



Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report



Cultural Resources
Southeast Region

Doughton Park and Sections 2A, B, and C Blue Ridge Parkway

Cultural Landscape Report

Written by The Jaeger Company

Under the direction of
National Park Service
Southeast Regional Office
Cultural Resources Division

2006



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2006
Cultural Landscape Report
Doughton Park and Sections 2A, B, and C
Blue Ridge Parkway
Asheville, NC

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Blue Ridge Parkway**

Cultural Landscape Report

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Foreword

To be added by SERO.

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Introduction

Management Summary

The purpose of the Cultural Landscape Report (CLR) for Doughton Park and Sections 2A, B, and C of the Blue Ridge Parkway (BLRI) is to “provide BLRI with an assessment of the landscapes’ character-defining features and provide treatment recommendations to ensure the preservation of these significant resources.”¹ Through the CLR, information is provided to the National Park Service (NPS) for use in the future development of this property.

Several NPS planning documents have been prepared providing broad direction regarding the management goals for the BLRI. The *General Management Plan* for the BLRI is currently being developed. Another park planning document with relationship to Doughton Park is the *Blue Ridge Parkway Long Range Interpretive Plan*, prepared in 2002. This plan states a site theme for Doughton Park, stating “the Doughton Park Area contains some of the richest natural and cultural stories in the southern Appalachians.”² Interpretive topics for the Doughton Park Area include: The Bluffs, mountain meadows, agricultural practices in family farming, geology, wildlife, weather, mountain communities, Parkway design, history of the mountains—American Indian passages and white settlement, fragile habitats—living in harmony with the land, and native vegetation.

Ian Firth, consultant for NPS, is currently developing a document for the BLRI entitled *Blue Ridge Parkway: Historic Resource Study* (2005 Draft). Firth’s earlier draft of this document *Blue Ridge Parkway: Historic Resource Study* (1993 Draft) is also referenced in this document. These documents were provided to the consultants and were used as guides in the development of this report. Numerous

NPS publications and several examples of other cultural landscape reports served as additional reference sources.

This study was initiated by events occurring within Sections 2A-2C of the Parkway involving the historic stone guardwalls which line miles of roadside within the study area. Many of the historic guardwalls along these sections are extremely dilapidated and in need of repair. Several studies have been conducted to inventory and evaluate the existing condition of walls within these sections. From these reports, NPS developed design development documents under Project Management Information System (PMIS) 59596. This project is “[a] \$3.1 million line-item construction project to address critical visitor and employee health and safety issues by upgrading deteriorated guardwalls (2,000 linear feet of historic dry-laid stone masonry guide walls ranging in height above grade from 16 to 22 inches) to meet current Federal traffic safety standards. . . while restoring a key design element significant. . . to the Blue Ridge Parkway.”³ To date, no environmental studies have been completed for the guardwalls project. The project is being coordinated with FHWA (Federal Highway Administration), and two sample guardwalls containing concrete cores have been constructed near the Parkway as part of this coordination effort.

Historical Overview

The Blue Ridge Parkway is a linear park, connecting the Shenandoah National Park to the Great Smoky Mountains National Park, for a distance of 469 miles. Construction began in 1935, but was briefly suspended during World War II. All sections were completed by 1987. The Parkway is more than just a roadway linking the two parks, it is also a destination in itself. Due to the length of the Parkway, designers recognized the importance of

1. “Project Statement, Cultural Landscape Report, Parkway Sections 2A, B, and C, and Doughton Park, Blue Ridge Parkway,” [scope of work], March 2005.

2. *Blue Ridge Parkway Long Range Interpretive Plan*, 2002, 95.

3. Gary Johnson. “Context and Character Defining Features.” PowerPoint Presentation. US Department of the Interior, National Park Service. February 9, 2004.

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scenic variety. They appreciated the value of spectacular views and developed a comprehensive approach to the conservation of rural landscapes. Recreational areas were added to offer travelers opportunities for rest, refreshments, and outdoor activities. In addition, interpretive exhibits were developed to commemorate southern Appalachian culture.

The Parkway's landscape architects and the Bureau of Public Roads engineers, led by Stanley W. Abbott and William M. Austin respectively, realized the importance of establishing some design parameters to define themes and provide a context for the Parkway's design. These principles have been honored by those who followed them and include: (1) maintaining a broad right-of-way to allow for restoration and preservation of the roadside landscape; (2) scenic control of certain areas; (3) rustic simplicity of all structures to harmonize with natural and cultural environments; (4) all design elements relating to each other and complementing the Parkway as a whole; and (5) recreational parks and areas for scenic protection at intervals along the Parkway right-of-way. These concepts were captured in the "as-built" maps produced at the time of construction referred to as Parkway Land Use Maps or PLUMs. These maps are used today as important reference tools.

Today, the Parkway comprises approximately 83,000 acres of land plus additional acreage in easements. In addition to the long roadway corridor landscape, there are fifteen recreational parks along the Parkway. With over twenty million visitors per year, this is one of the most heavily visited units within the National Park System.

Prior to the development of the Parkway, northwestern North Carolina contained a grouping of small communities and settlements such as Basin Cove and Whitehead. Networks of self-sufficient farms dotted the landscape in this area, most consisted of small log buildings and outbuildings. Many of the people who settled this area after the French and Indian War (1756-1763) were Scotch-Irish families in search of farming land. Families such as the Caudills and the Brinegars made their home along the ridgetops and valleys of the Blue Ridge Mountains.

The network of farms and communities in this area was an attractive feature to the planners of the Blue Ridge Parkway who wished to present a "museum of managed American countryside" along their route. This meant that the negotiations process for acquiring right-of-way for the Parkway route would also include obtaining and sometimes moving "pioneer" buildings within the viewshed of the road. Years of over-farming, poor soil management, and a lack of reforestation in the slopes and valleys of the Blue Ridge meant that many of the farmed areas near the Parkway would have to be reconditioned and planted to create the desired "managed countryside" effect.



Figure 1.1: Undated marked photo of Bluffs area prior to construction, labeled "Approach to Bluff", BLRI Archives, RG5, Series 22, Box 30, Folder 13.

Some of the first designed and built sections of the Parkway are in northwestern North Carolina. Sections 2A through 2C begin at the North Carolina/Virginia border [Milepost (MP) 217] and end at North Carolina State Route 18 (MP 248). This section of road offers some of the most spectacular mountain vistas along the Parkway as well as some of the most intimate woodland and stream valley views. Design and implementation of this section included some of the Parkway's "firsts." This section includes some of the first guardwalls installed on the route, some of the first landscape development improvements, and some of the first recreational areas developed. Doughton Park Recreation Area (historically known as The Bluffs) runs from Brinegar Cabin at MP 238.5 to MP 244.7. This location was one of the first planned recreation areas along the Parkway and originally included pioneer buildings, campgrounds (trailer and tent camping), multiple picnic areas, lodging, food service and a gas station, trails, overlooks, and a maintenance area.

The following breakdown of historical periods is utilized in this report to organize the Site History:

Regional Historical Context: Pre-Parkway Era (-1933)

This era includes the pre-history of the site, American Indian occupation, and European settlement of the region. The description of this time period also includes planning efforts for road building in the area, which predated Parkway planning.

Prewar Planning and Construction Era (1933-1942)

According to Firth, “[i]n this period the first long distance, scenic national parkway was being invented.”⁴ NPS constructed Sections 2A, B, and C of the Parkway during this period as well as many of the recreation amenities at Doughton Park.

The War Years Era (1942-1945)

“During the wartime halt on construction, the focus of the NPS and the Public Roads Administration – the successor to the Bureau of Public Roads – was on protecting completed sections of the Parkway and making plans for a resumption of construction. On the ground, significant progress was made implementing a program to lease land within the right-of-way to neighboring farmers,” states Firth.⁵ During this time period, hand grading and repair of slopes continued along Sections 2A, B, and C of the Parkway. NPS also produced additional Master Plan Documents for The Bluffs Area (later known as Doughton Park) during this period.

Resumption of Construction Era (1946-1955)

During this period, work continued to stabilize and revegetate road scars adjacent to the Parkway in Sections 2A, B, and C. In Doughton Park, NPS constructed many of the buildings and amenities shown in the original Master Plan documents for the area. Expansion of existing amenities in Doughton Park also occurred during this era.

‘Mission 66’ Construction Era (1956-1966)

The influx of federal dollars into the BLRI system was boosted by the goals of the ‘Mission 66’ Program. Instituted by the NPS and funded by the federal government in 1956, the goal of this program was to introduce “one all-inclusive, long-term program for the entire park system” to make up for years of neglect in maintenance and funding.⁶ “Meanwhile changes in farming practices began to affect the agricultural scene, and NPS shifted its attention from providing advice to farmers to developing land protection strategies.”⁷ In recreation areas including Doughton Park, new campground units and picnic sites were constructed.

Post ‘Mission 66’ Era (1966-present)

Development in Doughton Park was largely completed by the end of the ‘Mission 66’ Era. All major construction projects had been completed. Development in the component landscapes was limited to maintenance and upkeep, and for the most part, additions to the sites were limited to a few small-scale features such as signs and gates.

Today, Sections 2A, B, and C and Doughton Park contain a large percentage of the features originally installed during construction of the Parkway. Sections 2A, B, and C contain guardwalls, bridges, and overlook areas, which date from the original era of construction. Pioneer exhibits including Brinegar Cabin and Caudill Cabin retain their original locations and many of their original materials. Picnic and camping areas have been expanded over time, but many of them contain pieces dating from the original construction. A former Civilian Conservation Corps (CCC) camp was converted into a Maintenance Area and serves in this capacity to the present day.

Scope of Work and Methodology

The consultants divided the work for this project into the following phases: (1) Inventory and analysis including historic research and review of

4. Firth 2005, 9.

5. Ibid., 10.

6. Wirth, 238-239.

7. Firth 2005, 11.

background data; (2) Draft report development at 75% and 95%; and (3) Final report submittal. Background data was obtained from NPS as well as from local public archives at the outset of the project. Ian Firth assisted the researchers by providing insight into organization and location of information within NPS repositories. Mr. Firth also provided the consultants with numerous maps, photos, and administrative documents from his research collection.

The consultants interviewed BLRI staff members for details of the history and maintenance practices within Doughton Park and along Parkway Sections 2A, B, and C.

A draft review meeting was held in February 2006, to review comments to the 75% draft submittal. Treatment options were also discussed at this meeting. The findings of this meeting coupled with further research and analysis led to the development of a 95% draft submittal. Consolidated comments from the 95% draft submission were addressed for the final document.

This document is organized into three sections. Part I includes a comprehensive site history, a description of existing conditions, and an analysis and evaluation section that assesses the existing features of significance and also identifies missing elements important in the history of the property.

Part II provides treatment recommendations following the Secretary of the Interior's Standards for cultural landscape projects.

Part III, not completed as part of this scope of work, will be added at the completion of any site improvements. Part III will include a record of treatment that explains how the treatment recommendations were implemented on these sections of the Parkway or in Doughton Park.

Description of Study Boundaries

Parkway Sections 2A, B, and C and Doughton Park are located in the northwestern portion of North Carolina in the Blue Ridge (or Mountain) physiographic region.

The study area is located along the BLRI from Milepost 217 to 248 just east of Sparta, North Carolina. This thirty-one mile segment of the Parkway runs roughly from the North Carolina/Virginia state line to North Carolina State Road 18 near Laurel Springs, North Carolina (see Figure 1.2). These Parkway sections include the road, side slopes and right-of-way areas, overlooks including parking areas, and agricultural lease areas. Scenic easements are properties not owned by NPS but considered part of the BLRI due to the visual resources they provide for the Parkway. The easements are controlled by deed restrictions with changes by owners requiring NPS review and approval. Agricultural lease areas within these sections allow private land owners to manage and raise commercial crops within properties under Park ownership.

The Blue Ridge Parkway follows the crest of the Blue Ridge Mountains with an average width of 825 feet.⁸ Right-of-way for Sections 2A, B, and C typically falls within this range with widths ranging from approximately 325 feet at its narrowest to four miles at its widest in Doughton Park.

Doughton Park is bounded by the Parkway and its right-of-way to the north and west, Flat Rock Ridge to the south, and Cedar Ridge to the east (see Figure 1.3). Doughton Park covers approximately 6,000 acres. UTM information for Doughton Park is included in Figure 1.4. There are several contributing component landscapes within Doughton Park including the 24 acre Bluffs Lodge, the 84 acre Doughton Park Campground area, six acres which constitute the Bluffs Coffee Shop and Service Station, the two and one-half acre Brinegar Cabin site, the 17 acre Doughton Park Maintenance Area, the 80 acre Bluffs Picnic Area, and the remote Caudill Cabin site.⁹

For the purpose of this report, typical Parkway designations of right and left and mileposts will be utilized for orientation. The term "Parkway right" refers to the right side of the road when a traveler is

⁸ Ian Firth, *The Blue Ridge Parkway Historic Resource Study*, (Washington, DC: US Department of the Interior, NPS, 1993 DRAFT), 6.

⁹ The Caudill Cabin site is listed as a Doughton Park component landscape. Due to its remote location, there is limited information in this report regarding this site. Although the Caudill site is included in the Doughton Park study boundary, it is not included in the scope of work for this CLR.

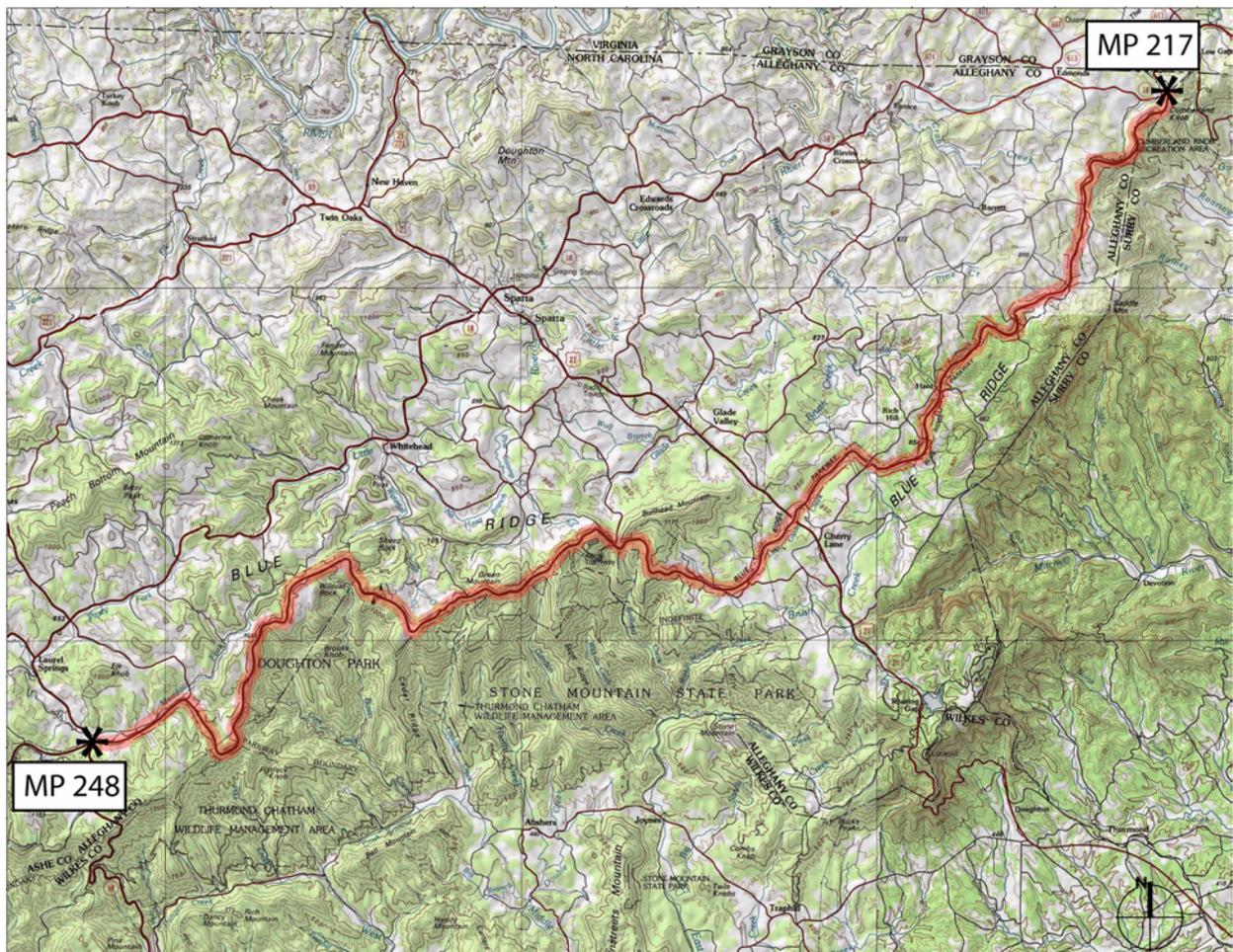


Figure 1.2: Map showing location of Parkway Sections 2A, B, and C. Annotated USGS 1:100,000 Series, Boone & Wytheville, NC.

driving from north to south; likewise, “Parkway left” refers to the left side of the road in this same orientation. Milepost markers become successively higher as motorists travel from north to south along the road.

Summary of Findings

Sections 2A, B, and C are unique sections of the Blue Ridge Parkway in that they were some of the first sections of roadway completed within this beloved Parkway system. Fine detailing and craftsmanship is still apparent in many of the small-scale features along this portion of roadway. Views and vistas in these sections include some of the most varied and breathtaking of any portions of the BLRI. Many of the historic planned vistas along this section still exist and are maintained today. Vegetation along the roadside includes a variety of planned revegetation

areas which consist of native plant species. The integrity of the landscape in reflecting its periods of significance (1933-1955) makes this section of Parkway noteworthy.

Doughton Park was one of the first implemented recreation areas along the BLRI. Component landscapes within this park retain many original features including circulation patterns, vegetation, and small-scale features. This area, originally known as The Bluffs, has been well-loved by Parkway users over the years and retains many of its original planned functions including the provision of lodging, camping, active recreation, and eating opportunities for visitors. Development in Doughton Park has continued as demand for uses have increased and decreased over the years. The bulk of development in this park occurred during the first three periods of Parkway development: the Prewar Planning and Construction Era, the War Years Era, and the Resumption of Construction Era.

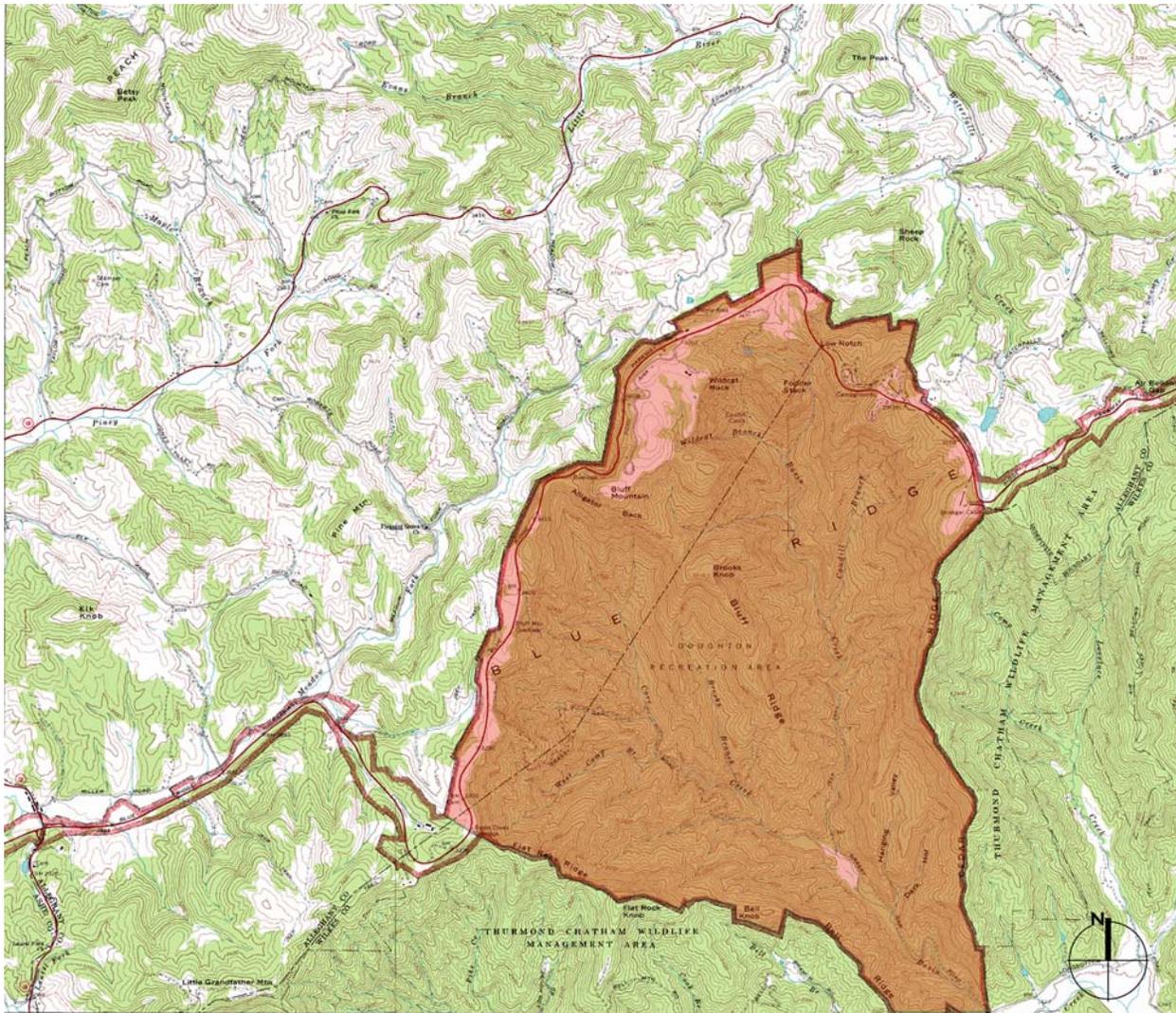


Figure 1.3: Location of Doughton Park, Annotated USGS 1:24,000 series, Whitehead, NC, 1968.

These three periods are the periods of significance for all component landscapes discussed in this report. Many of the historic features constructed in these component landscape areas still exist at the sites including pedestrian and vehicular circulation, small-scale features, vegetation, and buildings and structures.

Recommended treatment for the Parkway focuses primarily on a preservation strategy that provides for small appropriate improvements where necessary, typically achieved through rehabilitation. Recommended treatment strategies for the

Doughton Park component landscapes vary, but due to the large number of existing contributing features on the sites, these recommendations focus on preservation with the goal of protecting high levels of integrity of historic resources within these sites. Where improvements are recommended, the focus is primarily on rehabilitation strategies which allow for appropriate improvements without a loss of original character and without the stringent requirements necessary for a restoration strategy.

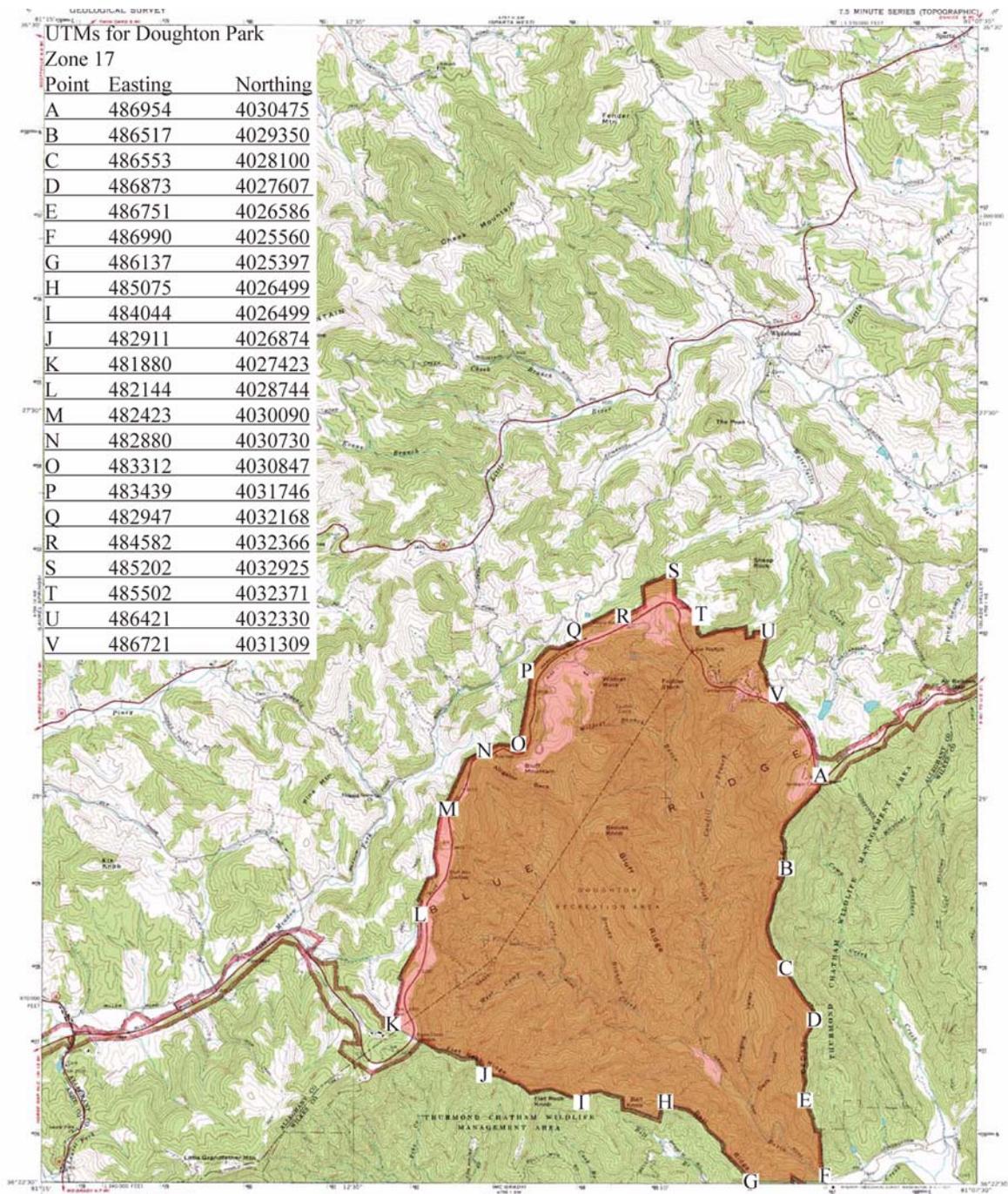


Figure 1.4: UTM locations for Doughton Park, Annotated USGS 1:24,000 series, Whitehead NC, 1968.

INTRODUCTION

Site History

Introduction

“The Blue Ridge Parkway is many things. It is the longest road planned as a single unit in the United States. It is an elongated park, protecting significant mountain landscapes far beyond the shoulders of the road itself. It is a series of nature preserves replete with high mountain fastness, splendid natural gardens of flowering mountain plants, water falls and water gaps, deep forests and upland meadows. It is a collection of panoramic views extending into far-off states, making it in one sense ‘the largest park in the world,’ as the boundaries of its limited right-of-way are rarely apparent and miles of adjacent countryside appear to be a part of the protected scene.”¹

A brief overview of the cultural landscape before Parkway development is outlined in this chapter in a section entitled Regional Historical Context: Pre-Parkway Era (prehistory–1933). The remaining Site History for BLRI Parkway Sections 2A, B, and C and Doughton Park was developed utilizing the breakdown of the period of significance for the Parkway (1933–1987) as outlined by Ian Firth in his 2005 Draft *HRS*. These eras are as follows:

Prewar Planning and Construction (1933–1942)

The War Years (1942–1945)

Resumption of Construction Era (1946–1955)

‘Mission 66’ Era (1956–1966)

Post ‘Mission 66’ Era (1967–present)

Extensive research into the development of the entire Parkway was conducted by Ian Firth in both of his *Historic Resource Studies* (1993 Draft and 2005 Draft) as well as by Richard Quin and Christopher Marston for Historic American Engineering Record (HAER) in 1996–1997. These studies served

as guides for the development of the site history contained in this report. Since the cultural landscape was not the primary feature of these past reports, supplementary data has been added where appropriate. *Site Evolution* graphics have been included in the Appendix to graphically represent historical developments in the component landscape of Doughton Park. These illustrations are labeled *Illustration 2.AA-2.FF*.

Regional Historical Context: Pre-Parkway Era (prehistory-1933)

An archeological report prepared by Robert Hellmann in 2005 contains a thorough summary of the earliest history of this area of North Carolina as shown in Figure 2.1. In his Cultural Overview of the region, he outlines the following periods of cultural development in the region:

Paleo-Indian Period (c. 9500-8000 B.C.)

The earliest known inhabitants of the western part of North Carolina are referred to as Paleo-Indians. Hellmann states that physical evidence of Paleo-Indians in the area presently occupied by Doughton Park is fairly rare. Typical physical evidence types include lithic data including the presence of projectile points (prehistoric stone artifacts).² Concentrations of this data in certain locations seems to indicate the tendency toward a less nomadic way of life for the Paleo-Indians and a transition into the period when regional cultural variants became evident during the later phases of this period. Scholars have concluded that this change in lifestyle was due to environmental changes which led to the establishment of mesic oak hickory forests in this area.³ Paleo-Indian culture declined around 8,000 B.C. This decline was due to a period of glaciation that led to the

1. Quin and Marston. *Blue Ridge Parkway, Historic American Engineering Record*. HAER No. NC-42, (Washington, DC: US Department of the Interior, NPS, HAER, 1997), 8.

2. Robert Hellmann. *Archeological Investigations Conducted at Blue Ridge Parkway*. (Jacksonville, FL: Southeast Archeological Center, 2005), 20.

3. *Ibid.*



Figure 2.1: Timeline showing periods of human occupation in the Doughton Park area, The Jaeger Company, 2006.

extinction of many large New World mammal species which provided much of the Paleo-Indian diet.

Archaic Period (8000-1000 B.C.)

As glaciers retreated northward from what is now the northeastern United States, a new culture of people associated with the Archaic tradition became dominant in what is now the southeastern United States. As with the Paleo-Indian Period, scholars do not have a wealth of evidence indicating trends in human activities in the mountains of North Carolina during the Archaic Period. Populations in these areas likely remained somewhat mobile, with alternate periods of moving seasonally to search for provisions where possible, and periods of more sedentary activity. “Much of what is known about the Archaic period in North Carolina stems from archeologist Joffre Coe’s excavations at the Doershuk and Hardaway sites, which are located southeast of Doughton Park along the Yadkin River in the Piedmont.”⁴ Evidence from populations which occupied these sites indicates a trend toward more permanent settlements.

Scarry and Scarry provide much information regarding subsistence patterns in North Carolina during the Archaic Period in a 1997 report. This report indicates that hickory nuts (*Carya* sp.) and acorns (*Quercus* sp.) as well as some native fruit species were important subsistence foodstuffs. Domestication and cultivation of crops included plants such as sunflower (*Helianthus annuus*), maygrass (*Phalaris caroliniana*), and squash (*Cucurbita pepo*). Mountain region archeological sites reveal subsistence on wild game such as

4. *Ibid.*, 21.

various freshwater fish species, turtles, and several types of snakes. Bird remains in the archeological record included wild turkey. Additional game included white-tailed deer, beaver, opossum, squirrels, and rabbits. People of the Archaic Period likely hunted elk and black bear as large game species.⁵

An increased reliance on cultivation of crops during the end of the Archaic Period led to a shift in settlement patterns to the floodplain areas in this region. Lithic data from the end of this period begins to include “soapstone and ceramic vessels” which indicate an “apparent increase in sedentary lifestyle and reliance on cultivation.”⁶

Woodland Period (1000 B.C.—A.D. 1100)

During the Woodland period, additional crops supplemented the subsistence regimen of the inhabitants of western North Carolina. Corn (*Zea mays*) and the common bean (*Phaseolus vulgaris*) were added to the diet.⁷ Because cultures were less nomadic, this period is marked by the appearance of vessel-like storage containers. Ceramics dating from this time period become more commonly found in archeological sites in this area. Evidence from settlement sites indicate that more permanent structures were being constructed for housing during this period and that hunting, fishing, and gathering continued to be an important contribution to the subsistence of these cultures.⁸

5. John F. Scarry and Margaret C. Scarry. *Subsistence Remains from Prehistoric North Carolina Archeological Sites*. (Chapel Hill, NC: Research Laboratories of Archaeology, University of North Carolina at Chapel Hill, 1997), accessed via web 12.05.05 <<http://www.arch.dcr.state.nc.us/subsist/subsis.htm#Archeobotanical>>.

6. Hellmann, 22.

7. Scarry and Scarry, n.p.

South Appalachian Mississippian Period (A.D. 1100-1539)

Archeologists divide this period into two phases: the Pisgah phase (A.D. 1000-1450) and the Qualla phase (A.D. 1450-mid-nineteenth century). Pisgah settlements, almost exclusively located in floodplain areas, included villages and farms with large mounds in their centers. Wooden stockades were also features of these settlements. Some settlements included fortifications made from ditches, canals, or log palisades. The importance of agriculture, including the cultivation of corn, beans, and squash, is “very noticeable in terms of their greater frequency in the archeological record.”⁹

The Qualla phase “overlaps the late prehistoric and early historic periods. It is associated with the Lamar culture which existed in a large arc extending from Tennessee through Alabama, Georgia, South Carolina, to the Piedmont of North Carolina.”¹⁰

European Settlement Period and Pre-Parkway Period (1539 – 1933)

The earliest known European expedition into the Blue Ridge region was led by Hernando de Soto. De Soto’s expedition to the New World, known as *La Florida*, included a trek to what are now known as the Appalachian Mountains between 1539-1540. De Soto’s expedition from his landing place in the Florida peninsula in search of gold took him north to regions where he encountered American Indian tribes such as the Cofitachequi and Coosa.¹¹ The Spaniards pillaged several villages in present day South Carolina and “pushed northward. . .into present North Carolina before turning westward into the Appalachians. . .De Soto’s men became the first Europeans to cross the Appalachians; they crossed the Blue Ridge Mountains through Swannanoa Gap to the French Broad River, which they followed into the Tennessee Valley.”¹²

A long period of time exists between recorded visits by Europeans to the Blue Ridge Mountain area. In 1670, Joseph Lederer explored the region of the

upper Yadkin River. In 1673, James Needham and Gabriel Arthur entered the mountain range in Virginia where they encountered Cherokee tribes. Needham and Arthur’s contact with American Indian tribes “established trade between Europeans and Native Americans, a situation which, however good it may have been for both parties initially, ultimately benefited only the Europeans.”¹³ “Throughout the Coastal Plain and Piedmont, increased trade, exposure to disease, and warfare fragmented various [American] Indian tribes, which were pushed farther west into the Appalachian Mountains, or back country.”¹⁴

By early 1700s, this area was home to a number of American Indian tribes including the Catawba, Tutelo, Monoacan, Saponi, and Cherokee. During the eighteenth century, the Iroquois defeated most smaller tribes in the northern part of the Blue Ridge Mountain range. Cherokee tribes ruled the southern portions of this mountain range.

By the late seventeenth century and into the early eighteenth, New World colonists were venturing further into the mountainous regions of the western Carolinas to trade with the tribes. New immigrants to North America, “particularly Scotch-Irish, Scottish Highlanders, and Germans, increased the population of North Carolina to somewhere between 65,000 and 75,000.”¹⁵ The influx of settlers in areas once dominated by American Indians eventually led to the Yamasee War (1715-1717) in which Cherokee and Creek tribes revolted against European traders. “By 1750, European settlers were migrating into the southern part of the Blue Ridge Region, a territory previously established by formal treaty as the property of the Cherokee.”¹⁶ A *Compleat [sic] map of North Carolina* (see Figure 2.2) illustrates development in western North Carolina during this period.

During the French and Indian War (1756-1763), further encroachment by European settlers into Cherokee lands in the Carolinas occurred. British patriots soon realized they could not fight both the Cherokee tribes and the French at the same time and “forged a new alliance with the Cherokee.”¹⁷

8. Hellmann, 23.

9. *Ibid.*

10. *Ibid.*, 23-24.

11. David J. Weber. *The Spanish Frontier in North America*. (New Haven, CT: Yale University Press, 1992), 52.

12. *Ibid.*

13. Ted Olson. *Blue Ridge Folklife*. (Jackson, MS: University Press of Mississippi, 1998), 4.

14. Hellmann, 24.

15. *Ibid.*, 25.

16. Olson, 4.

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This agreement ultimately resulted in the establishment by King George III of a boundary line intended to prevent colonists from venturing onto Cherokee lands in 1763. “Colonists were forbidden from going westward past the Blue Ridge; those who had already crossed that boundary line were ordered to return eastward.”¹⁸ This agreement, known as the Royal Proclamation, was short-lived. “In 1776, North Carolina’s delegation to the Continental Congress cast its vote for independence along with the other colonies. It wasn’t until 1789, however, that it adopted the constitution and became the twelfth state in the union.”¹⁹ The Royal Proclamation was nullified following 1789, and encroachment by settlers into Cherokee lands resumed.

The predominate group to settle the Blue Ridge region during the mid eighteenth century were the Scotch-Irish. These settlers were often newly arrived to the colonies and later the United States, and many were fleeing religious persecution abroad. The fertile valley of the Shenandoah just

north of this area was becoming more densely occupied, pushing settlements further into the Blue Ridge during this period.²⁰ “From 1790 to 1830, the population of western North Carolina swelled by 156 percent. Between 1777 and 1823, eighteen new counties were established in the west as the population increased. Wilkes [C]ounty had been formed from Surry [C]ounty as early as 1777, and Ashe, which was created from Wilkes in 1799, would eventually be divided in 1859 to form Allegheny [C]ounty.”²¹

On May 20, 1861, the government of North Carolina voted to undo the act that had brought them into the United States, thereby aligning the state with the Confederacy. The mountainous region in western North Carolina was not an active place of wartime activity, though 40,000 North Carolinians lost their lives during the tumultuous years of the American Civil War. North Carolina was re-admitted into the union in 1868.



Figure 2.2: A Compleat [sic] Map of North Carolina from an actual survey, 1770, Captain John Collet, Library of Congress, American Memory Collection.

17. *Ibid.*

18. *Ibid.*, 5.

19. Hellmann, 26.

20. Olson, 6-7.

21. Hellmann, 26.

Until the late nineteenth century, the physical resources of the region were largely left unexploited. “Despite an increase in population in western North Carolina, Wilkes and Allegheny [C]ounties were relatively undeveloped throughout the nineteenth and early twentieth centuries.”²² A 1911 study by Joseph Hyde Patt outlined the natural conditions in western North Carolina. In this study, Patt states,

“Alleghany [County] does not have adequate market facilities, since its roads are not as good as they should be, and the nearest railroad stations are beyond its boundaries. . . as a result of its isolation Alleghany has not been able to develop its resources. . . Lumbering is on a small scale, with some two dozen portable water mills. . . Farming is the chief occupation. . .

Most of the forest of the county was cut off years ago when the land was being cleared for farming. At present 63 percent of the county is cleared. Even in the uncleared areas, the timber may be negligible in quantity and quality because of the fires which were set to ‘improve’ the range for cattle. Most of the old timber that has survived is defective chestnut. Young white pine has started up in places, since the cessation of fires. Young scarlet oak grows all over the county. The forest generally is characterized by the predominance of white oak and an abundance of scarlet oak pole stands. Red oak, known locally as water oak, is common on the better sites and in the mountains, and furnishes a large part of the better grades of lumber.”²³

Common house types in rural North Carolina during the nineteenth century were typical of those generally found in the Upland South. “The square, or more frequently rectangular, single pen house, with all its variants was probably the most common folk house type of southwestern North Carolina during the nineteenth century. At its most basic, the single pen house was a one-room cabin; in larger versions of the plan the main room was sometimes partitioned, and the house often had an upstairs or loft and separate kitchen. Of the larger folk houses, the saddlebag plan with its rooms of equal size on

either side of a central chimney was the most prevalent.”²⁴

Basin Cove Settlement—Caudill Cabin

Networks of rural communities and towns which connected individual homesteads developed in Allegheny and Wilkes Counties. Whitehead was a small community southwest of Sparta, North Carolina. “Whitehead was named for early settler Daniel Whitehead who owned a water-powered grist mill and carding mill.”²⁵ (A carding mill is a mill for processing raw or washed fibers to prepare them for textiles.) Among the network of communities in this area was a cluster of homesteads in the area defined by the Bluff Ridge and Cedar Ridge along Basin Creek. “Basin Cove” became the home for a handful of families. Roads in this area were “few and in generally poor condition” often fit for only “horseback or walking.”²⁶

Among the settlers of the Basin Creek area was the Caudill family. James Harrison Caudill settled in Basin Cove in 1855. “As his children grew and married, he helped them buy land to build places of their own. Many nearby business[es] began with his money or personal surety. In the years to come, the Caudill family’s land holdings would cover nearly a thousand acres, stretching southward along the ridge from Brinegar Cabin, past Wildcat Rock to the Bluffs, then down to the fork of Basin and Cove Creeks near the road called Longbottom, at the valley’s far end in Wilkes County.”²⁷

Caudill’s son, Martin, built a cabin at the cove’s upper end near the head of Basin Creek, “surrounded by an eighteen-acre wheat field.”²⁸ According to Firth, “access to the cabin was either by foot trail over the mountains or by ox trail down Basin Creek to Pleasant Hill.”²⁹ This 16 by 18 foot log building was constructed on stone piers with a stone chimney on one end.³⁰ The self-sufficient

24. Michael Ann Williams, *Homeplace: The Social Use and Meaning of the Folk Dwelling in Southwestern North Carolina*. (Athens, GA: University of Georgia Press, 1991), 26-27.

25. Barry M. Buxton. *Brinegar Cabin Historic Resource Study*. (Washington, DC: US Department of the Interior, NPS, 1988), 66.

26. *Ibid.*

27. Lon Leatherland. *The Cabin Below*. (Bluffs Lodge Gift Shop, 2002 photocopied booklet), 2.

28. *Ibid.*

29. Ian Firth. *Parkway Profiles: Brief Background Statements on the Major Cultural Resources of the Blue Ridge Parkway*. (Asheville, NC: Resource Planning and Professional Services Division, 1992), 231.

22. *Ibid.*

23. Joseph Hyde Patt. *The North Carolina Geological and Economic Survey, Bulletin No. 23: Forest Conditions in Western North Carolina*. (Washington, DC: US Department of Agriculture, 1911), abstract available at www.ls.net/~newriver/nc/for1911.htm, accessed 12.05.05.

settlement in Basin Cove also included a church/schoolhouse, grist mill, blacksmith shop, and houses for more than fifty families. The family of Martin Caudill included his wife, Janie, and their sixteen children.

A natural disaster in the area had historic repercussions for the Basin Cove community. In July, 1916, a flood resulting from three days of hard rain swept away houses and outbuildings in the valley. The cause of this flooding is detailed in a 2005 archeological study by Robert Hellmann,

“...rainfall along the Blue Ridge Mountains and foothills of western North Carolina greatly exceeded its normal levels when two storm systems passed through the area in quick succession. The first storm front had moved in from the Gulf of Mexico and stalled over the mountains between July 8 and 10. This was followed on July fifteenth and sixteenth, by a hurricane moving in from the south Atlantic and up the Catawba Valley that also stalled over the mountains when its path was blocked by a high pressure system over the northeastern United States. In the span of 24 hours, the storm expended most of its rain on the Blue Ridge Mountains and western foothills. Between 2 P.M. on the fifteenth and 2 P.M. on the sixteenth, 22.22 inches of rain were recorded at Altapass, and more than 15 inches were recorded in the upper French Broad, Yakin, and New River watersheds, with resulting water levels in the upper Yadkin that were the highest ever observed to that point. The soil, already saturated by the previous rains, could not hold any more, resulting in extensive runoff and a number of landslides.”³¹

Three of the Caudill family members were killed in this tragic event. The community in Basin Cove was completely destroyed, and Caudill Cabin remained unoccupied from 1918 to 1938, when it was acquired by the NPS.³² Several of the members of the Caudill family who survived the flood escaped death by taking shelter in the home of their nearest neighbors outside Basin Cove, the family of Martin Brinegar.

Brinegar Cabin

Much of the historical data for the Brinegar Cabin site at Doughton Park was gathered for the *Historic Resource Study* (HRS) and *Historic Structures Report* (HSR) for the building prepared in 1988. Extensive research of primary resources occurred in the preparation of the document; it is summarized herein.

Martin Brinegar, a native of Ashe County, North Carolina (present day Alleghany County), and his wife, Caroline, purchased 125 acres in Alleghany County in August of 1876 (see Figure 2.3).³³

Construction of the building presently referred to as the Brinegar Cabin occurred between 1886 and 1889. The cabin is located on the ridge of the Blue Ridge Mountains that “provided a vista of unparalleled variety and beauty. The view to the southeast on a clear day was over fifty miles, extending to Wilkesboro and beyond the Yadkin River Valley to the piedmont lowlands. To the northwest, the Peach Bottom Mountains and parallel tiers of mountain ranges were etched from the Blue Ridge Plateau by the ancient New River. In the far distance, beyond the hulking forms of several mountains, is the long outline of the Iron Mountain Range, which formed the western border of the Blue Ridge Plateau along the Great Valley.”³⁴ The site for the Cabin was likely determined by its proximity to a nearby spring. The spring was locally known for having “good water.”³⁵ The Springhouse sits at the location of the water source.

Brinegar Cabin was built on a stone foundation with notched log walls caulked with clay. Roofing

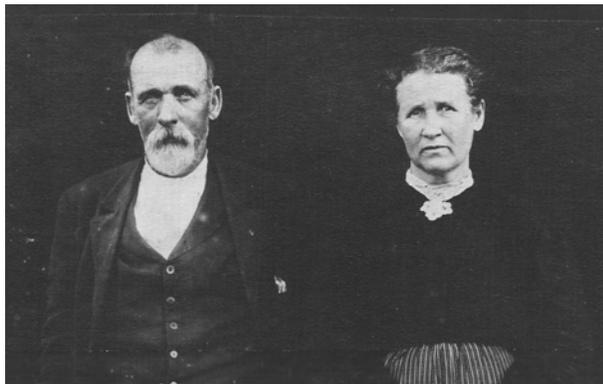


Figure 2.3: Reproduction of Martin and Caroline Brinegar, undated, Neg. #914, Class. #719.5, BLRI Archives.

30. This cabin is existing and has been restored. It is visible from the Wildcat Rocks Overlook near the Bluffs Lodge.

31. Hellmann, 27-28.

32. Firth, *Parkway Profiles*, 231.

33. Buxton, 30.

34. *Ibid.*, 32.

35. *Ibid.*, 33.

for the building consisted of overlapping oak shakes. The log walls were boarded on both the inside and outside with poplar. Two large stone fireplaces with chimneys heated the two-room building during winter months.³⁶

Outbuildings on the site of the cabin included the Springhouse, a small Barn, and a Granary with a root cellar beneath it. The property around the house also contained a garden and a small apple orchard of 25 to 30 trees “located just below the current rock wall which was constructed for the parking lot.”³⁷ According to neighbors, the apple varieties included Limber Twig and Virginia Beauty. Livestock maintained on the property included cattle, sheep, and hogs. Garden crops included cabbage and potatoes; grains included buckwheat, rye, oats, and sorghum.³⁸

The Idea for the Parkway

At the turn of the century, paved roads were few and far between in the rural south. According to Parkway scholar Anne Mitchell, “when the twentieth century dawned... only slightly over four percent of the South’s roads qualified as ‘improved’ in any way, and most of those were in urban areas. First to set about to change this situation were organizations of farmers, who, in the pre-automobile age, stood to benefit the most from better roads to connect their farms to nearby markets or railroad hubs.”³⁹ Organizations were formed to lobby for road improvements. By the nineteen-teens in North Carolina “there were at least 65 good roads associations, and the movement was growing throughout the South.”⁴⁰ This movement gained momentum with the advent of the automobile as the groups lobbying for road improvements expanded beyond the farming community. New groups began to advocate for the construction of long distance highways including routes for tourists.⁴¹

The idea of a scenic tourist road in the Blue Ridge Mountains began at the turn of the century. According to Olson, Colonel Joseph Hyde Pratt,

director of the North Carolina Geological and Economic Survey, recognized “the growing popularity of automobiles” and “proposed a ridgetop toll road in the North Carolina and Georgia Blue Ridge” called the Crest of the Blue Ridge Highway that was to terminate at Tallulah Gorge in Georgia.⁴² Pratt recognized the potential for attracting tourists to the area and believed this would have a positive economic impact on the region. Pratt estimated that the 350-mile road he proposed would cost \$55,000 per mile.⁴³ Pratt stated that the entire route was surveyed over ten years, and a small section was constructed between Altapass and Linville in 1912. However, Pratt’s proposal was not fully realized because the economic pressures on the country during World War I made the dedication of labor and resources needed to construct the road impossible.⁴⁴

The advent of the automobile increased the demand for parkway construction throughout the United States. According to Firth, “the speed of automobiles not only made whole expanses of the country accessible to the automobile owner, but introduced new requirements both in the design of roadways and the treatment of adjacent landscapes.”⁴⁵ The addition of better roads to rural areas in the south and the increased use of automobiles by the traveling public “sparked a boom in tourist travel in North Carolina and the South in the 1920s. This development delighted groups in the North Carolina mountains – particularly business leaders in Asheville – who had worked for decades to encourage tourism.”⁴⁶

The proposal of Skyline Drive in Virginia in the 1920s revived the movement to construct a roadway through the Blue Ridge region. The construction of Skyline Drive was part of a national trend. During the 1920s and early 1930s, government entities funded the construction of scenic roads near East Coast metropolitan areas. These roads included the Bronx River Parkway in New York (1916-1925), the Rock Creek and Potomac Parkway (mid-1920s – 1935) in Washington, DC, and the Mount Vernon Memorial

36. *Ibid.*, 36.

37. *Ibid.*, 52.

38. *Ibid.*, 53.

39. Anne Mitchell. *Parkway Politics*. (Chapel Hill, NC: University of NC, 1997), 19.

40. *Ibid.*, 20.

41. *Ibid.*, 21-22.

42. Olson, 54.

43. Quin and Marston, 34.

44. Harley Jolley. *The Blue Ridge Parkway*. (Knoxville, TN: University of Tennessee Press, 1969), 13.

45. Firth, 1993, 17.

46. Mitchell, 24.

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Highway, in Virginia (1928-1932 with extensions completed in 1966).⁴⁷

The trend of government funding of scenic roads extended to the federal government, and NPS began to plan for parkways within its system. A proposal for Shenandoah National Park included the construction of a parkway as a key element. Despite an interagency agreement between NPS and the Bureau of Public Roads in 1926 to establish standards for aesthetic road design, the alignment of the first sections of Skyline Drive “lacked grace” as it did not fit the aesthetics of the adjacent landscape.⁴⁸ Unlike the future BLRI, evidence of all human occupation of the areas adjacent to Skyline Drive, such as houses and settlements, were removed from the viewshed of this road “so that motorists looked out across apparent wilderness.”⁴⁹

According to Mitchell,

“As the momentum for good roads increased in the 1910s and 20s, organizations popped up all over the United States to promote particular highways. The Eastern National Park-to-Park Highway Association... began lobbying about 1928 for a federally-supported highway to join the three eastern national parks [Shenandoah, Great Smoky Mountains, and Mammoth Cave] as well as Washington, DC and the historic sites being developed at Williamsburg, Jamestown, and Yorktown, Virginia.”⁵⁰

In 1930, NPS established the Colonial National Monument consisting of Historic Jamestown and Yorktown Battlefield. A parkway was proposed in conjunction with this site. Louis C. Cramton, an official significant in his support of the park, summarized the aesthetic goals of the Colonial Parkway: “I would like the visitor to Jamestown to be able to drive on to Williamsburg and to Yorktown, without the impression of the early days being driven from his mind by a succession of hot-dog stands and tire signs, etc., along the highway as part of the new park, on a strip sufficiently wide to protect it by trees shutting out all conflicting modern development, this highway will not be a

glaring modern pavement but as much as feasible giving the impression of an old-time road.”⁵¹ The road’s primary intention was to link the two historic sites, “but it was carefully routed to take advantage of the scenic features of the Tidewater region through which it passed.”⁵² The 22-mile road was constructed between 1931 and 1937. Civilian Conservation Corps (CCC) workers completed much of the work.

The enthusiasm for the parkway driving experience created by the planning and construction of early parkways led to additional federal designation of funding for these scenic roads. The early 1930s were marked by an economic collapse in the United States known as The Great Depression. Unemployment and economic hardships were exacerbated in rural portions of the country, where isolation and poverty were the norm for many people. Projects which could utilize employees from President Franklin D. Roosevelt’s New Deal programs, including the CCC and the Works Progress Administration (WPA), were seen as economically beneficial to constituents of isolated regions of the country.

