.10

The Rocky Knob Campground Information Building (B677) is located on parkway right at the entrance to the Rocky Knob Campground. The building is situated on an asphalt-paved sidewalk along the paved access road at the entrance gates to the campground area. The building is set in a clearing at the top of a hill.

The Information Building at the Rocky Knob Campground is a one-story wood-framed structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, board and batten siding painted grey, and a wood-frame wood shake gable roof with exposed eaves and rafters. The end gables of the rood are clad with horizontally oriented wood clapboard. On the front elevation is a covered porch that provides access to the employee entrance door. The porch has a concrete stoop and is protected by the overhanging gable roof. Metal posts clad with wood support the overhanging corners of the roof. An aluminum-framed sliding window is centered on the side of the kiosk that affronts the access road. The window serves as the guest registration area and is accessed by an asphalt-paved sidewalk. Below the window is a projecting wood ledge. Two aluminum and glass protected bulletin boards are mounted to the exterior side of the kiosk, parallel to the access road. Typical fenestration on the remaining facades of the building consists of aluminum-framed sliding windows.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B836 Rocky Knob Maintenance: District Office 07/08/2013
Milepost 167.10

The District Office (B836) is a renovated adaptive reuse structure that is part of a residential enclave at the Rocky Knob Maintenance Area. The site is accessed by a paved spur road that extends from parkway right. The property is slightly sloped to the north and consists of a mown lawn clearing surrounded by a heavily wooded deciduous forest. The residence is approximately 30 feet south of the adjacent Interpretive Office (B869) of similar construction. Site features include a gravel walk that provides access to the main entrance porch and an asphalt-paved driveway.

The District Office is a one-story wood-framed Ranch style structure oriented on an east–west axis with the main entrance centered on the south elevation. The building has a concrete foundation, vinyl siding, and an asphalt shingle gable roof with hanging gutters and downspouts. The roof has a wall dormer with standing seam metal shed roof centered on each side of the gable roof. The building features a wood-framed porch that extends the full length of the south elevation. Typical fenestration includes double-hung windows with faux mullions, vinyl screens, and shutters. Door openings have glazed faux panel doors.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B869 Rocky Knob Maintenance: Interp Office (Relocated Young Dwelling B) 07/08/2013
Milepost 167.10

The Interpretive Office (B869) is a renovated adaptive reuse structure that is part of a residential enclave at the Rocky Knob Maintenance Area. The site is accessed by a paved spur road that extends from parkway right. The property is slightly sloped to the north and consists of a mown lawn clearing surrounded by a heavily wooded deciduous forest. The residence is approximately 30 feet north of the adjacent District Office (B836) of similar construction.

The Interpretive office is a one-story wood-framed Ranch style structure oriented on a north–south axis with the main entrance centered on the west elevation. The building has a concrete foundation, vinyl siding, and an asphalt shingle gable roof with hanging gutters and downspouts. The building features a concrete stair and stoop at the front entrance and a wood-framed porch at the back entrance. Typical fenestration includes double-hung windows with faux mullions, vinyl screens, and shutters. Door openings have faux six-panel doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B878 Rocky Knob Maintenance: Chainsaw Building 07/08/2013
Milepost 167.10

The Chainsaw Building (B878) is located at milepost 167.10 on parkway right within the Rocky Knob Maintenance Area. The Rocky Knob Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper (east and south) and lower (northwest corner) portion of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of seven structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, as well as the Plateau District Office and a second office structure, are located to the north of the maintenance area, along the spur road. The Chainsaw Building is located at the west end of the maintenance area, at the top of the embankment. The building is immediately west of the Shops and Heavy Equipment building (B086) and affronts the paved surface lot.

The Chainsaw Building at the Rocky Knob Maintenance Area is a one-story structure with a rectangular plan with concrete foundation, wood-framed structure clad with grooved plywood painted grey, and a wood-framed gable roof with asphalt shingles and vented eaves. Roof penetrations include a roof skylight and metal vent. The main entrance is located on the east elevation and has a wood-framed door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B965 Rocky Knob Maintenance: Fuel Building 07/08/2013
Milepost 167.10

The Rocky Knob Maintenance Area Fuel Building (B965) is located at milepost 167.10 on parkway right within the Rocky Knob Maintenance Area. The Rocky Knob Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper (east and south) and lower (northwest corner) portion of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of seven structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, as well as the Plateau District Office and a second office structure, are located to the north of the maintenance area, along the spur road. The Rocky Knob Maintenance Area Fuel Building is on the north side of the Rocky Knob Maintenance yard. The building is between the Rocky Knob Maintenance Area Shops and Heavy Equipment Building (B086) and the Rocky Knob Maintenance Area Paint Storage Building (B005) and affronts the paved surface lot.

The Fuel Building at the Rocky Knob Maintenance Area is a one-story wood-framed structure constructed of a cast-in-place concrete block on a concrete foundation pad. The building has vertical grooved plywood siding painted grey and a wood-framed asphalt shingle gable roof with enclosed eaves. The front elevation of the building features a wood-framed door opening through which the fuel pumps are accessed. The concrete foundation pad supports steel gas storage tanks that are associated with the building.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B985 Rocky Knob: Campground Wood Storage Shed 07/08/2013
Milepost 167.10

The Rocky Knob Campground Wood Storage Shed (B985) is located at the Rocky Knob Campground. The building is situated along the asphalt-paved access road, across from the entrance kiosk to the campground.

This building was labeled as B384 in the field. (B384 is the wood storage shed located in the Picnic Area). The Wood Storage Shed at the Rocky Knob Campground is a wood-framed asphalt shingle shed roof structure. The structure has vertically-oriented wood slat siding with a 2-inch gap between each slat. The enclosure is accessed by a set of wood-framed double doors with cross-braced framing and horizontally oriented wood slat siding.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B007 Rocky Knob Maintenance: Residence 7 07/08/2013
Milepost 167.10

Rocky Knob Maintenance Area Residence 7 (B007) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved access road that extends from parkway right to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. The site is part of the Residences at Rocky Knob, located north of the Rocky Knob Maintenance Area.

Rocky Knob Maintenance Area Residence 7 is a two-story Colonial Revival-style structure consisting of the main house, two-car garage, and covered open-air breezeway that links the two structures. The house and garage each has a concrete foundation, vinyl siding, and asphalt shingle gable roofs. The vinyl siding has a wood-shake pattern with the end gables on a southeast–northwest axis with the main entrance centered on the northeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs that step down in increments between the carport, enclosed patio, and house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, one exterior stone chimney, and a covered carport with concrete slab and built-in wood cabinets along the exterior wall.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B008 Rocky Knob Maintenance: Residence 8 07/08/2013
Milepost 167.10

Rocky Knob Maintenance Area Residence 8 (B008) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved access road that extends from parkway right to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. The site is part of the Residences at Rocky Knob, located north of the Rocky Knob Maintenance Area. The site slopes down to the west and north.

Rocky Knob Maintenance Area Residence 8 is a two-story Colonial Revival-style structure consisting of the main house, two-car garage, and covered open-air breezeway that links the two structures. The house and garage each has a concrete foundation, vinyl siding, and asphalt shingle gable roofs. The vinyl siding has a wood-shake pattern with the end gables on a southeast–northwest axis with the main entrance centered on the northeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs that step down in increments between the carport, enclosed patio, and house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, one interior stone chimney, and a covered carport with concrete slab and built-in wood cabinets along the exterior wall.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B001 Rocky Knob: Rock Castle Gorge Trail Shelter (T44) 07/08/2013
Milepost 168.10

The Rock Castle Gorge Trail Shelter (B001) is located on parkway left at milepost 168.10, near the Rocky Knob Campground. The site is surrounded by dense woods near the peak of a hill overlooking a mountain valley. The structure is accessed from the Rock Castle Gorge Trail, a 1/4-mile steeply sloped dirt trail, which extends up the hillside from the Rocky Knob Campground. A stone retaining wall extends along two sides of the structure, downslope of the building. The structure overlooks the Blue Ridge Mountains.

The Rock Castle Gorge Trail Shelter is a one-story load-bearing open-air structure with a rectangular-shaped plan. The building has a flagstone-paved floor and flagstone foundation. The structure is comprised of timber-framing with wood plank siding and a timber-framed gable roof with wood shakes. The structure features a flagstone end gable chimney and wood benches along the interior walls.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B009 Rocky Knob: Picnic Area Comfort Station, Lower Loop 06/28/2013
Milepost 169.00

The Rocky Knob Picnic Area Comfort Station, Lower Loop (009), is located at the Rocky Knob Picnic Area at the northeastern end of the lower picnic area loop. The building is situated in a clearing within a densely wooded deciduous forest at the base of a hill approximately one hundred feet from the paved loop roadway. A small stream runs along the building. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is associated with a visitor center and ancillary building; a picnic shelter; a wood storage shed; a pump house; and one other comfort station within the picnic area.

This is a park standard comfort station design, the rustic look with covered porches on each end. The Comfort Station at the lower loop of the Rocky Knob Picnic Area is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building consists of a concrete foundation, board and batten siding, and an asphalt-shingle hip roof with gablets. The roof is characterized by exposed wood rafters and wide overhanging eaves that are supported at the ends by a wood-framed screen wall. The screen wall is composed of wood posts set on a stone foundation. The lower portion of the wall framing is clad with vertical boards separated by a 1-inch-wide joint, through which the framing is visible. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. There are three entrances to the building: one at each end that provides access through a covered vestibule to the separate restroom facilities, and one centered on the back elevation leading to the janitor's closet. The restroom entrances are accessed by stone steps and an entrance stoop enclosed by the wood-framed screen wall and overhanging roof. Each entrance door is composed of vertically oriented board batten siding.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B082 Rocky Knob: Visitor Center 06/28/2013
Milepost 167.00

The Rocky Knob Picnic Area Visitor Center (B082) is located along the parkway at milepost 167.00 at the entrance to the Rocky Knob Picnic Area. The building affronts an asphalt-paved surface lot and the parkway and has a scenic overlook from the top of a ridge.

The Visitor Center at the Rocky Knob Picnic Area is a one-story structure that is currently used as a visitor center, but historically functioned as a gas station. The building is oriented on a northwest-southeast axis with the main entrance on the southeast façade. The structure is composed of a concrete foundation, vertical wood plank siding painted grey, and an asphalt shingle gable roof with hanging gutter. The building is characterized by an asphalt-paved pass-through at the front elevation of the building. The gable roof structure overhangs the pass-through and is supported at the corners by steel posts clad with wood. A stone-clad traffic island defines the southeast end of the building and separates the building from the parkway.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B084 Rocky Knob: Picnic Area Comfort Station, Upper Loop 06/28/2013
Milepost 167.00

The Rocky Knob Picnic Area Comfort Station, Upper Loop (B084), is located at the Rocky Knob Picnic Area to the east of the center of the upper picnic area loop roadway. The building is situated in a wooded area at the top of a steep-sloped hillside approximately one hundred feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on three sides by an asphalt-paved apron. The comfort station is associated with a visitor center and ancillary building; a picnic shelter; a wood storage shed; a pump house; and one other comfort station within the picnic area.

The Comfort Station at the upper loop of the Rocky Knob Picnic Area is a typical Mission 66 Comfort Station. It is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls clad with grooved plywood and painted gray, and a wood-frame low-slope gable roof with exposed rafters, built-up roofing, and copper flashing. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood. Two wood-framed hopper windows with concrete sills and obscure glazing are located on each elevation. There are three entrances to the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. Each entrance has a vertically oriented wood plank door. The doors are designed with wide gaps between the planks through which the interior wood cross-braced door framing is visible.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B384 Rocky Knob: Picnic Area Wood Storage Shed 06/28/2013
Milepost 167.00

The Wood Storage Shed at the Rocky Knob Picnic Area (B384) is located on parkway right at milepost 169.00 and is a part of the Rocky Knob Picnic Area. The Rocky Knob Picnic Area is a sloped site with heavily-wooded deciduous forest. The picnic area entrance is located adjacent to the Rocky Knob Visitor Center (B082), at the uphill portion of the site, and includes a wood storage shed, asphalt-paved access road, and surface lot. Trails, comfort stations, and a picnic shelter are located in the low-lying valley and are accessed from the paved road.

The Wood Storage Shed is a small structure with a rectangular plan. The structure has wood timber framing clad with vertical plank siding and a wood-framed wood shingle irregular gable roof. Window and door openings are wood-framed and have vertical plank doors and shutters.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B964 Rocky Knob: Picnic Shelter 06/28/2013
Milepost 167.00

The Rocky Knob Picnic Area Picnic Shelter (B964) is located at milepost 169.00 and is associated with the Rocky Knob Picnic Area. The site consists of a wooded area on a hill surrounded by numerous large deciduous trees and is situated about five hundred feet down slope from an asphalt-paved surface lot. A stone-paved sidewalk extends from the paved road and provides access to the site.

The Rocky Knob Picnic Area Picnic Shelter is a wood-framed structure consisting of a concrete pier foundation pad and wood log posts that divide the building into four structural bays. The building has a timber-framed gable roof with exposed framing and asphalt shingles and vertical log frame exposed timber at the end gables. The structure is used as a picnic shelter.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B010 Rocky Knob: Pumphouse 06/28/2013
Milepost 173.00

The Pumphouse (B025) is located on parkway right at milepost 173.00 near the Rocky Knob developed area. The site consists of a mown-turf clearing in the valley between two heavily wooded hills. The pumphouse is located in the valley and aligned with a mown-turf corridor established for electrical service towers. The building is accessed by a gated grass and gravel-paved service road that extends 1/2 mile downhill from the parkway. The structure was reported constructed in 1940 as part of the efforts of the Civilian Conservation Corps (CCC) in the development of the Blue Ridge Parkway.

The Pumphouse is a one-story wood-framed structure with a concrete foundation, horizontal wood plank siding, reverse board and batten end gables, and a corrugated metal gable roof. The building consists of an enclosure measuring 12 feet by 12 feet and an overhanging roof that extends approximately 6 feet beyond the enclosure to create a porch at the main entrance elevation. The overhanging roof is supported by wood posts that bear on a random coursed ashlar stone wall, approximately 30 inches tall, that bound two sides of the porch. The porch has stone paving. The door opening is centered on the front elevation and consists of a wood-framed door with vertical wood plank cladding.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B011 Rocky Knob: Whorley House 06/28/2013
Milepost 174.10

The Whorley House (B011) is a part of the Rocky Knob cabins, an enclave of wood cabins on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. The Whorley House is located at the east end of the clearing, slightly downslope form Rocky Knob Cabins. The site immediately adjacent to the house is landscaped with perennial plants.

The Whorley House is a one-and-a-half-story building oriented on a north–south axis with entrances on the east and west elevations. The building has a stone foundation, weatherboard siding, and a wood-framed wood shingle gable roof. Typical fenestration is wood-framed but the windows have been removed and the openings boarded over. Door openings have vertical plank doors. Stone exterior mounted chimneys are centered on the end gable elevations.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B016 Rocky Knob: Office & Storage 06/28/2013
Milepost 174.10

The Rocky Knob Cabin Office (B016 is a part of the Rocky Knob cabins, an enclave of wood cabins on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. The Rocky Knob Cabin Office is located at the east side of the site, east of the Rocky Knob Cabins Comfort Station (B024), the nearest adjacent building, and approximately 20 feet from the paved loop roadway. The site is accessed by an asphalt-paved sidewalk.

The Rocky Knob Cabin Office is a one story wood-framed cabin with rectangular plan that houses the offices for the Rocky Knob cabin complex. The building has a concrete foundation, wood siding, and an asphalt shingle gable roof. The center portion of the entrance elevation has horizontally oriented milled log siding with daubing. The remainder of the building is divided into an upper and lower half by the type and pattern of the wood cladding. The lower half features vertically oriented board and batten siding and the upper half has horizontal milled logs with daubing and dovetail joints at the corners. The gable ends are clad with vertically oriented wood plank. The roof is characterized by exposed wood rafters and extends an additional 2 feet over the main entrance and porch. Typical fenestration consists of wood-framed six-over-six and three-over-three double-hung windows with wood-framed screens. Typical door openings are wood-framed and feature multi-panel wood-framed doors with wood-framed screen doors, or steel doors. The main entrance to the cabin is accessed from a concrete porch with stone pavers. An exterior stone end chimney is centered on the south elevation and features an outdoor barbeque. A wood-framed office wing is located at the north elevation of the building. The wing has vertical board and batten siding and is recessed 8 feet from the front entrance.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B017 Rocky Knob: Cabin 17 (attached to Cabin 18) 06/28/2013
Milepost 174.10

Rocky Knob Cabin 17 (B017) and Rocky Knob Cabin 18 (B018) are two visitor accommodation units constructed as a single duplex building. The units are a part of the Rocky Knob cabins, an enclave of wood buildings on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily-wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. The duplex is located at the south end of the site, southeast of Rocky Knob Cabin 19 (B019), the nearest adjacent building, and approximately 20 feet from the paved loop roadway. The site is accessed by an asphalt-paved driveway and sidewalk.

Rocky Knob Cabin 17 and 18 is a one story wood-framed duplex, rectangular in plan, which provides guest accommodations for visitors to the parkway. The building consists of a concrete foundation, wood siding, and an asphalt shingle gable roof. The center portion of the entrance elevation has horizontally oriented milled log siding with daubing. The remainder of the building is divided into an upper and lower half by the type and pattern of the wood cladding. The lower half features vertically oriented board and batten siding and the upper half has horizontal milled logs with daubing and dovetail joints at the corners. The gable ends are clad with vertically oriented wood plank. The roof is characterized by exposed wood rafters. The roof extends an additional 2 feet over the main entrance and creates a covered porch. Typical fenestration consists of wood-framed six-over-six and three-over-three double-hung windows with wood-framed screens. Typical door openings are wood-framed and feature multi-panel wood-framed doors with wood-framed screen doors, or steel doors. The main entrance to the cabin is accessed from a concrete porch with stone pavers. An exterior stone end chimney is centered on the northwest elevation and features an outdoor barbeque.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B018 Rocky Knob: Cabin 18 (attached to Cabin 17) 06/28/2013
Milepost 174.10

Rocky Knob Cabin 17 (B017) and Rocky Knob Cabin 18 (B018) are two visitor accommodation units constructed as a single duplex building. The units are a part of the Rocky Knob cabins, an enclave of wood buildings on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. The duplex is located at the south end of the site, southeast of Rocky Knob Cabin 19 (B019), the nearest adjacent building, and approximately 20 feet from the paved loop roadway. The site is accessed by an asphalt-paved driveway and sidewalk.

Rocky Knob Cabin 17 and 18 is a one story wood-framed duplex, rectangular in plan, which provides guest accommodations for visitors to the parkway. The building consists of a concrete foundation, wood siding, and an asphalt shingle gable roof. The center portion of the entrance elevation has horizontally oriented milled log siding with daubing. The remainder of the building is divided into an upper and lower half by the type and pattern of the wood cladding. The lower half features vertically oriented board and batten siding and the upper half has horizontal milled logs with daubing and dovetail joints at the corners. The gable ends are clad with vertically oriented wood plank. The roof is characterized by exposed wood rafters. The roof extends an additional 2 feet over the main entrance and creates a covered porch. Typical fenestration consists of wood-framed six-over-six and three-over-three double-hung windows with wood-framed screens. Typical door openings are wood-framed and feature multi-panel wood-framed doors with wood-framed screen doors, or steel doors. The main entrance to the cabin is accessed from a concrete porch with stone pavers. An exterior stone end chimney is centered on the northwest elevation and features an outdoor barbeque.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B019 Rocky Knob: Cabin 19 06/28/2013
Milepost 174.10

Rocky Knob Cabin 19 (B019) is a part of the Rocky Knob cabins, an enclave of wood cabins on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. Rocky Knob Cabin 19 is located at the west side of the site, between Rocky Knob Cabin 20 (B020) and Rocky Knob Cabin 17&18 (B017 and B018), the nearest adjacent buildings, and approximately 20 feet from the paved loop roadway. The site is accessed by an asphalt-paved sidewalk.

Rocky Knob Cabin 19 is a one story wood-framed cabin, square in plan, which provides guest accommodations for visitors to the parkway. The building consists of a concrete foundation, an array of wood siding types, and an asphalt shingle gable roof. The center portion of the entrance elevation has horizontally oriented milled log siding with daubing. The remainder of the building is divided into an upper and lower half by the type and pattern of the wood cladding. The lower half features vertically oriented board and batten siding and the upper half has horizontal milled logs with daubing and dovetail joints at the corners. The lower half has vertically oriented board and batten siding, and the upper half features horizontally oriented milled wood logs with daubing and dovetail joints. The gable ends are clad with vertically oriented wood plank. The roof is characterized by exposed wood rafters. The roof extends an additional 2 feet over the main entrance and creates a covered porch. Typical fenestration consists of wood-framed six-over-six and three-over-three double-hung windows with wood-framed screens. Typical door openings are wood-framed and features multi-panel wood-framed doors with wood-framed screen doors, or steel doors. The main entrance to the cabin is accessed from a concrete porch with stone pavers.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B020 Rocky Knob: Cabin 20 06/28/2013
Milepost 174.10

Rocky Knob Cabin 20 (B020) is a part of the Rocky Knob cabins, an enclave of wood cabins on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. Rocky Knob Cabin 20 is located at the west side of the site, between Rocky Knob Cabin 21 (B021) and Rocky Knob Cabin 19 (B019), the nearest adjacent buildings, and approximately 20 feet from the paved loop roadway. The site is accessed by an asphalt-paved sidewalk.

Rocky Knob Cabin 20 is a one story wood-framed cabin, square in plan, which provides guest accommodations for visitors to the parkway. The building consists of a concrete foundation, an array of wood siding types, and an asphalt shingle gable roof. The center portion of the entrance elevation has horizontally oriented milled log siding with daubing. The remainder of the building is divided into an upper and lower half by the type and pattern of the wood cladding. The lower half features vertically oriented board and batten siding and the upper half has horizontal milled logs with daubing and dovetail joints at the corners. The lower half has vertically oriented board and batten siding, and the upper half features horizontally oriented milled wood logs with daubing and dovetail joints. The gable ends are clad with vertically oriented wood plank. The roof is characterized by exposed wood rafters. The roof extends an additional 2 feet over the main entrance and creates a covered porch. Typical fenestration consists of wood-framed six-over-six and three-over-three double-hung windows with wood-framed screens. Typical door openings are wood-framed and features multi-panel wood-framed doors with wood-framed screen doors, or steel doors. The main entrance to the cabin is accessed from a concrete porch with stone pavers.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B021 Rocky Knob: Cabin 21 06/28/2013
Milepost 174.10

Rocky Knob Cabin 21 (B021) is a part of the Rocky Knob cabins, an enclave of wood cabins on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. Rocky Knob Cabin 21 is located at the west side of the site, northeast of Rocky Knob Cabin 20 (B020), the nearest adjacent building, and approximately 20 feet from the paved loop roadway. The site is accessed by an asphalt-paved sidewalk.

Rocky Knob Cabin 21 is a one story wood-framed cabin, square in plan, which provides guest accommodations for visitors to the parkway. The building consists of a concrete foundation, an array of wood siding types, and an asphalt shingle gable roof. The center portion of the entrance elevation has horizontally oriented milled log siding with daubing. The remainder of the building is divided into an upper and lower half by the type and pattern of the wood cladding. The lower half features vertically oriented board and batten siding and the upper half has horizontal milled logs with daubing and dovetail joints at the corners. The lower half has vertically oriented board and batten siding, and the upper half features horizontally oriented milled wood logs with daubing and dovetail joints. The gable ends are clad with vertically oriented wood plank. The roof is characterized by exposed wood rafters. The roof extends an additional 2 feet over the main entrance and creates a covered porch. Typical fenestration consists of wood-framed six-over-six and three-over-three double-hung windows with wood-framed screens. Typical door openings are wood-framed and features multi-panel wood-framed doors with wood-framed screen doors, or steel doors. The main entrance to the cabin is accessed from a concrete porch with stone pavers.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B022 Rocky Knob: Cabin 22 (attached to Cabin 23) 06/28/2013
Milepost 174.10

Rocky Knob Cabin 22 (B022) and Rocky Knob Cabin 23 (B023) are two visitor accommodation units constructed as a single duplex building. The units are a part of the Rocky Knob Cabins, an enclave of wood buildings on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. The duplex is located at the north end of the site, north of Rocky Knob Cabin 21 (B021), the nearest adjacent building, and approximately 20 feet from the paved loop roadway. The site is accessed by an asphalt-paved driveway and sidewalk.

Rocky Knob Cabin 22 and 23 is a one story wood-framed duplex, rectangular in plan, which provides guest accommodations for visitors to the parkway. The building consists of a concrete foundation, wood siding, and an asphalt shingle gable roof. The center portion of the entrance elevation has horizontally oriented milled log siding with daubing. The remainder of the building is divided into an upper and lower half by the type and pattern of the wood cladding. The lower half features vertically oriented board and batten siding and the upper half has horizontal milled logs with daubing and dovetail joints at the corners. The gable ends are clad with vertically oriented wood plank. The roof is characterized by exposed wood rafters. The roof extends an additional 2 feet over the main entrance and creates a covered porch. Typical fenestration consists of wood-framed six-over-six and three-over-three double-hung windows with wood-framed screens. Typical door openings are wood-framed and feature multi-panel wood-framed doors with wood-framed screen doors, or steel doors. The main entrance to the cabin is accessed from a concrete porch with stone pavers. An exterior stone end chimney is centered on the southwest elevation and features an outdoor barbeque.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B023 Rocky Knob: Cabin 23 (attached to Cabin 22) 06/28/2013
Milepost 174.10

Rocky Knob Cabin 22 (B022) and Rocky Knob Cabin 23 (B023) are two visitor accommodation units constructed as a single duplex building. The units are a part of the Rocky Knob Cabins, an enclave of wood buildings on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. The duplex is located at the north end of the site, north of Rocky Knob Cabin 21 (B021), the nearest adjacent building, and approximately 20 feet from the paved loop roadway. The site is accessed by an asphalt-paved driveway and sidewalk.

Rocky Knob Cabin 22 and 23 is a one story wood-framed duplex, rectangular in plan, which provides guest accommodations for visitors to the parkway. The building consists of a concrete foundation, wood siding, and an asphalt shingle gable roof. The center portion of the entrance elevation has horizontally oriented milled log siding with daubing. The remainder of the building is divided into an upper and lower half by the type and pattern of the wood cladding. The lower half features vertically oriented board and batten siding and the upper half has horizontal milled logs with daubing and dovetail joints at the corners. The gable ends are clad with vertically oriented wood plank. The roof is characterized by exposed wood rafters. The roof extends an additional 2 feet over the main entrance and creates a covered porch. Typical fenestration consists of wood-framed six-over-six and three-over-three double-hung windows with wood-framed screens. Typical door openings are wood-framed and feature multi-panel wood-framed doors with wood-framed screen doors, or steel doors. The main entrance to the cabin is accessed from a concrete porch with stone pavers. An exterior stone end chimney is centered on the southwest elevation and features an outdoor barbeque.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B024 Rocky Knob: Bathhouse/Bathroom 06/28/2013
Milepost 174.10

The Rocky Knob Cabin Comfort Station (B024) is a part of the Rocky Knob cabins, an enclave of wood cabins on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. The building is located at the east side of the site, west of the Rocky Knob Cabin Office (B016), the nearest adjacent building, and approximately 20 feet from the paved loop roadway. The site is accessed by an asphalt-paved sidewalk.

The Rocky Knob Cabins Comfort Station is a one story wood-framed cabin with 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. The center portion of the entrance elevation has horizontally oriented milled log siding with daubing. The remainder of the building is divided into an upper and lower half by the type and pattern of the wood cladding. The lower half features vertically oriented board and batten siding and the upper half has horizontal milled logs with daubing and dovetail joints at the corners. The gable ends are clad with vertically oriented wood plank. The roof is characterized by exposed wood rafters and extends an additional 2 feet over the main entrance and porch. Typical fenestration consists of wood-framed six-over-six and three-over-three double-hung windows with wood-framed screens. Typical door openings are wood-framed and features multi-panel wood-framed doors with wood-framed screen doors, or steel doors. An interior stone chimney projects from the ridge at the center of the roof line. The main entrance to the cabin is accessed from a concrete ramp. A wood-framed storage shed with vertical board and batten siding and asphalt shingle shed roof is located at the north elevation of the building.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B863 Rocky Knob: Pumphouse 06/28/2013
Milepost 174.10

The Pumphouse at Rocky Knob (B863) is part of the Rocky Knob cabins, an enclave of wood buildings on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/ Woodberry Road, approximately 3 miles from the intersection with the parkway. The cabin enclave is located in a mown-turf clearing in a valley and is surrounded by heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The pumphouse is located uphill from the cabin enclave and is not visible from the other structures in the complex. It is located off Virginia Route 726/Rock Church Road, an asphalt-paved spur road that extends from Virginia Route 758 and is situated in a small clearing in a heavily-wooded site, approximately 400 feet from Rock Castle Road.

The Pumphouse at Rock Knob is a small one-story wood-framed structure with concrete foundation, wood-frame structure clad with grooves plywood painted grey, and a wood-framed asphalt shingle shed roof with exposed eaves. The main entrance is centered on the front elevation and has a steel faux-panel door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B934 Rocky Knob: Springhouse 06/28/2013
Milepost 174.10

The Springhouse at the Rocky Knob Cabins (B934) is a part of the Rocky Knob cabins, an enclave of wood cabins on parkway left of the Blue Ridge Parkway. The enclave of cabins is not visible from the parkway and the entrance is accessed from Virginia Route 758/Woodberry Road, approximately 3 miles from the intersection with the parkway. Rock Castle Road, a winding asphalt-paved road provides access down the steeply-sloped hillside from Virginia Route 758. The cabin enclave is located in a mown-turf clearing in a valley that gently slopes to the east and is surrounded by the heavily wooded hills. The enclave consists of six visitor cabin units, an office building, springhouse, pumphouse, and the historic Whorley House site. The paved access road forms a loop to provide direct access to each of the visitor accommodation units. The springhouse is located in a wooded area at the west side of the site, approximately 100 feet from Rocky Knob Cabins Nos. 22 and 23 (B022 and B023). The site is accessed by a grass path that extends from the paved loop road and into the woods.

The Springhouse at the Rocky Knob Cabins is a one story log-framed structure with rectangular plan. The building consists of a concrete foundation, milled log framing with wood chinking and half dovetail joints, and a wood-framed asphalt shingle gable roof with exposed framing. The roof structure overhangs the enclosure by approximately 4 feet at the main entrance elevation and is supported on one side by a wood post. A 20 inch tall concrete block retaining wall extends perpendicular from the main entrance elevation. Typical fenestration on the building consists of wood-framed 6-light awning windows. Door openings are wood-framed and have five-panel wood doors. The springhouse is currently not in use and has been abandoned.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B839 Mabry Mill: Well #3 (W47) 06/27/2013
Milepost 176.00

Mabry Mill Well House #2 (B839) is located at milepost 176.00 on the Blue Ridge Parkway and is accessed from a gravel-paved spur road that extends from parkway right. The structure is situated on the top of a hill in a mown-turf site in a clearing surrounded by dense woods. The structure is associated with the Mabry Mill Visitor Center Area.

Mabry Mill Well House #2 is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall painted grey, and a wood-framed asphalt shingle hip roof with enclosed eaves. The main entrance is a single panel door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B1072 Mabry Mill: Concessions Custodial Storage 06/27/2013
Milepost 176.20

The Concessions Custodial Storage building (B1072) is located on parkway left at milepost 176.20. The building is located at the edge of a clearing and is adjacent to the Concessions Gift Shop Storage building (B1073) with which it shares a site. The gravel- and grass-covered site is rectangular in shape and is bounded by a chain link fence with barbed wire. The building is situated along the southwest end of a gravel-covered surface lot and is accessed from an asphalt-paved and winding spur road, Virginia Route 603, that extends from the parkway.

The Concessions Custodial Storage building is a small one-story wood-framed structure with rectangular plan associated by function with the nearby Mabry Mills Concession building (B262). The structure is oriented on an east–west axis with the main entrance on the northeast elevation. The building is set on a concrete masonry pier foundation and has vertically oriented grooved plywood and an asphalt shingle wood-framed gable roof. The main entrance consists of a wood-framed double door clad with vertical grooved plywood and is accessed by a wood-framed ramp.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B1073 Mabry Mill: Concession Gift Shop Storage 06/27/2013
Milepost 176.20

The Concessions Gift Shop Storage building (B1073) is located on parkway left at milepost 176.20. The building is located at the edge of a clearing and is adjacent to the Concessions Custodial Storage building (B1072) with which it shares a site. The gravel- and grass-covered site is rectangular in shape and is bounded by a chain link fence with barbed wire. The building is situated along the southwest end of a gravel-covered surface lot and is accessed from an asphalt-paved and winding spur road, Virginia Route 603, that extends from the parkway.

The Concessions Custodial Storage building is a small one-story wood-framed structure with rectangular plan associated by function with the nearby Mabry Mills Concession building (B262). The structure is oriented on an east–west axis with the main entrance on the northeast elevation. The building is set on a concrete masonry pier foundation and has vertically oriented grooved plywood and an asphalt shingle wood-framed gable roof. The main entrance consists of a wood-framed double door clad with vertical grooved plywood and is accessed by a wood-framed ramp.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B262 Mabry Mill: Concession & Comfort Station 06/27/2013
Milepost 176.20

The Concession and Comfort Station at Mabry Mill (B262) is located at milepost 176.20 at the Mabry Mill visitor area. The structure is located on parkway left, south of the mill pond. The site is accessed from an asphalt-paved loop drive that extends from the parkway and provides access to a central asphalt-paved surface lot with stone curbs. West of the loop drive and surface lot, the site consists of mown-turf. To the east, the site is characterized by heavily-wooded forest. The Concession and Comfort Station building is located along the east side of the surface lot at the edge of the wooded area. The building is accessed from a stone-paved plaza.

The Concession and Comfort Station at Mabry Mill is a one-story wood-frame building that functions as a restaurant and gift shop. The building has an E-shaped floor plan with the main entrance located at the center of the west elevation. The wood-frame structure has a concrete foundation, weatherboard siding and board and batten siding at the end gables, and asphalt shingle gable roofs with boxed hanging gutter. The building features a wood-framed deck and a covered gable roof entrance porch on the west elevation. Typical fenestration includes wood-framed casements, awnings, and eight-over-eight double-hung windows.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B330 Mabry Mill 06/27/2013
Milepost 176.20

The Mabry Mill (B330) is located at milepost 176.20 at the Mabry Mill interpretive area. The site is located on parkway left, north of the mill pond and paved surface lot for the Mabry Mill Concession Building (B262). The site consists of mown turf with numerous large deciduous trees and the Mabry Mill Pond, located at the south end of the site. North of the pond are six structures used to interpret the Appalachian mill settlement: four buildings and two exhibit shelters. An asphalt-paved loop path provides access to the structures. In addition to the structures, the interpretive exhibit includes a wood flume and historic machinery and equipment. A gravel-paved parking lot is located east of the interpretive area and is accessed from Virginia Route 603. The mill is the focal point of the interpretive area. It is located at the south portion of the site, south of the Matthews Cabin (B401), on the north bank of the Mabry Pond, and approximately 30 feet from the edge of the parkway. It is accessed from a gravel path that extends from the asphalt-paved loop trail. A wood post and rail fence extends west, toward the parkway, from the southwest corner of the structure. The area around the mill is landscaped with perennial plants. A random ashlar stone-clad bridge, over which the parkway crosses, is visible from the mill. The mill is clearly visible from the parkway and the concession building.

The Mabry Mill is the primary structure of the Mabry Mill interpretive area. It has a rectangular plan oriented on a north–south axis and is composed of three gable roof structures of varying heights connected at the end gables to create a unified building. The structure has a random ruble course stone foundation, wood-framed structure, and wood-framed gable roofs with wood shakes and 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. A network of wood-framed flumes weaves through the Mabry Mill site carrying water to propel the mill wheel. The south building, the foundation of which rest in the shallow waters at the edge of the Mabry Pond, is a one-story structure with board and batten siding. A wood plank entrance door and stone stoop is located at the north end of the west elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B331 Mabry Mill: Blacksmith and Wheelwright Shop 06/27/2013
Milepost 176.20

The Blacksmith Shop (B331) is located at milepost 176.20 at the Mabry Mill interpretive area. The site is located on parkway left, north of the mill pond and paved surface lot for the Mabry Mill Concession Building (B262). The site consists of mown turf with numerous large deciduous trees and the Mabry Mill Pond, located at the south end of the site. North of the pond are six structures used to interpret the Appalachian mill settlement: four buildings and two exhibit shelters. An asphalt-paved loop path provides access to the structures. In addition to the structures, the interpretive exhibit includes a wood flume and historic machinery and equipment. A gravel-paved parking lot is located east of the interpretive area and is accessed from Virginia Route 603. The blacksmith shop is located near the center of the Mabry Mill interpretative area, between the Mabry Mill (B330) and the Matthews Cabin (B401). It is directly accessed from the asphalt-paved loop path that passes through the covered lean-to portion of the building. A wood post and rail fence extends from the east elevation of the building and encloses a small mown-turf lawn.

The Blacksmith Shop is a one-story log-framed structure situated in the Mabry Mill interpretive area. The structure has a stone foundation, exposed whole log-framed structure with no chinking, and a wood-framed wood shake gable roof with exposed framing. A wood-framed covered lean-to addition with board and batten siding and wood-framed openings at the end elevations is located at the south side of the building. Window openings are wood-framed. The interior walls of the structure are clad with vertical wood plank. A sheet metal vent stack extends from the northwest corner of the roof. The shop was reportedly relocated to the site.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B336 Mabry Mill: Shed a.k.a. Washhouse 06/27/2013
Milepost 176.20

The Washhouse Shed (B336) is located at milepost 176.20 at the Mabry Mill interpretive area. The site is located on parkway left, north of the mill pond and paved surface lot for the Mabry Mill Concession Building (B262). The site consists of mown turf with numerous large deciduous trees and the Mabry Mill Pond, located at the south end of the site. North of the pond are six structures used to interpret the Appalachian mill settlement: four buildings and two exhibit shelters. An asphalt-paved loop path provides access to the structures. In addition to the structures, the interpretive exhibit includes a wood flume and historic machinery and equipment. A gravel-paved parking lot is located east of the interpretive area and is accessed from Virginia Route 603. The washhouse shed is located at the east side of the Mabry Mill interpretative area, east of the Blacksmith Shop (B331). It is accessed from a gravel path that extends from the asphalt-paved loop trail. A wood post and rail fence surrounds the structure on three sides and encloses a small mown-turf lawn.

The Washhouse Shed is a one-story wood-framed structure with rectangular plan situated in the Mabry Mill interpretive area. The structure has a stone foundation, vertical plank siding, and a wood-framed wood shake gable roof with exposed framing. The roof overhangs approximately 30 inches beyond the front elevation of the building. A large window opening is located along the north elevation. The window can be closed by a wood-framed door with vertical plank cladding. The main entrance is centered on the west facing end gable and has a vertical plank door.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B401 Mabry Mill: Matthews Cabin 06/27/2013
Milepost 176.20

The Matthews Cabin (B401) is located at milepost 176.20 at the Mabry Mill interpretive area. The site is located on parkway left, north of the mill pond and paved surface lot for the Mabry Mill Concession Building (B262). The site consists of mown turf with numerous large deciduous trees and the Mabry Mill Pond, located at the south end of the site. North of the pond are six structures used to interpret the Appalachian mill settlement: four buildings and two exhibit shelters. An asphalt-paved loop path provides access to the structures. In addition to the structures, the interpretive exhibit includes a wood flume and historic machinery and equipment. A gravel-paved parking lot is located east of the interpretive area and is accessed from Virginia Route 603. The log cabin is located at the center of the Mabry Mill interpretative area, adjacent to the Mabry Mill (B330). The log cabin was reportedly relocated to the site.

The Matthews Cabin is a two-story log-framed structure situated in the Mabry Mill interpretive area. The structure has a stone pier foundation, exposed milled log-framed structure with wood chinking, wood weatherboard siding at the gable ends, and a wood-framed wood shake gable roof with exposed framing. The wood-timber framing of the second floor is notched into the structure, the ends of the timbers are visible on the east and west elevations. Typical fenestration includes wood-framed six-over-six double-hung windows or six-light fixed windows. Entrances are centered on the east and west elevations of the building and consists of a vertical plank door accessed from a wood-framed stair and stoop. A stone exterior end chimney is centered on the east end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B805 Mabry Mill: Comfort Station 06/27/2013
Milepost 176.20

The Comfort Station at Mabry Mill is located on parkway left at milepost 176.20. The site consists of a mown-turf clearing at the perimeter of a gravel-paved surface lot and is surrounded by heavily wooded hills. A wood post-and-rail fence surrounds the surface lot and an asphalt-paved sidewalk extends from the surface lot to the entrance of the comfort station. The site is accessed from Virginia Route 603, which extends from the parkway. The comfort station is northeast of and visible from the Mabry Mill interpretive area, a complex of six interpretive structures that interpret an Appalachian mill settlement.

The Comfort Station at Mabry Mill is a one-story load-bearing structure with a rectangular plan that houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls clad with grooved plywood painted grey, and an asphalt shingle wood-framed gable roof with vented eaves. The main elevation features an entrance vestibule with clay tile pavers and a wood louvered screen wall. Typical fenestration includes vinyl-clad awning windows. Door openings contain wood solid panel doors.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B806 Mabry Mill: Well House (W47) 06/27/2013
Milepost 176.20

Mabry Mill Well House #1 (B806) is located at milepost 176.20 on the Blue Ridge Parkway and is accessed from a grass-covered dirt road through the field that extends from the Mabry Mill Visitor Center Area on parkway left. The structure is situated on a mown-turf site in a clearing surrounded by dense woods. The structure is associated with the Mabry Mill Visitor Center Area.

Mabry Mill Well House #1 is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with grooved plywood siding painted grey, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B970 Mabry Mill: Apple Butter Shelter 06/27/2013
Milepost 176.20

The Mabry Mill Apple Butter Interpretive Shelter (B970) is located at milepost 176.20 at the Mabry Mill interpretive area. The site is located on parkway left, north of the mill pond and paved surface lot for the Mabry Mill Concession Building (B262). The site consists of mown-turf with numerous large deciduous trees and a creek that extends across the south end of the property to the mill pond. North of the creek are six structures used to interpret the Appalachian mill settlement: four buildings and two exhibit shelters. An asphalt-paved loop path provides access to the structures. In addition to the structures, the interpretive exhibit includes a wood flume and historic machinery and equipment. A gravel-paved parking lot is located east of the interpretive area and is accessed from Virginia Route 603. The Mabry Mill Apple Butter Interpretive Shelter is located at the north side of the Mabry Mill interpretative area, adjacent to the Mabry Mill Molasses Interpretive Shelter (B971).

The Mabry Mill Apple Butter Interpretive Shelter is an exhibit shelter located in the Mabry Mill interpretive area. The open-air shelter measures approximately 20 feet by 20 feet and consists of four timber corner posts set into the earth that support a wood-framed gable roof with wood shakes. The end gables of the roof are enclosed and clad with vertically oriented wood plank. The floor of the shelter is paved with asphalt. The shelter is used as an interpretive exhibit space for the making of apple butter.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B971 Mabry Mill: Molasses Shelter 06/27/2013
Milepost 176.20

The Mabry Mill Molasses Interpretive Shelter (B971) is located at milepost 176.20 at the Mabry Mill interpretive area. The site is located on parkway left, north of the mill pond and paved surface lot for the Mabry Mill Concession Building (B262). The site consists of mown-turf with numerous large deciduous trees and a creek that extends across the south end of the property to the mill pond. North of the creek are six structures used to interpret the Appalachian mill settlement: four buildings and two exhibit shelters. An asphalt-paved loop path provides access to the structures. In addition to the structures, the interpretive exhibit includes a wood flume and historic machinery and equipment. A gravel-paved parking lot is located east of the interpretive area and is accessed from Virginia Route 603. The Mabry Mill Molasses Interpretive Shelter is located at the north side of the Mabry Mill interpretative area, adjacent to the Mabry Mill Apple Butter Interpretive Shelter (B970).

The Mabry Mill Molasses Interpretive Shelter is an exhibit shelter located in the Mabry Mill interpretive area. The open-air shelter measures approximately 20 feet by 20 feet and consists of four timber corner posts set into the earth that support a wood-framed gable roof with wood shakes. The end gables of the roof are enclosed and clad with vertically oriented wood plank. The floor of the shelter is paved with asphalt. The shelter is used as an interpretive exhibit space for the making of molasses.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B864 Groundhog Mountain: Pump House 06/27/2013
Milepost 188.00

The Pumphouse (B864) is located at milepost 188.80 on parkway left at the Groundhog Mountain Picnic Area. The site is characterized by gently rolling hills and consists of an asphalt-paved loop road with surface lot and is surrounded by mown-turf. A picnic area and Comfort Station (B481) are located on the hillside at the north side of the site, the Lookout Tower (B137) and pumphouse are on hill at the west side of the site, and small cemetery is located in the landscaped area within the loop road. The pumphouse is located on a hillside at the edge of the clearing, downslope from the lookout tower. It is approximately 75 feet from an asphalt-paved access path that extends between the lookout tower and paved loop road.

The Pumphouse at the Goundhog Mountain Picnic Area is a small one-story load-bearing masonry structure with a concrete block foundation, grooved plywood cladding painted grey, and a wood-framed shed roof with enclosed eaves and aluminum gutters and downspouts. The main entrance is a single steel door and is accessed from a concrete stair.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B166 Puckett Cabin 06/27/2013
Milepost 189.80

The Puckett Cabin (B166) is located on parkway right at milepost 189.80 at the Puckett interpretive area. The site extends along the parkway and consists of a mown-turf clearing with numerous large deciduous trees and is surrounded by various types of wood fences including post and rail, worm rail fence, and picket fences. The site contains two structures used to interpret the Appalachian farm settlement and an asphalt-paved trail provides access to the structures. An asphalt-paved pull-off and surface lot are associated with the interpretive area. The cabin is the first structure encountered on the trail from the surface lot.

The Puckett Cabin is a one-and-a-half-story log-framed structure organized on an east–west axis. The structure has a stone foundation, milled log-framed structure with half-dovetail joints and wood chinking, wood weatherboard siding at the gable ends, and a wood-framed wood shake gable roof with exposed framing. Fenestration consists of a wood-framed eight-light fixed window. The main entrance is located on the east elevation of the building and has a vertical plank door and stone stoop. A stone exterior end chimney is centered on the west end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B335 Puckett Chicken House 06/27/2013
Milepost 189.80

The Puckett Chicken House (B335) is located on parkway right at milepost 189.80 at the Puckett interpretive area. The site extends along the parkway and consists of a mown-turf clearing with numerous large deciduous trees and is surrounded by various types of wood fences including post and rail, worm rail fence, and picket fences. The site contains two structures used to interpret the Appalachian farm settlement and an asphalt-paved trail provides access to the structures. An asphalt-paved pull-off and surface lot are associated with the interpretive area. The chicken house is situated at the north end of the site, at the edge of the clearing.

The Chicken House is a one-story log-framed structure situated in a mown-turf clearing. The building has a stone pier foundation, exposed milled log-framed structure with half-dovetail joints and wood chinking, and a wood-framed wood shake gable roof with exposed framing. A small access door is located on the south elevation of the building and has a stone stoop. The door opening is wood-framed and has a vertical plank door.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B1059 Fancy Gap Maintenance: Haz Mat Bldg 06/27/2013
Milepost 199.10

The Fancy Gap Maintenance Area Hazardous Materials Storage Building (B1059) is located at milepost 199.10 on parkway right within the Fancy Gap Maintenance Area. The Fancy Gap Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Ranger Road, an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of three structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. The Fancy Gap Maintenance Area Hazardous Materials Storage Building is located at the northeast side of the Fancy Gap Maintenance Area. The building affronts the paved surface lot and is adjacent to the Fancy Gap Maintenance Area Maintenance Building (B364) to the east.

The Fancy Gap Maintenance Area Hazardous Materials Storage Building is a 96-square-foot structure with cast-in-place concrete foundation, tilt-up concrete panel walls, and a low-slope cast-in-place concrete roof slab. The building has a steel double-door on the main entrance elevation accessed by a concrete ramp, and vent openings on the southwest and northeast elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B364 Fancy Gap Maintenance: Maintenance Bldg 06/27/2013
Milepost 199.10

The Fancy Gap Maintenance Area Maintenance Building (B364) is located at milepost 199.10 on parkway right within the Fancy Gap Maintenance Area. The Fancy Gap Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Ranger Road, an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of three structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. The Fancy Gap Maintenance Area Maintenance Building is the primary structure at the Fancy Gap Maintenance Area. The maintenance area is surrounded by a chain link perimeter fence. The building is located at the north end of the site, across from the main entrance gates, and affronts the paved surface lot. The back elevation of the maintenance building aligns with the chain link fence. A truss-framed satellite tower is adjacent to the building.

The Maintenance Building at the Fancy Gap Maintenance Area is a one-story structure with a rectangular plan. The building is oriented on an east-west axis with the main entrance on the south façade. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted grey, and an asphalt shingle gable roof with vented eaves and hanging gutter. The end gables of the roof are clad with horizontally oriented vinyl siding. Typical fenestration includes steel-framed six-light industrial sash windows. Each window opening has a concrete sill clad with wood. Door openings contain steel-framed multi-light doors. The main elevation is composed of five bays, three of which are garage bays with roll-up aluminum doors. There is a partially dismantled exterior chimney constructed of concrete masonry on the east elevation.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B865 Fancy Gap Maintenance: Pump House 06/27/2013
Milepost 199.10

The Fancy Gap Maintenance Area Pump House (B865) is located at milepost 199.10 on parkway right. The building is located at the crest of a mown-turf clearing in a heavily wooded site. The Fancy Gap Maintenance Area Pump House is in close proximity to the Fancy Gap Maintenance Area Maintenance Building (B364) and is associated with the nearby Fancy Gap Maintenance Area.

The Fancy Gap Maintenance Area Pump House is a 96-square-foot one-story structure with concrete block foundation and walls and an asphalt shingle low-slope gable roof. The building has a two-panel steel door on the main entrance elevation and vent openings on the side elevations.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B946 Fancy Gap Maintenance: Fuel Building 06/27/2013
Milepost 199.10

The Fancy Gap Maintenance Area Fuel Building (B946) is located at milepost 199.10 on parkway right within the Fancy Gap Maintenance Area. The Fancy Gap Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Ranger Road, an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of three structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. The Fancy Gap Maintenance Area Fuel Building is on the west side of the Fancy Gap Maintenance Area. The building is in close proximity to the Fancy Gap Maintenance Area Maintenance Building (B364) and affronts the paved surface lot.

The Fuel Building at the Fancy Gap Maintenance Area is a one-story wood-framed structure constructed of a cast-in-place concrete block on a concrete foundation pad. The building has vertical grooved plywood siding painted grey and a wood-framed asphalt shingle gable roof with enclosed eaves. The front elevation of the building features a wood-framed door opening through which the fuel pumps are accessed. The concrete foundation pad supports steel gas storage tanks that are associated with the building.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B28 Fancy Gap Maintenance: Residence 28 06/27/2013
Milepost 199.90

Fancy Gap Maintenance Area Residence 28 (B028) is a part of a residential enclave consisting of two similarly designed residences and a support structure that share a mown lawn with asphalt drive access. The site is set on a hill and accessed by a paved spur road that extends from parkway left uphill approximately one eighth of a mile to the common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Fancy Gap Maintenance Area Residence 28 is a one-story Ranch style structure oriented on a north-south axis with the main entrance centered on the south elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B416 Fancy Gap Maintenance: Residence 416 06/27/2013
Milepost 199.90

Fancy Gap Residence 416 (B416) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Fancy Gap Residence 416 is a one-story Ranch style structure oriented on a north-south axis with the main entrance centered on the west elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B448 Fancy Gap Maintenance: Pump House at Residence (W19) 06/27/2013
Milepost 200.00

The Fancy Gap Residences Pump House (B448) is located at milepost 200.00 and is accessed via a 1/4-mile winding asphalt road that extends from parkway left. Access to the road is restricted by a steel bar gate at the parkway intersection entrance that is locked with a padlock. The building is located at the crest of a mown-turf clearing in a heavily wooded site at the end of the access road. The Fancy Gap Residences Pump House is in a grassy area in close proximity to Fancy Gap Residence 28 (B028) and Fancy Gap Residence 416 (B416) and is associated with the nearby Fancy Gap Maintenance Area.

The Fancy Gap Residences Pump House is a 96-square-foot one-story structure with concrete block foundation and walls and an asphalt shingle low-slope gable roof. The building has a two-panel steel door on the main entrance elevation and vent openings on the side elevations.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B867 Ranger Office (Hipp Dwelling) 06/26/2013
Milepost 202.90

The Ranger Office (B867) is a renovated adaptive reuse structure located on parkway left at milepost 202.90. The structure is located on a gently sloping mown-turf clearing that slopes to the southeast and is situated along the parkway. The south side of the structure is surrounded by a chain link fence. The site is accessed from a 1/8 mile asphalt-paved drive that extends to the parkway.

The Ranger office is a one-story wood-framed structure with walk-out basement oriented on an east–west axis with the main entrance centered on the west elevation. The building has a concrete foundation, stone veneer and weatherboard siding, and asphalt-shingle gable roofs with hanging gutters and downspouts. The building is set into the hillside. The main entrance is located on the uphill portion of the site on the west elevation. The entrance features a wood-framed porch with asphalt shingle shed roof and stone-clad deck that extends the full width of the entrance elevation. A two-story addition is located at the downslope portion of the site at the southeast corner of the building. The addition features two garage openings with wood-framed garage. Typical fenestration includes aluminum-framed fixed and one-over-one double-hung windows. An exterior mounted stone chimney is located on the north elevation. The structure was converted from a private residence into a Park Service office.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B958 Blue Ridge Music Center: Amphitheater 06/26/2013
Milepost 212.75

The Amphitheater (B958) is located at milepost 212.75 and is associated with the Blue Ridge Music Center at Fishers Peak on parkway left. The Blue Ridge Music Center is a complex of five contemporary structures dedicated to the musical heritage of the Appalachian culture. It includes a museum building, shop for making violins, amphitheater, and outbuildings. The site consists of mown turf and is accessed by an asphalt-paved road that extends from the parkway to a paved surface lot. A network of asphalt-paved sidewalks provides access between the structures. The amphitheater is located approximately 1/8 mile west of the surface lot, across a truss-framed pedestrian bridge. A small wood-framed wood storage shed (B978) is located immediately adjacent to the amphitheater site.

The Amphitheater at the Fishers Peak Music Complex consists of a large terraced grass-covered seating area set into the slope of the hillside and a covered raised stage with backstage enclosure. The seating area has three terraced sections; each terraced level has a random coursed ashlar stone retaining wall and is separated from the other sections by an asphalt-paved sidewalk. A stone clad lighting booth with partial height walls and aluminum-framed gable roof canopy is centered in the upper terrace. Steel post lighting towers are located at the ends of each of the terraced sections. The stage has a concrete block foundation with concrete finish floor and is covered by a corrugated sheet metal shed roof with wood post supports. The backstage enclosure has board and batten siding painted beige. It is accessed from a concrete stair that leads to the back elevation and a steel sliding door from the stage level. The stage is surrounded by an asphalt-paved apron.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B959 Blue Ridge Music Center: Comfort Station 06/26/2013
Milepost 212.75

The Comfort Station (B959) is located at milepost 212.75 and is associated with the Blue Ridge Music Center at Fishers Peak on parkway left. The Blue Ridge Music Center is a complex of five contemporary structures dedicated to the musical heritage of the Appalachian culture. It includes a museum building, shop for making violins, amphitheater, and outbuildings. The site consists of mown turf and is accessed by an asphalt-paved road that extends from the parkway to a paved surface lot. A network of asphalt-paved sidewalks provides access between the structures. The comfort station is west of the surface lot and immediately adjacent to the Museum Building (B974), and Luthiers Shop (B962).

The Comfort Station at the Blue Ridge Music Center is a one-story load-bearing structure with a rectangular plan that houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls clad with board and batten siding painted beige, and a wood-framed standing seam metal gable roof. A wood-framed shed roof covers the main entrance porch, which provides access to the restrooms and janitor's closet. Typical fenestration includes aluminum-framed fixed windows with faux mullions. Door openings are steel-framed and have steel-vented panel door. The front elevation of the comfort station is flanked by stone-clad retaining walls and landscaped planting beds.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B960 Blue Ridge Music Center: Well House #1 06/26/2013
Milepost 212.75

Well House No. 1 (B960) is located at milepost 212.75 on the Blue Ridge Parkway and is accessed from a gravel-paved spur road that extends from the paved access road to the Blue Ridge Music Center at Fishers Peak on parkway left. The structure is situated on a mown-turf site along the perimeter of a heavily wooded area and at the crest of a hill. The structure is associated with the Well House No. 2 (B961), located approximately 200 feet along the gravel spur road, but not visible from Well House No. 2.

Well House No. 2 is a one-story load-bearing masonry structure constructed of concrete block painted white on a concrete foundation pad. The building has a shed roof with a roof consisting of metal panel doors.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B961 Blue Ridge Music Center: Well House #2 06/26/2013
Milepost 212.75

Well House No. 2 (B961) is located at milepost 212.75 on the Blue Ridge Parkway and is accessed from a gravel-paved spur road that extends from the paved access road to the Blue Ridge Music Center at Fishers Peak on parkway left. The structure is situated on a mown-turf site along the perimeter of a heavily wooded area and at the base of a small hill. The structure is associated with Well House No. 1 (B960), located approximately 200 feet further down the spur road, but not visible from Well House No. 1.

Well House No. 1 is a one-story load-bearing masonry structure with a rectangular plan and attached half-story exterior storage bin. The building has a concrete foundation, concrete block wall clad with vertical board and batten siding painted beige, and a wood-framed asphalt shingle gable with exposed rafters. The structure also has a metal door and concrete stoop.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B962 Blue Ridge Music Center: Luthiers Shop 06/26/2013
Milepost 212.75

The Luthiers Shop (B962) is located at milepost 212.75 and is associated with the Blue Ridge Music Center at Fishers Peak on parkway left. The Blue Ridge Music Center is a complex of five contemporary structures dedicated to the musical heritage of the Appalachian culture. It includes a museum building, shop for making violins, amphitheater, and outbuildings. The site consists of mown turf and is accessed by an asphalt-paved road that extends from the parkway to a paved surface lot. A network of asphalt-paved sidewalks provides access between the structures. The Luthiers Shop is west of the surface lot and immediately adjacent to the Museum Building (B974), and Comfort Station (B959).

The Luthiers Shop at the Blue Ridge Music Center is a one-story steel- and timber-framed structure with a rectangular plan that houses a workshop and exhibit space for violin makers. The building has a concrete foundation, board and batten siding painted beige, and a wood-framed standing seam metal gable roof. The roof extends approximately 15 feet beyond the front of the building enclosure and defines covered entrance porch with stone pavers. The overhanging portion of the roof has horizontal wood plank at the end gable and is supported by wood columns and truss-framed members. Typical fenestration includes fixed windows with faux mullions. Door openings are steel-framed and have glazed steel doors. A metal vent stack extends from the northeast corner of the roof.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B974 Blue Ridge Music Center: Museum 06/26/2013
Milepost 212.75

The Music Museum (B974) is located at milepost 212.75 and is associated with the Blue Ridge Music Center at Fishers Peak on parkway left. The Blue Ridge Music Center is a complex of five contemporary structures dedicated to the musical heritage of the Appalachian culture. It includes a museum building, shop for making violins, amphitheater, and outbuildings. The site consists of mown turf and is accessed by an asphalt-paved road that extends from the parkway to a paved surface lot. A network of asphalt-paved sidewalks provides access between the structures. The Music Museum is the primary structure of the complex and is west of the surface lot and immediately adjacent to the Luthiers Shop (B962), and Comfort Station (B959). The structure is set on a hillside with the main entrance located on the uphill portion of the site. The back of the building overlooks an asphalt-paved service road that extends parallel to the structure. Immediately across the service road are a creek, gravel trails, and a heavily-wooded forest.

The Music Museum at the Blue Ridge Music Center is a one-story steel-framed structure with a walk-out basement of contemporary design. It has a rectangular plan oriented on an east–west axis and houses a museum, gift shop, administrative offices, and a small concert space. The structure has a concrete foundation, steel and timber-framed structure clad with board and batten siding painted beige, and offset wood-framed standing seam metal gable roofs. The museum and gift shop are located at the west side of the building and has a separate roof structure and entrance with shed roof canopy. The west portion of the building has a gable roof dormer along the ridge line of the roof. The concert hall is located on the east half of the building and also has a separate roof structure as well as a wrap-around porch that extends along the east and south elevations. A gable roof covered breezeway links the two sides of the building. The breezeway is access through a pair of sliding barn doors clad with diagonally-oriented wood plank. Administrative offices are located at the basement level of the structure. Typical fenestration includes fixed windows with faux mullions. Door openings are steel-framed and have glazed steel doors. A metal vent stack extends from the northeast corner of the roof.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B978 Blue Ridge Music Center: Storage Building 06/26/2013
Milepost 212.75

The Storage Building (B978) is located at milepost 212.75 and is associated with the Blue Ridge Music Center at Fishers Peak on parkway left. The Blue Ridge Music Center is a complex of five contemporary structures dedicated to the musical heritage of the Appalachian culture. It includes a museum building, shop for making violins, amphitheater, and outbuildings. The site consists of mown turf and is accessed by an asphalt-paved road that extends from the parkway to a paved surface lot. A network of asphalt-paved sidewalks provides access between the structures. The storage building is located on a grass-covered site along an asphalt-paved service road that extends through the site. The building is approximately 1/4 mile west of the surface lot, across a truss-frame bridge and near the amphitheater (B958).

The Storage Building is a small one-story wood-framed structure with rectangular plan associated by function with the nearby amphitheater. The building is set on a concrete masonry pier foundation and has vertically oriented grooved plywood and a standing seam metal shed roof. There are two entrances to the building, one at either end. One entrance has a single steel door and is accessed from a wood-framed stair. The other entrance has a steel double door and is accessed from a wood-framed ramp.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B092 Cumberland Knob: Pump House (W20) 06/26/2013
Milepost 217.30

The Pumphouse (B092) at Cumberland Knob Maintenance Area is located on parkway right at milepost 217.30. The structure is accessed from the asphalt-paved exit ramp between North Carolina Route 18 and the Blue Ridge Parkway. The pumphouse is situated on a mown-turf site, at the base of the exit ramp embankment. A set of stone steps leads from the exit ramp road to the pumphouse.

The Pumphouse at Cumberland Knob Maintenance Area is a small one-story load-bearing masonry structure with concrete foundation, concrete block walls clad with grooved plywood siding painted beige, and a wood-framed asphalt shingle gable roof. The main entrance features a wood-framed door opening with steel single panel door. Adjacent to the pumphouse is a wood electrical pole.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B093 Cumberland Knob Maintenance: Gas & Oil Storage 06/26/2012
Milepost 217.30

The Cumberland Knob Maintenance Area Gas and Oil Storage Building (B093) is located at milepost 217.30 on parkway right within the Cumberland Knob Maintenance Area. The Cumberland Knob Maintenance Area has a relatively flat terrain and is set in a clearing within a wooded site surrounded on all sides by the asphalt-paved access ramp between the parkway and North Carolina Route 18. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved spur road that extends to the access ramp and is partially visible from the parkway. The maintenance area consists of three structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A small well house is located approximately 500 feet west of the maintenance area, across the paved access ramp. The Cumberland Knob Maintenance Area Gas and Oil Storage Building is located on the south side of the Cumberland Knob Maintenance Area, near the entrance gates. The building is across the parking lot from the Cumberland Knob Maintenance Area Equipment Storage and Office Building (B094) and affronts the paved surface lot.

The Gas and Oil Storage Building at the Cumberland Knob Maintenance Area is a one-story structure with a rectangular plan constructed of concrete block on a concrete foundation and has grooved plywood siding painted brown. The building has a wood-framed standing seam metal gable roof with horizontal clapboard at the end gable and hanging gutters. Typical fenestration includes nine-light steel-framed industrial sash windows with concrete sills clad with wood. The side lights are fixed and the center three lights are a casement unit. A door opening is centered on the main elevation and includes a steel-framed door with multi-light glazing.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B094 Cumberland Knob Maintenance: Equip. Storage & Office 06/26/2013
Milepost 217.30

The Cumberland Knob Maintenance Area Equipment Storage and Office Building (B094) is located at milepost 217.30 on parkway right within the Cumberland Knob Maintenance Area. The Cumberland Knob Maintenance Area has a relatively flat terrain and is set in a clearing within a wooded site surrounded on all sides by the asphalt-paved access ramp between the parkway and North Carolina Route 18. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved spur road that extends to the access ramp and is partially visible from the parkway. The maintenance area consists of three structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A small well house is located approximately 500 feet west of the maintenance area, across the paved access ramp. The Cumberland Knob Maintenance Area Equipment Storage and Office Building is located on the northeast side of the Cumberland Knob Maintenance Area. The building is immediately southeast of the Cumberland Knob Maintenance Area Hazardous Materials Storage Building (B1055) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Equipment Storage Building at the Cumberland Knob Maintenance Area is a one-story structure with a linear plan oriented on a northwest-southeast axis and constructed of concrete block on a concrete foundation and has grooved plywood siding painted brown. The building has a wood truss-framed standing seam metal hip roof with hanging gutters. Typical fenestration includes six-light steel-frame industrial sash windows with concrete sills clad with wood. Door openings have steel-framed doors with glazing. The main elevation of the building is divided into three 12-foot-wide bays with aluminum roll-up garage doors and an extended roofline that forms a 1 foot eave. The garage vehicular entrance bays are flanked by end bays containing paired window openings.
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roof type- hip with aluminum gutters and downspout

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B1055 Cumberland Knob Maintenance: Haz Mat Storage 06/26/2013
Milepost 217.30

The Cumberland Knob Maintenance Area Hazardous Materials Storage Building (B1055) is located at milepost 217.00 on parkway right within the Cumberland Knob Maintenance Area. The Cumberland Knob Maintenance Area has a relatively flat terrain and is set in a clearing within a wooded site surrounded on all sides by the asphalt-paved access ramp between the parkway and North Carolina Route 18. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved spur road that extends to the access ramp and is partially visible from the parkway. The maintenance area consists of three structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A small well house is located approximately 500 feet west of the maintenance area, across the paved access ramp. The Cumberland Knob Maintenance Area Hazardous Materials Storage Building is located at the north side of the Cumberland Knob Maintenance yard. The building affronts the paved surface lot and is adjacent to the Cumberland Knob Maintenance Area Equipment Storage and Office Building (B1055) to the southeast.

The Cumberland Knob Maintenance Area Hazardous Materials Storage Building is a steel-framed metal panel structure that sits on a gravel-covered site adjacent to the asphalt-paved surface lot. The building has a steel double-door on the main entrance elevation accessed by a steel ramp with textured tread surface, and vent openings on the side elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B089 Cumberland Knob Overlook Shelter (T50) 06/26/2013
Milepost 217.60

The Cumberland Knob Overlook Shelter (B089) is located at milepost 217.60 and is associated with the Cumberland Knob Visitor Center (B090). The site is a mown-turf clearing surrounded by dense woods at the peak of a hill, and is accessed from the Cumberland Knob Trail, a 1/2-mile-long dirt trail, which extends up the hillside from the visitor center site. The structure is set at the perimeter of the clearing, where the trail meets the clearing. The site at one time offered views overlooking the Blue Ridge Mountains but views are now blocked by overgrown shrubbery.

The Cumberland Knob Overlook Shelter is a one-story load-bearing open-air structure with an L-shaped plan. The building has 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.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B090 Cumberland Knob: Visitor Center/Comfort Station 06/26/2013
Milepost 217.60

The Cumberland Knob Visitor Center/Comfort Station (B090) is located on parkway left at milepost 217.60. The site is a large mown-turf clearing surrounded by dense woods at the base of a hill and offers views of the Blue Ridge Mountains. The site includes a picnic area, recreation field, and the Smith family cemetery, and is accessed from an asphalt-paved spur road and paved surface lot. An asphalt-paved sidewalk extends from the surface lot to the rear elevation of the Visitor Center. The Cumberland Knob Visitor Center area includes a wood storage shed (B385), visible from the visitor center, and an overlook shelter (B089), not visible from the visitor center.

The Cumberland Knob Visitor Center/Comfort Station is a one-story timber-framed open-air structure with an L-shaped plan. The building is composed of an enclosed visitor center, enclosed comfort station, and an open-air covered porch. The structure has a concrete foundation with a flagstone-paved floor, timber- and log-framed walls painted grey, and wood-framed wood shake gable roofs with the end gable clad with board and batten siding. The visitor center portion of the building is log-framed and has half dovetail joinery. The comfort station portion of the building has board and batten siding and features a small covered entrance vestibule. 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. Door openings are wood-framed with vertical wood plank doors. Historically, the structure served as a sandwich shop and 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.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B385 Cumberland Knob: Wood Storage Shed 06/26/2013
Milepost 217.60

The Cumberland Knob Wood Storage Shed (B385) is located on parkway left at milepost 217.60. The Cumberland Knob Visitor Center area is accessed from an asphalt-paved spur road that terminates at a paved surface lot. The site is a small gravel-covered clearing directly accessed from the paved surface lot and surrounded by dense woods on the three sides. The wood storage shed is in close proximity to and visible from the Cumberland Knob Visitor Center/Comfort Station (B090).

The Cumberland Knob Wood Storage Shed is a small structure with a rectangular plan. The structure has wood timber framing, with the framing posts set in concrete piers and supporting a wood-framed wood shingle gable roof with exposed eaves. The framing is clad with vertically oriented wood plank. The window opening is wood-framed and has hinged wood plank shutters. A wood-framed, wood-plank door is centered on the rear end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B096 Brinegar Cabin 05/15/2013
Milepost 238.50

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.

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 and back elevations, are wood-framed and have vertical plank doors. Two stone exterior end chimneys are located at the end gable elevations.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B162 Brinegar Shed/Granary 05/15/2013
Milepost 238.50

The Brinegar Granary/Shed (B162) 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 Granary/Shed is adjacent to the Brinegar Cabin (B096) and accessed by a stone-paved path lined with a wood post-and-rail fence.

The Brinegar Granary/Shed is a one-story wood-framed structure with 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. Typical door openings are wood-framed and have vertical wood plank doors. The main entrance door has a stone stoop.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B163 Brinegar Springhouse 05/15/2013
Milepost 238.50

The Brinegar Springhouse (B163) 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 Springhouse is set into the shrub-covered hillside and located downhill from the other interpretive structures. A stone retaining wall extends along the uphill portion of the paved entrance path and a wood post-and-rail fence defines the downslope side of the path.

The Brinegar Springhouse 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 wood-framed wood shake gable roof. The building is accessed through a wood-framed door opening.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B433 Brinegar Outhouse 05/15/2013
Milepost 238.50

The Brinegar Outhouse (B433) 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 Outhouse is located on a gravel-covered embankment with stone retaining wall at the edge of the shrub-covered hillside.

The Brinegar Outhouse is a wood-framed outbuilding with horizontal wood weatherboard and wood shake shed roof with exposed eaves. The structure features a wood-framed two-light fixed window and vertical plank door. It is currently being used for storage.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B098 Doughton Park: Campground Comfort Station - Loop C 05/15/2013
Milepost 239.30

The Doughton Park Campground Comfort Station, Loop C (B098), is located at the Doughton Park Campground at the center of campground Loop C, also called the Tent Loop. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a steep-sloped hillside approximately ten feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is associated with a campground kiosk, a residence, and three other comfort stations within the campground area.

The Comfort Station at Loop C of the Doughton Park Campground is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building consists of a concrete foundation, board and batten siding painted gray, and a wood-shake hip roof with gablets. The roof is characterized by exposed wood rafters and wide overhanging eaves that are supported at the ends by a wood-framed screen wall. The screen wall is composed of wood posts set on a stone foundation. The wall framing is clad with horizontal boards separated by a 1-inch-wide joint, through which the framing is visible. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. There are three entrances to the building: one at each end that provides access through a covered vestibule to the separate restroom facilities, and one centered on the back elevation leading to the janitor's closet. The restroom entrances are accessed by stone steps and an entrance stoop enclosed by the wood-framed screen wall and overhanging roof. Each entrance door is composed of vertically oriented board batten siding.

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The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B370 Doughton Park: Campground Comfort Station - Loop B (upper) 05/15/2013
Milepost 239.30

The Doughton Park Campground Comfort Station Loop B, Upper (B370), is located at the Doughton Park Campground in the center of the Upper Loop of Campground Loop B. The building is situated in a wooded area on a steep-sloped hillside within a deciduous forest approximately fifty feet from the paved loop roadway. The comfort station is accessed from a concrete sidewalk that extends from the loop road and is surrounded on three sides by a concrete apron. The comfort station is associated with a campground kiosk and four other comfort stations within the campground.

The Upper Loop B Comfort Station at the Doughton Park Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls clad with grooved plywood and painted gray, and a wood-frame low-slope gable roof with exposed rafters, built-up roofing, and copper flashing. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood. Two wood-framed hopper windows with concrete sills and obscure glazing are located on each elevation. There are three entrances to the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. Each entrance has a vertically oriented wood plank door. The doors are designed with wide gaps between the planks through which the interior wood cross-braced door framing is visible.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B396 Doughton Park: Campground Comfort Station - Loop B (lower) 05/15/2013
Milepost 239.30

The Doughton Park Campground Comfort Station Lower Loop B (B396) is located at the Doughton Park Campground in a wooded area to the northeast of the campground Loop B, also called the Camping Loop. The building is situated in a clearing within a densely wooded deciduous forest on a steep-sloped hillside approximately one hundred feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on three sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and four other comfort stations within the campground.

The Comfort Station at Lower Loop B of the Doughton Park Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. Both halves are clad with board and batten painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with board and batten siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B831 Doughton Park: Campground Entrance Kiosk 05/15/2013
Milepost 239.30

The Doughton Park Campground Entrance Kiosk (B831) is located on parkway right at the entrance to the Doughton Park Campground. The building is situated on an asphalt-paved sidewalk along the paved access road at the entrance gates to the campground area. The building is set in a clearing at the top of a hill.

The Entrance Kiosk at the Doughton Park Campground is a one-story wood-framed structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, board and batten siding painted grey, and a wood-frame gable roof with exposed eaves and rafters and asphalt shingles. The end gables of the roof are clad with horizontally oriented wood clapboard. On the front elevation is a covered porch that provides access to the registration window and the employee entrance door clad with board and batten siding. The porch has a concrete stoop and is protected by the overhanging gable roof. Metal posts clad with wood support the overhanging corners of the roof. An aluminum-framed sliding window is centered on the side of the kiosk that affronts the access road. The window serves as the guest registration area and is accessed by an asphalt-paved sidewalk. Below the window is a projecting wood ledge. Typical fenestration on the remaining facades of the building consists of aluminum-framed sliding windows.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B097 Doughton Park: Campground Comfort Station - Loop A 05/15/2013
Milepost 239.30

The Doughton Park Campground Comfort Station, Loop A (B097), is located at the Doughton Park Campground outside the southern perimeter of campground Loop A, also called the Trailer Loop. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a steep-sloped hillside approximately one hundred feet from the paved loop roadway overlooking a wooded area. The comfort station is accessed from a stone sidewalk and stone steps and an asphalt-paved walkway that extends from the loop road and is associated with a campground kiosk, a residence, and three other comfort stations within the campground area.