Parkways were also seen as a recreational amenity for the nation. According to the NPS landscape architect Dudley C. Bayliss, parkways were “essentially elongated parks, in which the campgrounds, picnic areas, lodges and other visitor services are planned and developed [and] selected to best fit the topography and requirements of the project.”⁵³ According to Firth, two new parkway proposals—the Blue Ridge Parkway and the Natchez Trace Parkway “were to be very different from their predecessors by virtue of rural location and scale.”⁵⁴ Both parkways were to be around 500 miles in length with the BLRI being the “longest road ever to be planned as a single unit in America.”⁵⁵

47. Firth, 1993, 17-29.

48. *Ibid.*, 27-28.

49. *Ibid.*, 28.

50. Mitchell, 31-32.

51. Quoted in *Historic American Engineering Record: Colonial National Historical Park Roads and Bridges*. HAER No. VA-115 (Washington, DC: US Department of the Interior, NPS, HABS/HAER, 1995), 18.

52. Quin and Marston, 23.

53. Quoted in Quin and Marston, 25.

54. Firth, 2005, 56.

55. *Ibid.*, 56.

Prewar Planning and Construction Era (1933-1942)

Parkway Planning and Construction Overview

The claim to the origination of the idea for the BLRI has been debated for years. Those claiming the idea include Senator Harry Flood Byrd and Governor Jonathan Pollard of Virginia, Bureau of Public Roads Chief Thomas MacDonald, Senator George L. Radcliffe of Maryland, and several others. Quin states that Byrd was likely the originator of the idea,⁵⁶ and he was certainly one of the staunchest political supporters of the Parkway. In August of 1933, President Franklin D. Roosevelt visited Shenandoah National Park and inspected a CCC camp at the site. Byrd introduced the idea of extending Skyline Drive to Great Smoky Mountains National Park at this meeting, and “Roosevelt showed strong interest in the idea.”⁵⁷ Interior Secretary Harold L. Ickes announced approval of the project in 1933.

One of the first steps in planning the BLRI was the establishment of a route. The concept of the BLRI was that it would serve as a scenic connection between Shenandoah National Park (established in December of 1935) and Great Smoky Mountains National Park (established in June of 1934). The project was approved by the federal government in 1933 as part of the National Industrial Recovery Act which set up the Public Works Administration (PWA).⁵⁸ The three states involved in the routing of the project were Virginia, North Carolina, and Tennessee. Exhaustive and often bitter negotiations occurred between officials from Tennessee and North Carolina before the federal government set the route through the later state.

Of the personalities recruited to work on the project were Thomas Chalmers Vint, Chief of the Branch of Plans and Design for NPS, Gilmore D. Clarke, landscape architect for the Westchester County Park Commission (WCPC), and Jay Downer, consulting engineer for the WCPC. At the recommendation of Downer and Clarke, Stanley W. Abbott, resident landscape architect for the

project, was also recruited from WCPC which had overseen the construction of the Bronx River Parkway. The design team for the Parkway was multi-disciplinary and also included William M. Austin from the Bureau of Public Roads. Abbott was instructed by Clarke and Downer to do some of the preliminary reconnaissance work along the Parkway route. Abbott remarked, “I lone-wolfed for two weeks of winter weather through the mountains; wound along those little mountain roads, sometimes snowdrifted, sometimes frozen, many times thawing in the middle of the day in the southern sun; getting stuck and unstuck; pulled out by horses or mules or a chestnut rail taken from a nearby snake fence. By the end of the first trip with Clark, Downer and Vint, I had some sense of those awesome mountains.”⁵⁹

Once the general route through Virginia and North Carolina was established, more specific roadway routing had to be determined. “As the chief beneficiaries of the project, the states of Virginia and North Carolina agreed to acquire the land for the Parkway and transfer it to the federal government.”⁶⁰ As the general route was being determined by government entities, much of the fine tuning of the routing was largely explored by Abbott.

Abbott saw the BLRI as an opportunity to showcase different types of scenery throughout the region. Instead of running solely along the crest of the mountains, he suggested adding variety by highlighting valleys and lowlands along the route.⁶¹ Jolley writes, “Abbott also emphasized that the Parkway would have to include not only a high standard of design but a variety of scenic, historical and native interest features. To achieve this, he stated, ‘The location of the road, therefore, in combined woodlands, over rolling hill, along small creeks, in the broader river valley, as well as in varied relationship to the mountains is desirable. . . Similarly, it will be helpful to introduce historical features and occasional pictures of the native country life.’”⁶² Abbott also proposed an alternate route primarily through the valley of the

56. Quin and Marston, 36.

57. *Ibid.*, 37.

58. Jolley, 1969, 20.

59. Quoted in Quin and Marston, 47.

60. Firth, 2005, 58.

61. Harley Jolley. *Painting with a Comet's Tail: The Touch of the Landscape Architect on the Blue Ridge Parkway*. (Boone, NC: Appalachian Consortium Press, 1987), 12.

62. *Ibid.*, 12.

mountains which he argued would be less expensive to build and easier to access via existing roadways.⁶³

Abbott's and Austin's argument for variety won out in the end. Large expanses of undeveloped land were juxtaposed with developed valley settlement areas. Firth states, "As a result, the cultural landscape of the region become one of the main attractions of the journey."⁶⁴ Abbott summarized his opinion on the visual interest and the retention of cultural resources within the viewshed of the road: "Anyway, the charm and delight of the Blue Ridge Parkway lies in its ever changing location, in variety. And of course there is the picture it reveals of the Southern Highlands, with miles of split rail fence, with Brinegar cabins and the Mabry Mills, These are evidences of a simple homestead culture and a people whose way of life grew out of the land around them."⁶⁵ Abbott's overall goal for the Parkway was to create "a museum of managed American countryside."⁶⁶

The Parkway had an initial funding of \$4,000,000 for construction of the roadway.⁶⁷ Since the road was funded under the PWA, preparation of comprehensive master plans was required. The first preliminary master plan for the road was prepared in 1934. This plan outlined different ideas for the Parkway including the need for the inclusion of travel services. According to the text accompanying the document, "Since the Parkway will traverse the less developed zones, formerly inaccessible to the average motorist, thru a length of five hundred miles, it will be mandatory to supply facilities for automobile service, food and lodging. . . such facilities have been considered in proposing the Parkway units."⁶⁸

The labor for roadway construction was largely provided by the CCC. Young men from areas near the Parkway were recruited to serve in the CCC and four CCC camps were established along the proposed route, including one in North Carolina in present day Doughton Park.

63. *Ibid.*

64. Firth, 2005, 73.

65. Quoted in Firth, 2005, 73.

66. Quoted in Jolley, *Comet's Tail*, 12.

67. Firth, 2005, 65.

68. *Appalachian National Parkway from Shenandoah National Park to Great Smoky Mountains National Park, Master Plan*. BLRI Archives, R97, S 34, B 50, F1.

Under the Resettlement Administration (RA), funding was provided for land acquisition for recreational areas.⁶⁹ The 1934 master plan for the BLRI identified recreation areas to be created along the Parkway's route. Two recreation areas were proposed for North Carolina along the BLRI. One area, known as "The Bluff," was proposed to be one of the "major" parks. "The master plan included four supporting components with respect to recreation parks: 1) Conservation of natural scenery; 2) Facilities for active recreation; 3) Provision of food, lodging, and motor service in an attractive manner where it is not available; and 4) Utility buildings for maintenance and operation of the parks and the Parkway."⁷⁰ The inclusion of The Bluff in the master plan "was determined by some unique feature a site possessed. . . because it was 'typical of the high grass pastureland' and also suitable for recreation such as golfing. . . Certain National Park Service officials successfully vetoed Abbott on these as out of character with the Parkway's objectives, deeming trails for hiking, picnicking grounds, camping sites, and parking overlooks sufficient to provide for visitor needs. Today's Parkway provides neither golfing, swimming, nor horseback riding facilities."⁷¹

Due to the increased duties incurred by the expanding project, Abbott recruited an old friend to fill the shoes of his chief assistant. Edward H. Abbuehl, of WCPC, joined the BLRI design team in April of 1934.⁷² April of 1934 also brought another key player to the BLRI from the WCPC, Hendrick van Gelder. Van Gelder "was a landscape architect by profession, but his specialty was road location, making him an invaluable asset."⁷³ Abbuehl focused on locating road segments in North Carolina while van Gelder concentrated his efforts on the Virginia portion.

Route survey was the first step in building the BLRI even before the final location of the southern end of the route had been established. Survey teams often involved both location engineers and landscape architects. Once an initial line was flagged for the road, topographic survey would be conducted a few hundred feet on either side of the flagged

69. Firth, 2005, 67.

70. Jolley, *Comet's Tail*, 22.

71. *Ibid.*, 22-23.

72. Quin and Marston, 55.

73. *Ibid.*, 56.

centerline.⁷⁴ Flagging operations from the Virginia/North Carolina state line south to Blowing Rock, North Carolina, had been completed before the routing to Great Smoky Mountains National Park had even been determined. The flagging teams were not the only multi-disciplinary teams established for the BLRI; design teams consisting of roadway engineers and landscape architects worked on the design for the roads in tandem. “In general, the engineers were focused on building a road to modern standards for grade and curvature which would provide for speed and safety, although it was decided that the design speed was to be only 35 miles per hour because of the recreational function and mountain location of the road. On the other hand, the landscape architects were focused on fitting the road to the mountainous terrain in a way that would minimize construction scars.”⁷⁵

Acquiring right-of-way was one of the most difficult tasks in planning the BLRI and also one of the most essential pieces in its success. Different right-of-way widths were proposed for the Parkway from its inception. Suggestions ranged from 200 feet to 1,000 feet.⁷⁶ In 1935, NPS proposed that the right-of-way should be more flexible and include 100 acres per mile of actual fee-simple ownership and an additional 50 acres per mile under scenic easement.⁷⁷ According to NPS Staff, right-of-way for Parkway lands was condemned by the state of North Carolina and maps were filed in the county courthouses. After recording the parcels of land needed, the state right-of-way agents were sent out to make value assessments on properties.⁷⁸ Scenic easement agreements served as the “landscape architect’s device for controlling the visual boundaries of the Parkway without owning them. ...the scenic easement program was created, whereby, in the land acquisition process, the State made arrangements with the land owner. In return for a one-time financial consideration, said landowners agreed to perpetual restrictions upon the use of their land.”⁷⁹ The scenic easement agreements provided restrictions on buildings, roads and private drives, plantings and removal

thereof, unsightly material, and signs/billboards.⁸⁰ As Abbott explained the mentality behind scenic easements in agricultural areas in the *Blue Ridge Parkway News*,

“The general idea behind the scenic easement is simple enough. It allows the farmer to use the land for farming and prevents his using it for other business. The reason behind it from our point of view is that we want the farms as part of the picture and we do not want factories or hotdog stands or billboards. It means that the land has been earmarked for farm use. This is like town zoning, which guarantees to a man who has just built a house that a factory will not be built on the next lot.”⁸¹

Legislative regulations concerning scenic easements were passed in North Carolina in January of 1935.

Once flagging and the acquisition process was underway and a master plan had been developed, the detailed design work began for building the undivided two-lane parkway. Landscape architects and engineers worked together to produce a scenic road for low speed “experience” driving through the mountainous region. The goal was to preserve the mountainous scenery and provide an experience rather than a high-speed route from one National Park to another. One designer remembered the following about the design process,

“The basic concept was to provide a curvilinear alinement [sic] using spirals to transition from one curve to another and smooth vertical grades to provide maximum opportunity for scenic view yet minimize the impact on the terrain. The 45-mile per hour⁸² desired driving speed limited the horizontal curvature to about 8 [degree] curves although numerous exceptions were used to a maximum of 25 [degrees] to match the terrain. In addition, vertical grades were limited to 8 percent with additional compensation (flattening) in horizontal curves to ensure that vehicles of the time could pull the grades without major problems. The cross-

74. Firth, 2005, 116.

75. *Ibid.*, 119.

76. *Ibid.*, 128.

77. *Ibid.*

78. David Anderson. “Review Comments.” BLRI, Doughton Park and Parkway Sections 2A, B, and C. 1/18/06, 6.

79. Jolley, *Comet’s Tail*, 28.

80. Firth, 2005, 130.

81. Quoted in Jolley, *Comet’s Tail*, 29.

82. There is a discrepancy in design speeds used for the Parkway. In this case, the engineer uses 45 miles per hour. Other designers used 35 miles per hour for a design speed.

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section was to be a 20-foot pavement with grass shoulders, 3 feet wide in cuts and 5 feet wide on fills. Again, recognizing that the road would generally be a continuous curve in many areas, it was decided that curve widening to a 5-foot maximum additional width would be necessary to provide for a safe flow of traffic.”⁸³

Designers used overall standards for the Parkway for details such as drainage structures, masonry walls, and rock embankments, “but considerable variations were also necessary in response to site conditions.”⁸⁴

The road and its amenities, including recreational areas, overlooks, and waysides were designed and constructed in 45 sections. Sections in Virginia were labeled with a “1” and followed by letters of the alphabet running from north to south. Likewise, sections in North Carolina were labeled with a “2” and followed by letters of the alphabet. Letters I and O were not used for reasons of clarity. The sections varied in length, but most were around ten miles. Some of the first sections to be constructed were Sections 2A, B, and C in North Carolina. Construction for these sections began in September of 1935. All sections of the road were built by private contractors with supervision from regional offices. A.C. Haygard supervised Sections 2A through 2E from the Sparta, North Carolina office.⁸⁵

Sections 2A, B, and C - Road Construction

Section 2A

In November of 1934, the Highway Commission’s Senior Locating and Claim Adjuster, James P. Dodge, reported on progress in acquiring right-of-way along Section 2A of the Parkway. Of the 40 properties required, “16 property owners had agreed to terms, but 13 had refused to sign an agreement, and contact had not yet been made with the remainder of the owners. The reasons for refusal to sell were varied, but Dodge noted,

“Most of those who have refused to sign state that they have no objection to the construction of the road nor the 200 ft. right of way, but do not wish to

be restricted in the use of their property beyond this.

Where the line follows the streams, which is about two-thirds the length of the project, the best bottom land is being appropriated, and in the case of owners of small farms is a very serious damage.”⁸⁶

Construction of Section 2A commenced without all of the right-of-way agreements being signed. This action “complicated the process, giving rise to complaints from landowners of disturbance and damage by the Bureau’s contractors.”⁸⁷ Inventories of existing buildings within the right-of-way along this first section of the Parkway in North Carolina included 18 houses, approximately 18 barns, and four additional buildings which were categorized as stores or shops (see Figures 2.4 and 2.5). According to research conducted by Firth, “Of these 40 or more structures, 27 were to be moved, and 5 were to remain for continued use on a 10 year lease. It was noted that the rest were to be removed or left, meaning one presumes that they would be demolished either by their owners or by the Bureau’s road building contractor.”⁸⁸ According to NPS staff, unlike Virginia, deeds to individual landowners were not written and recorded for each parcel. North Carolina computed value based on a formula that weighted costs based on types of land and improvements to the land (woodland, pasture, structures, streams, etc.)⁸⁹



Figure 2.4: Building, which was razed for the construction of Cumberland Knob Recreation Area on Section 2A, 1937, Neg. #10,336, Class. #728.7, BLRI Archives.

83. Quoted in Firth, 2005, 144.

84. Firth, 2005, 147.

85. *Ibid.*, 143.

86. Quoted in Firth, 2005, 132.

87. Firth, 2005, 133.

88. *Ibid.*, 136.

89. Anderson, 7.



Figure 2.5: Cabin within 100 feet of right-of-way, looking north, near MP 222, 1936, Neg. #5791 (302), Class. #719.5, BLRI Archives.

Construction documents for Project 2-A-1⁹⁰ were prepared in the Roanoke, Virginia office of the Bureau of Public Roads “in collaboration with the National Park Service Staff.” These documents were completed in May of 1935.⁹¹ The plans “provided for a twenty foot pavement widened for curvature and consisting of a six inch loose thickness of crushed stone.”⁹² In sections where fill was necessary, shoulders were planned at five feet. Cut sections received a three-foot shoulder with a two-foot ditch.⁹³ The designed roadway speed for this section was 35 miles per hour. Details for this section included “cement stone masonry retaining walls, box culverts, grouted rubble gutter, drop inlets, tile underdrains, tree wells, cement stone masonry headwalls, roadway standards and other miscellaneous construction. . . Specifications and special provisions required that precautions be taken during construction to confine operations to the roadway prism and that damage to the adjacent timber and vegetation be avoided wherever possible.”⁹⁴

The contract for Section 2A of the project was let in May of 1935, despite the fact that much of the right-of-way for the project had not been obtained and

90. Project 2-A-1 refers to the roadway construction along the route of Section 2A excluding all bridge work. The bridge projects in this section were let as separate contracts: 2-A-2 included the construction of nine bridges, and 2-A-3 included the construction of one bridge over Big Pine Creek. Both bridge projects were completed in the spring of 1937.

91. William M. Austin. *Final Construction Report (FCR), Project 2-A-1 BLRI*. (Washington, DC: US Department of Agriculture, Bureau of Public Roads, 1938), 8.

92. *Ibid.*, 9.

93. *Ibid.*

94. *Ibid.*, 9-10.

residents of the acreage to be acquired still occupied the land. Abbott acknowledged these difficulties to his supervisors, stating, “Difficulties have arisen in controlling the right-of-way on project 2-A, now under deed to the Federal Government. They lead back to the fact that a number of the former property owners have not as yet been paid for the land or the damages accruing to them. The common sentiment among them is that since they have not been paid, the land is still theirs to do with as they wish.”⁹⁵

The contract for construction of Project 2-A-1 was typical of the letting process that occurred on other portions of the parkway. 2A-1 was awarded to the lowest of 10 bidders, Nello L. Teer of Durham, North Carolina.⁹⁶ The contract operations for the roadway work for Section 2A began in September of 1935 and ended in December of 1936. Teer eventually constructed ten additional sections of the Parkway. The construction of 2A-1 employed several hundred men and “used a total of 309,666 man-hours of labor, averaging 20,644 man-hours per month.”⁹⁷ Construction sequencing involved clearing and grubbing of vegetation and other obstructions in the roadway path, stripping and storage of topsoil, rough grading, construction of drainage systems and retaining walls, subgrading, crushed stone surfacing, placement of topsoil, and finishing operations. “An elaborate network of ditches, culverts, and tile underdrains was required to divert subsurface and surface flows of water and drain marshy areas within the roadway prism, and the installation of this network had to be carefully coordinated with grading operations.”⁹⁸

Project 2-A-1 “consisted of 12.49 miles of grading, drainage, and crushed stone surfacing extending from a point on the North Carolina-Virginia state line one-half mile west of Low Gap southward to Federal Route No. 21 at a point 7.5 miles eastward from Sparta, North Carolina.”⁹⁹ The route of 2A followed Glade Creek and Brush Creek along bottomlands and provided the variety in scenery desired by the master planners of the Parkway project. “In general the location follow[ed] existing water courses rather than the ridge location used on

95. Quoted in Firth, 2005, 137.

96. Firth, 2005, 148.

97. Firth, 2005, 148.

98. Firth, 2005, 153.

99. Austin, *FCR*, Project 2-A-1, 5.

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other sections. This has proven a very satisfactory location as well as providing a change in the type of country traversed and scenery available from ridge location.”¹⁰⁰

The clearing and grubbing for the project began on September 16, 1935, resulting in a final quantity of clearing and grubbing of 67.021 acres.¹⁰¹ Topsoil stripping and storage resulted in a final quantity of 15,593.6 cubic yards which totaled 45 percent of the estimated amount needed for restoring side slope areas.¹⁰² Rough grading in the area began four days later. The contractors encountered small quantities of rock along the route during the first months, but later work involved rock cuts along slope areas.¹⁰³ Pipe culverts, reinforced box culverts, drop inlets, and tile underdrains were all installed along this section by September of 1936.¹⁰⁴ Drainage structures often included grouted rubble gutters combined with concrete drop inlets (see Figure 2.6). Other types of gutters included bituminous mix and cemented flat stone.¹⁰⁵ Designers typically specified box culverts in the project where the Parkway route crossed a flowing body of water, whereas pipe culverts were utilized in areas where flows were intermittent.

Masonry structures are one of the most recognized iconographic features on the Parkway today. The masonry stone for the structures in Section 2A was obtained locally. The contractor constructed a sample wall in November of 1935, and, after approval by NPS of the sample, headwalls, wingwalls, and retaining walls were constructed throughout the section (see Figure 2.7). Headwalls were constructed in both straight and curved segments. A particularly interesting feature constructed on this section were tree wells intended to protect large existing trees from fill slopes needed to construct the road. Eleven tree wells were installed by December, 1936 (see Figure 2.8).

Landscape architects on the project closely monitored the choice of stone used for masonry structures. Details such as color, texture, and



Figure 2.6: Grouted rubble gutter and drop inlet, Station 524, Section 2A, pre-1938, photo provided by I. Firth, USBPR Final Construction Report 2A, FHWA Archives.



Figure 2.7: Quarry for crushed stone surfacing, Section 2A, pre-1938, photo provided by I. Firth, USBPR Final Construction Report 2A, FHWA Archives.

surface quality were important in the selection of the masonry for the structures. The way the stone was laid (dry or wet, on edge or in horizontal beds) was largely determined by the quality and type of stone available to the contractors.¹⁰⁶

Subgrading of the road surface commenced once drainage structures were in place; however, the process did not occur in a linear fashion due to gaps where bridges had yet to be constructed.¹⁰⁷

Crushed stone surfacing for the roadway was collected from a quarry located “650 feet right of station 5+50” along the route (see Figure 2.9). The stone was crushed at the quarry then spread over the roadway locations. Completion of the bridges in

100. *Ibid.*, 6.

101. Austin, *FCR*, Project 2-A-1, 11.

102. *Ibid.*, 11-12.

103. *Ibid.*, 12-13.

104. *Ibid.*, 15-18.

105. Firth, 2005, 156.

106. Firth, 2005, 158.

107. Austin, *FCR*, Project 2-A-1, 20.



Figure 2.8: Unknown men next to a tree well under construction on the Parkway, location unknown, date unknown, reproduced from Harvey Jolley, *Comet's Tail*, 29.



Figure 2.9: Quarry for crushed stone surfacing, Section 2A, pre-1938, photo provided by I. Firth, USBPR Final Construction Report 2A, FHWA Archives.

this section by the summer of 1937 helped expedite the spreading process as detours did not have to occur around major stream crossings.

“Investigations showed that on an average the loose spread compacted 20%, or a 6-inch loose thickness compacted to 4.8 inches.”¹⁰⁸ Bituminous material was later used to pave the road surfaces.

Parking and overlook areas were typically completed under the road grading contract. Many of the parking areas were placed strategically to allow Parkway users to stop and take in panoramic views. Because of their placement, according to Firth, many of these overlook areas were known as “balconies” by locals.¹⁰⁹ Different types of overlooks existed. Some were widened areas of the roadway with a narrow strip of flagstone between the drive lane and the pull-off area¹¹⁰ (one example of this was at Little Glade Mill Pond at Milepost 230.1). Other overlooks were located with more separation from the drive lanes of the Parkway, often with a loop road and parking area. These areas “encourage[d] motorists to take longer breaks from driving.”¹¹¹ Stone curbing was added to the edges of the parking areas. Firth states that stone masonry was used in many of the construction details for the overlook and parking areas “because of the close inspection these areas invited.”¹¹²

Finishing operations for the road included the placing of stored topsoil and “obliteration of detours and construction roads; cleanup of timber, sumps, roots and rocks; and the shaping of slopes ditches, shoulders and other features.”¹¹³ Some slope areas were regraded because slopes of 1:1 proved to be too steep, and runoff was creating “gullies” (see Figure 2.10). After the final dressing of slopes was completed, Austin remarked, “The roadway, when completed, approached perfection



Figure 2.10: Construction note reads: Before grading, 1:1 cut gullying badly; too steep to grass; flatten and round for grass, 1935, Neg. #5911 (188d), Class. #625, BLRI Archives.

108. *Ibid.*, 23.

109. Firth, 2005, 164.

110. *Ibid.*

111. *Ibid.*

112. *Ibid.*, 165.

113. Austin, *FCR*, Project 2-A-1, 24.

in appearance¹¹⁴.” The contractor’s work on this section was completed on December 3, 1936, and “the final inspection was conducted by Austin and Abbott.

According to Firth, “crushed stone was only intended to serve as the road surface for a year or so; a final surface treatment was added after the roadbed had time to settle. Along Sections 2A through 2E, for example, a bituminous surface was added about six months after the completion of all grading contracts. Unfortunately, some of the blacktop surfacing applied to the early sections raveled badly. This was attributed in part to attempts to economize. . . standards were revised to ensure the placement of heavier stone base and a thoroughly mixed bituminous surface about 2 inches thick.”¹¹⁵ A final course of macadam pavement was not applied to the road surface until years later. A monthly superintendent’s report from May 1941 states, “[t]his was the first month with temperatures suitable for the application of macadamized pavement. Preparations have been made for the continuance of pavement contracts on Sections 2A through 2E inclusive. . .”¹¹⁶

One of the challenges for the designers was to retain the rural quality of the landscape adjacent to the Parkway. A master plan was initiated “to determine the most fruitful use of all lands within the park boundary.”¹¹⁷ This study resulted in Parkway Land Use Maps issued for 2A in January of 1937. These maps are highly detailed and propose road alignment and landscape treatment. The maps also indicate property lines, adjacent land owners, and proposed land use, “and similar data so essential to the architect and planner. The details required much research but Abbott provided it, feeling that prescribed land use was they key to Parkway distinctiveness.”¹¹⁸

Out of the PLUM land use study “came a pioneering development which is still providing the rural picture so desired by the landscape architects. This was the land leasing program, whereby the Service, once it had rehabilitated land and restored

its fertility, leased portions of it to local farmers who put it to traditional agricultural use. Abbott set forth two values he saw in the program: ‘(1) It will maintain the open character of the country where it is desirable without any considerable maintenance cost to the Federal Government and (2) It will build up the friendly feeling of the farmer toward the Parkway.’”¹¹⁹

According to a NPS report on the agriculture lease program,

“When land was leased back to neighboring farms, they were required to continue to improve land. This involved the requirements for improvement of the land by crop rotation, limiting the period of pasturage or the number of animals per acre, brush hooking weed trees such as locust, sassafras, and briars, and the use of cover crops in the fall, liming fertilizing, re-seeding, and fencing. . . [PLUMs] depict many locations where agriculture leases were planned along the Parkway. The agriculture leases were identified by location, reference[d] by milepost, total area of the lease in acreage, and type of lease as being cropland, pasture, or hay leases referenced in the drawings as meadows.”¹²⁰

PLUMs not only indicated land use and property information, they also served as-built records for the Parkway, indicating proposed and existing vegetation, views, small-scale features (such as fences and guardwalls), trail routes, and locations of natural features such as rock outcrops. These maps are the best records to date of the condition of the Parkway immediately after construction in Sections 2A through 2C. Sample PLUMs from these three sections of Parkway are included herein as *Illustrations 2.A (1-4), 2.B (1-4), and 2.C (1-4)*.

Bridge contracts along the Parkway were typically let via contracts separate from the roadwork itself. This was the case in Section 2A of the Parkway. Nine bridges were constructed under one contract (Project 2-A-2) for this section (See Figure 2.11). The large number of bridges in this section was due to the fact that much of the Parkway followed various creeks and streams in this valley area. The bridges ranged in span from 25 to 74 feet. According to the narrative construction report, “all

114. *Ibid.*, 25.

115. Firth, 2005, 163-4.

116. Stanley Abbott. *Monthly Report*. May 9, 1941, 1, BLRI Archives, Superintendent’s Monthly Reports, BLRI 1941-1950, Box 1 of 2, RG-1, Series 2, Box 59.

117. Jolley, *Comet’s Tail*, 13.

118. *Ibid.*

119. *Ibid.*, 36.

120. NPS, “Agriculture Lease: Visual Impact Analysis Action Plan,” Draft – January 9, 2002, 6.

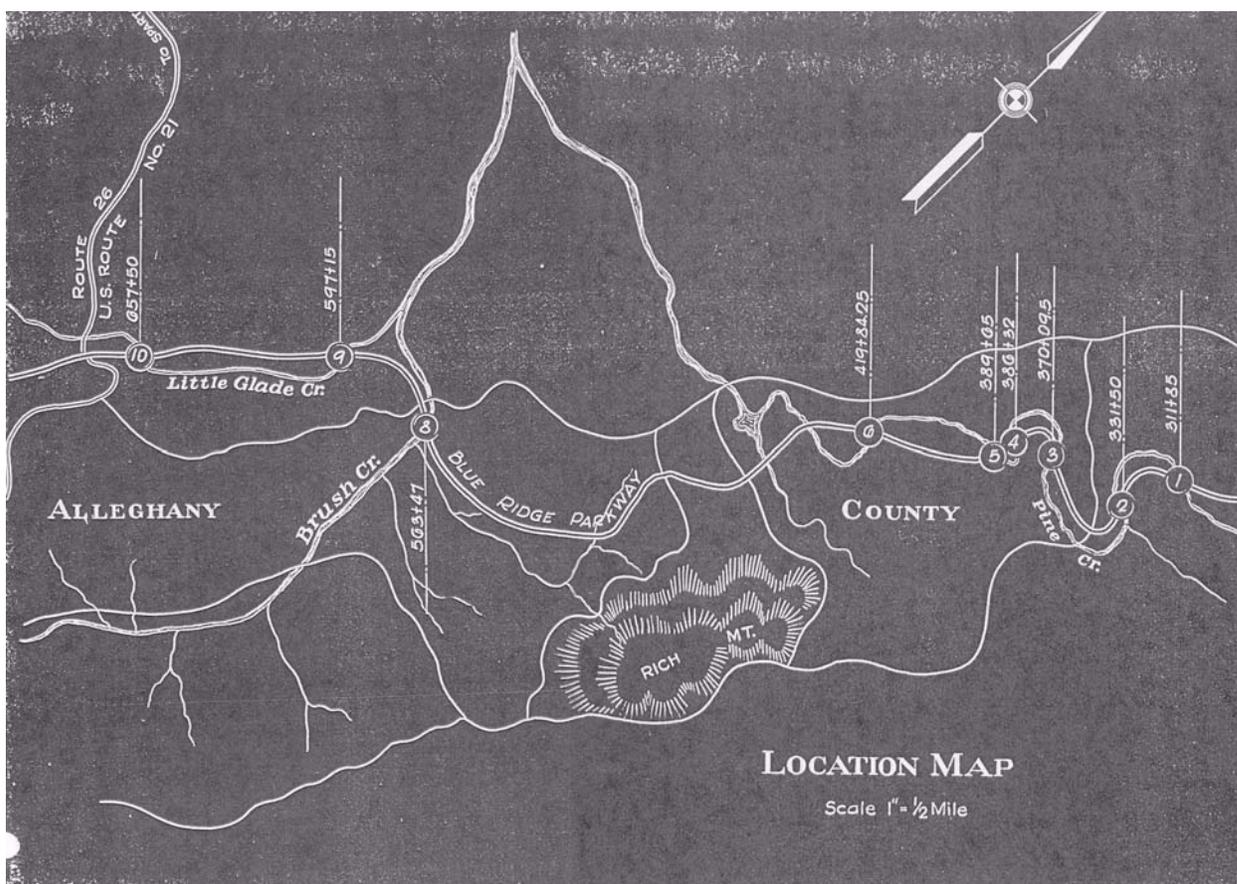


Figure 2.11: Location of bridges along Section 2A. Bridges were constructed under contracts 2A-2 and 2A-3. Images from *FCR 2-A-2*.

bridges on this project [were] designed to present a rustic appearance appropriate to the surrounding woodland country. Masonry work, while having a workmanlike appearance, [was] rugged and informal. Locust guard rails were used on several of the structures and all exposed concrete was stained brown.¹²¹ Plans for these bridges were prepared by the Bureau of Public Roads with NPS developing accompanying landscape plans. The contract was awarded to Simons-Mayrant Company on March 24, 1935 with work commencing on April 16, 1936.¹²²

Photos from the Final Construction Report for this project show the quality of the masonry work employed for each structure. While the bridges themselves were concrete construction, designers maintained a rustic appearance by facing the structures with stone. Stone arches were employed

on two of the bridges. Stone abutments and wingwalls were constructed on the remaining bridges.¹²³

Project 2-A-3 was a separate contract for a bridge over Big Pine Creek. This five span “steel and reinforced concrete viaduct” was constructed by J.M. Francesa and Company in 1936. While the abutment wingwalls of this structure were rustic stone construction much like the other bridges in Section 2A, the steel structure was much more apparent than other bridges due to the extensive span of the bridge. However, the steel construction was executed in a way that it complemented the surrounding landscape.

Section 2B

Like construction for 2A, Section 2B was divided into three contracts with the grading, draining, and rough grading as Section 2B-1 and the bridges for the project divided into two subsequent contracts.

121. William M. Austin. *FCR, Project 2-A-2 BLRI*. (Washington, DC: US Department of Agriculture, Bureau of Public Roads, 1937), 3.

122. *Ibid.*, 5.

123. *Ibid.*, np.

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The project consisted of over 8.153 miles of road extending from U.S. Route 21 to Air Bellows Gap. Contract documents for the project were prepared in the Roanoke, Virginia office of the Bureau of Public Roads in collaboration with NPS staff. Included in these plans were “standard details for cement stone masonry walls and headwalls, box culverts, grouted rubble gutter, drop inlets, tile underdrains, tree wells, roadway standards, and other miscellaneous construction.”¹²⁴ These plans were completed in July of 1935. The *Final Construction Report* for this project includes a detailed record of the implementation of the roadway.

The section began with an alignment parallel with Little Glade Creek and Brush Creek which constituted the low points for the project. The gradient of the road “ascend[ed] the east slope of Bull Head Mountain to Station 2+40 in Deep Gap.”¹²⁵ The route roughly followed the ridge line at this point to Station 2+40 “where it again return[ed] to the east slope, traversing the rough, broken country known locally as the Devil’s Garden.” The route then crossed to the west slope of the ridge and continued on to Air Bellows Gap.

Advertisements for bids for the construction of this section were issued in September of 1935 and a contract was awarded two months later. The firm of Albert Brothers, Contractors, Incorporated from Salem, Virginia submitted the low bid for the project of \$385,875.00. The contract operations for Section 2A-1 were conducted between December 12, 1935 and December 20, 1937.¹²⁶

The Bureau of Public Roads staked the location for this section of road during the summer of 1937. This process involved “staking the center line, recording the original profile and cross-section data, making drainage surveys and assembling all other miscellaneous information required for the preparation of the contract drawings.”¹²⁷ The process for staking continued, and a construction staking party began marking the layout ahead of the contractor’s operations. Construction detailing as

needed was performed out of the Sparta, North Carolina office during the staking process.

Clearing and grubbing was conducted in a manner consistent with Section 2A for an area totaling 75.06 acres. Topsoil was stripped and stored. Some modifications to the original construction documents had to be implemented during the construction process:

“In the area between Station 308 and Station 317 the contract plans called for the construction of 3,124 cubic yards of hand laid rock embankment. During the course of construction, it became apparent that the absence of rock of suitable quality would necessitate the use of some other type of construction. After considering the possibilities of retaining walls and line revisions, it was decided to utilize toe ditches at the toe of a 1- 1/8:1 rock fill slope. The adjacent excavation being solid rock no difficulty was had in securing a 1-1/8: 1 slope and a toe ditch was excavated with a 1½ cubic yard shovel at the toe of fill using a bottom width of 15 feet, a ½:1 slope on the high side and a three-foot cut at the lower. All excavated material was piled uniformly outside the slope line and the resulting combination of bench and toe ditch served to retain the fill slope within the staked limits of the roadway.”¹²⁸

Rough grading operations were conducted throughout 1936 and into 1937 (see Figure 2.12). Pipe culverts and reinforced concrete box culverts were installed along the route compliant with contract plans, with moderate alterations where needed. The first two miles of the project were low lying adjacent to Little Glade Creek and Brush



Figure 2.12: Rough grading through rock cut, Section 2B, c. 1936, photo provided by I. Firth, USBPR Final Construction Report 2B, FHWA Archives.

124. William M. Austin. *FCR, Project 2-B-1 BLRI*. (Washington, DC: US Department of Agriculture, Bureau of Public Roads, 1940), 9.

125. Austin, *FCR, 2-B-1*, 5.

126. *Ibid.*, 7.

127. *Ibid.*

128. *Ibid.*, 11.

Creek, “with frequent crossings of their tributaries by means of box culverts.”¹²⁹ As with Section 2A-1, tile underdrain was utilized for draining swampy areas under fill locations. Tile was installed in ditches adjacent to the road “for the purpose of intercepting sub-surface seepage water. In all cases tile so installed was sealed with a grouted rubble gutter.”¹³⁰

Masonry structures were constructed in a fashion similar to those in Section 2A. Face stone for all culverts, pipe headwalls, and retaining walls was secured from two quarries. One location was at New River, North Carolina and the other was at Roaring Gap, North Carolina. “Backing stone and stone used in tree wells was obtained from roadway excavation adjacent to the masonry construction.”¹³¹ Five masonry retaining walls were constructed to “retain fill slopes, minimize the grading scar, protect surrounding vegetation or as protection against scour and erosion from adjacent streams...Many of the headwalls were of special design where curved lines were used on the wingwalls rather than the conventional straight lines.”¹³²

Subgrading was completed during 1936 and 1937 for these portions of road. Crushed stone surfacing was subsequently applied to the roadbed. Due to subgrade conditions, the depth of stone surfacing varied throughout the section. “Investigations revealed that on an average the loose spread compacted 20%, or an 8-inch loose spread compacted to 6.4 inches.”¹³³

Masonry items such as the grouted rubble gutter were sublet to companies which specialized in stonework. J.M. Francesa and Company of West Virginia completed the gutters along 2B during the late summer and early fall of 1937 (see Figure 2.13 - 2.15).

Finishing operations involved placing topsoil on the disturbed slopes, obliterating, scarifying, and seeding construction and detour roads at the various bridge sites and old roads adjacent to the Parkway, shaping and obliteration of abandoned



Figure 2.13: Trench and foundation stone for rubble paved gutter along Section 2B, c. 1936-37, photo provided by I. Firth, USBPR Final Construction Report 2B, FHWA Archives.



Figure 2.14: Rubble paved gutter under construction along Section 2B, c. 1926-37, photo provided by I. Firth, USBPR Final Construction Report 2B, FHWA Archives.

stream channels, completing the rounding on all earth cuts and clean-up of contractor’s camp site. The project was inspected on December 7, 1937 and recommended for acceptance on December 20, 1937. Abbott and Austin conducted the final inspection of the section.¹³⁴

As with Section 2A, construction of bridges along Section 2B were let as a separate contract from the grading and base course work for the road. Project 2-B-2 consisted of two bridges over Little Glade Creek and one bridge over Brush Creek. J.M. Francesa and Company received the award for the contract on May 1, 1936 and commenced work two weeks later. All three structures contained a stone substructure, a single span reinforced concrete deck, stone parapet walls on the abutment wings, and a timber guard rail between the abutments.¹³⁵

129. *Ibid.*, 28.

130. *Ibid.*, 17.

131. *Ibid.*, 19.

132. *Ibid.*, 29.

133. *Ibid.*, 22.

134. *Ibid.*, 24, 34.

135. William M. Austin. *FCR, Project 2-B-2 BLRI*. (Washington, DC: US Department of Agriculture, Bureau of Public Roads, no date), 17.



Figure 2.15: Completed rubble paved gutter, surfaced road and dressed cut slope along 2B, c. 1926-37, photo provided by I. Firth, USBPR Final Construction Report 2B, FHWA Archives.

Project 2-B-3 consisted of the construction of one final bridge for this section of Parkway. This bridge was reinforced concrete and stone “carrying the Blue Ridge Parkway over U.S. Route 21.”¹³⁶ The Federation Construction Company, Inc. commenced the project on April 13, 1938.

Section 2C

Construction progress on the roadway sections was determined by the number of unknown factors encountered during the construction process or the difficulties of the terrain. In Section 2C, “the contractors had difficulty confining material to the roadway prism during blasting operations. At Ice

^{136.} William M. Austin, FCR, Project 2-B-3, (Washington, DC: US Department of Agriculture, Bureau of Public Roads, 1940), 5.

Rock... a half mile length of road had to be cut into a cliff, and during the course of excavation considerable debris was spilled into a ravine below, from which it had to be recovered.”¹³⁷

Project 2-C-1 “consisted of 11.301 miles of grading, draining and crushed stone surfacing extending from Air Bellows Gap southward to N.C. Route No. 18, at a point 15 miles southwest of Sparta, North Carolina.”¹³⁸ The route of Section 2C generally followed the ridge, with elevations ranging from 3,737 feet to 2,851 feet. The first seven miles of the route passed through “grazing country” along the bluff, down to “farming country” adjacent to Meadow Fork Creek.

Advertisement for the project occurred on September 27, 1935, and the contract was awarded two months later to Perry McGlone of Kansas City, Missouri with a low bid of \$361,040. Construction began on December 7, 1935.¹³⁹ Construction of this section of road ran concurrent with Project 2-B-1. The reconnaissance survey, flagging, and design process for this section of road closely paralleled the Section 2C-1 process. After the staking for construction was begun in November 1935, the construction work began. Staking conformed with the contract plans, which were prepared in the Roanoke, Virginia office of the Bureau of Public Roads.¹⁴⁰

Clearing and grubbing for this portion was “unusually light since the entire section was in either open or lightly wooded grazing land or through cultivated farming areas”¹⁴¹ (see Figure 2.16). Topsoil was plentiful in this section. Unlike other projects that required supplemental topsoil for spreading on slopes, the stored topsoil was approximately 94.2% of the estimated amount needed.¹⁴² With the exception of hindrances encountered at the Ice Rock location, the construction record for this portion of Parkway closely parallels that of Project 2-B-1. Drainage structures were constructed and consisted of several types of culverts and also cement stone

^{137.} Firth, 2005, 150.

^{138.} William M. Austin. *FCR, Project 2-C-1 BLRI*. (Washington, DC: US Department of Agriculture, Bureau of Public Roads, 1940), 5.

^{139.} *Ibid.*, 6.

^{140.} *Ibid.*, 7-8.

^{141.} *Ibid.*, 10.

^{142.} *Ibid.*, 11.

drainage channels. “A paved channel was constructed where a large drainage area discharged water down a cut slope. The velocity of water in the channel was broken by a flight of stone steps in the channel. . . drainage systems provided opportunity for project engineers to design one-of-a-kind details to solve particular problems, and in final construction reports these were described and photographed with obvious pride.”¹⁴³ (see Figure 2.17). Stonework was again performed by J.M. Francesa and Company, toe ditches were utilized in place of stone embankments in some areas but not all (see Figure 2.18) and native stone was secured either from roadway excavation or from nearby quarries for masonry structure. Changes to the original plans included an increase in the square yardage of rubble gutters via a change order from 500 square yards to 7,600 square yards. “The necessity for this increase was largely due to the presence of much seepage water occurring in cuts during construction. . . another reason for this increase was that much of the project lies in open deforested grazing land which is highly susceptible to erosion. In order to control this erosion on the project, it was often necessary to install gutters as a means of controlling the storm water runoff.”¹⁴⁴

The photographs accompanying the Final Construction Report (FCR) for Project 2-C-1 provide excellent perspective on the effects of construction at the Ice Rock location (see Figures 2.19 - Figure 2.23). At this location a “shoulder wall was required to support the road where it was benched into Ice Rock. . . a special foundation and cross section was required.”¹⁴⁵ Long stretches of rubble gutter combined with strategic inlet locations handled constant seepage which ran down the face of the rock cut.

Guardwalls At the insistence of the Public Roads Administration (PRA) in the 1930s and 1940s, guardwalls to protect motorists from steep slopes were constructed of large dry-laid stones. Large stones (some measuring two to three feet across) were used in this construction. Much of the rock was large stone material blasted from the roadbed to make way for the Parkway. The smoothest side of the stone was faced toward the roadway and the irregular side of the stone faced the back of the wall.

143. Firth, 2005, 157.

144. Austin, *FCR 2-C-1*, 21.

145. Firth, 2005, 160.

End portions of the walls were typically flared and tapered or stepped down to meet grade. Setback distances of the walls from the roadway varied depending on contextual elements. In Sections 2A, B, and C, the typical setback distance was between four and five and one-half feet with the exception



Figure 2.16: Clearing operations under way, typical scene along Section 2C during clearing and grubbing, c. 1935, photo provided by I. Firth, USBPR Final Construction Report 2C, FHWA Archives.



Figure 2.17: Cement stone channel down a cut bank to gutter, Section 2C, c. 1936, photo provided by I. Firth, USBPR Final Construction Report 2C, FHWA Archives.

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Figure 2.18: Hand laid rock embankment under construction along Section 2C, c. 1936, photo provided by I. Firth, USBPR Final Construction Report 2C, FHWA Archives.



Figure 2.21: Pioneer road at Ice Rock, c. 1935, photo provided by I. Firth, USBPR Final Construction Report 2C, FHWA



Figure 2.19: Face of cut at Ice Rock, preparing footing for cement stone masonry wall, c. 1936, photo provided by I. Firth, USBPR Final Construction Report 2C, FHWA Archives.



Figure 2.22: Grouted rubble gutter under construction (at Ice Rock), c. 1936, photo provided by I. Firth, USBPR Final Construction Report 2C, FHWA Archives.



Figure 2.20: Same location as Figure 2.19 (Ice Rock) showing completed wall, c. 1937, photo provided by I. Firth, USBPR Final Construction Report 2C, FHWA Archives.



Figure 2.23: Same location as Figure 2.21 (Ice Rock) showing completed roadway, c. 1937, photo provided by I. Firth, USBPR Final Construction Report 2C, FHWA Archives.

of the section across from Ice Rock (MP 242) where the setback was limited to three and one-half feet. Steeper slopes at the rear of some guardwall sections were reinforced with additional stone piles or mortared stone retaining walls at lower elevations. Culverts and drainage pipes were also included to handle runoff from hillsides and rock faces on the opposite side of the roadway. In North Carolina, the PRA began constructing what they

referred to as “stone parapet walls” in Sections 2A, B, and C in 1940.¹⁴⁶

According to Firth,

“In 1940 the Public Roads Administration began to erect some stone guard walls along the first three sections of the parkway in North Carolina and along Section 1A in Virginia. Unlike parapet walls

¹⁴⁶. Quin and Marston, 175.

built above retaining walls, these guard walls had not been included in the main grading, drainage and surfacing contracts, and their addition gave rise to much debate. Spelman in the PRA insisted on the use of stone, while landscape architects in the NPS argued for the use of wooden guard rails. . . .

Both Abbott and Abbuehl argued against this [construction of guardwalls] on several grounds. They considered miles of stone walls would be alien to the character of the landscape in many areas, and argued that it would be difficult to obtain suitable stone. Moreover they questioned the stability of walls on the narrow shoulders of fill slopes, and pointed out they would be costly to construct and difficult to maintain. In correspondence with Vint, they recommended instead the use of timber guard rail mounted in posts made of concrete stained with lampblack. Vint supported the idea, but Spelman was stubborn and the PRA proceeded to advertise for bids from contractors for the construction of walls along a few completed sections in North Carolina. However the bids received were considerably higher than the estimated cost, so work began under the force account system whereby the agency directly employed the labor and executed the project.

A particularly rugged appearance was sought for the guard walls. Roughly dressed stones were laid without courses and about 10% of each wall consisted of extra large stones, which extended for the entire height and depth of the wall. Walls were approximately 18 inches high and 24 inches deep. The stones were laid dry, although some mortar was allowed to secure top stones and in the center of the wall in place of spalls to wedge stones. The front face of each wall was neatly aligned parallel to the edge of the roadway but the back side was left very uneven. The ends of each stretch of wall were flared away from the road and the height of the structure was reduced to five inches.”¹⁴⁷

Abbuehl argued against the walls for both aesthetic and technical reasons. “Parkway shoulders were too narrow to support the massive walls’ weight, he suggested.”¹⁴⁸ However, not all landscape architects with NPS felt that timber guard rails

should be used instead of stone walls. As stated by Assistant Chief Landscape Architect H.T. Thomson in a letter dated 1937,

“If you will review in your mind the hundreds of timber guard rail designs that have been prepared by almost everyone in the Service during the past few years, I am wondering if you won’t come to about the same conclusion I have, namely, that any material which seems so difficult to work into an acceptable design, both aesthetically and structurally, is not a good material to use. . . I have no off-hand suggestion to make at this time, but if we continue to build miles and miles of them [timber guard rails]. . . we might be better off to start from scratch, hunt some new material or new method that gives promise of more than three or four years life, with its continual replacement, rather than to commit the Service to an element in roadway design and construction which I question very much will be accepted ten years from now as it is today.”¹⁴⁹

Even after the compromise to allow some guardwalls to be built along the Parkway, NPS correspondence demonstrates an effort by landscape architects to reduce the number of linear feet of guardwall constructed. In a memorandum to Superintendent Vint in 1938, Abbott argues,

“For two reasons we have wished to decrease the quantities of guard wall: first, use of the wall in many instances will necessitate reduction of the shoulder width to four feet; and secondly the cost of the wall is considerably greater. . . we have made studies and built a full scale model of a new type guard rail which has met with favor from everyone in this office, and several in the Bureau office who worked with us on the study favor its consideration, including I believe Mr. Austin. . . I believe you will agree with us that the design will harmonize especially well with the snake fences, the weathered buildings, and the general color of the forests and open areas along the Parkway. There are advantages of reasonable initial costs in the proposed design. We estimate this new design at \$1.25 per lineal foot against 90¢ for wood rail and \$1.80 for guard wall.”¹⁵⁰ Special provisions for the construction of guardwalls along the Parkway show

147. Firth, 2005, 177.

148. Elizabeth Hunter. “Parkway Stone Bridges and Guide Walls: Will They Survive?” (*Blue Ridge Country*, November/December 2005), 45.

149. H.T. Thomson. “Memorandum.” US Department of the Interior, NPS, September 24, 1937 (letter copied by Gary Johnson and passed to TJC—need to get orig. box location.)

walls with an 18” height above grade, 24” wide at the top of the wall and a 3:12 batter on the back of the wall toward the fill slope (see Figure 2.24). Notes indicate that walls should be set four feet off of the edge of the paving, stating “normal wall clearance on Drive and Parkway to be increased as directed depending on available shoulder width. Wall at overlooks to be at edge of pavement where directed.”¹⁵¹ The construction of the walls is described in the document, “Masonry Guard Wall [sic]. . . this item shall consist of stone masonry guard walls constructed dry, except the top stones, which shall be laid in mortar, on an approved foundation bed or dry rubble masonry foundation course. . . there shall be a variety in the size of stones. No stone shall be used which has a minimum wall height of less than 5 inches or a minimum wall length of less than 12 inches. . . small stones may be used for pinning and filling interstices in the heart of the wall. At least one third of the top of the wall shall consist of stones standing across the entire width.”¹⁵²

Construction of guardwalls along these sections of Parkway commenced toward the end of the Prewar Planning and Construction Era; however, the quality of the completed work was called into question. As stated in a Supervisor’s Annual Report,

“The construction of dry stone guard wall [sic] on Sections 2-A, B, and C has proceeded slowly and has not yet been brought to completion. Results are considered only generally satisfactory because of the difficulty of building the wall to approved specifications within reasonable costs for the type of stone available in local quarries. The greater cost of wall construction, the potentially high cost for adequate maintenance—mowing of grass shoulders, and matters of appearance continue to impress your staff with the weakness of this type of guard as against others which have been proposed. A review of this important question of design should precede any further letting of guard wall work.”¹⁵³

150. Stanley Abbott. “Memorandum for Mr. Vint.” US Department of the Interior, NPS, December 7, 1938. (letter copied by Gary Johnson and passed to TJC)

151. US Department of the Interior, National Park Service. *Proposal and Contract, Project 3B8-C4-D3, Shenandoah National Park and 1A3, Blue Ridge Parkway (Guardwalls), July 15, 1941, Plan Sheet 3 of 5.*

152. *Ibid.*, D-2 – D-3.

Although the guardwalls were initially argued against by NPS landscape architects due to their cost and visual intrusiveness, they were left in place due to safety concerns pushed by the PRA. All guardwall construction within Sections 2A, B, and C was completed by April of 1943. The annual report for this year conveyed the dissatisfaction of NPS with the guardwall construction, “it is, however, as much as ever the very strong recommendation of this office that promiscuous use of stone guard as a wall type along the Parkway be avoided.”¹⁵⁴ Because of these continued arguments against the use of guardwalls, they are largely concentrated in Sections 2A, B, and C of the Parkway. Later contracts did not include the walls due to cost and design constraints.

Landscape Development- Sections 2A, B and C

Once slope stabilization had taken place on Sections 2A, B, and C, landscape improvements called out in the PLUMs for the Parkway began to be implemented. Malcolm Bird, assistant landscape architect in the NPS Roanoke office, assisted in these efforts and was known among his colleagues for his knowledge in the use of plant materials and his understanding of the desired views and vistas for the Parkway. Bird was charged not only with improving the appearance of scars left by the road construction process but also with improving the quality of the views and vistas to the properties within the road right-of-way.¹⁵⁵ Much of the property had been damaged not only by the road construction process but also by decades of over-farming, often without the use of erosion control or reforestation of areas.

Bird scripted a manual entitled “Planning the Complete Landscape Development: the Problem and the Program” in which he outlined an overall NPS policy for landscape treatment along the Parkway. Included in the manual were plant lists and outlined processes for installation of plant materials. The manual also addressed the treatment of agricultural fields and woods within the Parkway right-of-way.¹⁵⁶ Projects outlined in Bird’s manual

153. BLRI Annual Report, Ending June 30, 1942 (BLRI files, Gary Johnson Historic Guardwall Information file.)

154. “Monthly Report of the Resident Landscape Architect, Blue Ridge Parkway for April 1943, 2. (BLRI files, Gary Johnson Historic Guardwall Information file.)

155. Firth, 2005, 183.

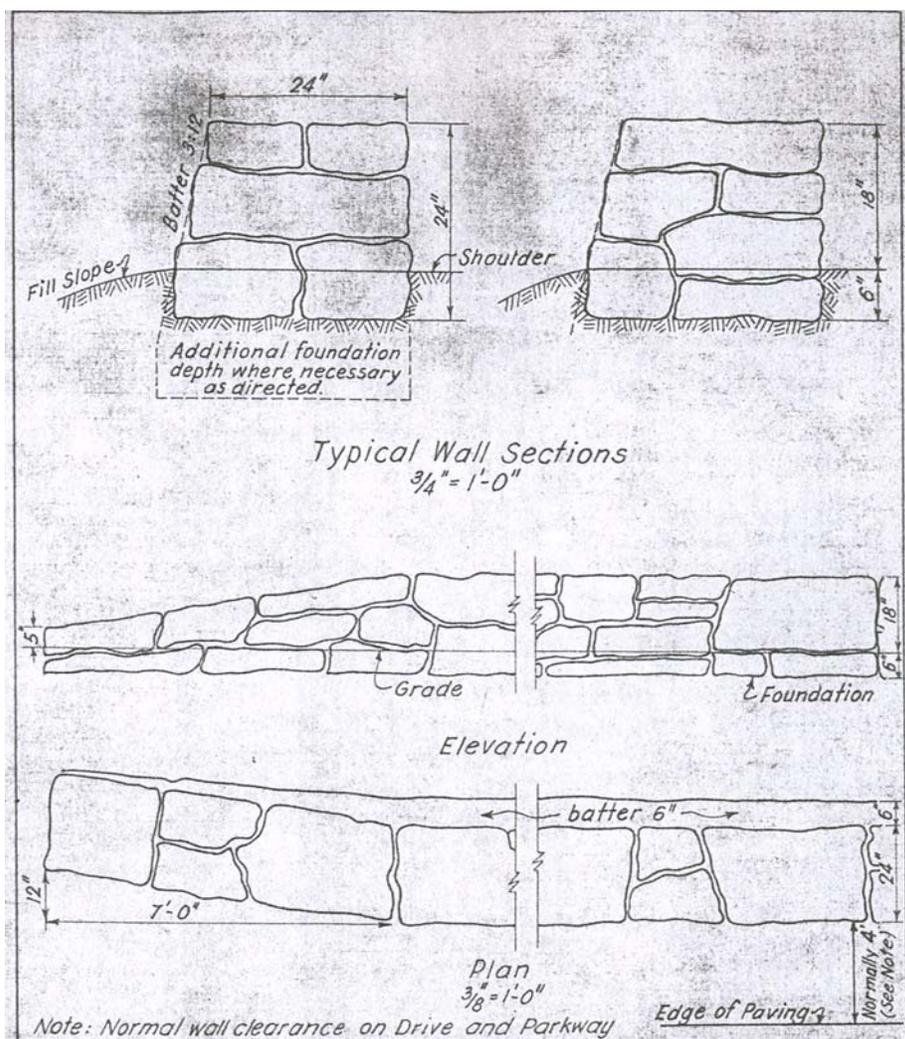


Figure 2.24: Typical guardwall section and elevation from construction documents, BLRI Archives, US Department of the Interior, National Park Service, *Proposal and Contract, Project 3B8-C4-D3, Shenandoah National Park and 1A3, Blue Ridge Parkway Guardwalls*, July 15, 1941, Plan Sheet 3 of 5.

included subjects such as selective cutting, planting and seeding of road cut slopes, and improvements to agricultural fields.

Landscape work began on Section 2A in January of 1938. The summary of landscape improvements made on this section gives much credit to the natural setting for the final results of implementation.

“Section 2A is unlike other sections adjacent to it in either Virginia or North Carolina in that it leaves the ridge in the second mile and drops down considerably below and away from the crest. It is in pleasant contrast to the extensive views and panoramas offered by the neighboring sections.

The greater portion winds through some of the finest wooded areas found along the Parkway. Creeks are numerous, and the roadway is continually following along their courses or crossing them. The views are limited and therefore more intimate. Laurel and rhododendron is in evidence everywhere. Probably the most extensive stands of flame azalea on the Parkway occur here.

In spite of its location below the ridge, grading is heavy and steep slopes occur all along the section, making necessary heavy plantings of shrubs and ground cover to check erosion and heal the scars of construction.

The first half of the section was covered with a heavy stand of dead chestnut. With an abnormally wide right-of-way occurring in many places in this

156. *Ibid.*, 186.

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area, a considerable amount of work and money had to be expended in removing or felling these trees.”¹⁵⁷

Chestnut trees (*Castanea dentata*) were a valuable commodity to the local logging community in mountain areas of the southeastern United States,

“[The American chestnut tree] grew straight and often branch-free for fifty feet. Loggers tell of loading entire railroad cars with boards cut from just one tree. Straight-grained, lighter in weight than oak and more easily worked, chestnut was as rot resistant as redwood. It was used for virtually everything - telegraph poles, railroad ties, shingles, paneling, fine furniture, musical instruments, even pulp and plywood.”¹⁵⁸

Tragically, the chestnut blight was to literally alter the mountain landscape of that period. A quickly spreading fungus arrived in the United States through the propagation of imported chestnut trees in 1905; the fungus quickly began to eliminate the American Chestnut from the eastern section of the country.¹⁵⁹

“By the mid 1930s, . . . the chestnut blight, had virtually eliminated the American chestnut tree, so highly prized for its timber value and its abundant crop of nuts used by both man and wildlife. Before the blight, in some parts of the forest, the chestnut was the dominant tree, accounting for up to 70 percent of the total number of trees in some stands.”¹⁶⁰

General cleanup along Section 2A included “cutting down and removing dead trees, slash, stumps, stump growth, removing rail fences and cutting back of dead laurel and rhododendron in burned-over areas.”¹⁶¹ Wood from chestnut trees which was “sound enough” to use for railings was utilized

for split rail fencing.¹⁶² Strategically, logs were left within view of the road “to avoid a too cleaned-up appearance, and also to provide shelter as well as food, in the form of insects for wild life.”¹⁶³

Selective cutting was performed along much of the section with much input from NPS landscape architects. Yellow paint was utilized to indicate trees and “other growths” to be removed from the roadside areas.¹⁶⁴ The initial selective cutting work was completed by December 1938 with additional thinning implemented thereafter.¹⁶⁵

Abbott’s report to the Director of NPS in stated 1938,

“Thus far in North Carolina eight miles of general clean-up of dead and downed timber and debris has been accomplished on Section 2A, five miles of which has been completed as to selective cutting and vista clearing. The first work, in many respects is one of the most spectacular parts of the whole program. Comparisons before and after the work show how much of the natural beauty of the woods and fields have formerly been hidden by the debris, the slash, and especially the suckers or stump growth resulting from careless forestry in the past. Beautiful vistas to the distance, glimpses into the woods and specimen laurel, rhododendron, and azalea in the background are often revealed by a slight cutting under judicious supervision.”¹⁶⁶

Mowing and additional grading were also implemented under the Landscape Development plans. NPS flattened slopes that were too steep or rocky to lessen erosion. “Before landscape grading, there were no transitions between cut and fill slopes or at the ends of either cuts or fills, Landscape grading provided transitions at these points as much as was feasible.”¹⁶⁷

Planting operations began in 1939 with the digging of holes for shade trees, evergreens, and small flowering trees for the first six miles of the section. NPS personnel first staked plant locations, then the holes were dug to the appropriate size. The process

157. Middleton. *FCR, Landscape Development (LD), Section 2A BLRI*. (Washington, DC: US Department of Agriculture, Bureau of Public Roads, 1941), 5.

158. Quote of the American Chestnut Foundation, Steve Nix, “An American Chestnut Comeback.” Website <http://forestry.about.com/cs/treeid/a/achestnut>. Accessed March 13, 2006.htm

159. Website of the American Park Network, “Shenandoah History.” <http://www.americanparknetwork.com/parkinfor/sh/history/index.html>. Accessed March 13, 2006.

160. Website of the George Washington and Jefferson National Forests, “Cultural History,” <http://www.fs.fed.us/r8/gwj/cultural>. Accessed March 13, 2006.

161. Middleton, 2A, 5.

162. *Ibid.*, 7.

163. *Ibid.*

164. *Ibid.*, 8.

165. *Ibid.*

166. Quoted in Jolley, *Comet’s Tail*, 36.

167. *Ibid.*, 9-10.

of digging holes was closely monitored and regulated. Collected plant materials from nearby sites as well as nursery grown stock were used in the planting process. All flowering trees were purchased from nurseries. After installation of the trees, shrubs were collected and planted. Ground cover was then installed with amended topsoils.

In order to coordinate and expedite staking and planting, “a system was devised so that by the stake itself the foreman and workmen would know how large a hole to dig for each plant as marked by the stake, and what variety and size to plant at the time of planting. The length of the stake denoted the diameter of hole. . . each variety was represented by a different color painted on the stake. The number of bands of paint signified the size or height of plant.”¹⁶⁸ In planting, NPS fertilized topsoils with cottonseed meal and bone meal. Sawdust was often added to the topsoil as humus. Mulch rings were added to each plant to retain moisture. NPS conducted watering of the plants from a 550 gallon truck fitted with a pump¹⁶⁹ and implemented fertilization (‘liming’) by a horse-drawn lime spreader at the rate of one ton per acre.¹⁷⁰

NPS installed permanent erosion control devices throughout the landscape development process and included check dams and slope stabilization with grassing (seeding and sodding). All of the landscape development improvements for Section 2A were completed by July 1, 1940.

A full range of landscape materials were used in the landscape development of Section 2A and included grasses, trees (both evergreen and deciduous), shrubs, groundcover, and vines. Grass mixes included different types of mixes for different roadside conditions. The following were the uses for the various mixtures:

Type A – Slopes and Shoulders – Open Areas

Type C – Slopes and Shoulders – Wooded Areas

Type B and D – Fields

Type E – Erosion Control

Type F – Wooded Areas

Special Mix – 3 bushel of oats and 10 lbs white sweet clover per acre used on high steep fills.¹⁷¹

The mixes used different combinations of a variety of seeds including: Kentucky bluegrass, Canada bluegrass, redtop, orchard grass, tall oatgrass, timothy, Italian rye grass, sheep fescue, Chewings fescue, Colonial bent, Alsike clover, and white Dutch clover. NPS utilized a “special mix” for high steep fill areas which included oats and white sweet clover.¹⁷²

Public advertisement for nursery supplied trees and shrubs included the following plant materials (see Table 1):¹⁷³

Additional plant species installed included: scarlet oak (*Quercus coccinea*), red maple (*Acer rubrum*), chestnut oak (*Quercus prinus*), white pine (*Pinus strobes*).

Detailed records have not been located for Sections 2B and 2C for landscape development. The *Final Construction Report* (FCR) for Section 2B is an abbreviated document compared to the 2A FCR.

It states, “Landscape work on section 2B was confined to general cleanup and removal of hay.” Large amounts of dead chestnut trees were felled and either removed from the Parkway or kept on slopes for stabilization. Work in this section included:

- 1) Selective cutting and pruning
- 2) Seeding slopes and shoulders
- 3) Soil stabilization
- 4) Digging holes and preparation of soil for planting, including furnishing topsoil to hole
- 5) Collecting plant material
- 6) Planting
- 7) Grading and flattening of slopes
- 8) Temporary nursery
- 9) General clean-up and special items
- 10) Maintenance
 - a. Watering
 - b. Pruning

^{168.} Middleton, 2A, 11-12.

^{169.} *Ibid*, 2A, 14-15.

^{170.} *Ibid*, 2A, 15.

^{171.} *Ibid*, 2A, 22.

^{172.} *Ibid*.

^{173.} *Ibid.*, 2A, 27-28.

Table 1

No:	Genus and Species	Common Name (not listed in original document)	Size	Quantity
1	<i>Amelanchier canadensis</i>	Serviceberry	2'-3'	400
2	<i>Amelanchier canadensis</i>	Serviceberry	4'-6'	100
3	<i>Ampelopsis quinquefolia</i>	Virginia Creeper	2 yr. #1	10,000
4	<i>Aronia arbutifolia</i>	Red Chokeberry	1½'-2'	75
5	<i>Aronia melanocarpa</i>	Black Chokeberry	1½'-2'	50
6	<i>Bignonia radicans</i>	Trumpet Creeper	2 yr. #1	1
7	<i>Celastrus scandens</i>	American Bittersweet	2 yr. #1	10
8	<i>Clematis virginiana</i>	Virgin's Bower	2 yr. #1	750
9	<i>Cornus florida (B&B)</i>	Dogwood	3'-4'	8
10	<i>Cornus stolonifera</i>	Red Stem Dogwood	3'-4'	20
11	<i>Crataegus crus galli (B&B)</i>	Cockspur Hawthorn	3'-4'	36
12	<i>Crataegus crus galli (B&B)</i>	Cockspur Hawthorn	4'-5'	150
13	<i>Hamamelis virginica</i>	Witch Hazel	3'-4'	450
14	<i>Hamamelis virginica</i>	Witch Hazel	4'-5'	150
15	<i>Hicoria ovata</i>	Shagbark Hickory	3'-4'	5
16	<i>Ilex opaca (B&B)</i>	American Holly	2'-3'	50
17	<i>Ilex opaca (B&B)</i>	American Holly	3'-4'	17
18	<i>Ilex verticillata</i>	Winterberry Holly	3'-4'	225
19	<i>Ilex verticillata</i>	Winterberry Holly	4'-5'	75
20	<i>Malus coronaria</i>	Sweet Crabapple	3'-4'	18
21	<i>Malus coronaria</i>	Sweet Crabapple	4'-5'	12
22	<i>Rosa palustris</i>	Swamp Rose	2'-3'	775
23	<i>Salix nigra</i>	Black Willow	6'-8'	15
24	<i>Tsuga canadensis (B&B)</i>	Eastern Hemlock	2'-3'	58
25	<i>Tsuga canadensis (B&B)</i>	Eastern Hemlock	3'-4'	39
26	<i>Vitis labrusca</i>	Fox Grape	2 yr. #1	100
27	<i>Zanthorhiza apiifolia</i>	Yellowroot	8"-12"	500

c. Staking

d. Mulching – including mowing, raking and stacking of hay¹⁷⁴

PLUMs for Section 2B indicate that NPS planned detailed planting for in this section of Parkway. Most planting notes indicate hardwood and evergreen tree plantings adjacent to the road and plans to create specific visual intent. For example, Sheet 1 of Section 2B notes, “to frame bridge 1 red oak 3 1/2 – 4”. Extend woods edge to bottom of slope with seedling white pine, red oak, red maple. Along proposed woods edge emphasize shadblow serviceberry [and] flowering dogwood.” To revegetate a former pasture area, “seedling white pine, red maple, and red oak” are recommended. Shrub bays are noted on many PLUMs for Section

2B. Plantings for these bays typically called for a mix of native shrubs including mountain laurel, flame azalea, and possumhaw viburnum. Large quantities of unspecified evergreen ground cover is also indicated in many areas of these plans.

PLUMs for Section 2C are slightly more detailed than those for Section 2B. Especially near amenity area entrances, revegetation at rock cuts are called out in the plans. Some areas call for shrub dominated planting schemes for the outcrop areas. Sheet 6 of Section 2C calls for mountain laurel, Catawba rhododendron, rosebay rhododendron, and evergreen ground cover to be planted “around rock ledges and in rock pockets.” Sheet 7 calls for a similar rock ledge area to be planted with not only shrubs but also heuchera, hypericum, sedum, and ferns.

¹⁷⁴. Middleton. *FCR, Landscape Development (LD), Section 2B BLRI*. (Washington, DC: US Department of Agriculture, Bureau of Public Roads, 1941), 6.

The Bluff

The planning for the BLRI involved not only the location and construction of roads, but also the inclusion of recreation areas. According to Abbott who had seen these types of additions in the Westchester County system, “In locating the Parkway the effort has been to provide a scenic motorway devoted in an almost complete sense to recreation. It will be a road-type which will invite leisurely driving and frequent stops for a period of hours or of days by the vacationer. It is unquestionably desirable, therefore, to set aside certain worthwhile areas at which the motorist may stop and to provide facilities for such activities as camping, picnicking, hiking, horseback riding, fishing, and swimming.”¹⁷⁵ Interior Secretary Ickes noted from the initial planning stages of the Parkway that these recreation areas would be included in Parkway construction.¹⁷⁶ The federal government was to be responsible for the land acquisition for the recreation areas.

The December 1934 BLRI master plan developed a list of 13 potential recreation areas. In this report, Abbott emphasized the need to protect these areas from “abusive land practices” and also for providing visitor services in this region of the country.¹⁷⁷ The 1934 plan proposed four major recreation areas: Natural Bridge, Virginia; Peaks of Otter, Virginia; Pinnacles of Dan, Virginia; and The Bluff, North Carolina. (The final routing for the BLRI had not been established beyond Blowing Rock, North Carolina in 1934; therefore, there was only one major recreation area proposed for the state.) The Master Plan proposed that each of these major recreation areas would include overnight accommodations in a lodge, hotel, or cabins. Minor recreation areas spaced between these major centers were to provide gas stations and small restaurants. Trails and camping areas would also be included in the recreation areas.

Plans for The Bluff recreation areas were approved and refined over the next two years. Additional recreation areas were added to the list and major recreation areas such as Natural Bridge were removed from the list. In 1936, a second Master Plan for development of the recreation areas was

approved (*see Illustration 2.D*). This was accompanied by a narrative report for each area. The description of The Bluff reads,

“This area is typical of the high grass pasture-land predominating in the Blue Ridge of northern North Carolina. A pronounced and very rugged ridge branches out in long lead spurs, many of which extend for two or three miles with little drop in elevation. On the east these mountains are covered with a second growth timber, and on the west they look over a patchwork of cultivated fields and pasture. The area includes a spectacular bluff at which a lead ridge terminates abruptly, falling 1,000 feet in a rock cliff. Adapted over a long period of time to the open pasture-like condition and producing a remarkable bloom is a luxuriant growth of several varieties of native North Carolina rhododendron ordinarily of forest habitat.”¹⁷⁸

A key player in the acquisition of property was Sam Weems. Weems was employed by the Federal Land Bank in 1935 when he first started working for NPS “on loan” along the BLRI.¹⁷⁹ Weems worked appraising properties for the land acquisition for the recreation areas. He soon became a full time NPS employee with the title of Project Manager for the recreation areas. Weems’ first assignment was to appraise the land for the property that would later become known as The Bluff. After Weems began working directly for NPS, he stated, “I found myself buying the very land I had appraised; so I had to use my own figures in negotiating for purchase.”¹⁸⁰ The Bluff, at over 6,000 acres, was one of the largest areas for which Weems worked to acquire property.

The negotiations process for the acquisition of property was often difficult. Although NPS “didn’t have any real monetary ceiling” in the land acquisition process, negotiators were required “to not pay more than 10% more than the appraised value” of a property.¹⁸¹ Weems and his acquisition teams had sympathy for some property owners and extended “life-time reservations, in certain

^{175.} Quoted in Firth, 2005, 201.

^{176.} Firth, 2005, 202.

^{177.} Firth, 2005, 202.

^{178.} “Blue Ridge Parkway, Brief Description of the Recreation Areas Adjacent to the Parkway, to Accompany the Master Plan Thereof, Drawn June 3, 1936, BLRI Archives, RG 5, Series 8, Box 9, File 1.

^{179.} Samuel P. Weems. *Oral History Interview*. interview by S. Herbert Evison, 16 July 1971, 5.

^{180.} *Ibid*, 7.

^{181.} *Ibid*.

instances where we found an old mountaineer that we felt would just completely break up his life if he moved off property...so in these cases we did give life-time permits.”¹⁸² Weems had an excellent rapport with the mountain people from which he was acquiring property. He recollected, “out of the five big recreation areas we bought I dealt with hundreds of owners – and I didn’t have to condemn one piece of property. They were all purchased by negotiation. And when I look back on it now, I wonder how in the world we ever got it done.”¹⁸³ According to Firth, this recollection from Weems likely dates to the initial phase of land acquisition conducted with Resettlement Administration funds. NPS used condemnation to acquire land for The Bluff later in the acquisition process.¹⁸⁴

There were thirty nine parcels which made up The Bluff recreation area. Priority was given to the acquisition of properties closest to the Parkway and to owners with multiple tracts within the limits of the recreation area. For example, property owners noted as “Payne and Deemer” owned strategic parcels along the ridge lines within the recreation area consisting of 2100 acres. Martin Brinegar (and his heirs), W.F Doughton, and R.L. Doughton all owned strategic roadside parcels.¹⁸⁵

As recreation area Project Manager, Weems had a staff of as many as seventeen landscape architects at one time. Abbott and Abbuel’s planning teams would work on projects and then pass them to the development team which worked under Weems. The labor for constructing the areas came out of the WPA and CCC camps and later from Conscientious Objectors camps during World War II. Subsequent labor was provided by contract or force account.¹⁸⁶

Work on the development of The Bluff had begun by 1939 when Abbott reported that 250 WPA men were at work in the development of The Bluff. CCC workers near The Bluff recreation area at Camp NP21 were dedicated to working on landscape development projects along the Parkway.¹⁸⁷ By

1940, the CCC labor was transferred to some of the major building projects within the recreation areas.

The Bluff was considered a Recreation Demonstration Area (RDA). “The RDA program was intended to provide new recreational opportunities particularly for lower income groups in urban areas, and to demonstrate how such recreation areas should be planned and developed.”¹⁸⁸ This program became controversial for several reasons: (1) Early versions of the program included activities such as golfing and playgrounds which were not necessarily appropriate for the natural setting; (2) The program utilized racial segregation for activity areas—in The Bluff, separate African American amenities included separate cabins, camping and picnicking areas, and comfort stations.¹⁸⁹ A 1941 plan for Bluff Park Recreation Area indicates a “Negro Comb[ination] Unit proposed in a location north of the existing campground. The plan indicates buildings to be constructed in this area plus a short trail and parking area.¹⁹⁰ There is no evidence that this area was ever constructed.

As stated previously, the goal for the recreation areas was four-fold:

- 1) Conservation of natural scenery
- 2) Provision of facilities for active recreation
- 3) Provision of food, lodging, and motor service
- 4) Location of utility buildings for maintenance and operation of the parks and Parkway

Conservation of Natural Scenery

Work to conserve natural scenery in The Bluff began in 1937. Activities in this area included reforestation of eroded lands (many areas were planted with white pine seedlings); reseeding and liming of open pasture areas; salvaging of chestnut rails for fencing, and the construction of erosion control adjacent to streams.¹⁹¹ A 1936 plan entitled *General Development Plan, The Bluff*, (Illustration 2.D) delineates different areas of treatment on the 6,000 acre property. A 60 acre lake is proposed near

182. *Ibid*, 9.

183. Weems, interview, 22-23.

184. Firth, 2005, 209.

185. “The Bluff, List of Parcels,” BLRI Archives [need to list location and box]. *Property Map, The Bluff* [drawing], 11 July, 1936, Drawing No. BLU-BI-1051 [need to list location and box.]

186. Weems, interview, 27-28.

187. Firth, 2005, 212.

188. *Ibid*, 213.

189. *Ibid*, 214.

190. Roads and Trails Map [drawing], Bluff Park Recreational Area, DSC/TIC file, BLRI, Bluff Park- Roads + Trails, 2003, 4/1/ 1937.

191. Firth, 2005, 216.

the junction of Caudill Branch and Basin Creek. The construction of this lake (which never occurred) involves the obliteration of existing farmsteads in the Basin Cove area. Obliteration of fences throughout the park is proposed in this drawing as well as the construction of “smooth” and “worm” fences in areas adjacent to the Parkway. Vegetation recommendations include “stand improvement”, seeding, and tree planting. Areas for moving and planting trees and shrubs are also indicated as well as potential nursery areas for the provision of plants to be utilized in landscape development.¹⁹²

Provision of Facilities for Active Recreation

Provisions of facilities for active recreation at The Bluff included an extensive network of bridle and foot trails. A 1937 plan entitled, *Trail System, The Bluffs Park* (the park name changes from ‘The Bluff’ to ‘The Bluffs’ with this document) delineates this network which traverses the majority of the park. The plan includes details of trail steps (both stone and log), walls, and trail sections to be constructed on slopes (see *Illustration 2.E*).¹⁹³ The trails are divided into construction priorities with the following loops (shelters are noted in parentheses):

1st Construction Priority (7.9 miles):

Foot Trails – 1) from Wildcat Rocks down to Wild Cat Branch (5 stream crossings), across Basin Creek and Caudill Branch and south to an extension of the “existing mountain road” (Grassy Gap Fire Road); 2) A combined bridle trail (priority 3) with a foot trail looping from the entry road to The Bluffs Lodge area southwest to Ice Rock, east to Brooks Knob (shelter), north along Chestnut Ridge to Wild Cat Rock & the Lodge, and north to the entry road. A spur from this trail leads east to the Fodder Stack. Another spur of this trail leads southeast along Chestnut Ridge (shelter).

2nd Construction Priority (10.9 miles):

Foot Trails – from the junction of Basin Creek and Wildcat Creek north along Basin Creek with 8

footbridge crossings to the Parkway at STA 125 of the plan

Bridle Trails – Beginning at the entry road to the Lodge area, the trail parallels the parkway crossing to the north side of the Parkway for a few hundred feet and then back over, the trail follows the ridge line and the Parkway until the intersection with Cedar Ridge, the trail follows Cedar Ridge south to the existing mountain road and then turns west following Flat Rock Ridge to the intersection with the Parkway.

3rd Construction Priority (9.2 miles):

Foot Trails – Brooks Knob southeast along Brooks Ridge, east at the junction with Bluff Ridge (shelter), east to the proposed dam across Basin Creek, east to the extension of the existing mountain road

Bridle Trails – 1) Parallel on the east side of the Parkway running from Flat Rock Ridge north to Ice Rock; 2) A combined bridle trail with a foot trail (priority 1) looping from the entry road to The Bluffs Lodge area southwest to Ice Rock, east to Brooks Knob (shelter), north along Chestnut Ridge to Wild Cat Rock & the Lodge, and north to the entry road.

The only trail shelter actually constructed in this network was a shelter located along the Bluff Ridge Trail (now accessible from the Bluffs Picnic Area). This rustic stone and wood shelter was likely constructed during the same time period as much of the original construction in the Bluffs Picnic Area.

Campgrounds were designated at The Bluff by the delineation of three sets of loop roads which were situated in pasture areas along the Parkway. Picnic areas were similarly situated along the Parkway in various settings, some on wooded slopes some in open areas near pastures. For both uses, “a clear organization of vehicular and pedestrian movements was necessary in order to limit the impact on the natural setting, with a one-way loop road as the preferred layout.”¹⁹⁴

PLUMs for Section 2C indicate a system of horse trails within The Bluff Recreation Area. The horse

^{192.} *General Development Map, The Bluff* [drawing], approved 6 February 1936, DSC/TIC file, BLRI, The Bluff General Development, Drawing, 1051, 2/1/1936.

^{193.} *Trail System, The Bluffs Park* [drawing], approved 16 March 1937, DSC/TIC file, BLRI, Bluffs Park Trail System, Drawing, 2001, 3/1/37.

^{194.} Firth, 2005, 218.

trail roughly parallels the parkway and property line of The Bluff. Beyond the trail maps, information on actual horse use in the park was not located during the course of this research; however, plans for a stable area were located. No date for construction or demolition of the stable has been located. These 1937 plans show the stable close to the Bluff just south of an “open meadow area”.¹⁹⁵ The stable location changed by the next year when a plan shows the stable and adjacent pasture area located off of an overlook and parking area located near MP 240. A post and rail fence is proposed to enclose the pasture area. Detailed plans are not available, but the stable indicated on these drawings is approximately 28’ by 90’ with an “open shed” area on one side.¹⁹⁶ A 1941 aerial of the area shows a clearing in the area where the stable was to be constructed, but the quality of this aerial photograph does not reveal if there is a building in this area. The horse stable is shown on a *General Development Plan for The Bluffs* drawn in 1948.¹⁹⁷ However, the building is no longer shown on a later *General Development Plan* dating from 1963 indicating that the if building was constructed, it was demolished sometime during this twenty year span.¹⁹⁸

Provision of Food, Lodging, and Motor Service

Provision for food, lodging, and motor service were planned for The Bluff by 1937 (despite the fact that some of these improvements did not occur until after the war.) Planning had begun for the location of a lodge, restaurant, and gas station within The Bluff area.

Location of Utility Buildings for Maintenance and Operation of the Parks and Parkway

Location of utility buildings for maintenance and operation of the parks and Parkway occurred within the boundaries of The Bluff. WPA and CCC labor constructed the maintenance area at The

195. *Roads and Trails, Bluff Park* [drawing], approved 1 April 1937, DSC/TIC file, BLRI, Bluff Park – Roads + Trails, 2003, 4/1/1937.

196. *Stable Site and Parking Area* [drawing], approved 23 December 1938, DSC/TIC file, BLRI, Bluff Park Stable and Parking, 2015, 5/1/1939.

197. *General Development Map, The Bluff* [drawing], approved 11 October 1948, Drawing 2078, BLRI Vertical Files.

198. *Doughton Park, NC, Developed Areas and Utilities Plan*, approved 20 August, 1963, Drawing 2078C BLRI Vertical Files. BLRI.

Bluff in 1939-1940, which was one of the two constructed in Recreation Demonstration Areas.

The initial installation of utilities at The Bluff included the construction of a concrete dam for a reservoir to supply water for the amenity areas. Water was pumped from a pump house at the reservoir to two water towers located at Wildcat Rocks Overlook and the Campground. According to Firth, electrical power was provided for Parkway amenity areas via commercial lines which were routed subgrade to the different locations.¹⁹⁹ Firth continues, “several sewage disposal systems were usually necessary in major recreation areas because of the wide separation of the developed facilities and the character of the terrain.”²⁰⁰

The major infrastructure pieces for The Bluff were all in place by 1942. Some construction had begun within all of the amenity areas within The Bluff by 1942. While not all of the buildings had been constructed by this date, roadways, parking areas, and utilities were provided to all of the present day component landscapes including the Bluffs Lodge Area, Bluffs Picnic Area, Bluffs Coffee Shop and Service Station, the Campground and the Maintenance Area.

Bluffs Lodge & Wildcat Rocks Overlook (MP 241.1)

In 1937, NPS designed an entry road at MP 241.1, Parkway left. Construction commenced on the entry road in 1938. Features of the roadway included a graceful curve constructed through a rock outcropping with a stone-lined gutter running the length of the curve on the east side (see Figure 2.25 - Figure 2.26). The road ran for approximately 1500 feet before turning east into a parking area.²⁰¹ The road initially terminated in this lot intended to furnish parking for a new overlook area known as Wildcat Rocks Overlook to which a gravel walk was constructed (*see Illustration 2.F*).

The overlook at Wildcats Rock was a feature which showcased the rustic-style stonework used throughout the early Parkway construction. Plans for the overlook were approved in 1939, and the

199. *Ibid*, 218.

200. *Ibid*.

201. *Entrance Road to Lodge and Parking Area – Bluff Park* [drawing], approved 10 July 1937, DSC/TIC, BLRI, Lodge & Parking Area – Entrance Road – Bluff Park, Drawing, 2002, 5/1/38.



Figure 2.25: Entry road to Bluffs Lodge Area, c. 1939, Neg. #6114 (586a), Class. #719.5, BLRI Archives.



Figure 2.26: Entry road to Bluffs Lodge Area, c. 1940, Neg. #7359 (759a), Class. #069.75, BLRI Archives.

feature was constructed soon thereafter. The plans were specific in the workmanship and details required for the site. Notes on the drawing read: “Both walls to be located as near cliff edge as

practicable. The flagstone for a distance of 5’ behind wall to be layed [sic] in gravel bed with cement mortar [sic] joints. All other flagstone to be layed with wide grass joints on the natural grade. Six half log benches to be placed at advantageous positions on the flagged area. The outline of the flagged area to be staked on the ground by the landscape architect.”²⁰² The intended view out from the overlook was across the valleys of Basin Cove. The pioneer building, Caudill Cabin, was visible from this point.

The water supply system for The Bluff development used a water tank which was located on the high point near the Wildcat Rocks Overlook. This tank was constructed sometime before 1939 (see Figure 2.27). The water supply system consisted of a dam and pump house east and water lines leading to the water tank at this location and at the Campground.

NPS proceeded with planning for the Lodge during this era of construction; however, no plan was



Figure 2.27: Water tower near Wildcat Rocks Overlook, c. 1940, Neg. #6117 (586d), Class. #725.1, BLRI Archives.

202. *Overlook at Wildcat Rocks* [drawing], approved 6 September, 1939, DSC/TIC, BLRI, Wildcat Rocks Overlook, Drawing, 2029, 9/1/1939.

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agreed upon and funding was not provided for the building in until the late 1940s. The configuration of the Lodge and support buildings (cabins, etc.) were sketched onto development plans. No layout appears more than once on the development plans hinting at the amount of debate that surrounded the site and position of the building within the designated area.

The 1942 PLUM for the Lodge area calls for enhancement of existing flora. Trees suggested for the entrance road include red maple (*Acer rubrum*), Table Mountain pine (*Pinus pungens*), white oak (*Quercus alba*), and northern red oak (*Quercus borealis*). Rock ledge areas at the entrance were to include mountain laurel (*Kalmia latifolia*), flame azalea (*Rhododendron calendulaceum*), Catawba rhododendron (*Rhododendron catawbiense*), rosebay rhododendron (*Rhododendron maximum*), and winterberry (*Ilex verticillata*). “To create a natural rock garden” the following species were recommended along the rock ledges: hairy rockcress (*Arabia hirsuta*), coral bells (*Heuchera americana*), St. Johnswort (*Hypericum spp.*), sedum (*Sedum spp.*), and Virginia spiderwort (*Tradescantia virginiana*).

Bluffs Picnic Area (MP 241.1)

The picnic area at The Bluff was one of the first developed along the BLRI and is located at MP 241.1, Parkway left. The infrastructure for the area was in place by 1939 with the construction of the lodge area entry road and the water supply system. After the construction of the entry road, the first section of the picnic road was constructed. The road was a spur off of the main entry road to The Bluff development veering west approximately 700 feet from the Parkway. This road continued about 500 feet west and terminated in a parking area for approximately 42 cars (see *Illustration 2.G*). A stone water fountain was constructed at the end of the parking area. The parking area contained stone curbing and was a gravel surface (see Figure 2.28). Although five rustic stone drinking fountains were proposed for the area in the original construction documents, it is unclear how many were actually constructed (See Figure 2.29). By 1939, approximately one mile of trails (with log interrupters and approximately 25 stone steps) was installed near the Picnic Area.



Figure 2.28: Bluffs Picnic Area, showing parking area, water fountain, and trail in distance, c. 1940, Neg. #6718 (760f), Class. #796.5, BLRI Archives.



Figure 2.29: Detail of stone drinking fountain, Bluffs Picnic Area, 1940, Neg. #6719 (760e), Class. #796.5, BLRI Archives.

Picnic facilities included 36 picnic sites each of which included a table and fire place area (see Figure 2.30 and Figure 2.31). Each picnic site was situated along a pathway, which wound through either the pasture or the wooded area adjacent to the Parkway. A unique comfort station was designed and constructed on the south side of the parking area. The design of this building differed from other comfort stations constructed during this period along the Parkway. Because the building’s prominent location on the open pasture sloping down the parking area, the comfort station could not be buffered with vegetation. For aesthetic



Figure 2.30: Detail of fireplace in Bluffs picnic Area, 1940, Neg. #6715 (760c), Class. #796.5, BLRI Archives.



Figure 2.31: Typical picnic unit with table, benches and fireplace, 1940, Neg. #6716 (760d), Class. #796.5, BLRI Archives.

reasons, an Adirondack style was chosen for the design, and NPS constructed the building between 1940 and 1941 (see Figure 2.32).



Figure 2.32: Construction of comfort station, Bluffs Picnic Area, 1940, Neg. #10,004, Class. #069.24, BLRI Archives.

By 1941 this picnic area was being referred to as the “Meadow Picnic Area” and potential expansion for the area was indicated on master planning documents. PLUMs dating from 1942 indicate that additional plantings were recommended for the area including additional rhododendron and kalmia above and among the rock ledges as well as low growing plants in the rock ledges such as hairy rockcress, coral bells, and rock geranium (*Huchera americana*).²⁰³

Popularity of this picnic area lagged behind the more well known Cumberland Knob destination. In 1941, a Superintendent’s Monthly Report reveals, “[a] considerable increase in visitors to the Parkway and the recreation areas was noted, and especially at Cumberland Knob Park where 10,720 persons were counted. An effort is being made to encourage more use of the Bluff Area where the facilities are adequate to take care of larger crowds.”²⁰⁴

Bluffs Coffee Shop & Service Station (MP 241.1)

Planning for provisions for an auto service station and eating establishment began early in the planning process for The Bluff recreation area. Located at MP 241.1, the first implemented portions of this area included the entrance road and a parking area. The roadway portions of the plans produced in 1938 and 1939 (see *Illustration 2.H*) were implemented after an existing road through

²⁰³. US Department of the Interior, NPS. *CLI Coordinator Review Report, Bluffs Picnic Area*. (Washington, DC: USDI, NPS, 2005), 15.

²⁰⁴. Abbott, Monthly Report, June 10, 1941, 6, BLRI Archives, Superintendent’s Monthly Reports, BLRI 1941-1950, Box 1 of 2, RG-1, Series 2, Box 59.

the site was obliterated.²⁰⁵ The plan included a stone retaining wall and walkways. Stone steps were to lead down from the parking lot level to Picnic Area #1 (later known as the Woods Picnic Area). This area was to contain “35 picnic units to be located along trails down thru the woods.”²⁰⁶ The plan indicates a “Proposed Road to Cottages” on the east side of the plan; however, these were never constructed.

During the construction of the road and parking area, water supply from the Wildcat Rocks Overlook water tank was routed to the picnic area to supply a comfort station and water fountains. In 1941, a master plan for The Bluff indicated the planned layout for the “Woods Picnic Area” showing locations for picnic units, a comfort station, temporary pit toilets, and water fountains (*see Illustration 2.I*). The picnic area was constructed between 1941 and 1942 including the comfort station with a sewage system.

Planning for racial segregation of recreation area amenities was commonplace in the initial implementation of amenities on the Parkway. Of the two picnic areas constructed at The Bluff, the area adjacent to the future Coffee Shop and Service Station was designated for African Americans. The Meadow Picnic Area (also known as Picnic Area #3) was designated for use by whites. A monthly superintendent report from August of 1941 reveals that the decision for this separation arose out of a conflict which took place in the area. Abbott writes, “On the last Sunday of the month a group of Negroes from Winston-Salem, North Carolina, refused to use the portion of Bluff Park picnic area that had been set aside for Negro use. This group forwarded a letter to the Director and to the Secretary explaining the difficulty. It has now been established that the woodlands picnic area at this park shall be open to both colored and white people on a joint use basis, and the meadow picnic grounds will be for the use of white persons only.”²⁰⁷

^{205.} US Department of the Interior, NPS, *CLI Coordinator Review Report, Bluffs Coffee Shop and Service Station*, (Washington, DC: USDI, NPS, 2005), 14.

^{206.} *Road and Parking Area – Motor Service Station – Bluff Park* [drawing], approved 31 January 1938, DSC/TIC, BLRI, Motor Service Station Road and Parking, Drawing, 2004, 6/1/1939/

^{207.} Abbott, Monthly Report, August 14, 1941, 4, BLRI Archives, Superintendent’s Monthly Reports, BLRI 1941-1950, Box 1 of 2, RG-1, Series 2, Box 59.

Planning for the Gas Station and Coffee Shop began during this period; however, the design was not finalized until 1948. Plan variations from the early 1940s include the placement and layout of these buildings as well as the loop drive serving them.

Campground (MP 239.2)

The campground near The Bluff development was one of the most altered pieces of the recreation area since its initial construction. The site was conceived to be constructed on both sides of the Parkway at MP 239.2. One of the first components to be constructed for this amenity area was the water supply system between 1938 and 1939. NPS constructed a water tank in the tent camping area on a high point to provide water for the proposed drinking fountains and comfort station. The Service extended this line in 1939 to provide water for the water fountains and comfort station in the trailer camping area.²⁰⁸

In 1939, NPS constructed the initial roadway system for the camping areas (*see Illustrations 2.J*). The roadway system utilized an existing alignment from an “old farm road.” The original intent for the campground was for Loop A (Parkway right) to include cabins (these were never constructed). Loop B (Parkway right) included a loop road around a knoll for group camping and open space designated as “open grassland” for group activities. Exact numbers of parking spaces for these loops were to be determined in the field. Loop C (Parkway left) was intended for trailers (*see Illustration 2.K*). Notes for Loop C indicate that accommodations were to be provided for 20 trailers within the loop.²⁰⁹ An inner loop road was also constructed at Loop A. Notes on the drawings for the camping area indicate standards for rustic details such as log curbs, low log guard rails, and wooden tent platforms. Special rustic small-scale features in the campground included stone drinking fountains and a horse trough (*see Figure 33*). From 1940 until 1949, NPS proposed several designs for cabins for the camping area; however, none of these designs were implemented.²¹⁰

^{208.} US Department of the Interior, NPS, *CLI Coordinator Review Report, Doughton Park Campground*, (Washington, DC: USDI, NPS, 2005), 15.

^{209.} *Camping Area – Bluff Park* [drawing], approved 26 February 1938, DSC/TIC, BLRI, Bluff Park Camping Area, 2007, 3/1/1939.

^{210.} *CLI Doughton Park Campground*, 15.

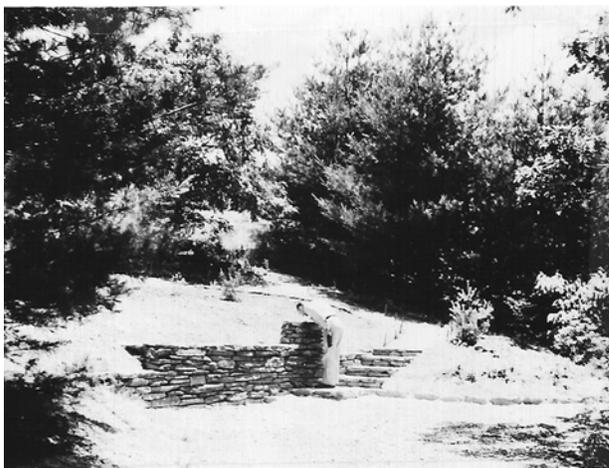


Figure 2.33: Drinking fountain and horse trough in camping area, c. 1940, Neg. #6718 (760f), Class. #796.5, BLRI Archives.

By 1941, plans indicate that the cabin area could accommodate parking for 95 cars. Loop B included parking for 32 cars, 2 drinking fountains, and 9 camp units (the intended quantity from the original design documents was 35). Each camp unit included a wooden tent platform. The trailer area (Loop C) included parking accommodations for 26 trailers and five drinking fountains. Drinking fountains were originally designed out of logs set on end and were fashioned with a basin and drinking spigot at the top of the log. These fountains may not have been durable enough, as they were soon replaced with a second generation of fountains constructed out of rustic stone. These fountains consisted of a battered shape, narrowing upward with a basin and spigot at the top.

In November of 1941, plans were approved for Loop A to be converted into “Picnic Area #2”. Trails and picnic sites were added to this area as well as pit toilets. A ball field was designed for the loop, but it is unclear if this function was ever implemented.²¹¹ Prior to 1943, comfort stations were designed for both Loop B and Loop C. NPS designed and constructed the comfort stations in a more utilitarian style than the Bluffs Picnic Area station, basing them on regional vernacular architecture.

PLUMs issued between 1942 and 1947 make several recommendations for planting in the campground including Mountain laurel (*Kalmia latifolia*), rosebay (*Rhododendron maximum*), and

flame azalea (*Rhododendron calendulaceum*). Supplemental tree plantings included Table Mountain pine (*Pinus pungens*), white pine (*Pinus strobus*), and serviceberry (*Amelanchier canadensis*). These plantings helped to increase the overall tree canopy in the campground and to buffer these uses from the Parkway. PLUMs also indicate that Loop A was intended as a “Cabin Area”. Specific plans for development of cabins at Loop A were not located during the course of this research.

Maintenance Area (MP 245.5)

The construction of a Maintenance Area at The Bluff fulfilled the recreation area’s need for a location to support the maintenance and operation of the park and Parkway. The 1936 master plan for The Bluff proposed a location for the maintenance area at MP 245.5, Parkway right. This maintenance area was one of the first four such support facilities to be constructed along the entire BLRI.

In September of 1938, CCC Camp NP-21 was established near The Bluff recreation area. Crews from the camp were assigned to landscape development on the Parkway. At least nine low barracks buildings to house workers were constructed close to the Parkway (see Figure 2.34 and Figure 2.35). NPS constructed the barracks to house approximately 225 men during landscape and recreation area development. According to aerial information, what is believed to be four long barracks buildings were scattered between the entry road to the Maintenance Complex and the Parkway itself (see Figure 2.36). This area also contained five smaller support buildings. On the slope above the entry road, there were five long building and two smaller support structures. A network of roads and trails ran between the buildings in this complex. According to one former CCC worker, “we had barracks. Regular barracks, like the army. Chow hall and everything. . . if you drove a truck, you got your truck out of the shed that morning. . . pulled out in front of the office, with the crew loaded on the back of it.”²¹²

Between 1938 and 1939, the entry road, including a retaining wall and stream conduit, was planned and implemented at this location. The entry road drawings indicate that there were several existing buildings near the location of the road including a

²¹¹. Picnic Area #2 [drawing], approved 11 November 1941, DSC/TIC, Picnic Area Number 2, Drawing, 2056, 11/1/1941.

²¹². William Pruitt, Oral History Interview, interview by Alicia Gallant, 14 June, 1996, 2.



Figure 2.34: CCC Camp NP-21 with BLRI in background, c. 1940 - 1941, Neg. #9858, Class. #353.32, BLRI Archives.



Figure 2.35: CCC Camp NP-21 and Maintenance Area, c. 1940 - 1941, Neg. #9860, Class. #353.32, BLRI Archives.

frame house, a two-story house, and a barn. The design for the complex was a horseshoe shape with an inner court surrounded by buildings. Stream conduit and a storage yard were also part of the original plan (see *Illustration 2.L*). The storage yard was planned for the area immediately behind the inner court. The stream conduit (an underground pipe which ran below the courtyard area) had an outlet just west of the inner court. Existing buildings such as a barn and several houses are slated for demolition on the plan for the entry road to the site.²¹³ Between 1938 and 1940, NPS facilitated construction of many of the buildings proposed on the *Maintenance Area - Utility Group Plan* by using CCC labor.²¹⁴ Buildings constructed during this period included the Office and Tool Storage, Gas and Oil House, and Incinerator. In 1940 additional buildings were added to the

Maintenance Area, these included the grease rack, fire equipment storage, incinerator and pump house.

By 1941, plans were being developed for an Employee's Residence Group to be added to the Maintenance Area (see *Illustration 2.M*). These buildings were not constructed until the after WWII. PLUMs from 1942 called for additional plantings near the entry road to the Maintenance Area. These were indicated in the CCC camp area, leading to the conclusion that the camp had been dismantled by this date. White pines were designated to reforest this area and buffer the Maintenance Area from the Parkway.

Brinegar Cabin (MP 238.5)

Caroline Brinegar, widow of Martin Brinegar, moved from her homestead in 1937 to live with her daughter, leaving the farm abandoned.²¹⁵ According to the *Brinegar Cabin HRS*, NPS "acquired two different tracts of land which were identified with Brinegar Cabin. The first, identified as Tract 24, was acquired on November 12, 1935. The grantor was John W. Brinegar who was paid \$1,000 (\$11.66 per acre) for the 85.7 acres conveyed. . . The second parcel of land conveyed was Tract 21, which contained 28.1 acres. The grantor was John W. Brinegar and Heirs and the conveyance occurred on April 23, 1937. The cost of this land purchase was \$320."²¹⁶

213. US Department of the Interior, NPS, *CLI Coordinator Review Report, Doughton Park Maintenance Area*, (Washington, DC: USDI, NPS, 2005), 15.

214. Robert Sparks, *Oral History Interview*, interview by Alicia Gallant, 29 June, 1996, 4.

215. US Department of the Interior, NPS, *CLI Coordinator Review Report Brinegar Cabin*, (Washington, DC: USDI, NPS, 2005), 15.

216. Buxton, 70.



Figure 2.36: 1941 aerial photograph showing location of CCC buildings in Maintenance Area, national Archives Photographic Collection, College Park, Maryland.

Sam Weems recollected the resistance he met from Mrs. Brinegar in the negotiations process for the property,

“So I finally said, ‘Mrs. Brinegar, I’ll tell you what: why don’t you just go ahead and let me give you the money and you can enjoy it, and stay here just like you have been doing. But I am going to tell you: we are going to have to build a road up here about 100 yards from your front door. And if you don’t mind that you just stay here and live the rest of your life just the way you are.’

Well, she had to talk to her children about it, and the children finally agreed with us that maybe this

was the thing for her to do, and she could take the money and use it to good advantage the rest of her life. . . Well, the minute the bulldozers showed up and started rooting the land around in front of her door, she left and went down and moved in with some of her kinfolks.”²¹⁷

Three years after this purchase, BLRI officials began planning for visitors at the Brinegar Cabin site (see Figure 2.37). Landscape plans from 1941 call for construction of a visitor parking lot and a walkway leading from the middle of a stone wall down to the cabin area (see *Illustration 2.N*). These

²¹⁷. Weems, interview, 24-25.



Figure 2.37: Brinegar Cabin (with Granary in background), 1940, Neg. #6477 (637-5), Class. #728, BLRI Archives.

plans indicate that the walkway would descend the slope above the Cabin at the center of the lot. A retaining wall ran parallel with the parking area to the walkway, and a split rail fence ran along the edge of the parking area from the middle walkway to the edge of the parking bays. Another walkway would descend the slope from the north end of the parking lot down toward the Cabin. The wall and middle walkway were not installed as indicated on this plan.

A revised plan for the site was approved in October of 1941 (see *Illustration 2.O*).²¹⁸ This plan shows a new walkway configuration (traces of the old walkway are visible on this drawing). This plan delineates the pathways in their current configuration with a long pathway leading from the north end of the parkway down a slope toward the cabin site. Existing plant materials are noted on this drawing including several apples (ranging in size from eight to twelve inches in caliper), a ten inch caliper hickory, and several oaks ranging in size from ten to twenty eight inches.

A planting plan from this same month of issue delineates additional site details (see *Illustration 2.P*).²¹⁹ The planting plan indicates that these site changes modify construction which had already occurred on the site. Lines on this plan indicate an “as built” parking configuration different from that on this plan. Other “as built” conditions are not clear from this plan. The plan indicates other site features to be constructed on the site such as a

218. *Road and Parking Area Brinegar Cabin* [drawing], approved 23 October 1941, BLRI HQ/ETS Drawing Files, Drawing No. BL-2055-A.

219. *Brinegar Cabin Site Restoration* [drawing], approved 30 October 1941, BLRI HQ/ETS Drawing Files, Drawing No. BL-2058.

stone patio outside of the cabin itself as well as stairs at the end of the walkway from the parking area. A “tree seat” constructed of “irregular weathered lumber in a simple, rough style” is detailed on the plan and was to be located around a thirty inch white oak adjacent to the Parkway. The planting palette for the site includes native and non-native naturalized trees, shrubs, vines, and perennials. The following are the quantities and species specified on this plan (See Table 2, common names have been added for clarity):

Fencing and field locations are also indicated on this plan. The flax field is located on the slope west of the parking area. A sheep pasture is located just up the slope from this field. Worm fencing is indicated around the flax field with a stile or trail crossing point indicated where the “Trail to the mountaintop” indicated on the plan crosses the field boundary. Worm fencing is also noted on the south side of the walkway leading down to the cabin and around the field area downhill from the apple orchard. Notes for the property across the Parkway indicate that the area was to be maintained as fenced cattle pasture and was to be “cleared and grubbed leaving only desirable specimens and groups according to the discretion of the Landscape Architect.”