Constructed in 1942, the 24'-6" x 14' comfort station is a wood frame structure on a concrete foundation. The Comfort Station at Loop A of the Doughton Park Campground is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building consists of a concrete foundation, board and batten siding, and a wood-shingle hip roof with gablets. The roof is characterized by exposed wood rafters and wide overhanging eaves that are supported at the ends by a wood-framed screen wall. The screen wall is composed of wood posts set on a stone foundation. The lower portion of the wall framing is clad with horizontal boards separated by a 1-inch-wide joint, through which the framing is visible. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. There are three entrances to the building: one at each end that provides access through a covered vestibule to the separate restroom facilities, and one centered on the back elevation leading to the janitor's closet. The restroom entrances are accessed by stone steps and an entrance stoop enclosed by the wood-framed screen wall and overhanging roof. Each entrance door is composed of vertically oriented board batten siding.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B830 Doughton Park: Campground Residence 05/15/2013
Milepost 239.30

The Doughton Park Campground Residence (B830) is associated with the Doughton Park Campground at milepost 239.30 and is situated on a hill over the entrance to the campground in a mown-turf clearing in the heavily wooded area. The site is accessed from a gravel drive that extends from the paved campground access road.

The Doughton Park Campground Residence is a one-story log-framed structure of contemporary construction, rectangular in plan, which houses seasonal park employees. The building has a concrete block foundation with stone veneer, exposed milled-log framing stained grey, and a wood-framed asphalt shingle gable roof with hanging gutters. The milled-log framing has half-dovetail joints and an exterior insulation and finishing system (EIFS) faux daubing. The end gables of the roof are clad with vertical grooved plywood. At the front elevation of the building is a wood-framed covered porch with asphalt shingle shed roof. Typical fenestration consists of aluminum one-over-one double-hung windows. Typical doors are aluminum-framed with glazing.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B821 Doughton Park: Pump House (W21) 05/15/2013
Milepost 240.30

The Doughton Park Pump House (B821) is located at milepost 240.30 on the Blue Ridge Parkway and is accessed from a gravel-paved spur road that extends from parkway left. The structure is situated on a mown-turf site along the perimeter of a heavily wooded area adjacent to parkway fencing lines to the east. The Doughton Park Pump House is the only structure in the area.

The Doughton Park Pump House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with grooved plywood siding painted grey, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B100 Martin Caudill Cabin 06/25/2013
Milepost 241.00

The Martin Caudill Cabin (B100) is located on parkway right at milepost 241.00. It is situated in an overgrown clearing surrounded by dense woods at the base of a steep mountain, downslope from the parkway. The cabin is the only structure on the site and is faintly visible from the Alligator Back Overlook (1012P). The cabin is located at the north end of the Basin Creek trail, a 3.3-mile one-way gravel trail that extends through densely wooded forest, across numerous streams, and through the ruins of a previously flooded early-twentieth-century farming community. The trail head is located at the back-country campground, a primitive camp site located 1.5 miles along the Grassy Gar Fire Road and accessed from North Carolina Route 18.

The Martin Caudill Cabin is a one-story structure used to interpret a rural Appalachian homestead. The building is a whole log-framed structure with saddle notched joinery and no chinking, set on dry laid fieldstone foundation walls, wood shake siding at the end gables, and a wood-framed wood shake gable roof with exposed framing. Doors are centered on both of the side gable elevations and are composed of wood-framed openings with wood plank doors. A stone exterior end chimney is centered on the uphill end gable elevation. The cabin is a one-room structure with wood floor and interior walls clad with wood plank. The interior of the cabin, from finished floor to ceiling framing, is approximately 5 feet tall.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B369 Doughton Park: Pump House/Booster Pump (W22) 05/15/2013
Milepost 241.10

The Booster Pumphouse (B369) is located at milepost 241.10 on parkway left near the Fodder Stack Access and Parking (1009P). The structure is in a heavily wooded site at the edge of mown-turf clearing. It is downslope, but not visible from the parking area. The site is accessed from a winding gravel-paved service road that extends 1/2-mile down the hillside from the Fodder Stack Access and Parking Area. The service road is in poor condition and covered with grass and shrubs so that the paving is not clearly visible. The Booster Pumphouse is located midway along the service road.

The Booster Pumphouse is a small one-story structure with a square plan that is set 4 feet into the ground, only the top half of the structure is visible. The structure has a concrete foundation, concrete masonry walls, and a concrete slap flat roof. A concrete stair provides access from grade to the steel-framed two-panel main entrance door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B101 Doughton Park: Comfort Station (below Restaurant) 02/17/2011
Milepost 241.10

The Doughton Park Comfort Station in the Woods Picnic Area (B101) is located at the Doughton Park visitor area down the slope from the Doughton Picnic Area. The building is situated in a wooded area within a densely wooded deciduous forest on a steep-sloped hillside far from the paved loop roadway. The comfort station is accessed from a stone-paved walkway and is associated with an overlook shelter, a camp store, a coffee shop, two lodges, a pump house, and two other comfort stations within the picnic area.

The Comfort Station downslope from the Doughton Park Picnic Area is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building consists of a concrete foundation, board and batten siding, and a wood-shingle hip roof with gablets. The roof is characterized by exposed wood rafters and wide overhanging eaves that are supported at the ends by a wood-framed screen wall. The screen wall is composed of wood posts set on a stone foundation. The wall framing is clad with vertical boards. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. There are three entrances to the building: one at each end that provides access through a covered vestibule to the separate restroom facilities, and one centered on the back elevation leading to the janitor's closet. The restroom entrances are accessed by stone steps and an entrance stoop enclosed by the wood-framed screen wall and overhanging roof. Each entrance door is composed of vertically oriented board batten siding.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B102 Doughton Park: Picnic Area Comfort Station #1 05/15/2013
Milepost 241.10

The Comfort Station (B102) is located at the Doughton Park Picnic Area at milepost 241.10. The building is situated on a mown-turf clearing on the slope of the hillside overlooking the Blue Ridge Mountains. The picnic area is accessed from an asphalt-paved spur road that extends from parkway right and terminates at an asphalt-paved surface lot. An asphalt-paved walkway extends from the surface lot to the comfort station. The comfort station is associated with two other comfort stations and one overlook structure within the Doughton Park Picnic Area.

The Comfort Station at the Doughton Park Picnic Area is a one-story wood-framed structure with rectangular plan that includes restroom facilities and a covered porch that serves as a scenic overlook. The building has a stone foundation, sawn log framing with half dovetail joints, and a wood-framed wood shake gable roof with exposed framing. The end gables are clad with wood plank siding and the entire building is painted grey. The covered porch has stone-paved flooring, timber post framing, and a wood bench integrated into the structure. Entrances and window openings are located at the end gable elevations. Typical fenestration includes wood-framed six-light awning windows. Door openings are wood-framed with wood plank doors. The doors are designed with wide gaps between the planks through which the interior wood cross-braced framing is visible.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B103 Doughton Park: Overlook Shelter 05/15/2013
Milepost 241.10

The Overlook Shelter (B103) is located at the Doughton Park Picnic Area at milepost 241.10. The building is situated on a mown-turf clearing on the slope of the hillside overlooking the Blue Ridge Mountains. The shelter is associated with the Doughton Park Picnic Area, located east and uphill of the Overlook Shelter, that is accessed from an asphalt-paved spur road that extends from parkway right and terminates at an asphalt-paved surface lot. A dirt path extends from the surface lot to the Overlook Shelter. In addition to the Overlook Shelter, the Doughton Park Picnic Area has three comfort stations.

The Overlook Shelter at the Doughton Park Picnic Area is a one-story structure with porch. 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 structure is enclosed on three sides, with a wood-framed opening and porch on the main elevation. The gable roof extends over a stone-paved porch. Typical window openings are small rectangular-shaped openings located on the end gable elevations.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B104 Doughton Park: Picnic Area Comfort Station #2 05/15/2013
Milepost 241.10

The Comfort Station (B104) is located at the Doughton Park Picnic Area at milepost 241.10. The building is set within a grass-covered hillside with numerous deciduous trees. The picnic area is accessed from an asphalt-paved spur road that extends from parkway right and terminates at an asphalt-paved surface lot. An asphalt-paved walkway extends from the surface lot to the comfort station. A stone retailing wall, curved in plan, extends from the back elevation of the comfort station and edges the paved walkways to the entrances. The comfort station is associated with two other comfort stations and one overlook structure within the Doughton Park Picnic Area.

The Comfort Station at the Doughton Park Picnic Area is a one-story wood-framed structure with a rectangular plan that includes restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls clad with grooved plywood painted grey, and a low-slope wood-framed roof with enclosed eaves and clad with sheet metal. Typical fenestration includes one-light fixed windows with concrete sills clad with wood. Door openings are located at the side and front elevations and have wood plank doors. The doors are designed with wide gaps between the planks through which the interior wood cross-braced framing is visible.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B105 Doughton Park: Camp Store 05/15/2013
Milepost 241.10

The Camp Store (B105) is located on parkway right at milepost 241.10 and is associated with the Doughton Park visitor area. The visitor area consists of the camp store and the Coffee Shop (B106) which are located along an asphalt-paved drive and surface lot, immediately off the parkway. The structures are located on a mown-turf clearing at the top of a hill that slopes steeply to the north. The Camp Store is located at the west end of the site and is separated from the surface lot by a 3-foot-wide concrete traffic island. A stone-paved sidewalk with stone-clad drinking fountain extends along the front of the structure. The Coffee Shop and Camp Store are separated by a gated asphalt-paved service road.

The Camp Store at the Doughton Park visitor area is a one-story wood-framed structure with the main entrance facing south. The structure has 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. The building is currently vacant.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B106 Doughton Park: Coffee Shop 05/15/2013
Milepost 241.10

The Coffee Shop (B106) is located on parkway right at milepost 241.10 and is associated with the Doughton Park visitor area. The visitor area consists of the coffee shop and the Camp Store (B105) which are located along an asphalt-paved drive and surface lot, immediately off the parkway. The structures are located on a mown-turf clearing at the top of a hill that slopes steeply to the north. The Coffee Shop is located at the east end of the site and has a stone-paved sidewalk that extends along the front of the structure. The Coffee Shop and Camp Store are separated by a gated asphalt-paved service road.

The Coffee Shop at the Doughton Park visitor area is a one-story wood-framed structure with the main entrance facing south. The structure has a concrete foundation, horizontal wood plank siding stained grey, random ashlar native stone veneer, and a cement shingle gable roof with boxed hanging gutters. Typical fenestration has stone sills and includes wood-frame four-light awning windows as well as stacked single-light awnings. The main entrance features a pair of wood-framed double doors with glazing and exposed cross bracing. The building has a stone interior chimney. The Coffee Shop at one time functioned as a restaurant but is currently vacant.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B188 Doughton Park: Lodge - Unit A 05/15/2013
Milepost 241.10

The Lodge Unit A (B188) is located at the Doughton Park Picnic Area at milepost 241.10. The building is situated on a mown-turf clearing on a steep-sloped hillside that slopes to the southwest. It is connected to Lodge Unit B (B189) by a covered breezeway. The two buildings also share a stone-paved patio at the southwest side of the building that overlooks the landscape. A stone -clad stair with wrought iron handrail extends from the patio to the grass-covered landscape. The lodge is accessed from an asphalt-paved spur road that extends from parkway left and terminates at an asphalt-paved surface lot at the northeast side of the site. The lodge is adjacent and southwest of the surface lot. Asphalt-paved sidewalks extend from the surface lot to the lodges. A wood worm-rail fence defines the southwest boundary of the site.

The Doughton Park Lodge Unit A is a one-story wood-frame structure with walk-out basement. It is oriented on a northwest–southeast axis and is the north lodge of the two Doughton Park lodges. The building is set into the hillside and appears as a one-story structure from the northeast and a two-story building from the southwest. The structure has a concrete foundation, vertical plank siding with weatherboard siding at the end gables, and a cement tile gable roof with boxed gutters. Covered porches extend along northeast and southwest elevations. Lodge Unit A, along with the adjacent Lodge Unit B to the southeast, share a wood-framed covered breezeway and large stone-paved patio. The breezeway is stone-paved and has wood handrails and a wood-framed gable roof. The patio is accessed from a stone stair that extends from the breezeway and bound by a stone-clad perimeter wall. A stone stair extends from the patio to the grass-covered clearing. Typical fenestration includes wood-frame six-over-six double-hung windows. Door openings are located along the entrance facades on the northeast and southwest elevations and include wood-framed two-panel doors with slatted vents.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B189 Doughton Park: Lodge - Unit B 05/15/2013
Milepost 241.10

The Lodge Unit B (B18) is located at the Doughton Park Picnic Area at milepost 241.10. The building is situated on a mown-turf clearing on a steep-sloped hillside that slopes to the southwest. It is connected to Lodge Unit A (B188) by a covered breezeway. The two buildings also share a stone-paved patio at the southwest side of the building that overlooks the landscape. A stone-clad stair with wrought iron handrail extends from the patio to the grass-covered landscape. The lodge is accessed from an asphalt-paved spur road that extends from parkway left and terminates at an asphalt-paved surface lot at the northeast side of the site. The lodge is adjacent and southwest of the surface lot. Asphalt-paved sidewalks extend from the surface lot to the lodges. A wood worm-rail fence defines the southwest boundary of the site.

The Doughton Park Lodge Unit A is a one-story wood-frame structure with walk-out basement. It is oriented on an east–west axis and is the south lodge of the two Doughton Park lodges. The building is set into the hillside and appears as a one-story structure from the north and a two-story building from the south. The structure has a concrete foundation, vertical plank siding with weatherboard siding at the end gables, and a cement tile gable roof with boxed gutters. Covered porches extend along north and south elevations. Lodge Unit B, along with the adjacent Lodge Unit A to the south and east, share a wood-framed gable roof covered breezeway and large stone-paved patio. The breezeway is stone-paved and has wood handrails and a wood-framed gable roof. The patio is accessed from a stone stair that extends from the breezeway and bound by a stone-clad perimeter wall. A stone stair extends from the patio to the grass-covered clearing. Typical fenestration includes wood-frame six-over-six double-hung windows. Door openings are located along the entrance facades on the north and south elevations and include wood-framed two-panel doors with slatted vents.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B812 Doughton Park: Pump House at Lodge (W22) 05/15/2013
Milepost 241.10

The Pumphouse at Doughton Park (B812) is located on parkway left at milepost 241.10. The structure is located in a mown-turf clearing and is surrounded by a wood post-and-rail fence. The pumphouse is approximately 200 feet west of and visible from the Doughton Park lodges.

The Pumphouse at Doughton Park is a small one-story wood-framed structure with concrete foundation, board and batten siding, and a wood-framed wood shingle gable roof with exposed eaves. The slope on either side of the gable roof is slightly different, giving the structure an asymmetrical appearance. The main entrance is centered on the front elevation and has a steel door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B1079 Gurdineer Cabin 05/15/2013
Milepost 243.90

The Gurdineer Cabin (B1079) is located on parkway right at milepost 243.90. The building is situated at the peak of a hill on a grass-cover clearing in a heavily wooded area. The site is accessed from the parkway by a gravel spur road and includes the cabin and Gurdineer Storage Building (B1080).

The Gurdineer Cabin is a one-story wood-framed structure with rectangular plan. The building is situated at the peak of a hill with the front elevation overlooking views of the Blue Ridge Mountains. The building has a concrete foundation, horizontal weatherboard painted brown, and a wood-framed asphalt shingle gable roof with plywood eaves. The building features wood-framed covered porches on both the front and back elevations. The front porches have shed roofs supported on wood posts with decorative scroll details. The front porch extends nearly the full length of the elevation while the back porch is much smaller, providing a stoop to the back entrance. Typical fenestration consists of wood-framed one-over-one double-hung windows. Door openings are wood-framed with aluminum faux panel doors. An interior metal chimney stack clad with wood projects from the roof.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B1080 Gurdineer Storage Building 05/15/2013
Milepost 243.90

The Gurdineer Storage Building (B1080) is located on parkway right at milepost 243.90. The building is situated at the peak of a hill on a grass-cover clearing in a heavily wooded area. The site is accessed from the parkway by a gravel spur road and includes the storage building and the Gurdineer Cabin (B1079).

The Gurdineer Storage Building is a small one-story wood-framed structure associated with the Gurdineer Cabin. The structure is set on a concrete masonry pier foundation and has vertically oriented grooved plywood and an asphalt shingle wood-framed gable roof. The main entrance consists of a wood-framed door clad with vertical grooved plywood with cross bracing and is accessed by a wood-framed step.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B112 Bluffs Maintenance: Large Equipment Storage (Old incinerator pad) 05/16/2013
Milepost 245.00

Built in Circa 2006. Incinerator concrete pad, stepped retaining wall, and structural beams are original. Foundation pad, wood framing, and cladding are new. Maintenance areas surrounded by a chain link fence with common asphalt.

Foundation materials- concrete slab; Structural system type- timber and steel beam post and beam; Structural system materials- timber post, steel beam; Roof type- low-slope; Roof materials- corrugated aluminum

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B348 Bluffs Maintenance: Pump House (W23) 05/16/2013
Milepost 245.00

The Bluffs Maintenance Area Pump House (B348) is located at milepost 245.00 on parkway left. The building is located at the crest of a tall grass-covered clearing in a heavily wooded site. Also within the clearing, and adjacent to the site, is a depression in the earth that is filled with construction and demolition-related debris. The Bluffs Maintenance Area Pump House is the only structure in the area and overlooks the nearby Bluffs Maintenance Area.

The Bluffs Maintenance Area Pump House is a 96-square-foot one-story structure with concrete block foundation and walls and a concrete slab low-slope shed roof. The building has a two-panel steel door on the main entrance elevation and vent openings on the side elevations.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B986 Bluffs Maintenance: "Tombstone" Shed 05/16/2013
Milepost 245.30

The Tombstone Shed at the Bluffs Maintenance Area (B986) is located on parkway right at milepost 245.30. The building is situated at the center of a mown-turf clearing at the base of a hill and surrounded by heavy woods. While associated with the Bluffs Maintenance Area, the site is located across the parkway and approximately 1/2 mile from the maintenance area. It is accessed by a gated dirt spur road that extends 1/4 mile from the parkway. Wood-framed structures used to support rifle targets and wood posts are arranged in the clearing adjacent to the Tombstone Shed.

The Tombstone Shed at the Bluffs Maintenance Area is a one-story covered pole barn oriented on a northeast-southwest axis with the main elevation facing northwest. The structure has wood timber post framing and a wood-framed corrugated sheet metal gable roof with exposed framing. The structural timber framing divides the structure into two bays along the main elevation and two bays deep. The front portion of the barn has exposed framing members. The exterior of the timber framing at the back half of the building is clad with vertical board and batten siding that encloses the structure on the back and side elevations. Typical fenestration consists of wood-framed four-light fixed windows. Historically, the building was used as a tombstone storage shed but has been adapted for use as a rifle shooting range.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B108 Bluffs Maintenance: Office/Maint & Ranger 05/16/2013
Milepost 245.50

The Bluffs Maintenance Area Office/Maintenance and Ranger Building (B108) is located at milepost 245.50 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. The Bluffs Maintenance Area Office/Maintenance and Ranger Building is located on the northwest side of the Bluffs Maintenance yard, near the entrance gates. The building is immediately west of the Bluffs Maintenance Area Carpenter and Paint Shop (B109) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Office/Maintenance and Ranger Building at the Bluffs Maintenance Area is a one-story structure with a linear plan. The building is oriented on an east-west axis with the main entrance on the south façade. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted brown, and a standing seam metal hip roof with hanging gutter. Typical fenestration includes steel-framed industrial sash windows consisting of sixteen lights arranged in a four-by-four pattern. The four lights on either side are fixed and the center eight lights are an awning unit. The window openings have a concrete sill clad with wood. Door openings have steel-framed doors with glazing. The main entrance at the southwest end of the building is accessed by a wood-framed ramp and has an aluminum awning. At the far east end of the main elevation is a garage with aluminum roll-up vehicular door.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B109 Bluffs Maintenance: Carpenter & Paint Shop 05/16/2013
Milepost 245.50

The Bluffs Maintenance Area Carpenter and Paint Shop (B109) is located at milepost 245.50 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. The Bluffs Maintenance Area Carpenter and Paint Shop is located on the north side of the Bluffs Maintenance Area. The building is immediately east of the Bluffs Maintenance Area Maintenance and Ranger Office (B108) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Carpenter and Paint Shop at the Bluffs Maintenance Area is a one-story structure with a rectangular plan. The building is oriented on an east-west axis with the main entrance on the south facade. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted brown, and a standing seam metal hip roof with hanging gutter. Typical fenestration includes steel-framed industrial sash windows consisting of sixteen lights arranged in a four-by-four pattern with the side lights on all sides fixed and the center four lights in an awning window. The window openings have a concrete sill clad with wood. Door openings have wood-framed multi-light doors with vinyl storm doors or steel-framed multi-light doors. Primary entrances have aluminum awnings. The main elevation is composed of four bays, two of which are garage bays with roll-up aluminum doors. The building is directly linked to the Bluffs Maintenance Area Maintenance and Ranger Office through an enclosure that extends from the west end of the south elevation. An interior chimney constructed of concrete masonry projects from the roof.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B110 Bluffs Maintenance: Equipment Storage 05/16/2013
Milepost 245.50

The Bluffs Maintenance Area Equipment Storage Building (B110) is located at milepost 245.50 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. The Bluffs Maintenance Area Equipment Storage Building is located on the south side of the Bluffs Maintenance Area, near the entrance gates. The building is immediately west of the Bluffs Maintenance Mill Paint Shop (B378) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Equipment Storage Building at the Bluffs Maintenance Area is a one-story structure with a linear plan oriented on an east-west axis and constructed of concrete block on a concrete foundation and has grooved plywood siding painted brown. The building has a wood truss-framed standing seam metal hip roof with hanging gutters. Typical fenestration includes six-light steel-frame industrial sash windows with concrete sills clad with wood. Door openings have steel-framed doors with glazing. The main elevation of the building is divided into eight 12-foot-wide bays with aluminum roll-up garage doors and an extended roofline that forms a 1 foot eave. The garage vehicular entrance bays are flanked by end bays containing paired window openings.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B111 Bluffs Maintenance: Gas & Oil Storage 05/16/2013
Milepost 245.50

The Bluffs Maintenance Area Gas and Oil Storage Building (B111) is located at milepost 245.50 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. The Bluffs Maintenance Area Gas and Oil Storage Building is located on the west side of the Bluffs Maintenance yard, near the entrance gates. The building is between the Bluffs Maintenance Area Equipment Storage Building (B110) and the Bluffs Maintenance Area Ranger Office Building (B108) and affronts the paved surface lot.

The Gas and Oil Storage Building at the Bluffs Maintenance Area is a one-story structure with a rectangular plan constructed of concrete block on a concrete foundation and has grooved plywood siding painted brown. The building has a wood-framed standing seam metal gable roof with hanging gutters. Typical fenestration includes nine-light steel-framed industrial sash windows with concrete sills clad with wood. The side lights are fixed and the center three lights are a casement unit. A door opening is centered on the main elevation and includes a steel-framed door with multi-light glazing. One interior vent stack projects from the roof.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B113 Bluffs Maintenance: Shops & Fire Equipment Storage 05/16/2013
Milepost 245.50

The Bluffs Maintenance Area Shops and Fire Equipment Storage Building (B113) is located at milepost 245.50 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. The Bluffs Maintenance Area Shops and Fire Equipment Storage Building is located in the center of the Bluffs Maintenance Area. The building affronts the paved surface lot and is adjacent to the Bluffs Maintenance Area Hose Reel House (B347) to the north.

The Shops and Fire Equipment Storage Building at the Bluffs Maintenance Area consists of a main building with addition oriented on a north-south axis with the main elevation on the west. The building is a load-bearing concrete block structure with a concrete foundation and a standing seam metal multi-gable roof. It is clad with grooved plywood siding painted brown. The building consists of a one-and-a-half story main shop building and a one-story storage addition. The main elevation of the shop building is composed of four bays with roll-up aluminum garage doors. The main elevation of the storage building has a single roll-up garage door and a recessed entrance vestibule. Typical fenestration includes glass block-filled window openings, each with an inset aluminum fixed window and concrete sill. Door openings contain steel-framed multi-light and louvered doors. The building has one exterior concrete masonry chimney and one interior brick chimney that project above the roof.

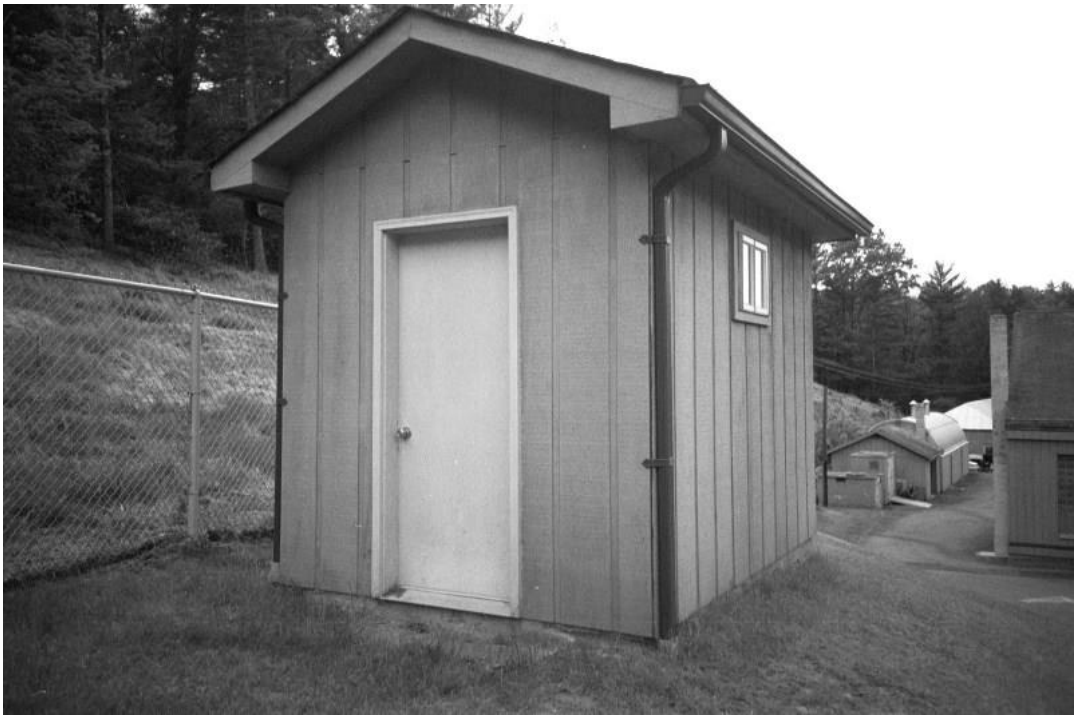
The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B347 Bluffs Maintenance: Hose Reel House 05/16/2013
Milepost 245.50

The Bluffs Maintenance Area Hose Reel House (B347) is located at milepost 245.50 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. The Bluffs Maintenance Area Hose Reel House is located on the south side of the Bluffs Maintenance Area. The building affronts the paved surface lot and is adjacent to the Bluffs Maintenance Area Hazardous Materials Storage Building (B884) on the east.

The Bluffs Maintenance Area Hose Reel House is a 55-square-foot, one-half -story structure with concrete block foundation and walls and a concrete slab low-slope roof. The building has vertical wood plank double doors on the main entrance elevation and slotted concrete block vent openings on the side elevations. A wood sign over the door opening indicates its use as the hose reel house.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.



Bluffs Maintenance: Pump House 05/09/2013
Milepost 245.50

The Pumphouse is located at milepost 245.5 on parkway right within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area.
The pumphouse is located on the south side of the Bluffs Maintenance Area. The building is situated on a small grass-covered embankment, west of the Pole Shed No. 2. A chain link perimeter fence aligns with the back elevation of the building.

The Pumphouse at Bluffs Maintenance Area is a one-story load-bearing structure with concrete foundation, grooved plywood siding, and asphalt shingle gable roof with enclosed eaves and hanging gutter. Typical fenestration includes sliding windows. Door openings have steel-framed doors.

The structure is a non-contributing resource due to its age.

B378 Bluffs Maintenance: Mill/Paint Shop 05/16/2013
Milepost 245.50

The Mill and Paint Shop (B378) is located at milepost 245.5 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area.

The Mill and Paint Shop is located on the south side of the Bluffs Maintenance Area. The building is situated between the Equipment Storage Building (B110) to the east and the Storage Building (B814) to the west. A chain link perimeter fence aligns with the back elevation of the building.

The Mill and Paint Shop building at Bluffs Maintenance Area is a one-story structure with a rectangular plan. The building is oriented on an east–west axis with the main entrance on the north elevation. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted brown, and a corrugated metal barrel-vaulted roof. Typical fenestration includes six-light fixed steel-framed industrial sash windows with concrete sills clad with wood. Door openings have steel-framed doors with glazing. The structure has two sheet metal vent stacks that project from the roof and an exterior concrete masonry chimney attached to the east elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B678 Bluffs Maintenance: Pole Shed #1 05/16/2013
Milepost 245.50

Bluffs Maintenance Area Pole Shed #1 (B678) is located at milepost 245.50 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. Bluffs Maintenance Area Pole Shed #1 is located on the northeast side of the Bluffs Maintenance yard. The building is immediately east of the Bluffs Maintenance Area Shops and Fire Equipment Storage Building (B113) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

Pole Shed #1 at the Bluffs Maintenance Area is a one-story covered pole barn oriented on an east-west axis with the main entrance on the south. The structure has a concrete pier foundation, wood timber framing that divides the building into bays, and a wood-framed corrugated aluminum shed roof. The structural timber framing divides the structure into four bays along the main elevation and two bays along the side elevations. The exterior of the timber framing is clad with aluminum siding that encloses the structure on the west, north, and east elevations.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B679 Bluffs Maintenance: Pole Shed Behind Auto Shop 05/16/2013
Milepost 245.50

Bluffs Maintenance Area Pole Shed #2 (B679) is located at milepost 245.50 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. Bluffs Maintenance Area Pole Shed #2 is located on the east side of the Bluffs Maintenance Area. The building is immediately northeast of the Bluffs Maintenance Area Storage Building (B680) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

Pole Shed #2 at the Bluffs Maintenance Area is a one-story covered pole barn oriented on an east-west axis with the main entrance on the south. The structure has a concrete pier foundation, wood timber framing that divides the building into bays, and a wood-framed corrugated aluminum shed roof. The structural timber framing divides the structure into five bays along the main elevation and two bays along the side elevations. The exterior of the timber framing is clad with aluminum siding that encloses the structure on the west, north, and east elevations. Within the structure, a wood timber partition wall extends between framing members and separates the west bay of the barn into an enclosed storage compartment.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B680 Bluffs Maintenance: Pole Shed #2 05/16/2013
Milepost 245.50

The Pole Shed No. 2 (B680) is located at milepost 245.50 on parkway right within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area.
The shed is located at the east end and south side of the Bluffs Maintenance Area. The building is set in an embankment, immediately east of the Pumphouse (B369), and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Pole Shed No. 2 building at Bluffs Maintenance Area is a one-story load-bearing structure with a rectangular plan. The structure is composed of a concrete foundation, load-bearing concrete block walls painted beige, and a corrugated metal shed roof. Typical fenestration includes 4-light steel-framed industrial sash windows with concrete sills. The main entrance elevation, which faces north, has a concrete loading dock and stair that provides access to a glazed steel door and a roll-up garage door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B814 Bluffs Maintenance: Storage Building 05/16/2013
Milepost 245.50

The Storage Building (B814) is located at milepost 245.5 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area.

The Storage Building is located on the south side of the Bluffs Maintenance Area. The building is situated between the Mill and Paint Shop (B378) to the west and the Precast Concrete Hazardous Material Storage Building (B884) to the east, and affronts the paved surface lot.

The Storage Building at the Bluffs Maintenance Area is a one-story structure with a rectangular plan. The building is constructed of concrete block on a concrete foundation and has grooved plywood siding painted brown. It has a wood-framed standing seam metal gable roof with hanging gutters and exposed rafters on only the south slope. The building has no window openings but has a wood-framed roll-up garage door on the main elevation and a wood-framed door on the west elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B883 Bluffs Maintenance: Rail Storage Shed 05/16/2013
Milepost 245.50

The Bluffs Maintenance Area Rail Storage Shed (B883) is located at milepost 245.50 on parkway left 1/4 mile from the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. The Bluffs Maintenance Area Rail Storage Shed is accessed from a gravel spur road across from the Bluffs Maintenance Area entrance and located one quarter mile from the Bluffs Maintenance Area. The structure is in a clearing in a wooded area with a nearby creek.

The Rail Storage Shed associated with the Bluffs Maintenance Area is a one-story covered pole barn. The structure has no foundation, wood timber framing that divides the building into bays, and a wood-framed corrugated sheet metal low-slope shed roof. The structural timber framing divides the structure into nine bays along the main elevation and two bays along the side elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B884 Bluffs Maintenance: Haz Mat Storage 05/16/2013
Milepost 245.50

The Bluffs Maintenance Area Hazardous Materials Storage Building (B884) is located at milepost 245.50 on parkway left within the Bluffs Maintenance Area. The Bluffs Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged around and within a central asphalt-paved surface lot oriented on an east-west axis. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. The Bluffs Maintenance Area Hazardous Materials Storage Building is located at the south side of the Bluffs Maintenance yard. The building affronts the paved surface lot and is between the Bluffs Maintenance Area Storage Building (B814) and the Bluffs Maintenance Area Hose Reel House (B347).

The Bluffs Maintenance Area Hazardous Materials Storage Building is a 96-square-foot structure with cast-in-place concrete foundation, tilt-up concrete panel walls, and a low-slope cast-in-place concrete roof slab. The building has a steel door on the main entrance elevation accessed by a steel sheet metal ramp, and vent openings on the east and west elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B034 Bluffs Maintenance: Residence 34 05/16/2013
Milepost 245.50

Bluffs Maintenance Area Residence 34 (B034) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved access road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. The site is adjacent to the entrance to the Bluffs Maintenance Area.

Bluffs Maintenance Area Residence 34 is a two-story Colonial Revival-style structure consisting of the main house, two-car garage, and covered open-air breezeway that links the two structures. The house and garage each has a concrete foundation, vinyl siding, and asphalt shingle gable roofs. The vinyl siding has a wood-shake pattern with the end gables on a northwest-southeast axis with the main entrance centered on the southeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs over the carport, enclosed patio, and house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, one exterior concrete masonry chimney, and a covered carport with concrete slab and built-in wood cabinets along the exterior wall.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B035 Bluffs Maintenance: Residence 35 05/16/2013
Milepost 245.50

Bluffs Maintenance Area Residence 35 (B035) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved access road that extends from parkway left to a common asphalt-paved driveway shared by both residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. The site is adjacent to the entrance to the Bluffs Maintenance Area.

Bluffs Maintenance Area Residence 35 is a two-story Colonial Revival-style structure consisting of the main house, two-car garage, and covered open-air breezeway that links the two structures. The house and garage each have a concrete foundation, vinyl siding, and asphalt shingle gable roofs. The vinyl siding has a wood-shake pattern with the end gables on a southeast–northwest axis with the main entrance centered on the northeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and asphalt shingle gable roofs over the house and carport and enclosed patio. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, one exterior concrete masonry chimney, and a covered carport with concrete slab and built-in wood cabinets along the exterior wall.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B844 Woodruff Farm: House LIFE ESTATE 05/16/2013
Milepost 246.00

The Woodruff Estate House (B844) is located at milepost 246.00 on parkway right and is associated with the Woodruff Life Estate. The Woodruff Life Estate is a complex of eight structures including a house and numerous barns, sheds, and outbuildings. It is situated in a tall-grass covered valley between heavily wooded hillsides and adjacent to a small creek, and is visible from the parkway. A small dirt road extends perpendicular to the parkway and provides access to the house and outbuildings. The house is the primary structure on the Woodruff Estate and is located on the west end of the site, approximately 50 feet from the edge of the parkway. The immediate site of the house includes a small wood bridge that crosses the creek and is characterized by flat terrain with mown-turf.

The Woodruff Estate House is a two-story Gable El type structure with a front porch and one-story L-shaped addition on the north and east elevations. The Gable El portion of the building has a concrete foundation, horizontal weatherboard, wood shingle, and coffered tin siding, and wood-framed standing seam metal gable roofs. The standing seams in the metal gable roofs are arranged horizontally, giving the roof a shingled appearance. The front elevation faces south and features a one-story wood-framed porch with wood posts set on brick piers and supporting 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. A small one-story concrete block addition is located on the north elevation of the structure. The building has three exterior mounted chimneys, two of brick construction and one of concrete block.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B845 Woodruff Farm: Springhouse - LIFE ESTATE 05/16/2013
Milepost 246.00

The Woodruff Estate Springhouse (B845) is located at milepost 246.00 on parkway right and is associated with the Woodruff Life Estate. The Woodruff Life Estate is a complex of eight structures including a house and numerous barns, sheds and outbuildings. It is situated in the tall-grass covered valley between heavily wooded hillsides and adjacent to a small creek, and is visible from the parkway. A small dirt road extends perpendicular to the parkway and provides access to the house and outbuildings. The springhouse is located at the northwest corner of the mown-turf site associated with the Residence (B844) and adjacent to the lean-to shed (B846).

The Woodruff Estate Springhouse at the Woodruff Life Estate is a one-story load-bearing structure oriented on a north-south axis with the main entrance located on the south elevation. It is constructed with a concrete foundation, concrete block walls painted beige, 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 door opening is wood-framed with a wood plank door. A barbed-wire fence extends from the rear elevation and separates the mown-turf site from the surrounding tall grass.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B846 Woodruff Farm: Lean-to Shed - LIFE ESTATE 05/16/2013
Milepost 246.00

The Woodruff Estate Lean-to Shed (B846) is located at milepost 246.00 on parkway right and is associated with the Woodruff Life Estate. The Woodruff Life Estate is a complex of eight structures including a house and numerous barns, sheds, and outbuildings. It is situated in the tall-grass covered valley between heavily wooded hillsides and adjacent to a small creek, and is visible from the parkway. A small dirt road extends perpendicular to the parkway and provides access to the house and outbuildings. The lean-to shed is located at the south side of the dirt road, across from the granary/cellar (B847) and small shed (B848).

The Woodruff Estate Lean-to Shed at the Woodruff Life Estate is a one-story covered pole barn oriented on an east–west axis, parallel to the dirt road, with the main entrance on the south. The structure has wood timber post framing and a wood-framed corrugated sheet metal low-slope shed roof. The structural timber framing divides the structure into two bays. The exterior of the timber framing of the building is clad with vertical wood plank siding that encloses the structure on the side and rear elevations.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B847 Woodruff Farm: Granary/Cellar - LIFE ESTATE 05/16/2013
Milepost 246.00

The Woodruff Estate Granary/Cellar (B847) is located at milepost 246.00 on parkway right and is associated with the Woodruff Life Estate. The Woodruff Life Estate is a complex of eight structures including a house and numerous barns, sheds, and outbuildings. It is situated in the tall-grass covered valley between heavily wooded hillsides and adjacent to a small creek, and is visible from the parkway. A small dirt road extends perpendicular to the parkway and provides access to the house and outbuildings. The granary/cellar is located at the north side of the dirt road, adjacent to the small shed (B848) and across from the lean-to shed (B846).

The Woodruff Estate Small Shed at the Woodruff Life Estate is a one-story wood-framed barn with walk-out basement. The barn is oriented on a north-south axis and is set into the hillside. The structure has a brick foundation, horizontal wood weatherboard, and a corrugated sheet metal gable roof. The building is accessed through wood-framed door openings at the north and south elevations. The south door opens onto the first floor level. The north door is directly accessed from the dirt road and enters into the basement level.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B848 Woodruff Farm: Shed - LIFE ESTATE 05/16/2013
Milepost 246.00

The Woodruff Estate Small Shed (B848) is located at milepost 246.00 on parkway right and is associated with the Woodruff Life Estate. The Woodruff Life Estate is a complex of eight structures including a house and numerous barns, sheds, and outbuildings. It is situated in the tall-grass covered valley between heavily wooded hillsides and adjacent to a small creek, and is visible from the parkway. A small dirt road extends perpendicular to the parkway and provides access to the house and outbuildings. The small shed is located at the north side of the dirt road, adjacent to the granary/cellar (B847) and across from lean-to shed (B846).

The Woodruff Estate Small Shed at the Woodruff Life Estate is a one-story covered pole barn oriented on an east–west axis, parallel to the dirt road, with the main entrance on the east. The structure has wood timber post framing and a wood-framed corrugated sheet metal low-slope roof. The structural timber framing divides the structure into four bays. The shed is accessed from a dirt drive that leads to the north elevation of the shed. The exterior of the timber framing of the building is clad with vertical wood plank siding that encloses three sides of the structure.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B849 Woodruff Farm: Shed - LIFE ESTATE 05/16/2013
Milepost 246.00

The Woodruff Estate Large Shed (B849) is located at milepost 246.00 on parkway right and is associated with the Woodruff Life Estate. The Woodruff Life Estate is a complex of eight structures including a house and numerous barns, sheds, and outbuildings. It is situated in the tall-grass covered valley between heavily wooded hillsides and adjacent to a small creek, and is visible from the parkway. A small dirt road extends perpendicular to the parkway and provides access to the house and outbuildings. The large shed is located at the end of the dirt road, adjacent to the barn (B850).

The Woodruff Estate Large Shed at the Woodruff Life Estate is a one-story covered pole barn oriented on a north–south axis with the main entrance on the north. The structure has wood timber post framing and a wood-framed corrugated sheet metal low-slope roof. The structural timber framing divides the structure into four bays. The exterior of the timber framing of the building is clad with vertical wood plank siding that encloses the structure on the side and rear elevations.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B850 Woodruff Farm: Barn - LIFE ESTATE 05/16/2013
Milepost 246.00

The Woodruff Estate Barn (B850) is located at milepost 246.00 on parkway right and is associated with the Woodruff Life Estate. The Woodruff Life Estate is a complex of eight structures including a house and numerous barns, sheds, and outbuildings. It is situated in the tall-grass covered valley between heavily wooded hillsides and adjacent to a small creek, and is visible from the parkway. A small dirt road extends perpendicular to the parkway and provides access to the house and outbuildings. The barn is located at the end of the dirt road, adjacent to the garage shed (B851) and large shed (B849).

The Woodruff Estate Barn at the Woodruff Life Estate is a two-story wood-framed dairy barn oriented on a north–south axis and 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. Typical fenestration includes four-over-four wood-framed double-hung windows. Pedestrian door openings are located on the side elevations and provide access to the first floor level. A wood sliding barn door is located on the north elevation and provides access to the second floor level.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B851 Woodruff Farm: Shed - LIFE ESTATE 05/16/2013
Milepost 246.00

The Woodruff Estate Garage Shed (B851) is located at milepost 246.00 on parkway right and is associated with the Woodruff Life Estate. The Woodruff Life Estate is a complex of eight structures including a house and numerous barns, sheds, and outbuildings. It is situated in a tall-grass covered valley between heavily wooded hillsides and adjacent to a small creek, and is visible from the parkway. A small dirt road extends perpendicular to the parkway and provides access to the house and outbuildings. The garage shed is located on the north side at the end of the dirt road, adjacent to the barn (B850) and large shed (B849).

The Woodruff Estate Garage Shed at the Woodruff Life Estate is a one-story covered pole barn oriented on an east–west axis with the main elevation located on the north. The structure has wood timber post framing and a wood-framed corrugated sheet metal shed roof. The timber framing divides the structure into three bays along the front and rear elevations and two bays along the side elevations. The front portion of the barn has exposed framing members and a wood railing, and serves as a vehicle pass-through. The exterior of the timber framing at the back half of the building is clad with vertical wood plank siding that encloses the structure on the side elevations.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B291 Sheets Log Cabin 05/16/2013
Milepost 252.40

The Sheets Log Cabin (B291) is located on parkway right at milepost 252.40. It is situated on a mown-turf clearing surrounded by dense woods at the base of a hill, downslope from the parkway. The Sheets Log Cabin is the only structure on the site and is visible from the parkway.

The Sheets Log Cabin is a one-story structure used to interpret a rural Appalachian homestead. It is oriented on a north¬-south axis with the main elevation facing east. The building is a split log-framed structure with half dovetail joints, set on a stone pier foundation, and has a wood-framed wood shake gable roof with exposed framing. The space between the log framing members is open, having no infill material or chinking. Window openings are wood-framed and are boarded over with wood plank. Doors are centered on both the front and back elevations and are composed of wood-framed openings with wood plank doors. A stone exterior end chimney is centered on the south end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B461 Cherry Hill Well House (W24) 05/16/2013
Milepost 257.50

The Cherry Hill Well House (B461) is located at milepost 257.50 on parkway right, downslope from the road approximately fifty feet. The building is located at the crest of a tall grass-covered clearing in a heavily wooded site. The Cherry Hill Well House is the only structure in the area.

The Cherry Hill Well House is a 96-square-foot one-story structure with concrete block foundation and walls and a concrete slab low-slope shed roof. The building has a two-panel steel door on the main entrance elevation and vent openings on the side elevations.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B443 Northwest Trading Post 05/16/2013
Milepost 258.70

The Northwest Trading Post (B443) is located on parkway right at milepost 258.70 and shares a site with the Northwest Trading Post Storage Building (B798). The structure is located on a relatively flat mown-turf site at the southwest corner of the crossroads between Old North Carolina Route 16/ Trading Post Road and the parkway, immediately north of Pony Farm Road. The site consists of an asphalt-paved surface lot with stone curb, accessed from Old North Carolina Route 16, the storage building to the west, and the trading post on the east, along the parkway. The Northwest Trading Post is visible from the parkway and is accessed from an asphalt-paved walkway that extends from the surface lot.

The Northwest Trading Post is a one-story wood-framed structure with an L-shaped floor plan. The building functions as a gift shop and concert hall and the main elevation faces east, toward the parkway. The structure has a concrete foundation, board and batten siding painted grey, and a standing seam metal gable roof with boxed hanging gutters. A wood-framed porch with stone-clad deck and standing seam metal shed roof extends along the east elevation of the building. A wood-framed covered porch with stone-paved deck also extends along the south elevation of the structure. Typical fenestration includes wood-frame six-over-six double-hung windows with vertical plank shutters. Door openings are wood-framed and have vertical plank doors. The structure has undergone significant alterations including the addition of the concert hall wing.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B798 Northwest Trading Post: Storage Building 05/16/2013
Milepost 258.70

The Northwest Trading Post Storage Building (B798) is located on parkway right at milepost 258.70 and shares a site with the Northwest Trading Post (B443). The structure is located on a relatively flat mown-turf site at the southwest corner of the crossroads between Old North Carolina Route 16/ Trading Post Road and the parkway, immediately north of Pony Farm Road. The site consists of an asphalt-paved surface lot with stone curb, accessed from Old North Carolina Route 16, the storage building to the west, and the trading post on the east, along the parkway. The Northwest Trading Post Storage Building is accessed from an asphalt-paved walkway that extends from the surface lot as well as from an asphalt-paved service road that extends from Pony Farm Road to the south.

The Northwest Trading Post Storage Building is a one-story wood-framed storage structure with a rectangular plan. The structure has a concrete foundation, board and batten siding painted grey, and a standing seam metal gable roof. The main entrance is located on the east end gable and features a stone-paved covered entry porch with gable roof with boxed hanging gutters. The building has wood-framed door openings with steel single and double doors.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B813 Northwest Trading Post: Pump House (W25) 05/16/2013
Milepost 258.70

The Northwest Trading Post Pump House (B813) is located at milepost 258.70 on the Blue Ridge Parkway and is accessed from a gravel-paved path that extends from parkway right. The structure is situated on a mown-turf site along the perimeter of a heavily wooded area. The structure is associated with the Northwest Trading Post (B443) and the Northwest Trading Post Storage Building (B798).

The Northwest Trading Post Pump House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with board and batten siding, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

Bryant House 06/25/2013
Milepost 264.40

The Bryant House (FMSS 238196) is a private residential structure acquired by the park. It is an abandoned and dilapidated structure located on parkway right at milepost 264.40. It is on a heavily wooded site at the top of a hill, approximately 500 and uphill from the parkway. A private pasture surrounded by barbed wire fence is located approximately 100 feet north of the residence. The Bryant House is an isolated structure in close proximity but not visible from The Lump scenic overlook (1019P).

The Bryant House is a one-story wood-framed Ranch style structure oriented on a north–south axis with the main entrance centered on the west elevation. The building has a concrete block foundation, vertical plank siding, and a rolled asphalt gable roof. At one time, the building featured a back porch with concrete block foundation, but the porch has collapsed. Typical fenestration includes two-over-two double-hung windows as well as single-light fixed windows. Door openings have seven-panel wood doors. The building has an interior brick chimney. The house is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B366 Benge Maintenance: Maintenance Building 05/16/2013
Milepost 267.60

The Maintenance Building (B366) is located at milepost 267.60 on parkway right within the Benge Maintenance Area. The Benge Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved residential spur road, but is not visible from, the parkway. The maintenance area consists of two structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. The maintenance building is located on the south end of the site. The main entrance affronts a short asphalt-paved drive that extends from the spur road. The south elevation of the maintenance building aligns with the chain link fence.

The Maintenance Building at Benge Maintenance Area is a one-story steel-frame structure with a rectangular plan. The building is oriented on an east–west axis with the main entrance on the west facade. The structure is composed of a concrete foundation, metal panel cladding, and a standing seam metal gable roof. A one-story addition with a concrete block foundation and walls and a wood-framed asphalt shingle gable roof is located at the east end of the structure. Typical fenestration includes steel-framed four-light awning windows. The main entrance is located on the west elevation and has a steel roller door.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B482 Benge Maintenance: Fertilizer & Oil Storage 05/16/2013
Milepost 267.60

The Benge Maintenance Area Fertilizer and Oil Storage Building (B482) is located at milepost 267.60 on parkway right within the Benge Maintenance Area. The Benge Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved residential spur road, but is not visible from, the parkway. The maintenance area consists of two structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. The Benge Maintenance Area Fertilizer and Oil Storage Building is located on the north side of the Benge Maintenance Area. The building is in close proximity to the Benge Maintenance Area Maintenance Building (B366) and affronts the paved surface lot.

The Fertilizer and Oil Storage Building at the Benge Maintenance Area is a one-story structure and is rectangular in plan. The building is constructed of concrete block on a concrete foundation. It has a wood-framed asphalt shingle gable roof with hanging gutters. Typical door openings include wood-framed roll-up garage doors and steel-framed panel doors. A concrete platform that supports steel gas storage tanks is associated with the building.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

Artis Church 1-level Cabin 07/28/2013
Milepost 271.50

The Artis Church One-Story Cabin (FMSS 238348) is located on parkway left at milepost 271.50. It is part of the Artis Church residential enclave which includes six abandoned residential structures located on a heavily-wooded sloped site. The enclave is in an isolated mountain valley, approximately 500 feet downslope of the parkway, and is surrounded by the steep slopes of the adjacent mountains. The site is not directly accessed from the parkway. Access to the site includes a 7-mile drive along County Road 1300 (Patton Ridge Road) and navigating numerous dirt trails that cross private property. A dirt trail extends north–south through the site. The cabin is the primary structure in the enclave and is set in a steep slope of the hillside at the center of complex. It is directly connected to the Observation Deck (FMSS 238352) and is visible from the Privy (FMSS 238351), Storage Shed (FMSS 238350), and Camper and Shelter (FMSS 238353).

The Artis Church One-Story Cabin is a wood-framed structure set on an unmilled timber post foundation with posts as tall as 10 feet on the downslope side of the building. The structure has board and batten siding painted grey and a wood-framed gable roof with corrugated metal cladding. The front end gable elevation has a wood-framed covered porch with shed roof and vertical board railing. Wood lattice is mounted to the timber posts at the foundation level. A covered wood-framed deck with shed roof is located on the back end gable elevation of the structure as well. Typical fenestration includes six-over-six double-hung windows with wood shutters. The building is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

Artis Church Camper and Shelter 07/28/2013
Milepost 271.50

The Artis Church Camper and Shelter (FMSS 238353) is located on parkway left at milepost 271.50. It is part of the Artis Church residential enclave which includes six abandoned residential structures located on a heavily-wooded sloped site. The enclave is in an isolated mountain valley, approximately 500 feet downslope of the parkway, and is surrounded by the steep slopes of the adjacent mountains. The site is not directly accessed from the parkway. Access to the site includes a 7-mile drive along County Road 1300 (Patton Ridge Road) and navigating numerous dirt trails that cross private property. A dirt trail extends north–south through the site. The camper and shelter is the northernmost structure of the enclave and is located on a flat site at the top of an embankment, approximately 400 feet northeast of the One-story Cabin (FMSS 238348).

The Artis Church Camper and Shelter is an open-air wood-framed structure consisting of wood posts supporting a wood-framed shed roof with corrugated metal cladding. The shelter includes a small deck that extends the full depth of the shelter and is covered by the roof canopy. The deck is wood-framed with a wood plank deck. A wood handrail extends along the length of the deck. A mobile camper is parked under the shelter and is accessed from the wood deck.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

Artis Church Observation Deck 07/28/2013
Milepost 271.50

The Artis Church Observation Deck(FMSS 238352) is located on parkway left at milepost 271.50. It is part of the Artis Church residential enclave which includes six abandoned residential structures located on a heavily-wooded sloped site. The enclave is in an isolated mountain valley, approximately 500 feet downslope of the parkway, and is surrounded by the steep slopes of the adjacent mountains. The site is not directly accessed from the parkway. Access to the site is includes a 7-mile drive along County Road 1300 (Patton Ridge Road) and navigating numerous dirt trails that cross private property. A dirt trail extends north–south through the site. The deck is connected to the One-story Cabin (FMSS 238348) and is set in the steep slope of the hillside.

The Artis Church Observation Deck is a wood-framed structure with unmilled timber post foundation, wood plank deck, and wood handrails. Wood lattice is mounted to the timber posts at the foundation level.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

Artis Church Privy 07/28/2013
Milepost 271.50

The Artis Church Privy (FMSS 238351) is located on parkway left at milepost 271.50. It is part of the Artis Church residential enclave which includes six abandoned residential structures located on a heavily wooded sloped site. The enclave is in an isolated mountain valley, approximately 500 feet downslope of the parkway, and is surrounded by the steep slopes of the adjacent mountains. The site is not directly accessed from the parkway. Access to the site includes a 7-mile drive along County Road 1300 (Patton Ridge Road) and navigating numerous dirt trails that cross private property. A dirt trail extends north–south through the site. The Privy is south of and visible from the one-story Cabin (FMSS238348) and is located on a sloped site immediately east of the access trail.

The Artis Church Privy is a one-story wood-framed structure with concrete block foundation, plywood clad walls, and a wood-framed shed roof with corrugated metal. The entrance door is on the west elevation and is a plywood door with wood frame. The building is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

Artis Church Storage Shed 07/28/2013
Milepost 271.50

The Artis Church Storage Shed (FMSS 238350) is located on parkway left at milepost 271.50. It is part of the Artis Church residential enclave which includes six abandoned residential structures located on a heavily wooded sloped site. The enclave is in an isolated mountain valley, approximately 500 feet downslope of the parkway, and is surrounded by the steep slopes of the adjacent mountains. The site is not directly accessed from the parkway. Access to the site includes a 7-mile drive along County Road 1300 (Patton Ridge Road) and navigating numerous dirt trails that cross private property. A dirt trail extends north–south through the site. The storage shed is located on a relatively flat site approximately 100 feet northwest of the One-Story Cabin (FMSS 238348).

The Artis Church Storage Shed consists of a shed and a shelter. The shed is a one-story wood-framed structure with a timber post foundation, board and batten siding painted grey, and a wood-framed shed roof with corrugated metal cladding. Wood lattice is mounted to the timber posts at the foundation level. The shelter is an open-air wood-framed structure adjacent to the shed and consists of wood posts supporting a wood-framed shed roof with corrugated metal cladding.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

Artis Church A-Frame Cabin 07/28/2013
Milepost 271.50

The Artis Church A-frame Cabin (FMSS 238347) is located on parkway left at milepost 271.50. It is part of the Artis Church residential enclave which includes six abandoned residential structures located on a heavily wooded sloped site. The enclave is in an isolated mountain valley, approximately 500 feet downslope of the parkway, and is surrounded by the steep slopes of the adjacent mountains. The site is not directly accessed from the parkway. Access to the site includes a 7-mile drive along County Road 1300 (Patton Ridge Road) and navigating numerous dirt trails that cross private property. A dirt trail extends north–south through the site. The A-frame house is the southernmost structure of the Artis Church enclave and first structure along the access trail. It is set in the steep slope of the hillside, east of the access trail.

The Artis Church A-frame Cabin is a one-story wood-framed structure set on a unmilled timber post foundation. The structure has grooved plywood siding painted brown and features a steep sloped wood-framed gable roof with corrugated metal. A wood-framed deck is located on the back end gable elevation and overlooks the tree tops. Typical fenestration includes one-over-one double-hung windows. Door openings have vertical plank doors. The building is in a severely deteriorated condition.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B796 Jeffress Park Pump House #1 (W27) 06/25/2013
Milepost 271.70

The Jeffress Park Picnic Area Pump House (B796) is located at milepost 271.70 and is accessed via a 1/4-mile winding gravel road that extends from parkway left. Access to the road is restricted by a steel bar gate at the parkway intersection entrance that is locked with a padlock. The building is located at the crest of a tall grass-covered clearing in a heavily wooded site at the end of the access road.

The Jeffress Park Picnic Area Pump House is a 96-square-foot one-story structure with concrete block foundation and walls and a concrete slab low-slope shed roof. The building has a two-panel steel door on the main entrance elevation and vent openings on the side elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B324 Comfort Station at Cascades Parking Overlook 05/16/2013
Milepost 271.90

The Comfort Station at Cascades Parking Overlook (B324) is located at the Cascades Parking Overlook. The building is situated on a mown-turf clearing within a densely wooded deciduous forest at the high point of a sloped site approximately fifty feet from the paved surface lot. The comfort station is accessed from an asphalt-paved walkway that extends from the surface lot. The site has picnic benches and a water fountain. The comfort station is the sole structure at the overlook site.

The Comfort Station at the Cascades Parking Overlook is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities. The building consists of a concrete foundation, board and batten siding painted gray, and a cement asbestos tile gable roof. Entrances are located at either end of the structure and are accessed by a concrete stoop with stone pavers. Above each entrance is a wood-framed cement asbestos-corrugated panel awning roof with exposed rafters that is supported by metal posts encased in wood cladding. Horizontally oriented wood planks span between the posts to create a railing. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. The end gable elevations each have a door and a wood-framed six-light hopper window, all of which are boarded up as the building is not in use. The utility door is board and batten.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B881 Cascades Well House #2 06/25/2013
Milepost 272.40

The Cascades Well House (B881) is located at milepost 272.40 and is accessed via a 1/4-mile winding gravel road that extends from parkway right. Access to the road is restricted by a steel bar gate at the parkway intersection entrance that is locked with a padlock. The building is located at the crest of a tall grass-covered clearing in a heavily wooded site at the end of the access road about a half mile from the Rev. Jesse Brown Log Cabin (B294). Solar panels are mounted to a steel pipe adjacent to the building.

The Cascades Well House is a 96-square-foot one-story structure with concrete block foundation and walls and an asphalt shingle low-slope gable roof. The building has a two-panel steel door on the main entrance elevation and vent openings on the side elevations.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B294 Rev. Jesse Brown Log Cabin 05/16/2013
Milepost 272.50

The Reverend Jesse Brown Cabin (B294) is located on parkway left at milepost 272.50 and is a part of the Reverend Jesse Brown interpretive area. The interpretive area is a collection of three structures set in a mown-turf clearing surrounded by dense woods at the base of the earthen embankment for the Blue Ridge Parkway. The buildings interpret the Appalachian life of the pioneer Reverend Jesse Brown and include the cabin, a springhouse (B295), and the Cool Springs Baptist Church (B296). The cabin is at the center of the clearing and is visible from the parkway.

The Reverend Jesse Brown Cabin is a one-story structure associated with the Reverend Jesse Brown interpretive area. It is oriented on a north¬¬–south axis with the main elevation facing east. The building is a split log-framed structure with half dovetail joints, set on a stone pier foundation, and has a wood-framed wood shake gable roof with exposed framing. The end gables are clad with horizontal wood planks. The space between the log framing members is open, having no infill material or chinking. The east elevation features a timber-framed covered porch that provides access to the main entrance door. The timber posts are set on a stone foundation and support a wood shake shed roof. Window and door openings are wood-framed. A stone exterior end chimney is centered on the north end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B295 Rev. Jesse Brown Springhouse 05/16/2013
Milepost 272.50

The Reverend Jesse Brown Springhouse (B295) is located on parkway left at milepost 272.50 and is a part of the Reverend Jesse Brown interpretive area. The interpretive area is a collection of three structures set in a mown-turf clearing surrounded by dense woods at the base of the earthen embankment for the Blue Ridge Parkway. The buildings interpret the Appalachian life of the pioneer Reverend Jesse Brown and include a cabin (B294), the springhouse, and the Cool Springs Baptist Church (B296). The springhouse is located at the edge of the dense woods at the perimeter of the clearing, approximately 150 feet west of the cabin and is not visible from the parkway.

The Reverend Jesse Brown Springhouse is a one-story structure associated with the Reverend Jesse Brown interpretive area. The building is a whole log-framed structure with notched joints, set on a stone foundation, and has a wood-framed wood shake gable roof with exposed framing. The space between the log framing members is open, having no infill material or chinking. The main entrance is located at the end gable and features a wood-framed door opening. The spring at the site remains active.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

B296 Cool Springs Baptist Church 05/16/2013
Milepost 272.50

The Cool Springs Baptist Church (B296) is located on parkway left at milepost 272.50 and is a part of the Reverend Jesse Brown interpretive area. The interpretive area is a collection of three structures set in a mown-turf clearing surrounded by dense woods at the base of the earthen embankment for the Blue Ridge Parkway. The buildings interpret the Appalachian life of the pioneer Reverend Jesse Brown and include a cabin (B294), a springhouse (B295), and the Cool Springs Baptist Church. The church is located at the far eastern side of the clearing, at the edge of the dense woods, and is visible from the parkway.

The Cool Springs Baptist Church is a one-story structure associated with the Reverend Jesse Brown interpretive area. It is oriented on a north-south axis with the wood-framed main entrance centered on the north end gable. The building is a split log-framed structure with half dovetail joints, set on a stone pier foundation, and has a wood-framed wood shake gable roof with exposed framing. The end gables are clad with horizontal wood planks. The space between the log framing members is open, having no infill material or chinking.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It represents the National Park Service interpretive program for Appalachian farmsteads and lifeways.

HS-35 Moses H. Cone Memorial Park: Flat Top Manor 10/28/2010
Milepost 294.00

The setting of the house is unusal in that no formal gardens or ornamental plantings were added. Instead, the mansion over-looked an orchard.

The Flat Top Manor house is two stories high plus a full basement and an attic level that was built between 1899 and 1900. The main facade faces south and overlooks the grounds of the estate, with expansive views extending to Blowing Rock. The house is generally L-shaped, with the main rooms in an east-west wing at the front, and a service wing at the northeast corner. The large wood-framed Colonial Revival-style house has a porch that wraps around most of the first floor and a hip roof covered with wood shingles. The first floor porch is supported on brick piers on stone footings. The porch is surrounded by a continuous wooden balustrade, with paneled pedestals at each pier and equal in height to the balustrade supporting painted wood fluted Ionic columns. The columns support a frieze and dentilated cornice at the roofline of the porch. Atop the roof, the pattern of square bases and balustrade is repeated, matching the porch balustrade below. The west half of the first floor porch is enclosed by glass panels located just within the line of the balustrade and columns. The western end of the porch is extended to create a porte cochère.

The exterior of the house is clad with wood clapboard siding and wood trim, all painted white. The corners of each wing of the house have fluted Doric pilasters, which extend from the porch floor to ceiling at the first floor, or up to a continuous frieze at the head of the second story. The frieze is topped by a dentil course. The roof overhang has exposed projecting brackets and a continuous gutter. Exposed portions of the foundation wall are generally pargeted with stucco, painted white. Wood sheds cover basement window well openings.

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 windows under the first floor porch have relatively simple, squared-off trim, while other windows typically have a small projecting cornice at the head. The attic dormer windows are also double hung, with semicircular-arch fanlight upper sash and single pane lower sash. The gabled dormer surround has fluted pilasters supporting cornice returns and a raking cornice; the dormer side walls are clad with unpainted wood shingles.

The building's main roof is covered with unfinished wood shingles. At the center of the main wing of the house, a low-slope portion of the roof (widow's walk) is surrounded by a painted wood balustrade, with a design similar to the porch balustrades. This roof area is covered with membrane roofing. Five brick masonry chimneys extend above the roof; all are painted white. The main roof drains to a perimeter hanging gutter, with painted galvanized exterior downspouts mounted to the building walls. The porch roofs drain to built-in gutters at the roof perimeter, outside the balustrades. The gutters lead to exterior downspouts mounted to porch columns.

The interior of the house at the first floor has a formal arrangement of primary rooms, with service functions in the northeast wing. Throughout the primary first floor rooms, finishes include stained and varnished hardwood flooring covered by non-original carpet; painted canvas-covered plaster walls and ceiling; painted wood baseboard, paneled wainscot, trim, and picture rail; and plaster crown molding. Interior doors are typically seven panels. The second floor contains bedrooms and baths. Finishes are

largely similar to the first floor, with stained and varnished hardwood flooring; painted wood baseboard, picture molding, and trim; painted canvas-covered plaster walls and ceilings; and plaster crown molding in most rooms. Unlike the first floor, most upstairs rooms do not have wood wainscot.

The attic level contains a large central open space, with five smaller rooms partitioned at the perimeter of the building, and one bathroom. Throughout the attic level, the spaces are finished with stained and varnished hardwood flooring; stained horizontally oriented wood bead board wall cladding; stained wood bead board ceiling cladding; and stained doors and trim. Gaslight wall sconces are present in some rooms. Where brick masonry chimneys pass through the attic level, the masonry is parged with stucco. The basement level is accessed from stairs that descend from the kitchen as well as from exterior stairs on the north side of the house. The basement spaces typically include exposed unpainted cast-in-place concrete floors, exposed brick masonry walls and piers, and exposed wood floor framing and subfloor construction above. Several small storage rooms are partitioned from the main basement space using wood framing and plywood floor, wall, and ceiling cladding. Basement spaces are present under the first floor wrap-around porches; these spaces are not full height and have dirt floors.

The structure is a part of the Flat Top Estate, now the Moses E. Cone Memorial Park, and is listed on the National Register as part of the Flat Top Estate Historic District. The site is a contributing resource that is related to the original design of the Blue Ridge Parkway.

HS-20 Moses H. Cone Memorial Park: Carriage House 10/28/2010
Milepost 294.00

To the east of the manor house is the carriage house, built into the hillside and integrated with stone masonry retaining walls. Driveways run parallel to the building on both sides.

To the east of the manor house is the carriage house, built circa 1899–1905, that is one of the five surviving Cone-era buildings on the property. Interpretive programs and media are offered in the carriage house for visitors, as are rest room facilities. The carriage house is built into the hillside, with a raised masonry basement below two wood-framed levels. The foundation is built of uncoursed fieldstone masonry with beaded mortar joints. On the east wall of the basement level are five window openings and one door opening; the north and south ends each have a single window and one door opening. The basement level windows are wood four-light windows set under masonry arches built of three courses of rowlock bricks. The basement level doors slide on iron rods mounted to the exterior wall; the wood doors have a four panel frame with diagonally oriented cladding within each panel. Across the east side of the basement is an open porch supported on four wood columns. The hip roof is covered by galvanized standing seam metal. There is no porch floor, and the roof framing is exposed at the underside.
Above the basement level, the building is wood-framed and is clad with painted wood siding. There is wood trim at the corners and along the eaves, and the gable roof has cornice returns at each gable. Since the building is built into the slope, grade level access to the main level is possible from the west side. On the west elevation, the exterior has large paired wood doors that slide on iron rods mounted to the exterior wall; the wood doors have a four panel frame with diagonally oriented cladding within each panel. Behind the sliding doors, the original door opening has been infilled with a new exterior wall containing a stained and varnished wood four-panel personnel door to provide access to visitor restrooms. Across the west elevation is an open porch supported on five wood columns on stone bases. The hip roof is covered by galvanized standing seam metal. The porch floor is paved with cast in place concrete, and the roof framing is exposed at the underside.
The main gable roof is covered with standing seam galvanized sheet metal. At the center of the roof is a cupola with wood siding, a low slope roof, and a wood rooftop railing.
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 has two modern restrooms partitioned from the southern third of the space, while the northern two-thirds is an open space, for storage of carriages, with wood flooring, walls, and ceiling. The upper level or hayloft is unfinished except for two small rooms partitioned at the south end, with wood floors and bead board wall and ceiling finishes.

The structure is a part of the Flat Top Estate, now the Moses E. Cone Memorial Park, and is listed on the National Register as part of the Flat Top Estate Historic District. The site is a contributing resource that is related to the original design of the Blue Ridge Parkway.

HS-20 Moses H. Cone Memorial Park: Apple Barn 10/28/2010
Milepost 294.00

The apple barn, the only surviving historic agricultural building on the estate, is located at the intersection of Stringfellow Road with Black Bottom Road, north of the Maze, approximately 1/2 mile from the manor house. The barn has a grass lawn to its west but is otherwise surrounded by woodland.

The apple barn, the only surviving historic agricultural building on the estate, is L-shaped, with the main portion measuring 20 feet by 80 feet. The main portion has a raised basement constructed of stucco-parged rubble stone masonry. The upper part is a wood-framed structure clad with painted wood Dutch-lap profile siding and a gable roof covered with sheet metal. Along the ridgeline of the main roof are three gabled ventilation cupolas. The east side of the main portion has one door opening and six vents near grade at the basement level, and two window openings with shutters and three low-height vents at the main level. The south end of the main portion has an arched door opening at the basement, one window opening with shutters at the main level, and a ventilation louver at the gable. The north end of the main portion has an arched door opening at the basement, one window opening with shutters and two low-height vents at the main level, and a ventilation louver at the gable. The barn is built into the hillside, and on the west side there is direct grade level access to the main level, which has two doors, one window opening with shutters, and seven low-height vents. All of the doors and window shutters are built of solid wood planks; at the west and east side doors only, the planks are oriented diagonally in each door. The southwest ell addition to the apple barn is a one-story wood-framed structure set on circular wood posts. The addition is clad with painted board-and-batten siding The enclosed portion of the addition has a shed roof with exposed rafters and covered with sheet metal. Along the north side of the addition is a shed-roof porch with wood supports; the roof of the porch wraps onto a portion of the west facade of the original barn to shelter one of the entrance doors. The addition has one window at the west end, one window at the east end, and seven windows along the south side. The window openings are covered by spaced, vertical wood strips. The windows are six-light horizontal sliding sash. Along the north side of the addition under the porch are three pairs of doors.
The interior of the barn is utilitarian. At the basement level, the wood floor framing above is exposed, the walls are pargeted masonry, and the floor is wood plank. Wood posts along the centerline support the main level floor framing, and the space is divided by horizontal board partitions into smaller bays, formerly used for sorting and storing apples. The main level of the barn is divided into two unequal size rooms by a wood-framed partition wall with a painted seven-panel wood door. The walls and ceiling are sheathed by unpainted wood boards, except the south side of the partition wall, which is sheathed with Dutch-lap profile siding. Wood posts at the centerline of the building support the loft level framing. The interior of the addition is a single large room with exposed wood structural framing. The loft interior is an open space with wood plank flooring and exposed wood wall and roof construction.

The structure is a part of the Flat Top Estate, now the Moses E. Cone Memorial Park, and is list on the National Register as part of the Flat Top Estate Historic District. The site is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B957 Moses H. Cone Memorial Park: Pump House 10/28/2010
Milepost 294.00

The Moses H. Cone Memorial Park Pump House (B957) is located at milepost 294.00 on the Blue Ridge Parkway on parkway right. The structure is situated on a mown-turf site at the base of a steep embankment. The structure is associated with the Moses H. Cone Manor House Visitor Center.

The Moses H. Cone Memorial Park Pump House is a small one-story wood-framed structure with a concrete foundation, grooved plywood siding, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door. Vent openings are located on the side elevations of the structure.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B204 Moses H. Cone Memorial Park: Servants' House 10/28/2010
Milepost 294.00

The building is located on the hillside overlooking the carriage house. It is surrounded by a mown grass lawn. At the back side, a concrete sidewalk leads up to an asphalt-paved driveway with carport; this driveway connects directly to the parkway rather than to the other roads of the Cone estate.

The building has a concrete masonry foundation, white-painted wood siding, and an asphalt-shingled gable roof with cornice returns. The L-shaped building has a rear addition that partially fills in the angle of the L. The front, east-facing facade has a central wood door with glazing and two four-over-four double hung windows. Across the facade is the front porch on concrete masonry foundation walls. The porch has a bead board ceiling and an asphalt-shingled hip roof. At the basement level adjacent to the south wall is an air conditioning condenser sheltered by a wood-framed lean-to. The L-shaped rear porch has a wood platform, a single wood post, and a hip asphalt-shingled roof. Two red brick masonry chimneys rise above the roof.

The servants' house is designated a non-contributing structure in the National Register-listed Flat Top Estate historic district. Although constructed by the Cone family as part of the estate circa 1900, this building was relocated by the National Park Service and placed on a new foundation in the early 1950s, and has thus lost integrity.

HS-29 Moses H. Cone Memorial Park: Sandy Flats School 10/28/2010
Milepost 294.60

West of the intersection of Shulls Mill Road and U.S. Highway 221 sits the Sandy Flat Missionary Baptist Church.

The south side of the building faces the highway, but the building design is symmetrical around an east-west axis. The building has a brick masonry foundation parged with stucco and scored to resemble random ashlar masonry, wood shingle siding (portions of which have staggered coursing), and an asphalt-shingled roof. The building has a T-shaped plan, with the hip-roof west wing forming the top of the T, and the gable-roof east wing forming the stem of the T. At each inside corner of the T-shaped plan is a shed-roof enclosed vestibule. The building has two red brick chimneys. Most of the windows are two-over-two double hung units with patterned glass. On the interior, the building has tongue-and-groove hardwood flooring and painted bead board wall and ceiling cladding. Door and window trim includes bull's-eye corner blocks. Wide, six-panel pocket doors divide the building into two primary original spaces. The south vestibule opens to both rooms with five-panel doors; there are two, two-light borrowed light windows from the vestibule to the eastern room. The western room remains one open space and contains fixed painted wood pews, a free-standing cast iron wood stove, and pendant light fixtures. The original eastern room has been subdivided to create three classrooms. Accessible from the eastern room are two toilet rooms created by partitioning the former north vestibule.

The structure is a part of the Flat Top Estate, now the Moses E. Cone Memorial Park, and is list on the National Register as part of the Flat Top Estate Historic District. The site is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B406 Sandy Flats Maintenance Area: Hazardous Materials Building 05/16/2013
Milepost 294.60

The Sandy Flats Maintenance Area Hazardous Materials Storage Building (B406) is located at milepost 294.60 on parkway left within the Sandy Flats Maintenance Area. The Sandy Flats Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of five structures arranged around and within a central asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Sandy Flats Maintenance Area Hazardous Materials Storage Building is located at the southwest side of the Sandy Flats Maintenance Area. The building affronts the paved surface lot and is adjacent to the Sandy Flats Maintenance Area Office and Shops Building (B701) to the southwest.

The Sandy Flats Maintenance Area Hazardous Materials Storage Building is a 96-square-foot structure with cast-in-place concrete foundation, tilt-up concrete panel walls, and a low-slope cast-in-place concrete roof slab. The building has a steel door on the main entrance elevation accessed by a concrete ramp, and a vent opening on the northwest elevation.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B701 Sandy Flats Maintenance Area: Office and Maintenance Building 05/16/2013
Milepost 294.60

The Office and Shops Building (B701) is located at milepost 294.80 on parkway left within the Sandy Flats Maintenance Area. The Sandy Flats Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of five structures arranged around and within a central asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Office and Shops building is located at the center of the maintenance area site near the main entrance gates.

The Office and Shops building at Sandy Flats Maintenance Area is a one-story structure with a linear plan. The building is oriented on a southeast–northwest axis. The structure is composed of a concrete foundation, load-bearing concrete block walls painted green, and an asphalt shingle roof with vented eaves and hanging gutter. The main entrance is located at the northwest end of the building and is directly accessed from a paved surface on a 3-foot-tall embankment. Seven garage units are located at the southeast end of the building. Each garage unit has the potential to be accessed from both the southwest and northeast elevations, although some of the openings have been infilled with grooved plywood panels and are no longer accessible. Of the garage openings that have not been infilled, all have a wood roll-up vehicular door. There are two interior chimneys on the structure. Typical fenestration includes vinyl awning and one-over-one double-hung windows. Door openings have steel-framed doors with glazing.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B751 Sandy Flats Maintenance Area: Vehicle Storage Building 05/16/2013
Milepost 294.60

The Vehicle Storage building (B751) is located at milepost 294.80 on parkway left within the Sandy Flats Maintenance Area. The Sandy Flats Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of five structures arranged around and within a central asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Vehicle Storage building is located on the northwest side of the Sandy Flats Maintenance Area, near the entrance gates. The building is immediately north of the Historic Preservation Workshop building (B824) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Vehicle Storage building at the Sandy Flats Maintenance Area is a one-story structure with a linear plan oriented on northeast–southwest axis and constructed of concrete block on a concrete foundation and has grooved plywood siding painted beige. The building has a wood truss-framed asphalt shingle gable roof with hanging gutters. Door openings have steel-framed double-doors. The main elevation of the building is divided into eight 12-foot-wide bays, seven of which feature aluminum roll-up garage doors.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B824 Sandy Flats Maintenance Area: Historic Preservation Workshop 05/16/2013
Milepost 294.60

The Historic Preservation Workshop (B824) at Sandy Flats Maintenance Area is located on parkway left at milepost 294.80. The Sandy Flats Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of five structures arranged around and within a central asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Historic Preservation Workshop are located on the southwest corner of the site, adjacent to the Vehicle Storage Building (B751). The chain link perimeter fence aligns with the side elevation of the building.

The Historic Preservation Workshop is a one-and-a-half-story wood-framed structure oriented on a northwest–southeast axis with the main entrance located at the southeast end gable elevation. It has a concrete foundation, vinyl siding, and an asphalt shingle gable roof with vented eaves and hanging gutters. There is a small one-story lean-to addition located on the southwest elevation. The building features a garage vehicular entrance bay on the northeast elevation. The main entrance has a gable roof canopy and concrete stoop. Typical window and door openings include one-over-one double-hung windows and faux six-panel doors. A concrete masonry chimney is mounted to the southeast end gable elevation.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B834 Moses H. Cone Memorial Park: Observation Tower 10/28/2010
Milepost 294.60

Located at the summit of Flat Top Mountain.

The observation tower perched atop Flat Top Mountain is a steel superstructure composed of four structural steel members connected by bracing and cross bracing. It is approximately 40 feet tall, and 25 feet square in plan. Six flights of stairs, each with eight 2-1/2-foot wide steps that are broken by landings, lead to a platform at the top that is enclosed within channeled steel railings. The four structural steel members are anchored in and bolted to low pyramidal concrete footers, 3 feet wide at the base, and tapered to 2 feet in width. The structural members are set at an angle, and the tower tapers towards the top.

The structure is a part of the Flat Top Estate, now the Moses E. Cone Memorial Park, and is listed on the National Register as part of the Flat Top Estate Historic District. The site is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B837 Sandy Flats Maintenance Area: Pole Shed 05/16/2013
Milepost 294.60

The Sandy Flats Maintenance Area Pole Shed (B837) is located at milepost 294.80 on parkway left within the Sandy Flats Maintenance Area. The Sandy Flats Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of five structures arranged around and within a central asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Sandy Flats Maintenance Area Pole Shed is located on the northeast side of the Sandy Flats Maintenance yard. The building is northeast of the Sandy Flats Maintenance Area Office and Shops Building (B701) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Pole Shed at the Sandy Flats Maintenance Area is a one-story covered pole barn oriented on a northwest-southeast axis with the main entrance on the southwest. The structure has no foundation, wood timber framing that divides the building into bays, and a wood-framed sheet metal low-slope shed roof. The structural timber framing divides the structure into four bays along the main elevation. The exterior of the timber framing is clad with grooved plywood that encloses the structure on the northwest, northeast, and southeast elevations. Within the structure, wood timber partition walls extend between framing members and separate the barn into storage compartments.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B423 Sandy Flats Maintenance Area: Residence 423 05/16/2013
Milepost 294.60

Sandy Flats Maintenance Area Residence 423 (B423) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Sandy Flats Maintenance Area Residence 423 is a one-story Ranch style structure oriented on an east-west axis with the main entrance centered on the south elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and an asphalt shingle low-slope gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B424 Sandy Flats Maintenance Area: Residence 424 05/16/2013
Milepost 294.60

Sandy Flats Maintenance Area Residence 424 (B424) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Sandy Flats Maintenance Area Residence 424 is a one-story Ranch style structure oriented on a northwest-southeast axis with the main entrance centered on the northwest elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and an asphalt shingle low-slope gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B234, Sims (Red) Barn 05/16/2013
Milepost 296.20

The Barn at Sims Farm (B234) is located on parkway left at milepost 296.20. It is the only remaining structure of the Sims Farm. The structure is located 50 feet east of and is visible from the parkway. The site consists of a mown-turf field and gently rolling hills. The barn is located on a mostly flat terraced portion of the hill, downslope from the parkway. The barn is accessed from an asphalt-paved spur road that extends 50 feet from the parkway.

The Sims Barn is a one-and-a-half-story wood-framed structure with random ashlar stone foundation, board and batten siding painted red, and wood-framed gable roof with hanging gutters and downspouts and corrugated sheet metal cladding. The barn has two large door openings on the southwest end gable elevation, one with wood framed double doors and one with a sliding barn door. Both doors are clad with board and batten siding.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B463 Price Park: Picnic Area Comfort Station 1 05/16/2013
Milepost 296.40

The Price Park Picnic Area Comfort Station (B463) is located at the south end of the Price Park Picnic Area on the west side of the picnic area access road, close to the stream. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a flat site approximately fifty feet from both the paved access road and surface lot. The comfort station is accessed from an asphalt-paved walkway that extends from the access road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a pump house and one other comfort station within the picnic area.

The Comfort Station at the south end of the Price Park Picnic Area is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with vented eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. Both halves are clad with grooved plywood painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B464 Price Park: Picnic Area Comfort Station 2 05/16/2013
Milepost 296.40

The Price Park Picnic Area Comfort Station (B464) is located at the north end of the Price Park Picnic Area west of the picnic access road and east of the stream. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a flat site approximately fifty feet from the paved access road. The comfort station is accessed from an asphalt-paved walkway that extends from the access road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a pump house and one other comfort station within the picnic area.

The Comfort Station at the north end of the Price Park Picnic Area is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with vented eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. Both halves are clad with grooved plywood painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. The restroom entrances have vertically oriented wood plank doors and the janitor's closet access door is steel.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B432 Price Park: Campground Pump House (W31) 05/16/2013
Milepost 297.10

The Price Park Campground Pump House (B432) is located at milepost 297.10 on the Blue Ridge Parkway and is accessed from an asphalt-paved spur road that extends from parkway right. The structure is situated on a gently-sloped site in a clearing surrounded by dense woods. The structure is associated with the Price Park Campground.

The Price Park Campground Pump House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with board and batten siding painted grey, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway. The existing building replaced a 1958 pumphouse with the same building number on this site.

B478 Price Park: Boathouse 05/16/2013
Milepost 297.10

The Boathouse at Price Park (B478) is located on parkway left at milepost 297.10. It is part of Price Park, a recreational area along the parkway that includes camping facilities, an amphitheater, boat rental facilities, and a dam, all situated near the banks of Price Lake. The boathouse is part of a small boating facilities complex that includes the boathouse, the Boat Rental building (B804), and an asphalt-paved loop road and surface lot that extends to the parkway. The boathouse is located in a heavily-wooded site and is accessed from a gravel-paved trail that extends from the loop road and surface lot.

The Boathouse at Price Park is a small half-story load-bearing structure with concrete block foundation and walls and a steel-framed shed roof with corrugated sheet metal cladding. The main entrance is centered on the front elevation and has a steel door.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B804 Price Park: Boat Rental 05/16/2013
Milepost 297.10

The Price Park Boat Rental Building (B804) is located on parkway right in the southern portion of the Price Park Campground, southwest of Campground Loop A. The building is situated on an asphalt-paved sidewalk along the paved access road at the water's edge of Price Lake. The building is set in a clearing at the base of a hill.

The Boat Rental Building at the Price Park Campground is a one-story wood-framed structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, board and batten siding painted grey, and a wood-frame wood shake gable roof. The end gables of the roof are clad with horizontally oriented wood clapboard. On the front elevation is a covered porch that provides access to the employee entrance door. The porch has a concrete stoop and is protected by the overhanging gable roof. Typical fenestration on the building consists of vinyl-framed sliding windows.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B361 Price Park: Campground Comfort Station Loop A 05/16/2013
Milepost 297.10

The Price Park Campground Comfort Station Loop A (B361) is located at the Price Park Campground at the center of campground Loop A, just east of the entrance to the campground. The building is situated in a grassy clearing within a densely wooded deciduous and evergreen forest on a flat site approximately thirty feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and seven other comfort stations within the campground.

The Comfort Station at Loop A of the Price Park Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls clad with grooved plywood and painted gray, and a wood-frame low-slope gable roof with exposed rafters clad with grooved plywood, built-up roofing, and copper flashing. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood. Wood-framed windows with concrete sills and obscure glazing are located on each elevation. The window sills are clad with wood. There are three entrances to the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on a side elevation that provides access to the janitor's closet. Each entrance has a steel-framed door.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B390 Price Park: Campground Comfort Station Loop B 05/16/2013
Milepost 297.10

The Price Park Campground Comfort Station Loop B (B390), also called Lower Loop B, is located at the Price Park Campground in the southeastern portion of campground Loop B. The building is situated in a wooded area within a densely wooded deciduous and evergreen forest on a gently-sloped site approximately thirty feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and seven other comfort stations within the campground.

The Comfort Station at Loop B of the Price Park Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls clad with grooved plywood and painted gray, and a wood-frame low-slope gable roof with exposed rafters clad with grooved plywood, EPDM membrane roofing, and copper flashing. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood. Wood-framed windows with concrete sills and obscure glazing are located on each elevation. The window sills are clad with wood. There are three entrances to the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on a side elevation that provides access to the janitor's closet. Each entrance has a steel-framed door.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B445 Price Park: Campground Comfort Station Loop D 05/16/2013
Milepost 297.10

The Price Park Campground Comfort Station Loop D (B445), also called Upper Loop B, is located at the Price Park Campground in the northeastern portion of campground Loop B, east of the entrance. The building is situated in a wooded area within a densely wooded deciduous and evergreen forest on a gently-sloped site approximately fifty feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and seven other comfort stations within the campground.

The Comfort Station at Loop D of the Price Park Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, exposed concrete block walls painted gray, and a wood-frame low-slope gable roof with exposed rafters, EPDM membrane roofing, and copper flashing. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping. Wood-framed windows with concrete sills and obscure glazing are located on each elevation. The window sills are clad with wood. There are three entrances to the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on a side elevation that provides access to the janitor's closet. Each entrance has a steel-framed door.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B446 Price Park: Campground Comfort Station Loop C 05/16/2013
Milepost 297.10

The Price Park Campground Comfort Station Loop C (B446) is located at the Price Park Campground in the western section of campground Loop C. The building is situated in a wooded area within a densely wooded deciduous forest on a flat site far from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with an amphitheater; a kiosk; a boathouse and boat rental house; and five other comfort stations within the campground area.

The Comfort Station at Loop C of the Price Park Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is concrete masonry and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B447 Price Park: Campground Comfort Station Loop E 05/16/2013
Milepost 297.10

The Price Park Campground Comfort Station Loop E (B447) is located at the Price Park Campground slightly to the east of the center of campground Loop E. The building is situated on a mown-turf clearing within a densely wooded deciduous and evergreen forest on a gently-sloped hillside approximately one hundred feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on three sides by an asphalt-paved apron. The comfort station is associated with an amphitheater; a kiosk; a boathouse and boat rental house; and five other comfort stations within the campground area.

The Comfort Station at Loop E of the Price Park Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with vented eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. Both halves are clad with grooved plywood painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B483 Price Park: Campground Comfort Station Loop F 05/16/2013
Milepost 297.10

The Price Park Campground Comfort Station Loop F (B483) is located at the Price Park Campground in the northern section of campground Loop F. The building is situated in a small clearing surrounded by trees in a densely wooded deciduous forest at the high point of a sloped site far from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on three sides by an asphalt-paved apron. The comfort station is associated with an amphitheater; a kiosk; a boathouse and boat rental house; and five other comfort stations within the campground area.

The Comfort Station at Loop F of the Price Park Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is concrete masonry and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B833 Price Park: Amphitheater 05/16/2013
Milepost 297.10

The Price Park Amphitheater is located at the Price Park Campground. The building is situated in a clearing in a wooded area and is accessed by an asphalt-paved path extending from the Price Park Campground Loop A. A small wood-framed wood storage shed, an ancillary structure to the amphitheater, is located immediately behind the amphitheater site.

The Price Park Amphitheater at the Price Park Campground consists of a low-sloped grass-covered seating area, a fire pit, and a raised stage with enclosure. The seating area has three wedge-shaped seating sections, each consisting of multiple rows of bench seating mounted on metal posts set into the ground. The fire pit is a raised feature clad with stone and measuring approximately 6 feet in diameter. It is located adjacent to the stage area, which is curvilinear in plan. It is clad with stone and is raised approximately 18 inches above grade. At the center of the raised stage is a wood-framed stage enclosure with vertical wood plank siding and flat roof. The north side of the enclosure has an aluminum roll-up door. A curved stone retaining wall extends from the stage and defines the south boundary of the amphitheater site. A wood-framed partition wall extends from the stage enclosure and along the top of the stone retaining wall.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B841 Price Park: Campground Kiosk 05/16/2013
Milepost 297.10

The Price Park Campground Kiosk (B841) is located on parkway right at the entrance to the Price Park Campground. The building is situated on an asphalt-paved sidewalk along the north side of the paved access road at the entrance gates to the campground area. The building is set in a clearing at the base of a hill.

The Campground Kiosk at the Price Park Campground is a one-story wood-framed structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, siding painted grey, and a wood-frame gable roof with asphalt shingles. The end gables of the roof are clad with horizontally oriented wood clapboard. On the front elevation is a covered porch that provides access to the registration window and the employee entrance door. The porch has a concrete stoop and is protected by the overhanging gable roof. A metal post clad with wood supports the overhanging corner of the roof. Aluminum-framed roll-up windows are centered on three sides of the center portion of the kiosk that projects out and affronts the access road. These windows serve as the guest registration area and are accessed by an asphalt-paved sidewalk that leads to a concrete apron. Below the windows are projecting wood ledges. An aluminum and glass protected bulletin board is mounted to the exterior side of the kiosk, parallel to the access road. There are no additional windows on the remaining facades of the building.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B545 Price Park: Campground Residence 05/16/2013
Milepost 297.10

The Price Park Campground Residence (B545) is associated with the Price Park Campground at milepost 297.10 and is situated in a mown-turf clearing in the heavily wooded area. The site is accessed from a gravel drive that extends from the paved campground access road to the Price Park Campground Loops E and F.

The Price Park Campground Residence is a one-story log-framed structure of contemporary construction, rectangular in plan, which houses seasonal park employees. The building has a concrete block foundation with concrete parge coating, exposed milled-log framing, and a wood-framed asphalt shingle gable roof with hanging gutters. The milled-log framing has half-dovetail joints and an exterior insulation and finishing system (EIFS) faux daubing. The end gables of the roof are clad with vertically oriented board and batten siding. At the front elevation of the building is a wood-framed covered porch with asphalt shingle shed roof. Typical fenestration consists of aluminum one-over-one double-hung windows. Typical doors are aluminum-framed with glazing. A masonry exterior end chimney with concrete parge coating is located at the end gable.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B819 Linn Cove Visitor Center: Fuel Containment/Storage Shed 05/17/2013
Milepost 304.40

The Fuel Storage Shed (B819) is located on parkway right at milepost 304.40. The building is located in a heavily wooded deciduous forest, adjacent to the Generator Building (B811) and is in close proximity to the Linn Cove Visitor Center (B842). The site is accessed from a gravel-covered spur road that extends from a paved surface lot.

The Fuel Storage Shed is a small one-story wood-framed structure with rectangular plan associated by function with the nearby Lin Cove Visitor Center. The structure is set on a cast-in-place concrete foundation and has vertically oriented grooved plywood, horizontal wood weatherboard at the end gables, and an asphalt-shingle wood-framed gable roof. The main entrance consists of a set of steel double doors and accessed by a concrete pad.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B842 Linn Cove Visitor Center 05/17/2013
Milepost 304.40

The Linn Cove Visitor Center (B842) is located on parkway right at milepost 304.40. The building is located at the south end of an asphalt-paved surface lot with stone curbs and has a mown-turf site surrounded by heavily wooded forests on three sides. The structure sits at the crest of a steep hill. An asphalt- paved plaza provides access from the surface lot to the visitor center structure. The Visitor center is in close proximity and visible from to the Linn Cove Viaduct (182P).

The Linn Cove Visitor Center is a contemporary structure with displays that interpret the engineering and construction of the Linn Cove Viaduct. The visitor center has a concrete foundation, random ashlar stone veneer, horizontal weatherboard siding, and an asphalt shingle multi-gable roof. The structure is oriented on a north–south axis and features a covered entrance, porticos, and an asphalt-paved courtyard. Typical fenestration includes aluminum-framed storefront windows.

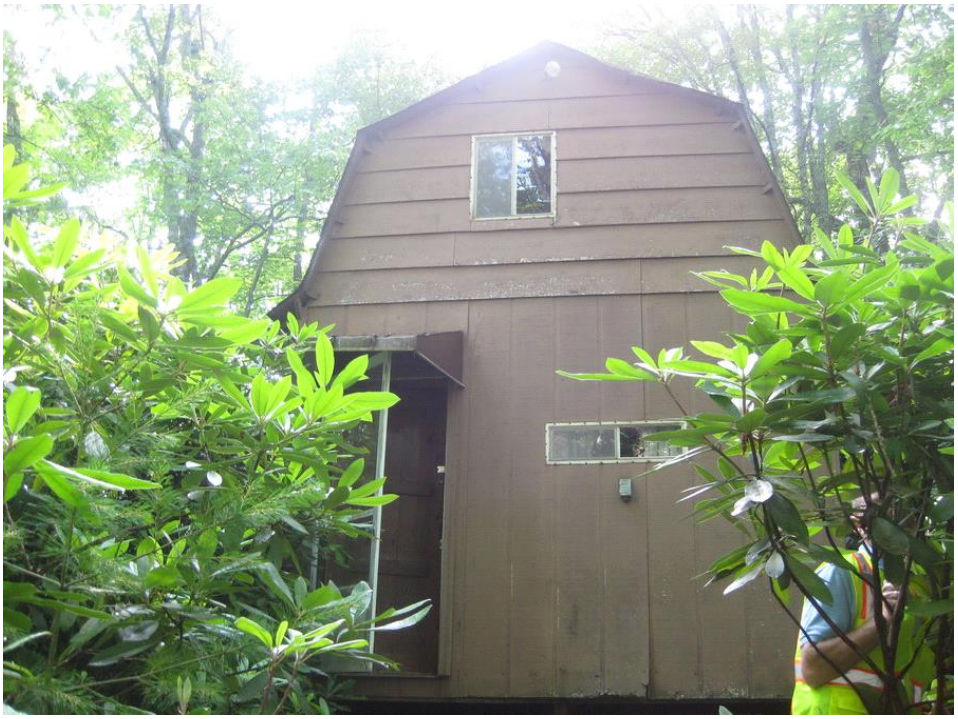
The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B811 Linn Cove Visitor Center: Generator Building 05/17/2013
Milepost 304.50

The Generator Building (B811) is located on parkway right at milepost 304.40. The building is located in a heavily wooded deciduous forest, adjacent to the Fuel Storage Shed (B819) and is in close proximity to the Linn Cove Visitor Center (B842). The site is accessed from a gravel-covered spur road that extends from a paved surface lot.

The Fuel Storage Shed is a small one-story wood-framed structure with rectangular plan associated by function with the nearby Lin Cove Visitor Center. The structure is set on a concrete foundation pad and is clad with an exterior insulation and finishing system (EIFS) and horizontal wood weatherboard at the end gables. The roof is an asphalt-shingle wood-framed gable roof. Typical wall openings on the structures are wood-framed and contain either a metal or a wood vent. The main entrance consists of a set of steel double doors.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.



B1052 Gustke House 06/25/2013
Milepost 315.50

The Gustke Property House (B1052) is located at milepost 315.50 and is associated with the Gustke Property Privy (B1053). It is situated in a heavily wooded area characterized by dense thickets of Rhododendron and is adjacent to the Gustke Property House. The structure is not directly accessed from the parkway. It is located off North Carolina Route 183 at the end of Alford Ridge Road, a 1-mile winding and sloped, gravel and dirt, rutted, private road. The structures are located approximately 100 feet downslope from the road, along a dirt trail. The house affronts the trail.

The Gustke Property House is a small one-and-a-half-story wood-framed structure set on a raised concrete masonry block foundation and has vertically-oriented grooved plywood siding with horizontal weatherboard at the end gambrel, and a wood-framed gambrel roof clad with sheet metal. Typical fenestration includes aluminum-framed sliding windows. The main entrance consists of a vertical plank door divided into three panels by rails.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B1053 Gustke House Privy 06/25/2013
Milepost 315.50

The Gustke Property Privy (B1053) is located at milepost 315.50 and is associated with the Gustke Property House (B1052). It is situated in a heavily wooded area characterized by dense thickets of Rhododendron and is adjacent to the Gustke Property House. The structure is not directly accessed from the parkway. It is located off North Carolina Route 183 at the end of Alford Ridge Road, a 1-mile winding and sloped, gravel and dirt, rutted, private road. The structures are located approximately 100 feet downslope from the road, along a dirt trail. The Privy is located 20 feet beyond the back of the house.

The Gustke Property Privy is a small one-story wood-framed structure associated with the Gustke Property House. The structure is set on a concrete masonry foundation and has vertically-oriented grooved plywood siding and a sheet metal wood-framed shed roof. The main entrance consists of a wood-framed door clad with vertical grooved plywood with cross bracing. Historically, the structure functioned as a privy.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B1068 Linville Falls Maintenance: Haz Mat Building 05/17/2013
Milepost 316.40

The Linville Falls Maintenance Area Hazardous Materials Storage Building (B1068) is located at milepost 316.40 on parkway left within the Linville Falls Maintenance Area. The Linville Falls Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. There are gates in the fence on the south (single gate) and east (double gate) sides. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of a central maintenance and office building surrounded by four storage and support structures arranged around a mostly paved surface lot. The site is oriented on a southwest-northeast axis. The Linville Falls Maintenance Area Hazardous Materials Storage Building is located at the northwest side of the Linville Falls Maintenance yard. The building affronts the paved surface lot and is west of the Linville Falls Maintenance Area Dellinger Barn (B591).

The Linville Falls Maintenance Area Hazardous Materials Storage Building is a steel-framed metal panel structure that sits on mown-turf adjacent to the asphalt-paved surface lot. The building has a steel double-door on the main entrance elevation accessed by a steel ramp with textured tread surface, and vent openings on the side elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B1069 Linville Falls Maintenance: Recycling Shed 05/17/2013
Milepost 316.40

The Linville Falls Maintenance Area Recycling Shed (B1069) is located at milepost 316.40 on the southwest side of the Linville Falls Maintenance Area. The building is in close proximity to the Linville Falls Maintenance Area Pole Shed (B972) and affronts the paved surface lot.

The Linville Falls Maintenance Area Recycling Shed is a wood-framed prefabricated storage shed set on concrete pad. The structure has aluminum panel cladding and a gable roof. The shed is accessed by an aluminum double door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B1070 Linville Falls Maintenance: Prefab Storage Building 05/17/2013
Milepost 316.40

The Linville Falls Maintenance Area Prefab Storage Building (B1070) is located at milepost 316.40 on the southeast side of the Linville Falls Maintenance Area. The building is in close proximity to the Linville Falls Maintenance Area Pole Shed (B972) and affronts the paved surface lot. The structure is located on the foundation of a previously existing structure.

The Linville Falls Maintenance Area Prefab Storage Building is a wood-framed prefabricated storage shed set on concrete pad. The structure has aluminum panel cladding and a low-slope gable roof. The cladding has a faux wood grain pattern. The shed is accessed by an aluminum door. A steel fuel storage tank shares the concrete pad with the shed structure.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B1075 Linville Falls: Picnic Area Picnic Shelter 05/17/2013
Milepost 316.40

The Linville Falls Picnic Area Picnic Shelter (B1075) is located at milepost 316.40 and is associated with the Linville Falls Picnic Area. The site consists of a mown-turf clearing surrounded by numerous large deciduous trees and is situated along an asphalt-paved surface lot. An asphalt-paved sidewalk extends from the paved road and provides access to the site. Linville Falls Picnic Area Picnic Shelter is located along the parking lot on a grassy knoll. The Parkway is lined with wood ballards here.

The Linville Falls Picnic Area Picnic Shelter is a wood-framed structure consisting of a concrete foundation pad and wood timber posts that divide the building into four structural bays. The building has a timber-framed gable roof with exposed framing and asphalt shingles. The structure is used as a picnic shelter.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B118 Linville Falls: Picnic Area South Comfort Station 05/17/2013
Milepost 316.40

The Linville Falls Picnic Area South Comfort Station (B118) is located at the Linville River Picnic Area at the southwestern section of the picnic area. The building is situated in a clearing within a densely wooded deciduous forest on a flat site approximately fifty feet from the paved surface lot. The comfort station is accessed from an asphalt-paved walkway that extends from the surface lot and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a Picnic Area Shelter and two other comfort stations within the picnic area.

The Comfort Station at the south end of the Linville River Picnic Area is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with vented eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has wood panel doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B363 Linville Falls: Campground South Comfort Station 05/17/2013
Milepost 316.40

The Linville Falls Campground South Comfort Station (B363) is located at the Linville Falls Campground outside the south end of Loop B, the inner campground loop. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a flat site approximately one hundred feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on three sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk and one other comfort station within the campground area.

The Comfort Station at the south end of the Linville Falls Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The identification sign on the building indicates that this is structure B363. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with vented eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has wood panel doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B436 Linville Falls: Campground North Comfort Station 05/17/2013
Milepost 316.40

The Linville Falls Campground North Comfort Station (B436) is located at the Linville Falls Campground at the north section of campground Loop B (inner loop) east of Oblit Old Road trace. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a flat site approximately thirty feet from Oblit Old Road. The comfort station is accessed from an asphalt-paved walkway that extends from the road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with one other comfort station within the campground area and a campground kiosk that is visible from the comfort station.

The Comfort Station at the north end of the Linville Falls Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The identification sign on the building indicates that this is structure B436. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with vented eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has wood panel doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B457 Linville Falls: Picnic Area Middle Comfort Station 05/17/2013
Milepost 316.40

The Linville Falls Picnic Area Middle Comfort Station (B457) is located at the Linville River Picnic Area to the north of the picnic area between the Linville River and the loop roadway. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a flat site approximately one hundred feet from the paved loop roadway. The comfort station is accessed from a gravel and dirt trail that extends from the loop road and is surrounded on all sides by a gravel apron. The comfort station is associated with a Picnic Area Shelter and two other comfort stations within the picnic area.

The Comfort Station near the center of the Linville River Picnic Area is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with vented eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. The restroom entrances have wood panel doors and the janitor's closet entrance has a vertically oriented wood plank door.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B458 Linville Falls: Picnic Area North Comfort Station 05/17/2013
Milepost 316.40

The Linville Falls Picnic Area North Comfort Station (B458) is located at the Linville River Picnic Area adjacent to the parking area within the northernmost hairpin loop of the loop roadway, farthest from the Parkway. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a flat site] approximately thirty feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on three sides by an asphalt-paved] apron. The comfort station is associated with a Picnic Area Shelter and two other comfort stations within the picnic area.

The Comfort Station at the north end of the Linville River Picnic Area is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with vented eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. The restroom entrances have wood panel doors and the janitor's closet entrance has a vertically oriented wood plank door.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B591 Linville Falls Maintenance: Dellinger Barn 05/17/2013
Milepost 316.40

The Dellinger Barn (B591) is an adaptive reuse structure located on parkway left at milepost 316.40 and is associated with the Linville Falls Maintenance Area. The Linville Falls Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of the Dellinger Barn and four storage and support structures arranged around a mostly paved surface lot. The site is oriented on a southwest-northeast axis. The Dellinger Barn is located at the center of the paved surface lot in the maintenance area.

The Dellinger Barn is a two-story wood-frame structure with concrete block foundation, grooved plywood siding painted grey, and a corrugated sheet metal gable roof. A wood-framed stair with shed roof canopy extends to the primary entrance at the second floor level of the east end gable elevation. A small shed roof canopy protects the back entrance at the west end gable elevation. A concrete block chimney is located on the south elevation. Typical fenestration includes one-over-one double-hung windows. The structure was originally a barn on the W.A. Delliger Farm but was significantly altered for its new use when the Park Service acquired the building.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B664 Linville Falls: Campground Kiosk 05/17/2013
Milepost 316.40

The Linville Falls Campground Kiosk (B664) is located on parkway left at the entrance to the Linville Falls Campground. The building is situated on an asphalt-paved sidewalk along the paved access road at the entrance gates to the campground area. The building is set in a wooded area at the base of a hill.

The Campground Kiosk at the Linville Falls Campground is a one-story wood-framed structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, grooved plywood siding painted grey, and a wood-frame gable roof with exposed eaves and rafters and wood shingles. On the front elevation is a covered porch that provides access to the employee entrance door clad with board and batten siding. The porch has a concrete stoop and is protected by the overhanging gable roof. Metal posts clad with wood support the overhanging corners of the roof. An aluminum-framed sliding window is centered on the side of the kiosk that affronts the access road. The window serves as the guest registration area and is accessed by an asphalt-paved sidewalk. Below the window is a projecting wood ledge. An aluminum and glass protected bulletin board is mounted to the exterior side of the kiosk, parallel to the access road. Typical fenestration on the remaining facades of the building consists of aluminum-framed sliding windows.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B794 Linville Falls: Visitor Center 05/17/2013
Milepost 316.40

The Linville Falls Visitor Center (B794) is a contemporary structure located on parkway left at milepost 316.40. The building is located at the terminus of a 1-1/2 mile asphalt-paved service road, at the south end of an asphalt-paved loop road surface lot. It has a mown-turf site surrounded by heavily wooded forests on three sides. Portions of the mown-turf clearing are covered with stone pavers with wide open joints, between which grass is growing. The structure sits in the river valley immediately east of the Linville River. An asphalt- paved walk provides access from the surface lot to the visitor center structure. Other site features include an asphalt-paved sidewalk that extends to the adjacent Linville Falls Trail Bridge No. 1 (105P), a pedestrian bridge that crosses the Linville River.

The Linville Falls Visitor Center is a load-bearing contemporary structure with concrete foundation clad with random ashlar stone veneer, concrete masonry wall clad with board and batten and vertical plank siding, and a multi-gable roof with skylights and exposed rafters. The structure is surrounded by a 2-foot-wide concrete apron. Typical fenestration includes aluminum-framed storefront windows.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B835 Linville Falls: Trail Shelter 10/14/2004
Milepost 316.40

The Linville Falls Trail Shelter (B835) is located at milepost 316.40 and is accessed by trail from the Linville Falls Visitor Center (B794) and Linville Falls Trail Bridge No. 1 (105P). The site is situated on parkway left of the Blue Ridge Parkway. The gently-sloped site consists of a densely wooded area full of numerous large deciduous trees. The Linville Falls Trail Shelter is adjacent to an asphalt-paved area.

The Linville Falls Trail Shelter is a wood-framed structure consisting of a concrete pier with gravel foundation pad and wood posts that divide the building into two structural bays wide by two structural bays deep. The building has a wood-framed gable roof with asphalt shingles and vertical grooved plywood siding at the end gables. Horizontal wood timber rails extend between timber posts at partial height on the back and both sides of the shelter. The shelter is used as an overlook shelter.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B417 Linville Falls: Residence 417 05/17/2013
Milepost 317.40

Linville Falls Residence 417 (B417) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway right to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences. The site is surrounded by a chain link fence.

Linville Falls Residence 417 is a one-story Ranch style structure oriented on a southeast-northwest axis with the main entrance centered on the northeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, one interior sheet metal chimney, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B418 Linville Falls: Residence 418 05/17/2013
Milepost 317.40

Linville Falls Residence 418 (B418) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway right to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Linville Falls Residence 418 is a one-story Ranch style structure oriented on a southeast-northwest axis with the main entrance centered on the northeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and two offset asphalt shingle gable roofs that step down in increments between portions of the house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, two interior sheet metal chimneys, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B449 Linville Falls: Pump House at Residences (W35) 05/17/2013
Milepost 317.40

The Linville Falls Residences Pump House (B449) is located at milepost 317.40 on the Blue Ridge Parkway and is accessed from a gravel path that extends from parkway right. The structure is situated in a densely wooded area on a gently-sloped site. The structure is associated with Linville Falls and is located in a residential enclave.

The Linville Falls Residences Pump House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall painted grey, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door. Vent openings are located on the back and two side elevations of the structure.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B027 Gillespie Gap Maintenance: Office & Shop 05/17/2013
Milepost 330.90

The Office and Shop (B027) at Gillespie Gap Maintenance Area is connected to the Auto Shop (B123) and is located on parkway right at milepost 330.90. The Gillespie Gap Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper southwest and lower northeast side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eight structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Office and Shop, along with the Auto Shop with which it is connected, are located on the northwest corner of the site. The chain link perimeter fence aligns with the back elevation of the Auto Shop portion of the building.

A pole barn is located at the northeast corner of the Gillespie Gap Maintenance Area, downslope from the Office and Shop. The structure is situated on the mown turf and along the fence. It is an ancillary structure to the Office and Shop.

The Office and Shop at the Gillespie Gap Maintenance Area is a one-story structure that is connected to the one-and-a-half-story Auto Shop by an enclosed breezeway. The two building are oriented perpendicular to each other and maintain their own foundation and roofline. The Office and Shop is oriented on a southeast–northwest axis with the breezeway connecting at the northwest end gable elevation. The Office and Shop is a load-bearing structure with concrete foundation, grooved plywood siding painted grey, and an asphalt shingle gable roof. There is a shed roof overhang that extends over the main entrance on the southwest elevation. An asphalt shingle hip roof canopy roof extends the full width of the southeast end gable elevation. There are numerous fenestration types on the building including glass block-filled window openings, vinyl-clad double-hung windows with faux mullions, and steel-framed industrial sash consisting of sixteen lights arranged in a four-by-four pattern with the side lights on all sides fixed and the center four lights in an awning window. Door openings are steel-framed with glazing. A concrete masonry chimney is mounted to the northeast elevation.

The Pole Barn at Gillespie Gap Maintenance Area is a covered pole barn oriented on a northwest–southeast axis with the main elevation on the southwest. The structure has a concrete pier foundation, wood timber framing that divides the building into bays, and a wood-framed corrugated metal shed roof. The structural timber framing divides the structure into two bays along the main elevation and two bays along the side elevations.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B1060 Gillespie Gap Maintenance: Haz Mat Building 05/17/2013
Milepost 330.90

The Gillespie Gap Maintenance Area Hazardous Materials Storage Building (B1060) is located at milepost 330.90 on parkway right within the Gillespie Gap Maintenance Area. The Gillespie Gap Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper southwest and lower northeast side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eight structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Gillespie Gap Maintenance Area Hazardous Materials Storage Building is located at the center of the Gillespie Gap Maintenance yard. The building affronts the paved surface lot and is adjacent to the Gillespie Gap Maintenance Area Small Equipment Storage Building (B125) to the northwest.

The Gillespie Gap Maintenance Area Hazardous Materials Storage Building is a 96-square-foot structure with cast-in-place concrete foundation, tilt-up concrete panel walls, and a low-slope cast-in-place concrete roof slab. The building has a steel double-door on the main entrance elevation accessed by a wood-framed plank stoop, and vent openings on the southwest and northeast elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B119 Museum of North Carolina Minerals 05/17/2013
Milepost 330.90

The Museum of North Carolina Minerals (B119) is located on parkway right at milepost 330.90 and is located at the intersection between U.S. Route 226 and Parkway Maintenance Road, approximately 200 feet north of the parkway. The site consists of an asphalt-paved surface lot that is accessed from U.S. Route 226 and the museum and is characterized by mown-turf clearing in the low-lying valley between the surrounding gently rolling hills. Stone-paved sidewalks extend from the surface lot to the entrance of the museum as well as to other memorials and exhibits located across the site.

The Museum of North Carolina Minerals is a one-story load-bearing structure with main entrance elevation facing southwest. The building has a concrete foundation and concrete block wall clad with random ashlar stone veneer. A wood-framed addition on the northwest side of the building has vertical plank siding painted white. The building has wood-framed asphalt shingle gable roofs with boxed hanging gutters. A stone-paved covered porch extends the full length of the southwest elevation and a stone exterior end chimney is centered on the southeast end gable elevation. Typical fenestration has stone sills and includes wood-frame six-over-six double-hung windows. Door openings are wood-frame and have either flat panel or board and batten clad doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B121 Gillespie Gap Maintenance: Fire Cache & Storage 05/17/2013
Milepost 330.90

The Gillespie Gap Maintenance Area Fire Cache and Storage Building (B121) is located at milepost 330.90 on parkway right within the Gillespie Gap Maintenance Area. The Gillespie Gap Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper southwest and lower northeast side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eight structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Gillespie Gap Maintenance Area Fire Cache and Storage Building is located on the southeast side of the Gillespie Gap Maintenance yard. The building is immediately southeast of the Gillespie Gap Maintenance Area Hose Reel House (B345) and the Gillespie Gap Maintenance Area Interpretation Office and Storage Building (B122) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Fire Cache and Storage Building building at the Gillespie Gap Maintenance Area is a one-story structure with a linear plan oriented on a northwest-southeast axis and constructed of concrete block on a concrete foundation and has grooved plywood siding painted grey. The identification sign on the building indicates that this is structure B121. The building has a wood truss-framed standing seam metal hip roof with hanging gutters. Typical fenestration includes six-light steel-frame industrial sash windows with concrete sills clad with wood. Door openings have steel-framed doors with glazing. The main elevation of the building is divided into eight 12-foot-wide bays with an extended roofline that forms a 1 foot eave. The six center bays have aluminum roll-up garage doors. The garage vehicular entrance bays are flanked by end bays containing paired window openings.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B122 Gillespie Gap Maintenance: Interpretation Office & Storage 05/17/2013
Milepost 330.90

The Gillespie Gap Maintenance Area Interpretation Office and Storage Building (B122) is located at milepost 330.90 on parkway right within the Gillespie Gap Maintenance Area. The Gillespie Gap Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper southwest and lower northeast side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eight structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Gillespie Gap Maintenance Area Interpretation Office and Storage Building is located on the southwest side of the Gillespie Gap Maintenance yard, near the entrance gates. The building is northwest of the Gillespie Gap Maintenance Area Hose Reel House (B345) and the Gillespie Gap Maintenance Area Fire Cache and Storage Building (B121) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Interpretation Office and Storage Building at the Gillespie Gap Maintenance Area is a one-story structure with a linear plan. The building is oriented on a northwest-southeast axis with the main entrance on the northwest facade. The identification sign on the building indicates that this is structure B122. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted grey, and a wood-framed standing seam metal hip roof with hanging gutter. Typical fenestration includes steel-framed industrial sash windows consisting of sixteen lights arranged in a four-by-four pattern. The four lights on either side are fixed and the center eight lights are an awning unit. The window openings have a concrete sill clad with wood. Door openings have steel-framed doors with glazing. The main elevation has five garages with aluminum roll-up vehicular doors. There are two exterior chimneys on the structure.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B123 Gillespie Gap Maintenance: Auto Shop 05/17/2013
Milepost 330.90

The Auto Shop (B123) at Gillespie Gap Maintenance Area is connected to the Office and Shop (B027) and is located on parkway right at milepost 330.90. The Gillespie Gap Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper southwest and lower northeast side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eight structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Auto Shop, along with the Office and Shop with which it is connected, are located on the northwest corner of the site. The chain link perimeter fence aligns with the back elevation of the Auto Shop portion of the building.

The Auto Shop at the Gillespie Gap Maintenance Area is a one-and-a-half-story structure that is connected to the one-story Office and Shop by an enclosed breezeway. The two buildings are oriented perpendicular to each other and maintain their own foundation and roofline. The Auto Shop is oriented on a southwest–northeast axis with the breezeway connecting at the northeast end gable elevation. The Auto Shop is a load-bearing structure with concrete foundation, grooved plywood siding painted grey, and an asphalt shingle gable roof. The main entrance elevation faces southeast and is composed of four bays, three of which are garage vehicular entrance bays with aluminum roll-up doors. The remaining bay has a steel-framed door with glazing. A brick chimney is centered on the northeast end gable elevation and projects from the roof of the breezeway addition.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B125 Gillespie Gap Maintenance: Small Equipment Storage 05/17/2013
Milepost 330.90

The Gillespie Gap Maintenance Area Small Equipment Storage Building (B125) is located at milepost 330.90 on parkway right within the Gillespie Gap Maintenance Area. The Gillespie Gap Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper southwest and lower northeast side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eight structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A small residential enclave, consisting of two residential structures and a pumphouse, is located to the east and in close proximity to the maintenance area. The Gillespie Gap Maintenance Area Small Equipment Storage Building is located in the center of the Gillespie Gap Maintenance. The building is immediately adjacent to the Gillespie Gap Maintenance Area Hazardous Materials Building (B1060) and affronts the paved surface lot.

The Small Equipment Storage Building at the Gillespie Gap Maintenance Area is a one-story structure with a rectangular plan constructed of concrete block on a concrete foundation and has grooved plywood siding painted grey. The building has a wood-framed asphalt shingle gable roof with horizontal clapboard at the end gable and hanging gutters. Typical fenestration includes twelve-light steel-framed industrial sash windows with concrete sills clad with wood. The side lights are fixed and the center six lights are a pair of casement units. A door opening is centered on the main elevation and includes a steel-framed door with multi-light glazing. One interior vent stack projects from the roof.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B135 Gillespie Gap Maintenance: Residence 135 05/17/2013
Milepost 330.90

Gillespie Gap Maintenance Area Residence 135 (B135) is a part of a residential enclave consisting of two similarly designed residences. The site is at the top of a hill and accessed by a paved spur road that extends from parkway right to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Gillespie Gap Maintenance Area Residence 135 is a one-story Ranch style structure oriented on a northwest-southeast axis with the main entrance centered on the northeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs that step down in increments between the carport, enclosed patio, and residential portions of the house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, two interior sheet metal chimneys, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.
Foundation Materials- brick and concrete at patio addition; Roof Type- gable, wood-frame with vented eaves, douwnspouts and gutters; Chimney Materials- sheet metal with printing to look like brick; Other Materials- concrete with roof overhang

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B387 Crabtree Falls: Wood Storage Shed at Amphitheater 06/24/2013
Milepost 339.20

The Wood Storage Shed (B387) at Crabtree Falls is located at milepost 339.20 on parkway right and is adjacent to the Amphitheater Building (B942). The structure is located at the edge of a mown-turf clearing and is accessed from a 1/4-mile long gravel trail that extends to a surface lot near the Crabtree Falls Restaurant (B128) and Former Gas Station (B127).

The Wood Storage Shed at Crabtree Falls is a small one-story wood-framed structure with concrete foundation, grooved plywood siding, and a wood-framed wood shingle gable roof. The slope on either side of the gable roof is slightly different, giving the structure an asymmetrical appearance. The main entrance is centered on the front elevation and has a wood door with screened opening. The building is used to store fire wood for the fire pit at the adjacent amphitheater.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B127 Crabtree Falls: Gas Station/Storage Building 06/24/2013
Milepost 339.50

The Crabtree Falls Gas Station/Storage Building (B127) is located along the parkway at milepost 339.50 at the entrance to the Crabtree Falls visitor area. The building is east of the Crabtree Falls Restaurant (B128) and affronts an asphalt-paved surface lot.

The Gas Station/Storage Building at the Crabtree Falls visitor area is a one-story structure that is currently used as a storage building, but historically functioned as a gas station. The building is oriented on a north-south axis with the main entrance on the north facade. The structure is composed of a concrete foundation, vertical wood plank siding painted grey, and an asphalt shingle gable roof with hanging gutter. The building is characterized by a concrete-paved pass-through at the front elevation of the building. The gable roof structure overhangs the pass-through and is supported at the corners by steel posts clad with wood. A stone-clad traffic island defines the north end of the building and separates the building from the paved surface lot.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B128 Crabtree Falls: Restaurant 06/24/2013
Milepost 339.50

The Crabtree Falls Restaurant (B128) is located on parkway right at milepost 339.50. It is part of the Crabtree Falls visitor area, which includes the restaurant, former gas station, and a number of support structures all organized around an asphalt-paved loop road with stone curbs and a surface lot. The Crabtree Falls visitor area is accessed from a drive that extends from the parkway. The restaurant is located in a small mown-turf clearing surrounded by heavily wooded forest at the west end of the visitor area. The site slightly slopes toward the west. The building is accessed from a stone-paved entrance plaza.

The Crabtree Falls Restaurant is a one-story Modernist style structure with walk-out basement constructed as part of the Park Service's Mission 66 program. The building is oriented on an east-west axis and is composed of a center bay with open plan that houses the restaurant and flanking side bays. The main entrance is on the east elevation of the center bay. The building has a concrete block foundation and a wood-framed structure. 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 that characterized both the east and west elevations. The side bays have low-slope roofs while the center bay has a wood-framed standing seam metal shed roof with wide overhanging eaves, exposed framing, and a hanging gutter and downspouts. A wood-framed deck with wood plank handrail extends the full length of the west elevation of the center bay and provides views of the clearing beyond.

The Crabtree Falls Restaurant is a contributing structure to the Blue Ridge Parkway and is individually significant as an example of Park Service Mission 66 architecture. The structure embodies the characteristics of the Modernist style including an integration of the interior and exterior landscape, use of modern construction such as wide expanses of glass, and a spatial organization that favored viewpoints, movement, and a simple plan. As was typical with most Mission 66 structures, it also tried to capture the character of the park by integrating local materials such as native stone and wood.

B129 Crabtree Falls: Campground Comfort Station Loop B North 06/24/2013
Milepost 339.50

The Crabtree Falls Campground Comfort Station Loop B North (B129) is located at the Crabtree Falls Campground at the center of campground upper Loop B, also called the upper Tent Loop. The building is situated in a clearing within a densely wooded deciduous forest on a flat site far from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road. The comfort station is associated with a campground kiosk, an amphitheater, a well house, a pump house, a wood storage shed, and two other comfort stations within the campground area.

The North Comfort Station at Loop B of the Crabtree Falls Campground is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities. The building consists of a concrete foundation, board and batten siding painted gray, and an asphalt-shingle gable roof. Entrances are located at either end of the structure and are accessed by a concrete stoop with stone pavers. Above each entrance is a wood-framed asphalt-shingle awning roof with exposed rafters that is supported by metal posts encased in wood cladding. Horizontally oriented wood planks span between the posts to create a railing. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. The end gable elevations each have a metal-framed faux panel door and a wood-framed six-light hopper window. The utility door is board and batten.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B130 Crabtree Falls: Campground Comfort Station Loop A 06/24/2013
Milepost 339.50

The Crabtree Falls Campground Comfort Station Loop A (B130) is located at the Crabtree Falls Campground at the center of campground Loop A. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a flat site far from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded by an overgrown asphalt apron that extends 5 feet on all side of the building. The comfort station is associated with a campground kiosk, an amphitheater, a well house, a pump house, a wood storage shed, and two other comfort stations within the campground area.

The Comfort Station at Loop A of the Crabtree Falls Campground is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities. The building consists of a concrete foundation, board and batten siding painted gray, and an asphalt-shingle gable roof. Entrances are located at either end of the structure and are accessed by a concrete stoop with stone pavers. Above each entrance is a wood-framed asphalt-shingle awning roof with exposed rafters that is supported by metal posts encased in wood cladding. Horizontally oriented wood planks span between the posts to create a railing. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. The end gable elevations each have a metal-framed faux panel door and a wood-framed six-light hopper window. The utility door is board and batten.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B132 Crabtree Falls: Campground Comfort Station Loop B South 06/24/2013
Milepost 339.50

The Crabtree Falls Campground Comfort Station Loop B South (B132) is located at the Crabtree Falls Campground at the center of campground lower Loop B, also called the lower Tent Loop. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a flat site far from the paved loop roadway. The comfort station is accessed from a wood timber tie and stone paved walk that used to extend from the loop road. The comfort station is associated with a campground kiosk, an amphitheater, a well house, a pump house, a wood storage shed, and two other comfort stations within the campground area.

The Comfort Station at the south end of Loop B at the Crabtree Falls Campground is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities. The building consists of a concrete foundation, board and batten siding painted gray, and an asphalt-shingle gable roof. Entrances are located at either end of the structure and are accessed by a concrete stoop with stone pavers. Above each entrance is a wood-framed asphalt-shingle awning roof with exposed rafters that is supported by metal posts encased in wood cladding. Horizontally oriented wood planks span between the posts to create a railing. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. The end gable elevations each have a wood panel door and a wood-framed six-light hopper window.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B379 Crabtree Falls: Power Supply Building 06/24/2013
Milepost 339.50

The Power Supply Building (B379) at Crabtree Falls is located at milepost 339.20 on parkway right. It is located on a heavily wooded site, approximately 30 feet from the asphalt-paved surface lot and in close proximity to the Crabtree Falls Gas Station (B127) and Crabtree Falls Restaurant (B128).

The Power Supply Building is a small one-story load-bearing masonry structure with concrete foundation and concrete block walls painted white, and a wood-framed asphalt-shingle gable roof with asphalt shingle siding at the end gables. The building has a vertical wood plank access panel on the main elevation and slotted concrete block vent openings on the side elevations.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B419 Crabtree Falls: Campground Well House 06/24/2013
Milepost 339.50

The Crabtree Falls Campground Well House (B419) is located at milepost 339.50 on parkway right and is accessed via a 1/4-mile winding gravel road that extends from Campground Loop B. Access to the road is restricted by a steel bar gate at the parkway intersection entrance that is locked with a padlock. The building is located at the crest of a tall grass-covered clearing in a heavily wooded site at the end of the access road. The Crabtree Falls Campground Well House is an isolated structure associated with the nearby Crabtree Falls Campground.

The Crabtree Falls Campground Well House is a 96-square-foot one-story structure with concrete block foundation and walls and a concrete slab low-slope shed roof. The building has a two-panel steel door on the main entrance elevation and vent openings on the side elevations.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B665 Crabtree Falls: Campground Kiosk 06/24/2013
Milepost 339.50

The Crabtree Falls Campground Kiosk (B665) is located on parkway right at the entrance to the Crabtree Falls Campground. The building is situated on an asphalt-paved sidewalk along the winding paved access road at the entrance gates to the campground area. The building is set in a wooded area on a flat site.

The Campground Kiosk at the Crabtree Falls Campground is a one-story wood-framed structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, grooved plywood siding painted grey, and a wood-frame gable roof with exposed eaves and rafters and wood shingles. On the front elevation is a covered porch that provides access to the employee entrance door clad with board and batten siding. The porch has a concrete stoop and is protected by the overhanging gable roof. Metal posts clad with wood support the overhanging corners of the roof. An aluminum-framed sliding window is centered on the side of the kiosk that affronts the access road. The window serves as the guest registration area and is accessed by an asphalt-paved sidewalk. Below the window is a projecting wood ledge. An aluminum and glass protected bulletin board is mounted to the exterior side of the kiosk, parallel to the access road. Typical fenestration on the remaining facades of the building consists of aluminum-framed sliding windows.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B942 Crabtree Falls: Amphitheater Building 06/24/2013
Milepost 339.50

The Crabtree Falls Amphitheater (B942) is located at the Crabtree Falls Campground. The building is situated in a clearing in a wooded area and is accessed by an asphalt-paved path extending from the campground area. A small wood-framed wood storage shed (B387) is located immediately adjacent to the amphitheater site. The Crabtree Falls Amphitheater is located between the Crabtree Falls Campground and the parking lot for the Crabtree Falls Restaurant (B128) and Crabtree Fall Gas Station and Storage Building (B127).

The Crabtree Falls Amphitheater at the Crabtree Falls Campground consists of a low-sloped asphalt-paved seating area, a fire pit, and a raised stage with enclosure. The seating area has three wedge-shaped seating sections, each consisting of multiple rows of bench seating mounted on metal posts set into the ground. The fire pit is a raised feature clad with stone and measuring approximately 6 feet in diameter. It is located adjacent to the stage area, which is curvilinear in plan. It is clad with stone and is raised approximately 18 inches above grade. At the center of the raised stage is a wood-framed stage enclosure with vertical wood plank siding and flat roof. The east side of the enclosure has an aluminum roll-up door. A curved stone retaining wall extends from the stage and defines the west boundary of the amphitheater site. A wood-framed partition wall extends from the stage enclosure and along the top of the stone retaining wall.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B975 Crabtree Falls: Campground Pumphouse 06/24/2013
Milepost 339.50

The Crabtree Falls Campground Pump House (B975) is located at milepost 339.50 and is associated with the Crabtree Falls Campground. It is situated along the perimeter of a heavily wooded area and is along the entrance to the Crabtree Falls Campground, partially hidden by trees. The structure is accessed by a gravel path.

The Crabtree Falls Campground Pump House is a small one-story wood-framed structure associated with the Crabtree Falls Campground. The structure is set on a wood timber foundation and has vertically-oriented grooved plywood siding and an asphalt shingle wood-framed gable roof. The main entrance consists of a wood-framed door clad with vertical grooved plywood. The structure functions as a pumphouse. A shed roof lean-to supported by wood posts is attached to one side of the building.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B981 Crabtree Falls: Valve House at Reservoir
Milepost 339.50

The Valve House at Reservoir (B981) is located on parkway right at milepost 339.50. It is part of the Crabtree Falls visitor area, although not directly visible from any structures in the complex. The site consists of a clearing on the east-facing slope of a steep hillside and is surrounded by a heavily-wooded deciduous forest. The structure is set into the slope of the hill.

The Valve House at Reservoir is a small half-story load-bearing structure with concrete block foundation and walls and wood-framed asphalt shingle gable roof. The main entrance is centered on the front elevation and has a steel door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B832 Crabtree Falls: Campground Residence/Log Cabin 06/24/2013
Milepost 339.50

The Crabtree Falls Campground Log Cabin Residence (B832) is associated with the Crabtree Falls Campground at milepost 339.50 and is situated in a mown-turf clearing in the heavily wooded area. The site is accessed from a gravel drive that extends from the paved campground access road that provides entrance to the Crabtree Falls Campground.

The Crabtree Falls Campground Log Cabin Residence is a one-story log-framed structure of contemporary construction, rectangular in plan, which houses seasonal park employees. The building has a concrete block foundation with concrete stone veneer, exposed milled-log framing, and a wood-framed asphalt shingle gable roof with hanging gutters. The milled-log framing has half-dovetail joints and an exterior insulation and finishing system (EIFS) faux daubing. The end gables of the roof are clad with vertical grooved plywood. At the front elevation of the building is a wood-framed covered porch with asphalt shingle shed roof. Typical fenestration consists of aluminum one-over-one double-hung windows. Typical doors are aluminum-framed with glazing.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B434 Crabtree Falls: Picnic Area Comfort Station 06/24/2013
Milepost 339.50

The Crabtree Falls Picnic Area Comfort Station (B434) is located at the Crabtree Falls Picnic Area at the north end of the picnic area south of the loop roadway. The building is situated in a wooded area within a densely wooded deciduous forest on a flat site far from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is the only structure associated with the Crabtree Falls Picnic Area site.

The Comfort Station at the Crabtree Falls Picnic Area is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with vented eaves and exposed rafters, and corrugated roofing. The building is clad with grooved plywood and painted grey. Two 5-foot-tall partial-height concrete block wing walls extend approximately 5 feet from either end of the building on the front elevation, providing privacy for the restroom entrance doors. They are capped with a concrete coping. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. The restroom entrances have wood panel doors and the janitor's closet entrance has a vertically oriented wood plank door.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B882 Craggy Gardens: Picnic Area Well House 06/25/2013
Milepost 364.00

The Well House (B882) at Craggy Gardens Picnic Area is located at milepost 364.40 on parkway right. It is located in a clearing surrounded by heavy woods.

The Well House at Craggy Gardens is a one-story wood-framed structure with concrete foundation, wood-framed structure with plywood sheathing and vinyl siding, and a wood-framed asphalt shingle gable roof with skylight. The main entrance is located on end gable elevation and has a steel door. The building appears to have been recently completed in the last year.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B255 Craggy Gardens: Pump House (W39) 06/25/2013
Milepost 364.40

The Pumphouse (B255) at the Craggy Gardens visitor area is located at milepost 364.40. The structure is situated on a heavily forested and vegetative hillside adjacent to an irregular-coursed ashlar stone retaining wall that obscures the pumphouse from view from the parkway. The pumphouse is in close proximity, but not visible, from the Craggy Gardens Visitor Center (B360).

The Pumphouse is a small one-story load-bearing masonry structure with concrete foundation, concrete block walls, and a concrete low-slope roof. The main entrance is consists of a wood-framed door with a small wood-framed opening.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B360 Craggy Gardens: Visitor Center 06/24/2013
Milepost 364.40

The Craggy Gardens Visitor Center (B360) is located on parkway right at milepost 364.40. The visitor center area extends along the ridge between two mounting passes and provides sweeping views of the Blue Ridge Mountains to the east and west. The site is located along the edge of the parkway and consists of the visitor center and a north and south asphalt-paved surface lot. The visitor center building is located at the center of the site and is separated from the parkway road by an 8-foot-wide grass-covered island with stone curb. The parkway widens to incorporate the surface lots at the north and south ends of the site. A random ashlar stone retaining wall, approximately 30 inches tall, extends the full north–south length of the site. Other site features include asphalt-paved sidewalks that extend along the retaining walls to the visitor center and concrete stairs with stone retaining walls, located at either side of the visitor center, that provide access to the restroom facilities. The site is in close proximity to the Craggy Pinnacle Tunnel (139P), from which the visitor center is visible.

The Craggy Gardens Visitor Center is a one-story structure with walk-out basement constructed as part of the Park Service's Mission 66 program. The building has a concrete foundation clad with random ashlar native stone, wood-framed structure with board and batten siding painted grey, and a standing seam metal shed roof with aluminum fascia and exposed eaves. The main entrance is located on the east and is accessed from a stone-paved porch with wood-framed shed roof. A band of clerestory windows extends across the top of the east elevation, above the shed roof porch roof. Typical fenestration includes vinyl-clad fixed or one-over-one double-hung windows.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B247 Craggy Pinnacle: Large Trail Shelter 06/24/2013
Milepost 364.50

The Craggy Pinnacle Large Trail Shelter (B247) is located at milepost 364.50 and is associated with the Craggy Gardens Picnic Area. The site consists of a heavily wooded area at the peak of a hill that overlooks the Craggy Gardens Visitor Center. It is accessed by a 1-mile-long dirt path that winds through the dense woods and shrubbery and follows the topography and steep slope of the hillside.

The Craggy Pinnacle Large Trail Shelter is a one-story wood-framed open-air structure with a rectangular plan and is constructed of wood timber framing. The structure has a gravel-covered floor surface and wood-framed gable roof with exposed framing and wood shakes. The shelter features integrated wood benches and wood joinery.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B248 Craggy Gardens: Small Trail Shelter 06/24/2013
Milepost 367.60

The Craggy Pinnacle Small Trail Shelter (B248) is located at milepost 364.50 and is associated with the Craggy Gardens Picnic Area. The site consists of a heavily wooded area and is located at the midway point of a 1-mile-long dirt path that winds through the dense woods and shrubbery and follows the topography and steep slope of the hillside. The structure is set at the edge of a steeply-sloped, rock-faced hillside and overlooks the Blue Ridge Mountain Valley. Because of the overgrowth in the vegetation, the shelter is difficult to see from the trail.

The Craggy Pinnacle Small Trail Shelter is a one-story wood-framed open-air structure with a hexagonal plan and is constructed of timber framing. The structure has a stone-paved floor surface and wood-framed hexagonal roof with exposed framing and wood shakes. The shelter features integrated wood benches, wood rails, and joinery.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B252 Craggy Gardens: Picnic Area Comfort Station - East End of Parking Lot 06/24/2013
Milepost 367.60

The Craggy Gardens Picnic Area Comfort Station East (B252) is located at the Craggy Gardens Picnic Area at the east end of the picnic parking area. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a steep-sloped hillside approximately ten feet from the paved surface lot. The comfort station is accessed from an asphalt-paved walkway that extends from the end of the parking lot and two sets of two stone steps that descend to each entrance. The comfort station is associated with a well house, a pump house, two trail shelters, and one other comfort station within the picnic area.

The Comfort Station at the east end of the Craggy Gardens Picnic Area is a one-story wood-framed structure, rectangular in plan, which houses restroom facilities. The building consists of a concrete foundation, board and batten siding painted gray, and an asphalt-shingle gable roof. Entrances are located at either end of the structure and are accessed by a concrete stoop with stone pavers. Above each entrance is a wood-framed asphalt-shingle awning roof with exposed rafters that is supported by metal posts encased in wood cladding. Horizontally oriented wood planks span between the posts to create a railing. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. The end gable elevations each have a solid wood door and a wood-framed six-light hopper window.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B254 Craggy Gardens: Picnic Area Comfort Station - West End of Parking Lot 06/24/2013
Milepost 367.60

The Craggy Gardens Picnic Area Comfort Station West (B254) is located at the Craggy Gardens Picnic Area at the west end of the picnic parking area. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a steep-sloped hillside approximately ten feet from the paved surface lot. The comfort station is accessed from an asphalt-paved walkway that extends from the end of the parking lot. The comfort station is associated with a well house, a pump house, two trail shelters, and one other comfort station within the picnic area.

The Comfort Station at the west end of the Craggy Gardens Picnic Area is a one-story wood-framed structure, which houses restroom facilities. The building has a concrete slab foundation, grooved plywood siding painted gray, and a wood-framed asphalt shingle gable roof with skylights. The roof extends approximately 10 feet beyond the front elevation of the building and creates a covered porch. The overhanging end of the roof structure is supported on steel columns. Entrances are located at either side of the enclosure and are accessed from the porch. Typical fenestration is wood-framed with awning windows with opaque glazing. Door openings contain steel doors. A double door with concrete access ramp is center on the back elevation of the building.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B672 Picnic Shelter (VA Hospital) PA 06/24/2013
Milepost 380.00

The VA Hospital Picnic Shelter (B672) is located at milepost 380.00 and is associated with the VA Hospital Area near the Oteen Folk Art Center (B725). The site is situated on parkway right of the Blue Ridge Parkway. The site consists of a clearing surrounded by numerous large deciduous trees.

The VA Hospital Picnic Shelter is a wood-framed structure consisting of a concrete foundation pad and wood posts that divide the building into three structural bays wide by three structural bays deep. The building has a wood-framed corrugated sheet metal gable roof. A concrete and stone-walled barbeque area is located next to the structure. The shelter is used as a picnic shelter.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B725 Folk Art Center 06/24/2013
Milepost 382.00

The Folk Art Center (B725) is located on parkway right at milepost 382.0. It is located in a heavily-wooded gently-sloping site northeast of the Asheville Veterans Affairs Hospital complex. The front entrance to the Folk Art Center is accessed from a 1/4 asphalt-paved spur road that extends from the parkway. An asphalt-paved service road is located off Riceville Road. The site consists of the main asphalt-paved surface lot, located at the east end of the site, a secondary asphalt-paved surface lot, at the west end of the site, and the Folk Art center at the center of the site. Site features include concrete sidewalks that extend from the surface lot to the building entrance, a sweeping concrete ramp that extends from the secondary surface lot to the back entrance, and stone terraced concrete-paved approach courtyards with stairs that extend from the main surface lot to the front entrance. In addition to the Folk Art Center, the site includes a small prefabricated Storage Building (FMSS 227381) located at the southwest corner of the site. The Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina, extends through the Folk Art center site.

The Folk Art Center is a two-story building with a roughly L-shaped plan. The building, which is of contemporary construction, has a complex geometry and design. The building has a concrete foundation with exposed cast-in-place concrete columns. The walls are clad with grooved plywood siding painted grey and feature large expanses of aluminum-framed storefront windows. The roof structure is composed of asphalt shingle complex offset gable roofs constructed of exposed glulam framing. The offset gable roofs provide opportunities for clerestory windows. There are numerous covered open-air walks and breezeways that provide access between building enclosures.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B1061 Oteen Maintenance Area: Exotic Plant Team Hazardous Materials Building 10/26/2012
Milepost 382.30

The Exotic Plant Team Hazardous Materials Building (B1061) is located at milepost 382.30 on parkway left and is a part of a residential exclave associated with the Oteen Maintenance Area. The building is accessed from Ranger Drive, an asphalt-paved spur road, and shares a site and is associated with Residence 412 (B412).

The Exotic Plant Team Hazardous Materials Building at Oteen Maintenance Area is a prefabricated wood-framed storage shed set on concrete block foundation piers. The structure has vertically oriented grooved plywood siding that has been stained grey and an asphalt shingle gambrel roof. The structure features wood dentils that follow the profile of the gambrel roof. On the front facade, the dentils form small shelves aligned with the lower roof eave and flank a set of double doors. The shed is accessed by a wood-framed ramp.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B179 Oteen Maintenance Area: Office/Shops/Firehouse 10/25/2012
Milepost 382.30

The Oteen Maintenance Area Office/Shops/Firehouse Building (B179) is located at milepost 382.30 on parkway left within the Oteen Maintenance Area. The Oteen Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper north and lower south side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Ranger Drive, an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of four structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A residential enclave, consisting of five residential structures and associated outbuildings, is located to the southeast and in close proximity to the maintenance area, along the paved spur road. The Oteen Maintenance Area Office/Shops/Firehouse Building is located in the center of the Oteen Maintenance Area. The building is immediately south of the Oteen Maintenance Area Equipment Storage Building (B666) and affronts the paved surface lot. A truss-framed satellite tower is adjacent to the building.
Secondary Resource Summary:
There are three secondary resources associated with the primary structure including a wood-framed equipment storage barn (Oteen Maintenance Area: Equipment Storage) located immediately north of the primary structure; a concrete block vehicle storage shed (Oteen Maintenance Area: Vehicle Storage) located north of the primary structure but on top of the site embankment; and a concrete slab hazardous materials shed (Oteen Maintenance Area: Hazardous Materials Storage Building) located south of the primary structure.

The Office/Shops/Firehouse Building at the Oteen Maintenance Area is a one-story structure with a T-shaped plan, with the stem measuring 126 feet long by 44 feet wide and the cross measuring 112 feet long by 25 feet 7 inches wide. The building is oriented on a southwest-northeast axis and is composed of multiple structures from various eras of construction that have been connected by a multi-level roof structure. The structure has a concrete foundation and load-bearing concrete block walls, clad with grooved plywood siding painted grey. The building has an asphalt shingle multi-gable roof with vented eaves and hanging gutters. The end gables are clad with horizontally oriented vinyl siding. There are two interior and one exterior chimney on the structure. Typical fenestration includes wood-framed one-over-one double-hung windows and steel-framed industrial sash. Door openings have either steel-framed or wood-framed doors with glazing. The building features numerous roll-up garage doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B181 Oteen Maintenance Area: Residence 181 10/25/2012
Milepost 382.30

Oteen Maintenance Area Residence 181 (B181) is a part of a residential enclave consisting of four similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Oteen Maintenance Area Residence 181 is a one-story Ranch style structure oriented on a northwest-southeast axis with the main entrance on the southeast elevation. The building has a slab-on-grade foundation, brick cladding and vertically-oriented grooved plywood siding, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a concrete main entrance stoop with cantilevered roof. Oteen Maintenance Area Residence 181 has a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B182 Oteen Maintenance Area: Residence 182 10/25/2012
Milepost 382.30

Oteen Maintenance Area Residence 182 (B182) is a part of a residential enclave consisting of four similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Oteen Maintenance Area Residence 182 is a one-story Ranch style structure oriented on northwest-southeast axis with the main entrance on the northwest elevation. The building has a slab-on-grade foundation, brick cladding and vinyl siding, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, two interior sheet metal chimneys, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B412 Oteen Maintenance Area: Residence 412 10/26/2012
Milepost 382.30

Oteen Maintenance Area Residence 412 (B412) is a part of a residential enclave consisting of four similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Secondary Resource Summary:
There are three secondary resources associated with the primary structure including a prefabricated hazardous material shed (Oteen Maintenance Area: Exotic Plant Team Hazardous Materials Building) and prefabricated wood shed, located south of the primary structure, and a wood shed, located at the edge of the heavily-wooded area west of the property.

Oteen Maintenance Area Residence 412 is a one-story Ranch style structure oriented on northwest-southeast axis with the main entrance on the southeast elevation. The building has a slab-on-grade foundation, brick cladding and vinyl siding, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, two interior sheet metal chimneys, a concrete rear entrance stoop with cantilevered roof, and a covered carport with a concrete slab floor. The carport has an L-shaped plan and is open to the southeast and southwest with built-in wood cabinets along the northeast exterior wall.

The prefabricated storage shed at Residence 412 is a 120-square-foot prefabricated wood-framed storage shed set on concrete block foundation piers. The structure has vertically-oriented grooved plywood siding that has been coated light blue and an asphalt shingle gambrel roof. The structure features wood dentils that follow the profile of the gambrel roof. On the front façade, the dentils form small shelves aligned with the lower roof eave and flank a set of double-doors. The shed is accessed by a wood-framed ramp.

The wood shed at Residence 412 is a small wood-framed structure in a severely deteriorated condition. The shed is set on a wood timber foundation and has vertically-oriented board and batten siding and a wood-framed gable roof with exposed rafters and deteriorated sheet metal cladding. Only the walls remain of a deteriorated plywood addition attached to the back of the shed.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B666 Oteen Maintenance Area: Equipment Storage 10/26/2012
Milepost 382.30

The Oteen Maintenance Area Equipment Storage Building (B666) is located at milepost 382.30 on parkway left within the Oteen Maintenance Area. The Oteen Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper north and lower south side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Ranger Drive, an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of four structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A residential enclave, consisting of five residential structures and associated outbuildings, is located to the southeast and in close proximity to the maintenance area, along the paved spur road. The Oteen Maintenance Area Equipment Storage Building is located in the center of the Oteen Maintenance yard. The building is between the Oteen Maintenance Area Vehicle Storage Building (B726) and the Oteen Maintenance Area Office/Shops/Firehouse Building (B179) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Equipment Storage Building at the Oteen Maintenance Area is a one-story covered pole barn oriented on a southwest-northeast axis with the main entrance on the southeast. The structure has a concrete foundation, wood timber framing that divides the building into bays, and a wood-framed sheet metal shed roof. The structural timber framing divides the structure into five bays along the main elevation and two large bays along the side elevations. The Equipment Storage Building has a concrete block foundation wall on the northeast and southwest and abutting the earthen embankment to the northwest. The exterior of the timber framing is clad with grooved plywood painted grey that encloses the structure on the northwest elevation. Within the structure, wood timber partition walls extend between framing members and separate the barn into storage compartments.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B726 Oteen Maintenance Area: Vehicle Storage 10/26/2012
Milepost 382.30

The Vehicle Storage building (B726) at Oteen Maintenance is located on parkway left at milepost 382.30 as is associated with the Oteen Maintenance Area. The Oteen Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper north and lower south side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Ranger Drive, an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of four structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A residential enclave, consisting of five residential structures and associated outbuildings, is located to the southeast and in close proximity to the maintenance area, along the paved spur road. The vehicle storage shed is located on the embankment at the north end of the site. It is immediately north of the Equipment Storage (B666) and Office/Shops/Firehouse (B179).

The Vehicle Storage building at the Oteen Maintenance Area is a one-story structure with an L-shaped plan oriented on an east–west axis and constructed of concrete block on a concrete foundation. The building has a wood truss-framed asphalt shingle gable roof with vented eaves and hanging gutters. The main portion of the building is divided into eleven 12-foot-wide bays. The wing of the building features a roll-up vehicular door and aluminum-framed multi-awning windows and has one interior concrete block chimney.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B755 Oteen Warehouse & Archives Storage (VA Hospital) 06/24/2013
Milepost 382.30

The Warehouse Archive Storage (B755) is an adaptive reuse structure located on parkway right at milepost 382.80. The structure is a part of a large complex of buildings that includes the Asheville Veterans Affairs Medical Center and the Laurel of Summit Ridge Senior Living facility. The Warehouse Archive Storage building is located at the north end of the complex. An asphalt-paved service road extends along the south side of the site and separates the site from the Veterans Affairs Medical Center site. An asphalt-paved spur road also defines the west boundary of the site and separates the site from the adjacent Laurel of Summit Ridge Senior Living facility. At the north end of the site is an asphalt-paved surface lot. The east half of the site consist of mown turf with numerous large deciduous trees. A chain link fence extends from the southeast and northeast corners of the building and encloses the site. The Folk Art Center (B725) is approximately 250 feet northwest of the building but large trees obscure direct visibility between the structures.

The Warehouse Archive Storage is a one-story load-bearing industrial structure with L-shaped plan oriented on a north–south axis. The building has a concrete foundation, stucco cladding painted yellow, and a low-slope built-up roofing with aluminum fascia and hanging gutters and downspouts. A parge-coated concrete block loading dock platform with steel post supported shed roof canopy roofs extends along the west elevation of the structure. Typical fenestration openings have concrete sills and include steel-framed fixed windows with faux mullions as well as stacked window systems. Door openings typically have steel-framed double doors with solid or 6-light glazed doors. The building was originally used as a wearehouse was converted by the Park Service for use as an archive storage building.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B969 Oteen Maintenance Area: Hazardous Materials Storage Building 10/26/2012
Milepost 382.30

The Oteen Maintenance Area Hazardous Materials Storage Building (B969) is located at milepost 382.30 on parkway left within the Oteen Maintenance Area. The Oteen Maintenance Area has a relatively flat terrain with the exception of a 10-foot-tall embankment that divides the site into an upper north and lower south side of the site, and is set in a clearing within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from Ranger Drive, an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of four structures arranged around an upper and lower asphalt-paved surface lot oriented on a northwest-southeast axis. A residential enclave, consisting of five residential structures and associated outbuildings, is located to the southeast and in close proximity to the maintenance area, along the paved spur road. The Oteen Maintenance Area Hazardous Materials Storage Building is located at the south side of the Oteen Maintenance yard. The building affronts the paved surface lot and is south of the Oteen Maintenance Area Office/Shops/Firehouse Building (B179).

The Oteen Maintenance Area Hazardous Materials Storage Building is a 96-square-foot structure with cast-in-place concrete foundation, tilt-up concrete panel walls, and a low-slope cast-in-place concrete roof slab. The building has a steel double-door on the east, or main, entrance elevation accessed by a concrete ramp, and hooded vent openings on the north and south elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B413 Oteen Maintenance Area: Residence 413 10/26/2012
Milepost 382.30

Oteen Maintenance Area Residence 413 (B413) is a part of a residential enclave consisting of four similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Oteen Maintenance Area Residence 413 is a one-story Ranch style structure oriented on northwest-southeast axis with the main entrance on the northwest elevation. The building has a slab-on-grade foundation, brick cladding and vinyl siding, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, two interior sheet metal chimneys, a concrete rear entrance stoop with cantilevered roof, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B1040 Clements House No. 1 10/26/2012
Milepost 384.09

Clements House No. 1 (B1040) is a suburban residential property located at milepost 384.09. The structure is not directly accessible from the parkway but instead accessed from Gashes Creek Road, an asphalt-paved winding road that defines the southwest boundary of the site. The property is situated on a gently sloping hillside with a 5-foot-tall earthen embankment at the northeast end of the site. The property is accessed from a gravel driveway and is composed of a mown lawn with numerous large deciduous trees and a dense overgrowth of shrubbery on the land upslope of the embankment. Wood log retaining walls extend along the earthen embankment and along the northwest portion of the driveway. The residence is the primary structure on the site. Clements House No. 2 property is southeast and immediately adjacent to Clements House No. 1 property.