The Cultural Landscapes Inventory (CLI) for the building states that WPA forces carried out “restoration under the supervision of landscape architect Kenneth G. McCarter” (see Figure 2.38). Crews built the parking area which was “notable for its use of flat stones, echoing the construction of the Cabin chimneys.”²²⁰ Work forces constructed fences to manage cattle on the site.



Figure 2.38: Construction of entrance road to Brinegar Cabin parking area, 1942, Neg. #6453 (744b), Class. #625.7, BLRI Archives.

Table 2

No:	Genus and Species	Common Name
1	<i>Quercus alba</i>	White oak
2	<i>Quercus rubra</i>	Red oak
25	<i>Symphoricarpos vulgaris [orbiculatus]</i>	Coralberry
1	<i>Syringa vulgaris</i>	Lilac
8	<i>Ampelopsis quinquefolia</i>	Virginia creeper
4	<i>Clematis virginiana</i>	Virgin’s bower
25	<i>Hemerocallis fulva</i>	Orange daylilly
50	<i>Monarda didyma</i>	Beebalm
12	<i>Phlox paniculata</i>	Garden phlox
12	<i>Rudbeckia laciniata</i>	Cutleaf coneflower

According to the Brinegar Cabin CLI, from 1941-1942, the Brinegar Cabin and the associated dependencies which were not demolished in the construction of the Parkway (Springhouse and Granary) were restored for interpretive purposes. Unfortunately, features such as the apple orchard and the barn were lost in an effort to provide visitor services for the site and to clear the path for the Parkway. A recordation team for the Historic American Buildings Survey (HABS) prepared drawings depicting the structure in the same year.²²¹

The Blue Ridge Parkway at the Close of this Period

All of the major amenity areas in The Bluff (by 1942 referred to as ‘The Bluff’ and ‘The Bluffs’ interchangeably) were begun by the close of this period. A 1941 Master Plan provided “a detailed picture” of the entire Parkway project after its first seven years of development.²²² By 1941, the Parkway extended both north and south of Sections 2A, B, and C. “By the summer of 1942, 170 miles [of the Parkway] were paved and fully open, while another 123 miles had a crushed stone surface and were open on a temporary basis.”²²³

NPS added directional signs to the open Parkway sections by 1940. These were often wood plaques, routed, with hand painted information (see Figure 2.39). In 1942, work along the Parkway was

transferred from CCC and WPA enrollees to NPS maintenance crews. “The onset of war halted all contract work on the road in the fall of 1942, by which time the end of CCC and WPA programs had stopped most of the development work in the recreation areas. The war also brought a sharp reduction in the staffs of the NPS and PRA (formerly the Bureau of Public Roads or Public Roads Administration) in Roanoke.”²²⁴

Key players in the planning and construction of the Parkway and The Bluff were recruited for the war and other agency duties. Austin and van Gelder both departed from the project for employment with other agencies. Abbott, wrote in his last report as Acting Superintendent of the Parkway in 1942,



Figure 2.39: CCC enrollees with sign at The Bluff recreation area, c. 1940 - 41, Neg. #9872, Class. #353.32, BLRI Archives.

221. *Ibid.*
 222. Firth, 2005, 231.
 223. *Ibid.*, 235-236.

224. *Ibid.*, 238.

“It is notable that the Parkway development was arrested by the war just short of that point where invitation without reservation could be extended to the motorist. The Blue Ridge Parkway has pioneered a new recreational conception and may well provide a standard against which to measure the wisdom of including other such scenic parkways within the national park system as are now being projected for development during the postwar period.”²²⁵

The War Years Era (1942-1945)

The onset of World War II brought further changes to the personnel associated with the BLRI. Abbott, Abbuehl, and Bird served in the military, leaving openings in these key positions. Weems, who had previously been promoted to Resident Landscape Architect, was further promoted to Superintendent in April of 1944, “with the understanding that when Abbott returned he would resume his [former] position.”²²⁶ One result of the reduced man power in maintenance staffs was a lack of attention to issues such as erosion on slopes. Many of the newly constructed drainage channels and systems became clogged and did not function correctly. Crews from the newly established Civilian Public Service (CPS) organization worked in some areas of the Parkway and completed some amenity area improvements.²²⁷ Due to wartime efforts, cutbacks in maintenance activities along the Parkway was often a necessity, and in some sections of the BLRI, permits were issued for commercial hauling along the route to aid the war effort.

According to Firth, “the preparation of agricultural land was particularly valuable as the demand for leases rose with wartime pressures to increase agricultural production. Between 1942 and 1944, the acreage of land leased to local farmers nearly

doubled, rising from 935 acres to 1812 acres. This brought direct economic returns to the NPS, as well as reducing the areas to be mowed and enhancing the roadside scene.”²²⁸

Parkway Sections 2A, B, and C

Although much of the major work associated with construction of the Parkway in these sections was completed by this period, repair of cut slopes and construction scars along the completed sections of roadway continued during the War Years Era. Abbott states in his monthly report from January 1943, “when the weather permitted, hand grading of cut slopes continued on sections 2-B and 2-K.”²²⁹ Issues surrounding right-of-way and access to the Parkway were also continuing to be resolved during this time period. Some roads were relocated, often using state work forces. Access for groups of properties along the Parkway to state routes was a major political issue. For example in Section 2C, the access to and from Meadow Fork Road was resolved in October of 1942. Abbott states, “the Meadow Fork Road on Section 2C was completed by State forces. This construction solves a serious right-of-way problem which has existed for some time and allows access to [R]oute 18 for several families in the Meadow Fork Valley.”²³⁰

Guardwalls

Construction on guardwalls along these sections of Parkway were completed by April of 1943. As stated in a Monthly Report, “The guard wall [sic] being constructed under this PRA force account job has been completed; however no curb has been placed. . . this last section of wall constructed under this schedule, that at Station 110-125, Left, Section 2A, is the best from the standpoint of appearance built so far. It is, however, as much as ever the very strong recommendation of this office that promiscuous use of the stone guard as a wall type along the Parkway be avoided.”²³¹

Doughton Park

225. Quoted in Firth, 2005, 238.

226. Firth, 2005, 246.

227. “Civilian Public Service (CPS) was set up to provide alternative service for conscientious objectors during World War II. It was operated primarily by the historic peace churches and the U.S. Selective Service, coordinated through the National Service Board for Religious Objectors.” *Civilian Public Service Personal Papers and Collected Materials, 1939-present*, (Swarthmore, Pennsylvania: Swarthmore College Peace Collection, 2005), accessed via web 12.13.05 <<http://www.swarthmore.edu/library/peace/DG051-099/dg056cpspers.htm>>.

228. Firth, 2005, 248.

229. Abbott. *Monthly Report*. January 9, 1943, 3, BLRI Archives, Superintendent’s Monthly Reports, BLRI 1941-1950, Box 1 of 2, RG-1, Series 2, Box 59.

230. Abbott. *Monthly Report*. October 10, 1942, 3, BLRI Archives, Superintendent’s Monthly Reports, BLRI 1941-1950, Box 1 of 2, RG-1, Series 2, Box 59.

231. Monthly Report of the Resident Landscape Architect on BLRI for April 1942 (photocopy provided by NPS Staff, will try to locate original box/folder in archives).

The Master Plan documents prepared for the recreation areas in the early 1940s introduced a debate in NPS over the types of activities deemed appropriate for these areas. The Regional Office in Richmond opposed the proposal for an impound lake with swimming facilities at The Bluffs. Active recreation facilities such as playgrounds and ball fields were also called into question. Before he departed the agency, Abbott concurred that active recreation uses would intrude on the natural scenery at the recreation areas, and “he agreed that proposals to develop recreation facilities beside lakes at some distance from the parkway road should be dropped.”²³² One recreation activity that was pursued in The Bluffs was fishing. Weems stated in a July 1942 report that “400 rainbow trout and 400 brook trout were planted in Basin and Cove Creeks in the Bluff Park area. It is thought that this planting will offset the catch this season and the possible loss from excessive rains.”²³³

Bluffs Lodge

Planning for the Lodge area continued through the War Years Era. A 1943 utility plan indicates that the “Lodge and Cabin Area” would contain one large lodge building with two smaller elongated out buildings. This scheme indicates that a loop road would serve as access to the buildings and additional parking would be added to the Wildcat Rocks Overlook area to serve this amenity. Walkways connect the Lodge, Cabins, overlook, and parking areas in this scheme (see Figure 2.40).

Picnic Area

Research does not reveal any changes occurring in the Picnic Area during this era.

Bluffs Coffee Shop and Service Station

Like the Lodge, design for the Coffee Shop and Service Station area at The Bluffs continued through the War Years Era. Figure 2.41 indicates the proposed locations for these amenities. The buildings are separated by a pull through road. Parking was to be provided for these amenities in the existing parking lot.

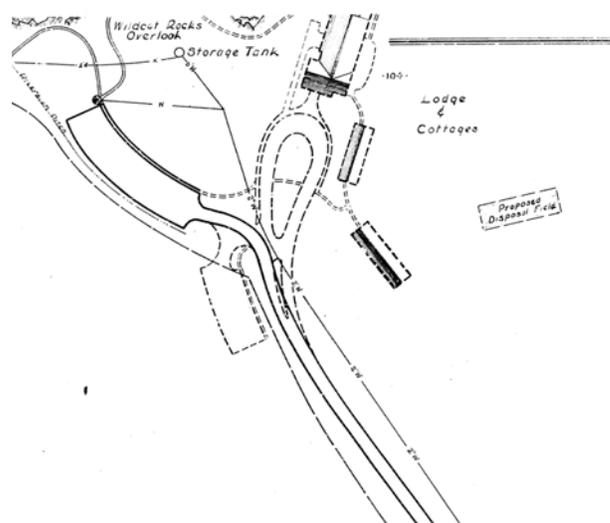


Figure 2.40: Portion of a 1943 Utility Layout Plan showing a proposed Lodge and Cottage configuration, 1943, DSC, TIC.

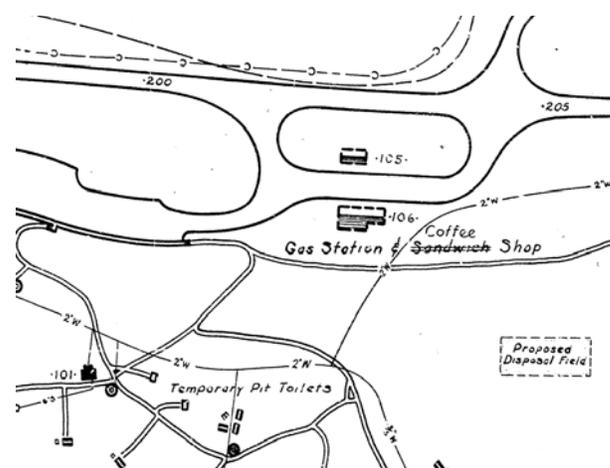


Figure 2.41: Proposed Gas Station and Coffee Shop locations as indicated on Utility Layout Plan, 1943.

Campground

Research does not reveal any changes occurring in the Campground during this era.

Maintenance Area

Research does not reveal any changes occurring in the Maintenance Area during this era.

Brinegar Cabin

Research does not reveal any changes occurring to Brinegar Cabin during this era.

The Blue Ridge Parkway at the Close of this Period

Some of the landscape recommendations developed on the PLUMs were likely implemented during this era by Civilian Public Service (CPS) crews. The agricultural leasing program was

232. Firth, 2005, 252.

233. Weems, *Monthly Report*, July 10, 1942, 5, BLRI Archives, Superintendent's Monthly Reports, BLRI 1941-1950, Box 1 of 2, RG-1, Series 2, Box 59.

expanded during this era, “both to decrease maintenance demands, especially for roadside mowing, and to contribute to the nation’s need for greater food production. The resumption of farming also added to the scenic effect.”²³⁴

Permits for commercial hauling on the Parkway, originally issued to assist in the war effort, were canceled on November 30, 1945. As furloughs were issued to those who had served in the military, personnel returned to the business of the planning, construction and maintenance of the Parkway and its recreation areas.

Resumption of Construction Era (1946-1955)

By the beginning of 1947, the majority of the staff members of the PRA and NPS had returned to their positions and were ready to continue the design process for the BLRI. There was some conflict among the ranks at NPS. Despite their understanding before the war, Weems remained on as Superintendent of the Parkway and Abbott assumed the post of Resident Landscape Architect. This arrangement did not work well for Abbott, and he decided to take a post working on a planning project for NPS in Mississippi in 1949. Edward Abbuehl took the position of Resident Landscape Architect and “continued to respect Abbott’s vision for the Parkway, and worked well with Weems.”²³⁵

The funding dedicated to programs such as landscape development prior to the war did not become as readily available during the Resumption of Construction Era. Priority was given to repairs of immediate need such as erosion control and bank stabilization.²³⁶ Natural succession of intended vista areas became a maintenance concern for NPS. NPS adopted various means of maintaining vistas including hiring contractors to perform cutting operations and the use of herbicides to control re-growth.²³⁷

NPS worked closely with the American Soil Conservation Service (SCS) which promoted

techniques to prevent erosion and maintain the quality of soil. Projects along the Parkway managed in part by SCS included the provision of a total of three million seedlings for reforestation demonstrations adjacent to the Parkway.

Parkway Sections 2A, B, and C

Parkway developments on Sections 2A, B, and C were consistent with developments along the rest of the Parkway. In 1947, NPS began its practice of utilizing concrete posts to delineate distance along the Parkway from the start of the Parkway in Rockfish Gap, Virginia. NPS advocated soil retention and fire hazard prevention to agricultural lessees along the Parkway.

Guardwalls

During this era, NPS attempted to move away from the construction of stone guardwalls. Landscape architects with NPS had been arguing for a different model for roadside safety than the stone walls advocated by the PRA. They argued that the visual impact on the adjacent scenery was less severe with timber rails than with the rustic stone structures. At the overlook at Fox Hunters’ Paradise, NPS constructed the first sample timber guardrail to assess its aesthetic value for use along future Parkway sections (see Figure 2.42).²³⁸

The Bluffs/Doughton Park

One of the top priorities for Weems after the war was to “secure the provision of food, lodging, and motor services along the Parkway as envisioned in the prewar plans.” Weems stated in his 1946 Annual Report,



882 D

Figure 2.42: Example of timber guardrail installed at Fox Hunter’s Paradise, c. 1947, Neg. #7763 (882d), Class. #069.75, BLRI Archives.

234. Quin and Marston, 125.

235. Firth, 2005, 255.

236. *Ibid.*, 264.

237. *Ibid.*

238. Quin and Marston, 177.

“Of real concern has been the lack of concession facilities. We have had many ask, “Where can we stay,” “Where can we eat,” “Where can we get car service.” We have been encouraged recently to believe that a coffee shop and gas station may be in operation at Bluffs for the 1947 tourist season. There is also the possibility that 25 cabin units may be constructed at this location before the next travel season. This construction is being made possible as a result of an agreement worked out between the National Park Concessions and the American Oil Company. We believe that the operation of a well rounded concession at Bluff will demonstrate the practicality and economy of similar operations elsewhere in the Parkway. . . The need for overnight accommodations and eating facilities within the Parkway will be confirmed by anyone who travels the Parkway without having made reservations and without having purchased picnic supplies for the mid-day lunch.”²³⁹

These concession opportunities were realized during the postwar period, although the process took longer than Weems had anticipated. One major change to The Bluff during this period was the change in its name. In 1950, The Bluffs was renamed Doughton Park in honor of North Carolina Representative Robert L. Doughton, who had been a long-time advocate and supporter of the Parkway and associated projects. Born in Laurel Springs, North Carolina, Doughton had a 42-year congressional career; he chaired the House Committee on Ways and Means and was a supporter of the financing of the New Deal relief programs which helped build the Parkway and The Bluffs recreation area.

During the war years, the maintenance forces available to maintaining ancillary uses in areas such as The Bluff were cut to a bare minimum. Amenities such as trails were not maintained in the fashion that they were in the pre-war years. According to a 1947 report, “only the most essential trail maintenance was accomplished, consisting chiefly of brush and weed clearing with very little or no surface repair or grading. Consequently, accumulative erosion. . . resulted in sub-standard, unsafe trail surfaces in many places, and considerable work [was] necessary to restore these trails to a condition that [would] induce the hiking

visitors to enjoy features of interest inaccessible to automobiles.”²⁴⁰ This report anticipated a boost in tourist travel and an increase in trail use following the war. Trails in The Bluff area were evaluated and repairs were recommended for the Fodderstack Trail due to heavy erosion, Camp Area Trails due to overgrowth and lack of signs, Horse Trail due to erosion. Trails in good condition during this period include the Camp Area Trails, Meadow Picnic Area Trails, and Lower (Woods) Picnic Area Trails.²⁴¹

Bluffs Lodge

The progression of design for the Bluffs Lodge demonstrated a more drawn out process than had been in place during the prewar era. Abbuehl stated,

“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 or motor lodges. The combining of several cabin units together into one building 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, and the ground floor on the upper site 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.”²⁴²

Early plans for a Lodge at The Bluff call for one large building with two or more smaller cabins situated into the hillside below the Wildcat Rocks

240. Paul, W. Van Cleve, Report to the Resident Landscape Architect on Condition of Trails in Developed Areas, September 26, 1947, 1, BLRI Archives, RG5, Series 22, Box 29, File 2.

241. Ibid., 3-4.

242. Edward H. Abbuehl, “Architecture on the Blue Ridge Parkway,” [manuscript], (BLRI Archives, RG5, Series 41, Box 52, Folder 35, 1980), 4-5.

239. Quoted in Firth, 2005, 275.

SITE HISTORY

Overlook Parking area. By 1948 plans show the Lodge in much the same configuration as it is present day. Two buildings (Building A and Building B) are set at an angle with a patio area between the two, maximizing views from rooms on the back side of the Lodge out toward the adjacent meadow. The front (north side) of the buildings face a loop single-bay parking lot with drives accessible from the entry road and the entrance to the Wildcat Rocks Overlook parking area. A double bay parking lot was indicated for future expansion (see *Illustration 2.Q*). This plan also shows further development of the area with the inclusion of a “Future Lodge Dining Room and Lounge” with an access walk to Wildcat Rocks Overlook and a 24-car parking area.²⁴³

An existing conditions plan for the Lodge area from 1948 calls out some of the existing vegetation in the area. The site is largely an open meadow but contains a 20” locust (*Robinia pseudoacacia*), 30” white oak, 16” serviceberry to the east of the Lodge site and an 18” locust, 48” red oak, and 24” apple to the southwest of the Lodge site.²⁴⁴ A planting plan for the Lodge area calls for shrubs adjacent to the Lodge buildings including rosebay and Catawba rhododendron, mountain laurel, and flame azalea. Groundcover and vine species recommended include lowbush blueberry, vinca, and Virginia creeper (see *Illustration 2.R*).

One of the most important design decisions associated with the Lodge involved the choice of materials associated with the building. Prewar building materials had been rustic style and hand hewn. In response, the Lodge design referenced previous construction along the BLRI because it was a rustic style; however, it utilized materials such as concrete shingles that were readily available and less expensive. These modern materials were important in post-WWII Parkway development.²⁴⁵ Besides materials, the layout of the Lodge compound represented a modern design sensibility. Hotels of this era were often constructed in a “motor court” layout. Unlike the prewar buildings

at Rocky Knob and Peaks of Otter, where NPS constructed individual cabins, NPS laid out the Lodge as long buildings with individual rooms accessed from a consolidated parking area.

According to Jolley, “The lodge at Doughton Park is a good example of the landscape architect’s touch on the Parkway. It was designed shortly after World War II ended, and according to one architect’s opinion, ‘The original design looked exactly like a World War II barracks.’ Luckily, that design was replaced by one that provided the present day unit which blends so attractively with its surroundings.”²⁴⁶ (See Figure 2.43).

The 1948 design encouraged mingling between patrons and included a flagstone paved court between the two buildings. A stone retaining wall with a parapet edged the court on the west side providing an ideal location for viewing sunsets across the existing rolling pasture. This court area included a stone fireplace on the south elevation of Building A. Stone steps led down to the lower levels of Buildings A and B. Plantings around the Lodge were minimal and limited to native species. NPS planted specimen rosebay in the grass area between the parking lot and the buildings (see Figure 2.44).

In August 1949, Weems reported that “work at The Bluffs Lodge is moving ahead very well, and September 1 is being given as the opening date for Unit B with Unit A to follow in a few days. The concessioner [sic] will start moving in furniture on



Figure 2.43: Construction of Bluffs Lodge, c. 1949, (Orig. photo not located, provided by SERO from Bluffs Lodge CLI files).

²⁴³. Roads, Walks and Parking Area, Lodge [drawing], DSC/TICS, BLRI, Lodge Roads, Walks & Prkg., Drawing, 2075, 7/1/1948.

²⁴⁴. Locate reference – Existing Conditions Map (Info from Bluffs Lodge CLI).

²⁴⁵. US Department of the Interior, NPS, *CLI Coordinator Review Report Bluffs Lodge*, (Washington, DC: USDI, NPS, 2005), 6.

²⁴⁶. Jolley, *Comet’s Tail*, 23-28.



Figure 2.44: Postcard of Bluffs Lodge, c. 1950, postcard provided by Author.

August 22.”²⁴⁷ On September 1, 1949, the Lodge opened to visitors.

While the construction of the Lodge constituted the largest change in this development area during the Resumption of Construction Era, the area around Wildcat Rocks Overlook was altered as well. NPS constructed a pathway between the Overlook and the newly constructed Lodge. A pump house was constructed in 1952 near the existing water tower. In honor of the renaming of the park, to Doughton Park, a plaque was erected at the walkway leading to Wildcat Rocks Overlook from the parking area in 1953.

Bluffs Picnic Area

By 1952, NPS issued a Master Plan which delineated an expansion of the Meadow Picnic Area (Picnic Area #3) (see *Illustration 2.S*). The plan called for long road, now referred to as Ridge Road, extending south toward the Bluff Overlook Shelter at Brooks Knob. This expansion was necessitated by high visitor use of the area (see Figure 2.45).

Bluffs Coffee Shop and Service Station

One of the most heavily analyzed design components for The Bluffs was the configuration of the Coffee Shop and Service Station. One of the complicating factors in the approval of this design was the fact that multiple design offices were attempting to coordinate the location and configuration of these buildings. “In addition to the NPS offices in Roanoke and Richmond, Vint’s office in Washington, and the office of an architect

hired by National Park Concessions were involved.”²⁴⁸ Beyond design coordination, other factors contributed to the delays encountered with the design for this area. Yet to be determined when the design process began were: “the program for the building, arrangement of internal spaces, and the arrangement of the buildings to a steeply sloping site.” NPS architect Charles Grossman noted as he worked on the preliminary drawings,

“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. This might be accomplished through the use of bead jointed chestnut boards on certain wall surfaces, together with characteristic soft grey and blue mountain colors on any plaster wall, and of course in the decorative fabrics of the mountain looms in hangings, table items for decorative interest, in the coffee shop only it is contemplated to open the ceiling to the truss and roof framing, common practice in many native barns.”²⁴⁹

Design development documents for the Coffee Shop and Service Station included versions with terraces and various configurations of the interior elements (kitchen, dining room, ranger office, shop, locker rooms). After much debate, NPS agreed upon a final design and approved the construction



Figure 2.45: Picnic Area #3 (Meadow Picnic Area), by 1953 the area was so popular that NPS planned a major expansion of the area, 1953, Neg. #135, Class. #306.1, BLRI Archives.

^{247.} Weems, Monthly Report, August 10, 1949, 4, BLRI Archives, Superintendent’s Monthly Reports, BLRI 1941-1950, Box 2 of 2, RG-1, Series 2, Box 59.

^{248.} Firth, 2005, 277.

^{249.} Quoted in Firth, 2005, 278.

SITE HISTORY

documents of this complex in 1947-1948 (see *Illustrations 2.T and 2.U*). This scheme consisted of two buildings situated at the crest of the hill leading down toward the Woods Picnic Area. The Coffee Shop included a first floor over a half-plan basement level built into the slope. The main level included a dining room and counter, lobby with small gift area, kitchen and store room, and two restrooms.²⁵⁰

The adjacent Service Station included an office, “Ranger” room, restrooms (accessible from the outside), and an oil storage area. While the Coffee Shop was a wood frame structure, the Service Station was wood frame on the front portions and rubble stone on the rear.²⁵¹ The septic field for both buildings was routed down the slope into the existing 2000 gallon tank constructed for the Woods Picnic Area. NPS increased the capacity of this tank by adding two 900 foot leaching fields.²⁵²

Concurrent with these building designs, NPS developed modifications for the entry area, additional parking spaces, and a filling area for the gas pumps. The configuration centered the proposed buildings on a loop road which allowed for two-way movement into and out of the site (see Figure 2.46). Additional parking was proposed west of the development. A double-bay lot was proposed to accommodate 50 cars. Drawings indicate that



Figure 2.46: Bluffs Coffee Shop and Service Station Parking, 1956, Neg. #575, Class. #306.1, BLRI Archives.

250. Coffee Shop – Bldg No. 106, [drawing], Approved 1 August, 1948, DSC/TIC, BLRI, DSC/TIC, BLRI, Coffee Shop Building 106 – The Bluff, Drawing 2047 A, 8/1/1948.

251. Gas Station – The Bluffs, [drawing] Approved 24 July, 1947, BLRI, DSC/TIC, BLRI, Gas Station - The Bluffs, Drawing, 8000A, 7/11/1947.

252. Utilities – Coffee Shop and Gas Station, [drawing], approved 9 September, 1947, DSC/TIC, BLRI, Coffee Shop and Gas Station Utilities, Drawing, 5468 A, 1/1/1954.

heavy grading was required to construct the buildings and the parking area. A small retaining wall was required on the north side of the Service Station to accommodate access to the back of the building (see *Illustration 2.V*).²⁵³

Plantings between the Parkway and the buildings included specimen trees and native shrubs (see Figure 2.47). Shrub species included rosebay rhododendron, mountain laurel, flame azalea, and common witch hazel. Trees included red maple, dogwood, and Table Mountain pine. Lowbush blueberry was proposed as a groundcover in the area. Plans called for a complete revegetation of the slope north of the Coffee Shop and Service Station (likely the slope disturbed during construction.) Northern red oak, Table Mountain pine, Canadian hemlock, red maple, dogwood, serviceberry and a variety of shrubs were proposed for the area (see *Illustration 2.W*). Plantings between the buildings and the drive include serviceberry, dogwood, and shrub species.²⁵⁴

Between 1950 and 1960, NPS proposed several plans for further expansion of this area. The proposals included a new gas station and an additional visitor center. However, these plans were never realized.

Campground

Due to increased demand for camping facilities by the public and the decision by NPS to not construct cabins at The Bluffs, the campground facilities were heavily used during the late 1940s and early 50s.



Figure 2.47: Bluffs Coffee Shop and Gas Station as viewed from the area adjacent to the Bluffs Lodge entry road, c. 1960, postcard provided by author.

253. Parking Area Expansion – Service Center, [drawing], approved 10 August 1949, DSC/TIC, BLRI, Parking Area Expansion – Service Center – The Bluffs, Drawing 5485, 8/1/1949.

254. Planting, Service Center [drawing], approved 12 March 1949, DSC/TIC, Drawing 2083, BLRI Vertical Files.

The layout of new areas within the campground “continued to be based on . . . the pattern established in the prewar period, but the character of these areas began to change as rustic furniture was replaced with fixtures requiring less maintenance. In 1952, Weems reported that wooden picnic tables and benches were being replaced with ones made with concrete and stones. Comfort stations built in these areas and elsewhere along the Parkway, also took on a plainer appearance modeled on the architecture of the lodge at Doughton Park.”²⁵⁵

One of the first changes to occur in the campground during the postwar era was a minor change to the auto circulation within the site. Due to the fact that cars with long wheel bases scraped their bumpers when using it, NPS reconfigured the entry spur for Loop A to make the road two-way.²⁵⁶

By 1952, Master Plan documents for Doughton Park indicate that a fourth loop had been added to the ‘Camping Area’ (see *Illustration 2.X*). In the vicinity of the pedestrian trail to the first campsites constructed off Loop B, NPS planned and constructed a new loop road (from herein referred to as Loop D.) This loop road circled around the existing rustic comfort station (1948).

Due to increased demand for facilities, NPS added a second comfort station to the tent camping area. This comfort station was of a new modern postwar design, but unlike the comfort station constructed at the Meadow Picnic Area, this building is placed on the high point of a knoll in the middle of Loop A. NPS also installed five drinking fountains within the area of Loop A.

Maintenance Area

In an effort to have a 24-hour presence on the Parkway, NPS planned and constructed a residence area adjacent to the Maintenance Area. NPS designed these facilities between 1946 and 1947 and began construction once the CCC camp was dismantled in the area. The residence area included two wood frame houses with semi-attached garages (see *Illustration 2.Y*).

NPS planned a radio substation and new residence building for the Maintenance area in 1947. Crews constructed these buildings in 1948. Increased maintenance activities in the postwar era plus the construction of the new residences in the Maintenance Area necessitated the construction of a permanent water system for the area. NPS constructed a 10,000 gallon water tank in 1949 and linked the tank to a spring and utilizing an existing water pump for a supplemental source of water.²⁵⁷

The increased popularity of the Parkway necessitated the construction of additional support buildings in the early 1950s. NPS constructed a hose reel house, shops, and a fire equipment storage building in 1951 and a concrete post and shingle mill in 1952. These buildings were located around the main court.

Brinegar Cabin

Research does not indicate any changes to this area during this period (see Figure 2.48).

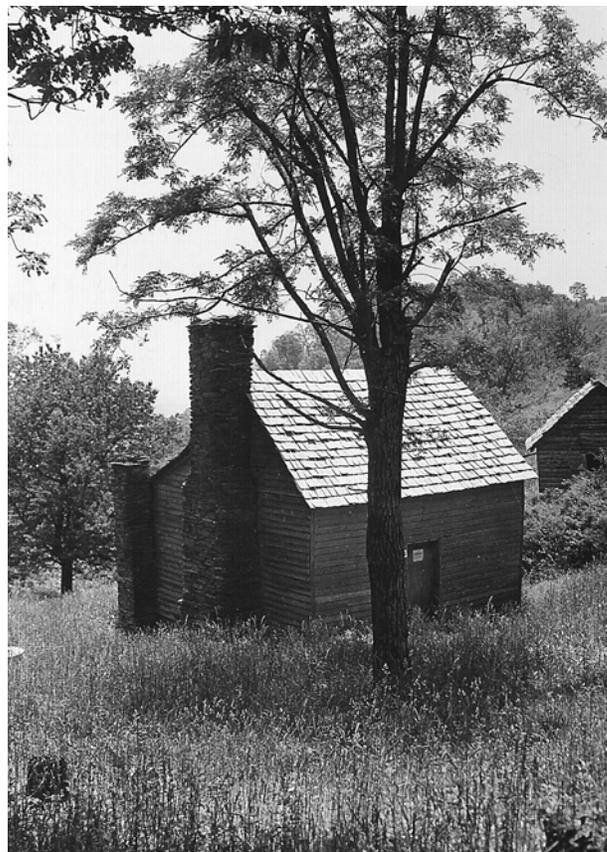


Figure 2.48: Brinegar Cabin (with Granary in background), 1953, Neg. #301, Class. #728, BLRI Archives.

^{255.} Firth, 2005, 284.

^{256.} US Department of the Interior, NPS, *CLI Coordinator Review Doughton Park Camping Area*, (Washington, DC: USDI, NPS, 2005), 16.

^{257.} US Department of the Interior, NPS, *CLI Coordinator Doughton Park Maintenance Area*, (Washington, DC: USDI, NPS, 2005), 16.

The Blue Ridge Parkway at the Close of this Period

Though delayed by conflicts over design, the development of additional amenities and concessions at Doughton Park flourished during the Resumption of Construction Era. “The development of the first coffee shop, gas station and lodge at Doughton Park addressed one of Abbott’s greatest concerns, and the success of these enterprises demonstrated the validity of the prewar plans.”²⁵⁸ Weems fulfilled his promise to answer tourists’ questions about where to sleep, where to eat, and where to gas up their cars. Heavy visitation rates to the amenity areas at Doughton Park were indicative of an overall trend in popularity of the Parkway.

‘Mission 66’ Construction Era (1956-1966)

The Mission 66 program was a federally-sponsored program aimed to improve visitor services within the National Park system. Projects associated with Mission 66 began in 1956 and ended in 1966. One of the top priorities of Mission 66 was to provide additional visitor centers for parks.²⁵⁹

The goal of the Mission 66 program, instituted by the NPS and funded by the federal government, in 1956 was to introduce “one all-inclusive, long-term program for the entire park system” to make up for years of neglect in maintenance and funding.²⁶⁰ Frustrated by decreased funding and the crumbling infrastructure of the park system, NPS Director Conrad Wirth galvanized Park Service employees to develop and “pitch” the Mission 66 program to Congress and the Eisenhower Administration in an effort to acquire long-term funding commitment. Projects associated with Mission 66 were to be completed by 1966—the 50th anniversary of the agency.²⁶¹

According to Wirth, “One of the major projects undertaken by Mission 66 was the 469-mile Blue

Ridge Parkway. As World War II approached, funds were diverted to needs related to war. By the time Mission 66 was started only about one-third of the distance of the parkway had been completed and made usable. Most of the work had been in places where construction was less difficult. Under Mission 66 funds were included to complete the parkway.”²⁶²

For the BLRI, Mission 66 meant increased budgets to improve visitor services in the postwar era. The mission statement of the Mission 66 program noted that, “Construction is, of course, an important element in the program. Modern roads, well-planned trails, utilities, camp and picnic grounds, and many kinds of structures used for public use or administration, to meet the requirements if an expected 80,000,000 visitors in 1966, are necessary; but they are simply one of the means by which ‘enjoyment-without-impairment’ is to be provided.”²⁶³

With the perspective of time, Firth observes that “the new thinking was guided by the vision of the Parkway articulated by Abbott. Mission 66 provided the means to achieve that end and additions to the Parkway closely followed prewar design ideas.”²⁶⁴ Further, Firth allows that,

“While there was no great expansion of recreation areas along the Parkway during Mission 66, the program did promote the development of a large number of new recreation facilities. In the 1957 Mission 66 summary, new ‘visitor accommodations’ were proposed at 13 locations. In Virginia, new facilities were proposed at Humpback Rocks, Whetstone Ridge, Otter Creek, Peaks of Otter, Pine Spur, Smart View and Fisher Peak. . . Campgrounds were planned for 15 of the recreation areas, so the distinction between major and minor parks was becoming blurred. . . Existing master plans had anticipated some, but not all of the proposed developments. . . In some places the layouts shown in earlier plans were readily adjusted to accommodate the additional facilities, but in a few places new thinking seemed to be required. . . In general, the changes made to existing plans were in the form of additions or omissions rather than radical reorganization of layouts.”²⁶⁵

^{258.} Firth, 2005, 292.

^{259.} *What is Mission 66?*, (C. Madrid French, 2002), accessed via web 12.11.05 <<http://www.mission66.com/mission.html>>

^{260.} Wirth, 238-239.

^{261.} *What is Mission '66?*, (C. Madrid French, 2002), accessed via web 12.11.05 <<http://www.mission66.com/mission.html>>

^{262.} Wirth, 273-274.

^{263.} Quoted in Quin and Marston, 136.

^{264.} Firth, 2005, 341.

Most of the goals for Mission 66 within the BLRI system involved the completion of unfinished portions of the Parkway. According to a 1956 Annual Report, “preparation of Mission 66 for BLRI was tackled with vim. It was a real opportunity for new thinking about old problems, to re-evaluate development plans in light of today’s needs, and to study our present organizational set up.”²⁶⁶ The program also provided additional monies for studies for expansion. In Doughton Park, several plans had been developed for a visitor center at the Coffee Shop area; however, NPS never developed a center at this location. Expansion occurred in several areas of heavy use within Doughton Park. NPS expanded both the Picnic Area and Campground to accommodate additional visitors.

Parkway Sections 2A, B, and C

Access to the Parkway was continually being reassessed with access to the road being limited where possible to state routes via grade separated interchanges. Safety was the primary reason for eliminating private access to the Parkway. For example, in 1966, public access was closed to the Parkway at Grassy Gap in section 2C.²⁶⁷

In 1958, NPS implemented a project which eliminated the at-grade crossing at the intersection of the Parkway and NC Route 18. Project 2-A-7 consisted of an approximately 200 foot bridge span construction by Troitino and Brown, Inc. of Asheville, NC. The project included “a rigid frame reinforced concrete arch grade separation structure with stone masonry headwall.”²⁶⁸

As reported in a 1957 annual report, the agriculture-lease program along the Parkway continued to positively contribute to agricultural practices in the area. Superintendent Weems states,

“The Parkway policy of leasing approved parcels of land for the dual purpose of exhibiting the typical mountain farm picture and providing for extensive open views from the motor road requires

considerable attention and land management skill to prevent excessive soil and moisture losses. Effective restoration of the vegetative soil cover on exhausted farm lands, acquired for right-of-way, generally requires cooperation from the adjacent landowner.

An impressive program of soil and moisture conservation is being carried out on Parkway land by permittees who follow the technical land use specifications provided by Parkway Soil Conservationists. Unfortunately, S&MC funds are not sufficient to permit any work other than that accomplished by permittees.”²⁶⁹

Doughton Park

Updates to utilities continued in Doughton Park under the guise of the Mission 66 program. “The concrete dam forming the water storage reservoir at Doughton Park was reconstructed. The face of the dam which had seriously deteriorated was built up approximately six inches by the Gunite method.”²⁷⁰

Physical improvements were not the only achievements during the Mission 66 Construction Era. Interpretive efforts at Doughton Park were increased during the mid-1950s. “Evening talks inaugurated in 1956 by the rangers at Doughton Park...met with excellent success. The talks will be worked into the full-time interpretive program as personnel become available in these areas to handle them.”²⁷¹

Bluffs Lodge

Research does not reveal any changes in this area during this period.

Picnic Area

In 1957, NPS implemented the 1952 plans for the expansion of the Picnic Area. The intent of the expansion of the Picnic Area was to “relieve congestion, which [was] particularly acute on weekends, at Doughton Park.”²⁷² This design included the elongation of Ridge Road with small parking areas constructed off of the route. This road roughly followed elevation 3,700 along the

^{265.} Firth, 2005, 311-313.

^{266.} Weems, Annual Report, 1956, BLRI Archives, RG1, Series 3, Box 1 of 2.

^{267.} Weems (?), Annual Report, 1966, BLRI Archives, RG1, Series 3, Box 2 of 2.

^{268.} US Department of Commerce, Bureau of Public Roads, Region 15, *Final Construction Report, Project 2-A-7*, 1964, 5.

^{269.} Weems, Annual Report, 1957, 10, BLRI Archives, RG1, Series 3, Box 2 of 2.

^{270.} Weems, Annual Report, 1957, 5.

^{271.} Weems, Annual Report, 1957, 6.

^{272.} Weems, Annual Report, 1957, 4.

hillside and was buffered from view of the Lodge Area by a knoll. This extension put the furthest picnic units from the entry road directly above Ice Rock, lending an expansive view above the Parkway to the valley below. Foot trails roughly paralleled this new road system. NPS implemented picnic units on both the wooded slope above the Parkway and tucked into the adjacent meadow. Some of the new picnic units were as far as one-half mile from the existing Comfort Station.

In an effort to reduce this walking distance and to provide adequate services for the newly expanded Picnic Area, NPS designed and implemented a new Comfort Station at approximately the halfway point of Ridge Road. This facility was a modern design tucked into the hillside adjacent to the road (see Figure 2.49). Pathways leading to the comfort station consisted of a crushed gravel surface.

Bluffs Coffee Station

Research does not reveal any changes in this area during this period.

Campground

High campground visitation rates continued into the late 1950s and early 1960s. In 1963, NPS designed and constructed a new loop off of Loop A (from hereon referred to as Loop E). This loop

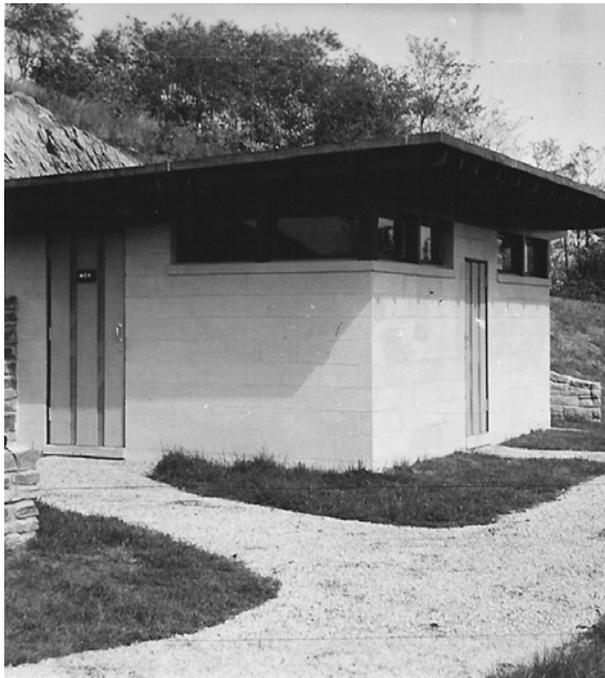


Figure 2.49: Newly constructed comfort station in the Picnic Area, 1957, Neg. #1390, Class. #725.3, BLRI Archives.

contained several single campsites with one- to two-car parking slips. Each site contained the obligatory tent pads, fireplaces, and concrete picnic tables, and metal lantern posts. Because the wooden tent platforms originally specified for the Campground (Loop B) required labor intensive maintenance, tent pads in this area consisted of landscape timbers set flush with the ground and filled with granite fines.

To accommodate the campers on Loop E, NPS constructed a comfort station on the northeast side of the loop. NPS maintained some small details from typical prewar BLRI construction—for example, the curbing for the roadway on Loop E was constructed from stone. Pedestrian circulation in this area consisted of crushed gravel trails which amounted to approximately one-quarter mile.

Maintenance Area

Research does not reveal any changes in this area during this period.

Brinegar Cabin

In 1957, NPS allowed a visitor service concession to begin at Brinegar Cabin. Chatham Manufacturing Company from Elkin, NC, obtained “a special use permit to hold weaving demonstrations in Brinegar Cabin. A loom, replacing the one used by Caroline Brinegar and other Southern Highland women, is installed and products are sold to the public.”²⁷³ Under the agreement with NPS, Chatham sold textile crafts from the Brinegar Cabin.²⁷⁴ The sale of these popular textiles including hand woven rugs greatly increased visitation to the site.

During this period, a building to house a restroom for staff was installed west of the Cabin. This rustic-style outhouse building was not open to the public and served staff members only.

Post ‘Mission 66’ Era (1967-present)

Visitation to the Parkway continued to rise during the Post Mission 66 era. By 1967 park visitation had reached over nine million per year. The rate of visitation steadily increased over subsequent

²⁷³. *CLI Brinegar Cabin*, 15.

²⁷⁴. Buxton, 71.

decades reaching nearly 15 million visitors by 1975, nearly 20 million visitors by 1985, and over 20 million by the late 1990s.²⁷⁵

Maintenance of the Parkway continued to be a concern of BLRI staff members during this period. Much effort was made to improve the maintenance of views and vistas along the Parkway. A 1998 BRLI Annual Report documents the efforts by NPS to find better ways to manage vistas along the road. As stated in the report,

“Funded with Southeast Regional Office science funds, this project evaluated several techniques to suppress woody growth within Parkway overlooks and vistas. Techniques included using: 1) planting heath shrubs, 2) mulches to suppress woody growth, and 3) herbicides. Working with professors and students at Appalachian State University, these techniques were evaluated in relationship to aspect, elevation and tree species. The results are promising. While herbicides were clearly the most effective tool, researchers found that one-half the recommended concentration could be used with the same effect. The establishment of heath shrub vistas and overlooks (rhododendron, laurel, blueberries, etc.) on certain aspects and elevations is also a viable option. The mulches were somewhat effective, but not to the extent that it will become a long-term tool. Combined with previous research conducted in effectiveness of fire to maintain vegetation within overlooks, parkway resource managers and planners will be able to establish a mosaic of tools to be used in long-term management of overlooks and vistas.”²⁷⁶

Parkway Section 2A, B, and C

Guardwalls

Despite the debate that surrounded the initial installation of the guardwalls along these sections of Parkway, these features have remained in place since their installation. NPS landscape architects initially argued that they would intrude on the view from the road to the adjacent countryside. However, to the contrary, they have become part of the visual character of the Parkway. As edge defining features, they cue drivers to the turns and twists of the road. Since pavement edge striping does not exist on these sections of Parkway, these

walls in combination with the adjacent grass shoulder cue drivers as to the course of the road.

Despite being a valued visual resource, the guardwalls have become degraded since their installation. Ad hoc measures were taken for emergency stabilization over the years. This included the sometimes unobtrusive practice of mortaring or cementing the top cap stones to the base of the guardwalls. Additional measures included the construction of concrete footers under some portions of wall. Documentation of dates of these efforts was not located during the course of this research. Abbuehl was correct in his argument against the walls in the 1940s that the Parkway shoulders were too narrow to support the weight of the guardwalls. As road shoulders have slumped, the walls have been undermined and have sunken and required periodic rebuilding.²⁷⁷

A renewed interest in the guardwalls was initiated in the late 1990s and led to efforts for development of solutions for stabilizing the historic guardwalls. In 2003 to 2004, draft design development documents were produced by a consultant team that included photographic recordation of the guardwalls in this section, cost estimates, design calculations, and design documents for guardwall repairs.

In 2005, NPS designated two areas of guardwall to be removed for construction of a new guardwall sample. Stones guardwalls were removed from MP 235.1, Parkway right (60 linear feet of wall) for a 24 inch high sample wall. At MP 235.4, Parkway right, 56 feet of stone were removed to construct and 18 inch sample wall. These walls were constructed to FHWA regulations at the Mahogany Rock area. The walls utilized existing stone as a veneer over a reinforced concrete core. The model for concrete core walls was an installation along Skyline Drive during the 1990s. The walls installed along Skyline Drive were criticized by NPS for not meeting aesthetic criteria along the historic roadway. As stated in Visual Character of the Blue Ridge Parkway, “stonemasonry should always appear able to stand up without the benefit of mortar. The pattern of a vertical stone wall is not the same as the pattern for a horizontal surface. . . [the concrete core walls along Skyline Drive] demonstrate[] the

^{275.} US Department of the Interior, NPS. *BLRI Annual Report, Fiscal Year, 1998*, 2, BLRI Archives, RG1, Series 3, Box 2 of 2.

^{276.} *Ibid.*

^{277.} Hunter, 45.

structural idea, but [are] not necessarily the most convincing stone pattern. Perhaps the wall[s] would be more convincing with more horizontal joint work.”²⁷⁸ Evaluation of this construction technique continued over the course of this study. According to a recent article in Blue Ridge Country, “stone masons the [P]arkway has consulted have estimated that up to a quarter of the original material may be lost through breakage,” in the concrete core construction process. Additional rock will be necessary to complete the construction if this occurs. Sources for rock closely matching the existing guardwalls are limited if not non-existent according to NPS.²⁷⁹

Doughton Park

Improvements to the Doughton Park Area during the Post Mission 66 Era included updates to utilities. The reservoir system and pump house were abandoned in favor of groundwater supply in the mid-1970s. “Construction of a new water system at Doughton Park was started in the fall of 1973 and should be completed before the 1973 and should be completed before the 1974 opening season.”²⁸⁰ This system continues to supply the amenity areas within Doughton Park.

Bluffs Lodge

Due to high use demand, during the mid-1970s NPS explored plans for Lodge expansion. Despite the numerous iterations of design for expansion around the Lodge, this project has never come to fruition.

In the early 1990s, the existing 1,500 gallon septic tank was replaced with a new 3,000 gallon septic tank. This tank was installed approximately 75 feet south of the Lodge buildings. Effluent from the tank flows to a subsurface drain field some 1,00 feet south of the Lodge buildings.²⁸¹

In 2005, replacement lighting standards were installed in the Bluffs Lodge parking area. These standards consisted of timber posts with silver metal light fixtures. The lights were installed in the same location as the previous parking lot lights and are “replicas” of the previous light standards.²⁸²

^{278.} *Visual Character of the Blue Ridge Parkway*, 132.

^{279.} Hunter, 45.

^{280.} Weems, 1973 Annual Report, BLRI Archives, RG1, Series 3, Box 2 of 2.

^{281.} Ray Shaw, 11.2.2006 email to Bambi Teague.

Bluffs Picnic Area

In the late 1980s and early 1990s the NPS removed all of the stone drinking fountains from the Bluffs Picnic Area. These fountains were eliminated to “reduce service connections” to less than 15 locations within Doughton Park. This reduction placed the associated water system in a less restrictive operational category.²⁸³ These fountains are stockpiled adjacent to the radio tower near the Maintenance Area. NPS placed three contemporary metal picnic tables at the end of Ridge Road during the 1990s. Research has not revealed any construction documents for the siting of these tables.

Bluffs Coffee Shop and Service Center

In 1973, NPS installed a new sewage system for the Coffee Shop and Service Center Area. Other changes to this area during this period include the removal of the gas pumps in 2006. As of the publication of this report, gas will no longer be provided at the Service Center.

Doughton Park Campground

Changes to the Doughton Park Campground during this era include the addition of visitor amenities. In 1973, NPS installed a modular building near the entrance to the tent camping area for seasonal staff use. According to a camp host, this trailer has not been used for at least 15 years in this capacity.

Drinking fountains in the Campground area have been converted for universal access. This conversion includes the addition of a metal basin that juts out from the original stone structure. A metal panel is installed on the side of the stone fountain for easier access for pipe repair. These fountains were altered in the late 1980s and early 1990s as part as an initiative to improve universal access.²⁸⁴

After 1992, NPS installed a cabin off of Loop A. This cabin is ADA accessible. A full description of the cabin is located in the existing conditions section. NPS also installed entry kiosks at both the tent cabin area and the trailer camping area during this decade.

^{282.} Shaw, 11.2.2006.

^{283.} *Ibid.*

^{284.} *Ibid.*

Doughton Park Maintenance Area

NPS installed a new sewage system near the residences in 1973. During the mid-1970s the Office and Tool Storage Building and the Blacksmith and Repair Shop were converted into offices for NPS staff via interior modifications.

Brinegar Cabin

From the late 1970s to the early 1980s, BLRI employees and volunteer workers provided interpretation on weekends at the Brinegar Cabin site.²⁸⁵ In January of 1972, the Brinegar Cabin was nominated and accepted to the National Register of Historic Places (NR). Attention brought to the Cabin in the preparation of the nomination resulted in efforts to preserve the historic integrity of the building and site.

This culminated in a major restoration of the Cabin by NPS in 1975. “The objective was to assure the long-term preservation of the structure.”²⁸⁶ Major repair issues included repair and/or replacement of decaying weatherboard on both the Cabin and the Granary, repair of damage caused by inadequate drainage to the foundation, and repair of the roofs and chimneys.²⁸⁷ The repairs were addressed with the following improvements:

1) *Drainage*: A ditch was constructed on the uphill side of the Cabin and Granary, and perforated pipes and gravel areas were used to improve drainage near the foundation stones. These areas were covered with grass. Additional grading was performed to slope drainage away from the foundations of the buildings.

2) *Foundation*: Restoration of the stone foundations of the Cabin and Shed was also performed including some re-laying of the dry-stacked stone.

3) *Weatherboarding*: Where necessary, unsalvageable weatherboarding was replaced in-kind.

4) *Chimneys*: Repointing of the chimneys was performed using a combination of lime cement and clay “to retain the original appearance of the chimneys.”²⁸⁸

5) *Roof*: Replacement in-kind of missing or rotten shingles was performed and additional roof materials (rafters, etc.) were repaired or replaced as necessary.²⁸⁹

Brinegar Cabin housed a concessions operation until 1983.²⁹⁰ The garden area of Brinegar Cabin was maintained by NPS maintenance staff until 1983 when “the staff deem[ed] the exhibit ineffective.”²⁹¹ However, the absence of an interpretive garden on the site was short-lived. In 1986, NPS implemented a Wayside Exhibit Plan for the Brinegar Cabin. This included an “Appalachian Garden to illustrate to visitors the variety of plants grown in a typical Appalachian garden.”²⁹² At the time of this report (2005), this garden was still present on the site.

285. Buxton, 73.

286. Buxton, 75.

287. *Ibid.*

288. *Ibid.*

289. Buxton, 76-77.

290. Rick Wyatt, 11.9.2006 phone conversation.

291. *CLI Brinegar Cabin*, 16.