Secondary Resource Summary:
There are two secondary resources associated with the primary Clement House No. 1 structure, including a small wood shed (Clements House Small Shed) and large shed (Clements House Large Shed), both located in the dense overgrowth north of the primary structure. The large shed is located northwest of the small shed.

Clements House No. 1 is a one-story wood-framed structure with walk-out basement built into an earthen embankment. The building is oriented on a southwest-northeast axis with the main entrance and basement walk-out located on the southwest facade. A wood-framed deck provides access to a french door that serves as the main entrance. The structure has a concrete block foundation with brick veneer capped by a corbeled rowlock course, and an asphalt shingle-clad gable roof. The exterior walls have vinyl siding and vinyl, one-over-one double-hung and sliding windows with decorative aluminum shutters. Currently, the building is being used as the Blue Ridge Parkway Foundation, Asheville Office.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B1041 Clements House No. 2 10/25/2012
Milepost 384.09

Clements House No. 2 (B1041) is a suburban residential property located at milepost 384.09. The structure is not directly accessible from the parkway but instead accessed from Gashes Creek Road, an asphalt-paved winding road that extends to the Park boundary. The road and a stone retaining wall define the south and west boundaries of the site. The property is situated on a gently sloping hillside and accessed from a gravel driveway, and is composed of a mown lawn with numerous large deciduous trees. The residence is the primary structure on the site. The Clements House No. 1 property is southwest and immediately adjacent to the Clements House No. 2 site.

Ancillary Shed: There is one secondary resource associated with the primary Clements House No. 2 structure, a small shed foundation located south of the primary structure.

Clements House No. 2 is a one-story wood-framed structure oriented on a southwest-northeast axis with the main entrance located on the southwest façade. The building has a concrete block foundation clad with a brick veneer and capped by a corbeled rowlock course. The exterior walls have vinyl siding and vinyl, three-over-one double-hung as well as sliding windows. The building has an asphalt shingle gable roof with exposed rafters that extend over a wood-framed front entrance porch. The building features two exterior brick chimneys, one centered on each of the southeast and northwest elevations, and a rear concrete slab entrance porch covered by a wood-framed gable roof. The house is vacant and currently used as storage.

Ancillary Shed: The shed foundation to the southwest of the house is in a ruinous condition. The shed foundation is a concrete block structure measuring approximately 50 square feet. Only the lower five courses of the concrete block remain.

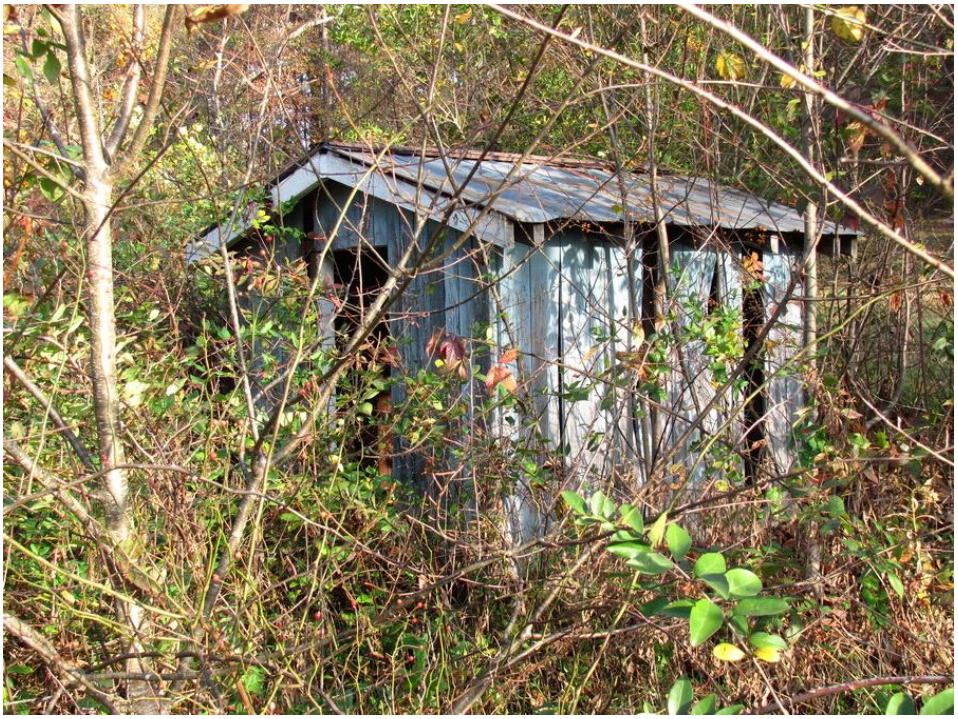
Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B1046 Clements House Large Shed 10/26/2012
Milepost 384.09

The Clements House Large Shed (B1046) is located behind and uphill from Clements House No. 2 (B1041) and is surrounded by dense, woody shrub growth. The structure is located within the boundaries of the Blue Ridge Parkway but is not directly accessible from the parkway.

The Clements House Large Shed is a wood-framed located in the overgrown brush northeast of Clements House No. 1. The wood structure is supported on concrete block piers and has grooved plywood siding painted white and a wood-framed asphalt gambrel roof. The building features aluminum-framed jalousie windows, a wood-framed lean-to on the southwest elevation, and a wood-framed entrance stoop.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.



B1066 Clements House Small Shed 10/26/2012
Milepost 384.09

The Clements House Small Shed (B1066) is located behind and uphill from Clements House No. 2 (B1041) and is surrounded by dense, woody shrub growth. The structure is located within the boundaries of the Blue Ridge Parkway but is not directly accessible from the parkway.

The Clements House Small Shed is a wood-framed structure measuring 6 feet by 7 feet in plan. It is located in the overgrown brush northeast of Clements House No. 1. It has wood plank siding and a wood-framed sheet metal roof but no visible foundation. A vent opening is centered on the north end gable.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B822 Headquarters Area: Swain House 10/25/2012
Milepost 384.09

The Swain House (B822) is located at milepost 384.09 on the Blue Ridge Parkway and is accessed from Hemphill Knob Road, an asphalt-paved spur road that extends to the west and south from parkway right. The property is situated on a steeply sloped hillside and is bisected by an asphalt-paved surface lot and a road trace that extends north–south through the site before turning west and following the topography of the hillside. The residence is located on the west side of the site. The remainder of the property is heavily wooded. The residence is in close proximity and associated with a prefabricated storage building (B968), a small electrical shed, and a large steel-framed satellite tower disguised as a coniferous tree, all located on the south side of the paved surface lot.

The Swain House is a one-story contemporary structure with walk-out basement built into the hillside. The building is oriented on a north–south axis with the main entrance located under a covered porch on the south elevation and has an irregular rectangular plan with a wood-framed deck to the south. The structure is composed of a concrete foundation with cementitious parge coating, vinyl siding, and a complex multi-gable roof with asphalt shingles. Typical fenestration includes aluminum-framed one-over-one double-hung windows, awning windows, and casements. The building is currently used as offices for maintenance staff.

Ancillary Structure:
The electrical shed near the Swain House is a small shed constructed with white exposed-aggregate concrete panels. A plaque on the shed indicates that it was manufactured by Modular Connections.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B843 Headquarters 10/25/2012
Milepost 384.09

The Headquarters building (B843) is located at milepost 384.09 on the Blue Ridge Parkway. It is on a 7-acre rectangular site accessed from Hemphill Knob Road, an asphalt-paved winding access road that extends to the west and south from parkway right and defines the north and west boundaries of the headquarters property. The property is situated on a gently sloping hillside with a steeply sloped bank located along the south portion of the site. Paved surface lots are located at the north and west portion of the property and standing structures are located on the south side of the site. The remainder of the site is heavily wooded. In addition to the headquarters building, secondary structures on the site adjacent and associated with the headquarters building include a prefabricated maintenance storage building (B967), a large storage building, and a steel-framed pedestrian bridge that spans over a ravine at the east end of the property and extends to the adjacent visitor center property.

The Headquarters building is a one-story structure with walk-out basement of contemporary construction that is built into the hillside. The building has an H-shaped plan oriented on a northeast–southwest axis, with the main entrance located on the northeast elevation of the center hyphen. The structure has a concrete foundation clad with random course ashlar stone, vertically oriented board and batten siding on steel stud construction, and a wood-framed standing-seam metal hip-with-gablet roof with exposed rafters. Fenestration consists primarily of aluminum-clad awning windows and steel doors with the exception of the main entrance, which is an aluminum-clad double door with glazing, sidelights, and transom. The building features a covered courtyard at the northeast end with concrete and stone pavers, wood-clad posts, and an exposed wood-framed standing-seam metal gable roof. The perimeter of the building has a 3-foot-wide stone splash apron composed of river rock to address water run-off and drainage.

Ancillary Structure:
The large storage building near the Headquarters building is an approximately 600-square-foot structure with a rectangular plan. The structure has a concrete foundation, vertically-oriented board and batten siding, and a wood-framed standing-seam metal hip with gablet roof with exposed rafters. The building features aluminum-clad awning windows at the clerestory height, steel doors, and a stone splash apron. NPS personnel reported that the building was constructed in 2010.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B967 Headquarters Area: Maintenance Storage Building 10/26/2012
Milepost 384.09

The Maintenance Storage Building (B967) is located at milepost 384.09 on the Blue Ridge Parkway and is accessed from Hemphill Knob Road, an asphalt-paved spur road that extends to the west and south from parkway right. The building is situated at the base of a steep-sloped hillside, adjacent and downslope of the Headquarters (B843). It is accessed from a concrete sidewalk and gravel access road.

The Maintenance Storage Building is a prefabricated wood-framed storage shed set on concrete block foundation piers. The structure has vertically oriented grooved plywood siding that has been stained grey and an asphalt shingle gambrel roof. The structure features wood dentils that follow the profile of the gambrel roof. On the front facade, the dentils form small shelves aligned with the lower roof eave and flank a set of double doors. The shed is accessed by a wood timber step.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B980 Asheville Blue Ridge Parkway Visitor Center 10/26/2012
Milepost 384.09

The Asheville Blue Ridge Parkway Visitor Center (B980) is located at milepost 384.09 on the Blue Ridge Parkway. The property is a 6-acre, rectangular site accessed from Hemphill Knob Road, an asphalt-paved spur road that extends to the west and south from parkway right. The building is situated on a gently sloping hillside with a steeply sloped embankment at the southeast portion of the site. A wood and steel guardrail extends along the roadside at the base of the embankment. The southwest portion of the site consists of an asphalt-paved surface lot surrounded by sidewalks and a mown lawn. The remainder of the property is heavily wooded. The visitor center is in close proximity and associated with a steel-framed pedestrian bridge that extends over a ravine between the visitor center property and the adjacent Headquarters (B843) at the southwest portion of the site.

The Asheville Blue Ridge Parkway Visitor Center is a one-story building with walk-out basement that is built into the hillside. The building, which is of contemporary construction, is oriented on a northeast–southwest axis with the main entrance located on the southwest elevation. The building has a concrete foundation and is composed of an exposed steel and engineered timber-framed structure. The exterior walls are wood plank and cast-in-place concrete with board-form finish and aluminum-framed curtain walls and awning windows. The building has gable and flat roofs, both with planted vegetation and chain downspouts. The southeast elevation has a sawtooth plan with thermal mass walls located behind glazing and angled toward the sunwest. The building has a LEED Silver certification.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B968 Headquarters Area: Swain House Prefab Storage Building 10/26/2012
Milepost 384.70

The Swain House Prefabricated Storage Building (B968) is located at milepost 384.09 on the Blue Ridge Parkway and is accessed from Hemphill Knob Road, an asphalt-paved spur road that extends to the west and south from parkway right. The building is a secondary structure to the Swain House (B822) and is situated at the base of a steep-sloped hillside and affronts an asphalt-paved surface lot, opposite the Swain House.

The Swain House Prefabricated Storage Building is a prefabricated wood-framed storage shed set on concrete block foundation piers. The structure has vertically oriented grooved plywood siding that has been stained grey and an asphalt shingle gambrel roof. The structure features wood dentils that follow the profile of the gambrel roof. On the front facade, the dentils form small shelves aligned with the lower roof eave and flank a set of double doors. The shed is accessed by a wood tree stump.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

Prefab Storage Bldg Folk Art Ctr 06/24/2013
Milepost 384.70

The Prefabricated Storage Building at the Folk Art Center (FMSS 227381) is located at milepost 382.00 in the employee surface lot, west of the Folk Art Center. The surface lot is accessed from Riceville Road and is surrounded by heavily wooded hills on three sides. The employee entrance to the Folk Art Center is located at the west end of the lot.

The Prefabricated Storage Building at the Folk Art Center is a wood-framed prefabricated storage trailer set on a wood-framed raised foundation atop the asphalt-paver surface lot. The structure has grooved plywood siding painted light beige and an asphalt shingle gable roof. The structure features wood dentils that follow the profile of the gable roof. The building has a rectangular plan and is accessed by a wood-framed ramp that leads to an aluminum roll-up door centered on the north elevation.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B556 Mt. Pisgah Picnic Area: Buck Springhouse 05/15/2013
Milepost 407.70

The Buck Springhouse (B556) is located on parkway right at milepost 407.70, at the turnoff to the Mount Pisgah Picnic Area. It is situated in a small clearing surrounded by dense woods at the base of a hillside, approximately 20 feet from the parkway. Despite the close proximity to the parkway, the structure is obscured from view of the parkway by the dense vegetation.

The Buck Springhouse is a one-story structure set into the hillside. The building has a dry laid fieldstone foundation, whole log-framed structure with saddle notched joinery and no chinking, and a wood-framed wood shake gable roof with exposed framing. The main entrance is through an unframed opening centered on the west elevation of the building. The outlet for the spring is located within the structure.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B243 Mt. Pisgah Picnic Area: Comfort Station 05/15/2013
Milepost 407.80

The Mount Pisgah Picnic Area Comfort Station (B243) is located at the Mount Pisgah Picnic Area at the southern end of the picnic area to the west of the parking area. The building is situated on a mown-turf clearing within a densely wooded deciduous and evergreen forest on a gently-sloped hillside far from the paved surface lot. The comfort station is accessed from an asphalt-paved walkway that extends from the surface lot and is surrounded on three sides by an asphalt-paved apron. The comfort station is associated with a springhouse.

The Comfort Station at the Mount Pisgah Picnic Area is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B1076 Mt. Pisgah Inn: Concessions Storage Building 05/15/2013
Milepost 408.00

The Concession Storage building (B1076) is located on parkway left at milepost 408.60 at the Mount Pisgah visitor area. The building is located in a clearing that overlooks views of the Blue Ridge Mountains and is part of a small maintenance enclave that includes the storage building and the Garage/Shop (B564). The maintenance area features a central asphalt-paved surface lot that is accessed from an asphalt-paved service road that extends approximately 200 feet to the parkway. A wood entrance gate is located along the service road and restricts access to the site. The storage building is located along the service road, immediately adjacent to the entrance gate.

The Concessions Custodial Storage building is a one-story wood-framed structure, approximately 300 square feet in area, with rectangular plan. The structure is set on a concrete masonry pier foundation and has vertically oriented grooved plywood and an asphalt shingle wood-framed gable roof. The main entrance consists of a wood-framed double door clad with vertical grooved plywood and wood trim and is accessed by a wood-framed ramp.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B748 Mt. Pisgah Campground: Pump House Loop C (W46) 05/15/2013
Milepost 408.40

The Mt. Pisgah Campground Loop C Pump House (B748) is located at milepost 408.40 on the Blue Ridge Parkway and is accessed from a gravel-paved path that extends from parkway left. The structure is situated on a mown-turf clearing along the perimeter of a heavily wooded area on a sloped site. The structure is associated with the Mt. Pisgah Campground and is south of the Mt. Pisgah Campground Loop C.

The Mt. Pisgah Campground Loop C Pump House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with board and batten siding, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a board and batten door. Vent openings are located on the front and back elevations of the structure.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B810 Mt. Pisgah Sewer Plant: Office & Lab 05/15/2013
Milepost 408.40

The Office and Lab (B810) is located at on parkway right at milepost 408.40 as in a part of the Mt. Pisgah Sewer Treatment Plant. The site consists on a mown-turf clearing surrounded by heavily wooded forest and is situated on a relatively flat site carved into the steep slope of the mountain. A 10-foot-tall earthen embankment extends across the site in an east-west direction and divides the site into an upper and lower section; the upper portion to the north and the lower portion to the south. A large fenced enclosure with leech field is located at the lower portion of the site. The site is accessed from a gated service road that extends from the Flat Laurel Gap Parking Area (1105P). The gravel-paved service road is approximately 1/2-mile-long and winds down the steeply-sloped terrain to the upper section of the sewer treatment plant site. Once the service road reaches the site, the drive is asphalt-paved. The drive provides access to both the upper and lower portion of the site. The Office and Lab is located along the asphalt-paved drive, at the east end on the upper portion of the site. It is located between the Generator Building (B951) and the Storage Shed (B952).

There is an ancillary equipment shed structure associated with the Office and Lab. The structure is located at the northwest corner of the Treatment Plant site.

The Mt. Pisgah Sewer Plant New Storage Shed is a one-story pre-engineered steel-frame structure manufactured by the American Buildings Company. It has a concrete foundation, corrugated aluminum siding, and a corrugated metal gable roof. The main entrance, which faces north, has a projecting gable roof canopy and steel-framed door. Typical fenestration includes sliding windows with exterior-mounted steel roll-up shades. A sheet metal vent stack extends from the roof.

The equipment storage shed is an ancillary structure to the Office and Lab. It is a steel-framed shed structure on concrete slab with gable roof and corrugated aluminum siding. The equipment shelter is open at both ends and accessed from the west end.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B949 Mt. Pisgah Sewer Plant: Sludge Bagger Building 05/15/2013
Milepost 408.40

The Sludge Bagger Building (B949) is located on parkway right at milepost 408.40 as in a part of the Mt. Pisgah Sewer Treatment Plant. The site consists on a mown-turf clearing surrounded by heavily-wooded forest and is situated on a relatively flat site carved into the steep slope of the mountain. A 10-foot-tall earthen embankment extend across the site in an east–west direction and divides the site into an upper and lower section; the upper portion to the north and the lower portion to the south. A large fenced enclosure with leech field is located at the lower portion of the site. The site is accessed from a gated service road that extends from the Flat Laurel Gap Parking Area (1105P). The gravel-paved service road is approximately 1/2-mile-long and winds down the steeply-sloped terrain to the upper section of the sewer treatment plant site. Once the service road reaches the site, the drive is asphalt-paved. The drive provides access to both the upper and lower portion of the site. The Sludge Bagger Building is located at the east side at the lower portion of the site and is directly accessed from the asphalt-paved drive. It is immediately downslope of the Generator Building (B951).

The Mt. Pisgah Sewer Plant Sludge Bagger Building generator Building is a one-story load-bearing masonry structure with a concrete foundation, concrete block wall painted beige, grooved plywood siding at the end gables, and a wood-framed asphalt shingle shed roof. The gable roof structure extends 8 feet beyond the west elevation of the enclosure, creating an entrance porch. The overhanging roof is supported by steel beams and posts. The main entrance elevation includes a steel-framed roll-up garage door and steel-framed doors. Typical fenestration is aluminum-framed sliding windows.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B951 Mt. Pisgah Sewer Plant: Generator Building 05/15/2013
Milepost 408.40

The Generator Building (B951) is located on parkway right at milepost 408.40 as in a part of the Mt. Pisgah Sewer Treatment Plant. The site consists on a mown-turf clearing surrounded by heavily wooded forest and is situated on a relatively flat site carved into the steep slope of the mountain. A 10-foot-tall earthen embankment extend across the site in an east–west direction and divides the site into an upper and lower section; the upper portion to the north and the lower portion to the south. A large fenced enclosure with leech field is located at the lower portion of the site. The site is accessed from a gated service road that extends from the Flat Laurel Gap Parking Area (1105P). The gravel-paved service road is approximately 1/2-mile-long and winds down the steeply-sloped terrain to the upper section of the sewer treatment plant site. Once the service road reaches the site, the drive is asphalt-paved. The drive provides access to both the upper and lower portion of the site. The generator building is located along the asphalt-paved drive, at the west end on the upper portion of the site.

The Mt. Pisgah Sewer Plant Generator Building is a small one-story load-bearing masonry structure with a concrete foundation, stack bond concrete block wall painted beige, and a wood-framed shed roof with hanging gutters. The main entrance is a steel-framed double-door. A concrete pad supporting fuel tanks is located west of the generator building.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B952 Mt. Pisgah Sewer Plant: Storage Building 05/15/2013
Milepost 408.40

The New Storage Shed (B952) is located on parkway right at milepost 408.40 as in a part of the Mt. Pisgah Sewer Treatment Plant. The site consists on a mown-turf clearing surrounded by heavily wooded forest and is situated on a relatively flat site carved into the steep slope of the mountain. A 10-foot-tall earthen embankment extend across the site in an east–west direction and divides the site into an upper and lower section; the upper portion to the north and the lower portion to the south. A large fenced enclosure with leech field is located at the lower portion of the site. The site is accessed from a gated service road that extends from the Flat Laurel Gap Parking Area (1105P). The gravel-paved service road is approximately 1/2-mile-long and winds down the steeply-sloped terrain to the upper section of the sewer treatment plant site. Once the service road reaches the site, the drive is asphalt-paved. The drive provides access to both the upper and lower portion of the site. The storage shed is located along the asphalt-paved drive, at the east end on the upper portion of the site. It is adjacent to the Office and Lab (B810).

The Mt. Pisgah Sewer Plant New Storage Shed is a one-story pre-engineered steel-frame structure manufactured by the American Buildings Company. It has a concrete foundation, corrugated aluminum siding, and a corrugated metal gable roof. The main entrance, which faces north, has a steel-framed double-door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B988 Mt. Pisgah Sewer Plant: Well House 05/15/2013
Milepost 408.40

The Well House (B988) is located on parkway right at milepost 408.40 as in a part of the Mt. Pisgah Sewer Treatment Plant. The site consists on a mown-turf clearing surrounded by heavily wooded forest and is situated on a relatively flat site carved into the steep slope of the mountain. A 10-foot-tall earthen embankment extend across the site in an east–west direction and divides the site into an upper and lower section; the upper portion to the north and the lower portion to the south. A large fenced enclosure with leech field is located at the lower portion of the site. The site is accessed from a gated service road that extends from the Flat Laurel Gap Parking Area (1105P). The gravel-paved service road is approximately 1/2-mile-long and winds down the steeply-sloped terrain to the upper section of the sewer treatment plant site. Once the service road reaches the site, the drive is asphalt-paved. The drive provides access to both the upper and lower portion of the site. The well house is located on the upper portion of the site, at the east far end where the gravel service road reaches the site and becomes paved. It is set in the steep slope of the hill.

The Mt. Pisgah Sewer Plant Well House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall painted grey, and a wood-framed shed roof with enclosed eaves. The main entrance is a single panel door. Vent openings are located on the side elevations of the structure.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B816 Mt. Pisgah Employee Dorm #1 05/15/2013
Milepost 408.50

Mt. Pisgah Employee Dorm #1 (B816) is located at milepost 408.50 and is associated with the Mt. Pisgah visitor area. The structure is one of four residential dormitory buildings located on the heavily wooded hillside overlooking the Mt. Pisgah concessionaire buildings. The residences are accessed from a gravel road and trail system, north of a paved surface lot for the Mt. Pisgah visitor center, on parkway left of the Blue Ridge Parkway.

Mt. Pisgah Employee Dorm #1 is a one-story load-bearing masonry structure with walk-out basement built into the hillside. The structure has a rectangular plan that runs parallel to the topography of the hill and is accessed from both the uphill and downhill sides. The building has a concrete block foundation, vertical grooved plywood siding painted grey, and an asphalt shingle offset gable roof. The building is divided into six residential units; three accessed from the uphill side and three from the downhill side. Typical fenestration consists of aluminum one-over-one double-hung windows. Typical door openings are wood-framed and have wood doors with wood-framed screen doors. The uphill entrances are accessed from a concrete stoop. The downhill entrances are accessed from a wood-framed porch with wood post supports set in concrete.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B817 Mt. Pisgah Employee Dorm #2 05/15/2013
Milepost 408.50

Mt. Pisgah Employee Dorm #2 (B817) is located at milepost 408.50 and is associated with the Mt. Pisgah visitor area. The structure is one of four residential dormitory buildings located on the heavily wooded hillside overlooking the Mt. Pisgah concessionaire buildings. The residences are accessed from a gravel road and trail system, north of a paved surface lot for the Mt. Pisgah visitor center, on parkway left of the Blue Ridge Parkway.

Mt. Pisgah Employee Dorm #2 is a one-story load-bearing masonry structure with walk-out basement built into the hillside. The structure has a rectangular plan that runs parallel to the topography of the hill and is accessed from both the uphill and downhill sides. The building has a concrete block foundation, vertical grooved plywood siding painted grey, and an asphalt shingle offset gable roof. The building is divided into eight residential units; four accessed from the uphill side and four from the downhill side. Typical fenestration consists of aluminum one-over-one double-hung windows. Typical door openings are wood-framed and have wood doors with wood-framed screen doors. The uphill entrances are accessed from a concrete stoop. The downhill entrances are accessed from a wood-framed porch with wood post supports set in concrete.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B818 Mt. Pisgah Employee Dorm #3 05/15/2013
Milepost 408.50

Mt. Pisgah Employee Dorm #3 (B818) is located at milepost 408.50 and is associated with the Mt. Pisgah visitor area. The structure is one of four residential dormitory buildings located on the heavily wooded hillside overlooking the Mt. Pisgah concessionaire buildings. The residences are accessed from a gravel road and trail system, north of a paved surface lot for the Mt. Pisgah visitor center, on parkway left of the Blue Ridge Parkway.

Mt. Pisgah Employee Dorm #3 is a one-story load-bearing masonry structure with walk-out basement built into the hillside. The structure has a rectangular plan that runs parallel to the topography of the hill and is accessed from both the uphill and downhill sides. The building has a concrete block foundation, vertical grooved plywood siding painted grey, and an asphalt shingle offset gable roof. The building is divided into eight residential units; four accessed from the uphill side and four from the downhill side. Typical fenestration consists of aluminum one-over-one double-hung windows. Typical door openings are wood-framed and have wood doors with wood-framed screen doors. The uphill entrances are accessed from a concrete stoop. The downhill entrances are accessed from a wood-framed porch with wood post supports set in concrete.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B241 Mt. Pisgah Inn: Restaurant 05/15/2013
Milepost 408.60

The Mt. Pisgah Inn Restaurant (B241A) is located on parkway right at milepost 408.60 and is associated with the Mt. Pisgah visitor area. The structure is one of a collection of visitor structures which includes three lodge structures, a restaurant, a country store, and various support structures. All structures are organized around an asphalt-paved surface lot and have a mown-turf site with numerous large deciduous trees. A network of concrete sidewalks extends between structures. The Mt. Pisgah visitor area offers picturesque views of the Blue Ridge Mountains to the east and south. The Restaurant is located at the south end of the site and is immediately west of the Office and Lodge (B241B). A concrete stair with metal pipe handrail extends from the network of sidewalks to the main entrance of the building on the east elevation. The area immediately north of the building is heavily wooded. The west portion of the site affronts a small paved service road.

The Restaurant at Mt. Pisgah is a one-story wood-frame building composed of four component structures that share a common foundation and are connected by a common entrance vestibule. The building has an irregular plan and functions as a gift shop and restaurant with each component structure housing a different use. The gift shop is located in the east structure and has views overlooking the Blue Ridge Mountain to the south. The restaurant structure is located to the south and also overlooks the mountains. The overflow dining room structure extends north from the central entrance vestibule and is surrounded on all sides by woods. The kitchen structure is located on the west side of the building and has a fenced in maintenance yard along the west elevation. Each component structure has reverse board and batten siding painted grey, large storefront windows clad with rails and stiles clad with wood, and an asphalt shingle gable roof with exposed rafters and hanging gutters and downspouts. The component structures are set on a common concrete foundation clad with random ashlar native stone that unifies the building. Between the four component structures is an enclosed entrance vestibule and a wood-framed deck that overlooks views to the east. Typical fenestration includes storefront windows as well as single-light awning and casement windows.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B241 Mt. Pisgah Inn: Lodge and Office 05/15/2013
Milepost 408.60

The Mt. Pisgah Inn Office and Lodge (B241B) is located on parkway right at milepost 408.60 and is associated with the Mt. Pisgah visitor area. The structure is one of a collection of visitor structures which includes three lodge structures, a restaurant, a country store, and various support structures. All structures are organized around an asphalt-paved surface lot and have a mown-turf site with numerous large deciduous trees. A network of concrete sidewalks extends between structures. The Mt. Pisgah visitor area offers picturesque views of the Blue Ridge Mountains to the east and south. The Office and Lodge is located at the southeast portion of the site and is the south building in a line of lodge-related structures. It is northeast of the Mt. Pisgah Restaurant (B241A) and southwest of Mt. Pisgah Inn Motel Unit B (B485).

The Office and Lodge at Mt. Pisgah is a two-story wood-frame structure oriented on a southwest–northeast axis. The structure has a concrete block foundation clad with stone veneer, reverse board and batten wood siding painted grey, and an asphalt shingle gable roof with hanging gutters and downspouts. Steel posts support the sides of the gable roof and create an open-air portico along the northwest elevation, from which the office and individual lodge rooms are entered. On the southeast elevation, the framing members support a balcony for each unit. The balconies have horizontal wood guardrails and overlook views of the Blue Ridge Mountains. They are divided into separate balcony units by wood-plank partition walls. At the center of the northwest elevation is a cover stair vestibule that has a steel stair with open risers. Typical fenestration includes fixed single-light windows and one-over-one double-hung windows. The main door opening to each unit has flat-panel wood doors, balcony door openings have sliding glass doors. A wide exterior mounted stone chimney is centered on the southwest end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B242 Mt. Pisgah Inn: Country Store 05/15/2013
Milepost 408.60

The Mt. Pisgah Inn Country Store (B242) is located on parkway right at milepost 408.60 and is associated with the Mt. Pisgah visitor area. The structure is one of a collection of visitor structures which includes three lodge structures, a restaurant, a country store, and various support structures. All structures are organized around an asphalt-paved surface lot and have a mown-turf site with numerous large deciduous trees. A network of concrete sidewalks extends between structures. The Mt. Pisgah visitor area offers picturesque views of the Blue Ridge Mountains to the east and south. The Country Store is located at the base of a hill at the northwest portion of the site. It is west and downslope of the Mt. Pisgah Employee Dorms (B816, B817, B818, and B827).

The Country Store at Mt. Pisgah Inn is a one-story wood-frame structure with a rectangular plan oriented on a north–south axis with the main entrance centered on the east elevation. The structure has a concrete foundation, reverse board and batten siding painted grey, and an asphalt shingle gable roof with hanging gutters. Typical fenestration includes one-over-one double-hung windows. The building is surrounded by a 5-foot-wide concrete apron. The building functions as a general store and comfort station.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B495 Mt. Pisgah Inn: Motel Unit B 05/15/2013
Milepost 408.60

The Mt. Pisgah Inn Motel Unit B (B495) is located on parkway right at milepost 408.60 and is associated with the Mt. Pisgah visitor area. The structure is one of a collection of visitor structures which includes three lodge structures, a restaurant, a country store, and various support structures. All structures are organized around an asphalt-paved surface lot and have a mown-turf site with numerous large deciduous trees. A network of concrete sidewalks extends between structures. The Mt. Pisgah visitor area offers picturesque views of the Blue Ridge Mountains to the east and south. Lodge Unit No. 1 is located at the southeast portion of the site and is the center building in a line of lodge structures. It is northeast of the Mt. Pisgah Inn Lodge and Office (B241B) and southwest of Mt. Pisgah Inn Motel Unit C (B754).

The Mt. Pisgah Inn Motel Unit B at Mt. Pisgah is a two-story wood-frame structure oriented on a southwest–northeast axis. The structure has a concrete block foundation clad with stone veneer, reverse board and batten wood siding painted grey, and an asphalt shingle gable roof with hanging gutters and downspouts. Steel posts support the sides of the gable roof and create an open-air portico along the northwest elevation, from which the individual lodge rooms are entered. On the southeast elevation, the framing members support a balcony for each unit. The balconies have horizontal wood guardrails and overlook views of the Blue Ridge Mountains. They are divided into separate balcony units by wood-plank partition walls. At the center of the northwest elevation is a cover stair vestibule that has a steel stair with open risers. Typical fenestration includes one-over-one double-hung windows with faux mullions. The main door opening to each unit has flat-panel wood doors, balcony door openings have glazed wood-frame doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B505 Mt. Pisgah Campground: Pump House Loop B 05/15/2013
Milepost 408.60

The Pumphouse (B505) is located at the Mount Pisgah Campground, milepost 408.80, at the perimeter of campground loop B. The building is situated on a mown-turf clearing on a flat site and is accessed from a grass trail that extends approximately 200 feet to the loop road. The pumphouse is adjacent to the Wood Storage Shed (B669), also located along the grass trail.

The Pumphouse at the Mount Pisgah Campground is a small one-story load-bearing masonry structure with concrete foundation, concrete block walls painted light blue, and a concrete shed roof. The main entrance door is a steel-framed door with louvered vent opening.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B564 Mt. Pisgah Inn: Garage/Shop 05/15/2013
Milepost 408.60

The Garage/Shop (B564) is located on parkway left at milepost 408.60 at the Mount Pisgah visitor area. The building is located in a clearing that overlooks views of the Blue Ridge Mountains and is part of a small maintenance enclave that includes the Concession Storage building (B1076) and the Garage/Shop. The maintenance area features a central asphalt-paved surface lot that is accessed from an asphalt-paved service road that extends approximately 200 feet to the parkway. A wood entrance gate is located along the service road and restricts access to the site. The garage/shop affronts the surface lot and is located between the Concession Storage building to the west and the Mt. Pisgah Inn Restaurant (B241A) to the east.

The Garage/Shop is a one-story wood-framed structure with rectangular plan. The structure has a concrete block foundation, reverse board and batten siding painted grey, and an asphalt shingle gable roof. Typical fenestration on the building includes one-over-one double-hung windows. Door openings are wood-framed and include steel doors as well as an aluminum garage door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B754 Mt. Pisgah Inn: Motel Unit C 05/15/2013
Milepost 408.60

The Mt. Pisgah Inn Motel Unit C (B754) is located on parkway right at milepost 408.60 and is associated with the Mt. Pisgah visitor area. The structure is one of a collection of visitor structures which includes three lodge structures, a restaurant, a country store, and various support structures. All structures are organized around an asphalt-paved surface lot and have a mown-turf site with numerous large deciduous trees. A network of concrete sidewalks extends between structures. The Mt. Pisgah visitor area offers picturesque views of the Blue Ridge Mountains to the east and south. Lodge Unit No. 2 is located at the southeast portion of the site and is the north structure in a line of lodge-related structures. The building is directly northeast of Mt. Pisgah Inn Motel Unit B (B485) and southeast and downslope of the Mt. Pisgah Concessioner Dorms.

The Mt. Pisgah Inn Motel Unit C at Mt. Pisgah is a two-story wood-frame structure oriented on a southwest–northeast axis. The structure has a concrete block foundation clad with stone veneer, reverse board and batten wood siding painted grey, and an asphalt shingle gable roof with hanging gutters and downspouts. Large steel posts, boxed in wood, support the sides of the gable roof and create an open-air portico along the northwest elevation, from which the individual lodge rooms are entered. On the southeast elevation, the framing members support a balcony for each unit. The balconies have steel-framed guardrails and overlook views of the Blue Ridge Mountains. They are divided into separate balcony units by board and batten partition walls. At the ends of the northwest elevation are open-air stair vestibules with truss-framed gable roofs, stone-clad piers, concrete stairs, and steel-framed guardrail. Typical fenestration includes one-over-one double-hung windows with faux mullions. The main door opening to each unit has faux six-panel steel doors.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B827 Mt. Pisgah Employee Dorm #4 05/15/2013
Milepost 408.60

Mt. Pisgah Employee Dorm #4 (B827) is located at milepost 408.60 and is associated with the Mt. Pisgah visitor area. The structure is one of four residential dormitory buildings located on the heavily wooded hillside overlooking the Mt. Pisgah concessionaire buildings. The residences are accessed from a gravel road and trail system, north of a paved surface lot for the Mt. Pisgah visitor center, on parkway left of the Blue Ridge Parkway.

Mt. Pisgah Employee Dorm #4 is a one-story load-bearing masonry structure with walk-out basement built into the hillside. The structure has a rectangular plan that runs parallel to the topography of the hill and is accessed from both the uphill and downhill sides. The building has a concrete block foundation, vertical grooved plywood siding painted grey, and an asphalt shingle offset gable roof. The building is divided into eight residential units; four accessed from the uphill side and four from the downhill side. Typical fenestration consists of aluminum one-over-one double-hung windows. Typical door openings are wood-framed and have wood doors with wood-framed screen doors. The uphill entrances are accessed from a concrete stoop. The downhill entrances are accessed from a wood-framed porch with wood post supports set in concrete.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B244 Mt. Pisgah Campground: Comfort Station Loop B North 05/15/2013
Milepost 408.80

The Mount Pisgah Campground Comfort Station Loop B North (B244) is located at the Mount Pisgah Campground at the center of the northern section of campground Loop A. The building is situated in a field at the edge of a wooded area with trees on three sides. It is located on the edge of a densely wooded deciduous forest on a gently-sloped hillside approximately one hundred feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk, two pump houses, a wood storage shed, and four other comfort stations within the campground area.

The Comfort Station at the north end of Loop B of the Mount Pisgah Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B245 Mt. Pisgah Campground: Comfort Station Loop D 05/15/2013
Milepost 408.80

The Mount Pisgah Campground Comfort Station Loop D (B245) is located at the Mount Pisgah Campground at the center of campground Loop D. The building is situated in a wooded area within a densely wooded deciduous forest at the high point of a gently sloped site far from the paved loop roadway. The comfort station is accessed from a gravel and asphalt-paved trail that extends from the loop road and is surrounded on all sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk, two pump houses, a wood storage shed, and four other comfort stations within the campground area.

The Comfort Station at the center of Loop D of the Mount Pisgah Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B246 Mt. Pisgah Campground: Comfort Station Loop C 05/15/2013
Milepost 408.80

The Comfort Station at Loop C is located at the Mt. Pisgah Campground in the center of campground Loop C. The building is situated in a clearing surrounded by woods on a gently sloping site approximately 15 feet from the paved loop roadway. The comfort station is accessed from a gravel walkway that extends from the surrounding campgrounds as well as walkway, clad with concrete pavers, that extends from the loop road. The structure is surrounded on all sides by a concrete-paved apron with a random coursed stone retaining wall located along the back of the site. The comfort station is a recently constructed building associated with a campground kiosk and five other comfort stations within campground.

The Comfort Station at Loop C at the Mt. Pisgah Campground is a one-story wood-framed structure with rectangular plan. The building has a concrete foundation, vinyl siding, and a wood-frame asphalt shingle gable roof with enclosed eaves and skylights. There are three entrances to the building each with steel doors, one centered on each of the end gables that provides access to the separate restroom facilities and one centered on the back elevation that provides access to a janitor's closet.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B496 Mt. Pisgah Campground: Comfort Station Loop A 05/15/2013
Milepost 408.80

The Mount Pisgah Campground Comfort Station Loop A (B496) is located at the Mount Pisgah Campground between the south ends of campground Loops A and B. It is at the base of a steep hillside that extends from the campground entrance. The building is situated at the edge of a densely wooded deciduous forest on a gently-sloped site approximately 15 feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on three sides by an asphalt-paved apron. The comfort station is associated with a campground kiosk, two pump houses, a wood storage shed, and four other comfort stations within the campground area.

The Comfort Station at Loop A of the Mount Pisgah Campground is a one-story load-bearing structure, rectangular in plan, which houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. The lower half is clad with grooved plywood and the upper half is clad with board and batten, both painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B530 Mt. Pisgah Campground: Comfort Station Loop B South 05/15/2013
Milepost 408.80

The Comfort Station Loop B South is located at the Mt. Pisgah Campground between the north ends of campground loops B and D. The building is situated in a clearing surrounded by woods on a flat site approximately 30 feet from the paved loop roadways. The comfort station is accessed from a gravel walkway that extends from the Loop D and an asphalt paved sidewalk that extends from Loop B and is surrounded on all sides by a concrete-paved apron. The comfort station is a recently constructed building associated with a campground kiosk and five other comfort stations within campground.

The Comfort Station Loop B South at the Mt. Pisgah Campground is a one-story wood-framed structure with rectangular plan. The building has a concrete foundation, vinyl siding, and a wood-frame asphalt shingle gable roof with enclosed eaves and skylights. There are three entrances to the building each with steel doors, one centered on each of the end gables that provides access to the separate restroom facilities and one centered on the back elevation that provides access to a janitor's closet.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B667 Mt. Pisgah Campground: Kiosk 05/15/2013
Milepost 408.80

The Mt. Pisgah Campground Kiosk (B667) is located on parkway left at the entrance to the Mt. Pisgah Campground. The building is situated on an asphalt-paved sidewalk along the paved access road at the entrance gates to the campground area. The building is set in a wooded area at the top of a hill.

The Campground Kiosk at the Mt. Pisgah Campground is a one-story wood-framed structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, siding painted grey, and a wood-frame gable roof with asphalt shingles. On the front elevation is a covered porch that provides access to the registration window and the employee entrance door. The porch has a concrete stoop and is protected by the overhanging gable roof. A metal post clad with wood supports the overhanging corner of the roof. An aluminum and glass protected bulletin board is mounted to the exterior side of the kiosk, parallel to the access road. There are no additional windows on the remaining facades of the building.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B668 Mt. Pisgah Campground: Wood Storage Shed at Residence 05/15/2013
Milepost 408.80

The Wood Storage Shed at Residence (B668) is located at milepost 408.80 on parkway right and is associated with the log cabin Residence (B828) at the Mount Pisgah Campground, with which it shares a site. The structure is situated in a mown-turf site at the peak of a hill and adjacent to the residence. The site is accessed from a gravel drive that extends from the paved campground access road.

The Wood Storage Shed at Residence is a small one-story rectangular-plan wood-framed structure raised on concrete block piers. The wood-framed structure has grooved plywood siding on three sides and a wood-framed asphalt shingle gable roof. The fourth side of the structure is open and faces the residence. The slope on either side of the gable roof is slightly different, giving the structure an asymmetrical appearance.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B669 Mt. Pisgah Campground: Wood Storage Shed at Loop B 05/15/2013
Milepost 408.80

The Wood Storage Shed at Loop B (B669) is located at the Mount Pisgah Campground, milepost 408.80, at the perimeter of campground loop B. The building is situated on a mown-turf clearing on a flat site and is accessed from a grass trail that extends approximately 200 feet to the loop road. The storage shed is adjacent to the Pumphouse (B505), also located along the grass trail.

The Wood Storage Shed at Loop B is a small one-story rectangular-plan wood-framed structure raised on a wood block foundation. The wood-framed structure has grooved plywood siding and a wood-framed gable roof with sheet asphalt. The slope on either side of the gable roof is slightly different, giving the structure an asymmetrical appearance. The entrances are centered on the front elevation and include a wood door with screened opening and a hollow core wood door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B828 Mt. Pisgah Campground: Residence/Log Cabin 05/15/2013
Milepost 408.80

The Mt. Pisgah Campground Log Cabin Residence (B828) is associated with the Mt. Pisgah Campground at milepost 408.80 and is situated in a mown-turf clearing in the heavily wooded area. The site is accessed from a gravel drive that extends from the paved campground access road. The residence is associated with two shed outbuildings.

The Mt. Pisgah Campground Log Cabin Residence is a one-story log-framed structure of contemporary construction, rectangular in plan, which houses seasonal park employees. The building has a concrete block foundation, exposed milled-log framing painted grey, and a wood-framed asphalt shingle gable roof with hanging gutters. The milled-log framing has half-dovetail joints and an exterior insulation and finishing system (EIFS) faux daubing. The end gables of the roof are clad with horizontal plank siding. At the front elevation of the building is a wood-framed covered porch with asphalt shingle shed roof. Typical fenestration consists of aluminum one-over-one double-hung windows. Typical doors are aluminum-framed with glazing.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B402 Wagon Road Gap Maintenance: Maintenance Building 05/14/2013
Milepost 411.80

The Wagon Road Gap Maintenance Building (B402) is located at milepost 411.80 on parkway right within the Wagon Road Gap Maintenance Area. The Wagon Road Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The pentagonal-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved spur road that extends to the parkway. The maintenance area consists of two structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. The Wagon Road Gap Maintenance Building is the primary structure at the Wagon Gap Maintenance Area. The maintenance area is surrounded by a chain link perimeter fence. The building is located at the south end of the Wagon Road Maintenance yard, across from the main entrance gates, and affronts the paved surface lot. The back elevation of the maintenance building aligns with the chain link fence.

The Wagon Road Gap Maintenance Building at the Wagon Road Gap Maintenance Area is a one-story structure with a rectangular plan. The building is oriented on an east-west axis with the main entrance on the north façade. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted grey, and an asphalt shingle gable roof with hanging gutter. Typical fenestration includes steel-framed six-light industrial sash windows. Each window opening has a concrete sill clad with wood. Door openings contain steel-framed multi-light doors. The main elevation is composed of three bays, two of which are garage bays with roll-up aluminum doors. An exterior chimney constructed of concrete masonry projects from the roof. A small wood-framed shed addition has been added to the west elevation of the maintenance building. The addition has an asphalt shingle gable roof, grooved plywood painted grey, and a pair of wood board and batten doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B987 Wagon Road Gap Maintenance: Haz Mat Building 05/14/2013
Milepost 411.80

The Wagon Road Gap Maintenance Area Hazardous Materials Storage Building (B987) is located at milepost 411.80 on parkway right within the Wagon Road Gap Maintenance Area. The Wagon Road Gap Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The pentagonal-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved spur road that extends to the parkway. The maintenance area consists of two structures arranged around a central asphalt-paved surface lot oriented on an east-west axis. The Wagon Road Gap Maintenance Area Hazardous Materials Storage Building is located at the northwest side of the Wagon Road Gap Maintenance yard. The building affronts the paved surface lot and is adjacent to the Wagon Road Gap Maintenance Area Maintenance Building (B402) to the southeast.

The Wagon Road Gap Maintenance Area Hazardous Materials Storage Building is a 96-square-foot structure with cast-in-place concrete foundation, tilt-up concrete panel walls, and a low-slope cast-in-place concrete roof slab. The building has a steel double-door on the main entrance elevation accessed by a concrete ramp, and a vent opening on the west elevation.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B807 Balsam Gap Maintenance: Well House (W42) 05/14/2013
Milepost 442.80

The Balsam Gap Maintenance Area Well House (B807) is located at milepost 442.80 on the Blue Ridge Parkway and is accessed from a grass-covered path that extends from parkway left. The structure is situated on a tall grass-covered site along the perimeter of a heavily wooded area southeast of the gated Balsam Gap Maintenance Area. The structure is associated with the Balsam Gap Maintenance Area.

The Balsam Gap Maintenance Area Well House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall painted grey, and a wood-framed shed roof with enclosed eaves. The main entrance is a single panel door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B036 Balsam Gap Maintenance: Maintenance Building 05/14/2013
Milepost 442.80

The Maintenance Building (B036) at Balsam Gap is located on parkway left at milepost 442. 90 and is associated with the Balsam Gap Maintenance Area. The Balsam Gap Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eleven structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A pumphouse is located in the wooded area east of the maintenance area and a small residential enclave, consisting of two residential structures and a well house, is located to the north and in close proximity to the maintenance area, along the paved spur road. The Maintenance Building is located on the northeast side of the site, between the Pole Barn (B852) and the UST Remedial Systems Shed (B956).

The Maintenance Building at Balsam Gap Maintenance Area is a wood-frame structure with linear plan. The structure is composed of a concrete foundation, brick veneer and sheet metal cladding on a wood-frame, and an asphalt shingle gable roof with hanging gutter. The building is oriented on a northwest-southeast axis with the primary elevation, composed of twelve bays, on the southwest facade. The building is divided into three sections, defined by roof height and architectural character. The southeast portion of the building, which includes eight bays, is a one-story tall structure composed primarily of garage vehicular entrance bays. The center section of the building, which includes three bays, is a two-story tall structure and features garage vehicular entrance bays at the first floor level and a band of double-hung windows at the second floor level. The north section of the building is one-story structure that is one bay wide. The bay is clad with brick veneer, has a recessed entrance door, and has a band of double-hung windows that wraps the building. Typical fenestration includes aluminum-framed one-over-one double-hung.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B1062 Balsam Gap Maintenance: Haz Mat Building 05/14/2013
Milepost 442.80

Balsam Gap Maintenance Area Hazardous Materials Storage Building #2 (B1062) is located at milepost 442.90 on parkway left within the Balsam Gap Maintenance Area. The Balsam Gap Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eleven structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A pumphouse is located in the wooded area east of the maintenance area and a small residential enclave, consisting of two residential structures and a well house, is located to the north and in close proximity to the maintenance area, along the paved spur road. Balsam Gap Maintenance Area Hazardous Materials Storage Building #2 is located at the northwest side of the Balsam Gap Maintenance yard. The building affronts the paved surface lot and is adjacent to Balsam Gap Maintenance Area Hazardous Materials Storage Building #1 to the northwest.

Balsam Gap Maintenance Area Hazardous Materials Storage Building #2 is a steel-framed metal panel structure that sits on mown-turf adjacent to the asphalt-paved surface lot. The building has a steel door on the main entrance elevation, and hooded vent openings on the side elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B431 Balsam Gap Maintenance: Residence 431 05/14/2013
Milepost 442.80

Balsam Gap Maintenance Area Residence 431 (B431) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Balsam Gap Maintenance Area Residence 431 is a one-story Ranch style structure oriented on a north-south axis with the main entrance centered on the south elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B731 Balsam Gap Maintenance: Vehicle Storage 05/14/2013
Milepost 442.80

The Vehicle Storage building (B731) at Balsam Gap is connected to the Interpretive Office (B750) and is located on parkway left at milepost 442. 90 and is associated with the Balsam Gap Maintenance Area. The Balsam Gap Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eleven structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A pumphouse is located in the wooded area east of the maintenance area and a small residential enclave, consisting of two residential structures and a well house, is located to the north and in close proximity to the maintenance area, along the paved spur road. The Vehicle Storage building, along with the Interpretive Office with which it is connected, are located on the southwest side of the site. The chain link perimeter fence aligns with the back elevation of the building.

The Vehicle Storage building at Balsam Gap Maintenance Area is a one-story structure that is directly connected to the Interpretive Office building. The two buildings share a common load-bearing structure, gable roof, and linear plan. The Interpretive Office and Vehicle Storage building are oriented on a southeast–northwest axis with the main entrance on the northeast facade. The structure is composed of a concrete block foundation, load-bearing concrete block walls that have been parged with a cementitious material and painted light grey, and an asphalt shingle gable roof with hanging gutter. The main entrance to the Interpretive Office portion of the building is accessed from a wood-framed stair. The gable roofline extends approximately 4 feet to cover the porch. The Vehicle Storage portion of the building is composed of nine 12-foot-wide bays with aluminum roll-up garage doors. Typical fenestration includes one-over-one double-hung windows. Door openings have faux six-panel steel doors.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B750 Balsam Gap Maintenance: Interpretive Office/Storage 05/14/2013
Milepost 442.80

The Interpretive Office (B750) at Balsam Gap is connected to the Vehicle Storage building (B731) and is located on parkway left at milepost 442. 90 and is associated with the Balsam Gap Maintenance Area. The Balsam Gap Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eleven structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A pumphouse is located in the wooded area east of the maintenance area and a small residential enclave, consisting of two residential structures and a well house, is located to the north and in close proximity to the maintenance area, along the paved spur road. The Interpretive Office, along with the Vehicle Storage building with which it is connected, are located on the southwest side of the site. The chain link perimeter fence aligns with the back elevation of the building.

The Interpretive Office building at Balsam Gap Maintenance Area is a one-story structure that is directly connected to the Vehicle Storage building. The two buildings share a common load-bearing structure, gable roof, and linear plan. The Interpretive Office and Vehicle Storage building are oriented on a southeast–northwest axis with the main entrance on the northeast facade. The structure is composed of a concrete block foundation, load-bearing concrete block walls that have been parged with a cementitious material and painted light grey, and an asphalt shingle gable roof with hanging gutter. The main entrance to the Interpretive Office portion of the building is accessed from a wood-framed stair. The gable roofline extends approximately 4 feet to cover the porch. The Vehicle Storage portion of the building is composed of nine 12-foot-wide bays with aluminum roll-up garage doors. Typical fenestration includes one-over-one double-hung windows. Door openings have faux six-panel steel doors.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B852 Balsam Gap Maintenance: Pole Barn 05/14/2013
Milepost 442.80

The Balsam Gap Maintenance Area Pole Barn (B852) is located at milepost 442.80 on parkway left within the Balsam Gap Maintenance Area. The Balsam Gap Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eleven structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A pumphouse is located in the wooded area east of the maintenance area and a small residential enclave, consisting of two residential structures and a well house, is located to the north and in close proximity to the maintenance area, along the paved spur road. The Balsam Gap Maintenance Area Pole Barn is located on the east side of the Balsam Gap Maintenance yard. The building is immediately southeast of the Balsam Gap Maintenance Area Maintenance Building (B036) and affronts the paved surface lot. The chain link perimeter fence aligns with the back elevation of the building.

The Pole Barn at the Balsam Gap Maintenance Area is a one-story covered pole barn oriented on a northwest-southeast axis with the main entrance on the southwest. The structure has a concrete foundation, wood timber framing that divides the building into bays, and a wood-framed asphalt shingle gable roof. The structural timber framing divides the structure into four bays along the main elevation and two bays along the side elevations. The exterior of the timber framing is clad with grooved plywood that encloses the structure on the southeast and northeast elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B887 Balsam Gap Maintenance: Volunteer Shed 05/14/2013
Milepost 442.80

The Volunteer Shed (B887) is located at milepost 442.80 on parkway left within the Balsam Gap Maintenance Area. The Balsam Gap Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eleven structures arranged in close proximity to a central asphalt-paved surface lot oriented on a northwest-southeast axis. The Volunteer Shed is located along the spur road, just outside the perimeter fence, approximately 100 feet before the gated entrance.

The Volunteer Shed at Balsam Gap Maintenance Area is a small one-story wood-framed structure with steel post piers, board and batten siding, and a wood-framed asphalt shingle gable roof. The slope on either side of the gable roof is slightly different, giving the structure an asymmetrical appearance. The main entrance is centered on the east elevation of the building, which faces the spur road, and has a steel double door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B888 Balsam Gap Maintenance: Gas & Oil Storage Building 05/14/2013
Milepost 442.80

The Balsam Gap Maintenance Area Gas and Oil Storage Building (B888) is located at milepost 442.80 on parkway left within the Balsam Gap Maintenance Area. The Balsam Gap Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eleven structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A pumphouse is located in the wooded area east of the maintenance area and a small residential enclave, consisting of two residential structures and a well house, is located to the north and in close proximity to the maintenance area, along the paved spur road. The Balsam Gap Maintenance Area Gas and Oil Storage Building is on the west side of the Balsam Gap Maintenance yard. The building is in close proximity to the Balsam Gap Maintenance Area Hazardous Materials Storage Building (B955) and affronts the paved surface lot.

The Gas and Oil Storage Building at the Balsam Gap Maintenance Area is a one-story wood-framed structure constructed of a cast-in-place concrete block on a concrete foundation pad. The building has vertical grooved plywood siding painted grey and a wood-framed asphalt shingle gable roof with enclosed eaves. The front elevation of the building features a wood-framed door opening through which the fuel pumps are accessed. The concrete foundation pad supports steel gas storage tanks that are associated with the building.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B939 Balsam Gap Maintenance: Meter & Pressure Tank House 05/14/2013
Milepost 442.80

The Balsam Gap Maintenance Area Meter and Pressure Tank House (B939) is located at milepost 442.80 on the Blue Ridge Parkway and is accessed from an asphalt-paved spur road that extends from parkway left. The structure is situated on a mown-turf site along the perimeter of a heavily wooded area at the base of a steep embankment. The structure is associated with the Balsam Gap Maintenance Area and is located between Balsam Gap Maintenance Area Residence 431 (B431) and Balsam Gap Maintenance Area Residence 430 (B430).

The Balsam Gap Maintenance Area Meter and Pressure Tank House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall painted grey, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B954 Balsam Gap Maintenance: Metal Storage Shed 05/14/2013
Milepost 442.80

The Balsam Gap Maintenance Area Metal Storage Shed (B954) is located at milepost 442.90 to the east of the Balsam Gap Maintenance Area. The building is in close proximity to the Balsam Gap Maintenance Area Pole Barn (B852) is on a steeply sloped site and affronts the paved loop roadway.

The Balsam Gap Maintenance Area Metal Storage Shed is a wood-framed prefabricated storage shed set on concrete pad. The structure has aluminum panel cladding and a gable roof. The shed is accessed by an aluminum door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B955 Balsam Gap Maintenance: Haz Mat Storage 05/14/2013
Milepost 442.80

Balsam Gap Maintenance Area Hazardous Materials Storage Building #1 (B955) is located at milepost 442.90 on parkway left within the Balsam Gap Maintenance Area. The Balsam Gap Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eleven structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A pumphouse is located in the wooded area east of the maintenance area and a small residential enclave, consisting of two residential structures and a well house, is located to the north and in close proximity to the maintenance area, along the paved spur road. Balsam Gap Maintenance Area Hazardous Materials Storage Building #1 is located at the northwest side of the Balsam Gap Maintenance yard. The building affronts the paved surface lot and is between Balsam Gap Maintenance Area Hazardous Materials Storage Building #2 (B1062) and the Balsam Gap Maintenance Area Gas and Oil Storage Building (B888).

Balsam Gap Maintenance Area Hazardous Materials Storage Building #1 is a steel-framed metal panel structure that sits on mown-turf adjacent to the asphalt-paved surface lot. The building has a steel door on the main entrance elevation, and hooded vent openings on the side elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B956 Balsam Gap Maintenance: UST Remedial Sys Shed 05/14/2013
Milepost 442.80

The Balsam Gap Maintenance Area UST Remedial Systems Shed (B956) is located at milepost 442.90 on the north side of the Balsam Gap Maintenance Area. The building is in close proximity to the Balsam Gap Maintenance Area Maintenance Building (B036) and affronts the paved surface lot. The structure is located on the foundation of a previously existing structure.

The Balsam Gap Maintenance Area UST Remedial Systems Shed is a wood-framed prefabricated storage shed set on concrete pad. The structure has aluminum panel cladding and a gambrel roof. The shed is accessed by an aluminum double door painted with faux wood detail.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B982 Balsam Gap Maintenance: Wash Rack 05/14/2013
Milepost 442.80

The Wash Rack building (B982) at Balsam Gap is connected to the Interpretive Office (B750) and is located on parkway left at milepost 442. 90 and is associated with the Balsam Gap Maintenance Area. The Balsam Gap Maintenance Area has a relatively flat terrain and is set in a clearing at the base of a hill within a heavily wooded site. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of eleven structures arranged around a central asphalt-paved surface lot oriented on a northwest-southeast axis. A pumphouse is located in the wooded area east of the maintenance area and a small residential enclave, consisting of two residential structures and a well house, is located to the north and in close proximity to the maintenance area, along the paved spur road. The Wash Rack building is located at the northwest end of the site, adjacent to the chain link entry gates.

The Wash Rack building at Balsam Gap Maintenance Area is a one-story structure oriented on an east–west axis. The structure is composed of a concrete block foundation with splitface concrete block walls, vinyl siding at the end gables, and an asphalt shingle gable roof with hanging gutters. The main entrance consists of a large garage vehicular entrance opening with a vinyl roll-up garage door and is accessed from a concrete ramp.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B430 Balsam Gap Maintenance: Residence 430 05/14/2013
Milepost 442.80

Balsam Gap Maintenance Area Residence 430 (B430) is a part of a residential enclave consisting of two similarly designed residences. The site is accessed by a paved spur road that extends from parkway left to a common asphalt-paved driveway shared by all residences. The property is mown lawn and is surrounded by a heavily wooded deciduous forest. Site features include two asphalt sidewalks that provide access to the main and rear entrances of the residences.

Balsam Gap Maintenance Area Residence 430 is a one-story Ranch style structure oriented on a northwest-southeast axis with the main entrance centered on the northwest elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and an asphalt shingle gable roof. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, one interior sheet metal chimney, and a covered carport with a concrete slab floor and built-in wood cabinets along the exterior wall.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B437 Waterrock Knob: Visitor Center 05/14/2013
Milepost 451.20

The Visitor Center at Waterrock Knob (B437) is located on parkway right and is a part of the Waterrock Knob Visitor Center area which consists of a visitor center, two comfort stations, a generator building, a pumphouse, and an asphalt-paved loop road with surface parking. The site consists of mown turf with concrete sidewalks that provide access to all the public access buildings and has expansive views of Bearwallow Ridge and Green Mountain. The visitor center area is accessed from an asphalt-paved spur road that extends 1/2 mile from the parkway. All structures within the visitor center area are visible from the parkway. The Visitor Center is located at the north end of the visitor center area, across the loop road and approximately 100 feet northwest of the East and West Vault Toilet (B983 and B984). The building is accessed from a concrete-paved sidewalk and an asphalt-paved drive. A flagpole is located on the site, approximately 30 feet south of the visitor center. A fenced enclosure with small solar powered generator is located to the north and is an ancillary structure to the visitor center.

The Visitor Center at Waterrock Knob is a one-story wood-framed structure organized on a north–south axis. The existing structure was constructed in 1940 but has been extensively renovated in recent years. The building has a concrete foundation, grooved plywood siding painted grey, and a wood-framed gable roof with asphalt shingles, hanging gutters and downspouts, enclosed eaves, and skylights. Portions of the building have stone veneer cladding that extends to a height of four feet. Door openings typically have glazed double doors. All door and window openings have metal roll-up doors mounted above the opening to secure the building at night.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B529 Waterrock Knob: Pump House 05/14/2013
Milepost 450.90

The Pumphouse (B529) at Waterrock Knob is located on parkway right at the Waterrock Knob Visitor Center area which consists of a visitor center, two comfort stations, a generator building, a pumphouse, and an asphalt-paved loop road with surface parking. The site consists of mown turf with concrete sidewalks that provide access to all the public access buildings and has expansive views of Bearwallow Ridge and Green Mountain. The visitor center area is accessed from an asphalt-paved spur road that extends 1/2 mile from the parkway. The pumphouse is situated on the steep grass-covered slope of the mountainside and is accessed from a wood-framed stair that extends downslope from a paved surface lot above.

The Pumphouse at Waterrock Knob is a small one-story load-bearing masonry structure with concrete foundation, concrete block walls, and a concrete low-slope roof. Associated with the structure is a concrete foundation pad that supports the fuel storage tanks. A chain link perimeter fence with barbed wire encloses the concrete fuel tank foundation pad as well as a portion of the pumphouse. Typical vent openings are small aluminum-framed vents in concrete block-sized openings along the roof line at the side elevations. The main entrance is a single steel door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B940 Waterrock Knob: Generator Building 05/14/2013
Milepost 451.20

The Generator Building (B940) is located on parkway right at the Waterrock Knob Visitor Center area which consists of a visitor center, two comfort stations, a generator building, a pumphouse, and an asphalt-paved loop road with surface parking. The site consists of mown turf with concrete sidewalks that provide access to all the public access buildings and has expansive views of Bearwallow Ridge and Green Mountain. The visitor center area is accessed from an asphalt-paved spur road that extends 1/2 mile from the parkway. All structures within the visitor center area are visible from the parkway. The generator building is located at the base of a hill at the north end of the visitor center area, immediately north of the Visitor Center (B437). It is surrounded by an 18-foot-by-12-foot chain link fence enclosure that includes the generator building, a fuel tank, and solar panel.

The Generator Building at Waterrock Knob is a 5-foot-tall frame structure raised on a wood-frame foundation. The structure has grooved plywood siding and a sheet metal shed roof.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B983 Waterrock Knob: East Vault Toilet 05/14/2013
Milepost 451.20

The East Vault Toilet (B983) is located on parkway right at the Waterrock Knob Visitor Center area which consists of a visitor center, two comfort stations, a generator building, a pumphouse, and an asphalt-paved loop road with surface parking. The site consists of mown turf with concrete sidewalks that provide access to all the public access buildings and has expansive views of Bearwallow Ridge and Green Mountain. The visitor center area is accessed from an asphalt-paved spur road that extends 1/2 mile from the parkway. All structures within the visitor center area are visible from the parkway. The East Vault Toilet is located at the north end of the visitor center area, immediately east of the West Vault Toilet (B984) and within the mown-turf area enclosed by the loop road. Despite being called the East Vault Toilet, the structure is the westernmost structure of the two vault toilets. The Visitor Center (B437) is located 100 feet northwest of the East Vault Toilet, across the loop road. The building is accessed from a concrete-paved sidewalk.

The East Vault Toilet at Waterrock Knob is a one-story load-bearing structure. The building has a concrete foundation, splitface concrete block walls, and a wood-framed gable roof with asphalt shingles. The structure has an opening on the west elevation that provides access to the steel main entrance door. Typical fenestration consists of aluminum-framed clerestory windows at the end gables with opaque glazing. Two large exterior mounted vent stacks, painted black, are located on the south elevation and extend through the gable roof structure. The structure is surrounded on all sides by a 6 foot wide concrete apron.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B984 Waterrock Knob: West Vault Toilet 05/14/2013
Milepost 451.20

The West Vault Toilet (B984) is located on parkway right at the Waterrock Knob Visitor Center area which consists of a visitor center, two comfort stations, a generator building, a pumphouse, and an asphalt-paved loop road with surface parking. The site consists of mown turf with concrete sidewalks that provide access to all the public access buildings and has expansive views of Bearwallow Ridge and Green Mountain. The visitor center area is accessed from an asphalt-paved spur road that extends 1/2 mile from the parkway. All structures within the visitor center area are visible from the parkway. The West Vault Toilet is located at the north end of the visitor center area, immediately east of the East Vault Toilet (B983) and within the mown-turf area enclosed by the loop road. Despite being called the West Vault Toilet, the structure is the easternmost structure of the two vault toilets. The Visitor Center (B437) is located 100 feet northwest of the West Vault Toilet, across the loop road. The building is accessed from a concrete-paved sidewalk.

The West Vault Toilet at Waterrock Knob is a one-story load-bearing structure. The building has a concrete foundation, splitface concrete block walls, and a wood-framed gable roof with asphalt shingles. The structure has an opening on the east elevation that provides access to the steel main entrance door. Typical fenestration consists of aluminum-framed clerestory windows at the end gables with opaque glazing. Two large exterior mounted vent stacks, painted black, are located on the south elevation and extend through the gable roof structure. The structure is surrounded on all sides by a 6 foot wide concrete apron.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B747 Soco Gap Maintenance: Pump House (W43) 05/14/2013
Milepost 455.50

The Soco Gap Maintenance Area Pump House (B747) is located at milepost 455.50 on the Blue Ridge Parkway and is accessed from an asphalt-paved spur road that extends from parkway left. The structure is situated on a mown-turf site in a clearing surrounded by dense woods on a steep-sloped embankment. The structure is associated with the Soco Gap Maintenance Area.

The Soco Gap Maintenance Area Pump House is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with board and batten siding painted grey, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

B1063 Soco Gap Maintenance: Haz Mat Building 05/14/2013
Milepost 455.60

The Soco Gap Maintenance Area Hazardous Materials Storage Building (B1063) is located at milepost 455.60 on parkway left within the Soco Gap Maintenance Area. The Soco Gap Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of two shelters arranged around a central asphalt-paved surface lot oriented on an east-west axis. A residential enclave, consisting of three vernacular residential structures and various support structures, is located to the southeast and in close proximity to the maintenance area, along the paved spur road. The Soco Gap Maintenance Area Hazardous Materials Storage Building is located at the northwest side of the Soco Gap Maintenance Area. The building affronts the paved surface lot and is adjacent to the Soco Gap Maintenance Area Maintenance Building (B403) to the northwest.

The Soco Gap Maintenance Area Hazardous Materials Storage Building is a 96-square-foot structure with cast-in-place concrete foundation, tilt-up concrete panel walls, and a low-slope cast-in-place concrete roof slab. The building has a steel double-door on the main entrance elevation accessed by a concrete ramp, and vent openings on the north and south elevations.

The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

B149 Soco Gap Maintenance: Davey House 05/14/2013
Milepost 455.60

The Davey House (B149) is located at milepost 455.60 on parkway left. It is a part of an enclave of historic structures, which includes the house, Residence 32 (B032) Davey Garage and Apartment (B603), and Davey Smokehouse (B799), that are currently being used by the Park Service as residences associated with the Soco Gap Maintenance Area. The house is the primary structure of the complex. An asphalt-paved spur road extends from the parkway and provides access to the structures. The site is characterized by a heavily-wooded steep hillside that is sloped to the west. Adjacent to the front elevation of the building, the hill is terraced and consists of relatively flat mown-turf segments with random rubble stone retaining walls that extend perpendicular from the building. At the downslope portion of the site is an asphalt-paved drive that extends from the spur road to the northwest elevation of the building. Random ashlar stone retaining walls frame the drive and extend to the garage structure. The house is approximately 50 feet south of the garage and 30 north of the smokehouse.

The Davey House is a two-story Gable El type structure with walk-out basement built into the hillside. It has a random rubble stone foundation, board and batten and wood shingle siding stained brown, and wood-framed asphalt-shingle gable roofs. A portion of the structure is constructed of milled log framing with cementitious daubing. The structure also features a two-story shed roof addition on the front north elevation. The addition is characterized by band of six-light casement windows at each floor. A small cantilevered enclosure with gable roof extends from the first floor level of the west elevation, above the walk-out basement. Typical fenestration includes vinyl six-over-six double-hung and 6-light casement windows with aluminum triple track storm windows. Door openings are wood-framed with glazed wood plank doors. The building has a stone interior chimney.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B403 Soco Gap Maintenance: Maintenance Building 05/14/2013
Milepost 455.60

The Soco Gap Maintenance Area Maintenance Building (B403) is located at milepost 455.60 on parkway left within the Soco Gap Maintenance Area. The Soco Gap Maintenance Area has a relatively flat terrain and is set in a clearing within a heavily wooded site. The square-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of two shelters arranged around a central asphalt-paved surface lot oriented on an east-west axis. A residential enclave, consisting of three vernacular residential structures and various support structures, is located to the southeast and in close proximity to the maintenance area, along the paved spur road. The Soco Gap Maintenance Area Maintenance Building is the primary structure at the Soco Gap Maintenance Area. The maintenance area is surrounded by a chain link perimeter fence. The building is located on the east side of the site, across from the main entrance gates, and affronts the paved surface lot. The back elevation of the maintenance building aligns with the chain link fence. Two ancillary structures are located south of the Maintenance Building (B403). The structures are arranged along the south end of the asphalt-paved surface lot and are adjacent to the Maintenance Building.

The Maintenance Building at the Soco Gap Maintenance Area is a one-story structure with a rectangular plan. The building is oriented on a north-south axis with the main entrance on the west façade. The structure is composed of a concrete foundation, load-bearing concrete block walls, grooved plywood siding painted grey and an asphalt shingle gable roof with vented eaves, wide soffit, and hanging gutter. Typical fenestration includes steel-framed six-light industrial sash windows. Each window opening has a concrete sill clad with wood. Door openings contain steel-framed multi-light doors. The main elevation is composed of three bays, two of which are garage bays with roll-up aluminum doors. A small wood-framed shed addition has been added to the north elevation of the maintenance building. The addition has an asphalt shingle gable roof, grooved plywood painted grey, and a pair of wood board and batten doors.

Two ancillary structures are adjacent to the Maintenance Building, a steel-framed equipment shelter and a steel-framed gas and oil shelter. The equipment shelter is a metal-framed shed structure on concrete slab with gable roof and corrugated aluminum siding. The equipment shelter is open at both ends and accessed from the west end. The gas and oil shelter has steel post supports set in concrete and an asphalt shingle gable roof.

The structure is a non-contributing resource due to extensive alteration and/or deterioration, which compromise its integrity and historic character.

B536 Soco Gap Maintenance: Browning Cabin 05/14/2013
Milepost 455.60

The Browning Cabin (B536) is located at milepost 455.60 on parkway right. The site consists of a steep heavily wooded hillside. It is accessed from a 1/8 mile dirt trail that extends from the parkway. A stone stair with wood handrail extends from the trail, downslope to the cabin. The structure is set into the hillside and a stone retaining wall extends along the east, uphill, elevation of the structure.

The Browning Cabin is a one-story log-framed building set into the hillside and is oriented on a north–south axis with entrance on the east and west elevations. The structure has stone foundation, whole log-framed structure with daubing, wood shingle siding at the gable ends, and a wood-framed wood shake gable roof. A partially collapsed log-framed deck with wood shake shed roof is located along the west elevation. Typical fenestration includes wood-framed one-over-one double-hung windows as well as single light casement windows. A stone exterior end chimney is centered on the north end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B603 Soco Gap Maintenance: Davey Garage/Apartment 05/14/2013
Milepost 455.60

The Davey Garage Apartment (B603) is located at milepost 455.60 on parkway left. It is a part of an enclave of historic structures, which includes the garage and apartment, Residence 32 (B032), Davey House (B149), and Davey Smokehouse (B799), that are currently being used by the Park Service as residences associated with the Soco Gap Maintenance Area. An asphalt-paved spur road extends from the parkway and provides access to the structures. The site is characterized by a shrub-covered steep hillside that is sloped to the west. At the downslope portion of the site is an asphalt-paved drive that extends from the spur road to the southwest elevation of the building. Random ashlar stone retaining walls frame the drive and extend to the garage structure. The garage is approximately 50 feet north of the Davey House.

The Davey Garage Apartment is a two-story wood-framed structure built into the hillside. It is oriented on a southwest–northeast axis and has a random rubble stone foundation, board and batten and wood shingle siding stained brown, and wood-framed asphalt-shingle gable roof. The lower level functions as an open garage. The upper level overhangs approximately 7 feet beyond the stone foundation and is used as an apartment. Typical fenestration includes vinyl one-over-one double-hung windows. The main entrance is located on the northeast elevation and has a wood-framed door with wood canopy roof. A stone exterior mounted chimney is located at the northeast end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B799 Soco Gap Maintenance: Davey Smokehouse 05/14/2013
Milepost 455.60

The Davey Smokehouse (B799) is located at milepost 455.60 on parkway left. It is a part of an enclave of historic structures, which includes the smokehouse, Davey Apartment (B603), Davey House (B149), and Residence 32 (B032), that are currently being used by the Park Service as residences associated with the Soco Gap Maintenance Area. The site is characterized by heavily wooded steep hillside that is sloped to the west. The smokehouse is set on a sloped site, with the main entrance facing west, approximately 30 feet south of the Davey House.

The Davey Smokehouse is a one-story wood-framed structure with random rubble coursed stone foundation, wood-framed structure with vertical plank siding, and a wood-framed steep-sloped gable roof with wood shingles and exposed rafters and eaves. Wood-framed door and window openings are centered on the downslope end gable elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B032 Soco Gap Maintenance: Residence 32 05/14/2013
Milepost 455.60

Residence 32 (B032) is located at milepost 455.60 on parkway left. It is a part of an enclave of historic structures, which includes the Residence, Davey Apartment (B603), Davey House (B149), and Davey Smokehouse (B799), that are currently being used by the Park Service as residences associated with the Soco Gap Maintenance Area. An asphalt-paved spur road extends from the parkway and provides access to the structures. The site is characterized by steep hillside with mown-turf that is sloped to the west. At the uphill portion of the site is an asphalt-paved drive that extends from the spur road to the southeast elevation of the house and a random ashlar stone retaining wall that runs along the edge of the property and follows the slope of the hill. A chain link fence defines the property line at the downslope portion of the site. The Soco Gap Maintenance Area is approximately 50 feet north and visible from the house.