292. Buxton, 77.

SITE HISTORY

Existing Conditions

Introduction

Doughton Park is located in northern North Carolina 21 miles southwest of the Virginia state line. Sparta, North Carolina is located 12 miles north east of the Park, and Wilkesboro, North Carolina is found 31 miles to the southeast. This mountainous 6,300 acre Park is located in both Wilkes and Alleghany Counties. The terrain is mostly forested, and elevations range from 1,500 to 3,700 feet above sea level. The ongoing Doughton Park Cultural Landscape Inventory (CLI) defines seven component landscapes within the Park.¹ These landscapes were developed as part of the Blue Ridge Parkway between the late 1930s and mid-1950s. These areas are located adjacent to the Parkway and constitute a total of 225 developed acres within Doughton Park. These component landscapes are Brinegar Cabin, Doughton Park Campground, Bluffs Coffee Shop and Service Station, Bluffs Lodge, Caudill Family Homestead, Bluffs Picnic Area and Doughton Park Maintenance Area. *Illustration 3.A* provides an overview of Doughton Park and its component landscapes. The existing conditions of these seven landscapes are described in detail in the section following an overview of the natural systems and features of Doughton Park.

Natural Systems and Features

Topography

The Blue Ridge Parkway runs northeast to southwest along the crest of the Blue Ridge Mountains. Most of Doughton Park is located on the southern side of the Parkway between MP 238 and MP 246. In this region of the Parkway, the roadway is consistently located above 3,000 feet in

elevation. Steep narrow ridges form the eastern and western boundaries of the Park. The interior of the Park is further divided by additional ridges and creeks which form valleys and coves. At the southern tip of the Park boundary, the lowest elevations in the Park are found at 1,500 feet above sea level. *Illustration 3.B* demonstrates the steep topographic character of Doughton Park.

Geology

The Doughton Park area within the Blue Ridge Mountains is part of the Alligator Back Formation. This formation is composed of metamorphic and plutonic rocks from the Pre-Cambrian and Cambrian periods.² Schist, gneiss, and amphibolites are the visible in the many rock outcrops within the park particularly in the open pastures of the Bluffs.³ This geologic base material was very influential in the formation of the soils of Doughton Park.

Soils

Illustration 3.C illustrates the zones of soil types occurring in Doughton Park. Soils data for this area are divided among two county surveys which were conducted nearly 25 years apart. Because scientific data has improved over time, descriptions from the Wilkes County survey are included herein because it contains the most current soils information. Soils in this area predominately consist of Chestnut Ashe complex. These soils are found along ridgelines and steep slopes. They are typically gravelly sandy loam formed from weathered schist and gneiss. These soils are very well-drained and are prone to erosion. Due to their erodibility, Chestnut Ashe soils should remain forested. The other predominate soil type in the Park is Cleveland-Rock outcrop. These soils are excessively drained and often found on steep slopes. Limited amounts of vegetation are found along slopes with this soil type. Due to these

1. David Hasty. *Doughton Park Cultural Landscape Inventory: Bluffs Coffee Shop and Service Station, Blue Ridge Parkway, Highlands District, Landscape Hierarchy*. (National Park Service Southeast Regional Office, 2005), <http://www.hscl.cli.nps.gov> (accessed November, 2005).

2. William D. Thornbury. *Regional Geomorphology of the United States* (New York: John Wiley & Sons, 1965), 74.

3. Mark Carter, et al. *A Geographic Adventure Along the Blue Ridge Parkway in North Carolina: Bulletin 98* (Raleigh: Department of Environment and Natural Resources, North Carolina Geological Survey Section, 2001), 8.

characteristics, Cleveland-Rock outcrop soils are best left undeveloped. In the alluvial areas along waterways of Basin Cove area in Doughton Park, Greenlee-Ostin complex and Cullasaja soils are common. These soils are described as extremely gravelly and sandy loam. Unsuitable for crops or development due to associated flooding, slope, and stone content, these soils are best left intact. Lastly, Evard soils are found in very limited quantities at the extreme southern boundary of the Park. These soils are also found on steep slopes and contain large amounts of stone and sand. This soil type favors forested conditions.⁴

Hydrology

The United States Geological Society's (USGS) Whitehead, North Carolina topographic map has named six watercourses in Doughton Park. The named watercourses include: Wildcat Branch, Caudill Branch, Brooks Branch, Cove Creek, West Camp Branch, and Basin Creek. These creeks and branches drain the steep slopes of Doughton Park. Basin Creek begins in the north central portion of the park just east of Wildcat Rocks Overlook. This creek flows south for a total of four and a half miles in Doughton Park. All five of the other Doughton Park watercourses converge into Basin Creek before the creek exits from the Park along the southern tip of the Park's boundary. Basin Creek empties into the middle prong of the Roaring River near the town of Abshers, North Carolina. This river flows into the Yadkin River which joins the Pee Dee River before entering the Atlantic Ocean. *Illustration 3.D* illustrates the system of watercourses and associated ridges which compose Doughton Park.

Climate

As stated in Robert Hellmann's 2005 Archeological Investigations conducted at the Blue Ridge Parkway:

"According to data provided by the Southeast Regional Climate Center, average maximum temperatures in January are 43.0° F and a minimum of 22.1° F. The highest temperatures are recorded in July with a maximum high of 80.1° F and a minimum of 56.9° F. The highest and lowest

averages of total precipitation are recorded in March at 5.38 inches, and December at 3.85 inches. Total rainfall, however, is relatively even throughout the year with a total annual average of 55.20 inches. The highest average of snowfall is recorded in January at 7.9 inches. The total average of snowfall is 23.6 inches per year."⁵

Vegetation

Surveying the Basin Cove area from Wildcat Overlook, one can see that the Park is composed of nearly all forested slopes. The managed landscapes surrounding the aforementioned component landscapes are the exception. The majority of these areas are meadows and lawns which are kept open with either a mowing regime or grazing. The meadows and pastures feature meadow grasses and forbs with scattered bays of trees and flowering shrubs, while the lawns feature turf and a variety of flowering trees and shrubs native to the local region. The forested portions of the Park are dominated by two forest types, High Elevation Red Oak Forest on the ridges and upland slopes and Cove Forest along the lowland streams of the Basin Cove area.

High Elevation Red Oak Forest is a subset of the abundant eastern forest community the Oak-Hickory forest. These forests were formerly dominated by American chestnut (*Castanea dentata*). Since the decline of the American chestnut in this region, northern red oak (*Quercus rubra* var. *ambigua* (var. *borealis*)) has come to dominate this forest and define a new forest type.⁶ Generally the forest consists of uneven-aged members of these species: northern red oak, red maple (*Acer rubrum*), tulip poplar (*Liriodendron tulipifera*), white oak (*Quercus alba*), black locust (*Robinia pseudoacacia*), eastern hemlock (*Tsuga canadensis*), rosebay rhododendron (*Rhododendron maximum*), flame azalea (*Rhododendron calendulaceum*), mountain laurel (*Kalmia latifolia*), and pagoda dogwood (*Cornus alternifolia*). This forest characteristically occurs on

4. John W. Tuttle. *Soil Survey of Wilkes County, North Carolina*. (United States Department of Agriculture, Natural Resources Conservation Service, 1997).

5. Robert Hellmann. *Archeological Investigations Conducted at the Blue Ridge Parkway: Doughton Park, North Carolina*. (Southeast Archeological Center, 2002), 11.

6. Michael P. Schafale and Alan S. Weakly. *Classification of the Natural Communities of North Carolina: Third Approximation* (Raleigh: N.C. Natural Heritage Program, Division of Parks and Recreation, Department of Environment, Health, and Natural Resources, 1990), 21.

dry, high elevation slopes throughout the Blue Ridge.

The Cove Forest is characterized by its diversity of species. Common tree and shrub species of community include: cucumber magnolia (*Magnolia accuminata*), flowering dogwood (*Cornus florida*), tulip poplar, red maple, eastern hemlock, rosebay rhododendron, dog hobble (*Leucothoe fontanesiana*), and sweetshrub (*Calycanthus floridus*). While no one species is dominant in this forest type, the tulip poplar and rosebay rhododendron are often found in abundance. The character of this forest is of dense overstory, understory and groundlayer along steep slopes.

Cultural Features

Land Use

Doughton Park exhibits nearly all of the varied types of the land use found along the Blue Ridge Parkway. Recreation is certainly the major activity associated with this Park. In addition to the Parkway and the associated auto touring, Doughton Park features several picnicking areas, a campground for tents and trailers, and 24 miles of hiking trails to facilitate the Parkway recreational experience and nearly 400 acres of leased agricultural land. The recreational facilities are described in greater detail later in this chapter in the Doughton Park Component Landscapes section.

Interpretation is an important endeavor in Doughton Park. Wayside interpretative signs, evening programs provided by Park personnel, and an annual Appalachian Heritage Festival at Brinegar Cabin are some of the interpretive methods employed in the Park. Additionally, lodging and service facilities are provided for Parkway visitors. A 24 room motor lodge, a coffee shop/restaurant, a gift shop, and camp store are a few of the guest amenities provided within Doughton Park. Generally, land use in Doughton Park favors automobile and outdoor recreation along the Parkway. An obvious exception is Parkway land that is leased for agriculture. Throughout the history of the Parkway, agricultural leases of Parkway land have been issued to provide pastoral scenery along the route. This land use is currently very evident in Doughton Park with grazing livestock and hay crops being the most common

leases. Lands adjacent to the Parkway are primarily devoted to private residential properties, agricultural fields, and several protected areas, like Stone Mountain State Park and the Thurmond Chatham Game Lands.

Buildings and Structures

Doughton Park contains a total of 37 buildings and 6 structures. The majority of these buildings and structures occur in Doughton Park's component landscapes. Three eras of buildings are represented in this Park. During the Prewar Planning and Construction Era of the Parkway, many buildings were constructed in a rustic style which reflected local vernacular materials and forms. During the Resumption of Construction Era, buildings were executed in a variation of the previously established rustic style which began to incorporate new building materials and forms. Doughton Park also features several Mission 66 Era buildings which completely abandoned the rustic style in favor of a more economical utilitarian aesthetic. Structures in the park follow a similar trajectory. Early structures tend to exhibit rustic materials and character, while later structures took on a utilitarian character. All buildings and structures are described in the following Component Landscape and Other Cultural Resources sections.

Circulation

Doughton Park contains nearly eight miles of the Blue Ridge Parkway. This two lane corridor runs along the high elevation portions found on the northern boundary of Doughton Park. Additionally, each component landscape contains automotive circulation routes that are described in detail in each component landscape section.

A total of 24 miles of hiking trails are located in the Park. *Illustration 3.E* illustrates this trail network. The longest and most used trail, Bluff Mountain Trail is seven and one half miles long stretching between Brinegar Cabin and the Alligator Back Parking Overlook. This trail parallels the Parkway winding through many of the developed areas of Doughton Park as well as through meadows and forest. Long views and vistas of distant mountainous scenery and pastoral meadows are encountered along this trail. In his 2003 *Waking the Blue Ridge*, Leonard Adkins describes this trail as the "some of the best walking found along the BRP."⁷ The four and one half mile Cedar Ridge

Trail descends from the Parkway to the Grassy Gap Fire Road in Basin Cove. This trail is predominantly forested along the steep descent into the Cove. The Fodder Stack Trail, a one mile trail, is found at the Wildcat Rocks Overlook. This trail begins at the overlook parking lot and descends steeply to a large rock outcrop, the Fodder Stack. Along the trail and at the outcrop, spectacular views into Basin Cove are encountered. Bluff Ridge Trail is possibly the steepest trail in the Park. In a mere two miles and eight tenths miles, Bluff Ridge Trail descends 2,000 feet in elevation. The trail begins in the cul-de-sac of the Bluffs Picnic Area and leads through “heavy woods” to Basin Cove.⁸ The Basin Creek Trail is three and three tenths miles long and connects the Grassy Gap Fire Road with the Caudill Cabin Home site. This trail winds along, and across, Basin Creek through the remnants of the former Basin Cove Community. Grassy Gap Fire Road is a six and one half mile long former wagon road. The route is now used as a NPS service road that leads from the Parkway into Basin Cove. The road is closed to public automobile traffic, but is used for horseback riding and as a hiking trail providing access to the Cove, the associated backcountry campsite, and the other Doughton Park trails. The trail is very steep, intersects with six Doughton Park trails, and crosses the creek several times. The final Doughton Park trail is the Flat Rock Ridge Trail. This trail begins at the Basin Cove Overlook and descends into Basin Cove. The five mile trail is lined with spring blooming ericaceous shrubs and features several nice views into the Cove. The trail intersects with the Grassy Gap Fire Road near the southern boundary of the Park.

Utilities

Electricity is provided to Doughton Park in three locations. One electric line provides power to the Coffee Shop and Lodge, a second line provides electricity to the Host Cabin in the Campground, and a third line connects to the Maintenance Area and Staff Residences. Lines are run to NPS property from adjacent properties off the Parkway. All electric lines located within the developed areas are buried. Each building or group of buildings with restrooms in Doughton Park has an independent septic system. Septic systems are located near each

comfort station, the Lodge, the Coffee Shop, the Maintenance Area and at the Staff Residences. These systems make use of septic tanks which overflow into nearby drain fields. Well water is used to supply all of Doughton Park. Water is pumped from the wells to two water tanks. These historic tanks are located at two high points within the Park and make use of gravity to move the water to the desired locations.

Doughton Park Component Landscapes

Brinegar Cabin

Brinegar Cabin is located at milepost 238.5 Parkway left. The Cabin (circa 1889) and its associated outbuildings sit on a 2.5 acre site. The site slopes steeply from the Parkway to the south. *Illustration 3.F* features the existing Brinegar Cabin site layout.

Vegetation

Vegetation at Brinegar Cabin is quite varied. The site is primarily composed of well-maintained lawn and field. The lawn area is defined on the northern edge by the Parkway and on the western side by the retaining wall of the 17-car parking lot. A mixture of white pine and oak hickory hardwood forest wrap around the lawn from the Parkway in the northeast to the southern tip of the parking lot in the southwest to form a crescent shape. The forest surrounding Brinegar Cabin is in good health. The lawn area is spotted with shrub bays and several large specimen trees. The shrub bays are primarily composed of Catawba rhododendron (*Rhododendron catawbiense*) and are located along the main pathway from the parking lot to the Cabin and along the split rail fence west of the Granary. Generally, the shrub bays are in fair condition, showing some decline due to age. In addition to lawn, the site also contains a field and a garden. Located on the south side of the entrance walk, the interpretive garden is surrounded by a wooden picket fence (see Figure 3.1). This area is planted and maintained seasonally by NPS interpretive staff and volunteers with crops that are representative of Appalachian gardens, such as buckwheat, flax, sorghum, pole beans, and dipper gourds. The field is located to the south of the interpretive garden. This former apple orchard is thought to have once

7. Leonard M. Adkins. *Waking the Blue Ridge* (Chapel Hill: The University of North Carolina Press, 2003), 97.

8. Adkins, 101.



Figure 3.1: View of Interpretive Garden facing north, (Photo by the Jaeger Company, 2005).

contained 25 to 30 apple trees.⁹ There are no apple trees remaining in this area. In the place of the orchard, a 65-foot wide swath of seasonally-mown field runs parallel with the parking lot retaining wall. This field area is very well-maintained. The adjacent field area is mown annually to suppress the invasion of woody plants.

Land Use

Brinegar Cabin, the associated outbuildings, and land are currently used as an interpretative roadside site along the Parkway. The 2002 *Long-Range Interpretive Plan* for the Parkway has deemed the theme for this site to be a “glimpse into the middle class Appalachian farming/family life from 1885-1935.”¹⁰ Primarily, signs are used to interpret this theme. One sign, or gunboard,¹¹ is located under the large white oak near the site entrance and is dedicated to interpreting weaving on the loom. Other signs on the site interpret traditional crops grown by Appalachian subsistence farmers, the regional use of the springhouses for refrigeration, and the life and grave site locations of Martin and Caroline Brinegar. In addition to signs, the site is often staffed by volunteers of the Friends of the Blue Ridge Parkway who provide Appalachian craft demonstrations during the busy summer months. Annually, the Brinegar Cabin site hosts Brinegar

Days, a celebration of the area’s mountain heritage. This celebration features demonstrations of yarn spinning, wood carving, and Appalachian music performance. Additionally, the site’s parking lot serves as a trail access point for both the Cedar Ridge and Bluff Mountains Trails.

Buildings and Structures

The Brinegar Cabin site features four wooden buildings sited in a tight cluster in the southeastern corner of the property. All buildings are sided with wood clapboards and roofed with wood shingles. These buildings are in good condition unless otherwise noted, having been well-maintained since the 1975 NPS restoration.

Brinegar Cabin. The family’s 1889 Cabin is located approximately 60 feet southeast of the interpretive garden and 125 feet south of the Parkway (see Figure 3.2). This one-and-a-half story Cabin sits on a full stone foundation. The Cabin is composed of the original 1889 one-room log building, now sided with wood clapboard, and a clapboard-covered rear shed addition. According to the Brinegar Cabin Historic American Buildings Survey, the Cabin measures 25 feet across the eastern and western facades by 19 feet across the southern and northern sides with a small covered rear porch measuring nine feet in width and four feet, six inches in depth. The southern facade features the Cabin’s solid wood front door on an otherwise blank clapboard wall. Two stone chimneys and a single wooden double-hung window compose the eastern facade. A set of stone stairs lead onto the rear wooden porch. The Cabin’s northern facade features the rear covered porch with a solid wooden back door. Double-hung windows flank the rear door. A single



Figure 3.2: Southern facade of Brinegar Cabin, (Photo by I. Firth & K. Gridley, 2005).

9. Buxton, 83.

10. *Long-Range Interpretive Plan: Blue Ridge Parkway*, National Park Service- Blue Ridge Parkway Branch of Interpretation, 2002, p.93.

11. A gunboard is an original Parkway interpretive sign. The signs were executed in stained wood with routed lettering and covered topics such as pioneer homesteads and weaving on the loom. Figure 3.9 features the Brinegar Cabin gunboard.



Figure 3.3: Brinegar Springhouse, (Photo by the Jaeger Company, 2005).

double-hung window is found on the western facade. The Cabin sits in its original location as does the farm’s original granary and springhouse.

Brinegar Granary. The Granary is located 25 feet to the southwest of the Cabin (see Figure 3.2). It is a single-story wood building, sided with clapboard measuring 14 feet, 2 inches long by 12 feet, 3 inches wide.¹² The Granary features a solid wooden door on its eastern facade with two stone steps. The building sits on a stone foundation, which has an opening to the half basement on the southeastern facade.

Brinegar Springhouse. Brinegar Springhouse is located 32 feet down the slope from the rear of the back porch of the Cabin (see Figure 3.3). The Springhouse entrance faces west toward a large white oak and the stone stairway that leads to the building. The Springhouse is composed of two rooms under a continuous wood-shingled roof. The entire building is 16 feet by 8 feet, 2 inches. The northern room has a flagstone floor, is open on the

western side, and contains the spring basin, which is located in the northern corner of the room. The southern room has an earthen floor, is enclosed, and contains the milk trough. The exterior is covered with vertical board siding. The Springhouse is open for visitors to explore.

Brinegar Outhouse. The fourth building, an outhouse built by the NPS, is well-screened by native vegetation and is located 33 feet from the southeast corner of the Cabin. The entrance faces east with a narrow earthen/gravel path connecting the building to the main asphalt path. The historic location of the homestead’s outhouse is unknown.

Parking Lot Stone Retaining Walls. A total of 225 linear feet of mortared stone wall is present along the southeastern and western edges of the parking lot. The wall is composed of long, thin, horizontally-stacked stone that is very similar in character to the foundations of the existing buildings. The walls are 3 feet thick, 2-1/2 feet tall on the parking lot side, and an average of 4 feet tall on the field-facing side. While the structural integrity of the wall appears to be intact, many spots are missing capstones (see Figure 3.4).

Springhouse Stone Retaining Wall. A dry-stacked stone wall is located on the northwestern side of the Springhouse. This wall is 12 feet in length, 1 foot in thickness, and approximately 4 feet in height. The stone used to create the retaining wall is consistent with that used for the Cabin foundation. The wall is in fair condition due to the effects of growth by the enormous white oak adjacent to the wall and the considerable vegetation that is growing from the joints in the dry-laid wall.



Figure 3.4: View of northwestern wall face, (Photo by the Jaeger Company, 2005).

^{12.} *Brinegar Cabin: Blue Ridge Parkway, Wilkes County, North Carolina* [drawing], Historic American Buildings Survey, Survey # NC-188, drawn in 1947, approved in 1959, sheet 3.

Circulation

Formalized circulation on the site is limited. A 150-foot-long, two-way vehicular road from the Parkway leads visitors into the Brinegar Cabin parking lot. The parking lot is paved with asphalt and has 17 parking spaces. The lot is bordered by stone curbing. A three-foot-wide asphalt sidewalk is located atop the curb between the parking spaces and a stone retaining wall. This walk leads visitors southwest toward the Cedar Ridge and Bluff Mountains Trail access points or northeast toward the Interpretative Garden and front door of the Cabin. One hundred fifty-five feet of three-foot-wide asphalt sidewalk leads to a series of 19 stairs composed of stone risers and asphalt treads. (see Figure 3.5) These stairs descend the slope to the Cabin's front door. Just before the front door, a mortared flagstone path begins. This path forks to provide access to the front door of the Cabin, the Granary to the west and the Cabin's back porch. Just beyond the stairs to the back porch, the sidewalk returns to asphalt winding southwest to the Springhouse. Eighty-five feet of three-foot-wide asphalt path ends at a flight of 20 mortared stone stairs, which curve around the large white oak to arrive at a short run of asphalt sidewalk leading to the entrance of the Springhouse. One small gravel and earthen path leads to the outhouse and connects into the stone path at the back porch. Pedestrian paths at Brinegar Cabin are in good condition with no signs of deterioration. The Cedar Ridge and Bluff Mountains trails depart from the western corner of the parking lot. These trails are part of the Prewar Planning and Construction Era trail system for Doughton Park.

Small-scale Features

The following is an inventory of small-scale features located at Brinegar Cabin. The general condition of the small-scale features is good unless otherwise noted:

Drinking Fountain. A drinking fountain is incorporated into the parking lot retaining wall. (see Figure 3.6) The fountain is built as an extension of the retaining wall, with the top of the fountain rising an additional foot in height from the top of the wall. Two stone stairs elevate small visitors to an appropriate height to access the fountain. The top of the fountain contains an inset metal bowl with central drain and fountain head. Structurally, the



Figure 3.5: Stone entry stairs, (Photo by the Jaeger Company, 2005).



Figure 3.6: Drinking Fountain, (Photo by the Jaeger Company, 2005).

masonry stone base is in good condition and the fountain was operable in spring 2006.

Signs. Four interpretive signs exist on the site. The “Brinegar Cabin and Loom” sign is located under the large white oak nearest the Parkway. This routed wooden sign is a good example of the early interpretive signs that were originally installed along the Parkway. The sign explains the use of the loom by industrious Appalachian women like Caroline Brinegar around the turn of the twentieth

EXISTING CONDITIONS

century. This sign is in fair condition. Rotting wood is evident and the sign base is generally unstable (see Figure 3.7). The “Appalachian Garden” sign is located adjacent to the Interpretative Garden along the entrance walk. This sign interprets garden crop varieties used by subsistence farmers in the Blue Ridge area during the late nineteenth and early twentieth centuries. A metal frame anchors the vandal-resistant integrated graphic board beside the path. This form of sign is representative of contemporary interpretive wayside signage found along the Parkway. A third type of sign is found just beyond the garden. This sign is executed entirely in metal and features a photo of Caroline and Martin Brinegar. The sign lists the birth and death dates of each of the former property owners and lists the nearby location of their graves. These gravesites are not located within Parkway boundaries. The fourth and final interpretive sign is located on the west wall of the Springhouse. This routed wooden sign is mounted flush against the wall and explains the use of this type of structure to cool perishable goods for the Appalachian household. Likely an original or replica of the original sign, this is evocative of early means of interpretation along the Parkway.

Fences. A rustic wooden picket fence encloses the Interpretive Garden. The four-foot-tall fence is composed of pickets of various widths with 4 inches being an average picket width. A locked double gate is located in the eastern corner of the enclosure (see Figure 3.1). A rustic double-railed hand rail is located between the Cabin and Granary. This “fence” is located along a steep drop from the flagstone walkway and is composed of rustic wooden round posts. It is very likely that these are

Parkway additions that would not have been present on the Brinegar Farm. A four rail split-rail fence begins at the shrub bay located west of the Granary and runs down the slope to the western corner of the Granary. The fence then resumes from the southern corner of the Granary again running down the slope in an arc toward the southwestern corner of the Springhouse. The overall condition of the fence is good, but the portion near the Granary is being invaded with herbaceous vegetation, which could lead to future condition issues.

Stone Gutter. Approximately 300 feet of rubble stone gutter wraps from the entrance into the parking lot along the entrance driving lane. Rustic stone cobbles are mortared to form a one foot deep gutter. The condition of the gutter is fair due to encroaching vegetation in the mortar joints of the gutter (see Figure 3.8).

Culvert with Wing Walls. Located 22 feet from the Parkway, between the large oaks of the front lawn, a two foot diameter culvert drains water to the opposite side of the Parkway (see Figure 3.9). This culvert is faced with a four-foot-tall stone headwall. The head wall is 22 feet long and arches slightly away from the Parkway. The condition of the culvert and head wall is good.

Views and Vistas

The Brinegar Cabin site contains one major vista. From the parking lot, visitors overlook the former orchard and into the distant mountains of North Carolina (see Figure 3.10). The parking lot provides a wonderful vantage to look into the distant



Figure 3.7: “Brinegar Cabin and Loom” Sign, (Photo by the Jaeger Company, 2005).



Figure 3.8: Stone gutter at parking lot, (Photo by the Jaeger Company, 2005).



Figure 3.9: Culvert with stone headwall, (Photo by the Jaeger Company, 2005).



Figure 3.10: Vista from Brinegar parking lot, (Photo by the Jaeger Company, 2005).

landscape, while also allowing the visitor to gain orientation of the Cabin site upon arrival. NPS contractors clear the vista of vegetation on a three year cycle in order to retain the planned scene. The condition of the vista is good.

Doughton Park Campground

The 2005 Cultural Landscape Inventory defines Doughton Park Campground as an 84-acre site. The Campground entrances are located at Milepost 239 on both Parkway right and left. The Campground is divided by the Parkway, into two distinct sections: the tent camping area and the trailer camping area. *Illustration 3.G* illustrates the layout of the tent camping and trailer camping areas. The Campground is composed of five loop roads, four in the tent camp area and one in the trailer area. Loop A is accessed by traveling northwest along the tent camp entry road. Loop B is

located to the west of Loop A and is connected to Loop A by a two-way connector road. Located across the Parkway, Loop C is the primary circulation within the trailer area. These three loops were built in 1938. Loop D is located to the northwest of Loop B and is connected to Loop B by a two-way road. This Loop was added in 1955 to a previously-constructed camping area and comfort station that was only accessible by a foot path. The last camping loop, Loop E, was constructed in 1963 and is located to the northeast of Loop A.

Vegetation

The general character of this area is of open lawn with large canopy trees, interspersed to provide shade for the camping units. The understory is composed of flowering trees and shrubs and stands of pines are located along the roadway, providing an evergreen buffer from Parkway activity. The PLUMs listed two species of pine, white pine (*Pinus strobes*) and Table Mountain pine (*Pinus pungens*) for use in screening the Campground from the Parkway and reforesting the two areas. Red maple, tulip poplar, white oak, and northern red oak were specified for developing deciduous canopy around the campsites. Species such as common witchhazel (*Hamamelis virginiana*), apple (*Malus spp.*), shadblow serviceberry (*Amelanchier canadensis*), flowering dogwood, pagoda dogwood, sweet birch (*Betula lenta*), mountain laurel, flame azalea, and rosebay rhododendron were planted to develop flowering understory in the camping areas, bays of seasonal interest at the entrances, and specimen trees in key locations within the two areas. Evidence of these early plantings is very apparent today. While some species have been more successful than others, the existing character has been heavily influenced by this plant palette and the early planting design. The general condition of the Campground's vegetation is good. One particular species is no longer evident in the landscape. The apple trees once found at the trailer camping entrance are no longer present. Given the short life span and high susceptibility to disease of fruit trees, the lack of apple trees in this location is not surprising.

Land Use

Currently, both sections of the Doughton Park Campground are still providing their intended role along the Parkway, recreation. The current Parkway Campground information pamphlet states

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that the trailer camp area provides 25 spots for trailers of various lengths with a sanitary dump station at the entrance to the area, while the tent camping area provides 110 tent camping units with an additional 56 picnic sites. Ranger programs are provided for the two areas. Ranger-led interpretive activities are provided at the amphitheater located in the center of Loop B in the tent camp area. The tent camp area's four distinct driving loops feature parking, picnic, and camp sites which are situated around each of the loops. Three comfort stations are provided in this area, making toilets and cold water available for tent campers. Likewise, the trailer camp area and its loop road provide campers with a comfort station. Loop A contains all 11 picnic sites on the outer loop in the southeastern side. All other tent camp loops are constituted of tent camping only. Private residential development has encroached in the property adjacent to Loop E (see Figure 3.11). These newly-constructed homes are visual obtrusive to this section of the camping area and are a threat to the integrity of the camping experience.

Buildings and Structures

The Doughton Park Campground features several buildings and one prominent structure. These elements are dispersed across the site. The condition of these buildings and structures is good. No signs of insensitive alteration or neglect of maintenance are apparent. Generally, the location of these buildings and structures is based on providing convenient amenities to as many users as possible.



Figure 3.11: Loop E with adjacent residential neighborhood, (Photo by the Jaeger Company, 2005).

Comfort Stations #97 and #98. These comfort stations were built in 1943 to provide the first “modern” restroom facilities to the Campgrounds. Comfort Station #97 is located at the southern end of Loop C and features a south-facing entrance. Comfort Station #98 is located in the center of Loop D and faces west. The buildings are identical and exhibit early Parkway design character. The regional rustic aesthetic is seen in materials, massing, and rooflines of these buildings. Stone foundations, vertical board siding, paned wood framed windows, and wood shake roofing make up the basic materials used to construct these buildings (see Figure 3.12 & Figure 3.13).

Comfort Station # 396. Built in 1955 in the center of Loop A, Comfort Station #396 is a departure from the style of the two earlier buildings in the Campground (see Figure 3.14). Having adopted a more utilitarian design aesthetic, this building makes use of more modern materials such as



Figure 3.12: Comfort Station #97, (Photo by the Jaeger Company, 2005).



Figure 3.13: Comfort Station #98, (Photo by the Jaeger Company, 2005).

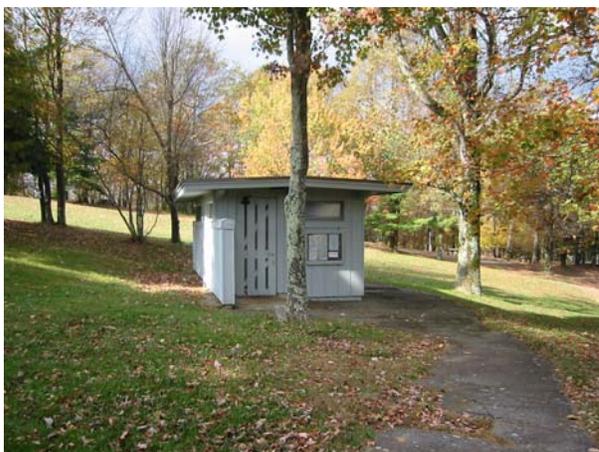


Figure 3.14: Comfort Station #396, (Photo by the Jaeger Company, 2005).

concrete block, and takes on new detailing. The massing is similar as the previous-style comfort stations, but the materials and rooflines have evolved to reflect 1950s architectural tastes. The building faces east toward the knoll in the center of Loop A.

Comfort Station # 370. This comfort station was built in 1963 to the north of Loop E during the construction of this tent camp loop. The building is located near a ravine down the slope from Loops A and E. Narrow asphalt paths lead from campsites located on each of the nearby loops to the building. Sited to face east, this building has a similar design aesthetic as Comfort Station #396. The building is sided with wooden board-and-batten and features a metal roof (see Figure 3.15). Wide overhanging eaves protect users from the elements.

Entrance Station Structures. Located on the right along the entry road to the tent campground, a



Figure 3.15: Comfort Station #370, (Photo by the Jaeger Company, 2005).

1970s manufactured-housing unit and an entrance station provide buildings for NPS employees to occupy during busy portions of the season. The manufactured unit is a flat-roofed metal-sided single-bay unit facing the entry road. The Entrance Station is built of wood board-and-batten siding and is roofed with asphalt shingles (see Figure 3.16). These structures are non-contributing resources because both were added to the Parkway after the first three periods of construction. The Entrance Station continues to be used, while the manufactured unit is no longer used. The manufactured unit is in fair condition showing normal wear associated with a thirty year old temporary unit. The Entrance Station appears is in good condition.

Tent Campground Host Cabin. In 1992, a topographic survey was conducted for the NPS to site the existing Host Cabin. This manufactured log building is situated on the top of the slope on the left side of the entry drive. This cabin is a non-contributing resource due to its recent construction date. The cabin is accessed by a gravel drive on the northwest side and is in good condition.

Water Tank. A water tank for the Campground area is located at the high point in the center of Loop A. The structure was completed in 1939 and has serviced the Campground since then. The tank sits atop an approximately 30 foot tall steel tower (see Figure 3.17). The tank has been freshly painted, and is in good condition.

Circulation

Over two miles of asphalt roadway provide vehicular access to the Campground area. Most of



Figure 3.16: Tent Loop Entrance Station and Kiosk, (Photo by the Jaeger Company, 2005).



Figure 3.17: Water Tank, (Photo by the Jaeger Company, 2005).

the automobile lanes within the Campground are one-way thoroughfares which create the previously-mentioned loops. These loops are connected with two lane connector roads. The average width of the lanes is 10 feet; 10 foot one-way roads and 20 foot two-way lanes comprise vehicular circulation. The roads sheet drain except in areas where stone gutters and culverts are located. These driving lanes are in good condition and have been maintained using the original materials specified for their initial construction.

Loop A. The outer loop of Loop A is composed of 2,205 linear feet of one-way driving lane and 850 linear feet of two-way lanes.¹³ The inner loop contains 1,236 linear feet of one-way lanes and 320 feet of two-way lanes. These loops feature seven bays of parking which provide a total of 40 striped parking spaces.¹⁴ The inner loop of driving Loop A features 43 parking spaces; two of these spaces are universally accessible. These parking spaces are arranged in 12 parking bays. The bays are varied in

their arrangement. Four are large bays with multiple parallel and angled spaces. The other eight bays are angled but are composed of single or paired spaces. Parking bays are located on the shoulder of the driving lanes and are located near the tent and picnic sites they serve. Most of the bays are bordered with stone curbing. Several two-foot-wide asphalt paths lead from two of the nearby parking bays to Comfort Station #396. Otherwise, pedestrian circulation is informal, accessing lawn or driving lanes.

Loop B. Loop B is composed of 1,420 linear feet of one-way driving lane and an additional 300 foot two-way road which connects the loop with Loop A. The loop provides 24 parking spaces arranged in three bays on the northern side of the loop. These spaces provide access to the nearby tent sites and the amphitheater. The amphitheater is located in the center of the loop and is accessible by two narrow asphalt paths. One path begins at the southeastern end of the loop and travels up the slope to the Amphitheater, while the second path begins in the central parking bay on the northern end of the loop and also ends at the Amphitheater. A third asphalt path leads from the western parking bay and travels down the slope through several camp sites before reaching the beginning of Loop E.

Loop C. The trailer loop contains a 100 linear foot two-way entrance road and a total of 2,400 linear feet of one-way loop road. The loop features parking spaces of various lengths to provide campsites for a variety of trailer lengths. These angled spaces are spread evenly around the loop road. Pedestrian circulation is casual, making use of the driving lanes and lawn areas. Additionally, a 400 linear foot asphalt trail in the southern end of this loop provides formal access to Comfort Station #97.

Loop D. Loop D is composed of 890 linear feet of one-way driving lane and 770 feet of two-way road that connects it to Loop B. These lanes contain a total of 20 parking spaces arranged in eight parking bays. All of the bays are lined with stone curb and are conveniently located near the tent sites they serve.

Loop E. Loop E contains 730 linear feet of one-way driving lane and 300 feet of two-way road. Additionally, 20 parking spaces are arranged

13. All roadway lengths are scaled measurements from PLUMs.

14. All parking bays are striped unless noted otherwise.

around the loop to provide convenient access to the tent sites along the loop. All of the parking spaces are stone curbed, but driving lanes are not. Nine hundred sixty linear feet of trail connect the tent sites to the comfort station and beyond to parking along Loop B. The trail leads from the southwestern end of Loop E behind the southern tent site. The trail crosses the two-lane connector road, then descends the slope to Comfort Station #370. The remainder of the trail travels northwest to the northeastern end of Loop A.

Small-scale Features

The following is an inventory of small-scale features located at the Doughton Park Campground. The general condition of the small-scale features is good unless otherwise noted:

Drinking Fountains. There are four drinking fountains in the Campground. One is located to the south of Comfort Station # 396 in the center of Loop A. The second fountain is located north of Comfort Station #98 in the middle of Loop D. The third fountain is located north of Comfort Station #97, and the fourth is mounted on the side of Comfort Station #370 near Loop E. The three free-standing fountains are similar in construction. These fountains are modified examples of the second generation of Parkway drinking fountains.¹⁵ The fountains are made of the original mortared stone bases, but have been modified to include a side-projecting stainless steel drinking fountain and lower side spigot (See Figure 3.18). The original top basin and central drain have been removed from all three fountains. All three are operational and appear to be in good condition. The late-twentieth century alteration does dramatically change the fountains' profile and rustic aesthetic. The fountain mounted on the side of Comfort Station #370, is a manufactured, ADA accessible stainless steel unit. This fountain is also in good condition.

Horse Watering Trough. Remnants of a stone mortared horse watering trough are located south of Loop D beside campsite number 75. This horse trough was originally connected to a rustic stone



Figure 3.18: Drinking fountain in trailer campground, (Photo by the Jaeger Company, 2005).

drinking fountain and stairs. (See Figure 2.33)The drinking fountain was likely removed from the feature during the late 1980s and early 1990s. While the trough remains, it is in fair condition.

Signs. A variety of sign types are found within the Campground. Directional signs are the most numerous type. Several low wooden signs are located to direct pedestrians to locations such as the comfort stations, trails, and Amphitheater. Metal reflective traffic signs are used to direct traffic along the automotive lanes with signs such as “One Way”, “Campsites 25-47”, and “No Parking” being representative examples. Informational signs are found throughout the camping areas and inform the visitor of such things as the Campground's policies, rates, speed limit, and firewood purchasing opportunities. Original signs were constructed of gray stained wood with routed lettering (see Figures 3.16, 3.19 & 3.20).

Kiosks. An information kiosk is located at the entrance of both the tent and trailer camping areas (see Figure 3.16). These are contemporary additions to the camping areas and are constructed of routed wood signs, wood shingle, and posts. Each kiosk features a central information board

15. First generation drinking fountains were constructed of hollowed sections of logs set on end with the drinking fountain mechanism inserted into the hollowed area. Second generation drinking fountains were constructed of battered stone masonry bases and featured a central basin and fountain in the top center of the stone base.



Figure 3.19: Split rail fence in tent camp, (Photo by the Jaeger Company, 2005).



Figure 3.20: Tent camp Refuse Disposal Station, (Photo by the Jaeger Company, 2005).

with a small roof. These kiosks provide information such as campground policies, trail information, and Parkway pamphlets.

Fences. Split-rail fences are used in a limited manner within the Campground. Primarily, the fences are used at strategic points to prevent entry onto steep slopes and into protected areas (see Figure 3.19).

Refuse Disposal Stations. Both areas of the Campground contain a fenced space for trash and recyclables. In the trailer area it is located beside the Sanitary Dump Station. In the tent camping area it is located just south of the entrance to Loop E. Each station contains a trash dumpster within the wooden fence for visual buffer and a wooden recycling bin attached to the outer wall (see Figure 3.20). In 2006, the wooden recycling bins were replaced with metal bins.¹⁶

Camp Sites. The camp sites are primarily composed of four elements: a picnic table, a fireplace, a tent pad and a lantern post. There are a variety of styles of each located throughout the Campground. These campsite elements serve as visual evidence of many eras of construction and repair. The best examples of the oldest existing style of picnic tables are found at Loop D. These tables are constructed with stone pillars supporting a concrete tabletop and wooden benches (see Figure 3.21). Two later styles of concrete picnic tables are far more common in both of the Campground areas. They are executed entirely of cast concrete. Existing fireplaces within the Campground are of the hinged metal ring variety. Metal lantern posts are found at each site. Figure 3.22 illustrates a typical tent campsite within the Campground.

Stone Gutters. Stone gutters are found on the side of many of the driving lanes within the tent camping area. Most of the gutter is located on the outer loop of Loop A. All observed gutters were composed of grouted rubble stone. The general condition of the



Figure 3.21: Oldest existing style of picnic table, (Photo by the Jaeger Company, 2005).

16. Ray Shaw, 1.18.2005 email conversation.



Figure 3.22: Typical tent campsite, (Photo by the Jaeger Company, 2005).

gutters is fair due to the invasion of vegetation into the mortar joints and the build-up of organic material. The condition of many of the gutters is eroding.

Amphitheater. A 250-person capacity Amphitheater is located in the center of Loop B. This area is composed of three bays of angled benches. The bays are separated by two circulation aisles, and each bay is composed of nine rows of benches, which radiate around a central fireplace. The bench seats are constructed of two-by-fours turned on end and separated by wooden spacers, producing slotted bench seats. The bench supports are fabricated from metal pipe, which are anchored into the soil and attached to the bottoms of the wooden seats. A campfire circle is located in the center of two stone boulders (see Figure 3.23). This contemporary addition to the Campground is the site for interpretive programs.



Figure 3.23: Amphitheater, (Photo by the Jaeger Company, 2005).

Solar Panels. Solar panels on wooden poles are located at each of the comfort stations. These contemporary additions were added to produce energy for lighting each of the buildings.

Views and Vistas

Consistent with the PLUMs, no planned views or vistas exist within the Campground areas.

Bluffs Coffee Shop, Gift Shop, and Camp Store

Located at Milepost 241 on Parkway right, the Bluffs Coffee Shop, Gift Shop, and Camp Store continue to be operated by NPS concessionaires. The site is defined by the Bluffs Coffee Shop and Service Station CLI as a six acre area. This component landscape is composed of three buildings, two parking areas and an abandoned picnic area (Picnic Area #1). *Illustration 3.H* describes the site.

Vegetation

Originally planned as a wooded picnic area and a concessions operation located on the Parkway, the Coffee Shop/Gift Shop/Camp Store/Picnic area retain their intended setting. As planned, a hardwood forest composed of tree species such as red maple cover the picnic area and forms a backdrop for the concessions buildings. The picnic area is now fully canopied and contains an understory of flowering shrubs and trees. Species such as rosebay rhododendron and mountain laurel are scattered throughout the site. Generally the condition of the vegetation in this area is good. Since being abandoned in the late 1970s, the lack of maintenance has become apparent. This area is far less manicured than the maintained areas within this component landscape. However, the character and species of trees and shrubs that were intended for this area persist. The Coffee Shop, Gift Shop, and Camp Store and associated parking lot are separated from the Parkway by mown turf. The lawn areas surrounding the buildings and parking areas are well-manicured and in good condition. These lawn areas are dotted with several flowering shrubs and specimen trees. 1950s photos show this landscape with many more flowing shrubs scattered around the lawn. The condition of the existing trees and shrubs is fair. In particular, one eastern hemlock shows signs of Hemlock Woolly Adelgid (*Adelges tsugae*) damage.¹⁷ Additionally, many of the mountain laurels are in a state of decline,

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possibly due to old age. A former CCC member who worked on original landscape installation in the Doughton Park Area and then became a Doughton Park Parkway maintenance employee noted, “They don’t have the help up there that I did, in my day. We kept all the same things up [original plantings], the shrubbery and all that. And I had plenty of help. [Today] [t]hey just don’t have it.”¹⁸ Much of the current landscape maintenance appears to be related to mowing.

Land Use

The intended uses of this component landscape are two fold. Originally this site was to contain an area for recreation and an area for roadside service and supply procurement. Recreation was to be accomplished with a 25 site picnic area. The Picnic area remains but it was abandoned in the late 1970s. Since that time the area has been allowed to return to an unmanaged state. Supplies and services were to be provided in two buildings located side by side. These buildings were constructed to house a coffee shop/restaurant and an automobile service station. The current use of the Coffee Shop is consistent with its intended use, while the Service Station was converted into a Gift Shop/Camp Store in spring 2006. Bluffs Coffee Shop continues to serve hearty southern style breakfast, lunch and dinner daily from May through October. The Gift Shop and Camp Store is also open seasonally.

Buildings and Structures

The Bluffs Coffee Shop, Gift Shop, and Camp Store site features three stone and wooden buildings. The CLI for this site evaluated the condition of these buildings as fair. This is due mostly to the current condition of the oldest building on the property. The other two buildings are in good condition having been well-maintained since their construction.

Comfort Station #101. This comfort station was built in 1942. Like the two comfort stations in the Campground which were built in the same era, this building is also constructed in the early rustic style.

17. The Hemlock Woolly Adelgid is a non-native pest which was first introduced in 1924. This pest has spread from the Northeastern United States and is now present in many southern states.

18. Robert Sparks. *Oral History Interview*. interview by Alicia Gallant, 29 June 1996.

Stone and wood clapboard siding are used in conjunction with wood shingles to cover the building (see Figure 3.24). The style is reminiscent of local Appalachian building forms in terms of massing and roof line. The building is approached from a path running from the parking lot northwest to the rear of the site. Due to the steep slope of the picnic area, the rear of the building is partially below grade. This provides an at-grade entrance to the building on the northwestern side. This comfort station has not been maintained since the picnic area was abandoned nearly 25 years ago. Neglect is evident. Wood rot and a general accumulation of organic debris are leading to diminished integrity of this early Parkway building. Despite this lack of maintenance, the building is in fair condition, retaining its original windows, doors, and siding.

Coffee Shop. The Coffee Shop is set back 120 feet from the Parkway with the entrance facing southeast toward the Parkway. The building is approximately 100 feet long and 30 feet wide. As with the previously constructed Comfort Station #101, this building was constructed in the rustic style drawing inspiration from local vernacular building traditions. Unlike the Comfort Station, this post World War II building shows a new commitment to more modern and economical materials. Construction materials consist of stone, gray stained wood clapboard siding and a new Parkway material for the time, concrete roofing shingles. Two sets of metal and glass entrance doors lead into the foyer and are located in the center front of the building. A long horizontal band of eight metal framed projecting windows is located on the right front of the facade in the dining room



Figure 3.24: Comfort Station #101, (Photo by I. Firth & K. Gridley, 6.25.2005).

area (see Figure 3.25). The interior of the building is composed of a large dining room with numerous tables and chairs and a bar with barstools. A small gift shop area is located immediately to the right after entering the building and is screened from the dining room with a vertical wood louver screen. Restrooms are located on the left just after entering.

Gift Shop, and Camp Store. Designed and constructed at the same time, the Coffee Shop and Service Station were intended to be a set of buildings. The former Service Station sits twenty feet west of the Coffee Shop. The two buildings are separated by a paved service area. Measuring approximately 40 feet long by 20 feet wide, the former Service Station consists of two rooms with separate entrances which are used for the Camp Store and Gift Shop, two restrooms and a large storage room. This building is constructed of the same materials as the Coffee Shop with the exception of the wooden double hung widows (see Figure 3.26).

Stone Retaining Walls. A 360 foot long stone masonry retaining wall runs along the northern edge of the eastern parking lot. This wall is approximately 10 feet tall and two feet wide and was used to create a level parking area on an otherwise steep sloping site. The wall is the oldest structure on the site being part of the first phase of construction in this area of the Bluffs. Incorporated into the wall on either end and in the center of the wall, sets of stone stairs descend into the abandoned picnic area. The wall and stairs appear to be in good structural condition, but vegetation and organic matter obscure much of them.

Circulation



Figure 3.25: Bluffs Coffee Shop, (Photo by the Jaeger Company, 2005).



Figure 3.26: Bluffs Service Station, (Photo by the Jaeger Company, 2005).

Automotive traffic enters this site from the Parkway on one of two entrances. These entrances form a loop in front of the Coffee Shop, Gift Shop, and Camp Store. The entrance loop is 24 feet wide to accommodate two-way traffic. An additional 10 feet width of asphalt is provided in front of the buildings along the southern side of the loop to provide parallel parking spaces for eight automobiles. Two parking lots are located off of this loop, one to the east and one to the west. The eastern parking lot provides 49 parking spaces, while the western parking lot provides 26 parking spaces. Each is composed of 20 foot wide central access lane which provides two-way automotive access to parking spaces. All parking spaces, parking access lanes and entrance lanes are surfaced with asphalt and bordered with six inch tall stone curbing. The asphalt is worn and contains many irregularities in the surface; therefore, the condition of the asphalt surface in this area is fair. The stone curbing is in good condition, but needs repair in several places.

Pedestrian circulation in the parking lots is provided along the northern edge of both lots with a four foot wide asphalt walk. As with the asphalt condition in the driving lanes and parking spaces, the asphalt surface of the sidewalks is worn and in fair condition. Additionally, the central automotive access lanes are used for informal pedestrian circulation within the parking lot. Flagstone sidewalks are located along the length of the front facades of the Coffee Shop, Gift Shop and Camp Store. These walks range between six and eight feet in width and are in good condition. Pedestrian circulation also exists in the abandoned picnic area. Approximately 4,000 feet of asphalt path was

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constructed in this area to connect the parking lot with the various amenities of the picnic area. Since being abandoned, these paths are nearly invisible. Due to lack on maintenance and the associated accumulation of organic material these paths are degraded and are therefore in poor condition.

Small-scale Features

The following is an inventory of small-scale features located at the Doughton Park Coffee Shop, Gift Shop and Camp Store. The general condition of the small-scale features is good unless otherwise noted:

Drinking Fountains. There are five drinking fountains in the picnic area and one located on the northeastern corner of the western parking lot. All six fountains are examples of the second generation of Parkway drinking fountains. The fountains are made of the original mortared stone bases. A stone stair elevates small visitors to an appropriate height to access the fountain. The top of the fountain contains an inset metal bowl with central drain and fountain head (See Figure 3.27). Structurally, the masonry stone base is in good condition, but the fountains were inoperable during August, 2005, and appear to have long been out of service.

Picnic Tables and Fireplaces. Located in the abandoned Woodland Picnic Area there are the remains of 28 sets of tables, benches and fireplaces. The tables are constructed with two stone pillars

bases which support a concrete slab tabletop. The benches are also constructed with two stone pillars which support a three by twelve inch wooden plank seat. The fireplaces are constructed with U-shaped stone walls and metal grate cooking surfaces. Due to the lack of maintenance of this area over the past 30 years, many of these elements are missing or in poor condition. Many sets are incomplete and many contain broken benches and tables (see Figure 3.28).

Signs. A variety of sign types are found at the Coffee Shop, Gift Shop and Camp Store. Entrance signs are located at front doors of each concession. These signs are constructed of stained and routed wood and are in keeping with the early styles of Parkway signs. Additionally, several low wooden signs are located around the parking lots to direct automobiles and announce things such as firewood purchasing opportunities (see Figure 3.25). Two metal reflective signs are located on the Parkway to mark the entrance to the concessions and parking area. A six foot tall three-sided informational sign is located between the two buildings. This three-sided sign is in poor condition due to excessive wear on



Figure 3.27: Drinking Fountain, (Photo by the Jaeger Company, 2005).



Figure 3.28: Abandoned Picnic Table and Benches, (Photo by the Jaeger Company, 2005).

the surface and fading of the graphics on the sign. All other signs are in good condition.

Refuse Containment Area. A fenced space for collection of trash and recyclables from the operation of the concessions is located in the southeastern corner of the eastern parking lot. A gray wooden fence surrounds three dumpster for trash and recyclables. Each dumpster is enclosed on three sides with a wooden wall with an access gate to each unit located on the northern side.

Drop Inlet and culvert. A drop inlet and culvert is located at the entrance to the eastern parking lot. This inlet serves to drain water from the parking lot and release the water at the picnic area level. The inlet is composed of a three foot by three foot metal grate surrounded by masonry rubble stone on three sides and a one and half foot tall masonry rubble stone wall on the fourth side. Another inlet exists in the midpoint of the large island situated between the Parkway and the buildings. This metal and concrete inlet is flush with the grade of the drive in this area and is surrounded by stone curbing.

Views and Vistas

The PLUMs indicate the presence of a 400 foot wide vista located across the Parkway from the Coffee Shop. This vista is no longer open. This opening would provide a view southeast from the Coffee shop entrance and dining room windows. The view from the Coffee Shop, Gift Shop and Camp Store south toward the entrance road to the Lodge is in good condition. Comparison of historic and contemporary photos of this area shows that the view up to the meadow is very similar to that of the view immediately after construction. Certainly, vegetation has matured in this area, but the character, a meadow dotted with flowering shrubs, specimen trees, and stone outcrops persists.