Residence 32 is a one-story wood-framed structure with walk-out basement oriented on a southeast–northwest axis. The building has an L-shaped floor plan with random rubble stone foundation, vertical plank and board and batten siding stained brown, and wood-framed asphalt-shingle gable roofs. The front elevation faces southeast and features a small shed canopy roof over the main entrance. A wood-framed balcony extends along the northeast elevation, the northwest end of the balcony is partially enclosed and clad with vertical plank. Typical fenestration includes vinyl one-over-one and six-over-six double-hung windows. A concrete block exterior mounted chimney is located on the southwest elevation.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

B976 Masonic Monument Shelter 06/07/2013
Milepost 458.20

The Masonic Monument Shelter is located off parkway right at milepost 458.20 at the Black Camp Gap parking area. The site is a mown-turf clearing surrounded by heavily wooded forest on a steep hillside that is sloped to the east. The monument is located at the top of the hill at the northwest edge of the clearing. The Black Camp Gap parking area is approximately seven miles along the Heintooga Ridge Road, an asphalt-paved gated spur road that extends from the parkway and consists of an asphalt-paved loop road and paved surface lot. A 200-foot-long gravel trail extends from the surface lot and across the mown-turf clearing to the base of a steep stone stair that provides access to the monument and shelter.

The Masonic Monument is a commemorative marker consisting of a 9-foot-tall stone masonry monument on a stone-paved plaza, a wood-framed shelter, and a monumental stone stair. The stone plaza is approximately 50 feet wide and has a 2-foot-tall stone wall that runs along the perimeter. The monument, composed of a wide assortment of random coursed stone types set in concrete, is center on the plaza and surrounded by a 6-foot-tall wrought iron fence. The wood-framed shelter is oriented on a southeast–northwest axis and protects the monument and surround fence. The shelter is comprised of 8x8 wood corner posts that support a wood truss-framed gable roof with wood shingles. The shelter measures 17 feet-by-21feet and is approximately 12 feet tall. A monumental stair extends from the gravel trail up the steep hillside to the entrance of the monument plaza. The stair has stone treads and risers, each engraved with the name of a masonic council, and a metal handrail.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway.

B099 Fodder Stack 06/25/2013
Milepost 241.00

The Fodder Stack Pumphouse is located at milepost 241.10 on parkway left near the Fodder Stack Access and Parking (1009P). The structure is in a heavily-wooded site at the bottom of a steep ravine. The site is terraced with stone retaining walls to support the pumphouse structure. The site is accessed from a winding gravel-paved service road that extends 1/2-mile down the hillside from the Fodder Stack Access and Parking Area. The service road is in poor condition and covered with grass and shrubs so that the paving is not clearing visible. A steep set of stone stairs extends 100 feet from the service road to the pumphouse. The building overlooks a sunken area that is covered with grass. At one time, the sunken area was a reservoir. Portions of the concrete dam at the east end of the reservoir remain.

The Pumphouse is a one-story load-bearing structure situated on a terraced site with stone retaining walls. The structure has a concrete foundation, stone walls with weatherboard siding at the end gables, and standing seam metal gable roof. Typical fenestration has concrete sills and includes industrial sash ganged windows with the center window units being a six-light awning window flanked by four-light fixed windows. The main entrance is located on the south elevation and has a wood-framed two-panel door with four-light glazing. A 20-foot-tall concrete wall extends perpendicular from the pumphouse retaining wall. The wall was at one time the side of a reservoir associated with the pumphouse. The reservoir wall has partially collapsed.

The structure is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of its building type in the Parkway.

160P I-64 Bridge 08/14/2013
Milepost 0.00

The Interstate 64 (I-64) Bridge (160P) is located at the start of the parkway, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of I-64, a high-traffic divided interstate highway. The site is surrounded by a grass and shrub-covered clearing with views of the deciduous forests beyond. The bridge is at the start of the parkway, where it meets the Skyline Drive in the Shenandoah National Park, and is in close proximity to U.S. Route 250 Bridge (001P), from which the bridge is visible.

The I-64 Bridge is a quadruple-span bridge with a stringer/multi-beam girder structure consisting of five equally spaced rolled steel I-shaped girders reinforced by steel transverse diaphragm framing that extends between the webs of the girders. A precast concrete floor spans across the framing members and cantilevers approximately 4 feet beyond the framing on the parkway left side and 1 foot beyond the framing on parkway right. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep gravel-covered slope of the ravine and round concrete piers cast onto the bedrock that extend to the underside of the steel deck framing. Each pier is capped by a cast-in-place concrete transverse beam.
The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete sidewalk located along parkway left and a concrete curb on parkway right. Mounted to the concrete curb is a full height multi-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A concrete post with timber-framed guardrail backed by steel plates lines the road at both the parkway north and south approaches. I- 64 passes under the bridge at the second and third spans from parkway north and is a six-lane asphalt-paved divided highway with an asphalt shoulder and metal beam guardrail. A concrete drainage channel extends down the embankment to the grass-covered drainage channel that runs parallel to the interstate. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

001P U.S. Route 250 Bridge 08/14/2013
Milepost 0.01

The U.S. Route 250 Bridge (001P) is located at milepost 0.01 where the Blue Ridge Parkway spans U.S. Route 250. The bridge spans between the grass-covered embankments on either side of the lower road in a mown-turf clearing and is surrounded by deciduous forest. The bridge is in close proximity to the I-64 Bridge (160P), from which the bridge is visible.

The U.S. Route 250 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 walls, 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 250, 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 asphalt-paved sidewalk that runs along parkway left, a grass shoulder, and stone parapet walls. A timber-framed guardrail backed by steel plates lines the road at the approaches to the bridge in both the northbound and southbound directions. U.S. Route 250 crosses under the bridge and is a two-lane asphalt-paved road with asphalt shoulder. There is a single access ramp, located on parkway right at the parkway south end of the road. As viewed from the approach on the parkway, the bridge is curved in plan and is set at a 37-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

002P Virginia Route 56 Bridge 08/13/2013
Milepost 27.16

The Virginia Route 56 Bridge (002P) is located at milepost 27.16 where the Blue Ridge Parkway spans Virginia Route 56. The bridge spans between the grass-covered embankments on either side of the lower road in a mown-turf clearing surrounded by deciduous forest.

The Virginia Route 56 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 wall, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch is exposed to view. The bridge spans Virginia Route 56, 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 grass shoulder and stone parapet walls. Virginia Route 56 crosses under the bridge and is a two-lane asphalt-paved road with a gravel shoulder. There is a single access ramp, located on parkway left at the parkway north end of the road. As viewed from the approach on the parkway, the bridge is curved in plan and is set at a 29-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

162P Virginia Route 603 Bridge 08/13/2013
Milepost 29.45

The Virginia Route 603 Bridge (162P) is located at milepost 29.45 where the Blue Ridge Parkway crosses Virginia Route 603. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by a mown-turf clearing to parkway left and a heavily wooded deciduous forest to parkway right.

The Virginia Route 603 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 Virginia Route 603, 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 grass shoulder and stone parapet walls. The stone wing walls are curved in plan, away from the parkway. Virginia Route 603 crosses under the bridge and is a one-lane asphalt-paved road with a grass shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge is curved in plan.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

0003P Ravine Viaduct 08/13/2013
Milepost 35.67

The Ravine Viaduct Bridge (003P) is located at milepost 35.67, where the Blue Ridge Parkway spans a steeply sloped ravine in the mountainside that is characterized by rock outcroppings and deciduous forest. The bridge is open to views of the valley overlooking the forest canopy on parkway right and is bounded by heavily wooded deciduous forest to parkway left.

The Ravine Viaduct is a triple-span bridge with a stringer/multi-beam girder structure consisting of five equally spaced rolled steel I-shaped girders reinforced by steel transverse diaphragm framing that extends between the webs of the girders. A concrete floor spans across the framing members and cantilevers approximately 18 inches beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments clad with random ashlar native stone and set into the steep rock-faced slope of the ravine. Concrete piers, clad with random ashlar native stone to look like stone arches with voussoirs, are cast onto concrete footing and extend to the underside of the steel deck framing. Each pier is capped by a steel transverse beam. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete parapet wall clad with random ashlar native stone. The bridge crosses over a steeply sloped ravine, framed by mountainous terrain and characterized by dense woodland vegetation broken by rock outcroppings. As viewed from the approach on the parkway, the bridge is curved in plan.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

0004P Irish Gap Bridge 08/13/2013
Milepost 37.46

The Irish Gap Bridge (004P) is located at milepost 37.46 where the Blue Ridge Parkway spans Virginia Route 605. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Irish Gap 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans Virginia Route 605, 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 grass shoulder and stone parapet walls. Virginia Route 605 crosses under the bridge and is a one-lane gravel-paved road with a grass shoulder. There is a single access ramp, located on parkway left at the parkway north end of the road. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

005P U.S. Route 60 Bridge 08/13/2013
Milepost 45.60

The U.S. Route 60 Bridge (005P) is located at milepost 45.60 where the Blue Ridge Parkway spans U.S. Route 60. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to the Buena Vista Overlook (919P), from which the bridge is visible.

The U.S. Route 60 Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans U.S. Route 60, 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 grass shoulder and stone parapet walls. U.S. Route 60 crosses under the bridge and is a three-lane asphalt-paved road grass shoulder. There is a single access ramp, located on parkway left at the parkway north end of the road. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 47-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

198P County Road Bridge at Milepost 46.87 08/13/2013
Milepost 46.87

The County Road Bridge at MP 46.87 (198P) is located at milepost 46.87 where the Blue Ridge Parkway crosses a county road. The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The County Road Bridge at MP 46.87 is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of span and at the abutment wall is exposed to view. The bridge spans a county road 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 grass shoulder and timber-framed guardrails backed by steel plates. A county road crosses under the bridge and is a one-lane gravel-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

006P Robinson Gap Bridge 07/12/2013
Milepost 50.55

The Robinson Gap Bridge (006P) is located at milepost 50.55 where the Blue Ridge Parkway crosses Virginia Route 607. The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Robinson Gap Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 607, 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 grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 607 crosses under the bridge and is a one-lane gravel-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at approximately a 30-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

007P Otter Creek Culvert #1 07/12/2013
Milepost 56.58

Otter Creek Culvert No. 1 (007P) is located at milepost 56.68, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Otter Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is part of seven culverts within a 5-mile stretch that cross the winding river bed of Otter Creek.

Otter Creek Culvert No. 1 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a flat arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment, approximately 3 feet above the top of the concrete headwalls and set back approximately 10 feet from the exterior face of the headwalls. The road has a 9-foot wide grass shoulder. Otter Creek crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the south span of the culvert. The streambed at the north span of the culvert is dry at certain times of the year. As viewed from the approach on the parkway, the culvert is curved in plan and is set at an approximately 30-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

008P Otter Creek Culvert #2 07/12/2013
Milepost 58.45

Otter Creek Culvert No. 2 (008P) is located at milepost 58.45, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Otter Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is part of seven culverts within a 5-mile stretch that cross the winding river bed of Otter Creek.

Otter Creek Culvert No. 2 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment, 4 feet above the top of the concrete headwalls and set back approximately fourteen feet from the exterior face of the headwalls. The road has a 14-foot wide grass shoulder. Otter Creek crosses under the culvert and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 30-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

009P Otter Creek Culvert #3 07/12/2013
Milepost 58.90

Otter Creek Culvert No. 3 (009P) is located at milepost 58.90, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Otter Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is part of a seven culverts within a 5-mile stretch that cross the winding river bed of Otter Creek.

Otter Creek Culvert No. 3 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment. The roadbed and embankment is sloped toward parkway right. The parkway left side of the roadbed is approximately 8 feet above the top of the concrete headwall and set back 20 feet from the exterior face of the headwall. The parkway right side of the roadbed is approximately 5 feet above the concrete headwall and set back 14 feet from the headwall. The road has a grass shoulder on either side of the road. Otter Creek crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the north span of the culvert, the streambed at the south span of the bridge is dry at certain times of the year. As viewed from the approach on the parkway, the culvert is curved in plan and is set at an approximately 8-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

010P Otter Creek Culvert #4 07/12/2013
Milepost 59.59

Otter Creek Culvert No. 4 (010P) is located at milepost 59.59, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Otter Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is part of seven culverts within a 5-mile stretch that cross the winding river bed of Otter Creek. The culvert is in close proximity to Otter Creek Culvert No. 5 (011P), from which the culvert is visible.

Otter Creek Culvert No.4 is a three-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and intermediate walls. The concrete on the side edges and underside of the slab is exposed to view. The slab supports load-bearing random ashlar stone headwalls. The abutments, as well as all four sides of the intermediate wall, are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment, 7 feet above the top of the concrete headwalls and set back approximately 17 feet from the exterior face of the headwalls. The road has a 16-foot wide grass shoulder. Otter Creek crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the north span of the culvert. The center and south spans of the culvert are dry at certain times of the year. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 66-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

011P Otter Creek Culvert #5 07/12/2013
Milepost 59.79

Otter Creek Culvert No. 5 (011P) is located at milepost 59.79, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Otter Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is part of seven culverts within a 5-mile stretch that cross the winding river bed of Otter Creek. The culvert is in close proximity to Otter Creek Culvert No. 4 (010P), from which the culvert is visible.

Otter Creek Culvert No.5 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment. The roadbed and embankment are sloped toward parkway right. The parkway left side of the roadbed is approximately 7 feet 6 inches above the top of the concrete headwall and set back 16 feet from the exterior face of the headwall, and the parkway right side of the roadbed is approximately 6 feet above the concrete headwall and set back 17 feet from the headwall. The road has a grass shoulder on either side of the road. Otter Creek crosses under the culvert and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 20-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

205P Otter Creek Campground Bridge 07/12/2013
Milepost 60.63

The Otter Creek Campground Bridge (205P) is located at milepost 60.63 at the Otter Creek Campground, where the campground access road crosses Otter Creek. The bridge spans between shrub-covered embankments on either side of the creek bed and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to the Campground Kiosk (B758), Restaurant Lift Station (B1058) and Restaurant (B307), from which the bridge is visible.

The Otter Creek Campground Bridge is a single-span bridge with a cast-in-place reinforced concrete slab structure supported by cast-in-place concrete abutments and wing walls. The bridge spans Otter Creek, with abutments set in the shrub-covered slope of the earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, at a 30-degree angle to the creek bed, on either side of the bridge. The campground access road, which extends from the parkway, crosses over the bridge and is a two-lane asphalt-paved road with a concrete sidewalk along the west side of the span and concrete parapet walls. A decorative metal guardrail is mounted to the top of the concrete parapet wall at the west side of the bridge. The bridge crosses Otter Creek, a shallow tributary stream that extends the full width of the bridge span, with the water height reaching the concrete abutment walls. As viewed from the approach on the Otter Creek Campground access road, the bridge has a straight linear plan perpendicular to the line of the creek below.

The bridge is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

012P Otter Creek Culvert #6 07/12/2013
Milepost 61.01

Otter Creek Culvert No. 6 (012P) is located at milepost 61.01, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Otter Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. A concrete milepost marker is located on parkway right at the approach to the parkway south end of the bridge. The culvert is part of seven culverts within a 5-mile stretch that cross the winding river bed of Otter Creek.

Otter Creek Culvert No. 6 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment. The roadbed and embankment are sloped toward parkway right. The parkway left side of the roadbed is approximately 3 feet 6 inches above the top of the concrete headwall and set back 14 feet from the exterior face of the headwall, and the parkway right side of the roadbed is approximately 2 feet above the concrete headwall and set back 12 feet from the headwall. The road has a grass shoulder on either side of the road. Otter Creek crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the south span of the culvert; the north span of the culvert is dry at certain times of the year. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 40-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

013P Otter Creek Culvert #7 07/12/2013
Milepost 61.33

Otter Creek Culvert No. 7 (013P) is located at milepost 61.33, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Otter Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is part of seven culverts within a 5-mile stretch that cross the winding river bed of Otter Creek.

Otter Creek Culvert No. 7 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment, 10 feet above the top of the concrete headwalls and set back approximately 30 feet from the exterior face of the headwalls. The road is lined by timber-framed guardrails backed by steel plates and has a wide grass shoulder. Otter Creek crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the south span of the culvert and the north span of the culvert is dry at certain times of the year. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 6-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

014P Virginia Route 130 & Otter Creek Bridge 07/12/2013
Milepost 61.42

The Virginia Route 130 and Otter Creek Bridge (014P) is located at milepost 61.42, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Virginia Route 130 and Otter Creek, a low-lying stream channel. The site is surrounded by heavily wooded deciduous forest.

The Virginia Route 130 and Otter Creek Bridge is a four-span bridge with a one-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers 2 feet 6 inches 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 four structural segments and is supported by concrete abutments set into the steep dirt-covered slope of the ravine and round concrete piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing and are placed in pairs, each on opposite sides of the box-girder.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk located along both parkway left and right and a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The bridge crosses over Virginia Route 130 and Otter Creek. Virginia Route 130 is a two-lane asphalt-paved road with metal guardrails on both sides and a gravel-paved shoulder. It is located on an elevated roadbed within the second span from the parkway north end of the bridge. Otter Creek is a shallow tributary stream that has a well-defined bed with natural earthen embankments and is located within the third span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 51-degree angle to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

015P Otter Creek Bridge 07/12/2013
Milepost 62.07

The Otter Creek Bridge (015P) is located at milepost 62.07, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Otter Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Otter Creek Bridge is a quadruple-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and four equally spaced beams. The sides of the deck slab cantilever approximately seven feet beyond the framing, on either side. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel and paired round concrete piers capped by a cast-in-place transverse beam cast onto concrete footing. The wing walls and abutments are clad with random ashlar native stone. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway with a concrete shoulder. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. A timber-framed guardrail backed by steel plates lines the road at both the parkway north and south approach. Otter Creek crosses under the bridge and is a shallow tributary stream. The streambed has a well-defined bed with natural earthen embankments and is located within the second and third spans from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is slightly curved in plan and is set at an approximately 45-degree angle to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

016P James River Bridge 07/12/2013
Milepost 63.64

The James River Bridge (016P) is located at milepost 63.64, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the James River, the C&O Railroad, and U.S. Route 501, a two-lane roadway. The site consists of a low-lying stream channel and wide flood plain and a grass and shrub-covered clearing with views of the deciduous forests beyond.

The James River Bridge is an eleven-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and four equally spaced beams that are reinforced by concrete transverse bracing members. The sides of the deck slab cantilever approximately two feet six inches beyond the framing, on either side. The bridge is supported by concrete abutments set into the shrub-covered slope of the river valley and round concrete piers that extend to the underside of the steel deck framing. Each pair of piers is connected by an approximately 20-foot-tall concrete foundation wall and capped by a concrete transverse beam. The wing walls are clad with random ashlar native stone. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with concrete curb and steel guardrail. Mounted to the concrete curb is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A steel-framed pedestrian bridge with concrete topping slab and steel handrails spans above the concrete foundation walls and under the bridge span. The pedestrian bridge extends between trail routes located at the first and sixth spans from the parkway north end of the bridge. The bridge crosses over the James River, the C&O Railroad, and U.S. Route 501. The James River crosses under the bridge and is a turbulent deep-water waterway. The riverbed has a well-defined bed with natural earthen embankments and is located within the second, third, fourth, and fifth spans from the parkway north end of the bridge. The C&O Railroad passes beneath the tenth span from the parkway north end of the bridge and U.S. Route 501 passes beneath the eleventh span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

017P Peters Creek Road Bridge 07/12/2013
Milepost 64.86

The Peters Creek Road Bridge (017P) is located at milepost 64.86 where the Blue Ridge Parkway spans Virginia Route 600. The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Peters Creek Road 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 walls, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch is exposed to view. The bridge spans Virginia Route 600, 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 grass shoulder and stone parapet walls. Virginia Route 600 crosses under the bridge and is a two-lane asphalt-paved road with a gravel shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 33-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

052P Virginia Route 8 Bridge 07/08/2013
Milepost 165.27

The Virginia Route 8 Bridge (052P) is located at milepost 165.27 where the Blue Ridge Parkway spans Virginia Route 8.The bridge spans between the grass-covered embankments on either side of the lower road and is surrounded by a mown-turf clearing. A few small clusters of farm-related structures are approximately 500 feet from the parkway and visible from parkway right.

The Virginia Route 8 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The wing walls of the bridge are slightly curved in plan, away from the parkway.The bridge spans Virginia Route 8, 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 walls. Virginia Route 8 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There is a single access ramp, located on parkway right at the parkway north end of the road. As viewed from the approach on the parkway, the bridge is curved in plan and is set at a 33-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

060P Virginia Route 608 Bridge 06/27/2013
Milepost 188.97

The Virginia Route 608 Bridge (060P) is located at milepost 188.97 where the Blue Ridge Parkway crosses Virginia Route 608. The bridge spans between the shrub-covered embankments on either side of the lower road. The site is characterized by a grass- and shrub-covered clearing with numerous deciduous trees. A concrete mile marker is located on parkway right at the parkway south end of the bridge.

The Virginia Route 608 Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 608, 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 timber-framed guardrails backed by steel plates. Virginia Route 608 crosses under the bridge and is a two-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 20-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

061P Dogwood Trail Bridge 06/27/2013
Milepost 189.25

The Dogwood Trail Bridge (061P) is located at milepost 189.25 where the Blue Ridge Parkway crosses the Dogwood Trail. The bridge spans between the grass-covered embankments on either side of the lower road. The site is characterized by a grass-covered field with small clusters of evergreen and deciduous trees.

The Dogwood Trail Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans the Dogwood Trail, with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. The Dogwood Trail crosses under the bridge and is a two-lane concrete-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

106P Linville River Bridge 05/17/2013
Milepost 316.57

The Linville River Bridge (106P) is located at milepost 316.57 where the Blue Ridge Parkway spans the Linville River. The Linville River is a wide and shallow-water waterway with a moderately turbulent flow. There is a 60-degree bend in the river immediately upstream of the bridge. As a result, the flood plain in the vicinity of the bridge is significantly wider. The bridge is set within the embankment of the low-lying stream channel and flood plain. The site, including the flood plain, is covered by heavily wooded deciduous forest. The bridge is in close proximity to the Linville Falls Picnic Area, from which the bridge is visible.

The Linville River Bridge is a triple-span rigid-frame concrete structure with elliptical arch-shaped openings. The bridge has a reinforced concrete structural span, concrete abutments, and concrete piers with random ashlar native stone cladding at the wing walls, abutment walls, underside of the arches, piers, and spandrel walls, including stone voussoirs at the arch. The bridge spans the Linville River and flood plain, with abutments set in the steeply sloped built-up earthen embankments of the river valley and pier walls set in the river bed. At the bridge, the parkway is a two-lane asphalt-paved roadway, with a concrete and stone curb sidewalk on both sides of the road and stone parapet walls. The Linville River extends the width of one bridge span with the water height reaching the parkway north pier and abutment wall. The remaining pier and abutment wall are positioned in the seasonal flood plain. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the river bed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

018P Virginia Routes 43 & 695 Bridge 07/11/2013
Milepost 90.89

The Virginia Route 43 and 695 Bridge (018P) is located at milepost 90.89 where the Blue Ridge Parkway spans the juncture of Virginia Routes 43 and 695. The bridge spans between the shrub-covered embankments on either side of the lower road in a mown-turf clearing surrounded by heavily wooded deciduous forest.

The Virginia Route 43 and 695 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 walls, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch is exposed to view. The bridge spans Virginia Route 43 and 695, 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 grass shoulder and stone parapet walls. Virginia Routes 43 and 695 cross under the bridge with Virginia Route 695 extending south and Virginia Route 43 heading north. The two-lane road has asphalt-paving and a grass shoulder. There are two access ramps at the bridge; one extending to Virginia Route 695 that is located on parkway left on the parkway south end of the road and one at parkway right at the parkway north end of the bridge that connects with Virginia Route 43. As viewed from the approach on the parkway, the bridge has a relatively linear plan and is set at a 44-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

019P Virginia Route 617 Bridge 07/11/2013
Milepost 93.17

The Virginia Route 617 Bridge (019P) is located at milepost 93.17 where the Blue Ridge Parkway spans Virginia Route 617. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 617 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans Virginia Route 617, 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 grass shoulder and stone parapet walls. Virginia Route 617 crosses under the bridge and is a one-lane gravel-paved road with a gravel shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a relatively straight linear plan and is set at a 42-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

020P Virginia Route 652 Bridge 07/11/2013
Milepost 104.33

The Virginia Route 652 Bridge (020P) is located at milepost 104.33 where the Blue Ridge Parkway spans Virginia Route 652. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 652 Bridge is a single-span rigid-frame concrete structure with a segmental shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing, abutment walls, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch is exposed to view. The bridge spans Virginia Route 652, with abutments set in the steeply sloped built-up earthen embankments. The parkway crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder and stone parapet walls. Virginia Route 652 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a relatively straight linear plan and is set at a 3-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

021P Virginia Route 657 Bridge 07/11/2013
Milepost 104.75

The Virginia Route 657 Bridge (021P) is located at milepost 104.75 where the Blue Ridge Parkway spans Virginia Route 657. The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest on parkway right and a mown-turf clearing on parkway left.

The Virginia Route 657 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 walls, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch is exposed to view. The bridge spans Virginia Route 657, 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 grass shoulder and stone parapet walls. Virginia Route 657 crosses under the bridge and is a one-lane asphalt-paved road with a grass shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 16-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

022P U.S. Route 460 (Overpass) Bridge 07/11/2013
Milepost 105.80

The U.S. Route 460 Bridge (022P) is located at milepost 105.80 where U.S. Route 460/221 spans the Blue Ridge Parkway. The bridge spans between grass-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest on parkway left and a mown-turf clearing on parkway right. The bridge is a part of a busy urban highway transportation corridor.

The U.S. Route 460 Bridge is comprised of two single-span rigid-frame concrete structures, one for the eastbound road and one for the westbound road, that run parallel to each other and is separated by 10 feet. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch that give the bridge an elliptical arch shape. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans the Blue Ridge Parkway, with abutments set in the steeply sloped built-up earthen embankments. The parkway crosses under the bridge and is a two-lane asphalt-paved road with asphalt shoulder. U.S. Route 460/221 crosses over the bridge and is a four-lane asphalt-paved divided highway with an asphalt shoulder and stone parapet walls. The space between the eastbound and westbound bridge span is open to the parkway below and has steel-framed guardrails. There are two access ramps, one at either end of the bridge and either side of the parkway. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 53-degree angle to the road above.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

023P Glade Creek Bridge 07/10/2013
Milepost 107.46

The Glade Creek Bridge (023P) is located at milepost 107.46, where the Blue Ridge Parkway spans between grass-covered embankments on either side of the Glade Creek, N&W Railroad, and Virginia Route 738, and Virginia Route 658. The site consists of a low-lying stream channel and wide flood plain, and is surrounded by a mown-turf clearing.

The Glade Creek Bridge is a ten-span bridge with a stringer/multi-beam girder structure consisting of four equally spaced pre-stressed concrete I-shaped girders reinforced by concrete transverse diaphragm framing that extends between the webs of the girders. A concrete floor spans across the framing members and cantilevers approximately 4 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the gently sloping grass-covered embankments of the flood plain and square concrete piers cast onto the bedrock that extend to the underside of the steel deck framing. Each pier is capped by a cast-in-place concrete transverse beam.

The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete sidewalk located along both parkway left and right. Mounted to the sidewalk is a three-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The bridge crosses over Glade Creek, the N&W Railroad, and Virginia Routes 738 and 658. Glade Creek crosses under the bridge and is a shallow meandering tributary stream. The stream is located within the second span from the parkway south end of the bridge. The N&W Railroad is a single rail track on an elevated rail bed and is located within the fourth span from the parkway north end of the bridge. Virginia Route 738 is located within the second span from the parkway north end of the bridge and is a two-lane asphalt-paved road. Virginia Route 658 is a two-lane asphalt-paved road on a raised roadbed located within the seventh span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the roadbeds and railroad below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

024P Virginia Route 604 Bridge 07/10/2013
Milepost 108.40

The Virginia Route 604 Bridge (024P) is located at milepost 108.40 where the Blue Ridge Parkway crosses Virginia Route 604. The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 604 is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 604, with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 604 crosses under the bridge and is a one-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

025P Virginia Route 651 Bridge 07/10/2013
Milepost 111.50

The Virginia Route 651 Bridge (025P) is located at milepost 111.50 where the Blue Ridge Parkway crosses Virginia Route 651. The bridge spans between the grass-covered embankments on either side of the lower road and is surrounded by deciduous forest.

The Virginia Route 651 Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 651, 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 grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 651 crosses under the bridge and is a two-lane asphalt-paved road. There is a turn-off for the road approximately 0.7 miles from the bridge. As viewed from the approach on the parkway, the bridge is curved is plan and is set at approximately a 10-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

026P Virginia Route 24 Bridge 07/10/2013
Milepost 112.21

The Virginia Route 24 Bridge (026P) is located at milepost 112.21 where the Blue Ridge Parkway spans Virginia Route 24. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 24 Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans Virginia Route 24 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 walls. Virginia Route 24 crosses under the bridge and is a four-lane asphalt-paved divided highway with a grass shoulder and grass dividing island. There is a single access ramp, located on parkway right at the parkway south end of the road. As viewed from the approach on the parkway, the bridge has a mostly-straight linear plan and is set at a 24-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

027P Virginia Route 634 Bridge 07/10/2013
Milepost 113.55

The Virginia Route 634 Bridge (027P) is located at milepost 113.55 where the Blue Ridge spans Virginia Route 634. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by a mown-turf clearing. A residential enclave, approximately 200 feet from the parkway, is visible from parkway right.

The Virginia Route 634 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The wing walls of the bridge are slightly curved in plan, away from the parkway. The bridge spans Virginia Route 634, 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 grass shoulder and stone parapet walls. Virginia Route 634 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

028P Roanoke River Bridge 07/10/2013
Milepost 114.67

The Roanoke River Bridge (028P) is located at milepost 114.67, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Roanoke River. The site consists of a low-lying stream channel and wide flood plain, and is surrounded by heavily wooded deciduous forest.

The Roanoke River Bridge is a six-span bridge with a girder and floor beam structure consisting of steel I-beam girders that extend on either side of the bridge deck and are reinforced by a steel diaphragm bolted to the web of the girders. A cast-in-place concrete floor beam spans across the steel framing members and cantilevers four feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep dirt-covered slope of the river valley and paired square concrete columns with horizontal bracing members, which extend to the underside of the steel deck framing. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk along both the parkway left and right sides. Mounted to the sidewalk is a three-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A timber-framed guardrail backed by steel plates lines the road on parkway left and right at both the parkway north and south approach. The Roanoke River crosses under the bridge and is a shallow tributary stream. The riverbed has a well-defined bed with natural earthen embankments and is located within the middle two spans of the bridge, the third pier from parkway north extends into the riverbed. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

199P Roanoke River Parkway Bridge #1 07/10/2013
Milepost 115.22

The Roanoke River Parkway Bridge No. 1 (199P) is located on parkway left at milepost 115.22, where the Roanoke River Parkway spans between shrub-covered embankments on either side of an access road. The site is surrounded by heavily wooded deciduous forest. The bridge is approximately 700 feet from parkway left and is accessed from the Roanoke River Parkway.

The Roanoke River Parkway Bridge No. 1 is a three-span bridge with a cast-in-place reinforced concrete box-girder structure. The bridge is supported by concrete abutments and monolithic concrete piers capped by a transverse beam cast onto concrete footing. The abutments are clad with random ashlar native stone. The bridge spans an access road with abutments set in the shrub-covered slope of the built-up earthen embankments. The Roanoke River Parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a stone parapet wall at the abutments and a concrete curb over the bridge span. Mounted to the concrete curb is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A timber-framed guardrail backed by steel plates line the road at both sides and both approaches to the bridge. The bridge crosses over a winding one-lane gravel access road. Portions of the bridge are visible from the Blue Ridge Parkway.

The bridge is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

200P Roanoke River Parkway Bridge #2 07/10/2013
Milepost 115.22

The Roanoke River Parkway Bridge No. 2 (200P) is located on parkway left at milepost 115.22, where the Roanoke River Parkway spans between shrub-covered embankments on either side of ravine. The site is surrounded by heavily wooded deciduous forest. The bridge is on the Roanoke River Parkway near the interchange with the Blue Ridge Parkway.

The Roanoke River Parkway Bridge No. 2 is a five-span bridge with a cast-in-place reinforced concrete box-girder structure. The bridge is supported by concrete abutments and monolithic concrete piers capped by flared column caps and cast onto concrete footing. The abutments are clad with random ashlar native stone. The bridge spans a ravine with abutments set in the shrub-covered slope of the built-up earthen embankments. The Roanoke River Parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a stone parapet wall at the abutments. A concrete sidewalk extends along the span at the north side of the bridge and a concrete curb is located over the span at the south side of the bridge. Mounted to the concrete curb is a three-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A stone-paved drainage channel extends along the south side of the road at the west approach to the bridge. Portions of the bridge are visible from the Blue Ridge Parkway.

The bridge is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

029P Highland Road Bridge 07/10/2013
Milepost 115.32

The Highland Road Bridge (029P) is located at milepost 115.32 where the Blue Ridge Parkway crosses Virginia Route 618, also known as Highland Road. The bridge spans between grass-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Highland Road Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 618, 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 grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 618 crosses under the bridge and is a one-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 14-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

030P Rutrough Road Bridge 07/10/2013
Milepost 116.33

The Rutrough Road Bridge (030P) is located at milepost 116.33 where the Blue Ridge Parkway crosses Virginia Route 658, also known as Rutrough Road. The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Rutrough Road Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 658, 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 grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 658 crosses under the bridge and is a two-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge is slightly curved in plan and is set perpendicular to the road below.

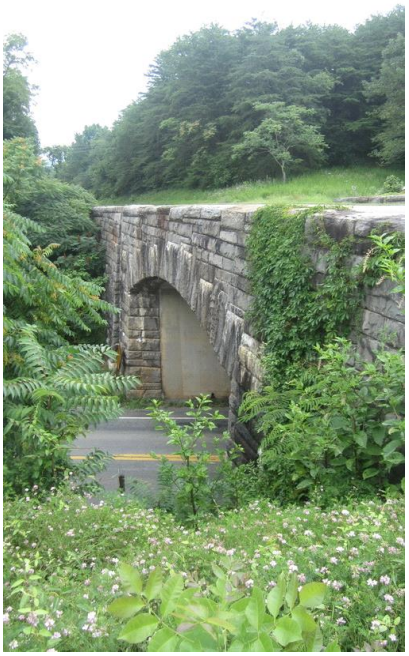
The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

031P Virginia Route 617 (Overpass) Bridge 07/10/2013
Milepost 116.93

The Virginia Route 617 Bridge (031P) is located at milepost 116.93 where Virginia Route 617 spans the Blue Ridge Parkway. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by a mown-turf clearing with a heavily wooded deciduous forest on parkway right, south of the bridge.

The Virginia Route 617 Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans the Blue Ridge Parkway with abutments set in the steeply sloped built-up earthen embankments. The parkway crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. Virginia Route 617 crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and stone parapet walls. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a mostly-straight linear plan and is set at a 5-degree angle to the road above.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.



032P Virginia Route 116 Bridge 07/10/2013
Milepost 117.66

The Virginia Route 116 Bridge (032P) is located at milepost 117.66 where the Blue Ridge Parkway spans Virginia Route 116. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 116 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans Virginia Route 116, 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 grass shoulder and stone parapet walls. Virginia Route 116 crosses under the bridge and is a two-lane asphalt-paved road with a gravel shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 24-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

033P Virginia Route 666 (Overpass) Bridge 07/10/2013
Milepost 118.42

The Virginia Route 666 Bridge (033P) is located at milepost 118.42 where Virginia Route 666 spans the Blue Ridge Parkway. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 666 Bridge is a single-span rigid-frame concrete structure with a semicircular arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans the Blue Ridge Parkway, with abutments set in the steeply sloped built-up earthen embankments. The parkway crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. Virginia Route 666 crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and stone parapet walls. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge is curved in plan and is set at an 11-degree angle to the road above.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

034P Virginia Route 668 Bridge 07/10/2013
Milepost 119.24

The Virginia Route 668 Bridge (034P) is located at milepost 119.24 where the Blue Ridge Parkway spans Virginia Route 668. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 668 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans Virginia Route 668, 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 walls. Virginia Route 668 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge is curved in plan and is set at a 26-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

035P Virginia Route 672 Bridge 07/10/2013
Milepost 120.45

The Virginia Route Bridge (035P) is located at parkway right off milepost 120.45, approximately 1200 feet from the parkway on Mill Mountain Parkway. The bridge is located near a quarry at the intersection where the Mill Mountain Parkway spans Virginia Route 672. The site consists of heavily wooded embankments and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to the Blue Ridge Parkway, from which the bridge is visible.

The Virginia Route 672 Bridge is a three-span bridge with a cast-in-place reinforced concrete slab structure. The bridge is supported by concrete abutments and paired round concrete piers capped by a cast-in-place transverse beam cast onto concrete footing. The abutments are clad with random ashlar native stone, the underside of which is exposed to view. The bridge spans the road, with abutments set in the shrub-covered slope of the built-up earthen embankments. The Mill Mountain Parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete sidewalk, stone parapet walls above the abutments, and a concrete curb above the span. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The approach on either end of the bridge is lined with timber-framed guardrails backed with steel plates. Virginia Route 672 crosses under the bridge at the center span and is a two-lane asphalt-paved road with a grass shoulder. As viewed from the approach on the Mill Mountain Parkway, the bridge is curved in plan.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

036P Yellow Mountain Road Bridge 07/10/2013
Milepost 120.45

The Yellow Mountain Road Bridge (036P) is located at parkway right off milepost 120.45, approximately 1-1/4 miles from the parkway on Mill Mountain Parkway. The bridge spans the heavily wooded embankments where Mill Mountain Parkway spans Virginia Route 668 (Yellow Mountain Road). The site is surrounded by heavily wooded deciduous forest.

The Yellow Mountain Road Bridge is a three-span bridge with a cast-in-place reinforced concrete slab structure. The bridge is supported by concrete abutments and paired round concrete piers capped by a cast-in-place transverse beam cast onto concrete footing. The abutments are clad with random ashlar native stone, the underside of which is exposed to view. The bridge spans the road, with abutments set in the shrub-covered slope of the built-up earthen embankments. The Mill Mountain Parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete sidewalk, stone parapet walls above the abutments, and a concrete curb above the span. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The approach on either end of the bridge is lined with timber-framed guardrails backed with steel plates. Virginia Route 668 crosses under the bridge at the center span and is a two-lane asphalt-paved road with a grass shoulder. As viewed from the approach on the Mill Mountain Parkway, the bridge has a straight linear plan.

Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development.

037P U.S. Route 220 Bridge 07/10/2013
Milepost 121.42

The U.S. Route 220 Bridge (037P) is located at milepost 121.42, where the Blue Ridge Parkway spans between heavily wooded embankments on either side of U.S. Route 220, a high-traffic divided interstate highway. The site is surrounded by heavily wooded deciduous forest.

The U.S. Route 220 Bridge is a three-span bridge with a two-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers approximately 8 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 three structural segments and is supported by concrete abutments set into the steep shrub-covered slope of the ravine and monolithic concrete piers cast onto concrete footing. The piers extend to the underside of the concrete box-girder framing, along the center line. The slope between the abutments and the roadbed is clad with concrete pavers.

The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete sidewalk located along both parkway left and right. Mounted to the sidewalk is a three-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A timber-framed guardrail backed by steel plates lines both sides of the parkway at both the parkway north and south approaches. U.S. Route 220 crosses under the bridge within the center span of the bridge and is a four-lane asphalt-paved divided highway with metal guardrails, asphalt shoulder, and a grass-covered center divide. As viewed from the approach on the parkway, the bridge is slightly curved in plan and is set perpendicular to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

038P Virginia Route 679 Bridge 07/10/2013
Milepost 122.43

The Virginia Route 679 Bridge (038P) is located at milepost 122.43 where the Blue Ridge Parkway spans Virginia Route 679. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 679 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans Virginia Route 679, 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 walls. Virginia Route 679 crosses under the bridge and is a two-lane asphalt-paved road with a gravel shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 30-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

039P Virginia Route 615 Bridge 07/10/2013
Milepost 124.07

The Virginia Route 615 Bridge (039P) is located at milepost 124.97, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the N&W Railroad and Virginia Route 615. The site is surrounded by heavily wooded deciduous forest.

The Virginia Route 615 Bridge is a triple-span bridge with a stringer/multi-beam girder structure consisting of four equally spaced pre-stressed concrete I-shaped girders reinforced by concrete transverse diaphragm framing that extends between the webs of the girders. A concrete floor spans across the framing members and cantilevers approximately 3 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep shrub-covered slope of the ravine and round concrete piers cast onto the bedrock that extend to the underside of the steel deck framing. Each pair of piers is capped by a cast-in-place concrete transverse beam.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk located along both parkway right and left and a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The bridge crosses over Virginia Route 615 and the N&W Railroad. Virginia Route 615 is a two-lane asphalt paved road located within the first span from the parkway south end of the bridge. The N&W Railroad is a one-track line located at the bottom of the ravine, downslope of the road, within the center span of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the roadbed and railroad below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

040P Back Creek Bridge 07/10/2013
Milepost 124.36

The Back Creek Bridge (040P) is located at milepost 124.36, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Back Creek The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Back Creek Bridge is a triple-span bridge with a stringer/multi-beam girder structure consisting of four equally spaced pre-stressed concrete I-shaped girders reinforced by concrete transverse diaphragm framing that extends between the webs of the girders. A concrete floor spans across the framing members and cantilevers approximately 3 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep dirt-covered slope of the ravine and square concrete piers cast onto the bedrock that extend to the underside of the steel deck framing. Each pair of piers is capped by a cast-in-place concrete transverse beam.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway with a concrete sidewalk located along both parkway left and right and a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The bridge crosses over Back Creek, Virginia Route 613, and a paved access road. Back Creek is a meandering shallow tributary stream with a well-defined bed with natural earthen embankments located within the center span of the bridge. Virginia Route 613 is a two-lane asphalt-paved road with a metal guardrail and asphalt shoulder located within the third span from the parkway north end of the bridge. A two-lane asphalt-paved access road is located within the first span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

041P Virginia Route 688 Bridge 07/10/2013
Milepost 126.02

The Virginia Route 688 Bridge (041P) is located at milepost 126.02 where the Blue Ridge Parkway crosses Virginia Route 688. The bridge spans between the grass-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 688 Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 688, 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 grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 688 crosses under the bridge and is a two-lane asphalt-paved road. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at approximately a 15-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

042P Virginia Route 691 Bridge 07/09/2013
Milepost 127.56

The Virginia Route 691 Bridge (042P) is located at milepost 127.56 where the Blue Ridge Parkway crosses Virginia Route 691. The bridge spans between the grass-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 691 Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 691, with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 691 crosses under the bridge and is a one-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge is curved in plan and is set at approximately a 15-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

043P Metz Run Bridge 07/09/2013
Milepost 128.80

The Metz Run Bridge (043P) is located at milepost 128.80, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Metz Run and Metz Road. The site consists of a low-lying stream channel and a paved road and is surrounded by heavily wooded deciduous forest.

The Metz Run Bridge is a quadruple-span bridge with a stringer/multi-beam girder structure consisting of four equally spaced pre-stressed concrete I-shaped girders reinforced by concrete transverse diaphragm framing that extends between the webs of the girders. A concrete floor spans across the framing members and cantilevers approximately 3 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep shrub-covered slope of the ravine and square concrete piers cast onto the bedrock that extend to the underside of the steel deck framing. Each pier is capped by a cast-in-place concrete transverse beam.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk located along both parkway left and right and a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The bridge crosses over the Metz Run and paved road. The Metz Run is a shallow tributary stream with a well-defined bed with natural earthen embankments located within the second span from the parkway north end of the bridge. The Metz Road is an asphalt-paved road located within the third span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

044P Ravine bridge at Milepost 129.58 07/09/2013
Milepost 129.58

The Ravine Bridge at Milepost 129.58 (044P) is located at milepost 129.58, where the Blue Ridge Parkway spans a steeply sloped ravine in the mountainside that is characterized by rock outcroppings and deciduous forest. The bridge is open to views of the valley overlooking the forest canopy on parkway right and is bounded by heavily wooded deciduous forest to parkway left.

The Ravine Bridge at Milepost 129.58 is a quadruple-span bridge with a stringer/multi-beam girder structure consisting of four equally spaced pre-stressed concrete I-shaped girders reinforced by concrete transverse diaphragm framing that extends between the webs of the girders. A concrete floor spans across the framing members and cantilevers approximately 3 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep shrub-covered slope of the ravine and square concrete piers cast onto concrete footing that extend to the underside of the steel deck framing. Each pier is capped by a cast-in-place concrete transverse beam.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk located along both parkway left and right and a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The bridge crosses over a steeply sloped ravine that is framed by mountainous terrain and is characterized by dense woodland vegetation broken by rock outcroppings. As viewed from the approach on the parkway, the bridge has a straight linear plan.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

045P Virginia Route 690 Bridge 07/09/2013
Milepost 130.95

The Virginia Route 690 Bridge (045P) is located at milepost 130.95 where the Blue Ridge Parkway crosses Virginia Route 690. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Virginia Route 690 Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 690, with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 690 crosses under the bridge and is a one-lane concrete-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge is curved in plan and is set at approximately a 20-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

046P Virginia Route 612 Bridge 07/09/2013
Milepost 133.06

The Virginia Route 612 Bridge (046P) is located at milepost 133.06 where the Blue Ridge Parkway crosses Virginia Route 612. The bridge spans between the shrub-covered embankments on either side of the lower road. The site is characterized by a large shrub-covered clearing surrounded by heavily wooded deciduous forest.

The Virginia Route 612 Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 612, with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 612 crosses under the bridge and is a one-lane concrete-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at approximately a 34-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

047P Virginia Route 602 Bridge 07/09/2013
Milepost 135.98

The Virginia Route 602 Bridge (047P) is located at milepost 135.98 where the Blue Ridge Parkway crosses Virginia Route 602. The bridge spans between the grass-covered embankments on either side of the lower road and is located in a small stand of deciduous trees.

The Virginia Route 602 Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 602 with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 602 crosses under the bridge and is a two-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge is slightly curved in plan and is set perpendicular to the road below.

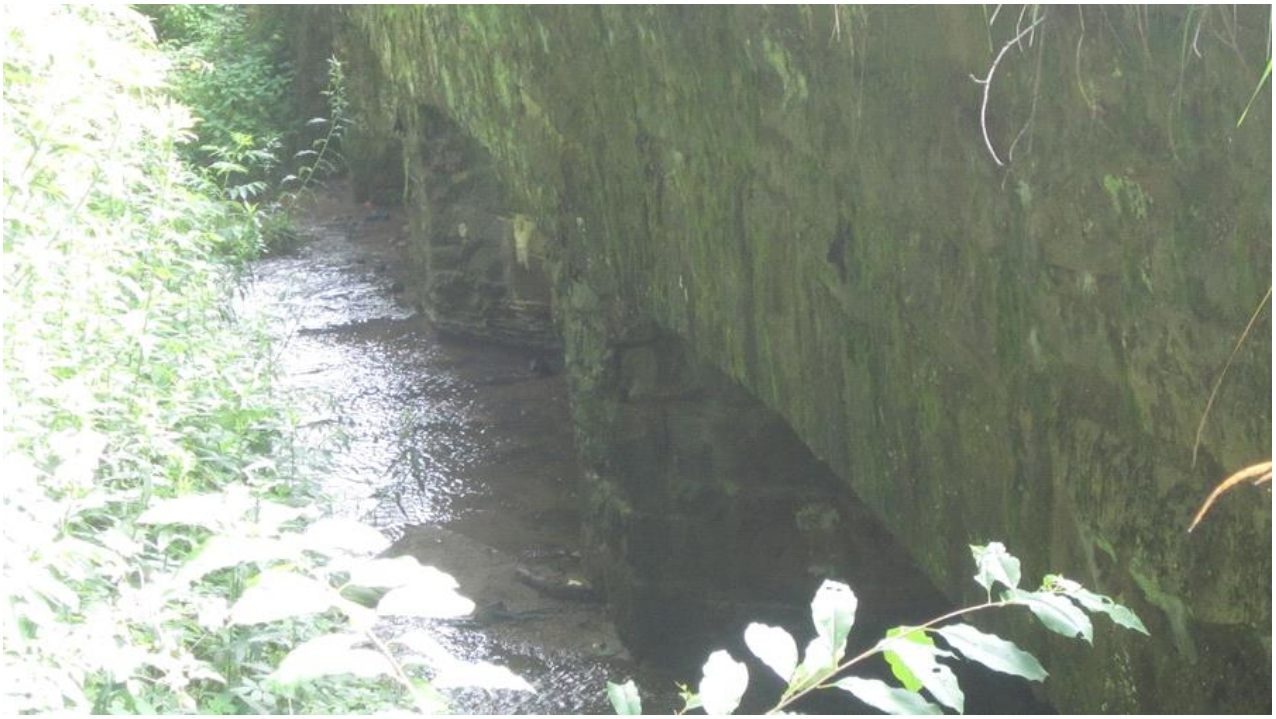
The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

048P Paynes Creek Culvert 07/09/2013
Milepost 150.56

The Paynes Creek Culvert (048P) is located at milepost 150.56, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Paynes Creek. The site consists of a low-lying stream channel and is surrounded by shrubs.

The Paynes Creek Culvert is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab and at the abutment wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the grass-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment, 30 inches above the top of the concrete headwalls and set back approximately 11 feet from the exterior face of the headwalls. The road has a wide grass shoulder. Paynes Creek crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the north span of the culvert; the south span of the culvert is dry at certain times of the year. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set an approximately 15-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.



049P Meadow Creek Culvert 07/09/2013
Milepost 155.94

The Meadow Creek Culvert (049P) is located at milepost 155.94, where the Blue Ridge Parkway spans between grass-covered embankments on either side of the Meadow Creek. The site consists of a low-lying stream channel and is surrounded by mown-turf on parkway left and heavily wooded deciduous forest on parkway right.

The Meadow Creek Culvert is a three-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab and at the abutment wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment. The roadbed and embankment are sloped toward parkway right. The parkway left side of the roadbed is set approximately 6 feet above the top of the concrete headwall and set back 16 feet from the exterior face of the headwall. The parkway right side of the roadbed is set approximately 2 feet above the concrete headwall and set back 11 feet from the headwall. The road has a grass shoulder on either side of the road. Meadow Creek crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the south span of the culvert; the streambed at the center and north span of the culvert are dry at certain times of the year. As viewed from the approach on the parkway, the culvert is curved in plan and is set at an approximately 52-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

050P Rennet Bag Creek Culvert 07/09/2013
Milepost 159.69

The Rennet Bag Creek Culvert (050P) is located at milepost 159.69, where the Blue Ridge Parkway spans between grass-covered embankments on either side of the Rennet Bag Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Rennet Bag Creek Culvert is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab and at the abutment wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment. The roadbed and embankment are sloped toward parkway right. The parkway left side of the roadbed is set approximately 4 feet 6 inches above the top of the concrete headwall and set back 13 feet from the exterior face of the headwall. The parkway right side of the roadbed is set approximately 2 feet above the concrete headwall and set back 9 feet from the headwall. The road has a grass shoulder on either side of the road. Rennet Bag Creek crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the south span of the culvert; the north span of the culvert is dry at certain times of the year. As viewed from the approach on the parkway, the culvert is curved in plan and is set at an approximately 44-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

165P Howell Creek Culvert 07/08/2013
Milepost 160.30

The Howell Creek Culvert (165P) is located at milepost 160.30, where the Blue Ridge Parkway spans embankments on either side of the Howell Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Howell Creek Culvert is a single-span bridge with a cast-in-place reinforced concrete slab structure supported by cast-in-place concrete abutments. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment. Howell Creek crosses under the culvert and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. The culvert is not directly visible from the parkway.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

051P Dodd Creek Culvert 07/08/2013
Milepost 162.00

The Dodd Creek Culvert (051P) is located at milepost 162.00, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Dodd Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Dodd Creek Culvert is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab and at the abutment wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment. The roadbed and embankment are sloped toward parkway left. The parkway right side of the roadbed is set approximately four feet above the top of the concrete headwall and set back approximately twelve feet from the exterior face of the headwall. The parkway left side of the roadbed approximately one foot six inches above the concrete headwall and set back approximately eight feet from the headwall. The road has an approximately ten-foot six -inch wide grass shoulder on parkway right and an approximately six-foot wide grass shoulder on parkway left. Dodd Creek crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the south span of the culvert; the north span of the culvert is dry at certain times of the year. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 24-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

053P Laurel Fork Culvert 06/28/2013
Milepost 173.95

The Laurel Fork Culvert (053P) is located at milepost 173.95, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Laurel Fork. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Laurel Fork Culvert is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab and at the abutment wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the stream, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment. The roadbed and embankment are sloped toward parkway left. The parkway right side of the roadbed is set approximately five feet above the top of the concrete headwall and set back approximately fourteen feet from the exterior face of the headwall. The parkway left side of the roadbed approximately four feet above the concrete headwall and set back approximately twelve feet from the headwall. The road has an approximately twelve-foot wide grass shoulder. Laurel Fork crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the north span of the culvert; the south span of the culvert is dry at certain times of the year. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 40-degree angle to the line of the stream below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

054P Laurel Fork Bridge (Rocky Knob) 06/28/2013
Milepost 174.28

The Laurel Fork Bridge at Rocky Knob (054P) is located at milepost 174.28, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Laurel Fork. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Laurel Fork Bridge at Rocky Knob is a single-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and four equally spaced beams. The sides of the deck slab cantilever approximately two feet beyond the framing, on either side. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel. The wing walls and abutments are clad with random ashlar native stone. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with an asphalt and grass shoulder. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. Laurel Fork crosses under the bridge and is a shallow tributary stream. The streambed extends across most of the width of the bridge span, primarily on the south half of the span, with the water height reaching the south concrete abutment wall. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 28-degree angle to the line of the streambed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

202P U.S. Route 58 Bridge 06/27/2013
Milepost 177.40

The U.S. Route 58 Bridge (202P) is located at milepost 177.40, where the Blue Ridge Parkway spans between grass-covered embankments on either side of U.S. Route 58, a high-traffic divided interstate highway. The site is surrounded by heavily wooded deciduous forest.

The U.S. Route 58 Bridge is a two-span bridge with a cast-in-place box-girder structure with a cast-in-place concrete deck. The structure is supported on concrete abutment walls set into the steep grass-covered embankment and a monolithic concrete pier cast onto a wide concrete footing. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a grass shoulder and stone parapet wall. U.S. Route 58 crosses under the bridge and is a four-lane divided highway with an asphalt shoulder, grass dividing island, and a steel-framed guardrail. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the road below.

The bridge is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

055P Business Route 58 Bridge 06/27/2013
Milepost 177.67

The Business Route 58 Bridge (055P) is located at milepost 177.67 where the Blue Ridge Parkway spans Business Route 58. The bridge spans between the grass-covered embankments on either side of the lower road and is surrounded by a mown-turf clearing on parkway left and heavily wooded deciduous forest to parkway right. A commercial development complex is located approximately 500 feet from the parkway and is visible from parkway left.

The Business Route 58 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans Business Route 58, 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 walls. Business Route 58 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There are two access ramps, 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 has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

056P Round Meadow Creek Bridge 06/27/2013
Milepost 179.27

The Round Meadow Creek Bridge (056P) is located at milepost 179.27, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Round Meadow Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Round Meadow Creek Bridge is a quadruple-span bridge with a girder and floor beam structure consisting of steel I-beam girders that extend on either side of the bridge deck and are reinforced by a steel diaphragm bolted to the web of the girders. A cast-in-place concrete floor beam spans across the steel framing members and cantilevers approximately 5 feet 6 inches beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep grass-covered slope of the stream channel and square concrete piers cast onto concrete footing, which extend to the underside of the steel deck framing. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of a 5-inch-diameter aluminum or steel tube attached to the exterior face of the concrete parapet wall. Round Meadow Creek crosses under the bridge and is a shallow tributary stream. The stream has a well-defined bed with natural earthen embankments and is located within the second span from the parkway south end of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the streambed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

057P Mayberry Creek Bridge 06/27/2013
Milepost 180.66

The Mayberry Creek Bridge (057P) is located at milepost 180.66 where the Blue Ridge Parkway spans Mayberry Creek and Road. The bridge spans between the shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Mayberry Creek 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans Mayberry Creek and a spur road, 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 grass shoulder and stone parapet walls. Mayberry Creek and a spur road cross under the bridge with the creek located at the parkway north end of the underpass and the spur road on the south. Mayberry Creek is a shallow tributary stream with well-defined banks defined by the concrete bridge abutment wall to the north and the raised roadbed of the spur road to the south. The spur road is a one-lane gravel road on a foundation bed raised approximately 3 feet above the creek. Interchange access between the parkway and spur road is from Kettle Hollow Lane, a one-lane access road that extends from parkway right, approximately 40 feet from 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 perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

058P Virginia Route 614 Bridge 06/27/2013
Milepost 183.96

The Virginia Route 614 Bridge (058P) is located at milepost 183.96 where the Blue Ridge Parkway crosses Virginia Route 614. The bridge spans between the grass-covered embankments on either side of the lower road. The site is characterized by grass- and shrub-covered fields with stands of deciduous trees. A concrete mile marker is located on parkway right at the parkway south end of the bridge.

The Virginia Route 614 Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 614, with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 614 crosses under the bridge and is a two-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 19-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

059P Virginia Route 638 Bridge 06/27/2013
Milepost 185.02

The Virginia Route 638 Bridge (059P) is located at milepost 185.02 where the Blue Ridge Parkway crosses Virginia Route 638. The bridge spans between the grass-covered embankments on either side of the lower road. The site is characterized by a grass- and shrub-covered clearing with numerous deciduous trees.

The Virginia Route 638 Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Virginia Route 638, with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. Virginia Route 638 crosses under the bridge and is a two-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 25-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

062P Virginia Route 608 Bridge 06/27/2013
Milepost 195.45

The Virginia Route 608 Bridge (062P) is located at milepost 195.46, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Virginia Route 608, a two-lane roadway. The site is surrounded by a grass and shrub-covered clearing with views of the deciduous forests beyond.

The Virginia Route 608 Bridge is a single-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and six equally spaced beams. The bridge is supported by concrete abutments set into the shrub-covered slope of the ravine. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a grass shoulder and timber and concrete guardrail. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. Virginia Route 608, an asphalt-paved two-lane roadway, passes under the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 30-degree angle to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

063P Virginia Route 682 Bridge 06/27/2013
Milepost 196.52

The Virginia Route 682 Bridge (063P) is located at milepost 196.52, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Virginia Route 672. The site is surrounded by heavily wooded deciduous forest.

The Virginia Route 682 Bridge is a three-span bridge with a cast-in-place reinforced concrete slab structure. The bridge is supported by concrete abutments and paired round concrete piers capped by a cast-in-place transverse beam cast onto concrete footing. The bridge spans Virginia Route 682, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with stone parapet walls. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. Virginia Route 682 crosses under the bridge at the center span and is a gravel-paved road. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 17-degree angle to the line of the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

064P U.S. Route 52 Bridge 06/27/2013
Milepost 199.41

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.

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 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.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

161P I-77 Bridge 06/27/2013
Milepost 200.71

The I-77 Bridge (161P) is located at milepost 200.71, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Interstate 77, a high-traffic divided interstate highway. The site is surrounded by heavily wooded deciduous forest.

The I-77 Bridge is a quadruple-span bridge with a stringer/multi-beam girder structure consisting of four equally spaced rolled steel I-shaped girders reinforced by steel transverse diaphragm framing that extends between the webs of the girders. A precast concrete floor spans across the framing members and cantilevers beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep gravel-covered slope of the ravine and round concrete piers cast onto a concrete footing that extend to the underside of the steel deck framing. Each pier is capped by a cast-in-place concrete transverse beam. The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A timber-framed guardrail backed by steel plates lines the road on the parkway left and right at both approaches. I-77 crosses under the bridge at the second and third spans from parkway north and is a six-lane divided highway with an asphalt-paved shoulder, grass-covered dividing island, and steel-framed guardrails. As viewed from the approach on the parkway, the bridge is curved in plan.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

065P Virginia Route 620 Bridge 06/26/2013
Milepost 206.08

The Virginia Route 620 Bridge (065P) is located at milepost 206.08, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Virginia Route 620, a two-lane roadway. The site is surrounded by heavily wooded deciduous forest.

The Virginia Route 620 Bridge is a single-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and six equally spaced beams. The bridge is supported by concrete abutments set into the shrub-covered slope of the ravine. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a grass shoulder and timber and concrete guardrail. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. Virginia Route 620, an asphalt-paved two-lane roadway, passes under the bridge. As viewed from the approach on the parkway, the bridge is slightly curved in plan and is set perpendicular to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

066P Linard Creek Culvert 06/26/2013
Milepost 211.51

The Linard Creek Culvert (066P) is located at milepost 211.51, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Linard Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Linard Creek Culvert is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab and at the abutment wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment, 3 feet above the top of the concrete headwalls and set back approximately 12 feet from the exterior face of the headwalls. The road has a wide grass shoulder. Linard Creek crosses under the culvert and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 42-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

067P Hanks Branch Bridge 06/26/2013
Milepost 212.16

Hanks Branch Bridge (067P) is located at milepost 212.16, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Hanks Branch. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

Hanks Branch Bridge is a single-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and six equally spaced beams. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway with an asphalt and grass shoulder and timber and concrete guardrail. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. Hanks Branch crosses under the bridge and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge is slightly curved in plan and is set at an approximately 20-degree angle to the line of the streambed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

068P East Fork Chestnut Creek Bridge 06/26/2013
Milepost 213.13

The East Fork Chestnut Creek Bridge (068P) is located at milepost 213.13, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the East Fork Chestnut Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The East Fork Chestnut Creek Bridge is a two-span bridge with a cast-in-place reinforced concrete slab structure. The bridge is supported by concrete abutments and an intermediate wall that extends approximately two feet beyond the face of the slab. The bridge spans the East Fork Chestnut Creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a grass and asphalt-paved shoulder and timber-framed guardrails backed with steel plates and mounted on concrete posts that are a part of the concrete slab construction. The bridge crosses the East Fork Chestnut Creek, a shallow tributary stream. The streambed is deepest at the south span of the bridge; the streambed slopes up beneath the north span of the bridge which is mostly dry at certain times of the year. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 27-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

069P West Fork Chestnut Creek Bridge #1 06/26/2013
Milepost 215.67

West Fork Chestnut Creek Bridge No. 1 (069P) is located at milepost 215.67, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the West Fork Chestnut Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to West Fork Chestnut Creek Bridge Nos. 2, 3, and 4.

West Fork Chestnut Creek Bridge No. 1 is a single-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and six equally spaced beams. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with an asphalt shoulder and timber and concrete guardrail. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. A timber-framed guardrail backed by steel plates lines the road at both the parkway north and south approach. The West Fork Chestnut Creek crosses under the bridge and is a shallow tributary stream. The stream flows through the north half of the bridge span. The streambed slopes upward beneath the south half of the bridge span which has a natural earthen embankment. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the streambed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

070P Virginia Route 89 (Overpass) Bridge 06/26/2013
Milepost 215.84

The Virginia Route 89 Bridge (070P) is located at milepost 215.84 where Virginia Route 89 spans the Blue Ridge Parkway and the Chestnut Creek. The bridge spans the wide valley between shrub-covered embankments on either side of the lower road and creek. It is surrounded by mown-turf to parkway right and heavily wooded deciduous forest to parkway left. The bridge is in close proximity to the West Fork Chestnut Creek Bridge No. 1 (069P), from which the bridge is visible.

The Virginia Route 89 Bridge is a double-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing, lower abutment, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the upper abutment wall is exposed to view. The bridge spans a wide valley that contains the Blue Ridge Parkway and Chestnut Creek, with abutments set in the steeply sloped earthen embankments. A wood post and rail fence extends perpendicular from the center abutment wall between the two spans and separates the parkway from the creek bed. The parkway and creek cross under the bridge with the creek located under the parkway left bridge span and the parkway under the parkway right bridge span. Chestnut Creek is a shallow tributary stream with well-defined banks, defined by the concrete bridge abutment wall on one side and the raised parkway roadbed on the other. The parkway is a two-lane asphalt-paved road with a grass shoulder on a foundation bed raised approximately 8 feet above the creek. Virginia Route 89 crosses over the bridge and is a two-lane asphalt-paved road with stone parapet walls. A steel-framed guardrail and reflective warning signs line the road at both sides of both approaches to the bridge. There is a single access interchange ramp, located on parkway right at the parkway north end of the road. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 12-degree angle to the road above.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

071P West Fork Chestnut Creek Bridge #2 06/26/2013
Milepost 216.01

West Fork Chestnut Creek Bridge No. 2 (071P) is located at milepost 216.01, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the West Fork Chestnut Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to West Fork Chestnut Creek Bridge Nos. 1, 3, and 4.

West Fork Chestnut Creek Bridge No. 2 is a single-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and five equally spaced beams. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with an asphalt shoulder and timber and concrete guardrail. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. The West Fork Chestnut Creek crosses under the bridge and is a shallow tributary stream. The stream flows through the south half of the bridge span. The streambed slopes upward beneath the north half of the bridge span which has a natural earthen embankment. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 45-degree angle to the line of the streambed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

072P West Fork Chestnut Creek Bridge #3 06/26/2013
Milepost 216.11

West Fork Chestnut Creek Bridge No. 3 (072P) is located at milepost 216.11, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the West Fork Chestnut Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to West Fork Chestnut Creek Bridge Nos. 1, 2, and 4.

West Fork Chestnut Creek Bridge No. 3 is a single-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and six equally spaced beams. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with an asphalt shoulder and timber and concrete guardrail. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. The West Fork Chestnut Creek crosses under the bridge and is a shallow tributary stream. The stream flows through the north half of the bridge span. The streambed slopes upward beneath the south half of the bridge span which has a natural earthen embankment. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately ten-degree angle to the line of the streambed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

073P West Fork Chestnut Creek Bridge #4 06/26/2013
Milepost 216.21

West Fork Chestnut Creek Bridge No. 4 (073P) is located at milepost 216.21, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the West Fork Chestnut Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to West Fork Chestnut Creek Bridge Nos. 1, 2, and 3.

West Fork Chestnut Creek Bridge No. 4 is a single-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and six equally spaced beams. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with an asphalt shoulder and timber and concrete guardrail. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. The West Fork Chestnut Creek crosses under the bridge and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge is slightly curved in plan and is set at an approximately 13-degree angle to the line of the streambed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

074P North Carolina Route 18 Bridge 06/26/2013
Milepost 217.43

The N.C. Route 18 Bridge (074P) is located at milepost 217.43 where the Blue Ridge Parkway spans N.C. Route 18. The bridge spans between shrub-covered embankments on either side of the lower road. The site is bounded by heavily wooded deciduous forest at the parkway south end of the bridge. At the north end of the bridge, the parkway left side of the road consists of a mown grass clearing and the parkway right side has a vegetation screen of evergreen and deciduous trees that separates the bridge from view of the Cumberland Gap Maintenance Area. The bridge and interchange ramp are in close proximity to the Cumberland Maintenance Area complex, from which the bridge is visible.

The N.C. Route 18 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans N.C. Route 18, 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 walls. N.C. Route 18 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There is a single cloverleaf interchange, located on parkway right at the parkway north end of the bridge. Within the area bounded by the interchange ramp is a fenced-in complex of buildings known as the Cumberland Knob Maintenance Area. As viewed from the approach on the parkway, the bridge is curved in plan and is set at an 8-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

075P Big Pine Creek Bridge #1 06/26/2013
Milepost 222.68

Big Pine Creek Bridge No. 1 (075P) is located at milepost 222.68, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Big Pine Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

Big Pine Creek Bridge No. 1 is a one-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The abutments are clad with random ashlar native stone. The concrete on the underside of the slab and at the abutment walls is exposed to view. The bridge spans Big Pine Creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a grass shoulder and stone parapet walls. Big Pine Creek crosses under the bridge and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 30-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

076P Big Pine Creek Bridge #2 06/26/2013
Milepost 223.05

Big Pine Creek Bridge No. 2 (076P) is located at milepost 223.05, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Big Pine Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

Big Pine Creek Bridge No. 2 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The abutments are clad with random ashlar native stone. The concrete on the underside of the slab, at all four sides of the intermediate wall, and at the abutment walls is exposed to view. The bridge spans Big Pine Creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with an asphalt shoulder and stone parapet walls. Big Pine Creek crosses under the bridge and is a shallow tributary stream. The streambed is deepest at the south span of the bridge; the streambed slopes up beneath the north span of the bridge which is mostly dry at certain times of the year. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 30-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

077P Big Pine Creek Bridge #3 06/26/2013
Milepost 223.78

Big Pine Creek Bridge No. 3 (077P) is located at milepost 223.78, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Big Pine Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

Big Pine Creek Bridge No. 3 is a three-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The abutments are clad with random ashlar native stone. The concrete on the underside of the slab at all four sides of the intermediate walls is exposed to view. The bridge spans Big Pine Creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with an asphalt shoulder and timber-framed guardrails backed with steel plates and mounted on concrete posts that are a part of the concrete slab construction. Big Pine Creek crosses under the bridge and is a shallow tributary stream. The streambed is deepest at the north span of the bridge; the streambed slopes up beneath the middle and south spans of the bridge which are mostly dry at certain times of the year. As viewed from the approach on the parkway, the bridge is curved in plan and is set at an approximately 22-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

078P Big Pine Creek Bridge #4 06/26/2013
Milepost 224.09

The Big Pine Creek Bridge No. 4 (078P) is located at milepost 224.09 where the Blue Ridge Parkway spans Big Pine Creek. The bridge spans between shrub-covered embankments of the low-lying stream channel and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to Big Pine Creek No. 5, approximately 200 feet from the parkway south end of the bridge, from which the bridge is visible. In addition, the bridge is closely associated with five other nearby bridges that cross the Big Pine Creek.

The Big Pine Creek Bridge No. 4 is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans the Big Pine Creek, with abutments set in the steeply sloped built-up earthen embankments of the stream channel. At the bridge, the parkway is a two-lane asphalt-paved roadway, with a grass shoulder and stone parapet walls. The Big Pine Creek is a shallow slow-moving tributary creek. The creek bed extends to the concrete abutment wall at the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the river bed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

079P Big Pine Creek Bridge #5 06/26/2013
Milepost 224.16

Big Pine Creek Bridge No. 5 (079P) is located at milepost 224.16, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Big Pine Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

Big Pine Creek Bridge No. 5 is a single-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and five equally spaced beams. The sides of the deck slab cantilever approximately two feet beyond the framing, on either side. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel. The wing walls are clad with random ashlar native stone. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a grass shoulder and stone parapet wall. Big Pine Creek crosses under the bridge and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 30-degree angle to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

080P Big Pine Creek Bridge #6 06/26/2013
Milepost 224.70

Big Pine Creek Bridge No. 6 (080P) is located at milepost 224.70, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Big Pine Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

Big Pine Creek Bridge No. 6 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The abutments are clad with random ashlar native stone. The concrete on the underside of the slab is exposed to view. The intermediate wall and abutment walls are clad with stone on all four sides. The bridge spans Big Pine Creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a grass shoulder and timber-framed guardrails backed with steel plates and mounted on concrete posts that are a part of the concrete slab construction. Big Pine Creek crosses under the bridge and is a shallow tributary stream. The streambed is deepest at the south span of the bridge; the streambed slopes up beneath the north span of the bridge which is mostly dry at certain times of the year. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

084P Big Pine Creek Bridge #7 06/26/2013
Milepost 225.01

The Big Pine Creek Bridge No. 7 (084P) is located at milepost 225.01, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Big Pine Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Big Pine Creek Bridge No. 7 is a five-span bridge with a stringer/multi-beam girder structure consisting of five equally spaced rolled steel I-shaped girders reinforced by steel transverse diaphragm framing that extends between the webs of the girders. A concrete floor spans across the framing members and cantilevers 15 inches beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep dirt-covered slope of the ravine and steel rigid-frame arch piers cast onto monolithic concrete footings that extend to the underside of the steel deck framing. The wing walls of the abutments are clad with random ashlar native stone.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete curb. Mounted to the concrete curb is a concrete guardrail composed of concrete piers and a concrete rail that extends between each pier. A stone wall lines the road at both the parkway north and south approaches. A concrete mile marker is located at the parkway north end of the bridge.
The bridge crosses over the Big Pine creek and ravine. The Big Pine Creek crosses under the bridge and is a shallow tributary stream. The stream has a well-defined bed with natural earthen embankments and is located within the second span from the parkway south end of the bridge. The steeply sloped ravine associated with the stream is characterized by dense woodland vegetation. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the streambed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

081P Brush Creek Bridge #1 06/26/2013
Milepost 227.45

Brush Creek Bridge No. 1 (081P) is located at milepost 227.45, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Brush Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

Brush Creek Bridge No. 1 is a double-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and five equally spaced beams. The sides of the deck slab cantilever 18 inches beyond the framing, on either side. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel and an intermediate wall cast onto a concrete footing. The wing walls, abutments, and intermediate wall are clad with random ashlar native stone. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with an asphalt shoulder and timber and concrete guardrail. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. Brush Creek crosses under the bridge and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 15-degree angle to the line of the streambed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

132P Shawtown Road (Overpass) Bridge 06/26/2013
Milepost 227.59

The Shawtown Road Bridge (132P) is located at milepost 227.59, where the Shawtown Road (N.C. Route 1464) spans between densely wooded embankments on either side of the Blue Ridge Parkway and Brush Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded evergreen forest.

The Shawtown Road Bridge is a triple-span bridge with a stringer/multi-beam girder structure consisting of four equally spaced concrete I-shaped girders reinforced by concrete transverse diaphragm framing that extends between the webs of the girders. A precast concrete floor spans across the framing members and cantilevers 2 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments and round concrete piers cast onto the bedrock that extend to the underside of the deck framing. Each pier is capped by a cast-in-place concrete transverse beam. The west abutment, nearest to the stream channel, is set onto the steep rock-covered slope of the embankment. The east abutment, which is adjacent to the parkway, is set onto the stone-paved embankment. The wing walls of the abutments are clad with random ashlar native stone. The bridge has a concrete parapet wall with a pipe guardrail composed of a 5-inch-diameter aluminum tube set on metal posts. A stone wall as well as a metal beam guardrail lines the approach at both ends of the bridge.

The bridge crosses over the Blue Ridge Parkway and Brush Creek. The parkway crosses under the bridge at the first bridge span from the east, and is a two-lane asphalt-paved roadway with a grass-covered shoulder and drainage channel. Brush Creek is a shallow tributary stream located under the first bridge span from the west end of the bridge. The stream has a well-defined bed with natural earthen embankments. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

082P Little Glade Creek Culvert #1 06/26/2013
Milepost 228.20

The Little Glade Creek Culvert No. 1 (082P) is located at milepost 228.20 where the Blue Ridge Parkway crosses Little Glade Creek. The bridge spans between shrub-covered embankments of the low-lying stream channel and is surrounded by heavily wooded deciduous forest. The bridge is closely associated with two other nearby bridges that cross the Little Glade Creek; Little Glad Creek Culvert No. 2 and the Little Glade Creek Bridge.

The Little Glade Creek Culvert No. 1 is a single-span rigid-frame concrete structure with a semicircular arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The roadbed is elevated on a grass-covered built-up embankment, 6 feet above the top of the spandrel walls, and is lined by a stone guardrail wall on parkway right, set back approximately 18 feet from the face of the spandrel walls. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans the Little Glade Creek, with abutments set in the steeply sloped built-up earthen embankments of the creek channel. At the bridge, the parkway is a two-lane asphalt-paved roadway with a grass shoulder and stone guardrail wall along parkway right. The Little Glade Creek is a shallow and slow-moving tributary creek. The creek bed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the river bed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

083P Little Glade Creek Culvert #2 06/26/2013
Milepost 229.30

The Little Glade Creek Culvert No. 2 (083P) is located at milepost 229.30 where the Blue Ridge Parkway crosses Little Glade Creek. The bridge spans between shrub-covered embankments of the low-lying stream channel and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to turnoffs for Pinewood Lane and Caudill Road public roads at the parkway north end of the bridge, from which the bridge is visible. The bridge is closely associated with two other nearby bridges that cross the Little Glade Creek; Little Glad Creek Culvert No. 1 and the Little Glade Creek Bridge.

The Little Glade Creek Culvert No. 2 is a single-span rigid-frame concrete structure with a semicircular arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The roadbed is elevated on a grass-covered built-up embankment, 6 feet above the top of the spandrel walls, and is lined by stone guardrail walls, set back approximately 18 to 22 feet from the face of the spandrel walls. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans the Little Glade Creek, with abutments set in the steeply sloped built-up earthen embankments of the creek channel. At the bridge, the parkway is a two-lane asphalt-paved roadway with a grass shoulder and stone guardrail walls. The Little Glade Creek is a shallow and slow-moving tributary creek. The creek bed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 30-degree angle to the line of the river bed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

088P U.S. Route 21 Bridge 05/15/2013
Milepost 229.53

The U.S. Route 21 Bridge (088P) is located at milepost 229.53 where the Blue Ridge Parkway spans U.S. Route 21. The bridge spans between shrub-covered embankments on either side of the lower road and a mown grass-covered detention basin. The site is bounded by heavily wooded deciduous forest at the parkway north end of the bridge and along parkway left at the parkway south end of the bridge. A mown grass-covered clearing is located along the parkway right approach at the parkway south end of the bridge.

The U.S. Route 21 Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing walls, lower portion of the abutment walls, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the upper portion of the abutment wall is exposed to view. The bridge spans U.S. Route 21, 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 walls. A wood post and rail fence lines the road at the parkway right approach to the bridge at the parkway south end of the bridge. U.S. Route 21 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There is a single cloverleaf interchange, located on parkway left at the parkway south end of the road. The interchange ramp surrounds a detention basin that is drained from a stone culvert under the access ramp road. As viewed from the approach on the parkway, the bridge is curved in plan and is set at a 27-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

085P Little Glade Creek Bridge #1 05/15/2013
Milepost 229.84

The Little Glade Creek Bridge No. 1 (085P) is located at milepost 229.84, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Little Glade Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to the Little Glade Mill Pond Overlook (1002P), from which the bridge is visible.

The Little Glade Creek Bridge No. 1 is a single-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and five equally spaced beams. The sides of the deck slab cantilever 20 inches beyond the framing, on either side. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel. The wing walls and abutments are clad with random ashlar native stone.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with an asphalt shoulder and stone parapet wall. The Little Glade Creek crosses under the bridge and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge is slightly curved in plan and is set at an approximately 53-degree angle to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

086P Little Glade Creek Bridge #2 05/15/2013
Milepost 230.42

The Little Glade Creek Bridge No. 2 (0865P) is located at milepost 230.42, where the Blue Ridge Parkway spans between grass-covered embankments on either side of the Little Glade Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Little Glade Creek Bridge No. 2 is a single-span bridge with a cast-in-place reinforced concrete slab structure supported by cast-in-place concrete abutments. The abutments and headwall are clad with random ashlar native stone. The concrete spandrel and underside of the slab are exposed to view. The bridge is supported by concrete abutments set into the grass-covered slope of the stream channel. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway with a grass shoulder and stone parapet walls. The Little Glade Creek crosses under the bridge and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

087P Brush Creek Bridge #2 05/15/2013
Milepost 231.82

The Brush Creek Bridge No. 2 (087P) is located at milepost 231.82, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Brush Creek. The site consists of a low-lying stream channel and is surrounded by a mown-turf clearing.

The Brush Creek Bridge No. 2 is a single-span bridge with a cast-in-place reinforced concrete slab structure supported by cast-in-place concrete abutments. The abutments are clad with random ashlar native stone. The concrete spandrel and underside of the slab are exposed to view. The bridge is supported by concrete abutments set into the grass-covered slope of the stream channel. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway with a grass shoulder. On either side of the bridge is a timber-framed guardrail with steel plate backing mounted to a concrete post that is a part of the concrete deck construction. The Brush Creek crosses under the bridge and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

195P Air Bellows Road Bridge 05/15/2013
Milepost 237.18

The Air Bellows Road Bridge (195P) is located at milepost 237.18 where the Blue Ridge Parkway crosses State Road 1130 (also known as Air Bellows Road). The bridge spans between shrub-covered embankments on either side of the lower road. The site is surrounded by non-native shrubs and deciduous forest and is open to views of the valley overlooking the forest canopy on parkway left. The bridge is in close proximity to the Air Bellows Gap overlook. The bridge is part of the Mountain-to-Sea Trail, a network of trails, currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

The Air Bellows Road Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments with random ashlar native stone cladding and a concrete lintel. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans State Road 1130, 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 wall. Timber-framed guardrails backed by steel plates line both sides of the road along the parkway north and south approaches. State Road 1130 crosses under the bridge and is a one-lane gravel-paved road. There is a turn-off for the road approximately 50 feet from the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set at an approximately 30-degree diagonal to the road below.

Bridge is at a 30 degree skew angle from road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

089P North Carolina Route 18 Bridge 05/16/2013
Milepost 248.06

The N.C. Route 18 Bridge (089P) is located at milepost 248.06 where the Blue Ridge Parkway spans N.C. Route 18. The bridge spans between shrub-covered embankments on either side of the lower road and is bounded on the parkway left side by heavily wooded deciduous forest. The parkway right side is lined with evergreen trees with a mown grass clearing visible beyond.

The N.C. Route 18 Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing walls, lower portion of the abutment wall, and spandrel walls, including stone voussoirs at the arch. A stone wing wall, 3 feet in height, extends from either side of the parkway south abutment wall, parallel to the lower road. The concrete on the underside of the arch and upper portion of the abutment wall is exposed to view. The bridge spans N.C. Route 18, 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 walls. N.C. Route 18 crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder, stone drainage channel at the parkway south abutment, and stone catch basins at the parkway north abutment. There are two access ramps that extend from N.C. Route 18 onto the parkway at either end of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

159P Laurel Fork Bridge 05/16/2013
Milepost 248.85

The Laurel Fork Bridge (159P) is located at milepost 248.85, where the Blue Ridge Parkway spans a steeply sloped wooded ravine. At the base of the ravine is a grass-covered clearing and a shallow waterway. The bridge is open to views of the creek and ravine valley overlooking the forest canopy on parkway right and the grass-covered pasture with a private road and residence on parkway left.

The Laurel Fork Bridge is a five-span bridge with a girder and floor beam structure consisting of steel I-beam girders that extend on either side of the bridge deck and are reinforced by a steel diaphragm bolted to the web of the girders. A cast-in-place concrete floor beam spans across the steel framing members and cantilevers 18 inches beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep shrub-covered slope of the ravine and concrete piers cast onto a wide concrete footing, which extend to the underside of the steel deck framing. The wing walls of the abutments are clad with random ashlar native stone.
The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a battered concrete parapet wall. Mounted to the parapet wall is a concrete guardrail consisting of concrete piers that support a concrete rail. A stone culvert is located on parkway right at the south end of the bridge and a stone-paved drainage channel is located along parkway left at the north end of the bridge. The bridge crosses over a steeply sloped ravine as well as the Laurel Fork Creek. The ravine is framed by hilly terrain and is covered with dense woodland vegetation. At the base of the ravine is the Laurel Fork Creek, a shallow tributary stream with a rocky streambed. The stream is centered between the middle support piers. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the ravine below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

166P Peak Creek Culvert 05/16/2013
Milepost 251.02

The Peak Creek Culvert (166P) is located at milepost 251.02, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Peak Creek. The site consists of a low-lying stream channel in a mown-turf clearing.

The Peak Creek Culvert is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab and at the abutment wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment 5 feet above the top of the concrete headwalls and set back approximately 15 feet from the exterior face of the headwalls. Peak Creek crosses under the culvert and is a shallow tributary stream. The streambed is deepest at the south span of the culvert; the north span of the culvert is dry at certain times of the year. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set perpendicular to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

090P North Carolina Route 16 Bridge 05/16/2013
Milepost 261.21

The N.C. Route 16 Bridge (090P) is located at milepost 261.21 where the Blue Ridge Parkway spans N.C. Route 16. The bridge spans between grass and shrub-covered embankments on either side of the lower road and has a mown grass detention basin within the cloverleaf interchanges. The site is bounded by heavily wooded deciduous forest.

The N.C. Route 16 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans N.C. Route 16, 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 walls. There is a stone-lined drainage channel along parkway left at the parkway north end of the bridge, adjacent to the access ramp. N.C. Route 16 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There is a partial cloverleaf interchange with exits located on either end of the bridge. The interchanges surround detention basins that are drained through culverts under the access ramp road. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 25-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

091P U.S. Route 421 Bridge 05/16/2013
Milepost 276.35

The U.S. Route 421 Bridge (091P) is located at milepost 276.35, where the Blue Ridge Parkway spans between grass-covered embankments on either side of U.S. Route 421, a high-traffic divided interstate highway. The site is surrounded by heavily wooded deciduous forest on parkway right and overlooks the landscape with a picturesque view of the Blue Ridge Mountains on parkway left.

The U.S. Route 421 Bridge is a two-span bridge with a three-compartment cast-in-place box-girder structure with a cast-in-place concrete deck. The underside of the concrete deck is exposed to view. The full span of the bridge is divided into two structural segments and is supported by concrete abutments set into the steep grass-covered embankments and a monolithic pier wall cast onto a concrete footing. The pier wall extends to the underside of the concrete box-girder framing. The wing walls of the abutments and end face of the pier wall are clad with random coursed ashlar stone.

The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a 30-inch-tall stone parapet wall. A stone-paved drainage channel extends along the parkway left side of the road at the parkway north approach. U.S. Route 421 crosses under the bridge and is a four-lane asphalt-paved divided highway with stone guardrails and an asphalt-paved shoulder. A 40-foot-tall concrete retaining wall clad with stone extends perpendicular from the bridge and along the north side of U.S. Route 421. A 3-foot-tall concrete retaining wall clad with stone extends along the south side of the highway. A grass-covered dividing island separates the two directions of traffic. A stone-clad guardrail extends along the center of the island, on either side of the pier wall. There is a single cloverleaf interchange, located on parkway right at the parkway south end of the road. As viewed from the approach on the parkway, the bridge is curved in plan and is set at a 50-degree angle to the road below.

The bridge is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway.

092P Triplett (Wildcat) Road Bridge 05/16/2013
Milepost 279.38

The Triplett Road Bridge (092P) is located at milepost 279.38 where the Blue Ridge Parkway crosses State Road 1357 (also known as Triplett Road and Wildcat Road). The bridge spans between grass-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Triplett Road Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans State Road 1357, 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 timber-framed guardrails backed by steel plates. Asphalt drainage channels line both sides of the road at the parkway north approach. State Road 1357 crosses under the bridge and is a two-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 14-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

187P County Road Bridge at Milepost 279.57 05/16/2013
Milepost 279.57

The County Road Bridge (187P) is located at milepost 279.57 where the Blue Ridge Parkway crosses a private road. The bridge spans between shrub-covered embankments on either side of the lower road. The bridge has a pastoral setting bounded by heavily wooded deciduous forest to parkway right and a mown grass open field on parkway left.

The County Road Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab with headwall supported by vertical cast-in-place concrete abutments. The roadbed is elevated on a grass-covered built-up embankment 12 inches above the top of the concrete headwalls, and is lined by timber-framed guardrails backed by steel plates, set back approximately 6 feet from the face of the headwalls. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans a private road, with abutments set in the steeply sloped built-up earthen embankments. Cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The wing walls have a stepped profile that steps down in regular 16 inch increments. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder. An asphalt-paved drainage channel extends from the parkway north approach on both sides of the parkway, down the embankment, and to a concrete culvert at the private road. The private road crosses under the bridge and is a one-lane concrete-paved road lined with a wood post fence. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

188P Laxon (Stanberry) Road Bridge 05/16/2013
Milepost 280.28

The Laxon Road Bridge (188P) is located at milepost 280.28 where the Blue Ridge Parkway crosses Stanberry Road (formerly known as Laxon Road). The bridge spans between shrub-covered embankments on either side of the lower road. The bridge has a pastoral setting consisting of mown grass and cultivated fields. The parkway is lined with evergreen and deciduous trees that form a thin vegetation screen and partially obscure views of the open fields.

The Laxon Road Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab with a headwall supported by vertical cast-in-place concrete abutments with random ashlar native stone cladding and flat arch voussoirs. The roadbed is elevated on a grass-covered built-up embankment 12 inches above the top of the headwall, and is lined by timber-framed guardrails backed by steel plates, set back approximately 5 feet from the face of the headwall. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Stanberry Road, 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 timber-framed guardrails backed by steel plates. Stanberry Road crosses under the bridge and is a one-lane asphalt-paved road. Wood post fences line the south approach to the bridge. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 27-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

167P North Carolina Route 1508 (Elk Creek Road) Bridge 05/16/2013
Milepost 282.03

The N.C. Route 1508 Bridge (167P) is located at milepost 282.03 where the Blue Ridge Parkway spans over N.C. Route 1508. The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest. A concrete mile marker is located at the parkway north end of the bridge. Views of U.S. Route 421 (also known as State Road 1672 and Elk Creek Road), which runs parallel to the parkway, are visible from the bridge as well as through a vegetation screen of evergreen and deciduous trees that extends for a 1-mile long stretch on parkway right, north of the bridge.

The N.C. Route 1508 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans N.C. Route 1508, 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 walls. A timber-framed guardrail backed by steel plates lines the approach at both the parkway north and south ends of the bridge. N.C. Route 1508 crosses under the bridge and is a two-lane asphalt-paved road with a grass and gravel shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

189P County Road Bridge at Milepost 283.02 05/16/2013
Milepost 283.02

The County Road Bridge (189P) is located at milepost 283.02 where the Blue Ridge Parkway crosses State Road 1509 (also known as Don Hayes Road). The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest. A concrete mile marker is located at the parkway north end of the bridge.

The County Road Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments with random ashlar native stone flat arch voussoirs. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans State Road 1509, with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. An asphalt curb, 7 inches in height, extends along the parkway left side of the road. State Road 1509 crosses under the bridge and is a one-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 22-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

093P Bamboo Road Bridge 05/16/2013
Milepost 285.48

The Bamboo Road Bridge (093P) is located at milepost 285.48 where the Blue Ridge Parkway spans State Road 1511 (also known as Little Laurel Road), in close proximity to Bamboo Road. The bridge spans between tree-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Bamboo 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 walls, abutment walls, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans State Road 1511, 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 walls. A metal gate closure is located approximately 100 feet from the parkway north end of the bridge and regulates access to the parkway during winter weather. State Road 1511 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There is a turn-off for the road approximately 50 miles from the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an 8-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

094P Goshen Creek Bridge 05/16/2013
Milepost 286.27

The Goshen Creek Bridge (094P) is located at milepost 286.27, where the Blue Ridge Parkway spans between shrub-covered ravines on either side of North Carolina (N.C.) Route 151, a two-lane asphalt-paved roadway, and Goshen Creek, a shallow tributary waterway. The site is surrounded by heavily wooded deciduous forest.

The Goshen Creek Bridge is a quadruple-span bridge with a girder and floor beam structure consisting of steel I-beam girders that extend on either side of the bridge deck and are reinforced by a steel diaphragm bolted to the web of the girders. A cast-in-place concrete floor beam spans across the steel framing members and cantilevers 4 feet 6 inches beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep gravel-covered slope of the ravine and monolithic concrete piers cast onto the bedrock, which extend to the underside of the steel deck framing. The wing walls of the abutments and piers are clad with random ashlar native stone.

The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete sidewalk located along parkway left and a concrete parapet wall. Mounted to the parapet wall is a three-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A stone wall lines the parkway at both ends of the bridge. A timber-framed guardrail backed by steel plates lines the road on parkway right at the parkway north approach and parkway left at the south approach. The bridge crosses over N.C. Route 151 and Goshen Creek. N.C. Route 151 passes under the bridge at the first span from the north and is a two-lane asphalt-paved road with a grass and gravel shoulder. Goshen creek is a shallow tributary stream. The stream has a rocky bed with natural earthen embankments and is located within the second span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

168P Goshen Creek Culvert #1 05/16/2013
Milepost 286.69

Goshen Creek Culvert No. 1 (168P) is located at milepost 286.69, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Goshen Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is in close proximity to Goshen Creek Culvert Nos. 2 and 3.

Goshen Creek Culvert No. 1 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert and stone parapet walls that line both sides of the parkway. The concrete on the underside of the slab and at the abutment wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The wing walls have a slight curve in plan as they taper into the embankment. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment, approximately three feet above the top of the concrete headwalls and set back seven feet six inches from the exterior face of the headwalls. The road is lined by a stone wall and has a five-foot six-inch wide grass shoulder. Goshen Creek crosses under the culvert and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 30-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

169P Goshen Creek Culvert #2 05/16/2013
Milepost 286.82

Goshen Creek Culvert No. 2 (169P) is located at milepost 286.82, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Goshen Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is in close proximity to Goshen Creek Culvert Nos. 1 and 3.

Goshen Creek Culvert No. 2 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert and stone parapet walls that line the right side of the parkway. The concrete on the underside of the slab and at the abutment wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The wing walls have a slight curve in plan as they taper into the embankment. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment, approximately two feet above the top of the concrete headwalls and set back approximately 3 feet on the right and twelve feet on the left from the exterior face of the headwalls. The road is lined by a stone wall and an approximately three-foot wide grass shoulder on the right side. Goshen Creek crosses under the culvert and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 30-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

170P Goshen Creek Culvert #3 05/16/2013
Milepost 286.90

Goshen Creek Culvert No. 3 (170P) is located at milepost 286.90, where the Blue Ridge Parkway spans between grass-covered embankments on either side of Goshen Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is in close proximity to Goshen Creek Culvert Nos. 1 and 2.

Goshen Creek Culvert No. 3 is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. The concrete on the underside of the slab and at the abutment wall is exposed to view. All four faces of the intermediate wall are clad with stone. The culvert spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment. The roadbed and embankment is sloped toward parkway right. The parkway left side of the roadbed is set approximately six feet above the top of the concrete headwall and set back approximately twenty-two feet from the exterior face of the headwall. The parkway right side of the roadbed is set two feet above the concrete headwall and set back approximately eleven feet from the headwall. Goshen Creek crosses under the culvert and is a shallow tributary stream. The streambed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set at an approximately 58-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

190P County Road Bridge at Milepost 288.82 05/16/2013
Milepost 288.82

The Country Road Bridge at milepost 288.82 (190P) is located on the Blue Ridge Parkway where it crosses State Road 1529 (also known as Blackberry Road). The bridge spans between grass and shrub-covered embankments on either side of the lower road and has a rural, pastoral setting consisting of a grass and shrub-covered clearing surrounded by heavily wooded deciduous forest. Recent residential development, located at the parkway north end of the bridge on parkway left, is in close proximity and visible from the bridge.

The County Road Bridge at milepost 288.82 is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments with random ashlar native stone cladding and flat arch voussoirs. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans State Road 1529, 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 timber-framed guardrails backed by steel plates. Wood-post and wire fences line the road along the approach. State Road 1529 crosses under the bridge and is a one-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

172P U.S. Route 321 Access Ramp Bridge 05/16/2013
Milepost 291.80

The U.S. Route 321 Access Ramp Bridge (172P) is located at milepost 291.80 where the parkway right access road between U.S. Route 321/221 and the Blue Ridge Parkway spans Middle Fork New River. The bridge is set within the grass-covered embankment of the low-lying stream channel that runs parallel through the site with U.S. Route 321/221. The bridge is clearly visible from U.S. Route 321/221 and sections of the parkway and the site immediately adjacent to the bridge consist of mown grass. The surrounding site, including the detention basin encompassed by the cloverleaf interchanges, is composed of heavily wooded deciduous forest. The bridge is closely associated with the U.S. Route 321 Bridge (095P) and two cloverleaf interchanges.

The U.S. Route 321 Access Ramp Bridge is a single-span rigid-frame concrete structure with a semicircular arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans the Middle Fork New River, with abutments set in the steeply sloped built-up earthen embankments of the stream channel. The access ramp between U.S. Route 321 and the Blue Ridge Parkway is a two-lane asphalt-paved roadway, with a grass shoulder and stone parapet walls. A W-beam and wood post guardrail lines the road at the parkway exit-bound side of the access ramp. The Middle Fork New River is a shallow tributary stream. The stream bed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the access road, the bridge is curved in plan and is set at an approximately 5-degree angle to the line of the river bed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

163P Middle Fork New River Culvert 05/16/2013
Milepost 291.85

The Middle Fork New River Culvert (163P) is located at milepost 291.85, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Middle Fork New River. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Middle Fork New River Culvert is a two-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a flat arch appearance. The concrete on the underside of the slab, at all four sides of the intermediate wall, and at the abutment walls is exposed to view. The culvert spans the river, with abutments set in the shrub-covered slope of the built-up earthen embankments. The wing walls have a slight curve in plan as they taper into the embankment. The parkway crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment, twenty-five feet above the top of the concrete headwalls and set back approximately thirty-six feet from the exterior face of the headwalls. The road has an eleven-foot wide grass shoulder. Middle Fork New River crosses under the culvert and is a shallow tributary stream. The riverbed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the culvert has a straight linear plan and is set perpendicular to the line of the river below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

095P U.S. Route 321 Bridge 05/16/2013
Milepost 291.86

The U.S. Route 321 Bridge (095P) is located at milepost 291.86, where the Blue Ridge Parkway spans between grass-covered embankments on either side of U.S. Route 321, a high-traffic divided interstate highway. The site is surrounded by a grass and shrub-covered clearing with views of the deciduous forests beyond.

The U.S. Route 321 Bridge is a double-span bridge with a stringer/multi-beam girder structure consisting of five equally spaced rolled steel I-shaped girders reinforced by steel transverse diaphragm framing that extends between the webs of the girders. A composite deck floor spans across the framing members and cantilevers approximately 2 feet 6 inches beyond the framing on either side. The corrugated metal on the underside of the composite deck is exposed to view. The bridge is supported by concrete abutments set into the steep grass-covered slope of the embankment and round concrete piers cast onto the bedrock that extend to the underside of the steel deck framing. Each pier is capped by a cast-in-place concrete transverse beam. The wing walls of the abutments are clad with random ashlar native stone.
The parkway crosses over the bridge and is a two-lane asphalt-paved roadway with a concrete curb. Mounted to the curb is a full-height two-pipe rail composed of 5-inch-diameter aluminum tubes inset in cast metal round-profile posts. A stone wall lines the road at both the parkway north and south approaches. U.S. Route 321 crosses under the bridge and is a divided four-lane asphalt-paved road with a gravel shoulder and grass-covered drainage channel that divides the eastbound and westbound lanes. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 6-degree angle to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

184P Flat Top Road Bridge 05/16/2013
Milepost 292.65

The Flat Top Road Bridge (184P) is located at milepost 292.65 where the Blue Ridge Parkway crosses State Road 1558 (also known as Flat Top Road). The bridge spans between grass and shrub-covered embankments on either side of the lower road and has a rural, pastoral setting consisting of a grass and shrub-covered clearing. The clearing is surrounded by heavily wooded deciduous forest.

The Flat Top Road Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete wing walls are detailed with horizontal grooves, 1/2 inch deep and 1 inch wide, that are spaced 2 feet apart. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans State Road 1558, 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 timber-framed guardrails backed by steel plates. A wood post and wire fence lines the road along parkway left at the parkway south approach. State Road 1558 crosses under the bridge and is a one-lane concrete-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 18-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

196P Moses H. Cone Memorial Park: Flat Top Carriage Trail Bridge 10/28/2010
Milepost 293.95

The Flat Top Carriage Trail Bridge (196P) is located at milepost 293.95 where the Blue Ridge Parkway crosses Flat Top Carriage Trail, one of the original carriage drives associated with the Moses Cone Manor. The bridge spans between grass-covered embankments on either side of the lower road and has a rural, pastoral setting consisting of a grass-covered clearing. The clearing is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to the Moses Cone Manor House and associated structures, from which the bridge is visible.

The Flat Top Carriage Trail Bridge is a single-span structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments with random ashlar native stone cladding and flat arch voussoirs. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans the Flat Top Carriage Trail, 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 timber-framed guardrails backed by steel plates. The Flat Top Carriage Trail crosses under the bridge and is a one-lane concrete-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

096P Moses H. Cone Memorial Park: Shulls Mill Road Bridge 05/16/2013
Milepost 294.61

The Shulls Mill Road Bridge (096P) is located at milepost 294.61 where the Blue Ridge Parkway spans State Road 1538 (also known as Shulls Mill Road). The bridge spans between grass and shrub-covered embankments on either side of the lower road and is set in a mown grass clearing surrounded by heavily wooded deciduous forest. The bridge is in close proximity to the Sandy Flat Maintenance Area, from which the bridge is visible.

The Shulls Mill Road Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing wall, lower portion of the abutment wall, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the upper portion of the abutment wall is exposed to view. The bridge spans State Road 1538, 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 walls. A metal gate closure is located at the parkway north end of the bridge and regulates access to the parkway during winter weather. State Road 1538 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder and asphalt drainage channel. There is a single access ramp, located on parkway left at the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 19-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

171P Sims Creek Bridge 05/16/2013
Milepost 295.34

The Sims Creek Bridge (171P) is located at milepost 295.34, where the Blue Ridge Parkway spans a steeply sloped wooded ravine. At the base of the ravine is a shallow waterway. The bridge is open to views of the valley overlooking the forest canopy on both parkway right and left. The bridge is in close proximity to Sims Creek Overlook, which is directly adjacent to the parkway north end of the bridge.

The Sims Creek Bridge is a quadruple-span bridge with a girder and floor beam structure consisting of steel I-beam girders that extend on either side of the bridge deck and are reinforced by a steel diaphragm bolted to the web of the girders. A cast-in-place concrete floor beam spans across the steel framing members and cantilevers 6 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep shrub-covered slope of the ravine and concrete piers cast onto the bedrock, which extend to the underside of the steel deck framing.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk located along both parkway right and left and a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum tubes inset in cast metal round-profile posts. A timber-framed guardrail backed by steel plates lines the road on parkway right at the parkway north approach. The bridge crosses over a steeply sloped ravine as well as the Sims Creek. The ravine is framed by mountainous terrain and is characterized by dense woodland vegetation broken by rock outcroppings. The Sims Creek is a shallow tributary stream with a rocky stream bed and is located at the base of the ravine and center pier support for the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the ravine below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

097P Price Lake Dam Bridge 05/16/2013
Milepost 296.64

The Price Lake Dam Bridge (097P) is located at milepost 296.64, where the Blue Ridge Parkway spans between the mown-turf embankments on either side of the Price Lake Dam. The parkway left side of the site is characterized by Price Lake, a large recreational lake surrounded by mown-turf embankments, approximately 10-feet tall. The road bed is situated at the top of the embankment. On parkway right, the site has a mown-turf hill slope that gently slopes to an elevation 30 feet below the height of the roadbed.

The Price Lake Dam Bridge is a three-span bridge with a cast-in-place reinforced concrete slab structure that spans the Price Lake Dam. The bridge is supported by concrete abutments and paired round-formed concrete columns capped by a cast-in-place transverse beam set on concrete footing in the lake bed. The abutment walls are clad with random ashlar native stone that wraps the curved shoreline and steps down in increments, one course at a time. A steel handrail is mounted and set into mortar joints between stone units at the abutment walls on the parkway right side of the bridge. Steel pipe hangers supporting high-pressure water pipes are mounted to the underside of the concrete slab.
The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk and concrete parapet wall on each side of the road. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The Price Lake Dam passes under the bridge. The dam is a concrete structure that separates Price Lake from the Boone Fork River. Price Lake is located on parkway left and has a high-water level approximately 6 feet below the deck of the bridge. At parkway right, the water-level is approximately 25 feet below the deck od the bridge and the steep-pitched concrete face of the dam is exposed. At the base of the dam is a collection pool, framed by the stone wing walls and characterized by its shallow and relatively calm waters. When the water level of the lake exceeds the height of the spillway, water flows over the concrete dam, down the steep concrete-paved face of the dam, and collects in the collection pond before feeding into the Boone Fork River. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the dam below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

098P Holloway Road Bridge 05/16/2013
Milepost 298.58

The Holloway Road Bridge (098P) is located at milepost 298.58 where the Blue Ridge Parkway spans State Road 1559 (also known as Holloway Road). The bridge spans between shrub-covered embankments on either side of the lower road. The site, including an associated cloverleaf interchange, is surrounded by heavily wooded deciduous forest. There is a small overlook with interpretive signage to Rufus Jenoir Dwyn located along the interchange access road.

The Holloway Road Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans State Road 1559, 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 walls. A metal gate closure is located at the parkway north end of the bridge and regulates access to the parkway during winter weather. State Road 1559 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder and asphalt drainage channels. There is a single cloverleaf interchange, located on parkway right at the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

174P Boone Fork Bridge 05/16/2013
Milepost 299.99

The Boone Fork Bridge (174P) is located at milepost 299.99, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Boone Fork. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Boone Fork Bridge is a quadruple-span bridge with a cast-in-place concrete tee beam structure consisting of a deck slab and four equally spaced beams that are reinforced by concrete transverse bracing members. The sides of the deck slab cantilever four feet nine inches beyond the framing, on either side. The bridge is supported by concrete abutments set into the shrub-covered slope of the stream channel and monolithic concrete piers cast onto a concrete footing that extend to the underside of the steel deck framing. Each pier is capped by a concrete transverse beam. The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete curb with steel guardrail. Mounted to the concrete curb is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. Boone Fork crosses under the bridge and is a shallow tributary stream. The stream is located within the second and third spans from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the stream bed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

175P Green Mountain Creek Bridge 05/16/2013
Milepost 300.28

The Green Mountain Creek Bridge (175P) is located at milepost 300.28, where the Blue Ridge Parkway spans between grass-covered embankments on either side of Green Mountain Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Green Mountain Creek Bridge is a three-span bridge with a one-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers 8 feet 10 inches 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 three structural segments and is supported by concrete abutments set into the steep shrub-covered slope of the stream channel and round concrete piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing along the center line. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. Green Mountain Creek crosses under the bridge and is a shallow tributary stream. The stream has a well-defined bed with natural earthen embankments and is located within the second span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

176P Ravine Bridge at MP 302.43 05/17/2013
Milepost 302.43

The Ravine Bridge at Milepost 302.43 (176P) is located at milepost 302.43, where the Blue Ridge Parkway spans a steeply sloped ravine in the mountainside that is characterized by rock outcroppings and deciduous forest. The bridge is open to views of the valley overlooking the forest canopy on parkway left and is bounded by heavily wooded deciduous forest to parkway right.

The Ravine Bridge at Milepost 302.43 is a two-span bridge with a two-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers 9 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 two structural segments and is supported by concrete abutments set into the steep shrub-covered slope of the ravine and monolithic piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing along the center line. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A stone wall lines the road on both parkway left and right at both the parkway north and south approaches. The steeply sloped ravine is framed by mountainous terrain and is characterized by dense woodland vegetation broken by rock outcroppings. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the ravine below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

177P Ravine Bridge at MP 302.58 05/17/2013
Milepost 302.58

The Ravine Bridge at Milepost 302.58 (177P) is located at milepost 302.58, where the Blue Ridge Parkway spans a steeply sloped ravine in the mountainside that is characterized by rock outcroppings and deciduous forest. The bridge is open to views of the valley overlooking the forest canopy on parkway left and is bounded by heavily wooded deciduous forest to parkway right.

The Ravine Bridge at Milepost 302.58 is a three-span bridge with a two-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers 9 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 three structural segments and is supported by concrete abutments set into the steep shrub-covered slope of the ravine and monolithic piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing along the center line. The wing walls of the abutments are clad with random ashlar native stone. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A stone wall lines the road on both parkway left and right at both the parkway north and south approaches. The steeply sloped ravine is framed by mountainous terrain and is characterized by dense woodland vegetation broken by rock outcroppings. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the ravine below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

178P Rough Ridge Bridge 05/17/2013
Milepost 303.01

The Rough Ridge Bridge (178P) is located at milepost 303.01, where the Blue Ridge Parkway spans a steeply sloped ravine in the mountainside that is characterized by rock outcroppings and deciduous forest. The bridge is open to views of the valley overlooking the forest canopy on parkway left and is bounded by heavily wooded deciduous forest to parkway right.

The Rough Ridge Bridge is a two-span bridge with a three-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers 6 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 two structural segments and is supported by concrete abutments set into the steep shrub-covered slope of the ravine and monolithic piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing along the center line. The wing walls of the abutments are clad with random ashlar native stone. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A stone wall lines the road on both parkway left and right at both the parkway north and south approaches. The steeply sloped ravine is framed by mountainous terrain and is characterized by dense woodland vegetation broken by rock outcroppings. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the ravine below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

179P Wilson Creek Bridge 05/17/2013
Milepost 303.50

The Wilson Creek Bridge (179P) is located at milepost 303.50, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Wilson Creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Wilson Creek Bridge is a three-span bridge with a three-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers 6 feet 4 inches 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 three structural segments and is supported by concrete abutments set into the steep shrub-covered slope of the stream channel and monolithic piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing along the center line. The wing walls of the abutments are clad with random ashlar native stone. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A stone wall lines the road on both parkway left and right at both the parkway north and south approaches. Wilson Creek crosses under the bridge and is a shallow tributary stream. The stream has a well-defined bed with natural earthen embankments and is located within the second span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

180P Bridge at Milepost 303.64 05/17/2013
Milepost 303.64

The Bridge at Milepost 303.64 (180P) is located where the Blue Ridge Parkway spans between shrub-covered embankments on either side of a small stream. The site consists of a clearing with a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Bridge at Milepost 303.64 is a three-span bridge with a three-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers six feet four inches beyond the framing on either side. The underside of the concrete deck is exposed to view. The full span of the bridge has one continuous box-girder structure and is supported by concrete abutments set into the steep shrub-covered slope of the stream channel and monolithic concrete piers cast onto the bedrock. The piers extend to the underside of the concrete box-girder framing, along the center line. The wing walls of the abutments are clad with random ashlar native stone.

The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete parapet wall. Mounted to the parapet wall is a stone-clad parapet wall. A stone wall lines the road at both the parkway north and south approaches. A small stream crosses under the bridge and is a shallow tributary stream. The stream has a well-defined bed with natural earthen embankments and is located within the second span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the streambed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

181P Underground Stream Bridge 05/17/2013
Milepost 303.77

The Underground Stream Bridge (181P) is located at milepost 303.77, where the Blue Ridge Parkway spans between grass-covered embankments on either side of an underground stream. The site is characterized by heavily wooded deciduous forest.

The Underground Stream Bridge is a monolithic cast-in-place reinforced concrete slab structure clad with random ashlar native stone. The bridge spans a shallow ravine and underground stream and is supported by concrete abutments on either side of the shrub-covered ravine. The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete shoulder and stone parapet walls. An underground stream passes under the bridge and is denoted by a shallow ravine with built-up piles of rubble stone and dense shrub cover. As viewed from the approach on the parkway, the bridge is curved in plan.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

182P Linn Cove Viaduct 05/17/2013
Milepost 304.02

The Linn Cove Viaduct (182P) is located at milepost 304.02, where the Blue Ridge Parkway spans a steeply sloped ravine and branch of the Linn Cove River in the mountainside that is characterized by rock outcroppings and deciduous forest. The bridge is open to views of the valley overlooking the forest canopy on parkway left and is bounded by heavily wooded deciduous forest to parkway right. The bridge is in close proximity to the Linn Cove Visitor Center (B842), from which the bridge is visible.

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 piers extend to the underside of the concrete box-girder framing, along the center line. The wing walls of the abutments are clad with random ashlar native stone. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a granite curb and concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A stone wall lines the road at the parkway left and right approaches on both sides of the bridge. A timber-framed guardrail backed by steel plates lines the road on parkway right and a wood worm-rail fence lines parkway left at the parkway south approach. The bridge crosses over a ravine and branch of the Linn Cove River. The steeply sloped ravine is framed by mountainous terrain and is characterized by dense woodland vegetation broken by rock outcroppings. The shallow streambed of the Linn Cove branch is located under the viaduct. As viewed from the approach on the parkway, the bridge has an S-shaped plan.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is potentially individually eligible for the National Register as an example of engineering and design.

183P Stack Rock Creek Bridge 05/17/2013
Milepost 304.63

The Stack Rock Creek Bridge (183P) is located at milepost 304.63, where the Blue Ridge Parkway spans a steeply sloped ravine and creek in the mountainside that is characterized by rock outcroppings and evergreen forest. The bridge is open to views of the valley overlooking the forest canopy on parkway left and is bounded by heavily wooded evergreen forest to parkway right. The bridge is in close proximity to the Stack Rock Parking Area, from which the bridge is visible.

The Stack Rock Creek Bridge is a double-span bridge with a girder and floor beam structure consisting of steel I-beam girders that extend on either side of the bridge deck and are reinforced by a steel diaphragm bolted to the web of the girders. A cast-in-place concrete floor beam spans across the steel framing members and cantilevers 6 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep rock-faced slope of the ravine and a monolithic concrete pier cast onto the bedrock, which extends to the underside of the steel deck framing. The pier is capped by a steel transverse beam. The wing walls of the abutments are clad with random ashlar native stone.

The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum tubes inset in cast metal round-profile posts. A stone wall lines the road at both the parkway north and south approaches. The bridge crosses over a steeply sloped ravine as well as the Stack Rock Creek. The ravine is framed by mountainous terrain and is characterized by dense woodland vegetation broken by rock outcroppings. A gravel trail and foot bridge is located under the east end of the bridge. Stack Rock Creek is a shallow tributary stream with a rocky streambed and is located at the base of the ravine and pier support for the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set perpendicular to the line of the ravine below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

099P U.S. Route 221 Bridge (Sandy Flat) 05/17/2013
Milepost 305.19

The U.S. Route 221 Bridge (099P) is located at milepost 305.19, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of U.S. Route 221. The site is surrounded by heavily wooded deciduous forest. Because of the height of the embankments, there are views over the trees of the mountain valley beyond. The bridge is in close proximity to the Beacon Heights Parking Area (1053P), from which the bridge is visible.

The U.S. Route 221 Bridge is a single-span bridge with a two-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers approximately 2 feet beyond the framing on either side. The spandrel and underside of the concrete deck is exposed to view. The full span of the bridge has one continuous box-girder structure and is supported by concrete abutments set into the steep shrub-covered embankments. The wing walls of the abutments are clad with random ashlar native stone.

The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A timber-framed guardrail backed by steel plates lines the road at both the parkway north and south approaches. U.S. Route 221 crosses under the bridge and is a two-lane asphalt-paved road with a gravel shoulder. There is a single interchange access ramp located on parkway right at the parkway north end of the road. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 32-degree angle to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

100P North Carolina Route 181 (Overpass) Bridge 05/17/2013
Milepost 312.06

The N.C. Route 181 Bridge (100P) is located at milepost 312.06 where N.C. Route 181 spans the Blue Ridge Parkway. The bridge spans between grass-covered embankments on either side of the lower road. The site, including an associated cloverleaf interchange, is surrounded by heavily wooded deciduous forest.

The N.C. Route 181 Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans the parkway, with abutments set in the steeply sloped built-up earthen embankments. The parkway crosses under the bridge and is a two-lane asphalt-paved road with a grass and gravel shoulder. N.C. Route 181 crosses over the bridge and is a two-lane asphalt-paved road with an asphalt shoulder and stone parapet wall set on a concrete curb. There is a single cloverleaf interchange, located on parkway right at the parkway north side of the bridge. As viewed from the approach on the parkway, the wing and spandrel walls of the bridge are set at a 44-degree angle to the parkway.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

101P Camp Creek Bridge 05/17/2013
Milepost 315.30

The Camp Creek Bridge (101P) is located at milepost 315.30 where the Blue Ridge Parkway spans Camp Creek. The bridge is set within the embankment of the low-lying stream channel and is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to the Camp Creek overlook, from which the bridge is visible.

The Camp Creek Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans Camp Creek, with abutments set in the steeply sloped built-up earthen embankments of the stream channel. At the bridge, the parkway is a two-lane asphalt-paved roadway, with a grass shoulder and stone parapet walls. Camp Creek is a shallow tributary stream. The stream bed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the parkway, the bridge has a slightly curved plan and is set perpendicular to the line of the river bed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

102P Linville Spur Road Bridge #1 05/17/2013
Milepost 316.37

The Linville Spur Road Bridge No. 1 (102P) is located at milepost 316.37, where the Blue Ridge Parkway Linville Spur Road spans between shrub-covered embankments on either side of the Linville River. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Linville Spur Road Bridge No. 1 is a one-span bridge with a two-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers four feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The full span of the bridge has one continuous box-girder structure and is supported by concrete abutments set into the steep shrub-covered slope of the river valley. The Linville Spur Road crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a three-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The Linville River crosses under the bridge and is a deep-water waterway. The riverbed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the Linville Spur Road, the bridge has a straight linear plan and is set perpendicular to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

103P Linville Spur Road Bridge #2 05/17/2013
Milepost 316.37

The Linville Spur Road Bridge No. 2 (103P) is located at milepost 316.37, where the Blue Ridge Parkway Linville Spur Road spans between shrub-covered embankments on either side of the Linville River. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The Linville Spur Road Bridge No. 2 is a one-span bridge with a two-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers five feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The full span of the bridge has one continuous box-girder structure and is supported by concrete abutments set into the steep shrub-covered slope of the river valley. The Linville Spur Road crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a three-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The Linville River crosses under the bridge and is a deep-water waterway. The riverbed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the Linville Spur Road, the bridge has a straight linear plan and is set perpendicular to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

104P Linville Spur Road Bridge #3 05/17/2013
Milepost 316.37

The Linville Spur Road Bridge No. 3 (104P) is located on the Linville Spur Road at milepost 316.37. The Linville Spur Road is a 1.25-mile paved road that extends east from parkway left of the Blue Ridge Parkway and terminates at the Linville Falls Visitor Center. The bridge, approximately 0.7 miles from the intersection with the parkway, spans between shrub-covered embankments on either side of North Carolina (N.C.) Route 183 and a tributary stream to the Linville River. The site is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to, although not visible from, Linville Spur Road Bridge Nos. 1 and 2.

The Linville Spur Road Bridge No. 3 is a quadruple-span bridge with a stringer/multi-beam girder structure consisting of four equally spaced concrete I-shaped girders reinforced by concrete transverse diaphragm framing that extends between the webs of the girders. A precast concrete floor spans across the framing members and cantilevers approximately four feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep shrub-covered slope of the embankment and monolithic concrete piers cast onto the bedrock that extend to the underside of the steel deck framing. Each pier is capped by a cast-in-place concrete transverse beam.
The Linville Spur road, a two-lane asphalt-paved roadway accessed from parkway left of the Blue Ridge Parkway, crosses over the bridge. It has a concrete sidewalk located along both sides of the road and a full-height three-pipe guardrail composed of 5-inch-diameter steel tubes inset in cast metal round-profile posts. N.C. Route 183 and a tributary stream to the Linville River cross under the bridge. N.C. Route 183 is located under the first span from the east end of the bridge and is a two-lane asphalt-paved road with a gravel shoulder. The tributary stream is a shallow tributary waterway located in a low-lying gully under the third span from the east end of the bridge. It has a well-defined embankment characterized by deciduous forest. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 99-degree angle to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

105P Linville Falls Trail Bridge #1 05/17/2013
Milepost 316.37

Linville Falls Trail Bridge No. 1 (105P) is located at milepost 316.37, where the Blue Ridge Parkway Linville Falls Trail spans between shrub-covered embankments on either side of the Linville River. The site consists of a low-lying stream channel and flood plain, and is surrounded by heavily wooded deciduous forest.

Linville Falls Trail Bridge No. 1 is a three-span pedestrian bridge with a cast-in-place reinforced concrete slab structure. The bridge is supported by concrete abutments and monolithic concrete piers cast onto concrete footing. The bridge spans the Linville River, with abutments set in the shrub-covered slope of the built-up earthen embankments. The Linville Falls Trail crosses over the exposed top surface of the concrete span. It has a steel guardrail consisting of steel posts mounted to the concrete slab and three horizontal rails. Anchors are exposed to view. The bridge crosses the Linville River, a turbulent deep-water waterway. The stream bed is deepest at the south span of the bridge; the north span of the bridge is dry at certain times of the year. As viewed from the approach on the trail, the bridge has a straight linear plan and is set at an approximately 11-degree angle to the line of the river below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

191P Culvert at U.S. Route 221 Access Ramp 05/17/2013
Milepost 317.47

The Culvert at U.S. Route 221 Access Ramp (191P) is located on parkway right at milepost 317.48. The parkway crosses over U.S. Route 221 and a cloverleaf interchange ramp provides access between the two roads. The culvert is located at the west end of the cloverleaf interchange, 50 feet from the intersection with U.S. Route 221. The culvert spans grass-covered embankments surrounded by a detention pond with mown-turf to the east, interior of the cloverleaf, and heavily wooded forest to the west, outside the cloverleaf ramp. The culvert is in close proximity to U.S. Route 221 Bridge (107P), from which the bridge is visible.

The Culvert at U.S. Route 221 Access Ramp is a two-span culvert with a cast-in-place reinforced concrete slab structure supported by cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a segmental arch appearance. The stone cladding forms the headwall for the culvert. All four faces of the intermediate wall are clad with stone. The culvert spans a drainage channel at the road interchange, with abutments set in the grass-covered slope of the built-up earthen embankments. The wing walls have a slight curve in plan as they taper into the embankment. The parkway interchange ramp crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment, approximately 12 inches above the top of the concrete headwalls and set back approximately 5 feet from the exterior face of the headwalls. A drainage channel crosses under the culvert and is a shallow waterway. The channel extends the full width of the bridge span with the water height reaching the concrete abutment walls.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

107P U.S. Route 221 Bridge (Linville Falls) 05/17/2013
Milepost 317.48

The U.S. Route 221 Bridge (107P) is located at milepost 317.48 where the Blue Ridge Parkway spans U.S. Route 221. The bridge spans between grass-covered embankments on either side of the lower road and has a mown grass detention basin within the cloverleaf interchange. The site is surrounded by heavily wooded deciduous forest.

The U.S. Route 221 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 walls, abutment walls, 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 221, 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 walls. A metal gate closure is located at the parkway north end of the bridge and regulates access to the parkway during winter weather. U.S. Route 221 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There is a single cloverleaf interchange, located on parkway right at the parkway north end of the bridge. At the center of the cloverleaf interchange is a detention basin that is drained by two double barrel stone-clad concrete drainage culverts. One of the culverts is located under the parkway north bridge abutment. It has two portals, one on either side of the bridge abutment, and is composed of random ashlar native stone-clad wing walls, spandrel walls with voussoirs at the segmental arch opening, and a center stone-clad pier wall. A second stone culvert, identified as Culvert at U.S. Route 221 Access Ramp (191P), is located under the interchange ramp. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 19-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

108P Humpback Mountain Bridge 05/17/2013
Milepost 319.88

The Humpback Mountain Bridge (108P) is located at milepost 319.88, where the Blue Ridge Parkway spans a steeply sloped ravine in the mountainside that is characterized by rock outcroppings and deciduous forest. The bridge is open to views of the valley overlooking the forest canopy on parkway left and is bounded by the exposed rock slope of the mountain side and heavily wooded deciduous forest to parkway right.

The Humpback Mountain Bridge is a triple-span bridge with a stringer/multi-beam girder structure consisting of seven equally spaced rolled steel I-shaped girders reinforced by steel transverse diaphragm framing that extends between the webs of the girders. A precast concrete floor spans across the framing members and cantilevers approximately 18 inches beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep shrub-covered slope of the ravine and steel truss-framed piers cast onto a wide concrete footing that extend to the underside of the steel deck framing. Each pier is capped by a steel transverse beam. The wing walls of the abutments are clad with random ashlar native stone.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete parapet wall clad with random ashlar native stone. The steeply sloped ravine is framed by mountainous terrain and is characterized by dense woodland vegetation broken by rock outcroppings. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the ravine below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

109P North Carolina Route 1121 Bridge 06/25/2013
Milepost 327.46

The N.C. Route 1121 Bridge (109P) is located at milepost 327.46 where the Blue Ridge Parkway spans N.C. Route 1121 (also known as Peppers Creek Road). The bridge spans between grass-covered embankments on either side of the lower road and is bounded by heavily wooded deciduous forest on parkway left and mown grass on parkway right.

The N.C. Route 1121 Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments with random ashlar native stone cladding and flat arch voussoirs. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans N.C. Route 1121, with abutments set in the steeply sloped built-up earthen embankments. Stone-clad wing walls are slightly curved in plan and taper into the embankment. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. N.C. Route 1121 crosses under the bridge and is a one-lane gravel-paved road. There is a turn-off for the road approximately 400 feet from the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 30-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

110P U.S. Route 226 Bridge 06/25/2013
Milepost 330.91

The U.S. Route 226 Bridge (110P) is located at milepost 330.91 where the Blue Ridge Parkway spans U.S. Route 226. The bridge spans between grass-covered embankments on either side of the lower road and has a mown grass clearing within the ramp and cloverleaf interchange. The site is bounded by heavily wooded deciduous forest on parkway left and mown grass on parkway right. The bridge is in close proximity to the Museum of North Carolina Minerals, from which the bridge is visible.

The U.S. Route 226 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 walls, abutment walls, 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 226, 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 walls. A metal gate closure is located at the parkway north end of the bridge and regulates access to the parkway during winter weather. U.S. Route 226 crosses under the bridge and is a two-lane asphalt-paved road with a gravel shoulder. There is a single access ramp and cloverleaf interchange, located on parkway right at the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 9-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

192P Lynn Gap Road Bridge 06/24/2013
Milepost 332.59

The Lynn Gap Road Bridge (192P) is located at milepost 332.59 where the Blue Ridge Parkway crosses Lynn Gap Road (also known as Leatherwood Lane). The bridge spans between grass and shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest. A cluster of residential and resort structures along Lynn Gap Road are visible from the bridge and parkway approach.

The Lynn Gap Road is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments with random ashlar native stone cladding and flat arch voussoirs. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans the Lynn Gap Road, 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 grass shoulder and timber-framed guardrails backed by steel plates. Lynn Gap Road crosses under the bridge and is a one-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a slightly curved plan and is set at an approximately 13-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

111P Little Switzerland Bridge 06/24/2013
Milepost 333.93

The Little Switzerland Bridge (111P) is located at milepost 333.93 where the Blue Ridge Parkway spans State Road 1100 (also known as McCall Gap Road). The bridge spans between shrub-covered embankments on either side of the lower road and has a mown grass clearing within the cloverleaf interchange on parkway left, as well as along the access road on parkway right. The remaining site is surrounded by heavily wooded deciduous forest. A cluster of commercial and resort structures along State Road 1100 are visible from the bridge and associated access road.

The Little Switzerland 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 walls, and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch is exposed to view. The bridge spans State Road 1100, 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 walls. A metal gate closure is located at the parkway north end of the bridge and regulates access to the parkway during winter weather. State Road 1100 crosses under the bridge and is a two-lane asphalt-paved road with a grass shoulder. There is a single cloverleaf interchange, located on parkway left at the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set at a 29-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

112P Osborne Knob Bridge 06/24/2013
Milepost 335.40

The Osborne Knob Bridge (112P) is located at milepost 335.40 where the Blue Ridge Parkway crosses Crabtree Public Road (State Road 1446). The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Osborne Knob Bridge is a slab structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments with random ashlar native stone cladding at the wing walls and an exposed concrete span. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans State Road 1446, with abutments set in the steeply sloped built-up earthen embankments. The wing walls have a slight curve in plan as they taper into the embankment. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. State Road 1446 crosses under the bridge and is a one-lane asphalt-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a curved plan and is set at an approximately 21-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

113P Gooch Gap Bridge 06/24/2013
Milepost 336.29

The Gooch Gap Bridge (113P) is located at milepost 336.29 where the Blue Ridge Parkway crosses State Road 1421 (Wildacres Public Road). The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Gooch Gap Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments with random ashlar native stone cladding and flat arch voussoirs. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans State Road 1421, with abutments set in the steeply sloped built-up earthen embankments. The wing walls have a slight curve in plan as they taper into the embankment. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. State Road 1421 crosses under the bridge and is a one-lane concrete-paved road. There is a turn-off for the public road approximately 200 feet from the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at approximately a 34-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

114P North Carolina Route 80 Bridge 06/24/2013
Milepost 344.02

The N.C. Route 80 Bridge (114P) is located at milepost 344.02 where the Blue Ridge Parkway spans N.C. Route 80. The bridge spans between mown grass and shrub-covered embankments on either side of the lower road and has a mown grass clearing within the cloverleaf interchange. The site is surrounded to the north, west, and south by heavily wooded deciduous forest. To the west, the bridge is open to views of the valley overlooking the forest canopy. The bridge is in close proximity to the Buck Creek Gap overlook, accessed from N.C. Route 80, from which the bridge is visible. The bridge is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

The N.C. Route 80 Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans N.C. Route 80, 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 walls. The road bed is sloped slightly toward parkway right. A drainage channel and catch basin is located along the parkway right approach at the parkway south end of the bridge. N.C. Route 80 crosses under the bridge and is a two-lane asphalt-paved road with a grass and gravel shoulder and asphalt drainage channel. There is a single cloverleaf interchange, located on parkway left at the parkway south end of the bridge. The interchange has a stone retaining wall that follows the curve of the road. As viewed from the approach on the parkway, the bridge is curved in plan and is set at an approximately 15-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

115P Big Laurel Mountain Bridge 06/24/2013
Milepost 347.18

The Big Laurel Mountain Bridge (115P) is located at milepost 347.18, where the Blue Ridge Parkway spans a steeply sloped ravine in the mountainside that is characterized by rock outcroppings and deciduous forest. The bridge is open to views of the valley overlooking the forest canopy on parkway left and is bounded by heavily wooded deciduous forest to parkway right.

The Big Laurel Mountain Bridge is a triple-span bridge with a stringer/multi-beam girder structure consisting of seven equally spaced rolled steel I-shaped girders reinforced by steel transverse diaphragm framing that extends between the webs of the girders. A steel deck with concrete topping slab spans across the framing members and cantilevers 18 inches beyond the framing on either side. The underside of the steel deck is exposed to view. The bridge is supported by concrete abutments set into the steep rock-faced slope of the ravine and steel truss-framed piers cast onto a wide concrete footing that extend to the underside of the steel deck framing. Each pier is capped by a steel transverse beam. The wing walls of the abutments are clad with random ashlar native stone.
The parkway crosses over the bridge and is a two-lane concrete-paved roadway, with a concrete parapet wall. A stone wall/timber-framed guardrail backed by steel plates lines both sides of the road at both the parkway north and south approaches. The steeply sloped ravine is framed by mountainous terrain and is characterized by dense woodland vegetation broken by rock outcroppings. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the ravine below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

116P Riceville Road Bridge 10/26/2012
Milepost 381.87

The Riceville Road Bridge (116P) is located at milepost 381.87 where the Blue Ridge Parkway spans State Road 2002 (also known as Riceville Road). The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest. The bridge is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

The Riceville Road Bridge is a single-span rigid-frame concrete structure with a semicircular arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans State Road 2002, 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 wood timber-framed guardrail backed by steel plates. The Mountain-to-Sea Trail crosses the bridge as a dirt path on the parkway right side of the road separated from the road by the timber guardrail and stepped down in height. A wood post and rail guardrail defines the trail edge. A metal gate closure is located at the parkway south end of the bridge and regulates access to the parkway during winter weather. State Road 2002 crosses under the bridge and is a two-lane asphalt-paved road with asphalt shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

117P U.S. Route 70 Bridge 06/24/2013
Milepost 382.63

The U.S. Route 70 Bridge (117P) is located within the city limits of Asheville, North Carolina at milepost 382.63 where the Blue Ridge Parkway spans U.S. Route 70. The bridge, situated near the Folk Art Center and Visitor Center, is a primary point of entrance for visitors on the park and is an intersection on the parkway with high traffic volume. The bridge spans between grass-covered embankments on either side of the lower road and is surrounded by heavily-wooded deciduous forest, including the area within the two cloverleaf interchanges. The bridge is in close proximity to the access road for the Oteen Maintenance Area, from which the bridge is visible. The bridge is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

The U.S. Route 70 Bridge is a single-span rigid-frame concrete structure with an elliptical arch shape. The bridge has a reinforced concrete structural span and concrete abutments with random ashlar native stone cladding at the wing and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans U.S. Route 70, 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 on parkway right, an asphalt shoulder on parkway left, and stone parapet walls. U.S Route 70 crosses under the bridge and is a four-lane asphalt-paved traffic-controlled road with a grass shoulder on the parkway north side of the road and a concrete sidewalk on the parkway south side of the road. The road is a main access point for the parkway in Asheville and has high volumes of traffic. There is a two-ramp partial cloverleaf interchange with controlled exits located on either end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set at a 15-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

203P Azalea Road Bridge 06/24/2013
Milepost 383.09

The Azalea Trail Bridge (203P) is located at milepost 383.09, where Hardesty Lane spans between dirt-covered embankments on either side of the Swanannoa River. The site consists of a low-lying stream channel, and is surrounded by thick low-growth vegetation and the wide flood plain. The bridge is in close proximity to the Swanannoa River Bridge, from which the bridge is visible. The bridge is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

The Azalea Trail Bridge is a triple-span bridge with a stringer/multi-beam girder structure consisting of five equally spaced rolled steel I-shaped girders reinforced by steel transverse diaphragm framing that extends between the webs of the girders. A wood plank floor spans across the framing members and cantilevers one foot beyond the framing on either side. The underside of the wood plank deck is exposed to view. The bridge is supported by concrete abutments set into the steep dirt-covered slope of the stream channel and steel piles set into the stream embankment that extend to the underside of the steel deck framing. The piles are capped by a concrete transverse beam.
Hardesty Lane crosses over the bridge and is a one-lane asphalt-paved roadway, with a wood timber curb and a wood-framed guardrail. The Swanannoa River crosses under the bridge and is a shallow tributary stream. The stream has a well-defined bed with natural earthen embankments and is located within the center span of the bridge. During periods of high water, the bridge is reported to be partially submerged.
The bridge is located approximately 40 feet below and is visible from the Swannanoa River Bridge (118P) which carries the parkway over the Swannanoa River and the adjacent Interstate 40 and railroad.

Although constructed within the period of significance, this bridge is non-contributing because it is not related to the original construction or character of the Blue Ridge Parkway.

118P Swannanoa River Bridge 06/24/2013
Milepost 383.36

The Swannanoa River Bridge (118P) is located at milepost 383.36, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Swannanoa River, Interstate 40, and a railroad. The site consists of a low-lying stream channel and wide flood plain, and is surrounded by heavily wooded deciduous forest.

The Swannanoa River Bridge is a nine-span bridge with a three-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers approximately three 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 nine structural segments and is supported by concrete abutments set into the steep shrub-covered slope of the river valley and round concrete piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing and are placed in threes, each on opposite edges of the box-girder. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The bridge crosses over the Swannanoa River, Interstate 40, and a railroad. Interstate 40 crosses under the bridge at the eighth span from parkway north and is a four-lane asphalt-paved divided highway with metal guardrails and an asphalt shoulder. The Swannanoa River crosses under the bridge and is a deep-water waterway. The stream has a well-defined bed with natural earthen embankments and is located within the fourth span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set at an approximately 30-degree angle to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

173P U.S. Route 74A (Westbound) Access Ramp Culvert 05/15/2013
Milepost 384.72

The U.S. Route 74A (WBL) Access Ramp Culvert (173P) is located at milepost 384.72, where the Blue Ridge Parkway U.S. Route 74A Westbound Access Ramp spans between shrub-covered embankments on either side of a creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is in close proximity to the U.S. Route 74A (EBL) Access Ramp Culvert.

The U.S. Route 74A (WBL) Access Ramp Culvert is a three-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and an intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a flat arch appearance. The stone cladding forms the headwall for the culvert. The concrete slab and abutments each have an exposed rounded edge that frames the bridge portal. The concrete on the underside of the slab, at all four sides of the intermediate wall, and at the abutment walls is exposed to view. The culvert spans a creek at the U.S. Route 74A westbound access ramp, with abutments set in the shrub-covered slope of the built-up earthen embankments. The wing walls have a slight curve in plan as they taper into the embankment. The access ramp crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment two feet above the top of the concrete headwalls, and set back approximately seventeen feet on the left and approximately twenty-three feet on the right from the exterior face of the headwalls. The road is lined on the east by timber-framed guardrails backed by steel plates and has a sloped, approximately two-foot wide grass shoulder. A creek crosses under the culvert and is a shallow tributary stream. The stream bed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the access ramp, the culvert has a straight linear plan and is set perpendicular to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

119P U.S. Route 74A Bridge 05/15/2013
Milepost 384.75

The U.S. Route 74A Bridge (119P) is located at milepost 384.75, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of U.S. Route 74A, a four-lane divided highway, and a small stream. The site is surrounded by heavily wooded deciduous forest.

The U.S. Route 74A Bridge is a four-span bridge with a four-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers four 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 four structural segments and is supported by concrete abutments set into the steep dirt-covered slope of the ravine and monolithic piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing along the center line. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The bridge crosses over U.S. Route 74A and a small stream. U.S. Route 74A crosses under the bridge at the third span from parkway north and is a four-lane asphalt-paved divided highway. A shallow stream crosses under the bridge. The stream has a well-defined bed with natural earthen embankments and is located within the second span from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is curved in plan and is set at an approximately 29-degree angle to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

186P U.S. Route 74A (Eastbound) Access Ramp Culvert 05/15/2013
Milepost 384.83

The U.S. Route 74A (EBL) Access Ramp Culvert (384.83P) is located at milepost 384.83, where the Blue Ridge Parkway U.S. Route 74A Eastbound Access Ramp spans between shrub-covered embankments on either side of a creek. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest. The culvert is in close proximity to the U.S. Route 74A (WBL) Access Ramp Culvert.

The U.S. Route 74A (EBL) Access Ramp Culvert is a three-span bridge with a cast-in-place reinforced concrete slab structure supported by vertical cast-in-place concrete abutments and intermediate wall. The random ashlar native stone cladding and voussoirs give the culvert openings a flat arch appearance. The stone cladding forms the headwall for the culvert. The concrete slab and abutments each have an exposed rounded edge that frames the bridge portal. The concrete on the underside of the slab, at all four sides of the intermediate wall, and at the abutment walls is exposed to view. The culvert spans a creek at the U.S. Route 74A eastbound access ramp, with abutments set in the shrub-covered slope of the built-up earthen embankments. The access ramp crosses over the culvert and is a two-lane asphalt-paved road elevated on a grass-covered built-up embankment three feet six inches above the top of the concrete headwalls, and set back approximately seventeen feet from the exterior face of the headwalls. The road is lined by timber-framed guardrails backed by steel plates and has a sloped, approximately two-foot wide grass shoulder. A creek crosses under the culvert and is a shallow tributary stream. The stream bed extends the full width of the bridge span with the water height reaching the concrete abutment walls. As viewed from the approach on the access ramp, the culvert has a straight linear plan and is set at an approximately 21-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

120P U.S. Route 25A Bridge 05/15/2013
Milepost 388.07

The U.S. Route 25A Bridge (120P) is located at milepost 388.07, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of U.S. Route 25A, a two-lane roadway. The site is surrounded by heavily wooded deciduous forest.

The U.S. Route 25A Bridge is a three-span bridge with a two-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers three 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 three structural segments and is supported by concrete abutments set into the steep concrete-paved slope of the ravine and round concrete piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing and are placed in pairs, each on opposite edges of the box-girder. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. U.S. Route 25A crosses under the bridge at the second span from parkway north and is a two-lane asphalt-paved road with a gravel shoulder. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 42-degree angle to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

121P Southern Railroad Bridge 05/15/2013
Milepost 388.48

The Southern Railroad Bridge (121P) is located at milepost 388.48, where the Blue Ridge Parkway spans between dirt-covered embankments on either side of Southern Railroad, a freight rail line. The site is surrounded by heavily wooded deciduous forest. The bridge is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina. Trail entrances are located on parkway left at either end of the bridge.

The Southern Railroad Bridge is a triple-span bridge with a stringer/multi-beam girder structure consisting of four equally spaced concrete I-shaped girders reinforced by concrete transverse diaphragm framing that extends between the webs of the girders. A precast concrete floor spans across the framing members and cantilevers approximately 3 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep dirt-covered slope of the embankments and monolithic concrete piers cast onto a wide concrete footing that extend to the underside of the steel deck framing. Each pier is capped by a cast-in-place concrete transverse beam.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk located along both parkway left and right and a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter steel tubes inset in cast metal round-profile posts. The Southern Railroad crosses under the bridge at the center span. It is a single rail line set on a raised gravel bed and composed of a pair of steel rails and wood timber ties. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the railroad below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

122P U.S. Route 25 Bridge 05/15/2013
Milepost 388.74

The U.S. Route 25 Bridge (122P) is located at milepost 388.74, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of U.S. Route 25, a two-lane roadway. The site is surrounded by heavily wooded deciduous forest.

The U.S. Route 25 Bridge is a three-span bridge with a two-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers approximately three 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 three structural segments and is supported by concrete abutments set into the steep concrete-paved slope of the ravine and round concrete piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing and are placed in pairs, each on opposite edges of the box-girder. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. A timber-framed guardrail backed by steel plates lines the road on parkway right at the parkway south approach. U.S. Route 25 crosses under the bridge at the second span from parkway north and is a two-lane asphalt-paved road with metal guardrails. As viewed from the approach on the parkway, the bridge is curved in plan and is set at an approximately 33-degree angle to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

193P Biltmore Estate Bridge 05/15/2013
Milepost 389.85

The Biltmore Estate Bridge (193P) is located at milepost 389.85 where the Blue Ridge Parkway crosses a private road. The bridge spans between shrub-covered embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Biltmore Estate Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans a private road, 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 timber-framed guardrails backed by steel plates. A stone culvert is located at parkway left on the parkway south end of the bridge. A private road crosses under the bridge and is a one-lane gravel-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 21-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

123P Dingle Creek Bridge 05/15/2013
Milepost 390.94

The Dingle Creek Bridge (123P) is located at milepost 390.94, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of Dingle Creek. The site consists of a low-lying stream channel and flood plain, and is surrounded by heavily wooded deciduous forest.

The Dingle Creek Bridge is a two-span bridge with a cast-in-place reinforced concrete slab structure. The bridge is supported by concrete abutments and paired round concrete piers capped by a cast-in-place transverse beam cast onto concrete footing. The abutments are clad with random ashlar native stone the underside of which is exposed to view. The bridge spans the creek, with abutments set in the shrub-covered slope of the built-up earthen embankments. The wing walls have a slight curve in plan as they taper into the embankment. The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a grass shoulder and timber-framed guardrails backed with steel plates and mounted on concrete posts that are a part of the concrete slab construction. A timber-framed guardrail backed by steel plates lines the road at the parkway right approach to the bridge in the southbound direction. The bridge crosses Dingle Creek, a shallow tributary stream. The stream bed flows through the north span of the bridge; the stream bed slopes up more than seven feet beneath the south span of the bridge which is completely dry at certain times of the year. As viewed from the approach on the parkway, the bridge is curved in plan and is set at an approximately 29-degree angle to the line of the creek below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

124P I-26 Bridge 05/15/2013
Milepost 391.79

The Interstate 26 (I-26) Bridge (124P) is located at milepost 391.79, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of I-26, a high-traffic divided interstate highway. The site is surrounded by heavily wooded deciduous forest. The bridge is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

The I-26 Bridge is a seven-span bridge with a stringer/multi-beam girder structure consisting of five equally spaced rolled steel I-shaped girders reinforced by steel transverse diaphragm framing that extends between the webs of the girders. A precast concrete floor spans across the framing members and cantilevers approximately 2 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep shrub-covered slope of the embankment and monolithic concrete piers cast onto the bedrock that extend to the underside of the steel deck framing. Each pier is capped by a cast-in-place concrete transverse beam.
The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk located along both sides of the parkway and a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter steel tubes inset in cast metal round-profile posts. A timber-framed guardrail backed by steel plates lines the road on parkway left at the parkway south approach. I-26 crosses under the bridge at the center span and is a four-lane asphalt-paved divided highway with an asphalt shoulder. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 22-degree angle to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

125P French Broad River Bridge 05/15/2013
Milepost 393.44

The French Broad River Bridge (125P) is located at milepost 393.44, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the French Broad River and North Carolina Route 191, a two-lane roadway. The site consists of a low-lying stream channel and is surrounded by heavily wooded deciduous forest.

The French Broad River Bridge is a ten-span bridge with a two-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers approximately four 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 ten structural segments and is supported by concrete abutments set into the steep shrub-covered slope of the river valley and monolithic piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing along the center line. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a two-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The bridge crosses over the French Broad River and North Carolina Route 191. North Carolina Route 191 crosses under the bridge at the ninth span from parkway north and is a two-lane asphalt-paved road with a gravel shoulder. The French Broad River crosses under the bridge and is a deep-water waterway. The stream has a well-defined bed with natural earthen embankments and is located within the fifth, sixth, and seventh spans from the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge is slightly curved in plan and is set at an approximately 29-degree angle to the line of the riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

197P Bent Creek Gap Road Bridge 05/14/2013
Milepost 400.25

The Bent Creek Gap Road Bridge (197P) is located at milepost 400.25 where the Blue Ridge Parkway crosses Bent Creek Gap Road (also known as USFS Road #5000). The bridge spans between the embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Bent Creek Gap Road is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans the Bent Creek Gap Road, 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 timber-framed guardrails backed by steel plates. The Bent Creek Gap Road crosses under the bridge and is a two-lane concrete-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 21-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

126P U.S. Route 276 Bridge 05/14/2013
Milepost 411.90

The U.S. Route 276 Bridge (126P) is located at milepost 411.90 where the Blue Ridge Parkway spans U.S. Route 276. The bridge spans between shrub-covered embankments on either side of the lower road and has a mown grass and shrub-covered clearing within the cloverleaf interchange. The site is surrounded by heavily wooded deciduous forest to parkway right. On parkway left, the bridge is open to views of the valley overlooking the forest canopy. The bridge is in close proximity to the Cold Mountain overlook, from which the bridge is visible.

The U.S. Route 276 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans U.S. Route 276, 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 an asphalt shoulder and stone parapet walls. A timber-framed guardrail backed by steel plate lines the road at the parkway left and right approach to the parkway north end of the bridge, as well as on the parkway right approach at the parkway south end of the bridge. A metal gate closure is located at the parkway north end of the bridge and regulates access to the parkway during winter weather. U.S. Route 276 crosses under the bridge and is a three-lane asphalt-paved road with a gravel shoulder. There is a single cloverleaf interchange, located on parkway left at the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge has a gently curving plan and is set at a 30-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

128P North Carolina Route 215 Bridge 05/14/2013
Milepost 423.29

The N.C. Route 215 Bridge (128P) is located at milepost 423.29 where the Blue Ridge Parkway spans N.C. Route 215. The bridge spans between grass-covered embankments on either side of the lower road and a grass-covered clearing within the cloverleaf interchange. The site is surrounded by non-native shrubs and heavily wooded deciduous forest on parkway right. On parkway left, the bridge is open to views of the valley overlooking the forest canopy.

The N.C. Route 215 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The stone wing walls curve slightly as they taper into the embankment. The bridge spans N.C. Route 215, 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 walls. A metal gate closure is located at the parkway south end of the bridge and regulates access to the parkway during winter weather. N.C. Route 215 crosses under the bridge and is a two-lane asphalt-paved road with a gravel shoulder. There is a single cloverleaf interchange, located on parkway left at the parkway north end of the bridge. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 12-degree angle to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

127P U.S. Route 23/74 Bridge 05/14/2013
Milepost 443.01

The U.S. Route 23/74 Bridge (127P) is located at milepost 443.01, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of U.S. Route 23/74, a high-traffic divided interstate highway, and the Southern Railroad. The site is surrounded by heavily wooded deciduous forest.

The U.S. Route 23/74 Bridge is a four-span bridge with a three-compartment cast-in-place box-girder structure with a cast-in-place concrete deck that cantilevers approximately three 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 four structural segments and is supported by concrete abutments set into the steep shrub-covered slope of the ravine and round concrete piers cast onto a concrete footing. The piers extend to the underside of the concrete box-girder framing and are placed in pairs, each on opposite edges of the box-girder. The parkway crosses over the bridge and is a two-lane concrete-paved roadway with a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. The bridge crosses over U.S. Route 23/74 and the Southern Railroad. U.S. Route 23/74 crosses under the bridge at the third and fourth spans from parkway north and is a four-lane asphalt-paved divided highway with metal guardrails and an asphalt shoulder. The Southern Railroad crosses under the bridge at the second span from parkway north. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the roadbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

194P Hood Road Bridge 05/14/2013
Milepost 444.43

The Hood Road Bridge (194P) is located at milepost 444.43 where the Blue Ridge Parkway crosses Hood Road (also known as Rosemont Road). The bridge spans between the embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Hood Road Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans Hood Road, with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. An asphalt drainage channel extends down the earthen embankment from the parkway to a sewer curb on Hood Road at parkway left on the northbound end of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. Hood Road crosses under the bridge and is a one-lane concrete-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 22-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

129P U.S. Route 19 Bridge 05/14/2013
Milepost 455.68

The U.S. Route 19 Bridge (129P) is located at milepost 455.68, The U.S. Route 19 Bridge (129P) is located at milepost 455.68, where the Blue Ridge Parkway spans between grass-covered embankments on either side of U.S. Route 19. The site is surrounded by heavily wooded deciduous forest. The bridge is in close proximity to the Soco Gap Overlook, from which the bridge is visible.

The U.S. Route 19 Bridge is a four-span box beam bridge that spans U.S. Route 19. The bridge span is composed of ten box beam sections that are supported by concrete abutments and round concrete piers. The abutments are set into the grass-covered built-up earthen embankment on either side of the lower road. The piers are cast onto concrete footing and capped by concrete transverse beams that extend to the underside of the concrete box beam span. Concrete sidewalk and parapet walls are cast onto the deck surface and cantilevers 13 inches beyond the box beam framing, on either side.
The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk and concrete parapet wall located on both sides. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter aluminum or steel tubes inset in cast metal round-profile posts. U.S. Route 19 crosses under the bridge at the third span from parkway north and is a two-lane asphalt-paved road with a gravel shoulder. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 50-degree angle to the line of the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

130P Docks Gap Bridge 05/14/2013
Milepost 457.66

The Docks Gap Bridge (130P) is located at milepost 457.66 where the Blue Ridge Parkway spans Bureau of Indian Affairs (BIA) Route 434. The bridge spans between the embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest. Along parkway left, views overlooking the valley can be seen through openings in the forest canopy.

The Docks Gap 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 and spandrel walls, including stone voussoirs at the arch. The concrete on the underside of the arch and at the abutment wall is exposed to view. The bridge spans BIA Route 434, 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 an asphalt shoulder and stone parapet walls. BIA Route 434 crosses under the bridge and is a one-lane concrete-paved road with a gravel shoulder. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at a 31-degree angle to the road below. A geological survey marker, placed in 1963 and indicating an elevation of 4930 feet, is embedded in a stone masonry unit at the parkway left parapet wall.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

185P Big Witch Bridge 05/14/2013
Milepost 461.60

The Big Witch Bridge (185P) is located at milepost 461.60 where the Blue Ridge Parkway crosses Bureau of Indian Affairs (BIA) Route 405. The bridge spans between the embankments on either side of the lower road and is surrounded by heavily wooded deciduous forest.