Bluffs Lodge

Bluffs Lodge is located at Milepost 241 on Parkway left and is defined by the Doughton Park CLI as a 23 acre site. This component landscape is composed of two buildings which constitute the Lodge, two parking lots, an overlook, a memorial, a water tower and a pump house. *Illustration 3.1* describes the site.

Vegetation

The general character of this area is that of an open meadow dotted with specimen trees and flowering

shrubs. Parkway plans from the 1930s and 1940s for this area confirm that the existing character is consistent with the original intentions of Parkway planners. The general condition of Bluffs Lodge vegetation is good.

Along the entrance road to the Lodge red maple, Table Mountain pine, white oak, red oak and shadblow serviceberry were planted in the late 1940s. These species, except for the serviceberry, are still present the along the road. The tree species are represented both by original plantings and progeny of the original plantings. The entrance road vegetation is generally in good condition.

The Lodge is surrounded on the southwestern side by an expansive pasture (see Figure 3.29). This open meadow is bordered by vegetative borders of both evergreen and deciduous forest. The pasture areas are predominantly composed of meadow grasses and summer blooming wildflowers with a scattering of several mature specimen trees and clumps of flowering shrubs. The specimen trees are dominantly red oaks and Table Mountain pines and the shrub bays are primarily composed of mountain laurel and rosebay rhododendron.

Wildcat Rocks Overlook is surrounded by a forest of deciduous trees with an understory of flowering shrubs and an herbaceous woodland groundcover. The canopy is primarily composed of red and white oaks with the understory being dominated by mountain laurel and rosebay rhododendron. The groundcover consists of dense ferns and lawn. The vegetation in this area is healthy and generally in good condition.



Figure 3.29: View of Bluffs Lodge from Pasture, (Photo by the Jaeger Company, 2005).

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The area immediately surrounding the Lodge consists of well-maintained lawn with a scattering of flowering shrubs and specimen trees. The trees include three specimen red oaks, a red maple, and a Table mountain pine, with mountain laurel being the predominant flowering shrub. The mountain laurels are in poor health. Historic photos of the Lodge indicate a former abundance of this shrub that does not currently exist. Due to the poor health of existing shrubs and the many missing shrubs, the condition of the vegetation in this area is fair.

Land Use

The Bluffs Lodge area has several uses occurring on the site. Primarily the area is used for overnight lodging along the Parkway. Two buildings joined by a common terrace provide 24 rooms for Parkway visitor accommodations during six months of the year. The Lodge has been in constant operation by a NPS concessionaire since it was opened in 1949. The Lodge features a terrace located between the two buildings. An outdoor fireplace located on this terrace is a gathering spot for many Lodge guests. This site also functions as a roadside attraction. Wildcat Rocks Overlook was the first Parkway development in the Lodge area and continues to function as a roadside stop for many visitors. From the overlook visitors survey the undeveloped Basin Cove watershed. The history of this former community and its one remaining building, Caudill Cabin, are interpreted with a wayside interpretative sign located at the overlook. Another land use which is visible at the Lodge is the agricultural land. When the Lodge was opened for business the meadow area south of the building was leased for grazing. This land use continues today. Additionally, the site has a recreation function as the Overlook area acts as a trailhead for the one mile long Fodder Stack Trail.

Buildings and Structures

The Bluffs Lodge site features the three buildings and one structure. Lodging is provided in two-story buildings. A pump house and water tank provide water to the site. The buildings and structures are in good condition having been well-maintained since their construction.

Bluffs Lodge. Since opening in the fall of 1949, the Bluffs Lodge continues to provide Parkway accommodation May through October each year (see Figure 3.30). Two buildings are sited at a 125



Figure 3.30: View of Bluffs Lodge, (Photo by the Jaeger Company, 2005).

degree angle to one another. These buildings were sited along the existing contours of the property on a moderate slope. Due to this slope, the northeastern building facades are one story tall and the southwestern facades are two stories tall. The buildings are attached with a 75 foot long by 40 foot wide stone terrace. On the southeastern side of the terrace, a breezeway connects the two buildings. The terrace overlooks the adjacent pasture on the southeastern side of the buildings and features a large stone fireplace and many movable patio tables and chairs. Two sets of stairs lead from the terrace down to the lower level of Lodge rooms and one set leads up to the breezeway. In addition to the breezeway, a covered walk protects the room entrances. The covering is provided by a shed roof that ties into the main roofline of the Lodge. A double porch is created on the southwestern facade under the roof overhang with wood decking flooring the second story floor. As stated in the Doughton Park CLI, the Lodge buildings reference regional vernacular rooflines, pitch, and massing, but incorporate materials which reflect a move toward more economical building construction along the Parkway. These Resumption of Construction Era material changes are well represented in the use of concrete roofing shingles rather than hand-split shakes. However, most of the materials are consistent with the rustic materials, which had been used during the earlier Prewar Planning and Construction Era along the Parkway. The buildings are sided with gray stained wood siding. The gables are covered with wide clapboards while the walls are covered with flush-mounted vertical wooden boards. Large eight over eight sash windows are used for the majority of the

Lodge windows and smaller six-over-six sash windows are used for bathrooms. Entrance doors to the rooms are wooden six panel construction. The entry doors are covered with white painted wooden louvered screen doors. The materials appear have been regularly maintained and replaced with appropriate materials. The overall condition of these buildings is good.

Water Tank. Built in 1939, the water tank is one of the oldest structures in Doughton Park (see Figure 3.31). The tower is located on top of the knoll, just behind Wildcat Rocks Overlook. A steel water tank sits atop an approximately 25' tall steel tower. The structure is painted olive green and is in good structural condition.

Pump House. This late 1940s building is nestled into the landscape with understory vegetation. The Pump House is a low concrete block utilitarian building located directly west of the Water Tank. The building is partially below grade with the above grade portion measuring approximately five feet in height. A flat concrete slab provides cover for the building. The condition of this well-built and maintained utilitarian building is good.

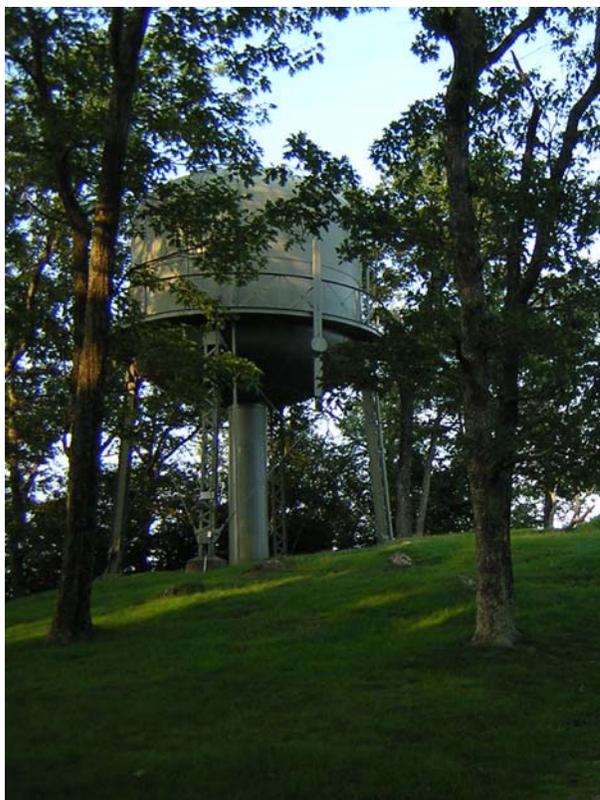


Figure 3.31: Bluffs Lodge Water Tower, (Photo by the Jaeger Company, 2005).

Circulation

Pedestrian circulation is provided with asphalt paths. Located along the southern side of the Overlook Parking area and Lodge Parking area, a three-foot-wide 780 feet long paved path connects the parking lots and Lodge. Additionally, a three-foot-wide 770 foot long path loops from the eastern end of the Overlook Parking area to the Wildcat Rocks Overlook then continues west to rejoin the aforementioned parking lot path. A 330 foot path loops from the eastern end of the Lodge Parking area to the front of the Lodge and then ends at the western end of the Lodge Parking area. This path is divided by an 85 foot long linear path which connects the center of the Lodge to the center of the Lodge Parking area. The asphalt paths immediately in front of the Lodge are approximately six feet wide and are also used as a vehicular lane for luggage drop-off. Most of the paths are worn. Some areas of path are excessively worn with the worst portions missing areas of asphalt and overgrown with turf (see Figure 3.32). The overall condition of the asphalt on these pedestrian paths is fair.

Vehicular circulation at the Lodge is accomplished with a main entrance road which leads from the Parkway past the Lodge and terminates in the Overlook Parking area. The road consists of two traffic lanes and is surfaced with asphalt. On the northeastern side of the Lodge, a parking lot is located south of the entry road. The lot configuration forms a loop with two access points to the entry road. Both parking lots are curbed with stone (see Figure 3.33). The condition of this circulation route is fair. Worn asphalt is evident in



Figure 3.32: Asphalt pedestrian path, (Photo by the Jaeger Company, 2005).



Figure 3.33: Stone curb in Bluffs Lodge parking lot, (Photo by the Jaeger Company, 2005).

many areas and previous asphalt projects have obscured a large portion of the stone curb.

Small-Scale Features

The following is an inventory of small-scale features located at the Bluffs Lodge. The general condition of the small-scale features is good unless otherwise noted:

Stone Gutter. Approximately 100 feet of rubble stone gutter is located along the southern side of the entrance road. The gutter is found at the base of a large stone outcrop (see Figure 3.34). This early feature was installed with the original entrance road to Wildcat Rocks Overlook. The gutter is in good condition due to years of regular maintenance and repair.

Robert L. Doughton Memorial. The Bluffs was renamed Doughton Park for local Congressman Robert L. Doughton in 1953. To commemorate Congressman Doughton, a memorial was established in the southeastern corner of the Overlook Parking area. The memorial consists of a curved stone retaining wall with an integrated wooden bench and drinking fountain and an inscribed bronze plaque (see Figure 3.35). The plaque features a likeness of Congressman

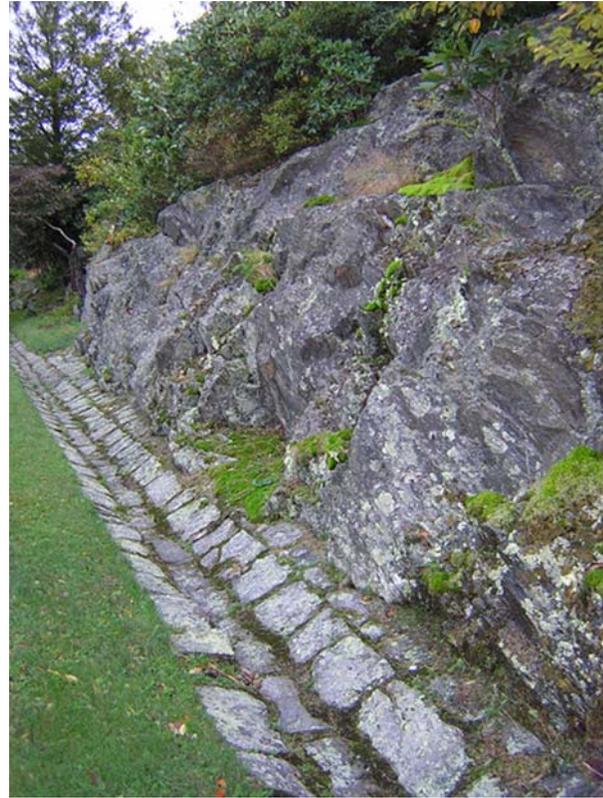


Figure 3.34: Stone gutter along Entrance Road, (Photo by William Shealy, 2004).



Figure 3.35: Robert Doughton Memorial, (Photo by the Jaeger Company, 2005).

Doughton and an inscription commemorating the life of Congressman Doughton and the dedication of Doughton Park. The plaque is heavily tarnished and in need of cleaning. The drinking fountain is integrated with the stone retaining wall much like the one found at Brinegar Cabin. The fountain is located at the eastern end of the retaining wall rising a foot from the top of the wall to punctuate the end of the feature. A stone stair elevates small visitors to an appropriate height to access the fountain. The top of the fountain contains an inset

metal bowl with central drain and fountain head. The fountain was found to be inoperable in August, 2005, and appears to have long been out of service. The wooden bench is in fair condition due to wood rot and excessive weathering. Structurally, the stone masonry is in good condition. Due to the inoperable fountain, the rotting bench, and tarnished plaque the general condition of this memorial piece is fair.

Signs. A variety of sign types exist on the site. Predominantly the signs function to provide direction to the Lodge, Overlook, and hiking trail. These signs are constructed of wood with routed lettering (see Figure 3.36). These wooden signs are typical of early Parkway signs. Additionally, an interpretative sign focusing on Appalachian homesteads is located at the Overlook (see Figure 3.37). This sign is constructed of metal posts which hold a vandal-proof integrated graphic board which is consistent with new interpretative signs along the Parkway.

Overlook Features. Constructed in 1939, the Wildcat Rocks Overlook features a pair of stone masonry walls and flagstone patios. Each wall is one and half feet thick and three feet tall. The patios are composed of mortared flagstone adjacent to the wall which transitions to unmortared randomly set flagstones further away from this structure.

Parking Light Poles. The Lodge Parking area features newly installed light poles. Four industrial style light fixtures are located on wooden utility poles on the western side of the Lodge Parking area. The poles are approximately 15 feet tall are spaced equally along the edge of the parking lot to provide light for the parking area. The lights are recent replacements of the original parking lot lights and are therefore in good condition.

Split Rail Fence. Split rail fence separates the lawn surrounding the Lodge from the adjacent pasture. The fence is of a typical four rail fence type that is common along the Parkway (see Figure 3.38). The fence runs from the edge of the wooded area to the southeast of the Lodge and runs northwest toward the entrance road. At the junction of the picnic area road and the entrance road, the fence turns southwest and travels along the picnic road.

Views and Vistas



Figure 3.36: Directional signs at Overlook, (Photo by the Jaeger Company, 2005).



Figure 3.37: Caudill Cabin sign at Overlook, (Photo by the Jaeger Company, 2005).

The Bluffs Lodge area features both an important vistas and views. The Wildcat Overlook was designed and built to feature the vista of the Basin Cove watershed. The overlook faces southeast toward the cavernous Cove below. Cedar Ridge to the northeast and Chestnut Ridge to the southeast define the geographical extents of the vista. Vegetation is maintained at the Overlook to create the desired vista. This maintained vista and associated overlook continue to be a roadside attraction for many Parkway visitors. Currently this



Figure 3.38: Split rail fence at Bluffs Lodge, (Photo by the Jaeger Company, 2005).

vista is in need of maintenance, but overall is in good condition. In addition to the vista at Wildcat Rocks Overlook, the Bluffs Lodge area also includes a spectacular view from the Lodge. During the design of the Lodge, a major influence in the siting of the building was the pastoral southwestern view from the Lodge site. This view is enjoyed from the central Lodge terrace as well as from the windows and covered porches of the southwestern facing rooms. This view is composed of grass and wildflower meadow with scattered bays of shrubs and trees. Since the early planning stages for the Lodge, this has been the intended character of the view from the Lodge. The plant material and view are in good condition.

Bluffs Picnic Area

The entrance to Bluffs Picnic area is located at MP 241 Parkway left. This entry is shared with Bluffs Lodge for the first 750 feet before the entrance to the Picnic Area branches off to the west. The Doughton Park CLI has defined this component landscape as an 80 acre area. *Illustration 3.J* features the existing Bluffs Picnic Area site layout. The first 1,600 feet of road way feature 16 picnic sites that were built in the late 1930s. The subsequent 1,000 feet of roadway feature 15 newer picnic sites located on the northwestern side of the road.

Vegetation

When the Bluffs Picnic area was constructed in 1939, picnic sites were built under the tree and mountain laurel canopy on the northern and western sides of the picnic area road, now called Ridge Road. Many additional sites were created during this same period and were located on the

southern side of the parking lot in the meadow. These sites were removed in the late 1950s when Ridge Road was extended. While these meadow sites were lost, the character of a shaded picnic area continues today in the remaining picnic areas. Canopy was established in this area before the 1939 construction date, thus a relatively mature stand of deciduous hardwoods and flowering understory exist in the picnic area today. Along Ridge Road, the vegetation on the northwestern side is composed of red maple, white pine, tulip poplar, black locust, rhododendron, rosebay rhododendron, and mountain laurel. The species composition of the canopied vegetation on the opposite side of the road is very similar. In addition to the wooded portions, this area also features a stone outcrop with associated plant species and narrow glimpses into the pasture. The outcrop is located approximately 1,200 feet from the beginning of Ridge Road and features low growing outcrop species such as coral bells (*Heuchera americana*) and hairy rockcress (*Arabis hirsuta*), see Figure 3.39. The pasture features meadow grasses and forbs with scattered bays of trees and flowering shrubs. Generally, the vegetation in this area is in good condition. The only exceptions are evidence of Hemlock Woolly Adelgid on several mature hemlocks (see Figure 3.40) and dead rosebay rhododendron in the understory around many of the northeastern sites.

Land Use

The Bluffs Picnic area was created to facilitate recreation along the Parkway primarily in the form of picnicking. This use continues today, but at a decreased volume. A one mile stretch of picnic sites, two comfort stations and many parking spaces



Figure 3.39: Stone Outcrop on Ridge Road, (Photo by the Jaeger Company, 2005).

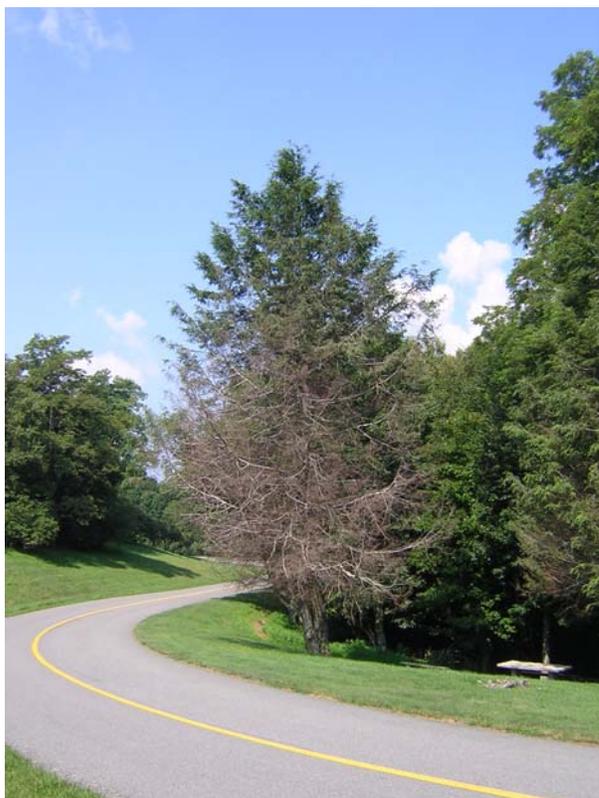


Figure 3.40: Hemlock Woolly Adelgid damage, (Photo by the Jaeger Company, 2005).

provide visitors with ample area for dining outdoors. To a lesser extent the area is used for hiking as the Bluff's Mountain Trail is accessible from the Picnic area.

Buildings and Structures

The Bluffs Picnic Areas features two buildings. These buildings are dispersed throughout the area containing picnic units. The condition of these buildings is good. No signs of insensitive alteration or neglect of maintenance are apparent. Generally, the location of these buildings and structures is based on providing convenient amenities to as many users as possible.

Comfort Station #102. Comfort Station #102 sits prominently on a hill overlooking the northeastern parking area of the Picnic Area (see Figure 3.41). The building is different in material and style than the other Doughton Park comfort stations of the same era. Built in the Adirondack style in the early 1940s, this building sits 95 feet from Ridge Road. The walls of the building are constructed of squared and stained logs with flush-mounted vertical wood boards covering the gables. Additionally, the 23 feet wide by 30 feet long



Figure 3.41: Comfort Station #102, (Photo by the Jaeger Company, 2005).

building features a stone foundation, hinged six light sash windows, and a wood shake roof. A large overhang on the northwestern side of the building creates a deep porch with built in bench seating and a flagstone floor. Comfort Station #102 has recently been stained and re-roofed. This building is in good condition with no additions or repairs.

Comfort Station #104. Built in the utilitarian style, Comfort Station #104 is a stylistic departure from #102 (see Figure 3.42). This Mission 66 Era building is located 35 feet down slope from Ridge Road. The entrance faces south toward the wooded slope beyond. The 16 foot wide by 24 foot long building is sided with plywood sheets milled to look like vertical wood siding and roofed with a flat roof. Small rectangular windows located above eye level are provided in each of the two facilities to bring natural light into the building. Doors are created of vertical wood planks and are stained gray to match



Figure 3.42: Comfort Station #104, (Photo by the Jaeger Company, 2005).

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the rest of the wood on the building. The building is in good condition with no additions.

Circulation

Ridge Road provides vehicular circulation for the Bluffs Picnic Area. The mile long two-lane road begins at the Bluffs Lodge entrance road and curves southwest to the cul-de-sac at the roads terminus. The cul-de-sac is surrounded by meadow and provides access to the Bluffs Mountain Trail. Eight parking bays are located along the roads length providing a total of 122 parking spaces. Stone curb borders each parking bay. The condition of the asphalt in the driving lanes and parking bays is good, with minimal asphalt wear. The stone curbing is somewhat obscured from years of asphalt resurfacing. Pedestrian circulation is accomplished with asphalt trails in the picnic areas. The first constructed portion of the area was completed during the Prewar Planning and Construction Era. This area is located along the first half mile of the Ridge Road. The area once featured earthen paths with log interrupters, but was paved in the mid-twentieth century. These paths are in fair condition showing some signs of wear. The second phase of picnic sites was constructed during the Mission 66 Era of Parkway construction. This area features three-foot-wide asphalt paths. These sites are located along the western side of Ridge Road and include approximately 500 feet of pedestrian circulation. The asphalt paths are in fair condition with some wear and missing asphalt.

Small-scale Features

The following is an inventory of small-scale features located at the Bluffs Picnic Area. The general condition of the small-scale features is good unless otherwise noted:

Stone Stairs. Stone stairs are found near Comfort Station #102 and #104. The set of twelve stone stairs which lead up to Comfort Station #102 are in good condition showing no signs of structural problems (see Figure 3.43). The set of twelve stairs located on the north side of Comfort Station #104 lead from the adjacent parking area to the comfort station and picnic sites. These stairs are in fair condition due to deteriorating mortar joints (see Figure 3.44).

Drinking Fountains. The 1943 Master Plan shows six drinking fountains planned for the Prewar Planning



Figure 3.43: Stone stairs near Comfort Station #102, (Photo by the Jaeger Company, 2005).



Figure 3.44: Stone stairs near Comfort Station #104, (Photo by the Jaeger Company, 2005).

and Construction Era portion of the picnic area. All of these drinking fountains have been removed. An additional fountain was added to the Mission 66 Era portion of the picnic area. This fountain is a modified example of the second generation of Parkway drinking fountains. The bases of the fountains are made like the original mortared stone bases and have been modified to include a side-projecting stainless steel drinking fountain and lower side spigot.

Signs. The Bluffs Picnic Area contains several types of signs, most of which are used for trail directions. Located in the cul-de-sac of Ridge Road a large wooden sign describes the entire trail system for Doughton Park (see Figure 3.45). This sign is in good condition showing no signs of rot or instability. Figure 3.46 features a variety of trail signs which are located at the junction of the Bluffs Mountain Trail and the cul-de-sac. These signs record trail distances, landmark directions and camping regulations. Other signs in the area deal issues such as picnic area policies, picnic site locations and direction to facilities.

Entrance Gate. A contemporary gate has been installed at the entrance to Ridge Road. The gate is constructed of large wooden timbers and metal hardware. This gate is used to close off the entire picnic area to vehicular traffic.

Fences. Four rail split rail fence is visible along several sections of Ridge Road. Views from the road into the adjacent pasture typically include split-rail fence running parallel with Ridge Road (see Figure 3.47). The entire cul-de-sac and its associated parking lot are surrounded by this type of fence. Figure 3.46 illustrates the fencing in the cul-de-sac and one of the two trail gates found there.

Refuse Disposal Stations. A fenced space for trash and recyclables is located in the first bay of parking near the entrance to the Bluffs Picnic Area. This station contains a trash dumpster within the wooden fence and a wooden recycling bin affixed constructed with U-shaped stone walls topped with a metal grate cooking surfaces (see Figure 3.48).



Figure 3.45: Trail System Sign, (Photo by the Jaeger Company, 2005).



Figure 3.46: Trail Signs, (Photo by the Jaeger Company, 2005).



Figure 3.47: Asphalt path and four rail fence, (Photo by the Jaeger Company, 2005).



Figure 3.48: Prewar Planning and Construction Era Picnic site, (Photo by the Jaeger Company, 2005).

Many of these original units are still located with in the picnic area. Repairs, often making use of new types of materials, have been made to most units. The general condition of these units is good; however current materials differ from those

associated with the original installation. Mission 66 Era picnic sites occur immediately following the previously described section. There are 15 total sites in this area. These picnic tables and benches take the same form as the Prewar Planning and Construction Era tables and benches, but the stone piers are replaced with concrete piers (see Figure 3.49). These sites feature a metal grill rather than a fireplace. These steel fabricated grills are mounted atop a steel pole. The height of the grill unit is approximately 3 feet tall. A third era of picnic table is also found in Bluffs Picnic Area. A total of eight of these tables are dotted along Ridge Road. Five are located around the cul-de-sac, two are near Comfort Station #102 and a single site is located just south of Comfort Station #104. These tables consist of a bent steel pipe frame with wooden bench seats and table tops (see Figure 3.50). The tables have been installed without fireplaces, grills and formalized path systems. These recent additions are not found mixed in with the previously described picnic units.

Views and Vistas

The Bluffs Picnic area features one primary view at the cul-de-sac at the end of Ridge Road. The northwestern portion of this 360 degree panorama is a maintained vista of the mountains beyond the Parkway. (see Figure 3.51) Vegetation is maintained along the northwestern parking bay to create this vista. The remainder of the panorama is composed of a pastoral view. This view consists of rolling grass and wildflower meadow with scattered bays of



Figure 3.50: Post-Mission '66 era picnic site, (Photo by the Jaeger Company, 2005).



Figure 3.51: View northwest from Bluffs Picnic Area cul-de-sac, (Photo by The Jaeger Company, 2005).

shrubs and trees. This view and vista are in good condition and retain the character that was originally intended by Parkway planners for this area.



Figure 3.49: Mission 66 era picnic site, (Photo by the Jaeger Company, 2005).

Doughton Park Maintenance Area

The Doughton Park Maintenance Area is located at Milepost 245.5 on Parkway right and is defined by the Doughton Park CLI as a 17 acre site. This site was originally planned to house CCC workers, shops, and offices, but has evolved to provide offices and shops for the Parkway maintenance division, the District Ranger, and two Parkway staff residences. To accomplish this program, this component landscape is composed of 14 buildings and two maintenance yards. These facilities constitute the Maintenance Area and Rangers

offices and four additional buildings compose the two Parkway staff residences. *Illustrations 3.K and 3.K-1* describe the site.

Vegetation

The Doughton Park Maintenance Area features several types of vegetation. Along the entry road, a wet meadow separates the road from the Parkway. This area is mown seasonally to suppress invasion of woody plants into the open meadow. Such a maintenance practice produces a composition of wet meadow forbs and grasses with specimen trees and shrubs scattered throughout. The trees found in this meadow are predominantly white pine. The dominant shrub type is rosebay rhododendron. The health of the vegetation in this area is good with one exception. Located on the northern side of the entrance road is a single apple tree. This tree is the last surviving member of an orchard that appears on the PLUMs. The health of this tree is poor. Given the short life span and high susceptibility to disease of fruit trees, the deteriorating health of this tree is normal.

In the early 1940s a vegetative buffer was planted to screen the Maintenance Area from the Parkway. This buffer begins at the southern end of the wet meadow and follows along the Parkway. The tree species are predominantly White Pine and have matured to provide a dense shaded forest between the Maintenance Area and Parkway. Along the edges of this buffer, colonies of rosebay rhododendron have naturalized. The current health of the buffer is good, but such an even-aged stand of trees is very susceptible to eradication by a single disease or insect.

Along the northeastern edge of the entrance road and northeastern side of the Maintenance Area white pine dominate the vegetation. Many large pines along the entrance road predate Parkway construction. As with the previously mentioned white pine buffer, this area is composed of dense mature canopy and an understory of rhododendron. Differing from the buffer, this wooded area also includes young hardwoods such as red maple and tulip poplar. The health of these plants is good, with no signs of decline.

The Staff residences are surrounded by a distinctive landscape. This area has a planned residential character that differs slightly from that of the other

Doughton Park component landscapes. Many of the tree species present here such as hemlock, dogwood and red maple were commonly planted along the Parkway, but non-native shrub species like lilac (*Syringa vulgaris*) are a departure from the Parkway plant palette. These shrubs are planted as specimens in the lawn. Similarly, deciduous shade trees are featured as specimens in the lawn. A unique border has been created along the southern side of the entry to the residences. This border is composed of tightly spaced native evergreen and deciduous overstory trees, flowering understory trees, and many flowering shrubs. The condition of vegetation in this area is fair, due to the poor health of several of the shrubs, trees and evidence of Hemlock Woolly Adelgid damage on several of the hemlocks.

Land Use

This planned utilitarian landscape continues to operate in that capacity. The area was intended to be a functional element of the landscape necessary for running and constructing the Parkway. The addition of staff residential units and the offices of the rangers have done little to change that utilitarian nature. Parkway visitors do not see this area from the roadway and rarely have a need to enter the site. This area acts as a core of Parkway administrative offices, supplies storage area, and staff housing site.

Circulation

The Doughton Park Maintenance Area features very few formalized pedestrian paths. Several concrete sidewalks are located around the residential units to connect the parking area with the entrances to the homes. Otherwise, vehicular lanes are accessed by pedestrians to enter and navigate between the various maintenance buildings. Vehicular circulation is primarily accomplished with the quarter mile long entrance road. This two-lane asphalt thoroughfare ends at the entrance to the staff residences and the entrance gate of the Maintenance Area. A 250 foot long shared asphalt drive begins at the end of the entrance road and leads to the two staff residential units. The Maintenance Area features a large paved courtyard immediately after passing through the entrance gate. This area is composed of a central striped parking area for 12 cars with additional parking for 10 cars located on the northern side of the courtyard. Additionally, vehicular traffic

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circulates around the central parking area with adequate space for two vehicles to pass. The circulation lanes and paths in the Maintenance Area are in good condition showing no signs of excessive wear. Vehicular circulation within the maintenance compound is informal with no striped lanes or curbs.

Buildings and Structures

The Doughton Park Maintenance Area site contains 14 buildings and structures of various sizes and functions. The character of these utilitarian buildings is quite different from other buildings in Doughton Park. Even the Prewar Planning and Construction Era maintenance buildings possess none of the rustic charm of other Doughton Park buildings from the same era. Additionally, two residential units share similarities with other Resumption of Construction Era Doughton Park buildings like the Lodge and Coffee Shop. All buildings are structurally sound, but often the exterior building materials have been significantly altered. All buildings are in good condition unless noted otherwise.

Equipment Storage and Warehouse. The Equipment Storage and Warehouse was one of the first buildings constructed in the maintenance complex. This building is located on the southern side of the courtyard (see Figure 3.52, central building). Built with a north facing bay of eight metal garage doors, the warehouse is designed to easily be opened for loading and unloading of maintenance equipment and supplies. A total of four metal-framed three over three awning windows are located on the facade of the building. A pair of windows is located on either side of the garage door bays. The building walls were covered with sheets of Plywood T-1-11 in 1983.¹⁹ This siding material is milled to look like vertical flush mounted wood siding. The roof is covered with sheets of standing seam metal roofing. The windows and standing seam roofing are

original to the building. The siding is not original to the building and has been used to cover the concrete block walls which were originally intended to be left exposed. The garage doors appear to be contemporary replacements. The following three buildings have been remodeled similarly with the same materials.

Office and Tool Storage. Built in the Prewar Planning and Construction Era of the Parkway, the Office and Tool Storage building is one of the oldest buildings on the site. The building now houses offices for maintenance and park rangers. This building is located on the northern side of the courtyard with the entrance facing south (see Figure 3.53, first building). The facade is composed of six metal framed windows, three doorways and a metal garage door. The windows are metal framed casement windows with a total of 16 lights per window. A structure which combines a set of wooden stairs and a ramp provides access to the offices. Like the Equipment Storage and Warehouse building, this building is covered with sheets of exterior grade plywood and the roof is covered with sheets of standing seam metal roofing. Originally this building contained a covered loading dock with three metal garage doors in the center of the south facade. This area of the building has been enclosed and now contains two windows and a door. An addition to the offices has been constructed on the eastern end of the building. This addition connects the Office and Tool Storage building with the adjacent Blacksmith and Repair Shop and features an entrance door and a garage door.

Blacksmith and Repair Shop. Located on the east side of the Office and Tool Storage building, the Blacksmith and Repair Shop is one of the four originally constructed buildings on this site. This building now contains the break room for the Parkway maintenance staff. The southern facade is



Figure 3.52: 180 degree view from Ranger's Office porch, (Photo by the Jaeger Company, 2005).

¹⁹. Ray Shaw, 1.18.2005 email conversation.



Figure 3.53: View east from entrance gate, (Photo by the Jaeger Company, 2005).

composed of two garage doors and three entrance doors (see Figure 3.53, second building). As with the two previously described buildings, plywood siding and a metal roof cover this building. Originally the Blacksmith Shop featured three garage doors and two entrance doors. One of these garage doors has been covered with siding and an entrance door has been added in its place.

Gas and Oil House. The fourth of the original four buildings in this compound is the Gas and Oil House. This building is a small 13 feet wide by 17 feet long building located on the southern side of the entrance gate (see Figure 3.52, small building on right). Originally constructed of concrete block, this building has been remodeled in the same fashion as the previously described buildings. The Gas and Oil House retains its original windows and front entrance door. The entrance is located on the eastern facade of the small building. The building is now used for materials storage by the Parkway Interpretive division.²⁰

Staff Residences. In the late 1940s, two residences were built for Parkway staff members. These residences were constructed on property adjacent to the Maintenance Area. Unlike the previously described maintenance buildings, these residences were designed to be less utilitarian in nature. The form and materials used for the residences is more akin to the Coffee Shop and Lodge which were being constructed at the same time. The residences were constructed with similar style and materials and are nearly identical to each other (see Figure 3.54). Each is currently faced with gray vinyl siding. The original transite asbestos siding was removed in 2004.²¹ The residences area covered with asphalt



Figure 3.54: Southwestern view of staff residences from entry gate, (Photo by the Jaeger Company, 2005).

shingle roofs which are consistent with early photos of the buildings. The original six over six double hung sash windows were replaced in 1978 and then replaced a second time in 2004.²² The current windows are vinyl and retain the general appearance of the originals. Each home features a garage which is attached to the house with a breezeway. The residence closest to the entry road features a two car garage, while the other building has a single car garage. Both garages are constructed with the same roofing, windows, and wood siding as the homes, despite being constructed after the residences.

Radio Substation. The Radio Substation was constructed at the same time as the staff residences. The 1948 General Development Plan shows this substation located to the southeast of the maintenance compound. The concrete block building measures eight feet by eight feet and features a slightly sloped flat concrete slab roof. According to Parkway Facility Manager Ray Shaw, this building is no longer in use. Condition of the Substation is fair due to abandonment and the associated lack of maintenance. The area surrounding the substation is currently used as a dump site for the Parkway. Materials such as wood timbers, asphalt roofing, dilapidated signs, removed masonry drinking fountains and stone rubble are located in a 100 foot radius around the building.

Hose Reel House. The Hose Reel House is located in the southeastern corner of the maintenance compound. This seven by seven concrete block building is approximately five feet tall with metal double doors on facing north into the courtyard.

20. *Ibid.*

21. *Ibid.*

22. *Ibid.*

EXISTING CONDITIONS

The roof is a slightly sloped flat concrete slab. The building is in good structural condition, but is covered in peeling paint.

Shop and Fire Equipment Storage. The Shop and Fire Equipment Storage continues to serve its intended function. The northern side of the building is dedicated to fire equipment storage while the southern end of the building is dedicated to automotive repairs. The building is constructed in a similar fashion as the original four buildings (see Figure 3.52, first building on left). The Shop is now sided with the same exterior plywood which was used on the office building. Originally roofed with transite asbestos shingles, the Shop was recently been re-roofed with a standing seam metal roof. The entrance to the Shop is located on the western facade of the building facing the courtyard. Four bays of garage doors on the southern, one garage door on the northern end, and a central entrance door compose this western facade. The eastern facade of the building is composed of six large semi-transparent glass block panels. Each panel contains an inset operable sliding window of clear glass.

Concrete Post and Shingle Mill. Located to the southeast of the Equipment Storage and Warehouse, the Concrete Post and Shingle Mill is sided with sheets of Plywood T-1-11 and roofed with a corrugated metal barrel vaulted roof (see Figure 3.52, third building from the right). Two entrance doors are centered on the courtyard side of the building.

Pump House. A small 8 foot by 11 foot building is located to the southeast of the Shop and Fire Equipment Storage building (see Figure 3.55). A single entrance door is located on the eastern facade along with a small sliding window on the northern facade. This contemporary building sits

on top off the original sub-grade well for the Maintenance Area. The building is sided with the same plywood sheets as the other buildings on the site and features an asphalt shingle roof.

Sterilizer House. The Sterilizer House was mentioned in the Doughton Park CLI as an undetermined resource. According to Doughton Park Facilities Manager, Ray Shaw, this building which was located in the northeastern corner of the property, is no longer standing.

Incinerator. Constructed before 1953, the incinerator for Doughton Park is located east of the Shop and Fire Equipment Storage building. The Doughton Park CLI lists this building as a contributing resource to this component landscape. At present the building is no longer in use and is only partially standing. Four rusty steel support poles and a partial corrugated metal roof are all that remain (see Figure 3.55). This building is in poor condition.

Other Buildings. The thirteen previous buildings and structures describe the existing conditions of the buildings and structures listed in the Doughton Park CLI. Four additional buildings exist within the maintenance compound. These buildings are visible in Figure 3.55. Two wood pole framed sheds are located in the storage yard area. These buildings are roofed and sided with sheets of corrugated metal. The buildings are sided on three sides with the fourth left open for access. Both are used for automotive and materials storage. A third building is located in the south eastern portion of the storage yard. This concrete block building features a sloped flat roof which is covered with standing seam metal roofing. The building is not shown on the 1963 Developed Areas and Utilities Plan for Doughton Park or any of the Maintenance Area plans before



Figure 3.55: View of Storage Yard from former incinerator site, (Photo by the Jaeger Company, 2005).

that date. Therefore, it has been concluded that the building was constructed since that date. The northern facade features an entrance door with a large single light, a four light fixed window and a garage door with four square lights in addition to a concrete loading dock. The fourth additional building is located on the courtyard. This building faces north and features a single garage door on its northern facade. Siding on the building consists of the same exterior grade plywood as other buildings in the Area. The roof is covered with standing seam metal. This building is now used for equipment storage. As with the previous building, this building doesn't show up on early plans for the area and appears to be a recent addition.

Small-Scale Features

The following is an inventory of small-scale features located in the Doughton Park Maintenance Area. The general condition of the small-scale features is good unless otherwise noted:

Masonry Grill. An unmaintained stone masonry grill is located 90 feet northwest of staff residence number 34. The date of construction is unknown as the grill does not appear on any plans for the Area. However, the type of stone and associated craftsmanship makes it likely that the grill was constructed at the same time as the residences. The grill is in poor condition due to lack of maintenance.

Stone Headwall and Tailwall. A stone headwall and tailwall are located along the entry road approximately 150 feet northwest of staff residence number 34. These walls are constructed in the form and style of similar early engineering structures on the Parkway. Two additional pairs of walls are located along the entry road near the entrance from the Parkway. All walls are in good condition except for the walls located near the staff residence. These walls show signs of deterioration.

Entry Road Retaining Wall and Stream Underpass. At the entrance to the Maintenance Area, a 180 foot long stone retaining wall was created to support cut and fill associated with construction of the Parkway. Combined with this feature, a stone-faced culvert directs water beneath the Parkway (see Figure 3.56). These features were built during the Prewar Planning and Construction Era to support the Parkway roadbed and provide access the



Figure 3.56: Stone retaining wall and culvert, (Photo by I. Firth & K. Gridley, 2005).

Maintenance Area; they continue to provide this function.

Stone Gutter. A stone gutter begins at the Maintenance Area entrance and runs along the eastern side of the entry road. 1,200 feet of stone gutter are found along the roadway.

Tree Well. Northwest of staff residence number 35 a stone tree well retains soil around a Dogwood. This tree well was built to protect a white pine during the construction of the staff residences. The wall is approximately three and a half feet tall and 25 feet long. The condition of the wall is fair due to some missing stones and vegetation growing from the joints in the masonry wall.

Views and Vistas

Consistent with the PLUMs, no planned views or vistas exist within the Maintenance Area.

Other Doughton Park Cultural Resources

Caudill Cabin²³

This isolated seven acre site is located at the headwater of Basin Creek in the Basin Cove area. The site consists of a solitary 16 by 18 foot one room cabin with a wood shingle roof. Stone piers

23. Caudill Cabin is a Doughton Park Component Landscape. A detailed study of this site is not included in the scope of this CLR.

support the building while a stone chimney is featured on an exterior wall. There are no windows on the building and two doors on opposite ends of the building provide access to the home. The home site is surrounded by a NPS maintained field and cove hardwood forest. The Cabin is accessed only by foot and requires a minimum ten mile (round-trip) walk to reach the building. Despite its remote location, the Caudill home site is well known among Doughton Park visitors. The Cabin is clearly visible from Wildcat Rocks Overlook, and an interpretive wayside sign at the overlook describes the history of the Basin Cove community and the Caudill family. Since 1947 the building has been cared for by the NPS and is currently in stable condition due to this ongoing care. Vegetation around the Cabin is managed annually by the Park.

Bluff Ridge Trail Shelter

A Prewar Planning and Construction Era log and stone trail shelter is found near the beginning of the Bluff Ridge Primitive Trail. This building was designed in the rustic style that was common during its era of Parkway construction and has much in common with Comfort Station #102 in the Bluffs Picnic Area. The shelter is a three sided building with a side gabled roof of wood shingles (see Figure 3.57). Small slits are incorporated into the tops of the three walls to provide light into the shelter. A flagstone floor and patio create the buildings floor with integrated wooden benches to provide seating. red oak forest surrounds the property on three



Figure 3.57: Bluffs Ridge Trail Shelter, (Photo by the Jaeger Company, 2006).

sides, and a maintained vista of the Parkway and many layers of distant mountains unfold on the southwestern side. Graffiti is carved into and painted on to the walls of the building; otherwise, the shelter is in good physical condition.

Pump House and Dam

At Milepost 240.6, just three tenths of a mile before the Coffee Shop, on Parkway left the parking area of the former horse barn can be found. A trail descends toward the southwest from this parking lot to an abandoned stone pump house and dam. This development dates to the Prewar Planning and Construction Era and was one of the earliest construction projects in Doughton Park. Originally this site was used as a reservoir and pumping station to supply water to the two Park water tanks. Currently the dam is breached and the pump house has long been abandoned. The building is constructed of stone walls and a metal roof. The front entrance faces south over the former water body created by the dam. Metal framed casement windows and a metal door once provided air and entrance to the pump house. Stone stairs and retaining walls associated with the original site construction are still present. The site has long been abandoned and consequently, maintenance to the building and structure has not occurred. Both are in poor condition due to this lack of regular maintenance.

Parkway Sections 2A, B, and C

Introduction

Guardwalls

The condition of dry stacked guardwalls located in Sections 2A, B and C is varied. Several walls are failing and are in need of repair. All guardwalls within these three sections of Parkway were surveyed in spring 2006 to assess the existing condition of these walls and to make recommendations for the treatment of these historic elements. All wall locations and lengths are noted in the log format contained in this chapter. A more detailed condition assessment for each wall is found in Appendix A. This appendix is adapted from the *Reconstruct Historic Guardwalls, North Carolina (Project BLRI 553)* report completed in

July of 2002. Comments regarding the condition of each wall follow the assessments.

Figure 3.58 features an example of an existing wall in good condition. This wall was not been altered from its original condition, new materials such as mortar have not been added and the wall retains its structural integrity Figure 3.59 shows a good example a guardwall with an intended transition back to grade. Many guardwalls are currently missing these transitional stones. Figure 3.60 shows a guardwall which is missing many stones. Often the original stone material needed to repair the wall is located behind the guardwall. Because this problem is easily repaired, several walls which are missing minimal amounts of capstones are assessed as good. Figure 3.61 illustrates a guardwall that exhibits the common condition of walls slanting away from roadway. Because of the complexity of the repair associated with a slanting wall, all guardwalls which exhibit this condition are assessed as fair or poor.

Similarly, all walls which exhibit sinking are classified as fair or poor. Figure 3.62 shows a wall which is sinking below the intended design elevation. This sinking is a common problem with



Figure 3.58: Example of guardwall, good condition, (Photo by the Jaeger Company, 2005).



Figure 3.59: Good example of guardwall transitioning into slope, (Photo by the Jaeger Company, 2005).



Figure 3.60: Guardwall missing capstones, (Photo by the Jaeger Company, 2006).

guardwalls along these sections of Parkway. Walls assessed as poor had failing foundations and exhibited many of the previously described characteristics. Additional photographic data for the guardwalls is available in *Design Development Document, PMIS Number 059596*. Sheets L1 through L26 include detailed photographic documentation performed by The Jaeger Company in conjunction with HDR Engineering for the majority of the walls in this section. Due to the bulk of photographic information contained in these documents, they have not been included in this report.

Introduction-Parkway Log

The following existing conditions information is the result of synthesizing the *Blue Ridge Parkway Log*, the William G. Lord *Blue Ridge Parkway Guide: 0.0-291.9 miles*, the digital PLUMs, and field observations recorded during August and October

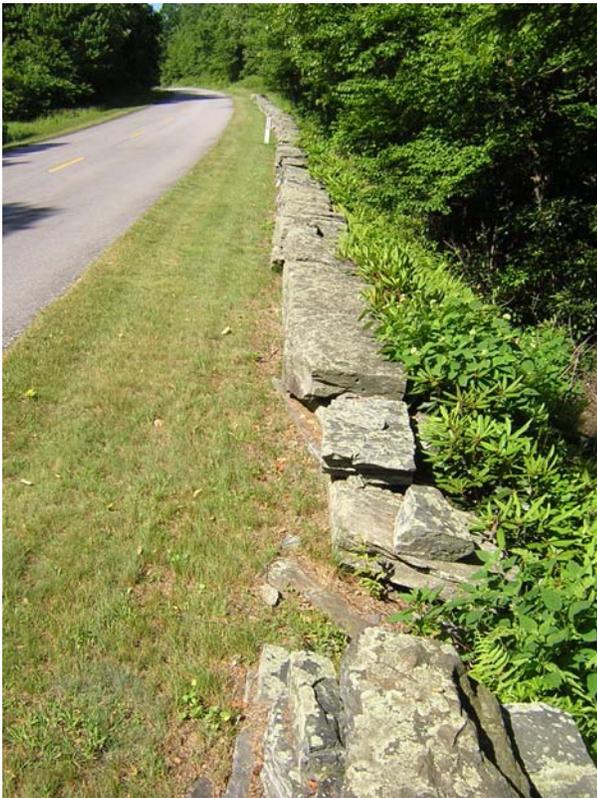


Figure 3.61: Guardwall missing stones and slanting, (Photo by the Jaeger Company, 2006).



Figure 3.62: Guardwall sinking from original elevation, (Photo by the Jaeger Company, 2006).

2005 and May 2006 field work by The Jaeger Company. The log begins at the Virginia and North Carolina border and moves south ending at the end of Parkway Section 2C at NC Route 18.

Included in the beginning of each section is a summary of scenic and agricultural lease information. Today within the BLRI, there are approximately 500 agricultural lease tracts, “comprising more than 4,000 acres that are leased to adjacent landowners along the Parkway.

Approximately 50% of the total lands under the agricultural lease program are utilized for hay production, 45% are in pasture and less than 5% in crops.”²⁴ Many of the agricultural lease parcels along the Parkway share boundaries with scenic easements. However, not all scenic easements contain an agricultural component. Agricultural and scenic easement totals have also been included for each section.

Section 2A

MP 216.9 to MP 229.7 (VA/NC State Line to US Route 21)

This section of Parkway currently contains 15 parcels totalling 86.6 acres which are under agricultural lease. Scenic easements for this section of Parkway total 112.45 acres.

MP 216:

- o Virginia/North Carolina State line (216.9)
- o “Welcome to North Carolina” sign (216.9)

MP 217:

- o NC History Plaque- Notes beginning of the Parkway
- o Cumberland Knob Maintenance Area
- o 600’ of stone gutter on Parkway left, ending at interchange
- o 2A- Grade Separated Interchange #1, connects to NC Route 18, access on Parkway right (217.3)
 - o stone wing walls on overpass bridge
 - o 20’ of stone gutter associated with interchange
- o Wooden bollard on Parkway right just beyond interchange
 - o Prevents parking in grass bay
- o Cumberland Knob, Parkway left (217.5)
 - o Elevation 2,885’
 - o Two entrances
 - o Three signs on Parkway near entrance roads
 - o 57 parking spaces
 - o 33 picnic sites

²⁴. Blue Ridge Parkway Resource Planning & Professional Services & Branch of Resource Management. *Blue Ridge Parkway Agricultural Lease Review & Assessment: Ridge District (Mileposts 24-105)*, June-July 2005, 3.