The Big Witch Bridge is a single-span rigid-frame structure consisting of a reinforced concrete slab supported by vertical cast-in-place concrete abutments. The concrete on the underside of the span and at the abutment wall is exposed to view. The bridge spans the BIA Route 405, with abutments set in the steeply sloped built-up earthen embankments. Sloped cast-in-place concrete wing walls extend from the abutment walls, parallel to the lower road, on either side of the bridge. The parkway crosses over the bridge and is a two-lane asphalt-paved road with a grass shoulder and timber-framed guardrails backed by steel plates. BIA Route 405 crosses under the bridge and is a one-lane concrete-paved road. There is no direct access interchange between the two roads. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set at an approximately 29-degree diagonal to the road below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

131P Oconaluftee River Bridge 05/14/2013
Milepost 469.01

The Oconaluftee River Bridge (131P) is located at milepost 469.01, where the Blue Ridge Parkway spans between shrub-covered embankments on either side of the Oconaluftee River and Big Cove Road. The site consists of a low-lying stream channel and wide flood plain, and is surrounded by heavily wooded deciduous forest. The bridge is the terminus of the Blue Ridge Parkway and the border with the Great Smoky Mountains National Park.

The Oconaluftee River Bridge is a quintuple-span bridge with a stringer/multi-beam girder structure consisting of five equally spaced concrete I-shaped girders reinforced by concrete transverse diaphragm framing that extends between the webs of the girders. A cast-in-place concrete floor spans across the framing members and cantilevers approximately 2 feet beyond the framing on either side. The underside of the concrete deck is exposed to view. The bridge is supported by concrete abutments set into the steep shrub-covered slope of the river valley and monolithic concrete piers cast onto the bedrock that extend to the underside of the deck framing. The wing walls of the abutments and piers are clad with random ashlar native stone.

The parkway crosses over the bridge and is a two-lane asphalt-paved roadway, with a concrete sidewalk located along both sides of the parkway and a concrete parapet wall. Mounted to the parapet wall is a one-pipe rail composed of 5-inch-diameter steel tubes inset in cast metal round-profile posts. A stone wall lines the road at both the parkway approaches. A metal gate closure is located at the parkway south end of the bridge and regulates access to the parkway during winter weather. A concrete mile marker is located at the parkway north end of the bridge.
The bridge crosses over the Oconaluftee River, Big Cove Road, and a hiking path. The Oconaluftee River crosses under the bridge at the parkway south half of the bridge and is a turbulent yet shallow-water waterway. The stream bed extends between three bridge spans with the water height reaching the stone-clad abutment walls. Big Cove Road is a two-lane asphalt-paved road with a gravel shoulder located under the first bridge span from parkway north. The hiking path is an unpaved trail that runs parallel and adjacent to Big Cove Road. As viewed from the approach on the parkway, the bridge has a straight linear plan and is set perpendicular to the line of the roadbed and riverbed below.

The bridge is a contributing resource that is related to the original design of the Blue Ridge Parkway.

133P Bluff Mountain Tunnel 08/13/2013
Milepost 53.01

The Bluff Mountain Tunnel (133P) is located at milepost 53.01 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 right.

The Bluff Mountain 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 a heavily-wooded mountain slope on parkway left and step down in single stone courses toward a steep-sloped earthen embankment at parkway right. An asphalt drainage channel is located along the top of the portal. Stone drainage channels are located along both the parkway left and right approaches. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with asphalt shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Traffic reflectors within the tunnel are mounted to the concrete lining. A concrete mile marker is located in front of the parkway north portal.

The tunnel is a contributing resource that is related to the original design of the Blue Ridge Parkway. It is the only tunnel on the Blue Ridge Parkway within Virginia.

134P Little Switzerland Tunnel 06/24/2013
Milepost 333.25

The Little Switzerland Tunnel (134P) is located at milepost 333.25 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 the forest and views of the valley overlooking the forest canopy on parkway right. The Bland's Knob public road runs perpendicular to the parkway and crosses over the top of the tunnel.

The Little Switzerland Tunnel is a vaulted structure consisting of an arched rock-faced random ashlar stone portal with voussoirs at the southbound entrance. The northbound entrance does not have a formal entrance portal, the natural stone is left exposed to view. The portals abut an exposed rock wall at parkway left and step down in single stone courses toward a steep-sloped earthen embankment at parkway right. A stone drainage channel is located along the parkway left approach near the northbound entrance. The tunnel has a straight linear plan and a clear view of the entrance portal at the opposite end. An asphalt-paved road with asphalt and gravel shoulder extends through the tunnel. The interior has a concrete lining that extends approximately 50 feet from the southbound entrance into the tunnel, where it then transitions to exposed rock. Safety netting has been applied to the face of the exposed rock. Orange and white traffic reflectors within the tunnel are mounted to posts set in the shoulder of the road.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it is one of the first tunnel completed on the Parkway. It is also one of two tunnels with a portal consisting of exposed natural stone. The tunnel also has an exposed natural stone interior and a public road crosses over the top of it.

135P Wildacres Tunnel 06/24/2013
Milepost 336.85

The Wildacres Tunnel (135P) is located at milepost 336.85 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 Wildacres 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. A drainage channel is located along the parkway left approach to the north portal. 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 interior has a concrete lining that extends approximately 20 feet at either entrance into the tunnel, where it then transitions to spray-applied concrete lining. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it was one of the first tunnels completed on the Parkway.

136P Twin Tunnel #1 06/24/2013
Milepost 344.50

The Twin Tunnel No. 1 (136P) is located at milepost 344.50 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/right. The tunnel is in close proximity to Twin Tunnel No. 2, from which the tunnel portal is visible. A stone guardrail wall is located along the parkway left approach to the south portal.

The Twin Tunnel No. 1 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. The north portal steps down two courses at time toward a steep-sloped earthen embankment at parkway left. At the south portal, the parkway left wall steps down in two-course increments and curves sharply to form a return wall that tapers into the hillside. 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 interior has a concrete lining that extends approximately 20 feet at either entrance into the tunnel, where it then transitions to a spray-applied concrete lining. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it is one of the two Twin Tunnels, some of the first tunnels constructed on the Parkway. In addition, the tunnel has a stone guardrail along the approach.

137P Twin Tunnel #2 06/24/2013
Milepost 344.65

The Twin Tunnel No. 2 (137P) is located at milepost 344.65 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 tunnel is in close proximity to Twin Tunnel No. 1, from which the tunnel portal is visible. A stone guardrail wall is located along the parkway left approach to the north portal.

The Twin Tunnel No. 2 is a vaulted structure consisting of an arched rock-faced random ashlar stone portal with voussoirs at the southbound entrance. The northbound entrance does not have a formal entrance portal, the natural stone is left exposed to view. The north portal abuts 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 interior has a concrete lining that extends approximately 30 feet from the north portal into the tunnel, where it then transitions to exposed rock. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining where present or mounted to posts set in the shoulder of the road.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it is one of the two Twin Tunnels, some of the first tunnels constructed on the Parkway. In addition, the tunnel is one of two tunnels with a portal consisting of exposed natural stone. The tunnel also has an exposed natural stone interior and a stone guardrail along the approach.

138P Rough Ridge Tunnel 06/24/2013
Milepost 349.05

The Rough Ridge Tunnel (138P) is located at milepost 349.05 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. A timber-framed guardrail lines the parkway left approach at the south portal.

The Rough 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. A stone drainage channel is located along the parkway left approach near the north portal. The tunnel is slightly curved in plan, allowing for a partial visual connection, and the shoulder extends through the tunnel. The interior has concrete lining that extends approximately 20 feet at either entrance into the tunnel, where it then transitions to a spray-applied concrete lining. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining where present or mounted to posts set in the shoulder of the road.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it is one of the first tunnels constructed on the Parkway, it has a timber-framed guardrail lines the approach road.

139P Craggy Pinnacle Tunnel 06/24/2013
Milepost 364.39

The Craggy Pinnacle Tunnel (139P) is located at milepost 364.39 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 tunnel is in close proximity to the Craggy Gardens Visitor Center, from which the tunnel portal is visible. A timber-framed guardrail is located along the parkway left approach to the south portal.

The Craggy Pinnacle 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. The north portal steps down in double stone courses toward a steep-sloped earthen embankment at parkway left. The south portal consists of the stone arch cut into the exposed natural stone. The natural stone extends beyond the face of the stone portal and overhangs the parkway. A stone drainage channel is located along the parkway right approach at the north portal. The tunnel is slightly curved in plan, allowing for a nearly full visual connection with the entrance portal at the opposite end. An asphalt-paved road with gravel shoulder extends through the tunnel. The interior has a concrete lining that extends approximately 20 feet at either entrance into the tunnel, where it then transitions to exposed rock. Safety netting has been applied to the face of the exposed rock. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining where present or mounted to posts set in the shoulder of the road.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because of its association with a nearby visitor center, the timber-framed guardrail along the approach, integration of the stone portal with natural stone, and a length of the tunnel interior has an exposed rock surface.

140P Craggy Flats Tunnel 06/24/2013
Milepost 365.44

The Craggy Flats Tunnel (140P) is located at milepost 365.44 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. A timber-framed guardrail post lines the road at both the north and south portal approach.

The Craggy Flats 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 left and step down in single stone courses toward a steep-sloped earthen embankment at parkway right. An asphalt drainage channel is located along the parkway right approach near the north portal and a catch basin with cast iron grate is located at parkway right of the south portal. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with gravel shoulder extends through the tunnel. The interior has a concrete lining that extends approximately 30 feet at either entrance into the tunnel, where it then transitions to exposed rock. Safety netting has been applied to the face of the exposed rock. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining where present or mounted to posts set in the shoulder of the road.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it has a timber-framed guardrail approach and the length of the tunnel interior has an exposed rock surface.

141P Tanbark Ridge Tunnel
Milepost 374.24

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.

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 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.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because the length of the tunnel interior has an exposed rock surface.

142P Grassy Knob Tunnel 05/15/2013
Milepost 397.05

The Grassy Knob Tunnel (142P) is located at milepost 397.05 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 Grassy Knob 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. An asphalt drainage channel is located along the top of both the north and south portal. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is a contributing resource that is related to the original design of the Blue Ridge Parkway.

143P Pine Mountain Tunnel 05/15/2013
Milepost 399.10

The Pine Mountain Tunnel (143P) is located at milepost 399.10 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 Pine Mountain 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. A stone drainage channel is located along the top of the south portal, as well as along the parkway right approach. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is a contributing resource that is related to the original design of the Blue Ridge Parkway.

144P Ferrin Knob Tunnel #1 05/14/2013
Milepost 400.68

The Ferrin Knob Tunnel No. 1 (144P) is located at milepost 400.68 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 tunnel is in close proximity to Wash Creek Valley overlook, from which the tunnel portal is visible. Although not in direct view, the tunnel is also in close proximity and grouped with Ferrin Knob Tunnel Nos. 1 and 2.

The Ferrin Knob Tunnel No. 1 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 curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it is one of three tunnels in the Ferrin Knob tunnel series and it is associated with a nearby overlook.

145P Ferrin Knob Tunnel #2 05/14/2013
Milepost 401.18

The Ferrin Knob Tunnel No. 2 (145P) is located at milepost 401.18 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 tunnel is in close proximity to Ferrin Knob Tunnel No. 3, from which the tunnel portal is visible. Ferrin Knob Tunnel No. 1 is also in close proximity to the tunnel, although not visible from the portal.

The Ferrin Knob Tunnel No. 2 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. An asphalt drainage channel is located along the top of the north portal. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it is one of three tunnels in the Ferrin Knob tunnel series.

146P Ferrin Knob Tunnel #3 05/14/2013
Milepost 401.33

The Ferrin Knob Tunnel No. 3 (146P) is located at milepost 401.33 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 tunnel is in close proximity to Ferrin Knob Tunnel No. 2 and Beaver Dam Gap overlook, from which the tunnel portal is visible. Ferrin Knob Tunnel No. 1 is also in close proximity and associated with the tunnel, although not visible for the portal.

The Ferrin Knob Tunnel No. 3 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. An asphalt drainage channel is located along the top of the north and south portals, as well as along the parkway right side of the south portal approach. 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 gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it is one of three tunnels in the Ferrin Knob tunnel series and it is associated with a nearby overlook.

147P Young Pisgah Ridge Tunnel 05/14/2013
Milepost 403.05

The Young Pisgah Ridge Tunnel (147P) is located at milepost 403.05 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 right. A concrete mile marker is located in front of the north portal.

The Young Pisgah 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 left and step down in single stone courses toward a steep-sloped earthen embankment at parkway right. 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 gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is a contributing resource that is related to the original design of the Blue Ridge Parkway.

148P Fork Mountain Tunnel 05/14/2013
Milepost 404.01

The Fork Mountain Tunnel (148P) is located at milepost 404.01 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 right. A concrete mile marker is located in front of the north portal.

The Fork Mountain 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 left and step down in single stone courses toward a steep-sloped earthen embankment at parkway right. The parkway right wall of the north portal curves to form a return wall that tapers into the earthen embankment. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is a contributing resource that is related to the original design of the Blue Ridge Parkway.

149P Little Pisgah Ridge Tunnel 05/14/2013
Milepost 406.72

The Little Pisgah Ridge Tunnel (149P) is located at milepost 406.72 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 Little Pisgah 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 north portal walls have a gentle curve that forms an S-shaped plan. The parkway right wall curves to form a return wall and tapers into the earthen embankment. The parkway left wall curves to run parallel with the approach road. An asphalt drainage channel is located along the top of the portal. 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 gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is a contributing resource that is related to the original design of the Blue Ridge Parkway.

150P Buck Spring Tunnel 05/14/2013
Milepost 407.25

The Buck Spring Tunnel (150P) is located at milepost 407.25 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. The tunnel is in close proximity to the Buck Springs Gap overlook and Mount Pisgah Picnic Area, from which the tunnel portal is visible. A portion of the access road and parking lot associated with the picnic area is located atop the tunnel. A random ashlar stone retaining wall with guardrail defines the parkway left approach to the tunnel.

The Buck Spring 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 north portal abuts an exposed rock wall at parkway right and steps down in single stone courses toward a low-sloped earthen embankment at parkway left with views of the valley beyond. The parkway left wall of the north portal curves to form a return wall that tapers into the earthen berm. An asphalt drainage channel is located along the top. The south portal abuts an exposed rock wall at parkway left and steps down toward a low-slope berm at parkway right. A concrete drainage channel is located along the top of the portal. 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 gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Red traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because the valley view changes sides between the north and south end of the tunnel, the picnic area is located atop the tunnel, and it is the only tunnel with red reflectors.

151P Frying Pan Tunnel 05/14/2013
Milepost 410.02

The Frying Pan Tunnel (151P) is located at milepost 410.02 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. A concrete mile marker is located at the in front of the north portal. The tunnel is in close proximity to the Pink Bed overlook, from which the south tunnel portal is visible.

The Frying Pan 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. An asphalt drainage channel is located along the top of the south portal, as well as along the parkway right approach to the north portal. A concrete catch basin is located at the end of the north drainage channel. The tunnel has a straight linear plan and a clear view of the entrance portal at the opposite end. An asphalt-paved road with gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white striped traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it is associated with an overlook.

152P Devil's Courthouse Tunnel 05/14/2013
Milepost 422.05

The Devils Courthouse Tunnel (152P) is located at milepost 422.05 along the Blue Ridge Parkway and is surrounded by a heavily wooded deciduous forest. The tunnel is set into the mountain slope. The north portal is open to views of the valley overlooking the forest canopy on parkway left. The south portal is framed by exposed natural rock walls. The tunnel is in close proximity to the Devil's Courthouse overlook, from which the south tunnel portal is visible.

The Devil's Courthouse 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 north portal abuts an exposed rock wall at parkway right and steps down in single stone courses toward a steep-sloped earthen embankment at parkway left. The south portal is wedged between two exposed natural rock walls on either side of the roadway. A stone drainage channel is located along the top of the north portal. A catch basin with cast iron grate is located at the base of south portal at parkway left. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with gravel shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. White traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it was one of the first tunnels constructed on the Parkway and is closely associated with an overlook.

153P Pinnacle Ridge Tunnel 05/14/2013
Milepost 439.70

The Pinnacle Ridge Tunnel (153P) is located at milepost 439.70 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 right. A timber-framed guardrail is located along parkway right at the south portal approach.

The Pinnacle 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 left and step down in single stone courses toward a low-sloped earthen embankment at parkway right. The parkway right wall of the north portal curves to form a return wall that tapers into the hill side. An asphalt drainage channel is located along the top of both the north and south portals. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with asphalt shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. White traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it has a timber-framed guardrail along the apporach.

154P Lickstone Ridge Tunnel 05/14/2013
Milepost 458.69

The Lickstone Ridge Tunnel (154P) is located at milepost 458.69 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 tunnel is in close proximity to the Lickstone Ridge overlook, from which the south tunnel portal is visible.

The Lickstone 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. A stone-lined drainage channel is located along the top of both portals. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with asphalt shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white striped traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it is closely associated with an overlook.

155P Bunches Bald Tunnel 05/14/2013
Milepost 459.29

The Bunches Bald Tunnel (155P) is located at milepost 459.29 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 tunnel is in close proximity to the Bunches Bald overlook, from which the south tunnel portal is visible.

The Bunches Bald 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 curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with asphalt shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white striped traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because it is closely associated with an overlook.

156P Big Witch Tunnel 05/14/2013
Milepost 461.14

The Big Witch Tunnel (156P) is located at milepost 461.14 along the Blue Ridge Parkway and is surrounded by a heavily wooded deciduous forest. The tunnel is set into the mountain slope. The northbound portal is flanked by steep mountain slopes on either side of the approach. The southbound portal is open to views of the valley overlooking the forest canopy on parkway left.

The Big Witch 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 step down from the center in single stone courses to abut the steep tree-covered mountain slope on either side. A 30 inch tall random ashlar stone retaining extends from the north portal, parallel to the approach. An asphalt drainage channel is located along the top of both portals, as well as along parkway right at the north and south approaches. Stone-lined drainage channels extend along the steep embankments on either side of the south portal. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with asphalt shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. White traffic reflectors within the tunnel are mounted to the concrete lining.

The tunnel is unique within the collection of Blue Ridge Parkway tunnels because of the stone wing wall at the north portal and the appearance of the portals that steps down from center on both sides.

157P Rattlesnake Mountain Tunnel 05/14/2013
Milepost 465.69

The Rattlesnake Mountain Tunnel (157P) is located at milepost 465.69 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 the forest on both sides of the parkway.

The Rattlesnake Mountain 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 the tree-cover mountain-side at parkway left and step down in single stone courses toward a steep-sloped earthen embankment at parkway right. The parkway right wall of the north portal gently curves to form a return wall that tapers into the earthen embankment. A concrete catch basin is located at parkway left adjacent to the north portal. 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 interior has a concrete lining the full length of the tunnel. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The structure is unique within the collection of Blue Ridge Parkway tunnels because it is one of two tunnels that is set between two mountain slopes, thus not having a framed parkway left or right viewshed.

158P Sherill Cove Tunnel 05/14/2013
Milepost 466.24

The Sherill Cove Tunnel (158P) is located at milepost 466.24 along the Blue Ridge Parkway and is surrounded by a heavily wooded deciduous forest. The tunnel is set underneath the cove between two mountain slopes.

The Sherill Cove 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 the tree-covered mountain slopes on either side. The parkway left side of the portal is taller and steps down in single stone courses toward the parkway right mountain slope. A concrete drainage channel is located along the parkway right approach. The tunnel is curved in plan, thus there is no visual connection with the entrance portal at the opposite end. An asphalt-paved road with asphalt shoulder extends through the tunnel. The interior has a concrete lining the full length of the tunnel. Orange and white traffic reflectors within the tunnel are mounted to the concrete lining.

The structure is unique within the collection of Blue Ridge Parkway tunnels because it is the southernmost tunnel in the parkway. Also, it is one of two tunnels that is set between two mountain slopes, thus not having a framed parkway left or right viewshed.

Shenandoah Overlook 11/06/2012

Milepost 0.00

Crescent overlook is immediately adjacent to bridge over Interstate 64 at the entrance to the Blue Ridge Parkway. Views to west are filled with development and the overlook lies between two bridges associated with the highways.

This small overlook has no designed view and lies between highway bridges. Huge development to the west is the prominent view. The overlook is in good condition, has no additional amenities or features, and construction appears new.

Overlook is a small parking area of recent construction.

Rockfish Gap Overlook 11/06/2012

Milepost 0.10

Pull-out set near intersection with access to Route 250. Development is within view and pull-off is the setting for the large Blue Ridge Parkway entrance sign. Appears new and an attempt at an entrance space for the parkway.

Pull-out serves as a small place to stop and read the gunboard sign and see the large entrance sign for the Blue Ridge Parkway. It marks access to Route 250.

Overlook is a small parking area of recent construction.

900P Afton Overlook RT 11/6 /2012
Milepost 0.30

Overlook set between areas of private development (Swannanoa Development Corp.). Eastern views to Rockfish Valley. Steep slope west of parkway; wooded, but seasonal view to hotel on top of the slope. Overlook provides distant mountain views north, east, and southeast.

Overlook is a crescent with a barbell island. It is in good condition, but has no additional amenities and exhibits one major alteration from the PLUM map - addition of asphalt sidewalk. New asphalt paving is present, and granite curbs have been re-set. Tree wells are present, but trees are missing (one has a surviving tree). Views are unobstructed to distant mountain peaks and rockfish valley in the foreground. Hotel development has occurred near this overlook, atop the western slope adjacent to the parkway, which is seasonally visible. Alterations from the design shown on the parkway land use map include tree loss, addition of pedestrian walkway with asphalt paving, and loss of planting design.

Overlook retains its location and setting and strong association with the landscape context. Some diminished integrity of design due to missing trees and addition of walkway.

901P Rockfish Valley Parking RT 11/06/2012
Milepost 1.50

Overlook is set into the landscape with spectacular views east to the valley. A steep slope to the west on the Parkway edge contains the overlook and strengthens the view east. Setting is open in grass on a descending hill east. No physical containment with vegetation.

This small crescent overlook has a wide expanse of space and views. It sits slightly higher than the Parkway, elevating it to afford panoramic views. It is in good condition with no additional amenities and no major alterations.

Overlook has strong association with its designed view and the greater landscape context. No major alterations diminish integrity.

902P Shenandoah Valley Overlook RT 10/24/2012
Milepost 2.90

Setting is wooded with overlook slightly lower than the Parkway. Setting is in woodlands and meadows with no clear views to landscape context.

Overlook is typical crescent design with elliptical island. Vegetation obscures views and there are no amenities. It is a parking overlook surrounded by woodland vegetation. No major alterations, changes, or unusual features. It is in good condition.

Overlook retains its location and setting. Original design survives except loss of trees. Integrity is diminished by successional vegetation blocking view of everything.

905P Greenstone Overlook RT 11/12/2012
Milepost 8.80

This unusual loop overlook is accessed from the Parkway on a road that descends to the loop, giving the feel of an isolated, secluded space. Its base is a plateau that affords panoramic views to the valley and other mountain peaks.

This is a loop overlook with a wide variation in topography and large outcrops of boulders. It is in good condition with dramatic views and a trailhead for the Greenstone Trail. The abundance of natural boulders and existing vegetation add to the character of the overlook. Beautiful stonework exists on the culverts.

This overlook retains its integrity of layout, setting, and association with the views afforded and the context landscape. It also retains high integrity of design and materials with significant natural features that have been retained.

1243P Dripping Rock Parking Area RT 11/13/2012
Milepost 9.67

This small pull-off (room for two cars to park) is not separated from the Parkway and extends out on fill to the base of a wooded hillside. Woods surround most of the pull-off and views are very limited. Adjacent hillside is full of boulder outcrops. The spring is visible on the hillside.

This small pull-off is in good condition, limited to two cars for parking space and surrounded by woodlands, boulder outcrops, and a steep slope to the east. There are no visitor amenities, but some constructed stone tree wells and a spring headwall.

This pull-off appears on the PLUM map, but may have had a different name. It retains integrity for association (with the spring), location, and setting. Integrity is somewhat diminished by use of materials and workmanship.

906P Rock Point Overlook RT 11/13/2012
Milepost 10.40

Pull-off is set on fill extending out from the Parkway. The setting is contained by a steep cliff of native stone and boulders to the west and adjacent to the Parkway edge. The view east is expansive and open with vast and distant views to a valley.

This pull-off is in good condition, with expansive views east. It has no additional visitor amenities and no unusual features. Six cars could park here.

Significant changes have occurred, a wall removed and an island removed, based on 1950s map referenced on the PLUM. PKY-BR-2053 in Parkway archives. Integrity is diminished by changes.

907P Ravens Roost Overlook RT 11/13/2012
Milepost 10.70

Overlook is removed from and below the Parkway. It is perched atop a steep slope, requiring a retaining wall, but affording magnificent, panoramic, unobstructed views to the west and the valley. No woodland vegetation is within the foreground and the elevation here is over 3000 feet. Steep mountain topography contains the Parkway and overlook to the east. Hill slope of boulders separates Parkway from overlook. Overlook is constructed on fill with high retaining wall. Access road leads down to overlook, below the parkway corridor.

This overlook is in good condition and affords expansive views to the west, southwest, and northeast. It contains visitor amenities and a massive stone retaining wall. Its setting, below the Parkway and atop a steep slope, affords the dramatic view that characterizes this overlook. Visitation has caused formation of social trails between the overlook and the parkway on the slopes containing boulder outcrops and trees. These slopes are quite steep and foot traffic causes erosion. There is a question as to original material for the curbing. The granite wall has been partially repointed and is in good condition.

This overlook has high integrity in most aspects. Plan referenced on the PLUM was found PKY-BR-1C-2004 and no major changes to present condition.

1242P PL Hickory Spring OL RT 11/12/2012
Milepost 11.70

The small pull-out allows view of the spring and spring box in the steeply wooded slope to the east. There is an expansive, open view across the Parkway looking west. The size and scale of the spring and its setting is appropriate for the small parking area. Stone construction adds to the character of the setting.

This small pull-off is in good condition with visitor amenities and the unusual "spring box" constructed of stone, with a wall and steps. It offers the contained and detailed view of the spring and, across the Parkway, open views to mountains and valley.

This overlook retains high integrity of location, setting, association, and feeling. New materials and alternative construction methods result in some diminished integrity.

908P Three Ridges Mountain RT 11/12/2012
Milepost 13.10

Overlook is set on fill affording opportunity for views to three ridges; however, woodland has grown up in the foreground and obstructed views. Setting has become wooded and enclosed. Overlook is completely exposed to the parkway. Pasture setting no longer exists as seen on PLUM map.

This overlook is in fair condition, with need of vegetation management and clean-up. It contains visitor amenities and a trailhead; however, the picnic table is hard to access.

There have been alterations that diminish integrity, but not enough to consider it non-contributing.

909P The Priest RT 11/12/2012
Milepost 17.60

Overlook is in completely wooded setting with obstructed views out. Topography changes are evident to southeast. Overlook is slightly below the Parkway and separated by an island. Woodland vegetation is in the foreground of views. Numerous tree plantings remain in the island.

This overlook is in fair condition with some erosions around the island. The overlook offers visitor amenities, including a small overlook with a bench. It is surrounded by woodland vegetation, obscuring views.

Setting used to contain pasture, now wooded, thus diminishing integrity.

910P 20-Minute Cliff RT 11/12/2012
Milepost 19.00

Overlook is perched on fill, requiring huge retaining wall downslope. This affords open views out to mountains in the distance. Parkway hugs a steep slope immediately adjacent to the road edge, containing the space. A few trees dot the foreground, but do not obscure views.

This overlook is in good condition with unique features such as the massive retaining wall and magnificent views. Traditional gunboard sign gives added "Parkway Character" to the overlook.

This overlook retains high integrity with a few alterations considered minor.

911P Slacks Overlook RT 11/12/2012
Milepost 19.90

PLUM shows site without construction; setting is currently wooded with severely obstructed views; mountain slope visible in middle ground of view. Island is filled with trees. Island is well below elevation of the overlook. Setting is heavily wooded with obstructed views.

This overlook looks a bit worn out with need for maintenance and vegetation management. It is not on the PLUMs mapping.

Dates are unknown and no PLUM drawings. Integrity is diminished by deterioration and vegetation overgrowth.

912P Bald Mountain Overlook RT 11/12/2012
Milepost 22.20

Pull-out extends on fill from the Parkway, creating a viewing platform with open views of the mountains. The pull-out is quite small and remains part of the Parkway corridor.

This small expansion of the Parkway is in fair condition, offers visitor amenities, and magnificent views, unobstructed by woodland. There are no other unusual features.

This pull-out retains medium to high integrity with minor alterations. Condition somewhat diminishes integrity.

913P Fork Mountain RT 11/12/2012
Milepost 23.00

Setting no longer retains grass open space and is now covered with woodland vegetation. Vegetation in foreground of the setting is beginning to obstruct views to the distance. The setting is contained by steep slope on opposite edge of the Parkway.

This overlook is in good condition, with partially obscured views to the mountains beyond. It has no visitor amenities or unusual features.

Some alterations and materials conditions have diminished integrity; but overall, overlook retains medium to high integrity.

914P Big Spy Mountain Overlook RT 11/12/2012
Milepost 26.30

Apple tree from PLUMs survives in this setting. Parking nestles into grassy, open meadow slopes and path to pedestrian overlook is in the grass. Peak elevation of the pedestrian overlook gives views to mountainous setting surrounding the overlook.

This overlook is in good condition with a pedestrian overlook that is separated from the parking area. Path leads to the top of a knoll with unobstructed views out.

This overlook retains medium to high integrity.

1239P Stillhouse Hollow RT 11/12/2012
Milepost 31.55

Setting is just an extension of Parkway corridor for parking and view to wooded slope. Steep slope up from parking area and steep slope down on other side of Parkway. Both slopes are heavily wooded and the setting is enclosed by the vegetation.

This small pull-out is in good condition and offers a spot to pull over and use visitor amenities (picnic table and trash). Distant views are not available in this wooded corridor of the Parkway.

This small pull-out retains medium to high integrity with only minor alterations.

916P Yankee Horse Ridge RT 11/12/2012
Milepost 34.40

This setting is heavily wooded with a steep slope up to the old logging railroad. The setting is within a wooded corridor of the Parkway with no distant, open views out. Part of this overlook is the interpretive display of the Irish Creek Railway, LCS 005109, BLRI No. 550.

This overlook is in good condition with an unusual feature: the old logging railroad bed restoration. Logging operations are detailed on the gunboard sign.

Overlook retains high integrity and unusual RR interpretive display.

917P Boston Knob Overlook RT 11/12/2012
Milepost 38.80

Some of the trees from PLUMs map remain in the original grassy setting. The parking is reached by an access road from the Parkway that climbs in elevation, so overlook sits above and isolated from the Parkway. It is enclosed by woodland growth, with limited views out.

This dead-in overlook is in good condition and is elevated above the Parkway for a more isolated and enclosed feeling. It provides visitor amenities and views out to the mountains, which are threatened by vegetation growth.

Overlook retains high integrity with a few minor alterations.

1238P Irish Creek Valley RT 11/16/2012
Milepost 42.42

Overlook is an extension of Parkway corridor on additional fill that affords magnificent views west. Steep slope east and adjacent to Parkway edge encloses the space, with views only west.

This small pull-out is in good condition and offers magnificent views to the Irish Creek Valley.

Overlook retains high degree of integrity diminished little by condition or alteration.

918P Whites Gap Overlook RT 11/16/2012
Milepost 44.40

Moderate fill; views in both directions (east and west); slope gentle to the east and panorama of peaks; island mounded; overlook aligned below Parkway corridor

This overlook is in good condition, retaining some trees from the PLUMs map. Views out are severely obstructed by woodland growth in the foreground of the viewshed.

This overlook retains high integrity, diminished in part by condition and obstruction of view.

936P Chimney Rock Mtn. Overlook RT 11/16/2012
Milepost 44.90

This extension of the Parkway, on fill and supported by a retaining wall, has its view west obstructed by vegetation. View from the Parkway south, here, is open. The setting is enclosed by vegetation, retaining the character of the road corridor.

This small pull-out is in good condition, but major view opportunity is lost to vegetation growth. There are no visitor amenities or additional special features.

This overlook has medium to high integrity diminished by obstruction of view by vegetation.

919P Buena Vista Overlook RT 11/16/2012
Milepost 45.70

Wide fill condition; views to both east and west. Magnificent framed view to west of peaks in foreground, peaks in distance, and valley in distance. Setting is open with views in most directions.

This overlook is in good condition with magnificent views to the west, north, and southwest. It has a trash receptacle, but no other unusual features or materials.

This overlook retains high integrity diminished only by repairs, materials, and condition.

1237P Indian Gap Parking Area RT 11/16/2012
Milepost 47.50

Pull-out is in cut condition - has access in two places to loop trail leading to Indian Gap Overlook up the slope from the pull-out. All views obstructed on both sides of pull-off: Parkway left by slopes; Parkway right by woodland vegetation.

This pull-out serves as parking to allow visitors to access a short trail to Indian Rocks. The view, however, from Indian Rocks is severely obstructed.

This overlook retains integrity, but it is diminished by obstruction of views from Indian Rocks, and some condition issues.

920P House Mountain Overlook RT 11/16/2012
Milepost 49.30

Overlook on fill; extremely steep cut slope on Parkway left. Good views to valley and distant peaks; good view to House Mountain. Foreground trees remain. Setting overlooks House Mountain and valley beyond.

This overlook is in very good condition with good views to House Mountain and to valley beyond. It contains no amenities and has no additional special features.

This overlook retains high integrity with only minor condition issues or alterations.

921P Punch Bowl Mountain OL RT 11/16/2012
Milepost 51.70

Overlook on fill; slopes down steeply; obstructed view to Punch Bowl Mountain; steep slope at Parkway right. Setting of overlook is contained by woodland vegetation, providing only glimpses of mountains to the east.

This small overlook is in good condition and provides parking for access to the Appalachian Trail. It provides a trash receptacle, but no other amenity features. The view to Punch Bowl Mountain is severely obstructed by woodland vegetation.

The overlook retains medium to high integrity, diminished somewhat by obstruction of view to Punch Bowl Mountain.

922P Bluff Mountain Overlook RT 11/16/2012
Milepost 52.80

Constructed on fill - steep-cut slope on Parkway right. Steep slope left of overlook - setting is typical fill plateau adjacent to the Parkway. Setting is completely contained by steep slope at Parkway right. View is east from overlook.

This small overlook is in good condition, with no visitor amenities. It features the overlook sign and one Parkway Gunboard that interprets the National Forests.

This small overlook retains high integrity, diminished only by some workmanship and condition of materials. Design remains from PLUM map.

923P Rice Mountain Overlook RT 11/16/2012
Milepost 53.60

Constructed on fill; great view to Rice Mountain; steep-cut slope on Parkway right with vegetation and rocks contains that edge of the setting.

This small overlook is in good condition and contains visitor amenities, including a picnic table and trash receptacle. There are no other unusual features or natural systems.

This overlook retains high integrity, diminished only by some maintenance issues.

924P White Oak Flats Overlook RT 11/16/2012
Milepost 55.10

Moderate fill on flatter land, hills slope up in distance. Completely wooded: cut slope on Parkway left - setting is within woodlands and steep slope on Parkway edge. View is obstructed with woodland vegetation.

This overlook is in good condition and contains visitor amenities, including a picnic table accessed by a small, short trail from the overlook parking. The view is completely obscured by vegetation.

This overlook retains integrity and is considered contributing.

925P Dancing Creek Overlook RT 11/16/2012
Milepost 55.80

Mild fill on level ground; view to creek in foreground; slope rises steeply on far side of creek; slope blocks any distant view; Parkway left has steep slope with some elevation (wooded)

This overlook is in good condition and is located adjacent to Dancing Creek. The picnic table is located at the creek's edge.

This overlook retains high integrity, diminished only by materials and minor alterations.

926P Upper Otter Creek RT 11/16/2012
Milepost 57.60

Constructed on moderate fill, sloping gently down to creek. Steep slope on far side of creek and fire road. Parkway right has steep cut slope to a high elevation. Setting is in woodlands with view to creek.

This overlook is in fair to good condition and runs parallel to Otter Creek. It has no visitor amenities and is set in the midst of woodlands where the creek winds through the landscape.

This overlook retains medium integrity due to minor alterations and additions and condition.

927P Otter Creek Flats Overlook RT 11/16/2012
Milepost 58.20

Double bay parking overlook on moderate fill and level ground. View and access to the creek in foreground. Very gentle slopes beyond the creek completely wooded. Steep cut slope on Parkway right. Setting is completely wooded.

This large double overlook is in good condition and offers an abundance of parking and visitor amenities at both parking areas. The entire setting is completely surrounded by woodlands.

This overlook retains high integrity, exhibiting only condition issues.

928P Otter Creek Overlook RT 11/16/2012
Milepost 59.70

Gentle slope down from Parkway to edge of creek. Steep slope to the water. Huge steep slope on far side of creek - high elevation.

This overlook is in good condition, located adjacent to Otter Creek. It has no visitor amenities and retains woodlands on steep slopes down to the creek.

This overlook retains high integrity.

929P The Riffles RT 11/16/2012
Milepost 60.40

Moderate fill just above the creek - steep slopes on far side of creek. Views in foreground to the creek. Stone culvert edges fill slope. Parkway right - gently elevated slope. Elevations in this setting are low.

This small overlook is in good condition and contains one trash receptacle. The Riffles (creek) are below the overlook elevation and the low area has many native rhododendrons.

This overlook retains high integrity.

931P Terrapin Hill RT 11/16/2012
Milepost 61.20

Overlook descends from Parkway to the creek. Stone steps allow access down to creek and trail system. Steep wooded slope of Terrapin Hill rises above the creek. Island is large and heavily vegetated. Parkway left has steep cut slope.

This large overlook is in good condition and is located below the Parkway elevation. The roadway to the parking descends to the wooded overlook that contains visitor amenities and trail access. Elevations in this area are low and the view is an open woods vista.

This overlook retains high integrity.

932P Lower Otter Creek RT 11/16/2012
Milepost 62.50

Parkway right has a steep, elevated, cut slope. Overlook descends gently to creek edge. Far side of creek slopes up steeply to high elevation. Setting is wooded except for the island.

This overlook is in good condition and provides visitor amenities and trails to the bridges that cross the creek. It is nestled in a wooded setting with steep slopes on overlook edge and Parkway edge.

This overlook retains medium integrity, diminished only by new additions and some condition issues.

933P Otter Lake Parking RT 11/16/2012
Milepost 63.10

Three overlooks and pull-offs together. Large pull-off allows access and views to the lake. One pull-off on opposite side of road is set or cut into steep hillside (forested). East side of the creek is steeply sloped with boulder formations.

This area is a cluster of three overlooks; two are crescents and one is a pull-out. All serve as parking areas for Otter Lake and Creek. The third overlook, traveling south on Parkway left, provides trail access.

This overlook has diminished integrity due to additions, alterations, and deterioration.

936A James River Valley Parking RT 12/03/2012
Milepost 69.10

Wooded area; parking overlook in woodlands on moderate fill condition; peaks in distance north/south; gradual to steep slope adjacent to west edge of Parkway; setting is wooded

This overlook is in good condition, but appears to have alterations from the PLUMs map. It contains visitor amenities, but views to the James River are obscured.

This overlook retains some integrity, but it has been diminished by alterations and obstructed views.

937P Terrapin Mountain RT 12/03/2012
Milepost 72.60

Set in high elevations; built out on fill; boulder formations on west side of Parkway - steeply sloped; carved out as part of Parkway; spectacular view to Terrapin Mountain and valley to south

This small pull-out is in good condition and extends out on fill to afford spectacular view to mountains. Elevations are high here and the topography more dramatic.

This overlook retains high integrity and its magnificent view to Terrapin Mountain.

938P Thunder Ridge Overlook RT 12/03/2012
Milepost 74.70

Parking and loop trail to boulder cluster and views out to valley and distant peaks. Setting is isolated from the Parkway with road and dead-in. Completely open view from stone structure - magnificent panorama - valleys and mountains to a great distance.

This overlook is in fair condition, but offers a loop trail to a stone pedestrian overlook, affording views to the peaks beyond. A spectacular view!

This overlook retains medium to high integrity, diminished only by condition issues. View is unbelievable to Thunder Ridge.

939P Arnold Valley North Overlook RT 12/03/2012
Milepost 75.20

Continuation of Parkway; spectacular view to valleys and peaks in distance. Setting is completely open to the west and closed to the east by steep mountain topography; view to the west is spectacular.

This small pull-out is in good condition and offers some of the most spectacular views on this part of the Parkway.

This overlook retains high integrity.

940P Arnold Valley South Overlook RT 12/03/2012
Milepost 75.30

Continuation of Parkway - on fill. Steep slope to east of Parkway. Spectacular view out to lower peaks and Arnold Valley. Spectacular views.

This small pull-out is in good condition and also offers some of the most spectacular views on this part of the Parkway.

This overlook retains high integrity.

1235P Apple Orchard Mtn Overlook 12/03/2012
Milepost 76.50

Parkway widening; extra fill. Views to Apple Orchard Mountain. Stunted vegetation due to high elevation. Setting extends on fill to afford views. Slope adjacent to Parkway is gradual and wooded.

This long, narrow pull-out is an extension of the Parkway corridor, and vegetation frames an unobstructed view to Apple Orchard Mountain. A gunboard sign interprets the Apple Orchard Mountain.

This pull-out retains high integrity.

941P Sunset Field RT 12/03/2012
Milepost 78.40

Level to sloping surface from west of Parkway; the setting is open with grass and setbacks of the vegetation lines. Elevated peaks occupy the middleground and there are views to mountains from the parking looking west.

This overlook is in good condition and provides an asphalt walkway to a trail. There are no visitor amenities, except a kiosk structure with a roof, providing information about the trail.

This overlook retains high integrity, diminished only by alterations and additions.

942P Onion Mountain Overlook RT 12/03/2012
Milepost 79.70

Overlook parking extends out on fill, then slopes steeply. View to slopes below and peaks in middleground. Valley views extend east. Gentle cut slopes on west side of Parkway. View is open and very expansive.

This overlook is in good condition and contains visitor amenities, including a picnic table, a trash can, and a pedestrian overlook accessed by a trail, which loops to the overlook.

This overlook retains high integrity.

943P Black Rock Hill RT 12/03/2012
Milepost 79.90

Fill addition to Parkway. Good view to Black Rock Hill in middleground, peaks in far distance, and rhododendron in foreground. Setting extends on fill from Parkway. Steep rocky slope contains the setting east of Parkway.

This small pull-out is in good condition with a view to Black Rock Hill. It has no visitor amenities or unusual features.

This pull-out retains high integrity.

944P Headforemost Mountain RT 12/03/2012
Milepost 81.90

Built out from Parkway on fill. Slopes off steeply from sidewalk. Open view to peaks in foreground. Wooded slope to west of Parkway cut. Looks like Parkway went through a field; old remnant fencing present near cut.

This small pull-out is in good condition with an open view to Headforemost Mountain. It has no visitor amenities or unusual features.

This pull-out retains high integrity.

945P Fallingwater RT 12/03/2012
Milepost 83.10

Level wooded area. Parking above the Parkway. Parking slopes west into wooded hillside to the trail. Moderate fill. Island is large with natural vegetation. East of Parkway, land slopes off adjacent to road down steep incline.

This overlook is in good condition and features a trailhead with signage. It has no visitor amenities and no view to Fallingwater. It is surrounded with woodland vegetation. It has been reconfigured from the PLUMs map with addition of roadway and parking.

This overlook retains medium integrity, diminished by design reconfiguration, addition of paths, and addition of loop road. Original design was dead-in, now crescent.

946P Flat Top Trail RT 12/03/2012
Milepost 83.50

Level cut into woodlands. Views to peaks through the woods (winter). West side of Parkway is a gradual slope down, then steep and wooded further down. Peaks visible in distance.

This overlook is in good condition, with access for trails and trail signage. It has no other visitor amenities and is surrounded by woodlands.

This overlook retains medium to high integrity. Additions and alterations have occurred.

996P Pilot Mountain RT 05/17/2013
Milepost 189.10

Overview is visible from Parkway, sits on fill. Grass setting, then complete woodlands that obstruct the view.

This overlook is in fair condition and the view to Pilot Mountain is completely obstructed. It has no other visitor amenities or interpretation.

Overlook retains integrity.

1199A Linville Falls River Bridge Overlook near Mainline RT 05/31/2013
Milepost 316.45

Parking area descends west of Parkway and lies below it separated by large grass / hay field with no vegetation. Woodland vegetation to west of parking and entire perimeter is granite curbing. Additional hay field to south.

This overlook is in good condition and provides an abundance of visitor parking. This parking area is surrounded by hayfields. Typical Parkway fences are in the distance.

Overlook / parking retains integrity.

952P Upper Goose Creek Valley RT 12/03/2012
Milepost 89.40

Continuation - widening of Parkway. Slopes steeply down from curb. Distant views to peaks and valley through vegetation (trees). West side of Parkway slopes sharply up from the road edge and is wooded.

This small pull-out is in good condition, has no visitor amenities, and no other unusual resources or features.

Retains high integrity; diminished by partial obstruction of view by woodland vegetation.

953P Porter Mountain RT 12/03/2012
Milepost 90.00

On a fill setting east of the Parkway. Slope from sidewalk is down steeply on wooded hillside. Great view to distant peaks over tree tops. Large trees remain from original map plan, 5-6 feet from sidewalk. West side of Parkway slopes up sharply/steep wooded slope.

This overlook is in good condition and has no visitor amenities or any other unusual features or resources.

Significant vegetation remains from PLUMs. Retains high integrity.

954P Mills Gap Overlook RT 12/03/2012
Milepost 91.80

Large trees remain close to parking. Moderate fill setting. Land slopes down west of curb - steep drop off. Elevation allows views over trees to distant peaks, valleys, major roadways. Parkway east here slopes down from road edge enough clearing for views unobstructed. Also, intersects with Appalachian Trail. Views in both directions - east more wooded.

This pull-out is in good condition and offers visitor amenities as well as a trailhead. There are no other unusual features or resources at the overlook.

Significant vegetation remains from the PLUMs. Retains high integrity.

955P Purgatory Mountain Overlook RT 12/03/2012
Milepost 92.10

Extension of Parkway to west. Elevations afford views out. Magnificent landscape panorama of valley east of Parkway. Land slopes up steeply starting adjacent to road. Slope is wooded. Views to Shenandoah Valley and distant mountains.

This long, narrow pull-off is in good condition, has no visitor amenities, and no other unusual resources or features.

Retains high integrity.

956P Sharp Top Overlook RT 12/03/2012
Milepost 92.40

Crest of Blue Ridge. Magnificent views in both directions of valleys and peaks. Surrounded by mountains and views to valleys. A stroke of beauty by God.

This small overlook is in good condition and provides a trailhead. It has no other visitor amenities or unusual resources or features.

Retains high integrity.

957P Bobletts Gap RT 12/04/2012
Milepost 93.10

Setting is isolated platform level to [and then] above Parkway. Island is elevated hill (berms) screening overlook from the road. Woods surround the paved area with seasonal views to distant Gap and peaks. Parkway descends below elevation of overlook. Elevated berms is cemetery site / good examples of remaining vegetation.

This overlook preserved the Boblett family cemetery which affected the design and location of the overlook. It is in good condition and contains visitor amenities.

Retains medium integrity. Integrity diminished by alterations and additions.

958P Pine Tree Overlook RT 12/04/2012
Milepost 95.20

Fill widening of Parkway. View east expansive and unobstructed. Magnificent view to valley. Extreme cut slope on west. Boulder-faced slope covered with pines.

This small pull-out is in good condition and affords beautiful views to valley and mountains. It has no visitor amenities or unusual features or resources.

Retains high integrity. Two large pines survive (similar to PLUM location).

959P Harveys Knob RT 12/04/2012
Milepost 95.30

Two intersections with Appalachian Trail. Fill setting below level of the Parkway. Slopes gently west of Parkway. Full, expansive view to west. Double overlook parallels the Parkway. Cut condition. Steep slopes to east. View to valley and distant peaks.

This overlook is in good condition and provides a trailhead as well as a trash receptacle. It does feature two NPS waysides and two intersections with the Appalachian Trail. Spectacular unobstructed view from the walkway and parking.

Retains high integrity.

960P Montvale RT 12/04/2012
Milepost 95.80

Intersection with Appalachian Trail. Overlook is below level of Parkway. Fill situation slopes down steeply to east of parking. Parkway on a crest here. Expansive views in both directions.

This overlook is in good condition with visitor amenities and trailheads (to A.T.). There are spectacular, unobstructed views from the overlook and opposite the overlook west across the Parkway.

Overlook retains integrity.

961P Iron Mine Hollow North RT 12/04/2012
Milepost 96.20

Pull-off on fill setting. Expansive views west framed by pines in foreground. View to hollow and distant peaks. Cut situation to east adjacent to Parkway. Steep boulder-faced slope.

This small pull-out is in good condition and has spectacular, unobstructed views. A few large evergreens start to intrude into the viewship. It has no other visitor amenities.

Overlook retains integrity.

962P Iron Mine Hollow South RT 12/04/2012
Milepost 96.40

Extension of Parkway on fill to west. Open, expansive view framed by peaks in foreground. See to hollow and western peaks. Cut slope east of Parkway. Steep, rocky slope with pine vegetation.

This small pull-off has open views to the hollow framed by evergreens. It is in good condition and has no other visitor amenities.

This pull-off retains integrity.

963P Taylors Mountain Overlook RT 12/04/2012
Milepost 96.90

Crest overlook extends on fill from Parkway (east). Large island below level of road and the overlook paving. Also expansive view to west - both directions views. Intersection with Appalachian Trail. Steep drop off slope to east adjacent to sidewalk.

This overlook is in good condition with no visitor amenities except a trailhead to A.T. Views are obstructed by woodland vegetation - can see a little due to season with no leaves.

Overlook retains integrity.

964P The Great Valley RT 12/04/2012
Milepost 99.60

Fill condition west of Parkway affords views to valley. Also, views to east (partial and partial cut slope).

This small overlook is in good condition and provides visitor amenities. The picnic area is accessed by a gravel trail. There is an expansive view to the valley and gunboard interpretation of the view to the valley.

Overlook retains integrity. Evergreen vegetation survives from PLUMs and frames view.

965P Quarry Overlook RT 12/04/2012
Milepost 100.90

Fill condition east of Parkway. Open view to quarry and highway, power lines, distant peaks. Cut slope to west adjacent to Parkway with pine.

This overlook is in good condition and has no visitor amenities. The view is spectacular and strongly associated with the quarry. There are some large trees in a portion of the viewshed.

Overlook retains integrity. Some significant specimen trees survive from the PLUMs.

966P N & W Railroad Overlook RT 12/04/2012
Milepost 106.90

Lower elevation landscape. Fill condition. Gentle slopes down to east to residential development, railroad tracks, and residential neighborhood on far slopes. Views west of Parkway obstructed by vegetation (not steep slopes).

This overlook is generally in good condition with no visitor amenities. There is a clear view to the railroad bed and tracks, but new development has also grown up in the viewshed.

Overlook retains integrity. Clear view of railroad. Other development somewhat diminishes the setting.

967P Coyner Mountain RT 12/04/2012
Milepost 107.00

Elevated on fill - slightly higher than Parkway. Setting is in developed area. West view to development. Mountain in background. See Route 460 and near it distinct view east of Parkway.

This overlook is generally in good condition, with no visitor amenities. The view to the mountain is severely obstructed by tall woodland vegetation.

Overlook retains integrity. View to the mountain is obscured. New development has become a large part of the viewshed.

968P Read Mountain RT 12/04/2012
Milepost 109.60

Views to development (west) in viewshed of mountains. Cut setting - island is higher than the overlook. Overlook on fill, but gradual slopes beyond. East of Parkway steep cut slopes with high wooded elevation.

This overlook is in fair to good condition, with no visitor amenities or trailheads. The view to the mountains is severely obstructed by a line of pine trees in the foreground and scattered deciduous trees as well.

Overlook retains integrity. View is severely obscured.

1224P Stewart Knob Overlook Parking RT 12/04/2012
Milepost 110.60

Loop on fill (elevated) views full of development in all directions. Pedestrian overlook - good views at higher elevation - blocked views from parking development to west all one sees.

This overlook is in fair to good condition with a pedestrian overlook. The view is good from some areas of the overlook, but severely obstructed from other areas. There is traditional Parkway fencing here, but in fair condition, as well as wood timber steps with gravel surface. There is new development in the open views to the mountains.

Overlook retains integrity. There is new development in the viewshed.

969P Roanoke Basin RT 12/04/2012
Milepost 112.90

Basically still in developed area. Housing visible to west. Woodland trees screen it somewhat - built into high elevation west of Parkway with distinct elevational change in the island. Parking is flat terrace on fill. Wooded slope to east.

This overlook is in fair to good condition, with no visitor amenities. The view out is severely obscured by tall woodland vegetation.

Overlook retains integrity. View is obscured by tall woodland vegetation.

970P Roanoke River Overlook RT 12/04/2012
Milepost 114.90

Overlook rises in elevation from Parkway overlook to river and a fill condition. Cut slope to east of Parkway. Steep wooded incline adjacent to road.

This overlook is in good condition and provides many visitor amenities, including trash receptacles, a trailhead, and a pedestrian overlook and benches. The river is visible (winter season), but probably obscured in spring / summer.

The overlook retains integrity in configuration, but it is diminished by new additions.

1225P Overlook at 0.4 miles on Roanoke River Access – Back Creek Valley RT 12/05/2012
Milepost 115.30

South side of Roanoke River Parkway. Lower elevation - gently rolling - views to low hills and high with vegetation and grass fields. Distant peaks visible with minimal intrusion of vegetation. On fill setting with gentle cut slope on opposite side of road. Overlook at slightly lower elevation than the road. Beautiful setting.

This overlook is in good condition with no visitor amenities. The views all around are open and unobstructed.

Overlook retains integrity (we could not find date).

1226P Overlook at 0.6 miles on Roanoke River Access – Pine Mountain RT 12/05/2012
Milepost 115.30

Fill condition north of Roanoke River Parkway. Open, expansive view of hayfields, farm road, and peaks in foreground and distance with encroaching development. Views to peaks in opposite direction with some development in distance (residential). Rolling hills, pine vegetation, beautiful.

This overlook is in good condition with no pedestrian amenities. The views are open and unobstructed.

Overlook retains integrity. Need a date of construction.

1227P Overlook at 1.06 miles on Roanoke River Access – Mayflower Creek Parking Area RT 12/05/2012
Milepost 115.30

North side of the road. Elevation of overlook is below road. Completely wooded to north. Obstructs mountain view in foreground. Wooded hill sides on opposite sides of the road. Completely wooded setting with path through near stone bridge. Picturesque and quiet. Social path from overlook to bridge trail.

This overlook is in good condition and provides a trailhead to an informal trail. There are no other visitor amenities. The setting is beautiful, but tall woodland vegetation obscures the views even in winter.

The overlook retains integrity - need a date of construction.

971P Overlook at 1.1 miles on Roanoke Mountain Loop – Mill Mountain RT 05/16/2013
Milepost 119.90

Off of Roanoke Mountain Loop Road. 1750 ft. view to valley and Mill Mountain. Overlook slopes down from the road and sits on fill five to six feet below the road. Parking and pull-off available. Steps lead down slope from parking lot. Stone construction. Two sets of steps to stone overlook with four stone sign mounts. Small overlook is 15 to 20 feet below parking . View from small overlook is partially obstructed by trees. Stone overlook constructed on native boulders. Island has multi-trunk oak (4); 1 large pine (black?); 3 of 4 chestnut oaks; framing trees are largely chestnut oaks; 1 is post oak.

This overlook is in good condition with a stone-constructed pedestrian overlook. There are no other visitor amenities. The views are framed by large deciduous trees and the island retains large trees providing shade and character.

Overlook retains integrity. There is new development in the viewshed.

972P Overlook at 1.4 miles on Roanoke Mountain Loop – No Name Parking #1 RT 05/16/2013
Milepost 120.30

Pull-off on crest of hill of the loop road. Parking area cuts into the hill side. Steep small cut slope next to sidewalk. Completely surrounded by woods on either side of loop road and parking area. Vegetation - mostly chestnut oak, burr oak, and other varieties of oak forest.

This small pull-off has no signage and no visitor amenities. There are also no open views out, vegetation (woodlands) surround the pull-off.

Overlook retains integrity. Views obscured.

973P Overlook at 1.5 miles on Roanoke Mountain Loop – No Name Parking #2 RT 05/16/2013
Milepost 120.30

Crescent overlook sits on fill four to five feet below the loop road. Parking, pull-off lined with asphalt walkway. Overlook is surrounded by trees / woods. Trees obstruct the view to mountains in the distance from the sidewalk. Scrub vegetation growing down slope from sidewalk.

This overlook / parking area has no signage and no visitor amenities. Views are obscured all the way around the overlook.

Overlook retains integrity. Views are obscured.

974P Overlook at 1.8 miles on Roanoke Mountain Loop – Roanoke Mountain Parking RT 05/16/2013
Milepost 120.30

Terraced parking areas - lower is Roanoke Trail Parking, upper is Roanoke Mountain Overlook. Trail parking sits well below the second terrace overlook. Overlook provides clear, stunning view to mountains in distance and valley below. Beautiful setting, clear view. Lower terrace parking is on fill with completely obstructed views (woods). Road winds up to second terrace overlook on a high ridge summit. Overlook has sidewalks surrounding the parking area. Sidewalk on trail parking terrace has only one.

This overlook is in generally good condition and provides the trailhead to Roanoke Mountain Overlook. There are no other visitor amenities. The view out from the higher elevation parking is open with valley development in the viewshed.

The overlook retains integrity.

975P Overlook at 0.1 miles on Mill Mountain Loop Spur – Gum Springs Overlook RT 12/05/2012
Milepost 120.50

Mill Mountain Parkway north side. Elevated woodland setting on way to a campground. Can hear traffic and see houses in viewshed. Fill setting with cut slope on opposite side of Mill Mountain Parkway. Woodland surroundings.

This overlook is in fair to good condition and has no other visitor amenities except a trailhead. The view is framed and partially obscured.

Overlook retains integrity.

976P Overlook at 1.1 miles on Mill Mountain Spur – Chestnut Ridge Overlook RT 12/05/2012
Milepost 120.50

Fill setting with cut slope on south side of Mill Mountain Road. Complete woodland surroundings (winter view to Chestnut Ridge). Short distance to campground. Farm visible in winter viewshed.

This overlook is in fair to good condition and provides a trailhead to Chestnut Ridge Loop Trail. Woodland vegetation obscures most views even in winter. There are no other visitor amenities.

Overlook retains integrity.

977P Buck Mountain Overlook RT 05/16/2013
Milepost 123.20

Crescent shape overlook on fill. Cut slope steep adjacent to Parkway. Island is slightly larger. Sloping south. Overlook is completey surrounded by woods as is the slope next to the Parkway. Overlook is generally flat, open, and sloping south.

This overlook is in good condition and provides a trailhead for the Buck Mountain Trail. There are no other visitor amenities. The overlook is surrounded by woodland vegetation.

Overlook retains integrity. View from overlook is only woods.

978P Masons Knob Overlook RT 05/16/2013
Milepost 126.20

Overlook covers a wide expanse, the island is large and removes the overlook from the Parkway. Overlook stretches out on a fill condition with a grass area going to the woods edge. Central open view to Masons Knob. Hay meadow remains at south end of overlook. Expansive feel.

Potentially a beautiful view here to Masons Knob. One large deciduous tree obscures part of the view but adds to the beauty of the setting. The overlook is in good condition with no visitor amenities or trailheads.

Overlook retains integrity.

979P Metz Run Overlook RT 05/16/2013
Milepost 128.70

Small overlook remains close to the Parkway. Small island separates Parkway from overlook on fill. Land then slopes away from the parking to steep drop. Can hear sound of water flowing, cannot see water. Secondary (invasive) vegetation is starting to grow up.

This overlook is in good condition with no visitor amenities or trailheads. It is adjacent to the bridge over Metz Run. The water is not visible from the overlook, but can be heard.

Overlook retains integrity. Water is not visible, but can be heard.

980P Poages Mill Overlook RT 05/16/2013
Milepost 129.20

Overlook is separated from Parkway by grass island. Still remains close. Overlook slopes up on fill to sidewalk and then slopes down quickly (steep). Steep slope has secondary vegetation. Wood line at bottom of slope obstructs view / new development present (mill?).

This overlook is in good condition and has no visitor amenities or trailheads. The view is framed, but also severely obscured by woodland vegetation growing up in the viewshed.

Overlook retains integrity. View to mill? Hard to make the association.

981P Roanoke Overlook RT 05/16/2013
Milepost 129.50

Small overlook separated by small island from Parkway. Island is approx. 8-10' wide. Overlook is constructed on fill with steeply wooded slope beyond the sidewalk and sign. Natural large boulder marks the south end of the overlook. Expansive view is blocked by trees. Open exposed rock slopes vertically adjacent to Parkway. Steep slope dominates the overlook.

This overlook is in good condition with no visitor amenities or trailheads. There is a bit of a view, but it is mostly obscured by woodland vegetation.

Overlook retains integrity. Only get a view from the entrance drive.

982P Lost Mountain RT 05/16/2013
Milepost 129.80

Very small overlook separated from Parkway by small island 10-12' width. ADA accessible parking space, path to flagstone pedestrian overlook. View is obstructed to "Lost Mountain" from ADA accessible overlook.

This overlook is in good condition and provides a pedestrian overlook. The view, however, from the overlook is severely obstructed by tall vegetation immediately adjacent to the flagstone overlook.

Overlook retains integrity. View is obscured.

983P Slings Gap RT 05/16/2013
Milepost 132.90

ADA accessible parking space marked and curb dropped. Overlook is on fill. Wide open, no shade or natural vegetation of any size. Steep cut bank adjacent to Parkway. Larger width of island separates overlook from Parkway. Still remains close and open to traffic.

This overlook is in good condition and has no visitor amenities or trailheads. The viewshed is threatened by woodland growth, but great view potential there.

Overlook retains integrity.

984P Bull Run Knob RT 05/16/2013
Milepost 133.60

Overlook is not visible from Parkway. Large island with grass, some trees, and large boulders screen overlook as does change in grade and distance from the Parkway. Overlook is on fill with steep slope beyond the sidewalk. View is severely obstructed by tall vegetation.

This overlook is in good condition with no visitor amenities or trailheads. View potential is there, but vegetation (woodland) and large specimen trees are growing in the viewshed.

Overlook retains integrity.

985P Poor Mountain RT 05/16/2013
Milepost 134.80

Overlook is visible and immediately adjacent to Parkway with only the small island that separates the parking and the Parkway. Overlook is on fill with cut slope adjacent to Parkway edge. Views totally obstructed to distant mountain.

This overlook is in good condition with no visitor amenities or trailheads. The view has potential but is severely obscured by woodland vegetation.

Overlook retains integrity. View severely obstructed.

Cahas Mountain RT 05/16/2013

Milepost 139.00

Dead-in overlook completely invisible from Parkway. Separated by large land area with topography higher than overlook and large trees. Remainder of surrounding landscape is mown grass, creating a flat setting for the overlook and magnificent views to the distant mountain. Woodline is far removed from the overlook, giving an open and expansive feel and viewshed.

This overlook is in good condition with an incredible view to Cahas Mountain. There are no visitor amenities, but the natural setting is spectacular. Significant specimen vegetation survives.

Overlook retains integrity. Significant tree specimen survives from PLUMs.

987P Devils Backbone RT 05/16/2013
Milepost 143.70

Overlook loop is completely removed from Parkway and has parking on both the upper and lower loop road. Mown grass surrounds the overlook and woodline is removed back, giving a framed, open view to Devils Backbone. The whole loop slopes toward the valley and mountain view, creating a scenic panorama (views to Backwater Valley, Devils Backbone, and Cahas Mountain).

This is a beautiful overlook in good condition. It has no other visitor amenities, but a wide, expansive view. The natural setting here is also beautiful.

Overlook retains high integrity. Significant trees survive from PLUMs, others are gone.

988P Pine Spur Overlook RT 05/17/2013
Milepost 144.80

Overlook is removed from Parkway and has double bays of parking. The overlook lies below grade of the island, which also screens it from Parkway. Large and small trees are in the large island. Overlook is on fill with steep slope adjacent to sidewalk and open view to distant peaks and valley.

This overlook is in good condition and offers visitor amenities. It has an unobstructed, framed view to valley and mountains in the distance.

Overlook retains integrity. Vegetation survives from the PLUMs.

989P Smart View Overlook RT 05/17/2013
Milepost 154.10

Overlook is close to Parkway. Island is long and slender. Overlook is on fill and lies below the grade of the Parkway. Surrounded by woodland vegetation, which also obstructs view out, setting retains many of the large trees indicated on PLUMs map. Grass is tall and messy. Overlook needs clean up / maintenance.

This overlook has a trailhead to Smart View Trail. There are no other visitor amenities. The view has been obscured by vegetation. The overlook is in fair to good condition.

Overlook retains integrity. There is significant specimen vegetation surviving from PLUMs.

990P Shorts Knob Overlook RT 05/17/2013
Milepost 157.60

Very visible from Parkway. Island is small and below grade of overlook. Overlook slopes up on fill and landscape (flat) extends outward covered with grass and wildflowers. Design has changed near the sign (PLUMs). View out entirely obstructed.

This small overlook is in fair to good condition. It has no visitor amenities or trailheads and no interpretation. The viewshed is small, obscured by large woodland vegetation.

Overlook retains integrity.

991P Rakes Mill Pond RT 05/17/2013
Milepost 162.40

Overlook barely removed from Parkway. Island only 6-8' wide. Steps down to pedestrian overlook on the water gives feeling of removal from Parkway. Sounds of running water, views to water, and view to dam facing, which is original to early 1800's mill operation. Large trees remain in the setting.

This overlook is in good condition and provides gunboard interpretation of Rakes Mill Pond. It has flagstone steps down to a flagstone pedestrian overlook into water and mill site.

Overlook retains integrity.

993P The Saddle Overlook Access & Parking RT 05/17/2013
Milepost 168.00

Completely removed from Parkway and much higher elevation on saddle landform affords views out in both directions. Unobstructed and magnificent setting includes grass meadow along loop entrance road and either side of parking areas. Large trees dot landscape but do not obstruct views.

This is a beautiful and scenic overlook. The view is spectacular. There is a trailhead to Rock Castle Gorge Trail and gunboard interpretation of The Saddle. There are no other visitor amenities.

Overlook retains high integrity. Some specimen trees survive from the PLUMs.

994P Rock Castle Gorge RT 05/17/2013
Milepost 168.80

Set in open expanse of meadow and fencing. Easily seen from Parkway due to lack of woodland vegetation. Overlook is constructed on fill sloping up to allow spectacular view of Rock Castle Gorge.

This is also a beautifully scenic overlook. The view is spectacular and unobstructed. There is a trailhead, but no formal trail. There are no other visitor amenities except wayside interpretation entitled Rock Castle Gorge.

Overlook retains integrity.

1217P 12 O'Clock Knob – Rocky Knob Trail Parking RT 05/17/2013
Milepost 169.10

Overlook is separated from the Parkway by entrance road that climbs a grade. Overlook is at the top, affording open views to mountains. Grass meadows surround the overlook and woodline is removed back, giving sense of open space and open views. The additional loop rises to the south and is completely surrounded by woodland vegetation.

This is a beautiful and very large overlook. The upper loop is completely surrounded by vegetation. The lower piece has wonderful views out (unobstructed). There are no visitor amenities except a trailhead.

Overlook retains high integrity.

1212P Round Meadow Overlook Parking RT 05/17/2013
Milepost 179.25

Not on PLUMs - odd-shaped close to bridge and Parkway. Completely surrounded by vegetation (woodland). Sits on a flat area that once was meadow. Large sugar maple in island.

This overlook is in good condition with a pedestrian overlook and a trailhead. It is adjacent to the bridge that crosses the creek. There is no view or vista from the overlook. The trail leads back under the bridge.

Overlook retains integrity.

997P Puckett Cabin Overlook RT 05/17/2013
Milepost 189.80

Setting is Puckett Cabin and surrounding small structure and fencing. Overlook is immediately adjacent to Parkway. Several large trees dot the landscape of the cabin.

This pull-off contains a structure, typical Parkway fencing, and wayside interpretation. It is in very good condition and provides a trailhead and path to see the structures on the site.

Overlook retains high integrity.

998P Granite Quarry Overlook RT 05/17/2013
Milepost 202.70

Double terrace of parking. One nearest Parkway is higher. Second parking area is lower with surrounding grass meadow. Woodline sits back from overlook, but obstructs all views to anything.

This overlook is in fair to good condition, with no visitor amenities except the gunboard interpretation. Unfortunately, the view to what is interpreted is obscured.

Overlook retains integrity, but view to "patch of white" is not visible.

999P Piedmont RT 05/17/2013
Milepost 203.90

Visible from Parkway at higher elevation. Large grass island separates it from the Parkway. Overlook is set in grass with woodline down the slope from the overlook. Tall woodland trees obstruct view.

This overlook is in fair to good condition. It has no visitor amenities and the view to the Piedmont is severely obstructed.

Overlook retains integrity.

O-NC High Piney & Fox Hunters Paradise Access & Pkng RT 05/28/2013
Milepost 218.60

High Piney Spur - parallel to Parkway; set on fill on slope precipice. Magnificent view out perfectly framed by large yellow poplars. Forest woodland on edge of Parkway opposite the overlook. Walk out on fill overlook from loop parking. View is partially obstructed by vegetation.

This double overlook provides a dramatic pedestrian overlook from a path leading away from the second and higher loop road and parking. The overlook is named Fox Hunter's Paradise and is interpreted on a gunboard sign at High Piney Spur. One other visitor amenity is a trash receptacle at High Piney Spur. There are some condition problems, especially at Fox Hunter's Paradise. Curb and parking in poor condition in some places.

Retains integrity, but diminished by condition.

O-NC Little Glade Mill Pond Overlook RT 05/28/2013
Milepost 230.00

Beautiful meadow-like setting with stream, grass slopes, and large pond. Perimeter vegetation around the pond, long sweeping areas of grass. Visitor crosses stream.

This overlook sits in a beautiful setting and provides asphalt paths from the parking out into the grassy landscape and toward the pond. It is a beautiful place for visitors to picnic and walk on relatively flat terrain. There is also a stone culvert bridge that crosses a creek, which is the outfall for the pond. Lovely place to stop, rest, and walk for visitors.

LCS: Keeper DoE
Overlook retains high integrity. Alterations have occurred, but not enough to threaten integrity.

O-NC Stone Mountain Overlook RT 05/28/2013
Milepost 232.50

Erected on fill and visible from Parkway. Ground of grass slopes away from sidewalk, gently rolls down to vegetation. One large dead tree obstructs the view to Stone Mountain.

This overlook is in good condition and offers a picnic table, trash receptacle, and interpretive wayside as visitor amenities. The view is open and expansive to Stone Mountain (subject of wayside). There are no longer trees in the island and one large dead tree in the foreground of the viewshed. Beautiful vista to the Blue Ridge range.

LCS: SHPO DoE, 2004
Overlook retains integrity.

O-NC Bullhead Mountain Overlook RT 05/28/2013
Milepost 233.70

Pull-off from Parkway. Built out on fill. Retained by stone. Open, framed view is beautiful. Cut slope is steep on other side of Parkway and has stone and vegetation.

This small pull-out is in good condition with a beautiful retaining wall (stone) running north to south supporting the overlook extended on fill. There are no visitor amenities and grass and some scrub vegetation are growing up east of the retaining wall. There is tall vegetation in the foreground, but a framed view to the distant peaks is still open.

LCS: SHPO DoE, 2004
Overlook retains high integrity.

O-NC Mahogany Rock Overlook RT 05/28/2013
Milepost 235.00

Loop descends down from Parkway to overlook. Stone wall separates Parkway from the steep slope down to the loop overlook. Sits in open area with a view. Woodlands block the southern end of the overlook.

This large loop overlook has some condition problems, with crumbling curbstones, missing mortar, and severely cracked and buckled asphalt on the sidewalk. There remains an expansive view, with only the beginnings of obstruction by vegetation in the foreground. The overlook offers a picnic table and trash receptacle for visitors.

LCS: SHPO DoE, 2004
Overlook retains high integrity and some significant vegetation from the PLUMs map.

235L; Devil's Garden Overlook RT 05/28/2013
Milepost 235.70

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.

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.

Overlook retains high integrity.

236R; Air Bellows Overlook RT 05/28/2013
Milepost 236.90

Gentle slope up from Parkway to overlook. Constructed on fill with very steep slope down to west of the sidewalk. View is open and panoramic. Tall woodland vegetation beginning to obstruct view.

This overlook is in fair to good condition, with loose curb pieces and eroded and cracked asphalt on the sidewalk. The view is basically open with some tall vegetation in the foreground. There are no visitor amenities, but there is an expansive view out.

Overlook retains high integrity.

O-NC Brinegar Cabin Overlook 05/28/2013
Milepost 238.50

Overlook climbs up from the Parkway to level, graded parking with sidewalk. Exhibits are below the parking and accessed by sidewalk and paths. Exhibit setting is well below the Parkway.

This parking area and cabin site offer extensive visitor amenities, including the cabin structures, trash receptacles, interpretive waysides, original stone drinking fountain, and fenced fields, also interpreted. This is a major visitor stop with interesting interpretive value. Mountains are visible from the elevated parking area.

LCS: SHPO DoE, 2004
Addition to original scope of work list.
This overlook retains high integrity.

O-NC Fodder Stack Access & Parking RT 05/28/2013
Milepost 240.70

Road leads in toward the parking well away from the Parkway. Parking set in grassy, open area. Minor distant views. Setting is meadow-like with grass, fencing, large specimen trees.

This overlook is in fair to good condition. Its setting is well off the Parkway and feels like a high meadow. Views are available away from the parking near the fences and access road.

Overlook retains integrity.

088P; Alligator Back Overlook RT 05/28/2013
Milepost 242.30

Overlook sits tucked into slope. Slope rises east beyond the sidewalk to trail beyond and Bluff. Beautiful view in opposite direction west of Parkway.

This overlook is in good condition and provides a trailhead to the Bluff Overlook and a pedestrian overlook. It is a 20 minute walk from the overlook parking. A mountain landform encloses this overlook to the northeast and provides dramatic character to the parking area. A smaller overlook is provided with a gunboard interpretive sign.

Overlook retains integrity, diminished somewhat by additions.

243L; Bluff Mountain Overlook RT 05/29/2013
Milepost 243.40

Pull-off to east of Parkway. Gently slopes up to afford open view of Bluff Mountain. Open setting with pasture and fencing to west of Parkway.

This overlook is in good condition and has a beautiful, open space character on the ridge. There are grass fields and [features?] and beautiful views to the mountains. A trailhead to Bluff Mountain Trail is provided.

Overlook retains integrity.

O-NC Basins Cove Overlook RT 05/29/2013
Milepost 244.70

Pull-off design remains intact. Setting is open area with setback of wood and vegetation. Large trees (pines) obstruct the view. Built out on fill, visible from Parkway. Slopes get steep to east of sidewalk down to trail. Heavily wooded.

This overlook is in generally good condition and has a large, open meadow type of setting. There are no visitor amenities except for a trailhead to Flat Rock Ridge Trail. The view is framed by vegetation and it is beginning to obscure some of the viewshed. View to distant mountains is clear within a small window and beautiful.

LCS: SHPO DoE, 2004
Overlook retains integrity; has some additions, but they do not significantly diminish integrity.

O-NC Sheets Gap Overlook RT 05/29/2013
Milepost 252.80

Removed from Parkway by access road. Gently curves out toward east on graded slopes. Set in woodland vegetation. Successional vegetation growing up quickly. View is obstructed.

This overlook is in good condition and offers visitor amenities, including two picnic tables and two trash receptacles. It truly is on the crest of the Blue Ridge, with potential expansive views in several directions. Vegetation has started to obscure these views and includes large trees in the foreground and scrub vegetation.

LCS: SHPO DoE, 2004
Overlook retains integrity.

O-NC Jumpinoff Rock RT 05/29/2013
Milepost 260.20

Setting rises gently up from Parkway up the slope where an open view to Jumpinoff Rock is framed. Woodland setting for the overlook with grassy edges for picnic tables in shade. There are expansive views both east of overlook and west over the Parkway and mountains in the distance.

This overlook is in good condition and offers visitors picnic tables, trash receptacles, and an MST trailhead. It is also on the crest of the Blue Ridge and offers views in various directions. There is an open, framed view to Jumpinoff Rock.

LCS: SHPO DoE, 2004
Overlook retains high integrity.

264L; The Lump RT 05/29/2013
Milepost 264.40

Removed from Parkway with loop circulation. Winds up gently to the landform and totally open view and access to The Lump - grassy landform and islands. Open from woodland vegetation.

This overlook is in good condition, set in meadows and hills on the crest of the Blue Ridge. It contains visitor amenities and beautiful examples of fencing construction typical of the Parkway.

Overlook retains high integrity.

O-NC Mount Jefferson Overlook RT 05/29/2013
Milepost 266.80

Small overlook pull off from Parkway opens up to panoramic view to the west. Set on fill with steep, grassy slope down to west. Very open with woodland vegetation 100 yards down the slope.

This overlook is in good condition and offers no visitor amenities. The views from the overlook are expansive and there is gunboard interpretation of Mt. Jefferson. Vegetation to the south and west is starting to obstruct some views. These are mainly evergreen trees.

Overlook retains high integrity.

O-NC Betseys Rock Falls Overlook RT 05/29/2013
Milepost 267.90

Very small pull off east of Parkway affords partial views out to the peaks in the distance - can hear waterfalls, cannot see them.

This small pull-out is in good condition and contains visitor amenities. There are large trees adjacent to the asphalt sidewalk, but the views out to mountain landforms are clear. Vegetation obstructs any view of the falls, but you can hear the water from the overlook.

This overlook retains high integrity.

O-NC Lewis Fork Overlook RT 05/29/2013
Milepost 270.20

Overlook extends east of Parkway with views to east - extremely steep cut slope to west of Parkway. Vegetation is taking over the viewshed and the edges of the overlook.

This small overlook is in fair to good condition (in need of mowing). It has no visitor amenities and has a framed view out. Vegetation, especially sumac, is starting to obscure the viewshed in the foreground and middle ground. Vast range of the Blue Ridge is still visible.

This overlook retains high integrity. Specimen trees from PLUMs survive at the overlook.

O-NC Tomkins Knob RT 05/29/2013
Milepost 272.50

Crescent overlook slopes gently down and east of Parkway, remaining quite visible from the road. Grassy setting both east and west, but large woodland vegetation obstructs any view east from the overlook.

This overlook is in good condition, with no visitor amenities except MST trailhead. It offers directional signage to the Jesse Brown Cabin and to the Cascades Parking Area. Views are non-existant, as woodland vegetation surrounds the overlook.

LCS: SHPO DoE, 2004
The overlook retains high integrity.

O-NC Elk Mountain Overlook RT 05/29/2013
Milepost 274.30

Setting extends east of Parkway to panoramic view in danger of being overtaken by successional vegetation (sumac). View spectacular.

This overlook is in good condition, has no visitor amenities, and has a potential view, which is starting to be obscured by sumac growing in the foreground of the viewshed.

LCS: SHPO DoE, 2004
The overlook retains integrity. Has been loss of vegetation from PLUMs map.

O-NC Stoney Fork Valley Overlook RT 05/29/2013
Milepost 277.30

Overlook extends east and opens up framed view of mountains. Valley obscured by vegetation. Beautiful open view. Steep cut slope on west side of Parkway. Steep slope down from sidewalk edge.

This overlook is in poor to fair condition and has no visitor amenities. Fantastic view available, but woodland and scrub vegetation is starting to grow up and partially obscure the view. Extent of view is quite expansive to Blue Ridge.

LCS: SHPO DoE, 2004
Retains integrity, but diminished due to poor/fair condition.

O-NC Osborne Mountain Overlook RT 05/29/2013
Milepost 277.80

Setting contains huge elliptical island that separates parking from the Parkway. Setting is open and grassy with wood edge down slope from overlook. There are views both east and west, grass is overtaking the overlook.

This overlook is in generally good condition, has no visitor amenities, and the vegetation severely obstructs the view. However, there is a fantastic view to the mountains opposite the Parkway entrance to the overlook.

Overlook retains high integrity.

O-NC Carroll Gap Overlook RT 05/29/2013
Milepost 278.30

Shallow overlook, distinctly visible from Parkway. View opens to west. Great view of the gap and surrounding mountains. Vegetation heavy to the south and north ends and steep slope east of Parkway.

This overlook is in good condition, with no visitor amenities, interpretation, or trailheads. The view is spectacular, with Christmas tree farms in the foreground creating a unique spatial pattern on the landscape.

Overlook retains integrity. Some large specimen trees are not surviving from PLUMs.

O-NC Grand View Overlook RT 05/29/2013
Milepost 281.40

Overlook setting slopes up from north to south and is completely visible from Parkway driving south. It is located on fill reaching east to the view beyond. Open setting with woodland vegetation framing the view at north and south edges of overlook.

This is certainly a "Grand View" overlook. The overlook is in generally good condition, has no visitor amenities or trailheads. The sign is currently missing. The view is great, really, in both directions: east and west of the Parkway.

Overlook retains integrity.

1031P Boones Trace RT 05/29/2013
Milepost 285.10

Very shallow pull off, barely room for cars. Mixed views, with new development present. Grass slopes down to a stream with a wood fence. View to stream trace. Very large trees to east of overlook 10-12' from edge.

This small pull-out is in fair to good condition. The wood fence is falling down. There are visitor amenities and explanation of Boone's Trace on the overlook sign. Sense of association and feeling is lost due to development adjacent to the overlook.

Retains integrity, but diminished by residential land use nearby.

O-NC Ravens Rock Overlook RT 05/29/2013
Milepost 289.50

Setting rises up and to the west of the Parkway. Overlook is above the Parkway and extends west. Views are obstructed by large trees. Boulder formations are also present. Double bay of parking.

This overlook is in fair condition, with no visitor amenities except an MTS trailhead. The view is starting to become obstructed by woodland vegetation. Top of the peaks are only part visible. Typical Parkway fencing is present, but not in very good condition.

Retains integrity. Some specimen vegetation is missing from the PLUMs.

O-NC Yadkin Valley Overlook RT 05/29/2013
Milepost 289.80

Shallow overlook setting, only separated by white stripes from Parkway (double stripes). Setting extends east on high slope. Opens to great expanse of view. Land falls off 3-4' from curb down. Covered with vegetation.

This small pull-out is in good condition and has no visitor amenities or trailheads. The view to the Yadkin Valley is spectacular and open. Blue Ridge Mountains as far as you can see.

LCS: SHPO DoE, 2004
Overlook retains integrity.

O-NC Thunder Hill Overlook RT 05/29/2013
Milepost 290.50

Setting of overlook is on slope running up north to south. You can see entire overlook from the Parkway driving south. Overlook follows the slope climb of the Parkway. Setting extends east to unobstructed view to east of Thunder Hill and mountains as far as one can see.

This overlook is in good condition with no visitor amenities or trailheads. The view is fabulous - Blue Ridge as far as you can see with no developed land use. Spectacular.

LCS: SHPO DoE, 2004
Overlook retains integrity.

O-NC Moses H. Cone Memorial Park: Moses Cone Overlook RT 05/30/2013
Milepost 293.40

Setting of overlook is dominated by the large, mounded island covered in wood vegetation and rising 10-15' above the overlook parking and road. Overlook extends east with a dramatic fall in slopes adjacent to the sidewalk. View to the east is obstructed. Steep cut slope to west of Parkway covered in heavy woodland vegetation.

The Moses Cone Overlook is located near milepost 293.5, where motorists can park their cars and enjoy a view of the Moses H. Cone Memorial Park. It is composed of a pull-off road, in the form of a half circle, that arises from the south side of the parkway that is oriented to the east, a row of five head-in parking spaces edged by granite curbing, and asphalt walk, a grass island, a culvert with stone end walls, and an interpretive sign. The views arise to the southeast, but are currently blocked by successional forest growth. The overlook was completed in 1957 when this section of the parkway was built.

This overlook is in good condition, with no visitor amenities or trailheads. A carriage road from the Moses H. Cone estate lies below the overlook elevation, but is not visible due to vegetation. There is no view due to surrounding woodland vegetation.

The overlook is a contributing feature within the National Register-eligible Moses H. Cone Memorial Park / Flat Top Manor Estate.

Overlook retains integrity, but it is diminished by no association or feeling relating to Moses H. Cone. Carriage trail is not visible due to vegetation.

1038P Sims Creek Overlook RT 05/30/2013
Milepost 295.30

Shallow pull-off near Sims Creek Bridge. Quite small, heavily wooded. Can hear the stream, cannot see it.

This pull-off is in good condition and provides steps and trail to access Sims Creek. The bridge over Sims Creek is adjacent to the pull-off. There are no other visitor amenities.

Overlook retains integrity. Creek is not visible, but can be reached by a trail.

1039P Sims Pond Overlook RT 05/30/2013
Milepost 295.80

Shallow overlook with long, narrow island extends east for open view of pond and beginning of trail. Steep slope down to trail east of overlook. Overlook held up by retaining wall. Sharp, steep slope west of Parkway, contains the overlook visually.

This overlook is in fair to good condition. It provides a trailhead for Green Knob Loop Trail and an unobstructed view to the pond. A fence was added (not on the PLUMs) with traditional Parkway design and materials. It is presently in fair condition.

Overlook retains integrity. There have been alterations and repairs that diminish some of the integrity.

1200P Lakeview Overlook Access & Parking RT 05/30/2013
Milepost 297.20

Large overlook area accessed from Parkway by winding road to lake edge. Open view east to the lake. Huge island is heavily wooded and rises above the roads and parking to isolate the overlook from the Parkway.

This overlook is in good condition and provides a large parking area and access to the lake. There is also a boat ramp and boathouse which now has ADA accessibility. Framed views to the lake survive, but tall woodland vegetation is starting to obscure the viewshed.

The overlook retains integrity.

Gwyn Memorial Parking 05/30/2013
Milepost 298.50

Off the Parkway on 221. Small, shallow pull-off with view to glen, stream. Grass, natural vegetation. Can see and hear the stream. Asphalt path takes you down into the glade and the sign. Parkway is above this overlook.

This unusual area is a memorial to Rufus Lenoir Gwyn, a great friend of the Parkway and its location through western North Carolina. The condition is poor to fair and it needs due attention.

Area retains integrity. It is a memorial "space" for Rufus Lenoir Gwyn. Condition diminishes integrity.

O-NC Cold Prong Overlook (a.k.a. Ash Bear Pen) RT 05/30/2013
Milepost 299.00

Shallow, long overview west of Parkway extends into woodland, which blocks any view to pond or trail. Location and setting is surrounded by woodland and steep cut slope / vegetation east of the Parkway.

This overlook is in good condition and provides a trailhead for the Tanawha Trail. There are no other visitor amenities. There is no view to the pond.

LCS: SHPO DoE, 2004
Overlook retains integrity. Vegetation obscures view to pond, diminishes association and feel.

1042P Calloway Peak RT 05/30/2013
Milepost 299.60

Shallow, elongated overlook completely surrounded by woodland vegetation. No views in either direction. Trailhead and trail led to sound of water below. One break in vegetation gives partial views to Calloway Peak. Steep cut slope on east of Parkway completely vegetated and contains the view east of the overview.

This overlook is in good condition with a trailhead that leads to water below. There are no other visitor amenities. View is almost completely obstructed by vegetation.

Overlook retains integrity.

O-NC Boone Fork Parking Area Overlook RT 05/30/2013
Milepost 299.90

Shallow setting extends west for parking, completely surrounded by woodland vegetation. Heavy vegetation also to east of Parkway. Trailhead entrances for Grandfather Mountain State Park.

This overlook is a parking area completely surrounded by woodland vegetation. There are trailheads and markers and hiking and camping informational signs. There are no other visitor amenities.

LCS: SHPO DoE, 2004
Overlook retains integrity.

O-NC Green Mountain Overlook RT 05/30/2013
Milepost 300.50

Deep crescent extends east. Heavy vegetation obscures view east. Steep cut slope next to Parkway on west side. Partial view of mountain looking west from overlook. Opposite sign - large peak (Green Mountain?).

This overlook is in good condition with no visitor amenities. The view out is severely obstructed by tall woodland vegetation.

LCS: SHPO DoE, 2004
Overlook retains integrity.

O-NC Pilot Ridge Overlook RT 05/30/2013
Milepost 301.70

Crescent descends slightly from Parkway to east. View appears to be to the west, not out east of the sign. Ridge is behind us if facing the sign. ?? East view is covered with heavy vegetation. Setting is below the ridge crest.

The view is more prevalent to the west (opposite the sign). The overlook is in good condition. The view to the east (sign side) is obstructed. There are no visitor amenities or trailheads.

LCS: SHPO DoE, 2004
Overlook retains integrity.

O-NC Wilson Creek Valley Overlook RT 05/30/2013
Milepost 302.00

Very shallow crescent extends east to expansive view to valley and peaks. On fill with steep slope east of sidewalk.

This overlook is in good condition with no visitor amenities or trailheads. It has spectacular expansive views out to the Blue Ridge as far as you can see.

LCS: SHPO DoE, 2004
Overlook retains integrity.

O-NC Boulder Field Overlook RT 05/30/2013
Milepost 302.20

Shallow crescent extends west to base of boulder slopes. Boulders are visible and within 10' of parking area. East is wide open view to east of peaks and valleys.

This overlook is in good condition, with no visitor amenities except the trailhead for Tanawha Trail. There are views to the boulder fields (natural feature) and views out to the mountains in the opposite direction.

Overlook retains high integrity.

O-NC Rough Ridge Parking Area RT 05/30/2013
Milepost 302.80

Small parking overlook ascends slightly west toward face of slope and view of small waterfall through heavy woodland vegetation down the rock face. Trailhead at south end of parking area. View open to east, but must cross Parkway to see over retaining wall along Parkway.

The overlook is in good condition, with a trailhead provided for Tanawha Trail. There are no other visitor amenities. Waterfall is visible on the slope. View is open opposite the parking, but you have to cross the Parkway to see out and over retaining wall.

LCS: SHPO DoE, 2004
Overlook retains integrity.

1049P Wilson Creek Overlook RT 05/30/2013
Milepost 303.60

Small crescent extends east, constructed on fill witih retaining wall. East view is heavy vegetation and west of Parkway is heavily vegetated. Giant peaks of Grandfather Mountain are nearby and visible when you look up.

This overlook is in very good condition with no visitor amenities except the trailhead to Tanawha Trail. View is mainly to wooded vegetation, but peaks of Grandfather Mountain are visible if you look up.

Overlook retains integrity.

1050P Yonahlossee Overlook RT 05/30/2013
Milepost 303.90

Shallow crescent extends east. Due east only vegetation. Views to peaks of Grandfather Mountain are south and west, unobstructed look up. Nearby peaks dominate the overlook. Great views of Grandfather Mountain.

There are great views to Grandfather Mountain Peaks (if you look up and south/west). View from the overlook is obstructed by vegetation to the east. It is in good condition with no other visitor amenities.

Overlook retains integrity.

O-NC Stack Rock Parking Area RT 05/30/2013
Milepost 304.80

Shallow crescent extends east. East view is fully wooded; northwest is Grandfather Mountain peak (look up and see bridge). Southwest view of peaks very close to overlook and dramatic. Total steep hill (vegetated with woodland) to the west of the Parkway.

This overlook is in good condition with spectacular views to Grandfather Mountain peaks and the bridge. These views are to the south/west, not east where vegetation is thick. Obstructed views to the east. There is one trailhead (Tanawha Trail), but no other visitor amenities.

LCS: SHPO DoE, 2004
Overlook retains integrity.

1053P Beacon Heights RT 05/30/2013
Milepost 305.30

Crescent extends east cut into small hill […] perimeter for parking. View is west/south. Beautiful view of Grandfather Mountain, unobstructed and close. View east to Beacon Heights is obscured by vegetation.

This overlook is in good condition, with a trailhead to Beacon Heights Trail. There are no other visitor amenities. Beautiful view to Grandfather Mountain to the west/south.

Overlook retains integrity.

1054P Grandfather Mountain Parking Overlook RT 05/30/2013
Milepost 306.60

Overlook extends west on fill construction, affording view west to Grandfather Mountain. Cut slope east of Parkway is heavily wooded and towers over the overlook. Woodland encloses to the north and south. Beautiful view of Grandfather Mountain.

This overlook is in good condition, with a "close-up" view of peaks of Grandfather Mountain. There are no other visitor amenities.

Overlook retains high integrity.

1055P Grandmother Mountain Parking Overlook RT 05/30/2013
Milepost 307.40

Extends east into woodland area. Large island of grass and a few trees and shrubs separate Parkway from the overlook / parking area. To east are wooded slopes.

This overlook is in good condition. It is completely surrounded by woodland vegetation. It has no visitor amenities or trailheads.

Overlook retains integrity.

1261P Little Bald Overlook RT 05/30/2013
Milepost 307.60

Very shallow pull-out to west. Open view of Little Bald Mountain. Vegetation encompassing both north and south of pull-out. Cut slope east of Parkway - steep and wooded. Successional vegetation growing up in viewshed.

This overlook is in good condition, with no visitor amenities or trailheads. There is a framed view out the mountains from the overlook parking. Some tall trees in the foreground slightly obstruct the view.

Overlook retains high integrity.

1056P Flattop Trail RT 05/31/2013
Milepost 308.30

Large, deep overlook extends east surrounded by woodlands. Trailhead leads into the woods. Island is open with several large trees and creates separation from the Parkway. Thick, wooded vegetation surrounds overlook and west edge of the Parkway.

This overlook is in good condition and offers visitor amenities such as picnic tables, trash receptacles, and a trailhead to Flat Top Trail. It is surrounded by woodland vegetation, but gives access to the trail.

Overlook retains integrity, with some surviving specimen trees from the PLUMs.

1057P Lost Cove Cliffs Parking Overlook RT 05/31/2013
Milepost 310.00

Setting is wide open expanse that contains large loop road and island all visible from the Parkway. No vegetation except north and south of overlook. Grassy slope descends down and east of overlook to woodland vegetation.

This overlook is in good condition, with visitor amenities and wayside interpretation of "Brown Mountain Lights." View is to grassy slopes and woodland vegetation. Cliffs can be seen in the distance.

LCS: SHPO DoE, 2004
Overlook retains integrity - has been altered since the PLUMs design. 1958 Drawing.

1058P Camp Creek Overlook RT 05/31/2013
Milepost 315.50

Overlook extends east to woodland edge. Steep slope to west of Parkway is fully wooded. Whole setting is surrounded by woodland vegetation. Creek is east and below the overlook, but can be heard.

This overlook is in good condition, completely surrounded by woodland vegetation. It has no visitor amenities, except for the trail to the creek. The creek can be heard, not seen.

LCS: SHPO DoE, 2004
Overlook retains integrity.

1248P Overlook at 0.8 miles on Linville Spur Road – Midway Overlook RT 05/31/2013
Milepost 316.40

Left of Parkway, right of spur road. Shallow pull-off with curbed perimeter, sidewalk, and retaining wall. Steep rocky cliff on other side of spur road with evergreen vegetation. Steep drop behind the retaining wall.

This overlook is in good condition, with no visitor amenities, trailheads, or interpretation. Views are mostly to woodland vegetation.

Overlook retains integrity, diminished somewhat by location, lack of association and feeling.

1064P North Toe River Valley RT 05/31/2013
Milepost 318.40

Extremely shallow pull-off extending west toward view of mountains and valley. Large vegetation close to the curb and in foreground of the view. Steep wooded slope east of Parkway.

This pull-off is in good condition, with no visitor amenities or trailheads. There is a framed view that is becoming obstructed by large woodland vegetation.

Pull-off retains integrity.

1065P Chestoa Parking Area RT 05/31/2013
Milepost 320.70

Double-bay dead end extends east for parking, surrounded by heavy, natural vegetation. Paths from parking lead to overlook (pedestrian). Parking completely surrounded by woodland vegetation. View from pedestrian overlook is wide open and spectacular.

This overlook is in fair condition and needs repairs for safety of visitor on walkways and steps. It provides visitor amenities and a trail to the pedestrian overlook and the stone overlook structure. One of the most spectacular views to the mountains, with little to no development in sight. Completely unobstructed.

LCS: SHPO DoE, 2004
Overlook retains integrity. Spectacular view from overlook, completely unobstructed. Some specimen trees remain.

1066P Bear Den Overlook RT 05/31/2013
Milepost 323.00

Overlook extends east on fill with a 3-story retaining wall and immediate drop down (perched on retained fill and pavement). Huge cut slope cliff to west of Parkway. View is panoramic and spectacular. Few original trees from PLUM at either end (north / south).

This overlook is beautiful and in good condition. The enormous (tall) retaining wall holds the fill-constructed plateau and forms a seating wall along the perimeter of the overlook. Views are unobstructed and amazing. There are no other visitor amenities or trailheads.

LCS: SHPO DoE, 2004
Overlook retains high integrity.

1067P Heffner Gap Overlook RT 05/31/2013
Milepost 325.90

Overlook extends east and is set in an open area, constructed on fill, with gradual slope east to woodland vegetation. Overlook is encompassed by woodland vegetation to west of Parkway as well.

This overlook is in good condition, with a gunboard interpretive sign about the Apple Tree. There are no other visitor amenities. The views are expansive, but some foreground vegetation is growing up into the viewshed.

LCS: SHPO DoE, 2004
Overlook retains integrity.

1068P North Cove Valley Overlook RT 05/31/2013
Milepost 327.20

Overlook extends east on fill to open up a great view out to peaks and the North Cove Valley. Beautiful setting. Large woodland vegetation surrounds to north, south, and west of Parkway.

This overlook provides many visitor amenities including picnic tables, trash receptacles, and an interpretive wayside. It is in good condition with a spectacular framed view to the mountains.

LCS: SHPO DoE, 2004
Overlook retains integrity. There are some new additions.

1069P The Loops Overlook at Apple Orchard Overlook RT 06/25/2013
Milepost 328.60

Overlook is on fill with extreme drop off at edge of sidewalk. Cut slope west of Parkway is very steep and high, covered with forest vegetation. Grand view to railroad loop below. Vegetation in foreground.

This overlook is generally in good condition with no visitor amenities, except for the wayside interpretation of The Loops - the Old Clinchfield RR loops and tunnels through the Blue Ridge Mountains. There is a strong sense of association here with this former transportation feature through the mountains. The view is open for the most part, but vegetation is creeping into the foreground along the sidewalk.

LCS: SHPO DoE, 2004
Overlook retains high integrity.

1070P Table Rock Overlook RT 06/25/2013
Milepost 329.70

Built on fill, but cut slope is gradual, covered in meadow and planted with dogwood trees. Typical Parkway fencing (wood) runs along the top of the cut slope to the west of the overlook. Overlook is surrounded by heavy wooded vegetation that frames the view; obscures it in some places.

This overlook is in a lovely setting with view to the east and rolling meadow and fencing to the west. It is in good condition and beautiful specimen trees remain in the foreground of the overlook, providing shade at either end. The view is framed, but getting slightly obscured by woodland growth.

LCS: SHPO DoE, 2004
Overlook retains high integrity. Specimen trees survive from PLUMs.

1186P Deer Lick Gap Overlook RT 06/25/2013
Milepost 337.20

Large overlook with large island that separates it from Parkway. Island has grass and shade trees for picnic tables. Overlook brings visitor out on fill to open, framed view of Deerlick Gap. Overlook surrounded by heavy woodland vegetation to north, south, and west of Parkway.

This large overlook is in good condition and creates a large park-like setting for visitors. The view is to the east of the overlook. There are visitor amenities including picnic tables, trash receptacles, and an interpretive wayside describing "Groundhogs." Large trees are present in the island, providing shade and separation from the Parkway.

Overlook retains integrity. Surviving vegetation from PLUMs map.

1187P Three Knobs Overlook RT 06/25/2013
Milepost 338.80

Overlook is on elongated fill with craggy boulders on the cut slope next to Parkway. Narrow island allows close proximity to Parkway. Steep boulder slope dominates the overlook. Very steep slope east of overlook and sign, straight down.

This overlook is in good condition and affords magnificent views to the Blue Ridge Mountain Range. Woodland vegetation is starting to threaten some of the viewshed. This overlook is also dominated by a dramatic rock cut slope to the west, giving it an enclosed feel and close proximity to a large landform. Fantastically dramatic and informative of the landforms.

Overlook retains high integrity.

1075P Black Mountains Overlook RT 06/25/2013
Milepost 342.20

On fill that overlooks range of mountains. Wide, open view. Cut slope to east of Parkway is boulders with heavy wooded vegetation. Slope drops straight down from fill plateau. Spectacular view to mountain range.

This overlook is in good condition, with no visitor amenities. The view, however, is magnificent and generally open. Some foreground plants are starting to grow up. The view is magnificent and, again, the landforms dominate to both the east and west.

LCS: SHPO DoE, 2004
Overlook retains high integrity.

1188P Buck Creek Gap Overlook Parking RT (on North Carolina Highway 80) 06/25/2013
Milepost 344.10

Overlook is accessed off the Parkway. Feeder road connects to NC 80. Overlook sits below the Parkway and traffic on Parkway is visible from the overlook. Small island paved with stones barely separates overlook from NC 80. View is heavily framed with vegetation and a small viewshed.

This overlook is accessed off the Parkway. The view is starting to become obscured by vegetation. It is generally in good condition, but offers no other visitor amenities.

Diminished integrity due to vegetation growth. Overlook design is on PLUMs, but alterations occurred. Sense of association and feeling is diminished. Still retains sufficient integrity.

1076P Singecat Ridge Overlook RT 06/25/2013
Milepost 345.30

Setting is of wooded vegetation to west of Parkway and heavily wooded framing for the viewshed. The overlook is in close proximity to the Parkway, and opens up to the east with a view to Singecat Ridge.

This overlook is in good condition, with trailhead access for visitors. The view is open, but becoming obscured by growth in the foreground. Kudzu is taking over in some places, covering lower growing vegetation. There are no other visitor amenities.

LCS: SHPO DoE, 2004
The overlook retains medium to high integrity. Specimen trees remaining from PLUMs.

1077a Curtis Valley Parking Overlook RT 06/25/2013
Milepost 347.90

Very shallow pull-off affords a magnificent view to mountains. Cut slope to west of Parkway is steep bouldfaced with woodland vegetation.

This small pull-out is in fair condition, exhibiting problems with granite curbing deterioration and pieces missing. There are no visitor amenities or other unusual features. The view, however, to the Blue Ridge is magnificent, and a large specimen oak graces the foreground of the view.

LCS: Keeper DoE
This overlook retains high integrity - also has large specimen tree remaining.

1077b Curtis Valley Parking B RT 06/25/2013
Milepost 348.70

Small pull-out on fill, no separation from Parkway. Affords scenic view. Cut slope west of Parkway is steep, craggy boulders with heavy woodland vegetation.

This pull-out is in good condition, but has no sign and no visitor amenities. The framed view is magnificent to the expansive mountains beyond. Some foreground vegetation is starting to obscure the designed vista.

LCS: SHPO DoE, 2004
Overlook retains high integrity.

1078P Laurel Knob Overlook RT 06/27/2013
Milepost 349.20

No separation from Parkway, setting extends out for fantastic views of nothing but mountain range. Cut slope west of Parkway is steep, rugged boulders. Grass edge along overlook (east) gives a gradual slope down and successive vegetation growing up.

This pull-out is in good condition. It contains no visitor amenities, but does have an interpretive wayside about the First U.S. Forest Service Tract. The views from here are spectacular and old, gnarled pines in the foreground add to the character of the overlook. Almost a 180 degree expansive view.

LCS: SHPO DoE, 2004.
This overlook retains high integrity. Some of the BEST expansive views of the Blue Ridge.

1079P Mount Mitchell Area RT 06/27/2013
Milepost 349.90

Overlook loop carries out to the east opening views to Mount Mitchell. Setting is plateau above the Parkway with woodland vegetation framing views to Mount Mitchell.

This loop overlook is in good condition and allows a view to Mount Mitchell, the highest peak east of the Mississippi. The view and vegetative character is quite dramatic, as fitting for this natural resource. Elevation is so high it is hard to be out of the clouds and see the very top of the mountain. Fantastic visitor experience.

The overlook retains high integrity.

1080P Green Knob Overlook RT 06/27/2013
Milepost 350.40

Historic Green Knob Lookout Tower at this overlook
Plateau on fill extends out from Parkway affording magnificent views from both parking areas. Slope west of Parkway is spectacular boulder outcrop rising above the overlook.

Natural Resource features are on full display from this overlook, including views to the mountains and spectacular boulder outcrops and formations. The overlook is in good condition, with a surviving specimen tree in the island. Fantastic high elevation views continue at this overlook. Beautiful.

LCS: SHPO DoE, 2004.
This overlook retains high integrity.

1189P Bald Knob Ridge Overlook RT 06/27/2013
Milepost 352.40

Small pull-off, no separation from Parkway, affords grand, open views to mountains. Slope west of Parkway is steep and covered with boulder outcropping.

This pull-off exhibits dramatic landforms in the foreground of the view and the long view to the extensive mountain range. There are large deciduous trees framing the view to the southeast. The pull-off is generally in good condition, but contains no visitor amenities. Exposure to the dramatic landforms and mountain peaks continues here.

Overlook retains high integrity.

1081 Ridge Junction Overlook RT 06/27/2013
Milepost 355.30

Small island separates from Parkway and affords open views to west and high peaks. Also, a view east over the Parkway.

This overlook is in fair to good condition. The island is eroding and has no clear edge. There are no visitor amenities or interpretation; however, the fantastic views, large vegetation stands, and dramatic landforms abound at this overlook. The visitor is once again immersed in the character and feel of the natural systems and features.

Overlook retains high integrity.

1082P Walker Knob Overlook RT 06/27/2013
Milepost 359.80

Pull-out as base of a slope with trails leading into the woods. MTS Trailheads on both sides of the Parkway. Overlook is surrounded with woodland vegetation.

This overlook is in generally good condition, but has no views within the boundary of the overlook. It is generally surrounded with vegetation and a grassy knoll leading to the edge of thick woodlands. It does offer visitors trailheads and signs.

Overlook retains medium integrity, diminished by lack of association and feeling when in the confines of the overlook boundary.

1083P Glassmine Falls Overlook RT 06/27/2013
Milepost 361.20

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Overlook view to falls - unobstructed, then leads upward to higher pedestrian overlook. Affords clear, open, panoramic views to range of mountains.

This overlook is in fair to good condition, with some problems with steps, paving, and walls. The footing in places has become hazardous. Views from this overlook, however, are magnificent, expansive, and open - a real experience of the Blue Ridge. It also offers a bench, overlook, and a trailhead.

LCS: SHPO DoE, 2004
This overlook retains high integrity.

1084P Graybeard Mountain Overlook RT 06/28/2013
Milepost 363.40

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Overlook set on fill extending east with magnificent views of Graybeard Mountain and other mountain ranges. Views to west are blocked by vegetation; Craggy Dome visible to south. Magnificent and contains the overlook.

This overlook is in generally good condition with some need of repairs and maintenance. It affords spectacular views to Graybeard Mountain and the mountain ranges in the distance. It has one trailhead. It is also on the ridge, affording views in both directions. Quite beautiful.

LCS: SHPO DoE, 2004
The overlook retains high integrity.

1085P Craggy Dome RT 06/28/2013
Milepost 364.10

Setting changes in elevation with upper and lower sections. Built on high point and tucked into hill side. Dramatic foreground views to peaks and distant views to mountains as far as the eye can see. Dramatic views and experience.

This large, well-maintained overlook is beautiful, with great views to Craggy Dome and to all the mountains beyond. The elevations here are extremely high and that location and setting are the most significant resources of the overlook. The two parking areas provide visitors with a place to get out and look. One lot sits at a higher elevation than the other. Beautiful relationship between the overlook and its topography.

LCS: SHPO DoE, 2004
This overlook retains high integrity.

1086P Craggy Gardens Visitor Center Overlook 06/28/2013
Milepost 364.60

Highest elevation area with views in both directions, set in tall peaks with mountains in viewsheds as far as the eye can see. The north parking viewshed to west is obscured by vegetation. Fill condition on a VERY steep slope affords magnificent views to west.

Overlook is in the midst of the highest elevations of the Blue Ridge. Weather changes rapidly at this elevation. The overlook provides plenty of parking and is the location of a small visitor center. It contains the Craggy Gardens Trail to a picnic ground. The trail takes visitors through a high mountain rhododendron bald. Beautiful area in good condition.

LCS: SHPO DoE, 2004
This overlook retains high integrity.

1088P Lake Pinnacle Overlook RT 06/27/2013
Milepost 372.00

Narrow separation from Parkway and steep boulder outcrop on cut slope west of Parkway. Plateau on fill. Overlook opens to expansive views with scattered woodland vegetation to the north and south. Boulders on cliff dominate and enclose the overlook to the west. East is wide open expanse.

This small overlook affords magnificent views to the east, with the unmistakable blue hue on the mountains beyond. Beautiful. There are no visitor amenities here, but the natural resources and features are on full display.

LCS: SHPO DoE, 2004
This overlook retains high integrity.

1089P Bull Creek Valley RT 06/27/2013
Milepost 373.70

Overlook set with heavy vegetation to west, north, and south. View to east opens out, but heavy woodland vegetation dominates the view as well. Framed vista to the valley.

This overlook is in generally good condition, with some condition problems with the picnic table, vandalism, and threatening underbrush vegetation in the foreground of the vista. Amenities include a picnic area, table, grill, and trash.

This overlook retains high integrity.

1090P Tanbark Ridge Overlook RT 06/27/2013
Milepost 376.70

Overlook is constructed of fill with steep cut slope to west of parkway edge. Slope is steep and wooded with some rock outcrops. Asphalt walkway addition with granite curbs.

Heavy woodland vegetation on west cut slope edging Parkway. Steep slope dominates the overlook to the west; it extends east affording panoramic view of ridge.

Overlook is constructed on fill and is located slightly below the Blue Ridge Parkway road corridor. The steep cut slope is immediately adjacent to the western edge of the parkway. Overlook affords unobstructed views to the mountains. There have been alterations to the pedestrian walkway including ADA accessibility and expanded walkway to the north. Good condition.

This overlook is in generally good condition and offers a trash can and universal accessibility and an accessible overlook. The view is wide, expansive, and beautiful.

LCS: SHPO DoE, 2004
This overlook retains medium integrity diminished by alterations for universal accessibility and overlook area.

1091P Haw Creek Valley RT 06/27/2013
Milepost 379.90

No Parkway separation, steep boulder slope on east side of Parkway; expansive view out to west. Slope drops off immediately from sidewalk west.

This pull-out is generally in good condition with expansive views to the Haw Creek Valley. It is quite small and has only a trash receptacle and the overlook sign.

Overlook retains medium to high integrity, especially in association and feeling.

1093P French Broad River Overlook RT 06/27/2013
Milepost 393.80

No separation from Parkway. Steep boulder cut slope west of Parkway. Should overlook the French Broad River, but vegetation has obscured all but a bit of viewshed to River.

This overlook is in generally good condition, with no visitor amenities except for the 3-sided kiosk with maps and the interpretive wayside for the French Broad River. Vegetation growth is obstructing much of the view to the River. No other unusual or significant resources are present.

LCS: SHPO DoE, 2004
Overlook retains medium integrity diminished by obstructed views to the River. The River, however, is interpreted.

1094P Walnut Cove Overlook RT 06/27/2013
Milepost 396.40

Steep boulder slope to west of Parkway, heavy woodland vegetation all around the overlook. Extends east, viewshed of Walnut Cove.

This overlook is generally in good condition, except for the graffiti (vandalism) on the overlook sign and on the pavement. The view remains open and clear. There are no visitor amenities or other unusual or significant resources present.

LCS: SHPO DoE, 2004
Overlook retains integrity, but setting and feeling is somewhat diminished by development in viewshed.

1095P Sleepy Gap Parking Area RT 06/27/2013
Milepost 397.60

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Parking is set in woodland vegetation with directions to trails. View is over the Parkway east of the parking. Small framed viewshed to valley below.

This overlook is in good condition, except for maintenance issues with drainage and condition of the asphalt. It offers a parking area and directions to trails, as well as trailheads. The view is in the opposite direction, back and across the Parkway.

LCS: SHPO DoE, 2004
Overlook retains integrity.

1096P Chestnut Cove Overlook RT 06/27/2013
Milepost 398.30

Heavily wooded overlook on fill affords view out framed by vegetation. Successional vegetation starting to grow up. Beautiful view out to cove and mountains beyond.

This small overlook is in good condition with a framed view to Chestnut Cove. There are a few maintenance issues and evidence of vandalism. It offers no visitor amenities except access to a trail on west side of the Parkway.

LCS: SHPO DoE, 2004
The overlook retains high integrity.

1097P Bad Fork Valley Overlook RT 06/27/2013
Milepost 399.70

Heavily wooded setting with steep cut slope west of Parkway. View opens out from overlook plateau, framed by mature vegetation.

This overlook is in good condition with a fantastic framed view to the valley. It has no visitor amenities or interpretation and there are no unusual resources present.

LCS: SHPO DoE, 2004
The overlook retains high integrity.

1098P Wash Creek Valley Overlook RT 06/27/2013
Milepost 401.00

Tunnel on Parkway visible and completely surrounded by mature woodland vegetation. Some trees down slope are getting taller, obscuring valley views, not mountains. Cut slope west of parking is steep and covered with mature woodlands.

This small overlook is in good condition with a framed view out to the landscape. It has no visitor amenities and some maintenance issues with curb materials and paving.

LCS: SHPO DoE, 2004
The overlook retains high integrity.

1099P Beaver Dam Gap Overlook RT 06/27/2013
Milepost 401.70

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Setting is all woodland west of overlook where trails are provided. View is open on east side of the Parkway (?) Beaver Dam Gap? - have to cross the Parkway to see any view.

This overlook is in good condition and affords the view to the east opposite the parking and overlook sign. It does offer a picnic table, trash receptacle, and a trailhead to Shut-In Trail. The view to the east is open and expansive and beautiful.

LCS: SHPO DoE, 2004
This overlook retains medium integrity, diminished due to relationship of overlook sign to the view. Confusing.

1100P Stony Bald Parking Overlook RT 09/02/2013
Milepost 402.50

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Overlook extends from the parking on fill with slightly higher elevation than the Parkway. Setting is woodland vegetation except for the open, framed view to Stony Bald. View to peaks is clear and dramatic.

This overlook is in good condition with a framed view out to Stony Bald. There are no visitor amenities and no other special resources or features.

LCS: SHPO DoE, 2004
This overlook retains high integrity.

1101P Big Ridge Overlook RT 09/02/2013
Milepost 403.60

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Overlook extends on fill adjacent to Parkway, rises gradually in elevation to create elevated view to peaks in the distance. Overlook is surrounded with vegetation except to the east, where distant view opens up.

This overlook is in good condition and contains a trail marker hikers. Wood steps lead down from the overlook. There are no visitor amenities. This overlook affords a fantastic view to layers of Blue Ridge peaks.

LCS: SHPO DoE, 2004
This overlook retains high integrity.

1102P Hominy Valley RT 09/02/2013
Milepost 404.30

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Setting is enclosed by steep wooded slope to the west; overlook extends east on fill from the Parkway to top of steep slope. Affords great view to distant peaks beyond. Hardly any development is visible in the viewshed.

This overlook is in good condition and offers an unobstructed view to peaks beyond. It has no visitor amenities and no other special resources or features.

No PLUMs drawing - see REF.
This overlook retains high integrity (to this group of overlooks dating 1961-1965).

1103P Mills River Valley Overlook RT 09/02/2013
Milepost 404.60

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Setting is open to both east and west of the Parkway. Blue and distant peaks occupy both viewsheds. Setting is on a ridge, which allows views in both directions. The setting is open with woodland vegetation framing both views.

This overlook is in good condition and offers views both east and west of Parkway. There are no visitor amenities or additional special resources or features, except the trailhead.

This overlook retains high integrity to this grouping of overlooks dating 1961-1965. Incomplete PLUM.

1104P Mount Pisgah Picnic Parking 09/02/2013
Milepost 407.70

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

This crescent overlook is comprised of two bays of parking with trail access to the picnic area. It is nestled above the Parkway on a plateau of fill, surrounded by vegetation. Only views are to very tall peaks surrounding the setting.

This overlook with double bay parking is in good condition, but needs some basic maintenance. It offers visitors parking and access to the large picnic area, removed in distance from the parking. Overlook also provides trail access to the comfort station.

LCS: SHPO DoE, 2004
This overlook retains high integrity diminished by condition and fast growing vegetation. Incomplete PLUM.

1182P Mt Pisgah & Buck Spring OL Parking RT 09/02/2013
Milepost 407.80

A complex of two overlooks accessed from Parkway on an entrance road. Setting offers views from high elevations and at Buck Spring in both directions. Takes visitors to elevated settings and trails lead even higher.

This combination of two overlooks is in poor to fair condition. It does offer visitor amenities, but has lack of maintenance and mowing.

These two overlooks together retain medium integrity diminished by condition, low maintenance, and minor alterations. Incomplete PLUM.

1105P Flat Laurel Gap Parking RT 09/02/2013
Milepost 408.30

Double bay parking overlook is removed from the Parkway by a big island and gradual increase in elevation. Peaks surround the setting; however, woodland and successional shrub vegetation in the foreground block potential views.

This double bay parking overlook provides parking and is in good condition, but has no visitor amenities, signs, or trailheads.

LCS: SHPO DoE, 2004
No PLUM, except sketch.

1108P Funnel Top Overlook RT 09/02/2013
Milepost 409.20

Setting is on fill descending below Parkway to edge of slope. Affords spectacular views to peaks and, in great distance, 180 degree views. Steep slope to west of Parkway contains the setting, so focus is out to the east and the view.

This small overlook is in good condition, affording spectacular views to the east and mountains as far as the eye can see. There are no visitor amenities or other unusual resources or features.

LCS: SHPO DoE, 2004
This overlook retains high integrity. No PLUM.

1109P Pink Beds Overlook RT 09/02/2013
Milepost 410.30

Setting is on a fill plateau extending out from the Parkway. Huge boulder face cliff adjacent to Parkway to the west. View open to the east and spectacular. Setting is amidst the peaks at high elevations.

This small overlook is in good condition and provides a spectacular setting in the midst of the mountain peaks. It has no visitor amenities or other unusual resources or features.

LCS: SHPO DoE, 2004
This overlook retains high integrity.

1110P Cradle of Forestry Overlook RT 09/03/2013
Milepost 411.00

Overlook extends from Parkway on fill to edge of steep slope, affording elevated views to mountains in the distance. Setting is open, with steeply wooded slope with boulder formations to the west of the Parkway.

This overlook is in fair to good condition, with partially obstructed views to the east and the peaks and forests. There are no visitor amenities except an NPS sign interpreting the "Cradle of Forestry." There are no other unusual features or resources.

LCS: SHPO DoE, 2004
NO PLUM DRAWING.
This overlook retains integrity, but somewhat diminished by vegetation growth and condition.

1112P Cold Mountain Overlook RT 09/03/2013
Milepost 411.80

Overlook extends on fill to west of Parkway. Mountain peak (tops) visible but vegetation obscures most of the view. Setting is open, but taken over by successional vegetation in the foreground and along the overlook edges.

This overlook is in fair to good condition, with severely obstructed views. Only trash receptacles are present and the sign is missing. There are no other unusual features or resources here.

LCS: SHPO DoE, 2004
No PLUM Drawing.
This overlook retains medium integrity, with some alteration and severely obstructed views.

1113P Wagon Road Gap Parking Area 09/03/2013
Milepost 412.20

Extends from the Parkway with addition cut into wood area. Setting is surrounded by vegetation and feels enclosed. Large specimen trees are retained near the parking.

This overlook is in fair to good condition, with no views associated with Wagon Road Gap. It does provide a trailhead, picnic table, and trash receptacle. Nice, large specimen trees are significant features near the parking.

LCS: SHPO DoE, 2004
This overlook retains medium integrity, diminished by condition and overgrowth of vegetation. Significant specimen trees are retained.

1114P Pounding Mill Overlook RT 09/03/2013
Milepost 413.20

Setting extends out from Parkway on fill to edge of slope; opens to magnificent views 180 degrees to northeast, east, and southeast. Huge boulder formation to west of Parkway edge encloses the setting and visually dominates the setting to the west.

This is a dramatic overlook with expansive 180 degree views and huge boulder formation adjacent to the Parkway. It has no visitor amenities, but fantastic views.

LCS: SHPO DoE, 2004
This overlook retains high integrity.

1115P Cherry Cove Overlook RT 09/03/2013
Milepost 415.60

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Setting is contained by woodland vegetation, which frames the view to the east. Overlook extends on fill from the Parkway to slope edge, affording spectacular view to east.

This overlook is in fair to good condition, with SPECTACULAR views to the east. It contains an NPS sign that interprets Monarch Migration, but no other visitor amenities.

LCS: SHPO DoE, 2004
This overlook retains high integrity. It retains significant trees that continue to frame the view.

1116P Log Hollow Overlook RT 09/03/2013
Milepost 416.20

Setting is extended on fill plateau adjacent to Parkway. Huge boulder and wooded slope to west of Parkway. Overlook extends east to edge of slope with views out to peaks. Woodlands surround the overlook and frame the only view to the east.

This overlook is in good condition with a picnic table and trash receptacle. The vista over the shrubs needs to be cut back, as the shrubs are obstructing the view. There are no other unusual resources or features at this overlook.

LCS: SHPO DoE, 2004
Retains high integrity with significant large deciduous and evergreen trees framing the view. Successional shrubs do threaten to block the open view.

1117P Looking Glass Rock Overlook RT 09/03/2013
Milepost 417.00

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Overlook is extension of Parkway on fill to edge of slope, with open views to the east. A steep wooded slope is adjacent to the Parkway to the west, enclosing the setting. Woodland trees frame an open view.

This overlook is in good condition and contains an NPS sign interpreting Looking Glass Mountain. There is one trash can provided, but no other unusual resources or features.

LCS: SHPO DoE, 2004
This overlook retains high integrity diminished slightly by additions and condition. Significant vegetation (trees) frame the view.

1118P East Fork Overlook RT 09/03/2013
Milepost 418.30

Setting is dominated to east by extremely high steep boulders - blasted to get the Parkway built. This contains any view east, but west is magnificent view and completely open.

This overlook is quite dramatic with 180 degree view to the west to the East Fork Pigeon River. It has no other visitor amenities, but affords one of the best Parkway overlook views.

This overlook retains high integrity.

1119P Graveyard Fields Overlook RT 09/03/2013
Milepost 418.80

Setting is very open with extensive 180 degree views; gentle wooded slope to east is adjacent to Parkway.

This large and popular overlook affords magnificent views west, and access at two points to the Graveyard Fields Trail. There is an interpretive sign and a large trail sign for visitor convenience.

LCS: SHPO DoE, 2004
This overlook retains high integrity, but diminished by condition.

1120P John Rock RT 09/03/2013
Milepost 419.30

The overlook is part of the Mountain-to-Sea Trail, a network of trails currently being developed by the North Carolina Trails Program, which will extend from the Great Smoky Mountains to the Outer Banks of North Carolina.

Setting is above the Parkway and isolated, surrounded by vegetation. It is more of a picnic setting than traditional overlook. Not clear where John Rock view is.

This unusual design is a loop overlook with entrance and exit roads to the Parkway. It is set above the Parkway and completely surrounded by vegetation. It contains visitor amenities and a gunboard sign.

This overlook retains medium integrity, with diminished integrity of association with John Rock view and condition of overlook.

1121P Fetterbush Overlook RT 09/03/2013
Milepost 421.70

Overlook is set on fill extending from the Parkway in very high steep elevation. Steep rock and vegetation slope is west of the Parkway enclosing the setting. View to east framed by high quality evergreen trees and deciduous trees.

This overlook is in good condition and contains a picnic table and trash receptacle. Vegetation is starting to obstruct views. No other unusual resources or features are here.

Retains high integrity diminished by vegetation obstructing view.

1122P Devil's Courthouse RT 09/03/2013
Milepost 422.40

Setting is wide open plateau, extending east of the Parkway. Setting is in the tops of the peaks with wide open view to the east. Feeling is open and at very high elevation. Huge flat island separates it from Parkway.

This large overlook is wide open with clear view to summit of Devil's Courthouse. It contains visitor amenities and paved trail toward summit.

Retains medium / high integrity diminished by alterations and additions.

1123P Mount Hardy Parking Overlook RT 09/03/2013
Milepost 422.80

Loopd is separated from Parkway and completely surrounded by vegetation.

This huge parking area loop is completely surrounded by vegetation; especially large evergreens that block view. It is known as the Confederate Veterans Memorial Forest, planted 1941-1943, dedicated 1956.

LCS: SHPO DoE, 2004
Retains medium integrity, diminished by vegetation blocking view, condition, and minor additions. Retains Confederate Veterans Memorial Forest.

1124P Courthouse Valley Overlook RT 09/03/2013
Milepost 423.50

Large, vegetated island separates two bays of parking from the Parkway. Overlooks are at edge of steep slope at very high elevations - affording open views to the east.

This double bay of parking is oriented east from the Parkway and the quality of view is better at the north bay than the south bay. It is surrounded by vegetation, is at a very high elevation, and is in good condition. It contains visitor amenities and good views, but no other unusual resources or features.

Retains high integrity, view is obstructed from the south bay of parking.

1125P Herrin Knob RT 09/03/2013
Milepost 424.50

Small extension east of Parkway on fill - no separation from Parkway. Boulder slope to the west encloses the small space and focuses view to the east - extremely high elevations.

This small pull-off is in fair condition, with a removed overlook sign. It has no visitor amenities, but great view east.

No PLUMs.
Retains medium integrity, diminished by condition and no way to make association.

1126P Wolf Mountain Overlook RT 09/03/2013
Milepost 424.80

Dramatic small pull-off extends out on fill east from the Parkway, to edge of very steep slope. Affords magnificent view east. Steep boulder slope west of Parkway, encloses the small space and focuses view east.

This small pull-off is very dramatic, with extensive views to the east. It is in good condition and has no visitor amenities. Tiny waterfalls drip from the boulder slope to the west.

Retains high integrity - significant large evergreens survive near the parking.
PLUM incomplete.

1127P Rough Butt Bald Overlook RT 09/03/2013
Milepost 425.40

Setting extends out east of Parkway overlooking distant peaks. It sits at a very high elevation. Evergreens frame the view and contain the space. Steep slope (vegetated) to west of Parkway.

This small overlook is in good condition, with a view to Rough Butt Bald. It contains no visitor amenities and no other unusual resources or features.

LCS: SHPO DoE, 2004
Retains high integrity.

1128P Bear Pen Gap Parking Area OL RT 09/03/2013
Milepost 427.60

Setting extends east of Parkway to a heavy stand of vegetation - no view. Beautiful evergreens are dominant in the woodland. Entire setting is surrounded by vegetation.

This small overlook is completely surrounded by vegetation, is in good condition, and contains no other unusual resources or features. There is one trailhead and wood marker.

LCS: SHPO DoE, 2004
Retains medium significance - no view, completely surrounded by thick, woodland trees.

1129P Spot Knob Overlook RT 09/03/2013
Milepost 427.80

Setting extends on a huge plateau of fill toward the west. The setting is open with a huge, flat grass island separating the overlook from the Parkway. Vegetation is on the edges, but frames the view west.

This large, open overlook is in good condition with an open view to the west toward Spot Knob. It contains one trash can, but no other visitor amenities or unusual resources or features.

LCS: SHPO DoE, 2004
Retains high integrity.

1130P Caney Fork RT 09/03/2013
Milepost 428.00

Large plateau of fill separated from Parkway by a large, flat grass island. Huge boulder cliff to the west encloses the setting and focuses view east. Successional shrub vegetation is growing quickly in viewshed foreground.

This large, open overlook is in good condition, with unobstructed views to Caney Fork. It has no visitor amenities or any other unusual resources or features. Spectacular view over distant peaks from very high elevation.

Retains high integrity.

1131P Beartrap Gap Overlook RT 09/03/2013
Milepost 428.50

Large plateau setting extends west to gradual slope and views to Beartrap Gap. The setting is large and open with huge, flat grass island separating it from the Parkway. Beautiful evergreen trees dot the hillsides.

This large, open overlook is in good condition and has visitor amenities, as well as NPS signage interpreting "Black Bears." There is an unobstructed view to the west and no other unusual resources or features.

Retains high integrity.

1132P Beartrail Ridge Overlook RT 09/04/2013
Milepost 430.40

Setting is on a ridge with view to the west over the Parkway. Setting is open, but surrounded by woodlands along the edges. Setting is large, open, and separated from the Parkway by a large, flat, grassy island.

This large, open overlook is located on a ridge, with views afforded to the west on the opposite side of the Parkway. East of the overlook is woodland vegetation with no view. There are visitor amenities, including an ADA accessible picnic table site and the table itself. High peak elevation.

LCS: SHPO DoE, 2004
Retains high integrity. Significant location on the ridge.

1133P Cowee Mountains Overlook RT 09/04/2013
Milepost 430.70

Large, open setting extended on fill east of the Parkway to the very edge of high elevation steep slope drop-off. Expansive views greater than 180 degrees. Steep peak slope rises above opposite side of Parkway, containing the setting to the west.

This large, open overlook is in good condition and affords some of the best views from these highest Parkway elevations. Spectacular with no developed areas in sight. True wilderness setting. There are no visitor amenities.

LCS: SHPO DoE, 2004
Retains high integrity, significant views out - breathtaking.

1134P Haywood-Jackson Overlook RT 09/04/2013
Milepost 431.00

Overlook setting is on the ridge that the Parkway is currently following through the high elevation peaks. View is west, partially obstructed by beautiful red spruce on the slope hillside. Setting is open on both sides of Parkway - beautiful view with spruces in viewshed.

This large, open overlook is set in the highest elevations along the ridge, extending west of the Parkway to slope drop off, affording wonderful views west. There are also views east, but partially obstructed with woodland vegetation. Overlook contains visitor amenities and ADA accessible picnic table. Also has a nature trail.

LCS: SHPO DoE, 2004
Overlook retains high integrity; somewhat diminished by additions, but minor.

1135P Richland Balsam Overlook RT 09/04/2013
Milepost 431.30

This large overlook marks the highest elevation on the Parkway and affords expansive view east. Contained in view are dead evergreens and surviving spruces. Boulder slope to west of Parkway. Contains setting and focuses view to the east.

This large, double-bay overlook marks the highest elevation on the Parkway. It is in good condition and contains a large identity sign and NPS wayside interpreting loss of trees due to Balsam wooly adelgid. Dead trees are in the viewshed to the east.

LCS: SHPO DoE, 2004
Retains high integrity, diminished by additions, alterations, some conditions.

1136P Lone Bald Overlook RT 09/04/2013
Milepost 432.70

Setting is atop the ridge in highest elevations, affording open views to east and west of the Parkway. Feels like the top of the mountain. Setting is wide open with expansive distant views and higher peaks in foreground.

This small overlook affords expansive views east and west and views to high peaks in the foreground. It is in good condition and has no visitor amenities.

LCS: SHPO DoE, 2004
Retains high integrity.

1137P Roy Taylor Forest Overlook RT 09/04/2013
Milepost 433.30

Setting extends on wooden pedestrian overlook. Parking overlook extends east of Parkway on fill to edge of steep slope. Vegetation surrounds the setting except for a framed view that is partially obstructed.

This overlook offers two views, one from the parking and one from the pedestrian overlook. The overlook is ADA accessible. There are no other visitor amenities or unusual resources or features.

LCS: SHPO DoE, 2004
Retains high integrity but diminished by new additions and alterations.

1138P Doubletop Mountain RT 09/04/2013
Milepost 435.10

Setting is completely surrounded by woodland vegetation and totally obstructs view to Doubletop Mountain. It extends east of Parkway on fill, but no view. Steep wooded slope to west of Parkway further encloses the setting.

This large overlook is in good condition and contains visitor amenities, but has no association with its intended context - no view to Doubletop Mountain. No other unusual features or resources are here.

LCS: SHPO DoE, 2004
Retains medium integrity, but diminished by obstruction of view.

1139P Licklog Gap Overlook RT 09/04/2013
Milepost 435.80

Large, open setting extends east of Parkway on fill to edge of slope; affords view out to Licklog Gap. Large trees threaten views in distance and shrub successional growth threatens foreground view shed.

This very large and long parking overlook is open in character with a framed view to the east. It is in fair to good condition with visitor amenities. There are no additional unusual resources or features at this overlook.

LCS: SHPO DoE, 2004
Retains high integrity.

1140P Grassy Ridge Mine Overlook RT 09/04/2013
Milepost 436.70

Setting extends east on gradual grass plateau. Large island separates it from Parkway. Views east are severely obstructed by woodland vegetation. Vegetation surrounds the setting except for partial opening to view east.

This overlook is in good condition and has visitor amenities, including a trailhead to the Mountain to Sea Trail. The view is compromised by vegetation and there are no other unusual resources or features.

LCS: SHPO DoE, 2004
Retains medium to high integrity. Vegetation growth threatens integrity of association.

1141P Steestachee Overlook RT 09/16/2013
Milepost 438.90

Setting is a fill plateau extending west from the Parkway. Huge boulder formation contains the space to the east and focuses the view out to the west. Nothing but mountains in the viewshed. Vegetation threatens the foreground.

This overlook is in good condition with some sizeable vegetation surviving to frame the view to some extent. There are no visitor amenities and no other unusual features or resources.

LCS: SHPO DoE, 2004
Retains high integrity. Further vegetation growth could diminish integrity in near future. Some sizeable vegetation remains.

1142P Cove Field Ridge Overlook RT 09/16/2013
Milepost 439.30

Severe cut / fill condition continues for this setting. Overlook extends west from Parkway on fill and cut slope is extremely steep, with boulder formations and woodland vegetation. Overlook is enclosed by landform and cut slope except for view west.

This double-bay parking overlook is in good condition (needs mowing, however). The view is very severely obstructed by woodland vegetation in the foreground and down the slopes. Cudzu is also taking over. There are no visitor amenities and no other unusual features or resources.

LCS: SHPO DoE, 2004
Retains medium to high integrity. Vegetation growth diminishes the integrity of association and feeling.

1143P Village of Saunook RT 09/13/2013
Milepost 440.00

Setting is dominated by woodland vegetation and steep cut slope to the east. Cut slope is completely covered with trees and large rhododendrons. Overlook is on fill extending west of the Parkway.

This elongated overlook is in good condition (needs to be mowed, however). It has no visitor amenities and no other unusual features or resources.

LCS: SHPO DoE, 2004
Retains high integrity; vegetation needs to be managed in order to sustain high integrity.

1144P Waynesville RT 09/13/2013
Milepost 440.80

Cut/fill condition continues with steep, wooded slope east of Parkway. View is to the west on extended fill plateau. Overlook is surrounded by woodland vegetation except for the framed view west.

This overlook is in fair to good condition. The picnic table is in very poor condition. It offers visitor amenities and some very large trees grace the foreground of the view shed. Successional scrub vegetation is threatening the view as well as some larger woodland vegetation.

Retains medium integrity due to condition, vegetation growth, and limited view of Waynesville. Large significant sugar maple near parking curb. Also, significant white oak.

1145P Standing Rock Overlook RT 09/16/2013
Milepost 441.40

Enclosed setting except for a partial view out to the west. Steep cut slope to the east, a hovering peak, and large woodland trees surround it. Standing Rock is visible at south end of the setting.

This overlook is in good condition and associated by name to the large Standing Rock at the south end of the overlook. It has visitor amenities and thick stands of large deciduous woodland trees, predominantly oaks.

Retains high integrity.

1146P Rabb Knob RT 09/16/2013
Milepost 441.90

Large overlook is surrounded almost completely with vegetation except for a sliver of a view to Knob Peak. The overlook plateau extends west on fill and is contained on the east by steep cut slope and woodland vegetation.

This large overlook is in good condition. It has visitor amenities and is interpreted by an NPS standard wayside sign. The story is significant to Revolutionary War, but the setting does not support the interpretation. Vegetation needs to be managed.

Retains medium integrity due to overgrowth of vegetation and no relationship visible as described in the interpretive wayside.

1147P Balsam Gap Overlook RT 09/16/2013
Milepost 442.20

Overlook is set in woodland vegetation with no view. It is completely surrounded by woodland vegetation. Slopes are not steep here, but gradual, and give the large parking area its flatter setting on fill.

This large overlook is in good condition and is almost completely surrounded by vegetation. It has no visitor amenities and no other unusual features or resources.

Retains medium integrity. Diminished by alterations, no views for association.

1149P The Orchards Overlook RT 09/17/2013
Milepost 444.40

This overlook is a huge loop set apart from the Parkway and isolated by a huge island full of natural vegetation. It rises in elevation above the Parkway into a natural hill / slope that affords a view out. Overlook is almost completely surrounded by vegetation.

This large loop overlook is in good condition and offers visitor amenities. It is removed from the Parkway, has some large deciduous trees, and contains a trailhead.

Retains high integrity - scrub succession growth starting to affect the view. Large deciduous trees survive to frame the view.

1150P Mount Lyn Lowry RT 09/17/2013
Milepost 445.10

Setting is on fill to east with fantastic open view to Mt. Lowry. Housing development is creeping in on the slopes in the viewshed. Huge, steep cut slope to west of Parkway covered in vegetation. Setting is enclosed, except for the framed view to the east. There are some grass slopes within the setting at the picnic area.

This overlook is in good condition with an open view, framed by woodland vegetation. It has visitor amenities, but no other unusual features or resources. Retains some grass “bays” as shown on PLUMs.

Retains high integrity; scrub succession starting to grow up; retains grass "bays"; trees on PLUMs not planted.

1151P Woodfin Valley RT 09/17/2013
Milepost 446.00

Setting is on fill plateau extending east toward Woodfin Valley. Steep cut slope west of Parkway is covered in woodland vegetation and encloses the setting. Vegetation surrounds the overlook, except for the viewshed to the east.

This overlook is in good condition and contains no visitor amenities. It has no other unusual features or resources, except for surviving red oaks as drawn on the PLUM.

Retains high integrity. Vegetation is starting to obscure view. Significant vegetation survives from PLUM.

1152P Woodfin Cascades Overlook RT 09/17/2013
Milepost 446.70

Setting extends east to slope down to Cascades. Waterflow can be heard from overlook, but is not visible. Woodlands surround the setting and a steep cut slope to the west of the Parkway encloses the setting. *Cascade is visible across the Parkway from the overlook, slightly south and west.

This overlook is in good condition and offers sounds of cascade below. The view to the cascade is actually slightly south and west of both the overlook and Parkway edge. Trailhead is provided here.

Retains high integrity. Significant red oak trees remain (from PLUM).

1153P Wesner Bald RT 09/17/2013
Milepost 447.90

This small pull-out is an extension of the Parkway fill condition. It extends east, affording a view out to Wesner Bald. Steep cut slope with huge deciduous trees encloses the setting to the west.

This small pull-out is in good condition and is an extension of the Parkway to the east. It has no visitor amenities and no other unusual features or resources.

Retains high integrity. Vegetation is starting to obscure view.

1154P Scott Creek RT 09/17/2013
Milepost 448.30

Setting on a plateau of fill extending east. Cut slope with boulders and vegetation to the west encloses the setting. Vegetation surrounds except for viewshed to the east.

This overlook is in good condition, with a view that is threatened by vegetation growth. It has no visitor amenities and no other unusual features or resources.

Retains high integrity - vegetation growth is threatening the view.

1155P Fork Ridge Overlook RT 09/17/2013
Milepost 448.90

Setting is extension of fill east of Parkway to edge of steep slope and view to the east. Cut slope to west of Parkway has rock formations and woodland vegetation on the top. The overlook is open to the east and contained to the west.

This overlook is in fair to good condition. It needs the signboard back for the overlook. It has no visitor amenities and no other unusual features or resources.

Retains high integrity - diminished by lack of sign.

1156P Yellowface RT 09/17/2013
Milepost 450.20

Beautiful, small setting with huge boulder cut face to west of Parkway. The setting extends east with open 180 degree views. Beautiful. Upper elevation evergreens add to the beauty of the setting.

This overlook is quite beautiful, in good condition, and has a magnificent, open view. It has no visitor amenities and no other unusual features or resources.

Retains high integrity. Beautiful high elevation evergreens.

1157P Browning Knob RT 09/17/2013
Milepost 451.20

Overlook is on a spur road leading to Waterrock Knob. Setting is open and extends east, with partially obstructed view in the foreground. Steep rock cut slope is opposite the overlook, containing the setting to the west.

This overlook is in good condition and commemorates R. Getty Browning (1184 – 1966). He secured the rights of way for this part of the Parkway. There are no visitor amenities.

Retains high integrity - vegetation starting to obscure view. Vegetation remains from PLUM - red oak and spruce.

1158P Waterrock Knob Overlook Parking RT 09/17/2013
Milepost 451.20

Setting is on ridge and knob. Views out in both directions. Setting provides parking and amenities and has high elevation evergreens. Setting is completely open to expansive views.

This overlook is a major visitor comfort area, with a small visitor center and two comfort stations. It contains various visitor amenities and a pedestrian overlook at the highest peak nearby.

Retains medium integrity due to major alterations.

1159P Cranberry Ridge RT 09/17/2013
Milepost 452.10

Beautiful setting on fill extending east. Evergreens dot the slope down and cluster at the south end of the overlook. Huge rock slope to the west of the Parkway and massive vegetation encloses the setting to the west.

This is a beautiful, small overlook with high elevation evergreens all around and steep rock cliff to west. It has no visitor amenities, but an open character with views to the east and magnificent vegetation on its edges.

Retains high integrity; vegetation threatens viewshed. Evergreens survive from PLUMs.

1160P Woolyback Overlook RT 09/17/2013
Milepost 452.30

Beautiful setting on fill plateau to east of Parkway. Wide view expanse is open and beautiful. Cut slope is also beautiful with rock formations and magnificent evergreen and deciduous vegetation (upper elevations.)

This overlook is in fair condition, but affords a grand view to the east. It has some condition problems on the walkway and the trash receptacle has been removed. Only the pole is left. There are no visitor amenities, but surrounding evergreen trees are magnificent.

Retains medium integrity; diminished by alterations, additions, and condition.

1161P Hornbuckle Valley RT 09/17/2013
Milepost 453.30

Setting surrounded by vegetation, including complete obstruction of the view. Cut slope to west is extremely high with rock and vegetation. Setting is on fill and extends east to edge of slope. View completely obstructed.

This overlook is in good condition, except for vegetation takeover of the entire view. It has no visitor amenities, but is surrounded with beautiful, high elevation evergreen and deciduous trees.

Retains medium integrity - view is obscured. Specimen vegetation survives from PLUM. Other vegetation has grown way up.

1162P Thunder Struck Ridge RT 09/17/2013
Milepost 454.30

Setting is surrounded by thick, dense woodland vegetation, except for the magnificent open view to the east. The cut slope to the west is steep and has a dense covering of beautiful woodland trees.

This overlook affords magnificent views, has no visitor amenities, and the trash receptacle has been removed. It is in good condition and surrounded by large, beautiful woodland vegetation, except for the open viewshed.

Retains high integrity.

1163P Fed Cove Overlook RT 09/17/2013
Milepost 455.10

Overlook is a pull-out that is an extension of the Parkway to the east. It is completely surrounded with woodland vegetation and has no view.

This small pull-out is in good condition, has no visitor amenities, and retains some specimen trees from the PLUMs. It is completely surrounded by thick woodland vegetation.

Retains medium integrity - diminished due to ambiguity of association and feeling. Specimen oaks survive from PLUMs.

1164P Soco Gap Parking Overlook RT 09/17/2013
Milepost 455.50

Setting is close to Route 19 and NPS maintenance area. Large rhododendron surround the overlook to screen it from road and garages. Overlook is completely surrounded by large vegetation on cut slope to west as well. Can easily hear traffic on Route 19.

This overlook is at the intersection with Route 19. Traffic sounds can be heard. It is in good condition and has a trash receptacle and trailhead to nearby dirt road. It is surrounded by vegetation, including masses of rhododendron.

Retains high integrity.

1166P Jonathan Creek RT 09/17/2013
Milepost 456.20

Overlook extends west of the Parkway and is completely surrounded by vegetation. Cut slope is steep with big, massive shrub plantings and woodland trees. Setting has gradual grass slope to picnic tables.

This double bay overlook is in good condition. It offers visitor amenities, although the picnic tables are difficult to access. It is surrounded by thick, woodland vegetation.

Retains high integrity.

1167P Plott Balsam RT 09/17/2013
Milepost 457.90

Pull-out is completely open to the east with only partially obscured views. It is contained to the west by steep, wooded, cut slope that is heavily wooded.

This small pull-out is in fair to good condition, due to the walkway and missing trash receptacle. Only the pole remains. It has no visitor amenities except for the interpretive gunboard sign.

Retains medium integrity; diminished by condition.

1168P Overlook at 1.3 miles on Heintooga Spur Road – Mile High Overlook RT 09/17/2013
Milepost 458.20

Overlook is on spur road. Pastoral setting with gentle slopes. Herd of elk was in the overlook. Duly impressed. Magnificent view to east at highest elevation. Absolutely beautiful. Left of spur road.

This overlook is in fair to good condition. The asphalt walkway is not safe: slumping, pulled away from curb, and cracking and breaking. Otherwise, it is a beautiful overlook, where elk herds graze and the view is outstanding.

Retains high integrity. Elk like to graze here.

1169P Overlook at 1.4 miles on Heintooga Spur Road – Maggie Valley Overlook RT 09/17/2013
Milepost 458.20

Right of spur road – fill extends toward Maggie Valley view and mountains beyond. The setting is open, but vegetation obstructs view to Maggie Valley.

The overlook is in fair to good condition, has no visitor amenities, but attracts elk. Beautiful setting, but view to Maggie Valley is obscured.

Retains medium significance due to condition and obstruction of view.

1170P Overlook at 1.9 miles on Heintooga Spur Road – Lake Junaluska Overlook RT 09/17/2013
Milepost 458.20

Setting is surrounded by woodland, except for framed view out to west. Overlook is on right side of the spur road. View is partially obstructed and Lake Junaluska itself cannot be seen, but view to the distance is fantastic.

This overlook is in fair to good condition. It has only a trash receptacle, but magnificent view out toward the west. Cannot see the lake. There is beautiful, big, massive stands of trees and shrubs that surround the overlook, except for the view out.

Retains high integrity.

1171P Overlook at 3.3 miles on Heintooga Spur Road – Horsetrough Ridge Overlook RT 09/17/2013
Milepost 458.20

On spur road. One small overlook on left and one on the right. Both surrounded by dense vegetation, except for view to Horsetrough Ridge. Both are extensions of the Parkway with no islands. Vegetative setting for both.

These two pull-outs are almost across from each other on the spur road. The first one, Horsetrough Ridge, is in fair to good condition. The asphalt walkway is in very poor shape. There are no visitor amenities at these small pull-offs and no unusual features. The vegetation is dense and beautiful.

Retains medium integrity due to condition and obstruction of view.

1172P Overlook at 3.5 miles onHeintooga Spur Road – Black Camp Gap Overlook RT 09/18/2013
Milepost 458.20

Pastoral setting with view to pasture full of elk, surrounded by dense vegetation, gateway to Great Smokey Mountains National Park. View is out the opposite side of the spur road. This overlook is on the right side of the spur road.

The overlook is in good condition, but looks out into a grass field on flat elevation. Herd of elk was feeding there. It gives access to Masonic Lodge, but that is not NPS property.

Retains medium integrity due to materials and lack of association / feeling.

1173P Lickstone Ridge Overlook RT 09/18/2013
Milepost 458.90

Overlook extends east of the Parkway on fill to steep slope and panoramic view out to the peaks. Steep cut slope west of Parkway encloses the overlook to the west and is covered with beautiful, dense woodland vegetation.

This overlook is in fair to good condition. It has no visitor amenities, but a good interpretation on the gunboard sign. It tells the sad story of the Cherokee in this area and the remaining Eastern Band of the Cherokee in the valley below the overlook. View to mountains.

Retains high integrity. Specimen vegetation from PLUM survives.

1174P Bunches Bald Overlook RT 09/18/2013
Milepost 459.50

Overlook extends east of Parkway on fill to edge of steep slope and affords spectacular view to the mountain ranges. No development in sight. Cut slope to west is extremely steep with boulder formations and dense woodland vegetation. East view is open, with large trees forming a frame.

This overlook is in fair to good condition. The walkway asphalt needs immediate attention, as it is a safety hazard for walking. There are no visitor amenities; however, the view is panoramic and magnificent.

Retains high integrity - view and setting and association is powerful. PLUM 1971. Specimen red oaks survive from PLUMs.

1175P Jenkins Ridge Overlook RT 09/18/2013
Milepost 460.80

The overlook extends east of the Parkway on fill, but designed vistas (2) are obscured by scrub successional vegetation. Cut slope to the west has a more gradual slope and is covered in dense woodland vegetation.

This overlook is in good condition, except the vistas out are obscured by scrub vegetation and cudzu is taking over. There are no visitor amenities and no other unusual features. Specimen red oak do survive (on PLUMs) and form a frame for a potential view.

Retains medium integrity; specimen red oaks survive (on PLUM)

1176P Big Witch Overlook RT 09/18/2013
Milepost 461.80

This overlook is a large, open setting with a large grass island and grass edges for visitor amenities. Elevations around the overlook are more gradual and gentle. It is open with woodland vegetation set back from the edges.

This overlook is in good condition with visible upgrades of features. It has visitor amenities and specimen trees survive and grace the grassy areas around the overlook and help frame the view. View is open and magnificent.

Retains integrity, but diminished by alterations. Specimen red oak survive (PLUM) and hickory.

1177P Thomas Divide RT 09/18/2013
Milepost 463.90

Overlook extends west to steep slope with magnificent view to Thomas Divide. Cut slope to east contains the overlook, and dense vegetation surrounds it and focuses the view.

This overlook is in fair condition with major problems on the asphalt walkway. It provides visitor amenities and a grand view to Thomas Divide. Large specimen trees survive here as well.

Retains medium integrity diminished by condition; specimen trees survive from PLUMs.

1178B Ballhoot Scar Overlook Parking B RT 09/18/2013
Milepost 467.30

This pull-out is side by side with Ballhoot Scar OVL Parking A RT with same view.

This pull-out is a continuation of Ballhoot Scar OVL Parking A RT.

Medium integrity; diminished due to condition.

1178A Ballhoot Scar Overlook Parking A RT 09/18/2013
Milepost 467.30

Pull-off is an extension of Parkway west - no island. Cut slope to east is close, steep, and covered with dense vegetation. View west is open, development starting to creep back in the viewshed.

This overlook is in fair condition; the asphalt walkway is heaving, slumping, cracked, and broken. There are no visitor amenities and no unusual features or resources. View out to the SCAR is open.

Retains medium integrity. Diminished due to condition.

1179P Raven Fork RT 09/18/2013
Milepost 467.80

Overlook is wide open to the west and only contained by cut slope to the east; steep, vegetated area with rock formations. There are some pines in the foreground of the overlook.

This overlook is in fair condition; asphalt walkway needs attention. It has a trash receptacle, but no other amenities or unusual features or resources. View is expansive to the west. Road is visible below the overlook.

Retains high integrity - but diminished due to condition. Specimen pine survives from PLUM.

1180P Oconaluftee River Overlook RT 09/18/2013
Milepost 468.40

Overlook extends on fill to the west and has an open view out. River is not visible. Cut slope to east is steep and full of dense woodland vegetation. Setting is surrounded by vegetation except in the view out to the west. Development is encroaching into the viewshed.

This overlook is in fair condition with necessity for attention to the asphalt walkway. It has no visitor amenities and no other unusual features. It does retain a few specimen trees from (PLUM) pines and oaks.

Retains medium integrity - river is not visible; and there is encroaching development and noise.