- o Comfort Station
- o Trail Shelter
- o Trail access point
 - Gully Creek Trail, 2 miles
 - Cumberland Knob Trail, 0.2 miles
- o 300' of stone guardwall, Parkway left, just before MP 218
 - o Vista to mountains behind wall, somewhat blocked by vegetation
- o 200' of barbed wire fencing, at MP 218
 - o Agricultural vista associated with fenced area

MP 218:

- o 300' of barbed wire fencing, continuing from last section
 - o Agricultural vista behind fence
- o PLUMs note open woods on Parkway right and left 900' prior to Overlook, currently not open
- o 500 feet prior to overlook, Parkway left "Overlook Ahead" sign
- o 450 feet of vista on Parkway left, before Overlook parking area
- o Fox Hunter's Paradise Parking Overlook (218.6)
 - o Elevation 2805'
 - o Trash Cans- 2
 - o 29 Parking spots- 230 feet of vista in parking lot, Parkway left
 - o Trail- Fox Hunter's Paradise Trail, 0.2 miles
 - o 180° open vista, partially closed with vegetation
 - o Signs- Gunboard about fox hunting at site
- o 750 feet of stone guardwall, Parkway left- continues past MP sign
 - o Vista behind wall

MP 219:

- o 800 feet of stone guardwall, continuing from before MP sign
 - o Vista of mountains beyond behind sign
- o 200 feet of pull-off, Parkway right,
 - o does not exist on PLUMs,
 - o bare earth area
- o 300 feet of vegetation blocked vista, Parkway right

- o 400 feet of vista, Parkway left, 900 feet before MP sign

MP 220:

- o NC Secondary Road #1460 access (Hardon Camp Road), at grade, Parkway right (220.4)
- o 900 feet of split rail fence begins at Hardon Camp Road
- o 100 feet of stone gutter, begins 100 feet before Saddle Mountain Road
- o NC Secondary Road #1461 access (Saddle Mountain Road), at grade, Parkway left (220.5)
- o Overgrown pasture, Parkway left beginning after Saddle Mountain Road
- o Stone gutter begins on Parkway right 1,200 feet after Hardon Camp Road, Approximately 1,900 feet long
- o 700 feet of overgrown barbed wire fence on Parkway left, before MP sign, fence continues beyond MP

MP 221:

- o Barbed wire fence runs nearly the length of this mile on Parkway left, ends at Saddle Mountain Church Road
- o 1,200 feet beyond MP sign, 1,600 feet of open pasture with a few apple trees on Parkway right, thin vegetative buffer behind pasture reveals unsightly private residence
- o Saddle Mountain Church Parkway left (221.8)
 - o elevation 2755'
- o NC Secondary Road #1461 (Saddle Mountain Church Road) crossing, at grade, Parkway left (221.8)
- o 1,000 feet of barbed wire fencing on Parkway left, pasture with cows and horses, fence continues beyond MP sign
- o Culvert over Pine Creek 350 feet past Saddle Mountain Road crossing
- o Stone culvert, 300 feet beyond culvert thru Pine Creek

MP 222:

- o 3,100 feet of barbed wire fence continues after MP on Parkway left
 - o ends 350 feet before 2A- Bridge #1
 - o pasture behind

EXISTING CONDITIONS

- o Big Pine Creek meanders through pasture
- o Four stone culverts under the road between MP and 2A- Bridge #1
 - o Spaced approximately 350 feet apart
- o 2A- Bridge #1, crosses Pine Creek (222.8)
 - o stone walls along road side
- o PLUMs call for open woods on Parkway right after bridge, no longer open

MP 223:

- o 2A- Bridge #2, crosses Pine Creek (223.1)
 - o Stone walls along roadside
- o NC Secondary Road #1486 access (Evans Road), at grade, Parkway right (223.1)
- o NC Secondary Road #1479 access, at grade, Parkway left (223.1)
- o PLUMs call for open woods on Parkway left just before 2A- Bridge #3, no longer open
- o 2A- Bridge #3, crosses Pine Creek (223.8)
 - o Stone walls along roadside
- o 250 feet of stone gutter on Parkway right ending at MP 224

MP 224:

- o Existing open woods on Parkway left just beyond MP 224
- o 2A- Bridge #4, crosses Pine Creek (224.1)
 - o Timber rails along roadside
- o 375 feet of stone gutter on Parkway left, beginning at the end of 2A- Bridge #4
- o Even aged White Pine forest on Parkway left just beyond 2A- Bridge #4
- o 2A- Bridge #5, crosses Pine Creek (224.2)
- o Two shrub bays on Parkway right, 350 feet beyond to 2A- Bridge #5 is no longer distinguishable
- o 550 feet of stone gutter on Parkway right, 900 feet prior to 2A- Bridge #6
- o 2A- Bridge #6, crosses Pine Creek (224.8)
 - o Stone walls along roadside

MP 225:

- o 2A- Bridge #7, crosses Pine Creek (225.0)
 - o Stone and concrete
- o Culvert with timber rails along roadway, 1,400 feet beyond 2A- Bridge #7
- o Hare Mill Pond, elevation 2590' (225.2)
- o NC Secondary Road #1463 (Mountain View Road) crossing, at grade

- o Stone walled culvert 1,200 feet before MP226
- o Eroded stream bank on Parkway left
- o 300 feet of stone gutter before MP 226, continues after MP

MP 226:

- o 550 feet of stone gutter on Parkway left
- o NC Secondary Road #1433 (Scenic Valley Road) access, at grade, Parkway right (226.3)
- o NC Secondary Road #1472 (Fogg Mountains Road) access, at grade, Parkway left (226.3)
- o Culvert with 350 feet of stone wall along roadside on Parkway left (226.5)
- o 900 feet of stone gutter on Parkway right begins at end of culvert stone wall
- o Private Road access, at grade, Parkway left (226.7)
- o 900 feet of barbed wire fence begins at Private Road

MP 227:

- o Culvert with stone walls on each side of roadway, 450 feet after MP227
- o 800 feet of stone gutter on Parkway right 500 feet before 2A- Bridge #8
- o 2A- Bridge #8, crosses Brush Creek (227.4)
 - o wood rail bridge
 - o sign for Brush Creek on either end of bridge
- o NC Secondary Road #1464, overpass (227.4)
- o 500 feet of stone gutter on Parkway left, begins at NC Secondary Road #1464
- o 4 stone tree protection walls, 800 feet prior to MP228
- o 350 feet of stone gutter on Parkway left, ends at MP228

MP 228:

- o 2A- Bridge #9, crosses Little Glade Creek (228.1)
 - o Stone walls along roadside
- o Stone gutter on Parkway right, 1,300 feet after 2A- Bridge #9
- o Open woods on Parkway left no longer maintained as open, 500 feet beyond end of gutter

MP 229:

- o Stone culvert 350 feet beyond MP229, large cedar on left
- o Stone culvert 350 feet beyond previous culvert
- o 350 feet of stone gutter on Parkway right, begins at stone culvert and extends to Pine Woodland Road
- o NC Secondary Road #1468 (Caudill Road) access, at grade, Parkway left (229.2)
- o Private Road (Pine Woodland Road) access, at grade, Parkway left (229.2)
- o Bridge #10, crosses Little Glade Creek (229.2)
- o 2A- Grade Separated Interchange #2, connects to US Route 21, access on Parkway right to Sparta, NC and Parkway left to Elkin, NC (229.7), elevation 2,700'
- o Roaring Gap, elevation 2,700' (229.7)
- o Three directional signs associated with interchange
- o Little Glade Mill Pond Trail, 0.3 miles
- o 400 feet of stone gutter on Parkway right, 900 beyond Little Glade Mill Pond Parking Overlook
- o 2B- Bridge #2, crosses Little Glade Creek (230.5)
 - o stone wall along roadway
- o Overhead utilities cross road 500 feet beyond 2B- Bridge #2
- o Large bays of rhododendron on Parkway right and left in area of overhead utilities
- o Stone headwalls on Parkway right and left, associated with culvert,
 - o 250 feet beyond overhead utilities
- o 475 feet of stone gutter on Parkway right, begins 350 feet beyond stone headwall
- o 450 feet of stone gutter on Parkway right, 150 feet prior to Pull Tail Road
- o 500 feet of stone gutter on Parkway left, 150 feet prior to Rash Road
- o Pine revegetation zones on Parkway right and left in the Pull Tail Road and Rash Road area
- o NC Secondary Road #1108 (Rash Road) access, at grade, Parkway left (230.9)
- o NC Secondary Road #1111 (Pull Tail Road) access, at grade, Parkway right (230.9)

Section 2B

MP 229.7 to MP237.1 (US Route 21 to Air Bellows Rd)

This section currently contains a total of 8 parcels totaling 53.7 acres which are under lease. Scenic easement acreage for this section totals 34.45 acres.

MP 229:

- o 750 feet of split rail fence on Parkway right beginning at 2A- Grade Separated Interchange #2
- o 3 signs associated with interchange are posted on this side of the interchange
- o 2B- Bridge #1, crosses Little Glade Creek (229.9)
 - o stone wall along roadway
- o "Overlook Ahead" sign on Parkway right at southern end of 2B- Bridge #1
- o 750 feet of stone gutter on Parkway right beginning at the end of 2B- Bridge #1

MP 230:

- o Little Glade Mill Pond Parking Overlook, Parkway left (230.1)
 - o Elevation 2,709'
 - o 10 parking spaces
 - o 5 picnic tables, 4 trash cans

MP 231:

- o NC Secondary Road #1109 crossing, at grade, (231.5)
- o Public Road, (Chester Bar Road) access, at grade, Parkway right (231.8)
- o Private Road, (Vestal Road) access, at grade, Parkway left (231.8)
- o 2,800 feet of barbed wire fence on Parkway left beginning at Vestal Road, continues into MP 232 section
- o 2 drop inlets on Parkway right are located 350 feet prior to the Polo Road crossing, spaced 350 feet apart
- o Private Road, (Polo Road) crossing, at grade, (231.9)
 - o Buffalo Bobs and private residence is visible from Parkway on Parkway right, accessed by Polo Road
- o 2B- Bridge #3, crosses Brush Creek (231.9)
 - o wood rail bridge

EXISTING CONDITIONS

- o 800 feet of barbed wire fence located on Parkway right, begins after 2B- Bridge #3 and ends at MP 232
- o 250 feet of stone gutter on parkway left, begins 250 feet before MP 232, continues beyond section

MP 232:

- o 175 feet of stone gutter continues from previous section of Parkway left
- o 200 feet of barbed wire fence continuing from Vestal Road in the MP 231 section
- o 350 of stone curbing on Parkway left ends 650 feet prior to Stone Mountain Overlook
- o 200 feet of stone wall is located on Parkway right, ends 400 feet before Stone Mountain Parking Overlook
- o "Overlook Ahead" sign located immediately after stone wall ends
- o 250 feet of asphalt curbing on Parkway left, ends 400 feet before Stone Mountain Parking Overlook
- o Small grass bay on Parkway left immediately after asphalt curbing ends
- o Stone Mountain Parking Overlook, Parkway left (232.5)
 - o Elevation 3,200'
 - o 12 parking spaces
 - o 1 picnic table, 1 trash can
 - o Wayside panel about stone mountain
 - o Large pine blocks view of Stone Mountain from interpretive sign
- o "Overlook Ahead" sign located 500 feet beyond overlook
- o 250 foot roadside vista on Parkway left, end 450 feet before MP 233 sign

MP 233:

- o 350 feet of stone gutter on Parkway right, begins at MP 233
- o 700 feet of stone guardwall and large boulders on Parkway left, begins at end of stone gutter, boulders on northern bend
- o 450 feet of stone gutter, Parkway right and left, begins 450 feet after stone wall ends
- o 400 feet of stone guardwall on Parkway right and left, begins after stone gutter ends
- o 500 feet of stone gutter on Parkway right, begins at end of stone guardwall

- o 125 feet of stone guardwall on Parkway right, begins at end of stone gutter
- o "Overlook Ahead" sign on Parkway right, begins 200 feet after stone guardwall ends
- o 1100 feet of stone guardwall on Parkway left, begins 250 feet before Bullhead Mountain Overlook
- o Bullhead Mountain Overlook, Parkway left (233.7)
 - o Elevation 3,200'
 - o No sign to identify
 - o 150 feet of vista
- o "Overlook Ahead" sign on Parkway left, 400 feet after overlook
- o 400 feet of stone guardwall on Parkway left, ends at private road
- o Roadway Barrier Device, located 150 feet before Private Road
- o Private Road, access, at grade, Parkway left (233.9)
- o 100 feet of stone guardwall on Parkway right, located before MP 234, continues beyond MP

MP 234:

- o Public Road #1115 (Cable Car Road), access, at grade, Parkway right (234.0)
- o NPS Service Road, access, at grade, Parkway left (234.0)
- o 150 feet of stone guardwall on Parkway right, continues from beyond MP 234
- o 750 feet of stone guardwall on Parkway right, begins 350 feet after previous wall ends
- o 600 feet of asphalt gutter on Parkway left, begins where Stone guardwall ends
- o 1,000 of stone guardwall on Parkway right, begins 150 feet after previous stone guardwall ends
- o 600 feet of barbed wire fence on Parkway right behind stone guardwall, begins 200 feet after stone guardwall begins
- o 300 feet of vista on Parkway right, begins when barbed wire fence begins
- o 500 feet of vista on Parkway right, begins 150 feet after previous vista ends
- o 950 feet of asphalt gutter on Parkway left, begins 600 feet after previous asphalt gutter ends

- o 1350 feet of stone guardwall on Parkway right, begins 300 feet after previous guardwall ends
- o 350 feet of vista on Parkway right, begins with previous stone guardwall
- o “Overlook Ahead” sign on Parkway right, 150 feet after stone guardwall ends
- o 250 feet of stone guardwall on Parkway right, begins 150 feet after previous guardwall ends
- o 500 feet of stone guardwall on Parkway left, begins 50 feet after Parkway right wall begins
- o 200 feet of vista on Parkway left, begins 2025 feet after stone guardwall on same side begins
- o Deep Gap, Elevation 3,193’

MP 235:

- o Mahogany Road Parking Overlook, Parkway right (235.0)
 - o Elevation 3,420’
 - o 7 Parking spaces
 - o 1 picnic table, 1 trash can
 - o 175 foot wide vista
- o 800 feet of stone guardwall on Parkway right, begins at Mahogany Road Parking Overlook entrance road
- o 300 feet of stone guardwall on Parkway right missing, shown on PLUMs
- o 2600 feet of stone guardwall on Parkway right, begins at end of missing section
- o 1100 feet of vista on Parkway right, begins 100 feet after stone guardwall begins
- o 200 feet of stone gutter on Parkway left, begins 450 feet after stone guardwall on Parkway right begins
- o 575 feet of stone gutter on Parkway left, begins 250 feet after previous stone gutter ends
- o Devil’s Garden Parking Overlook, Parkway left (235.7)
 - o Elevation 3,428’
 - o 12 Parking spaces, unmarked
 - o limited vista on Parkway right of agriculture
 - o vista on Parkway left of Devil’s Garden
 - o Mountains to Sea Trail passes through overlook

- o Invasive view of Communications tower and fire tower on Parkway right, 500 feet after overlook
- o 650 feet of stone guardwall on Parkway right, begins 650 feet before MP236 marker and continues beyond
- o 500 feet of stone guardwall on Parkway left, begins with Parkway right wall

MP 236:

- o 350 feet of stone guardwall on Parkway right, begins at MP236 marker, extends into previous section
- o 200 feet long vista on Parkway left, begins 100 feet after Parkway right wall ends, screened view through woods
- o 450 feet long vista on Parkway left, begins 150 feet after previous vista
- o 400 feet of stone guardwall on Parkway right, begins 450 feet after previous stone guardwall ends
- o 350 feet of stone guardwall on Parkway left, begins with previous Parkway left vista
- o 950 feet of stone gutter on Parkway right, begins 75 feet after stone guardwall on Parkway right ends
- o 300 feet of stone guardwall on Parkway right, begins at end of previous stone gutter
- o 600 feet of stone guardwall on Parkway left, begins 50 feet prior to end of stone gutter on Parkway right
- o 350 feet of stone gutter on Parkway right, begins at end of stone guardwall on Parkway left
- o 550 feet of stone guardwall on parkway left, begins at end of previous stone gutter on Parkway right
- o “Overlook Ahead” sign on Parkway right, located at the end of previous stone gutter on Parkway right
- o 700 feet of stone guardwall on Parkway right missing, PLUMs indicate position
- o Air Bellows Gap Parking Overlook, Parkway right (236.9)
 - o Elevation 3,729’
 - o 13 Parking spaces
 - o 1 trash can
 - o 200 feet of vista, agriculture and small towns

MP 237:

EXISTING CONDITIONS

- o “Overlook Ahead” sign on Parkway left, located 300 feet after overlook
- o Air Bellows Gap (237.1)
 - o Elevation 3,729’
- o 400 feet of stone guardwall on Parkway right, begins 400 feet after Air Bellows Gap Parking Overlook
- o 200 feet of wood guardwall on Parkway right, begins 200 feet after previous stone guardwall
- o Public Road #1130 (Air Bellows Road), underpass, entrance on Parkway left (237.1)
 - o Gate at beginning of road

Section 2C

MP 237.1 to MP 248.1 (Air Bellows Rd to NC Route 18)

This section currently contains 30 parcels totaling 475 acres of Parkway acreage which is under lease. Scenic easement acreage for this section totals 107.96 acres.

MP 237:

- o 350 feet of wooden guardwall on Parkway left begins at the end of Air Bellows Road underpass bridge
- o 175 feet of wooden guardwall on Parkway right begins at the end of Air Bellows Road underpass bridge
- o 900 feet of vista on Parkway left, begins at end of previous wooden guardwall on Parkway left
- o 1,800 feet of barbed wire fence on Parkway right, begins at end of previous wooden guardwall on Parkway right
- o 550 feet of stone guardwall on Parkway right, begins 500 feet after the end of previous wooden guardwall on Parkway left
- o 1,100 feet of barbed wire fence on Parkway right, begins 150 feet after the end of previous barbed wire fence, in poor shape in many sections
- o 1,300 feet of stone gutter on Parkway left, begins at end of previously described barbed wire fence on Parkway right
- o 1,100 feet of barbed wire fence on Parkway right, begins 1,100 feet before MP 238 sign

- o 150 feet of stone gutter on parkway right, begins 150 feet before MP 238 sign

MP 238:

- o 1,200 feet of barbed wire fence on Parkway right, begins at MP 238 sign, fence continues from before MP marker
- o 700 feet of stone gutter on Parkway right, begins at MP 238 sign, gutter continues from before MP marker
- o “Entering Doughton Park” sign, Parkway right, (238.1)
- o 2,500 feet of stone gutter on Parkway left, begins 350 feet after the MP 238 marker
- o 2,200 feet of split rail fence on Parkway right, begins 100 feet before “Entering Doughton Park” sign
- o Brinegar Cabin, Parkway left, (238.5)
 - o Elevation, 3508’
 - o 1 Trash can
 - o Trail access point
 - Cedar Ridge Trail, 4.2 miles
 - Bluff Mountain Trail, 7.5 miles
 - o Gunboard, Brinegar Cabin and Loom
 - o Wayside Panel, Appalachian Garden
- o 3,100 feet of barbed wire fence on Parkway right, begins at end of previous split rail fence
- o “Brinegar Cabin Ahead” sign on Parkway left, 600 feet after Brinegar Cabin entrance
- o 45° view across pasture on Parkway left, 800 feet before MP 239
- o 100 feet of stone gutter on Parkway left, begins 500 feet before the MP 239 marker
- o “Doughton Park Campground” sign on Parkway right, 150 feet before MP 239 marker

MP 239:

- o 500 feet of barbed wire fence on Parkway right, begins at MP 239 marker
- o 100 feet of stone gutter on Parkway right, associated with Campground entrance
- o 4 signs associated with Campground entrance located at entrance, 2 are stop signs
- o Doughton Park Campground
 - o Trailer and tent camp sites

- o Mountains to Sea Trail crosses Parkway from trailer entrance area to Loop A in the picnic area
- o 1,900 feet of stone gutter on Parkway right, begins 1,500 feet after tent Campground entrance road
- o 2,800 feet of stone guardwall on Parkway left, begins 550 feet after entrance road to trailer Campground
- o “Doughton Park Campground” sign on Parkway left, 550 feet before end of stone gutter found on Parkway right
- o “Low Notch” sign on Parkway right, 350 feet after end of previous stone gutter
- o 450 feet of stone gutter on Parkway right, begins at “Low Notch” sign
- o 450 feet of vista on Parkway left, located across from stone gutter on Parkway right
- o 450 feet of stone guardwall on Parkway right, begins at end of previous stone gutter
- o 450 feet of vista on Parkway right, corresponds exactly with 450 feet of guardwall
- o 1,000 feet of stone gutter on Parkway left, begins at end of previous stone wall on Parkway left
- o 750 feet of stone guardwall on Parkway right, begins 450 feet after previous stone guardwall on Parkway right
- o 200 feet of vista on Parkway right, begins with stone guardwall

MP 240:

- o Low Notch, Elevation 3,482' (241.0)
- o “Low Notch” sign on Parkway left, 50 feet after end of previous stone gutter on Parkway left
- o 350 feet of split rail fence missing on Parkway left, illustrated on PLUMs, should begin 100 feet after “Low Notch” sign on Parkway left
- o 1,000 feet of newly constructed split rail fence on Parkway left, begins 100 after the end of stone guardwall on Parkway right, fence departs from original course illustrated on PLUMs and follows Parkway 200 feet away from the original course then rejoins original course

- o 2,600 feet of stone gutter on Parkway right, begins 150 feet after previous stone wall on Parkway right ends
- o 3,500 feet of new split rail fence on Parkway right, four rail, built per PLUMs, begins 400 feet after the beginning of previous stone guardwall on Parkway right
- o 1,200 feet of new split rail fence on Parkway left, begins where previous new section of split rail on Parkway left returns to original course
- o 750 feet of split rail fence on Parkway right, in poor repair, begins at end of new four rail fence on Parkway right
- o Entrance to parking area on Parkway left, 1,900 feet prior to MP 241, 20 parking spaces, planned site of Bluffs stable and entrance to Bluffs Reservoir and Pump House, Bluff Mountain Trail crosses entrance road
- o 4 signs associated with Bluffs Coffee Shop, Gift Shop and Camp Store located between former stable parking area and MP 241

MP 241:

- o 3 signs associated with Bluffs concessions located at entrance to Lodge and Coffee Shop
- o Wildcat Rocks Overlook, Parkway left (241.1)
 - o 25 Parking spaces
 - o 2 Trash cans
 - o Wayside Panel, Homestead (Martin Caudill)
 - o Memorial, Robert L. Doughton
 - o View, Basin Creek Watershed and Caudill Homestead Cabin
 - o Trail access point, Fodder Stack Trail, 1.0 miles
- o Bluffs Lodge, Parkway left, (241.1)
 - o 24 room lodge
- o Bluffs Coffee Shop and, Gift Shop and Camp Store, Parkway right, (241.1)
 - o Abandoned African American picnic area and Comfort Station #101 located behind Coffee Shop
- o Bluffs Picnic Area, Parkway left, (241.1)
 - o Trail access point
 - Bluff Ridge Trail, 2.8 miles

EXISTING CONDITIONS

- Bluff Mountain Trail, 7.5 miles
 - o 600 feet of stone guardwall on Parkway right missing, 500 feet after Coffee Shop and, Gift Shop and Camp Store entrance
 - o Trail between picnic areas crosses Parkway 600 feet beyond Bluffs Lodge entrance
 - o 500 feet of stone gutter on Parkway left, begins 900 feet after picnic trail crossing
 - o 800 feet of stone guardwall on Parkway right, begins 1,350 feet after picnic trail crossing
 - o 400 feet of stone gutter on Parkway left, begins 50 feet after previous asphalt gutter ends
 - o 400 feet of vista on Parkway right, corresponds with end of previously described stone guardwall on Parkway right
 - o 350 feet of stone gutter on Parkway left, begins at end of previously described stone wall on Parkway right
 - o 400 feet of stone guardwall on Parkway right, begins at end of previous stone gutter on Parkway left
 - o 400 feet of vista on Parkway right, corresponds with stone guardwall on Parkway right
 - o 450 feet of stone guardwall on Parkway left, begins at end of previous stone gutter on Parkway left
 - o 750 feet of stone gutter on Parkway left, begins at end of previously described stone wall on Parkway right
 - o 850 feet of stone gutter on Parkway right, begins 550 feet after previous stone wall on Parkway right
 - o 450 feet of stone gutter on Parkway left, begins 250 feet after previous stone gutter on Parkway left ends
 - o 300 feet of stone guardwall on Parkway right, begins 300 feet before MP 242, but continues beyond MP marker
 - o 300 feet of concrete gutter at the base of Ice Rock, begins 300 feet before MP 242, but continues beyond MP marker
- MP 242:**
- o Ice Rock, Parkway left, (242.0)
 - o 1,600 feet of stone guardwall on Parkway right, begins at MP 242, but continues beyond MP marker
 - o 1,400 feet of concrete gutter at the base of Ice Rock, begins at MP 242, but continues beyond MP marker, large steel inlet at base of Ice Rock, in center of concrete gutter, outlets water under Parkway
 - o 800 feet of asphalt gutter on Parkway left, begins at end of previous section of concrete gutter
 - o 1,350 feet of stone wall on Parkway right, begins 150 feet before Alligator Back Parking Overlook entrance
 - o “Alligator Back Parking Overlook” sign on Parkway right, at end of previously described stone guardwall on Parkway right
 - o 1,350 feet + extensive vista on Parkway right, associated with stone guardwall
 - o Parkway gate located 100 feet before overlook
 - o Alligator Back Parking Overlook, Parkway left, (242.4)
 - o Elevation 3,388’
 - o 25 parking spots
 - o 2 trash cans
 - o Gunboard, Predator birds and mammals
 - o Trail access point, Bluff Mountain Trail, 7.5 miles
 - o 1,700 feet of vista on Parkway right, begins 200 feet after previously described stone guardwall on Parkway right, view of homes on distant ridges and tree farm
 - o “Alligator Back Parking Overlook” sign on Parkway left, located 1,000 feet after overlook entrance
 - o 1,000 feet of stone guardwall on Parkway left, begins at previously described “Alligator Back Parking Overlook” sign
 - o 950 feet of stone guardwall on Parkway right, begins at same point as wall on Parkway left
 - o 450 feet of vista on Parkway left, ends at same point as previously described stone guardwall on Parkway left, view of Bluff Mountain

- o 600 feet of missing stone guardwall on Parkway right, illustrated on PLUMs, should begin 350 feet after previous stone guardwall on Parkway right
- o 1,300 feet of stone gutter on Parkway left, ends at MP 243
- o 550 feet of stone gutter on Parkway right, ends 200 feet prior to MP 243
- o 150 feet of barbed wire fence on Parkway right, begins 350 feet before MP 243
- o 350 feet of split rail fence on Parkway right, continues beyond MP 243
- Grassy Gap Fire Road Trail, 6.5 miles
- Bluff Mountain Trail, 7.5 miles
- o 1,500 feet of split rail fence on Parkway left, begins at Grassy Gap Road ends at MP 244
- o 750 feet of stone gutter on Parkway right, ends 50 feet before MP 244
- o 800 feet of stone gutter on Parkway left, begins 700 feet after Grassy Gap Fire Road Trail

MP 243:

- o Split rail fence on Parkway right, entire length of mile 243
- o 850 feet of stone wall on Parkway left, begins at end of previous stone gutter
- o 850 feet of stone guardwall on Parkway right, begins 550 feet after previous stone guardwall on Parkway right ends
- o 300 feet of stone gutter on Parkway left, begins 100 feet after previously described stone guardwall on Parkway right
- o 1,000 feet of stone guardwall on Parkway left, begins at end of previously described stone gutter on Parkway left and ends at Bluff Mountain Overlook
- o 1,00 feet of extensive vista associated with previously described stone wall on Parkway left
- o Bluff Mountain Overlook, (243.4)
 - o Elevation 3,334'
 - o 250 feet of vista on Parkway left, needs to be cleared of vegetation
- o 400 feet of stone guardwall on Parkway left, begins at end of Overlook
- o "Bluff Mountain Overlook" sign on Parkway left, 100 feet after the end of the previously described stone guardwall
- o 800 feet of stone gutter on Parkway left, begins 200 feet after previously described stone guardwall
- o 1,700 feet of split rail fence on Parkway left, ends at Grassy Gap Road
- o Grassy Gap Road, Parkway left (243.7)
 - o Elevation 3,218'
 - o To Basin Cove
 - o Trail access point

MP 244:

- o 550 feet of stone gutter on Parkway left, begins at MP 244, continues from previous mile
- o 4,600 feet of split rail fence on Parkway right, begins MP 244, ends at Basin Cove Parking Overlook entrance, continuous from previous mile
- o 5,000 feet of split rail fence on Parkway left, begins MP 244, ends on southern end of Basin Cove Parking Overlook, continuous from previous mile
- o 500 feet of stone gutter on Parkway right, begins 50 feet after MP 244
- o 1,450 feet of stone gutter on Parkway right, begins 150 feet after MP 244
- o 900 feet of vista on Parkway left, begins 1,300 feet after MP 244, well-maintained
- o Cemetery, Parkway right, (no access) (244.5)
 - o Surrounded by split rail fence
- o 750 feet of stone gutter on Parkway right,
- o Basin Cove Parking Overlook, Parkway left (244.7)
 - o Elevation: 3,312'
 - o 10 parking spaces
 - o 1 trash can
 - o Trail access point
 - Flat Rock Ridge Trail, 5.0 miles
 - Bluff Mountain Trail, 7.5 miles
 - o Sign, Doughton Park trail system
- o 550 feet of stone guardwall on Parkway left, begins at end of Basin Cove Parking Overlook

EXISTING CONDITIONS

- o “Entering Doughton Park” sign on Parkway left, 100 feet after end of previous stone guardwall
- o 1,100 feet of stone guardwall on Parkway left, end at MP 245
- o 900 feet of well-maintained vista, begins at same point as previous wall on Parkway left
- o 1,150 feet of stone gutter on Parkway right, begins 500 feet beyond the end of previous split rail fence on Parkway right
- o 1,800 feet of barbed wire fence listed on PLUMs on Parkway right, no longer existing, ends at Pruitt Cove Road
- o Public Road #1144 (Pruitt Cove Road), access, at grade, Parkway right (246.9)
- o 1,100 feet of barbed wire fence listed on PLUMs on Parkway right, no longer existing, extend beyond MP 247
- o Private Road, access, at grade, Parkway left (246.9)

MP 245:

- o 400 feet of vista, Parkway left 25 feet beyond MP 245
- o NPS Service Road, Parkway right (245.0)
- o Public Road, (Cox Blevins Road) access, at grade, Parkway left (245.1)
- o NPS Service Road, (to firearms range) Parkway left (245.2)
 - o Gated
- o 1,100 feet of stone gutter, Parkway left, 850 feet beyond NPS Service Road
- o “District Office” sign on Parkway right, 350 feet prior to Bluffs Maintenance Area and Rangers Office entrance
- o 225 feet of stone wall on Parkway right, begins 50 feet after “District Office” sign
- o Bluffs Maintenance Area and Rangers Office, Parkway right (245.5)
 - o Residence #34 and #35
- o 2,700 feet of stone gutter on Parkway right
- o “District Office” sign on Parkway left, 400 feet after Bluffs Maintenance Area and Rangers Office entrance
- o 2.7 acre vegetable garden on Parkway left, listed on PLUMs, no longer existing, 500 feet after “District Office” sign
- o 1,100 feet of split rail fence on Parkway left, begins 1,100 feet before MP 246

MP 246:

- o Public Road #1143, (Elk Knob Road) access, at grade, Parkway right (246.1)
 - o Farmhouse located right of off Parkway
- o Private Road, access, at grade, Parkway left (246.1)
- o 300 feet of split rail fence on Parkway left, begins after Private Road

MP 247:

- o Public Road #1175, (Still House Ridge Road) access, at grade, Parkway right (247.2)
- o Private Road, access, at grade, Parkway left (247.2)
- o RV Park on Parkway right, visually obtrusive
- o Overgrown Grass Bay on Parkway left, 200 feet prior to Private Road, access, at grade, listed on PLUMs, no longer existing
- o 1,500 feet of wet meadow pasture, on Parkway right, begins 1,400 feet after Still House Ridge Road, barn and Christmas tree farm in meadow
- o 700 feet of stone gutter on Parkway left, ends 1,100 feet prior to Private Road at 247.7
- o 1,700 feet of barbed wire fence on Parkway left, ends at Private Road at 247.7
- o Christmas tree farm behind barbed fire fence on Parkway left
- o Private Road, access, at grade, Parkway left (247.7)
- o Split rail fence on Parkway left, poor condition, begins at Private Road at 247.7 and ends at Private Road at 247.9
- o Split rail fence in front of Woodruff Farmhouse
- o Private Road, access, at grade, Parkway left (247.9)
- o 500 feet of stone gutter on Parkway left, begins after Private road at 247.9

MP 248:

- o 2C- Grade Separated Interchange #1, connects to NC Route 18, access on Parkway right to Laurel Springs, NC and Parkway left to Wilkesboro, NC (248.1)

- o stone walls along roadway
- o 2 directional sign in bridge vicinity

EXISTING CONDITIONS

Analysis of Integrity

Introduction

This section provides an analysis of the historic significance of Parkway Sections 2A, B, and C and Doughton Park and an evaluation of the integrity of the physical character of the landscape. The analysis is based on criteria developed by the National Register of Historic Places, which lists properties significant to our country's history and prehistory. Included here is a review of the current National Register status for Parkway Sections 2A, B, and C and Doughton Park and a discussion of the property's integrity in accordance with National Register criteria. An awareness of the site's contributing features and analysis of its historic integrity will facilitate future development of Part II of the CLR, the Treatment Plan.

National Register Status

The National Register (NR) is the official federal list of properties with local, state, or national pre-historical or historical significance. To achieve National Register Status, a property must possess integrity of location, design, setting, materials, workmanship, feeling or association and meet at least one of the following National Register Criteria:

- A. Association with events that have made a significant contribution to the broad patterns of our history; or
- B. Association with the lives of persons significant in our past; or
- C. Embodiment of the distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yielding or potential to yield information important in prehistory or history.¹

A National Register Nomination has not been filed for Doughton Park or for the BLRI. Brinegar Cabin is the only component landscape listed on the NR. In this documentation, NR criteria are met because of the site's association with construction methods used by settlers in the region, and the area of significance includes architecture. The cultural landscape is not listed as a significant feature. Brinegar Cabin was listed on the NR on January 20, 1972. F.A. Ketterson, Jr. prepared a NR nomination form for Caudill Cabin in 1973; however, this building has not been listed on the NR.

Statement of Significance

Sections 2A, B, and C are part of the BLRI system. Although Firth prepared the 2005 *Draft Historic Resource Study* to meet criteria for a National Historic Landmark (versus National Register Status), many of the criteria for this nomination are similar to National Register Criteria.

The Blue Ridge Parkway is eligible for the National Register of Historic Places under Criteria A and D. The Blue Ridge Parkway meets Criterion A,

“because of its association with the history of American parkways – an important part of the American parks movement and the history of transportation. It is the premier example of a national parkway designed for long distance recreational motoring through rural scenery. It was developed in several phases: the prewar phase is associated with the ambitious program of public works initiated under Roosevelt's New Deal, the wartime years provided an opportunity to take stock, and the postwar phases are associated with a dramatic increase in the number of visitors to national parks and the Mission 66 program design to address recreational pressures on the parks. The

¹ United States Department of the Interior, NPS, Cultural Resources, *National Register Bulletin 16A: How to Complete the National Register Nomination Form* (Washington, DC: Government Printing Office, 1991.)

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completion of the parkway road is associated with the growing influence of the environmental movement over the management of national parks.”

The Blue Ridge Parkway meets criterion C,

“as an exceptionally important work of design in the fields of landscape architecture and civil engineering; as a combination of scenic road and linear park, it represents a fusion of modern engineering with scenic landscape design. It was a recreational project of unprecedented scale and complexity, focused on the needs of motorists, and it illustrates a high point in the history of American parkways. As the first long distance, scenic national parkway, it was intended to provide a model for others. Its design is particularly notable for presenting a sequence of carefully framed and composed pictures of the Southern Appalachians, in the spirit of the Regionalist Movement of the 1930s. After the Second World War it became clear that there would be no national network of long distance, scenic parkways, but efforts were redoubled to complete this parkway as one of only two examples of its kind. Therefore the significance of the Blue Ridge Parkway arises from its role as the first long distance, scenic national parkway, and its position as the first, and so far, only one to be completed.”

As stated in a 2004 presentation on the guardwalls,

“The 31,000 linear feet of guide walls that were constructed in Sections 2A, B, and C are significant for several reasons:

1. The historic dry-laid walls have been determined to be a contributing feature to the significance of the Blue Ridge Parkway and its National Register eligibility.
2. This location of parkway is unique because of the concentration of dry-laid stone masonry guide walls that exist no where else on the Parkway.
3. These pre-war rustic walls represent the physical feeling and expression of a design aesthetic that illustrates the original design intent of the NPS landscape architects responsible for setting the design standards for the Parkway.

4. This style of wall cannot be simulated or replicated in any other form or material due to its material type and joint pattern, particular style and construction specification and rustic aesthetics.”²

As stated in the CLI for Bluffs Lodge,

“Bluffs Lodge is part of one of the first developed areas to be designed and built along the Blue Ridge Parkway. Two buildings exist at the property; the lodge (Building #188) completed in 1949, and the pump house (Building # 369) completed circa 1948-1952. The entry road was completed by 1939, along with the Wildcat Rocks Overlook and its parking lot and walkway. The final major addition to the site is the Robert L. Doughton Memorial Plaque, which was installed in 1953 at the start of the walkway leading from the parking lot to the overlook.

The rolling mountain laurel and rhododendron [dotted] meadows, interspersed with patches of forest, figured prominently in this location for the lodge. A 1942 planting plan called for the enhancement of this existing flora, with a few trees suggested for the entry.

As one of the first lodges to be designed and built, the property contributes to the historical significance of the [P]arkway. All major development took place during the first three periods of BLRI history (1933-1955) and contributes to the national significance of the BLRI as an NHL. These features include the entrance road, Wildcat Rocks Overlook and its parking area and walkway, the water tank, the lodge (Building #188) and its associated parking and walkways, and trail connecting it to Wildcat Rocks Overlook, the pump house (Building #369), as well as the existing vegetation, and the views into Basin Cove and the surrounding meadows.”³

The CLI for the Bluffs Picnic Area states,

“Bluffs Picnic Area is one of the first picnic areas to be designed and built along the Blue Ridge Parkway. A comfort station and trail shelter (Building #102) was completed in 1941, using a rustic Adirondack architectural style. The first portion of the picnic

² Gary Johnson. “Context and Character-Defining Features.” National Park Service, Power Point Presentation, February 9, 2004.

³ CLI, Bluffs Lodge, 12.

road (later to be named Ridge Road) was completed by 1939, with picnic sites trails constructed during the same time. The specifications for the picnic tables and fireplaces called for a rustic style of stonework. The Ridge Road extension was designed in 1952 and completed by 1957, and increases the picnic road to a total of about one mile.

The setting of mountain laurel and rhododendron meadows interspersed with patches of forest figured prominently in this location for the picnic area. A 1942 planting plan called for the enhancement of this existing flora, with a few trees suggested for the entry, more rhododendron and mountain laurel throughout, and smaller, lower-growing species for the rock ledges—enhancing the rock garden feeling of the rock ledges along Ridge Road.

Later development at the Bluffs Picnic Area includes a second comfort station (c. 1959) which uses the utilitarian style of that period. More picnic sites were installed south of this building, although this time they did not use the rustic materials of the earlier ones.

As one of the first picnic areas to be designed and built, the property contributes to the historical significance of the [P]arkway. The development that took place during the first three periods of BLRI history (1933-1955) contributes to the national significance of the BLRI as an NHL. These features include the entire length of Ridge Road, since the second portion was designed before 1955 and construction completed shortly after. It also includes the comfort station and trail shelter (Building #102), the c. 1939 trails, picnic sites and drinking fountains, as well as vegetation, including what remains of the 1940 planting design. [The second] comfort station (Building #104) and the associated picnic sites post-date 1955 and may have significance at a lower level.”⁴

The significance of the Bluffs Coffee Shop and former Service Station is summarized in the CLI for this component landscape,

“As one of the first service areas to be designed and built, the property contributes to the historical significance of the parkway. All major development took place during the first three periods of BLRI

history (1933-1955) and contributes to the national significance of the BLRI as an NHL. These features include the entrance road, parking areas, picnic area (including the trails, drinking fountains, picnic tables, and fireplaces), existing vegetation patterns, the comfort station, service station, and coffee shop.”⁵

As stated in the CLI for the Doughton Park Campground,

“As one of the first campgrounds to be designed and built [along the BLRI], the property contributes to the historical significance of the parkway. The development that took place during the first three periods of BLRI history (1933-1955) contributes to the national significance of BLRI as an NHL. These features include the first four loop roads. It also includes Comfort Stations #97, #98, and #396, the water tank, the c. 1939 trails, camp sites and drinking fountains, as well as the vegetation, including what remains of the 1942 planting plan. Comfort Station #370, the eastern loop road (1964), and the associated picnic sites post-date 1955; they represent a more utilitarian parkway building style and may have significance at a lower level.”

The CLI for the Doughton Park Maintenance Area states,

“As one of the first maintenance areas to be designed and built, the property contributes to the historical significance of the Parkway. All major development took place during the first three periods of BLRI history (1933-1955) and contributes to the national significance of the BLRI as an NHL. More recent development is small in scale, compatible with the original design intent, and largely unobtrusive. The buildings, infrastructure, siting, and the rustic utilitarian style of this development are consistent with the original design intent of maintenance areas along the Parkway and all these features retain their historic integrity.”⁶

Although many of the site features at the Brinegar Cabin site were constructed prior to Parkway development, this site was one of the first interpretive areas designated along the Parkway. The visitor support facilities for this area including

4. Bluffs Picnic Area CLI, 13.

5. Bluffs Coffee Shop and Service Station CLI, 12.

6. Doughton Park Maintenance Area CLI, 12.

vehicular circulation and small-scale features were one of the first such areas to be designed and built along the BLRI, and therefore, the property contributes to the historic significance of the Parkway. All of the major development in this area took place during the first three periods of BLRI history (1933-1955) and contributes to the national significance of the BLRI as an NHL. More recent development is largely unobtrusive or supports the interpretive land use of the site. The visitor support facilities and the site they interpret are consistent with the original design intent of interpretive facilities along the Parkway and all these features retain their historic integrity.

Landscape Characteristics

This section provides an evaluation of the landscape's physical integrity by comparing the landscape characteristics and features present during the period of significance with current conditions. Each characteristic or feature is classified as either contributing or noncontributing to the site's overall historic significance. Contributing characteristics or features were either present during the period of significance or are in-kind replacements of such historic elements. Landscape characteristics identified for Parkway Sections 2A, B, and C and Doughton Park are vegetation, land use, buildings and structures, circulation, small-scale features, and views and vistas.

Vegetation

Parkway Sections 2A, B, and C

Vegetation includes indigenous or introduced trees, shrubs, vines, ground covers, and herbaceous materials. Vegetation for plantings along the Parkway is specified on PLUMs for each section. Among other recommendations, PLUMs called for reforestation of slopes, preservation of existing specimen trees along the roadway, framing of views and vistas with vegetation, and highlighting native vegetation both with clearing and supplementary plantings. The result of landscaping efforts installed per these drawings was the stabilization of road cuts and construction scars plus the enhancement of the native flora of the area.

Many of the seedlings planted during this reforestation exist along the Parkway today. Progeny of shrubs and groundcover species continue to create interest along the roadside in shrub and grass bay areas. Rock outcrops, once exposed from construction, are now vegetated with evergreen groundcovers and shrubs. However, the diversity of plant matter specified for the Parkway right-of-way has somewhat diminished. Shrub bays are now dominated by rosebay rhododendron rather than a mix of *Rhododendron* and *Kalmia* species. Evergreens along these sections of Parkway are dominated by white pines and do not display the full diversity in pine and hemlock species originally specified on PLUMs. Many specimen trees immediately adjacent to the Parkway, especially those present during construction, have begun to reach the end of their life span or have been lost over time to storms and disease. All historic vegetation, which exists adjacent to the Parkway, is considered contributing to the significance of these sections.

Bluffs Lodge

Vegetation near the Bluffs Lodge and Wildcat Rocks Overlook is associated with the first three periods of development (1933-1955). Much of the vegetation in these areas was existing prior to development and guided the shape and orientation of constructed elements. Additional plantings were intended to enhance the rolling meadows in the area, which were framed by wooded slopes.

Enhancement plantings from the first period of Parkway development (Prewar Planning and Construction Era) include those associated with the entry road and Wildcat Rocks Overlook. Tree species identified on a 1942 PLUMs to enhance natural vegetation include Table Mountain pine, white oak, and northern red oak. Rock ledge areas at the entrance were to include various shrub and groundcover species. These plantings were intended to disguise construction scars and enhance the existing vegetation. Additional plantings were proposed for the Wildcat Rocks Overlook area. These include a grass groundcover between flagstone paving at the Overlook itself. Plans for the overlook indicate that existing shrubs and trees were to be integrated into the construction.

NPS implemented plantings associated with the Bluffs Lodge building (Building #188) during the

third period of Parkway development (Resumption of Construction Era). While plantings around the newly constructed lodge were minimal, they consisted of native species including specimen rosebay rhododendron planted between the parking lot and the buildings in a large lawn panel. The adjacent meadow and wooded slopes were preserved in the construction of the lodge buildings.

Currently, existing vegetation associated with the Lodge, entry road, and Wildcat Rocks Overlook includes specimen trees, shrub bays, rock outcrops, and open meadows framed by forested slopes. Plantings along the entry road include some specimen trees introduced during the Prewar Planning and Construction Era such as red maples, Table Mountain pines, and red oaks. Both the progeny of the original plantings plus original specimen plantings exist along the road. The Lodge continues to be surrounded by open meadow framed by shrub bays and wooded slopes. While most meadow areas remain intact, the area southeast of the Lodge across from the entry road has reforested. Shrub plantings from the Resumption of Construction Era which were present between the parking area and the Lodge buildings no longer exist. The forested areas around Wildcat Rocks Overlook have filled in significantly since the period of construction. Planned landscape features at the Overlook such as the grass joints between flagstones and shrubs surrounding the Overlook remain at the site.

Historic specimen trees, including those lining the entry road and around the Lodge building are considered contributing features to the site's historic significance. Other contributing elements include the configuration of the meadow west of the Lodge buildings and the shrubs at Wildcat Overlook. While many of the shrub bays and forested slopes around the Bluffs Lodge area do not date from the periods of significance, these plantings meet the design intention of an open meadow view surrounded by native plantings intended for the site.

Bluffs Picnic Area

Existing vegetation was pivotal in the location of the Bluffs Picnic Area. All major planting efforts in this area were planned by the end of the Prewar Planning and Construction Era. A 1942 PLUMmap for the area indicates species to enhance the natural

setting including shrubs and rock garden plantings. Aesthetic enhancements such as “break up hard shrub line by collection and planting” of additional shrubs was also indicated on these plans. Picnic units were aesthetically sited among the tree and mountain laurel canopy or in the rolling pasture above.

Planning for additional picnic areas in the Bluffs was underway by the Resumption of Construction Era. While plantings were likely associated with these plans, specific vegetation recommendations are not indicated on the maps. Implementation of these plans likely included at least revegetation of construction scars.

The character of a shaded picnic area continues today. Canopy in the wooded areas has filled in and become denser creating a dense shade condition for almost all of the picnic units. Meadow picnic units were almost wholly eliminated during the extension of Ridge Road during the Mission 66 Construction Era. However, “the open character of the meadow is still intact, and the forested areas between Ridge Road and the [P]arkway road are still in place.”⁷ Despite reconfiguration of this area over the years, the vegetative patterns of this area remain intact and contribute to the site's historic integrity.

Bluffs Coffee Shop and Service Station

The initial stages of implementation at the Bluffs Coffee Shop and Service Station included little vegetative recommendations beyond the healing of construction scars adjacent to roads and parking lots. The wooded slope on the northern portion of the site provided a shady area for roadside picnicking. The site juxtaposed wooded slopes with open grassed areas between the Parkway and developed areas.

Further development of the area during subsequent development periods did not drastically change the vegetative elements on the site. During the Resumption of Construction Era, NPS installed shrubs in the grassy area between the Coffee Shop and Service Station and the Parkway. Additional shrubs were added to the area immediately surrounding the Coffee Shop.

7. Bluffs Picnic Area CLI, 1.

Current conditions include a fairly open lawn between the Parkway and the Coffee Shop and former Service Station. No shrubs exist between the Parkway and the buildings. One tree exists in this area and may date from the Resumption of Construction Era. The wooded slope below the buildings and parking areas remains intact and has become denser since the initial development period. Existing vegetation at the site contributes to the site's historic integrity.

Doughton Park Campground

The initial planning and development phases of the Doughton Park Campground during the Prewar Planning and Construction Era aimed to capitalize on wooded and open areas existing on the site, while enhancing buffer areas and plantings adjacent to the Parkway itself. PLUMs and aerial photos from the development period “show a pattern of open land interspersed with tree cover, understory and isolated tree stands.”⁸ PLUMs called for roadside enhancement plantings including white pine, Table Mountain pine, red maples, and various flowering shrub species. Shade trees were indicated near individual campsites. Of note were recommended plantings of apple trees and small flowering trees within the Trailer Area.

Existing conditions reflect the increased tree canopy as planned in the Prewar Planning and Construction Era plantings. The existing character of this area is open lawn areas with areas of large canopy trees with wooded areas surrounding the entire campsite. While apple trees are no longer found in the Trailer Area, other species specified in both the Trailer Area and the Campground Area are still present on the site. This vegetation plus the overall vegetative pattern contributes to the site's historic integrity.

Doughton Park Maintenance Area

Most of the existing vegetative patterns around the Doughton Park Maintenance Area are a result of the planning and planting performed at the site during the Prewar Planning and Construction Era. Plans developed during this period indicate reforestation between the Parkway and the building complex intended to buffer the view of the compound from the road and vice versa. Both seedlings and larger trees are indicated on the PLUMs and species

currently present on the site represent the mix specified on these plans. An apple orchard was present prior to construction of this facility and was maintained in the plan as indicated on PLUMs and in aerial photographs from the period.

NPS installed additional plantings to supplement the species indicated on PLUMs during the late 1940s. These plantings coincide with the addition of residences in this area during the Resumption of Construction Era.

Existing conditions include zones of heavily wooded vegetative buffer consisting of mostly white pines, wet meadow areas, and zones of with rhododendron understory. Specimen plantings around the residence area reflect the plan specified during the late 1940s. One apple tree remains near the entrance road to the Maintenance Area. Because the vegetation in the Doughton Park Maintenance Area was planned for and executed during the first three periods of Parkway development, all existing vegetation on the site contributes to the site's historic integrity.

Brinegar Cabin

Vegetation at the Brinegar Cabin site is a result of development and maintenance practices during the various eras of Parkway development. During the Prewar Planning and Construction Era, NPS developed and implemented plans to facilitate visitor use of the area. These plans delineate existing vegetation on the site to remain after construction including oaks, apples, hemlocks, and hickories. Large areas of vegetation were also delineated on the plan such as “Flax Field” and “Apple Orchard”. Additional ornamental plantings were proposed and implemented with this plan along with additional shade trees around the newly proposed parking area.

In the years after initial development, reforestation of the slopes surrounding the Brinegar Cabin site occurred. On the site itself, several of the larger specimen trees were lost on the site including all of the remnants of the apple orchard. Ornamental shrubs and new shade trees began to mature, and many of these specimen plantings remain on site today. Research does not reveal the date the flax field was relocated from the slope west of the parking lot to its present location. Existing conditions on the site consist of seasonally mown

⁸ Doughton Park Campground CLI, 1.

fields, lawn areas, the interpretive garden/flax field, and the aforementioned specimen trees and shrubs.

The vegetation on the site contributes to the site's historic integrity. While the flax field is not in its original planned location, it serves as part of the site's interpretation, which was the originally planned use for the Brinegar Cabin site and thus contributes to the integrity of the site.

Land Use

Parkway Sections 2A, B, and C

These sections of Parkway are some of the first sections of road constructed in the BLRI system. The Parkway road, including bridges, culverts, and overlooks was constructed to be a visitor destination and an access to recreation and enjoyment of the Bluff area (later known as Doughton Park). These sections of Parkway were constructed during the Prewar Planning and Construction Era. Today, the motor road continues to function as it was designed with many of its original features intact.

Bluffs Lodge

Doughton Park was one of the original recreation areas planned for the BLRI. While some land uses proposed for the area such as golfing and swimming never came to fruition, other uses such as lodging and overlooks were executed by NPS and remain on the site today.

Planning for development of the Lodge site began early in the development of the Parkway with the original planning for the site dating to 1940s Prewar Planning and Construction Era plans. The configuration of the Lodge and support buildings were sketched onto various iterations of development plans for the area, but these buildings were not developed until the Resumption of Construction Era. The site near the Lodge was also intended to serve both scenic and utilitarian purposes. Wildcat Rocks Overlook was implemented during the Prewar Planning and Construction Era to serve as a scenic focal point for the BLRI. This use continues today. Utilities are housed in this area as the Pump House (Building #369) and the Water Tower structure provide water services for not only the Lodge area but also the Coffee Shop and Picnic Areas.

All of the historically planned land uses for the Bluffs Lodge area continue today. The Lodge

provides overnight accommodations for BLRI travelers and the Wildcat Rocks Overlook area provides a scenic use to BLRI users as well as a utilitarian function through its water services. Contemporary use of the Bluffs Lodge area contributes to the site's historic integrity.

Bluffs Picnic Area

From its inception, picnic facilities were one of the functions planned for the Bluff Park (later Doughton Park). The earliest master plans for the area call for picnic facilities for this area of the Parkway. The Bluffs Picnic Area fulfilled this function. As one of the first picnic areas developed along the BLRI, this location served as a model for future development. Portions of this area are crossed by the Bluffs trail system. Original master plans for the area show an equestrian trail to the Bluff Overlook shelter. Subsequent plans show this trail as constructed, but it is not clear whether it was ever actively utilized as a equestrian-only trail.

Due to the popularity of the location and overcrowding during peak seasons, NPS constructed additional picnic units in this area during the Mission 66 Construction Era. In recent years, picnicking use in this area has declined. Visitors continue to use the trails surrounding the Bluffs Picnic Area and often use the parking lots as trail access points. Land use remains consistent with the 1904s and 1950s development in this area contributes to the site's historic integrity.

Bluffs Coffee Shop and Service Station

The original intended land use for this area was to provide a roadside picnic opportunity for motorists touring the Parkway as well as to provide a full-service meal concession and vehicular services to these travelers. While these uses were planned during the Prewar Planning and Construction Era and the picnic area was installed at this time, the addition of the Coffee Shop and Service Station did not occur until the Resumption of Construction Era. The picnic area also served a unique function for segregation along the parkway as it was designated the picnic area within the Bluffs Park which could be used by both whites and blacks during the earliest development period.

The Bluffs Coffee Shop continues to serve its planned purpose by providing concessions to motorists along the Parkway. The Service Station no

longer provides automobile service and is currently operated as a gift shop and camp store. The picnic area is not maintained and no longer serves this purpose. The concession area uses are consistent with historic conditions and contribute to the site's historic integrity.

Doughton Park Campground

Doughton Park Campground was originally designed and planned during the Prewar Planning and Construction Era to provide camping facilities for motorists along the Parkway. Both tent and trailer camping uses were planned for at this location.

Currently, the Campground provides locations for both tent camping and trailer camping. This area also provides picnic locations and interpretive facilities (in the Campfire Circle area). The provision of tent and trailer camping areas at this location contributes to the site's historic integrity. Modern additions to land use such as picnicking and interpretive activities do not detract from the integrity of the site.

Doughton Park Maintenance Area

During the Prewar Planning and Construction Era, the Doughton Park Maintenance Area served as a CCC camp housing crews who were assigned to landscape development on the Parkway. Housing and support services for the workers were located in this zone. In addition to housing, NPS also developed this location as a utility area to support Parkway construction and maintenance activities. Permanent residential use was added to the site during the Resumption of Construction Era, although these uses were being planned for from the early 1940s.

This planned utilitarian landscape continues to operate in that capacity. The area was intended to be a functional element of the Parkway necessary for operations. Although the CCC camp is no longer present, the Doughton Park Maintenance Area still contains residences for those who operate and maintain park facilities. The land use at the Doughton Park Maintenance Area contributes to the site's historic integrity.

Brinegar Cabin

Prior to Parkway development, the Brinegar Cabin served as a homestead for the Brinegar family. Due

to its proximity to the Parkway, this site was singled out in master plans for development as a "Pioneer Site" meant to interpret Appalachian folk life. Unlike some buildings within the viewshed of the Parkway, which were demolished or screened from view, this cluster of buildings was to remain and become a stopping point for motorists.

As originally planned, Brinegar Cabin and its associated outbuildings and land are currently used as an interpretive roadside site along the Parkway. Interpretive signs as well as the interpretive gardens support this use. Annually, the Brinegar Cabin site hosts Brinegar Days, a celebration of the area's mountain heritage. These land uses contribute to the site's historic integrity.

Buildings and Structures

Parkway Sections 2A, B, and C

Structures along these Parkway sections include bridges and grade-separated interchanges. Section 2A contains the most bridges due to the numerous stream crossings that were required to construct this portion of roadway. This section includes two grade-separated interchanges (at NC Route 18 and US Route 21), seven bridges over Pine Creek, one bridge over brush creek, and two bridges over Little Glade Creek. Section 2B includes two bridges over Little Glade Creek and one bridge over Brush Creek. Section 2C includes the grade-separated interchange over NC 18. All of these structures are significant and contribute to the historic integrity of the Parkway. All of the bridges have been preserved intact with little to no changes. The numerous culverts along the Parkway handle the crossing and drainage of the various streams, tributaries, and drainage ways located along these sections. These masonry faced structures provide rustic aesthetic to these sections of road. Large retaining walls exist adjacent to roadway fill areas. Though many of these structures are not visible from the road, the craftsmanship and detailing with which they were constructed contributes to the integrity of the Parkway system. The bridges, culverts, and walls are contributing features to Sections 2A, B, and C of the Parkway.

Bluffs Lodge

The Bluffs Lodge site features three buildings and one structure dating from two of the first three periods of Parkway construction (Prewar Planning and Construction Era and Resumption of

Construction Era). The Water Storage Tank was the first structure constructed in the Bluffs Lodge area constructed during the Prewar Planning and Construction Era (1939) and is one of the oldest existing structures in Doughton Park. The Pump House (Building # 369) was constructed in the late 1940s during the Resumption of Construction Era. The most prominent buildings in the Bluffs Lodge area are the Lodge buildings themselves constructed in 1949. These two buildings use “rooflines, pitch, and massing from local architecture, but incorporate[] materials, like the concrete shingles, that express the [P]arkway’s 1940s move to a more streamlined and economical development.”⁹

Both the Lodge and Pump House buildings plus the Water Storage Tank structure are existing on the site today in their original locations. These buildings and structures contribute to the site’s historic integrity.

Bluffs Picnic Area

Buildings in the Bluffs Picnic Area date from two diverse periods of Parkway construction. One comfort station (Building #102) is sited prominently on the hillside above the parking lot and many of the picnic units dating from the Prewar Planning and Construction Era. This Adirondack style building is the only one of its kind in Doughton Park and exemplifies site-specific construction methods utilized by park planners during the early development of the Parkway.

NPS constructed a second comfort station (Building #104) at the Bluffs Picnic Area during the Mission 66 Construction Era. This building was hidden along a wooden slope and was planned and constructed in a more utilitarian style reflective of this era of construction.

Both comfort stations exist on the site in good condition. The Adirondack style comfort station contributes to the site’s historic integrity. Due to the construction date of the utilitarian style comfort station, it does not contribute to the historic significance of the site; however, according to the Bluffs Picnic Area CLI, “it may have historical significance of a lower level.”¹⁰

9. Bluffs Lodge CLI, 8.

10. Bluffs Picnic Area CLI, 9.

Bluffs Coffee Shop and Service Station

The first building to be constructed at this site was associated with the Woods Picnic Area. NPS used a rustic style for the construction of this comfort station (Building #101) completed during the Prewar Planning and Construction Era in 1942. The building was set on a wooded slope north of the parking area. NPS constructed a stone retaining wall along the northern edge of the parking lot. This wall uses construction methods consistent with other Parkway wall construction dating from this era.

After much debate and redesign, final construction documents for the Bluffs Coffee Shop and Service Station were approved in 1948. Construction on these facilities occurred shortly thereafter. Consistent with other facilities along the Parkway constructed during the Resumption of Construction Era, these buildings utilized modern materials such as concrete shingles in lieu of hand-split shake siding. However, these buildings still reflected Parkway architecture in that “the massing, rooflines, and pitch of the building[s] mimic[ked] native architecture.”¹¹

All three buildings and the stone retaining wall in the Bluffs Coffee Shop area remain on the site in their original locations and contribute to the site’s historic integrity.

Doughton Park Campground

The first structure to be erected at the Doughton Park Campground site was the water tank located at the high point of Look A. This steel structure was installed in 1939 to provide water services to the Campground area. This was the only structure NPS installed at the site during the Prewar Planning and Construction Era.

During the War Years Era, NPS installed two comfort stations at the Campground. Comfort Stations #97 and #98 were built in 1943 with the regional rustic aesthetic seen in many early Parkway buildings. NPS located one building near the tent camping area and one building across the road in the trailer camping area.

The addition of tent camping sites within the Campground area led NPS to construct additional comfort station locations. NPS constructed

11. Bluffs Coffee Shop and Service Station CLI, 9.

ANALYSIS

Comfort Station #396 in 1955. This building is a good example of a transition in aesthetics within Parkway buildings. This comfort station was constructed during the Resumption of Construction Era, and it is visually more utilitarian in style than the previously constructed Campground Buildings.

During the Mission 66 Construction Era, one additional comfort station was added to the tent camping area. NPS constructed Comfort Station #370 in 1963. This building has massing similar to the previously constructed comfort stations, but its materials do not reflect a rural aesthetic.

Modern additions at the site include a manufactured housing unit near the entrance to the tent camping area and an Entrance Station building. NPS added a universally accessible host cabin to the tent cabin area in the mid-1990s. This building is a manufactured log structure.

The water tank and Comfort Stations #97, #98, and #396 date to the first three periods of Parkway development and contribute to the historic integrity of the site. Comfort Station #370 may contribute to the site on a lower level. The three modern buildings are non-contributing. The manufactured log host cabin and the Entrance Station building do not detract from the historic integrity of the site; however, the manufactured building at the entry does detract from the site's integrity due to its obtrusive location and non-conforming visual aesthetic.

Doughton Park Maintenance Area

In the late 1930s NPS established a group of buildings in this area to help house and support CCC workers. CCC Camp NP-21 included nine low barracks buildings and at least seven support buildings in the zone between the Parkway and the adjacent property to the east.

After the construction of the CCC Camp in this area, two clusters of buildings and structures were developed at this site. NPS developed both a maintenance compound and a residential area. Both areas were designed during the Prewar Planning and Construction Era and were constructed in subsequent years. NPS installed the Equipment Storage and Warehouse (Building #110), Blacksmith and Repair Shop (Building #109), Office and Tool Storage (Building #108), Gas and Oil House

(Building # 111), and Incinerator (Building #112) during the Prewar Planning and Construction Era. These shops were constructed in a utilitarian manner as they were not intended to be seen by Parkway visitors. Many were originally constructed of concrete block and similar materials.

During late 1940s, NPS constructed two residences near the utility area. These buildings were slightly more aesthetically pleasing than the utilitarian maintenance buildings and included detailing similar to that found on other buildings in Doughton Park such as the Coffee Shop and Service Station. Additions to the maintenance compound during this era included the Radio Substation (Building #320), Hose Reel House (Building #347), Shop and Fire Equipment Storage (Building #113), Pump House (Building #348), and the Concrete Post and Shingle Mill (Building #378).

Modern additions to the Doughton Park Maintenance Area include several corrugated metal sheds, a storage building, fuel pumps, and fuel sheds. These buildings fit within the original "courtyard" spatial configuration of the maintenance compound.

None of the CCC camp buildings exist on the site. Other buildings from the Prewar Planning and Construction Era exist on the site with the exception of the Radio Substation. All buildings have been altered in appearance as many include new siding and roofing. The residence buildings have maintained their original form and location, but they have received new vinyl siding. Despite these changes, the existing buildings and structures in the Doughton Park Maintenance Area contribute to the historic integrity of the site.

Brinegar Cabin

Most buildings in the Brinegar Cabin area were present prior to Parkway construction. The actual construction of the road included demolition of a barn associated with the property. Remaining buildings on the site included the Cabin built in 1889, the Granary, and the Springhouse. All of these buildings have received stabilization, rehabilitation, and repair efforts since acquisition by NPS. NPS constructed stone retaining walls to support parking lot construction during the initial phase of construction in the early 1940s. These walls are similar in character to the foundations of the

existing buildings on the site. Construction methods for these walls is similar to other construction found along the Parkway from this era.

During the late 1950s, NPS constructed a small building to house restroom facilities for staff at the Brinegar Cabin site. This building is rustically-styled and is sited in a method which makes it unobtrusive to other site features.

The Cabin, Granary, and Springhouse are all existing on the Brinegar Cabin site and contribute to the site's historic integrity. The restroom building was constructed after the first three periods of Parkway development, and thus does not contribute to the integrity of the site.

Circulation

Parkway Sections 2A, B, and C

Vehicular circulation is provided by the Parkway road and the overlook bays and parking areas. The roadway, bays, and parking areas appear to be intact in their alignment, location, and materials. The roadbed and the overlooks were originally paved in asphalt under the direction of the PRA (now the FHWA). Typically, the road designers would grade and building the base of the roadway and overlooks and then let the areas settle for a period of time, returning to pave at a later date. This was the procedure followed along these sections of Parkway. The sidewalks associated with the Parkway overlooks provide pedestrian circulation along these sections of road. Overlook sidewalks were typically paved in asphalt, and have remained so to this day, receiving new layers of pavement over the years. Granite curbing is used along the edges of paved parking bays to support these sidewalks. Some trail systems cross the Parkway along these sections including the Appalachian Trail and the Mountains to Sea Trail. Where these trails do not run concurrent with BLRI trails, they are natural surfaced. All of the existing historic circulation along these sections of Parkway contributes to the integrity of the BLRI.

Bluffs Lodge

The configuration of vehicular and pedestrian circulation within the Bluffs Lodge area has remained largely unchanged since construction during the Prewar Planning and Construction Era and the Resumption of Construction Era. Vehicular circulation from the Parkway into the site was one of

the first features in the Bluffs Lodge area to be constructed. Designed in 1937 and constructed in 1938, the asphalt paved entry road was constructed through a rock outcropping and curved up toward a parking lot which terminated at Wildcat Rocks Overlook. This asphalt paved parking lot was lined with stone curbing typical of parking areas in other parts of Doughton Park and the Parkway.

The first plans for pedestrian circulation in the Bluffs Lodge area included a gravel path leading from the Overlook parking lot up to the Wildcat Rocks Overlook itself. The configuration of this pathway dates from prior to the construction of the Overlook area in 1939.

With construction of the Lodge buildings in 1949, NPS constructed additional circulation amenities including the Lodge parking area and asphalt pathways. Like the Wildcat Rocks Overlook parking lot, the lodge parking lot displays typical Parkway detailing such as stone curbing with an adjacent asphalt sidewalk. NPS constructed asphalt pathways to connect the parking lot to the Lodge buildings and the area immediately around the Lodge to Wildcat Rocks Overlook. The gravel path leading from the Wildcat Rocks Overlook parking lot to the Overlook itself may have been resurfaced in asphalt at this time.

All vehicular and pedestrian circulation dating from the Prewar Planning and Construction Era and the Resumption of Construction Era are existing on the site. These features contribute to the site's historic integrity.

Bluffs Picnic Area

NPS constructed the first piece of vehicular circulation in the Bluffs Picnic Area in 1939. This spur off of the main entry road to the Bluffs Lodge area included an asphalt paved driveway leading into a gravel parking lot. The gravel lot was lined with stone curbing consistent with other Parkway construction. Natural surface trail construction also took place during the Prewar Planning and Construction Era with one mile of trail with log interrupters and stone steps installed in the area.

Due to overcrowding and high use conditions in the Bluffs Picnic Area, an extension for Ridge Road with additional picnic units was planned for this space during the Resumption of Construction Era in 1952.

The road was completed in 1957. This road is built in the style seen on many Parkway access roads, following an elevation below the ridge for visual interest and “offering views out into the rolling plateau and access to the adjacent picnic sites”. The extension of Ridge Road resulted in the obliteration of a portion of the trails associated with the Prewar Planning and Construction Era. NPS constructed asphalt trails winding through the wooded slope below Ridge Road to connect newly installed picnic units.

All parking lots and parking bays in the Bluffs Picnic Area are asphalt surfaced with stone curbing. It is not clear when the first parking lot was paved with asphalt, but this likely occurred in 1957 with the Ridge Road extension project. Asphalt resurfacing over the years has decreased the curb height of the stone curbing in the parking areas. Ridge Road retains its 1952 planned configuration. This road and the parking areas contribute to the site’s historic integrity. The natural surface paths, which were not obliterated during the road extension project dating from the Prewar Planning and Construction Era, still exist and contribute to the site’s historic integrity. Trails dating from the Mission 66 Construction Era post-dating 1955 may have historical significance at a lower level.

Bluffs Coffee Shop and Service Station

NPS installed the first circulation features in the Bluffs Coffee Shop and Service Station area during the Prewar Planning and Construction Era. This construction in the late 1930s included an asphalt entry road and asphalt parking lot. The parking lot was curbed with stone consistent with other Parkway construction detailing. NPS constructed rustic stone steps from the parking area down toward the picnic units. Three sets of steps, one from each end of the parking lot and one from the center of the retaining wall, led down to the path system below. Paths associated with the Woods Picnic Area were also installed during this era. These asphalt paths and spurs provided access from the parking lot to 35 picnic sites and the comfort station.

During the Resumption of Construction Era, NPS installed additional vehicular circulation to accommodate traffic frequenting the Coffee Shop and Service Station. A double entry system was implemented on the grounds and a new parking lot was installed southwest of the new Service Station.

This parking lot included stone curbing. NPS installed pedestrian circulation to access these buildings including asphalt paths and flagstone landings near the buildings themselves.

All vehicular and pedestrian circulation constructed during the Prewar Planning and Construction Era and the Resumption of Construction Era remain on the site. The pathways in the Woods Picnic Area are degraded, but still traceable under years of organic matter. These circulation features contribute to the site’s historic integrity.

Doughton Park Campground

Vehicular circulation within the Doughton Park Campground has evolved as additional camping sites were added to the area. The first three loops constructed consisted of the hilltop loop (Loop A), tent loop (Loop B), and trailer loop (Loop C). All three loops consist of asphalt drive lanes with stone curbed parking bays. Culverts, headwalls, and tailwalls were installed with the road. These features are examples of the rustic style structures typical to Parkway construction from this era. These circulation features were installed in the late 1930s along with pedestrian circulation for both the tent and trailer camping areas. Paths led to individual tent sites in the tent camping area, as well as to the comfort stations located in both loops.

During the Resumption of Construction Era, NPS added another vehicular loop to the tent camping area. Constructed in 1950, Loop D eliminated provided vehicular access into the tent camping area previously accessible only by foot from Loop B. The loop eliminated some of the pedestrian circulation within the tent camping area. Construction methods used for this new loop matched the rustic quality of Prewar Planning and Construction Era construction.

The last vehicular loop to be added to the Campground area was Loop E, installed in 1964. Although it was constructed during the Mission 66 Construction Era, this road displays construction methods similar to roads from the previous era. Paths in this loop are narrow asphalt walks, similar to many other Parkway walkways.

Loops A, B, C, and D are in their original locations on the site and date from the first three periods of Parkway construction. These loops and their

associated pedestrian circulation systems contribute to the site's historic integrity. Loop E and its associated paths were constructed after the first three periods of Parkway development, thus they may contribute to the site's historic integrity, but on a lower level.

Doughton Park Maintenance Area

NPS constructed vehicular access into the Doughton Park Maintenance Area in 1938. Construction of the courtyard area around which the maintenance compound is situated was completed during the same year. NPS constructed vehicular access to the residential area including a driveway and access to the garages associated with the residences in 1947. Roads within the maintenance area are simple asphalt drive lanes.

Pedestrian circulation within the Maintenance Area is very limited. Concrete sidewalks exist in the residential area, but research has not revealed a date of construction for these sidewalks. Since all vehicular access on the site was completed during the first three periods of Parkway development, these features contribute to the site's historic integrity. The sidewalks may not contribute, but do not detract from the integrity of the site.

Brinegar Cabin

Vehicular circulation at the Brinegar Cabin site was constructed during the Prewar Planning and Construction Era. This circulation includes an entry road and parking lot. Both features were constructed during the early 1940s. NPS bordered the parking lot with stone curbing in a fashion similar to other parking areas from this era along the Parkway. Plans from this era delineate pedestrian circulation throughout the site; however, all materials are not specified on plans found during the course of this research.

Existing conditions include an asphalt route as delineated on a 1941 plan which parallels the parking area and leads down to the Cabin, Granary, and Springhouse areas. Existing vehicular circulation is in the location and configuration specified on plans from this era. The existing pedestrian and vehicular circulation on the site contributes to the site's historic integrity.

Small-Scale Features

Parkway Sections 2A, B, and C

There are numerous small-scale features along the Parkway in Sections 2A, B, and C including gutters, signs, fencing, and guardwalls. The following is a summary of the assessed historic integrity of these small-scale features.

The stone-lined gutters along these sections of Parkway are original features of the Parkway road and were constructed in conjunction with the Parkway to ensure proper handling of surface runoff from the adjacent roadway.

Most of the original Parkway signs have been replaced over time. Existing entry signs to the Parkways consist of large wooden billboards painted grey and blue with the Parkway logo. Smaller wood site identification signs mark trails at overlooks. Brown and white metal enamel signs announce approaching features such as overlooks. Traditional speed limit and safety signs also exist along the roadway. Although these Parkway signs are not original materials, and are often not in original locations, the signs are still considered to be a contributing feature of the site because they are representative of the Parkway experience. The parkway signs, especially the small routed wood signs, are a consistent design feature that is carried through the entire BLRI. Although the designs have been re-standardized over time, the Parkway road signs are still vital components of the Parkway experience and represent a significant communication link between the traveling public and the amenities and opportunities of the Parkway.

Fencing along the Parkway consists of chestnut split rail fences among other fence types which were part of the original design vocabulary for the Parkway. Different types of fencing such as barbed or smooth wire fences, worm or snake wood fencing, and post and rail fencing is included in the legend of the original PLUMs for these sections. Much of the fencing along these sections has had to be replaced over time. Where possible and most visible from the road, the worm or snake wood fencing has been replaced with stockpiled chestnut materials, a practice which has helped maintain the integrity of this resource.

Although the guardwalls along this section of Parkway were not constructed concurrently with

the road, they were designed and constructed in the Prewar Planning and construction era and thus they contribute to the site's historic integrity. The stone walls were argued against by NPS landscape architects prior to their installation in favor of timber guardrails. The stone guardwall standard won out for "safety" reasons in this area of the Parkway. The walls use local materials and the look of the walls mesh well with other rustic stone detailing on the Parkway including bridges and stone gutters. The current condition of many of these walls is fair or poor. Despite their dilapidated state, the walls contribute to the historic integrity of these Parkway sections. The historic guardwalls are a unique and iconographic feature of these sections of roadway.

Bluffs Lodge

Historic small-scale features in the Bluffs Lodge area date from the Prewar Planning and Construction Era and the Resumption of Construction Era. During the Prewar Planning and Construction Era, NPS constructed many of the small-scale features in the Bluffs Lodge area which are present on the site today. One of the first features to be constructed was the long stone-lined gutter which ran the length of the curve of the entry road adjacent to a rock outcropping. The craftsmanship and construction methods utilized in this gutter are consistent with other Parkway construction adjacent to the Bluffs Lodge area. At the terminus of the entry road, NPS constructed the Wildcat Rocks Overlook in 1939. The rustic materials utilized in the construction of the Overlook (flagstone standing area with rustic stone walls) were typical of early Parkway development and construction. It is not clear if log benches specified for the Overlook were ever installed at the site as these features are not present today.

During the Resumption of Construction Era, NPS constructed additional small-scale features at the Bluffs Lodge site. Fences which surrounded the rolling pasture adjacent to the Lodge buildings were reconfigured to allow for Lodge construction. In 1953, NPS renamed the park after Robert L. Doughton and constructed a memorial in Doughton's honor near the Wildcat Rocks Overlook parking area. The materials adjacent to the bronze memorial set in stone included rustic stone walls with an integrated wood bench and a drinking fountain. Despite the date of construction,

the walls and the fountain were consistent with materials and construction methods found throughout the park during the Prewar Planning and Construction Era.

Modern features in the Bluffs Lodge area include signs and parking lot lighting. The locations of wood routed signs associated with the Overlook and the entry road to the Lodge area date from the Prewar Planning and Construction Era. Due to the durability materials used in these signs, it can be inferred that those present on the site are in-kind replacements of the original sign boards. One modern interpretive sign exists at the Wildcat Rocks Overlook. The installation date of this sign is unknown. NPS added parking lot lights to the Lodge parking lot in 2005.

All historic small-scale features in the Bluffs Lodge area contribute to the site's historic integrity. In-kind replacements of wood routed directional signs contributed to the site's historic integrity. Additionally, the interpretive sign at the Wildcat Rocks Overlook contributes to the site's integrity as it provides a function originally intended by NPS for the site and does not detract from the historic materials. The newly installed parking lot lights in the Lodge parking lot do not contribute to the site's historic integrity; however, these minimal, rustic-style features do not detract from the historic integrity of the site.

Bluffs Picnic Area

Small-scale features in the Bluffs Picnic Area include features from the Prewar Planning and Construction Era and more modern features from the Mission 66 Construction Era to present. NPS planned and installed 28 picnic units in the Bluffs Picnic Area in 1939. Each unit is comprised of a table, two benches, and a fireplace. Other significant features dating from this period also include drinking fountains. NPS planned for six rustic stone fountains typical of construction along the Parkway. It is not clear how many of these fountains were installed at the site. Fencing was originally installed along the northern border of the parking area. NPS installed twelve stone stairs leading from the parking lot up to the comfort station.

Plans for the extension of Ridge Road appeared during the Resumption of Construction Era. However, installation of picnic units along the Ridge

Road extension did not occur until 1957. These picnic units used the same configuration as older units with a table, two benches, and a grilling area. However, NPS used a more utilitarian style to construct these elements. Concrete picnic tables and metal grills replaced the rustic style of the Prewar Planning and Construction Era elements. During the Mission 66 Construction Era NPS also introduced additional fences to the Bluffs Picnic Area. Fencing was added at the edge of the pasture at the end of the Ridge Road extension.

Post-Mission 66 Construction Era small-scale elements in the Bluffs Picnic Area include an entrance gate, refuse disposal station, and trail orientation signs. NPS has also set out metal picnic tables near the terminus of Ridge Road. These elements do not contribute to the site's historic integrity. Modern metal picnic tables at the end of Ridge Road are not sited well and do not include the fireplace amenities included in the original picnic sites. Due to their configuration and location, these tables detract from the site's historic integrity.

While much of the original material exists in the Prewar Planning and Construction Era picnic units, some modern replacements such as bench seats have been made. Sixteen of the original 28 picnic units exist in their original location at the Bluffs Picnic Area. # of the original six fountains installed at the Bluffs Picnic Area exist on the site. These fountains have been modified for ADA access and ease of maintenance. The stone steps leading to the Adirondack style comfort station still exist. Despite modifications to the small-scale features from the Prewar Planning and Construction Era, these elements do contribute to the site's historic integrity. Small-scale features dating from the Mission 66 Construction Era do not display the rustic style craftsmanship present in early park elements, but may contribute to the site's historic integrity on a lower level.

Bluffs Coffee Shop and Service Station

NPS installed small-scale features associated with the Woods Picnic Area in 1938 though 1939. Picnic units in this zone feature rustic stone picnic tables with wooden seats and stone fire rings. These units are reflective of the construction methods used along the Parkway during this era of construction. In addition to picnic units, NPS provided drinking fountains around the picnic area. These fountains

were reflective of the rustic stone design found throughout the park. NPS installed a drainage structure in the parking lot to help control runoff. The rubble structure is reflective of the style of drainage structures along the Parkway.

With the development of the Coffee Shop and Service Station Buildings NPS installed several additional small-scale features at the site during the Resumption of Construction Era. These included Fuel Pumps in front of the Service Station Building which were mounted on top of a stone island and signs along the Parkway indicating the restaurant and service station amenities.

Modern additions to the Bluffs Coffee Shop and Service Station area include a fenced refuse containment area, updated directional signs, and an orientation sign between the two buildings.

Prewar Planning and Construction Era features in the Woods Picnic Area are still present on the site. However, lack of use and maintenance in this area has led to a rapidly deteriorating state of these features. Small-scale features from the Resumption of Construction Era were still present during the course of this study; however, the fuel pumps are slated for removal from the site. These historic small-scale features contribute to the site's historic integrity. Modern features do not contribute, but they do not detract from the integrity of the site.

Doughton Park Campground

Some of the first small-scale features to be constructed in the Doughton Park Campground were the drinking fountains, tent camp sites, and stone gutters. NPS installed rustic stone drinking fountains at the Campground concurrently with the first phase of development during the Prewar Planning and Construction Era. The eighteen planned tent camp sites consisted of a rustic stone picnic table, stone fire place, wood platform tent pad, and lantern post. Examples of sites dating from this era are located at Loop D. NPS likely installed stone gutters at Loop A during this era in conjunction with road building. These gutters use similar construction techniques to others from this era along the Parkway.

Future phases of development within the Campground included the addition of tent camping sites. The most noticeable difference in these sites

from the Prewar Planning and Construction Era sites was the use of cast concrete picnic tables within the sites. The result is a more utilitarian quality of these areas. NPS no longer constructed tent pads from timber; instead, asphalt or sand pad areas were constructed on new camp sites and bordered with railroad tie-type timbers. In lieu of stone fireplaces, NPS installed metal hinged metal fire rings.

Modern additions to the Campground include the utilitarian-style tent camp sites in Loop E, a Campfire Circle (or amphitheater area) located in Loop B, solar panels at the Comfort Stations, two refuse disposal stations, metal signs and information kiosks, and split rail fences.

Alterations and modern updates have occurred to the Prewar Planning and Construction Era small-scale features within the Doughton Park Campground. These alterations include the replacement of historic materials with modern materials particularly to the camp site picnic tables. Only a few rustic picnic tables remain intact with original materials. Most wooded benches have been replaced with cast concrete benches, and in some locations, NPS has replaced the stone bases with cast concrete models. No timber tent pads exist on the site. The stone gutters in the Campground area retain their original locations, although some have been damaged by weathering and vegetative growth. Existing features from the first three periods of Parkway development contribute to the site's historic integrity. Small-scale features installed in the Campground after the first three periods of construction do not contribute to the site's historic integrity; however, they do not detract from the integrity of the site.

Doughton Park Maintenance Area

The small-scale contributing features within the Doughton Park Maintenance Area are associated with the Prewar Planning and Construction Era and Resumption of Construction Era. Concurrent with entry road construction in 1938, GDOT constructed a stone gutter for road drainage. Installation of the courtyard area in the maintenance compound included the addition of a stone headwall and tailwall to maintain drainage through the site. A stone retaining wall and a stream culvert were constructed at the entry road near the Parkway. All of these stone structures are constructed in the form and style of similar

engineering structures from this era on the Parkway. Additional small-scale features on the site include a picnic area with a rustic stone grill. The date of this feature is unknown, but its rustic style likely dates it to one of the first three periods of development along the Parkway. NPS constructed a tree well around a specimen dogwood during construction of the residential area in the late 1940s.

All of the small-scale features described above exist on the site today and contribute to the historic integrity of the site.

Brinegar Cabin

Many of the small-scale features at the Brinegar Cabin site have existed on the site since initial development of the area as an interpretive roadside stop. NPS installed a rustic stone drinking fountain at the end of the parking lot retaining wall. This fountain is not delineated on plans found during the course of this research, but it is typical of the rustic style of fountains constructed along the Parkway during the Prewar Planning and Construction Era. Fencing on the site was delineated on development plans for Brinegar Cabin. The fencing was likely installed to help control entry to the interpretive area and parking lot by sheep from the neighboring sheep pasture. NPS constructed a stone gutter along the entry road and a stone culvert with wing walls in a method similar to other rustic stone construction from this era along the Parkway.

Signs on the site represent different eras of interpretive signs along the Parkway. The "gunboard" sign dates from the Resumption of Construction Era when these types of signs were installed at interpretive points along the entire Parkway. Other signs on the site fall outside the first three eras of Parkway construction.

The drinking fountain, stone gutter, stone culvert and wingwalls, and the gunboard sign remain in their original locations and date from the first three periods of Parkway development, thus contributing to the site's historic integrity. Portions of the fence are no longer necessary as the adjacent property no longer contains sheep. The interpretive garden exhibit includes fencing around the perimeter. The fencing is consistent with historic fencing patterns along the Parkway, and therefore does contribute to the site's historic integrity. New signs do not contribute to the site's integrity; however, their

interpretive purpose supports the intended roadside stop use of the site.

Views and Vistas

Parkway Sections 2A, B, and C

Once the grading of the Parkway road was completed and construction continued on the road base and the Parkway culverts and bridges, the forest edges beyond the Parkway cut and fill lines were evaluated by the park landscape architect for potential as roadside views and vistas. If an area was identified for a vegetative treatment, the existing vegetation was treated to selective clearing and hand pruning by crews working on Landscape Development. The existing trees and shrubs were supplemented and or properly maintained to create a more intentional or framed view for the pleasure of the traveling Parkway public.

Most of the roadside vistas and views are still detectable upon examination, and with the help of a PLUM. Many of these roadside views and vistas are no longer maintained as they were originally intended and in some cases vegetation has either become overgrown, died, or has been succeeded by other more dominant plant species, changing the character of the vista. A full analysis of vistas was conducted by NPS in December of 2000. This analysis includes a detailed listing of each Parkway section and the intactness of vistas within this area. According to the report, Section 2A originally had six vistas and had five intact vistas at the date of the report. Section 2B had 21 vistas historically and had 23 at the time of the report. Section 2C originally had 20 vistas and had 28 at the time of the report.¹² According to the report, “some of these additions are at locations that [were] not noted as vistas on the PLUMs, but would seem to have been intended as a view. Places like...Alligator Back and some other designed overlooks are not denoted as vistas on the PLUMs...In addition, several agricultural leases are no longer leased but instead are managed as vistas.”¹³ In such cases, despite the fact that a view or vista is not located on the PLUMs, these resources still contribute to the integrity of the site as they “have often become icon views of the Blue Ridge Parkway and are very important to the overall visitor experience.”¹⁴ All existing historic views and

vistas along these sections of Parkway which do not contain modern intrusions contribute to the integrity of this historic resource.

In some cases, modern intrusions are visible within a view or vista. This is the case in several locations along the parkway where non-contributing buildings which are not within the Parkway right-of-way are visible from the road and/or overlooks. These locations include MP 221, Parkway right, MP 236, Parkway right, and MP 247.2, Parkway right. The views of these buildings detract from the integrity of the Parkway.

Bluffs Lodge

The placement of features in the Bluffs Lodge area historically revolved around the views in this zone of the park. Drawings of the Wildcat Rocks Overlook from 1939 indicate the intended vista from this ledge of “the natural scenery, namely second-growth forest in Basin Cove, as well as the historic Caudill Cabin in a clearing 1000’ below.”¹⁵ Drawings as early as 1941 indicate that the view across the rolling pasture was essential to the placement of the Lodge buildings. The configuration of the Lodge buildings and the large patio which connects them takes full advantage of this panorama.

Currently, some maintenance is needed to protect the vista at Wildcat Rocks Overlook. However, both the vista at the Overlook and the view from the Lodge remain intact at the site today. This view and vista contribute to the site’s historic integrity.

Bluffs Picnic Area

The location of the Bluffs Picnic Area affords views up into the meadow situated above the picnic units. Historically views within the wooded picnic unit area were likely more extensive, but as these woods thickened over time as intended by the original layout, each unit has become more isolated. The extension of Ridge Road allowed even more expansive views into the Bluffs meadow area above the picnic sites.

The views in the Bluffs Picnic Area are still intact and contribute to the site’s historic integrity.

12. NPS, “Vista analysis by section,” December, 2000, 17.

13. *Ibid.*, 5.

14. *Ibid.*

15. Bluffs Lodge CLI, 8.

Bluffs Coffee Shop and Service Station

PLUMs from 1942 indicate that NPS planned a wide vista across from the Coffee Shop and Service Station area. Plans for the area called for the zone between the Parkway and the developed area to be clear of vegetation to provide approaching motorists with a clear view into the service and concessions area.

Since the initial periods of development of the Bluffs Coffee Shop and Service Station area, the wooded slope north of the site has become denser. A scenic farm pond has been developed on adjacent property north of the Woods Picnic Area and views to this pond are of a scenic quality. The vista across the Parkway toward the southeast is somewhat limited by the woodland growth in this area. However, views into the Bluffs Coffee Shop and former Service Station area from the Parkway are consistent with historic conditions and contribute to the site's historic integrity.

Doughton Park Campground

PLUMs for the Doughton Park Campground indicated no planned views and vistas within the Campground Area. This is consistent with existing conditions.

Doughton Park Maintenance Area

PLUMs for the Doughton Park Maintenance Area indicated no planned views or vistas within the area. This is consistent with existing conditions. As intended by the planting design, the maintenance compound and residential area are well-buffered from the view of the Parkway.

Brinegar Cabin

PLUMs from the early 1940s delineate a vista at the Brinegar Cabin site from the parking lot looking toward the south. The parking lot and stone retaining wall act as an overlook in this area. This vantage point continues to provide visitors with a vista of the distant mountains and contributes to the site's historic integrity.

Integrity of the Landscape

The National Register of Historic Places has identified seven aspects, or qualities, that define integrity. These include location, design, setting,

materials, workmanship, feeling, and association. Analysis of the aspects of integrity is a subjective measure that varies from site to site, but the determination is always based on a thorough knowledge of the historical significance of the property and how well its current features convey that significance. To be listed in the National Register, a property not only must show significance under one of the four criteria, but also it must retain a degree of its historic integrity. Assessing integrity of landscapes, which by their very nature are changing, can be a challenging exercise. However, the key to evaluating cultural landscapes is to assess historic landscapes by their continuing ability to convey their significance consistently over time. Part of this evaluation is looking at the sum of the individual parts of the landscape and determining the gradual changes that over time may affect the landscape as a whole. The type of landscape resources being evaluated also guide the assessment of integrity. For instance, one way to assess the significance of the Blue Ridge Parkway experience is to measure the continued ability of the parkway landscape to “read” as it did historically from a vehicle—the most common experience for a typical parkway visitor.

The cultural landscape along the Parkway Sections 2A, B, and C and the component landscapes at Doughton Park retain much of their integrity as contributing components to the BLRI. These landscapes retain many key elements dating from the first three periods of significance of the Parkway, Prewar Planning and Construction Era (1922-1942), War Years Era (1942-1945), and Resumption of Construction Era (1946-1955). The following section will discuss Doughton Park and Parkway Sections 2A, B, and C in terms of their integrity according to the seven aspects that define integrity.

Location**Parkway Sections 2A, B, and C**

Location involves the place where the cultural landscape was constructed. These Parkway sections demonstrate a high integrity of location because the location of the BLRI and its associated development have remaining in its current location through the mountains and valleys of northern North Carolina since their construction (1935-1943). For the most part, the boundaries of the NPS property through these sections of roadway has remained consistent since initial land acquisition during the Prewar

Planning and Construction Era although small acquisitions have been made since this period. Some small-scale features such as fences have changed locations due to decreased use of adjacent agricultural properties. The majority of the guardwalls along these sections of Parkway remain in locations specified on PLUMs. Exceptions include two sections of guardwall which were removed from the Parkway in 2005 at MP 235.1, Parkway Right and MP 235.4, Parkway Right. Despite some fence and guardwall locations changing, the Parkway retains high integrity of location.

Bluffs Lodge

All existing and contributing historic buildings, landscape features, and small-scale features at the Bluffs Lodge site retain their original locations. Therefore, this component landscape retains high integrity of location.

Bluffs Picnic Area

All existing and contributing historic buildings, landscape features, and small-scale features at the Bluffs Picnic area retain their original locations. Therefore, this component landscape retains high integrity of location.

Bluffs Coffee Shop and Service Station

All existing and contributing historic buildings, landscape features, and small-scale features at the Bluffs Coffee Shop and Service Station retain their original locations. Therefore, this component landscape retains high integrity of location.

Doughton Park Campground

All existing and contributing historic buildings, landscape features, and small-scale features at the Doughton Park Campground retain their original locations. Therefore, this component landscape retains high integrity of location.

Doughton Park Maintenance Area

All existing and contributing historic buildings, landscape features, and small-scale features at the Doughton Park Maintenance Area retain their original locations. Therefore, this component landscape retains high integrity of location.

Brinegar Cabin

Most existing and contributing historic buildings, landscape features, and small-scale features at

Brinegar Cabin retain their original locations. NPS originally designed the fax field to be on the slope above the parking lot area. However, it is not clear whether this site feature was ever implemented in this area. Because the original location of the flax field is not clear, this component landscape retains high integrity of location.

Design

Parkway Sections 2A, B, and C

The combination of elements that create the form, plan, space, and style of a cultural landscape or historic property fall under this category. The design of Sections 2A, B, and C by landscape architects and engineers is documented in the Parkway Land Use Maps (PLUMs) that show the implementation of the Parkway. The current roadway alignments, overall vegetative patterns, and detailing of small-scale features match those drawn on the PLUMs. Some designed landscape characteristics such as “open woods views” and adjacent agricultural areas have changed in character since the original designs for the Parkway were created due to lack of maintenance or additional needed buffer areas. However, the design of these sections of the Parkway is still legible and largely intact; therefore, Sections 2A, B, and C retain a high degree of integrity of design. The integrity of design of guardwalls along these sections is not as strong as other roadway features. The original design for these walls specified mostly dry-laid stone construction. Mortar has been used to repair walls in many locations and messy application is visible in many of the joints of the walls. In some locations, repairs have also included attempts to shore up the foundation of these walls with visible concrete footers. These types of repairs detract from the legibility of original design intent of the guardwalls. Thus, the walls have a moderate degree of integrity of design.

Bluffs Lodge

Designs for the Bluffs Lodge area evolved over time to include the various site features and amenities which currently exist in the area. The current roadway alignment, vegetative patterns, and detailing of small-scale features match those drawn on PLUMs from the early 1940s. With the exception of the wood bench locations, the layout of the Wildcat Rocks Overlook area is as designed in 1939. The design of the Bluffs Lodge follows the plans

specified for its construction. Therefore, the Bluffs Lodge retains a high degree of integrity of design.

Bluffs Picnic Area

The extension of Ridge Road in the Bluffs Picnic Area destroyed several picnic units which were part of the original design for the site. However, this design change occurred during a period of significance for the site. The current alignment of Ridge Road and the parking bays, vegetative patterns, and detailing of small-scale features match those drawn on PLUMs, Bluffs Recreation Area Master Plans, and plans to extend the picnic area dating from the mid-1950s. Despite the loss of some of the original picnic units, the Bluffs Picnic Area retains a high degree of integrity of design.

Bluffs Coffee Shop and Service Station

Designs for the Bluffs Coffee Shop and Service Station evolved over time to include the various site features and amenities which currently exist in the area. The current entry road and parking lot alignment, vegetative patterns, and detailing of small-scale features match those drawn on 1940s PLUMs, Bluffs Recreation Area Master Plans, and the various iterations of site plans dating from the first three periods of Parkway significance. The design of the Coffee Shop and Service Station buildings follow the plans specified for their construction. Despite the state of decline of the Woods Picnic Area, the Bluffs Coffee Shop and Service Station retains a high degree of integrity of design.

Doughton Park Campground

Although it was one of the first campgrounds planned and constructed along the Parkway, the design of the Doughton Park Campground evolved over time. The overall design the original camping loop areas has largely remained intact despite additions over time. The design of individual tent camp units has evolved over time, and the rustic quality of the original designs has been compromised by the introduction of more modern materials. The design of the contributing buildings on the site comply with the early rustic construction style found in other areas of Doughton Park. The integrity of the design of the circulation systems, vegetation, and buildings at the Doughton Park Campground is high. Integrity of design of small-scale features is fair due to non-rustic replacements throughout the site.

Doughton Park Maintenance Area

The Doughton Park Maintenance Area continues to serve in its original designed capacity as a facility to support maintenance and upkeep along the Parkway. The “courtyard” design of the maintenance compound along with the subsequent residential area design has remained consistent over time. Although building materials have changed over time, the overall form of the designs has remained consistent with original design conditions. With the exception of the apple orchard area, the design of the vegetation on the site remains consistent with PLUMs from the early 1940s. Overall the integrity of design in the Doughton Park Maintenance Area is high.

Brinegar Cabin

The design of pedestrian circulation at the Brinegar Cabin site follows the plans specified for construction at this site. Although existing vegetation shown on the original plans for the site no longer exists on the site, most of the vegetation materials are consistent with the original design intent. The rustic wall and fountain near the parking area are intact and are similar to other rustic stone features designed throughout Doughton Park and along the BLRI. Overall, the integrity of design at the Brinegar Cabin site is high.

Setting

Parkway Sections 2A, B, and C

Setting is the physical environment within and surrounding a property. Influences to the setting of a site include natural systems and land uses. The majority of these Parkway sections have retained their historic setting. These sections display the variety of settings along the Parkway ranging from stream valleys with open woods, to traditional agricultural scenery, to breathtaking views and vistas along the ridge of the Blue Ridge Mountains. The range of elevations, variety of vegetation and scenery, and juxtaposition of enclosed spaces with broad open views across ridges and rolling hills all contribute to the setting of these sections of Parkway. Although some areas of these sections of the Parkway include modern visual intrusions such as buildings and signs visible from the Parkway, views along the road remain largely intact and are consistent with historic planned views. Despite some loss of vegetation over time and the lessening of maintenance regimes which has contributed to overgrowth in once open areas, the integrity of

setting along these sections of Parkway remains high. Many of the guardwalls constructed along the Parkway were intended to serve as “guides” for motorists traveling along these sections which contain some steep cut and fill situations. The guardwalls in combination with a grassed shoulder were intended to visually cue motorists to stay on the road in such sections. Some of the steep road cut and fill areas have been revegetated to the point where such guides could be deemed unnecessary as the vegetated woodland edge provides such a cue. However, in the majority of the guardwall locations, slopes are still severe enough or vistas are maintained in a fashion that the setting remains consistent with conditions during the period immediately following construction of the roadway. Therefore, the integrity of setting of the guardwalls is high.

Bluffs Lodge

The physical environment surrounding the Bluffs Lodge area has not changed drastically from the period of construction. The large meadow adjacent to the Lodge buildings and the forested slope descending from the Wildcat Rocks Overlook contribute to the site’s unique setting. “The mountain plateau setting, with its open meadow and abundant stands of mountain laurel and rhododendron perched on a dramatic 1000’ cliff” remains intact.¹⁶ Therefore, the integrity of setting in the Bluffs Lodge area is high.

Bluffs Picnic Area

Although the Bluffs Picnic Area has expanded over time, the natural scenery surrounding the picnic sites has remained largely unchanged since NPS installed the original picnic units. While wooded areas have become more dense and shadier over time and some units which were situated in the actual meadow area were lost in expansion efforts, “[t]he mountain plateau setting, with its open meadow and abundant stands of mountain laurel and rhododendron, that first attracted BLRI designers, remains in place.”¹⁷ This site’s setting has a high degree of integrity.

Bluffs Coffee Shop and Service Station

The physical environment surrounding the Bluffs Coffee Shop and Service Station area has remained

largely unchanged from its design and implementation. This area remains adjacent to the Parkway for ease of access by visitors. The Woods Picnic Area retains its setting with various picnic units set along a winding trail on a wooded slope. The integrity of setting in the Bluffs Coffee Shop and Service Station area is high.

Doughton Park Campground

Despite expansion of the site over time, the setting of Doughton Park Campground has remained largely unchanged since its implementation. The campsites are easily accessed from the Parkway with a buffer of evergreen trees and shrubs between the road and the sites. “The setting, with its varied topography, open hilltop and scattered forest and understory—that BLRI designers originally found at the site and enhanced with their planting plans—remains in place.”¹⁸ The site, therefore, retains a high degree of integrity of setting.

Doughton Park Maintenance Area

The physical environment surrounding this site has evolved since the implementation of the Maintenance Area. Vegetation specified on original plans and PLUMs has matured to provide an evergreen buffer between the Parkway and the maintenance compound and residential area. While NPS has implemented additions to the area, “[t]he setting is the same as it was intended, a maintenance area set into a steep, narrow ravine sheltered from view by topography and vegetation.”¹⁹ The integrity of setting at the Doughton Park Maintenance Area is high.

Brinegar Cabin

The area surrounding Brinegar Cabin has changed somewhat from the initial construction of visitor amenities at the site. Former fields have been revegetated in some cases, and there has been a loss of some vegetation including the apple orchard. However, the views from the Cabin across the Parkway toward an open field and the surrounding forested areas have remained consistent with the period of initial construction at the site. Therefore, the integrity of setting for the Brinegar Cabin site is high.

16. Bluffs Lodge CLI, 8.

17. Bluffs Picnic Area CLI, 8.

18. Doughton Park Campground, 8.

19. Doughton Park Maintenance Area, 8.

Materials

Parkway Sections 2A, B, and C

Materials include physical elements that were combined or deposited during the particular periods of time and in a particular pattern or configuration to form the cultural landscape. All types of construction materials, such as paving, paths, and other landscape features, as well as the materials' placement in the landscape, should be considered in this evaluation. The materials along these Parkway sections are largely intact. The road remains asphalt with grass shoulders. Materials for drainage structures vary along this section, but the majority are original rustic stone structures including gutters and culverts. Materials for gutters in the Ice Rock area have been modified over time and include asphalt and concrete materials in some locations. Vegetative materials along the Parkway have evolved over time. Some materials have matured and died. Many of the substantially sized trees which were inventoried on early 1940s PLUMs no longer exist. However, the progeny of many of these plants exist on the site today. Despite some minor changes over time, the integrity of materials along these sections of Parkway is high. The material used for guardwalls along these sections of Parkway included native stone obtained from the blasting work conducted in the construction of the roadway. For the most part, this stone remains at the original location of the walls. Where the top stones have been knocked over, they are often located in an area adjacent to the guardwalls. Because the original stone material is present in most guardwall locations, the integrity of materials for this resource is high.

Bluffs Lodge

Materials in the Bluffs Lodge area are largely consistent with materials specified in its original construction. The utilitarian style materials present in the Lodge buildings and the rustic materials of the patio are consistent with original construction documents. Rustic stone materials originally utilized for construction of the Wildcat Rocks Overlook area remain intact. Pathways throughout the site have always been asphalt with the exception of the approach trail to the Overlook. Asphalt paths remain consistent on the site. Vegetative materials are consistent with original specifications for the area although there has been some loss of shrubs and trees over time. Overall, the integrity of materials at the Bluffs Lodge site is high.

Bluffs Picnic Area

The integrity of materials in the Bluffs Picnic Area is varied. The materials used in construction of the comfort stations are per the original construction conditions. Any replacements and repairs have been in-kind. Stone features throughout the site including steps and curbing remain intact and have not been replaced with modern materials. The original 1930s picnic units vary in degree of integrity. Some sites have portions of the rustic stone picnic tables intact with fire pits. Those closest to the parking area have been updated with modern materials in an ad hoc fashion with little consistency. None of the original stone drinking fountains exist on the site. Modern metal grills have been added to some of the original fire pits. Modern utilitarian picnic sites are largely intact. Vegetative materials throughout the site are in a varied state of integrity. While most vegetation complies with original specifications, much of the original shrub understory in the 1930s development area is dead and has not been replaced. Because much of the historic materials, especially in the historic picnic unit area, have been compromised, this site has a moderate level of integrity of materials.

Bluffs Coffee Shop and Service Station

Materials in the Bluffs Coffee Shop and Service Station area are largely consistent with materials specified in original construction. The comfort station in the Woods Picnic Area has been left in a state of decline; however, original materials are intact on the building. The utilitarian and rustic style materials present in the Coffee Shop and former Service Station buildings are consistent with the original construction documents. Rustic stone materials originally utilized for construction of the retaining walls remain intact. The roads remain asphalt paved with stone curbing with no modern replacements. No modern replacements exist in the picnic units in the Woods Picnic Area. Because the historic materials on this site are largely intact, the site has a high degree of integrity of materials.

Doughton Park Campground

The integrity of materials in the Doughton Park Campground area is varied. The materials used for roads, curbing, and drainage structures on the site remain consistent with original design intent. Vegetation has matured and remains largely consistent with PLUMs and original design documents for the area. NPS has made building

repairs using materials which have not detracted from the buildings' historic integrity. However, materials used for small-scale features in camp units have been compromised over time. Replacements and repairs of picnic table and bench bases have not been in-kind. Modern concrete features dot the site. Because there is an abundance of small-scale features on the site that have modern replacements, the overall integrity of materials on the site is moderate.

Doughton Park Maintenance Area

The integrity of materials in the Doughton Park Maintenance Area is varied. The material used for roads, drainage structures, and vegetation on the site remains consistent with original design intent as indicated on historic design documents. However, repairs to many of the buildings on the site have not consisted of original materials. Modern materials have been utilized for siding, windows, roofing, and doors on most of the buildings. Because the buildings are an integral part in the function and spatial organization of the site, the overall integrity of materials at the Doughton Park Maintenance Area is moderate.

Brinegar Cabin

Materials at the Brinegar Cabin site are largely consistent with materials specified in original construction. The rustic style materials used for the wall and fountain are consistent with typical design details found throughout the BLRI from this era of construction. Materials for vehicular and pedestrian circulation are per the original design documents. While some specimen trees have been lost on the site over time, replacement trees have been similar materials which comply with historic plans. Repairs to buildings on the site have consisted of in kind replacement of historic materials. Because the historic materials on this site are largely intact, the site has a high degree of integrity of materials.

Workmanship

Parkway Sections 2A, B, and C

This aspect of integrity refers to the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The workmanship of the original construction along the parkway including bridges, roads, drainage structures, and walls was excellent quality construction that has weathered well over the past seven decades. Site-specific design elements

such as drainage structures and bridges remain intact and functioning. Though the details of many of these features are not visible to passengers in cars along the Parkway, the care with which small-scale features and structures were constructed along these sections is still evident today. Rigorous maintenance regimes will be required in the future to maintain this high level of integrity of workmanship along these sections of the Parkway. The workmanship of the construction of the guardwalls was called into question during the initial period of construction. Some concerns of NPS landscape architects have been realized—many of the shoulders adjacent to the roads have not proved to be adequate to support the weight of the walls and repairs to the walls are expensive and labor-intensive. Despite these problems, the workmanship of the walls is apparent in some locations. Details including turnbacks into slopes and integration of stone gutters still exist in many locations and add to the beauty of the roadway design. In other locations, walls are sinking, missing capstones, or have been repaired with sloppy mortar joints. Because these discrepancies exist, the guardwalls retain a moderate degree of integrity of workmanship.

Bluffs Lodge

The workmanship of the original construction in the Bluffs Lodge area including the buildings, patio area, fences, and Overlook features is largely intact. Repairs have included in kind replacement of historic materials. The overall integrity of workmanship in the Bluffs Lodge area is high.

Bluffs Picnic Area

Some site features within the Bluffs Picnic Area retain a high level of integrity of workmanship. The stone steps leading from the parking area to the comfort station and the comfort station building have been repaired over time in a manner that preserves the original rustic and hand-hewn look of these features. However, modern repairs to picnic units have used workmanship of poorer quality than the original rustic stone type features. Lack of maintenance in the wooded picnic sites has impacted the workmanship of the original planting plan which called for an underplanting of rhododendron in this location. Because many of the picnic unit sites have been compromised over time, the integrity of workmanship in the Bluffs Picnic Area is moderate.

Bluffs Coffee Shop and Service Station

The workmanship of the original construction in the Bluffs Coffee Shop and Service station including the buildings, vehicular circulation, small-scale features, and vegetation is largely intact. Where repairs have been made, they have mostly included in kind replacement of historic materials. The overall integrity of workmanship in the Bluffs Coffee Shop and Service Station is high.

Doughton Park Campground

Some site features within the Doughton Park Campground retain a high level of integrity of workmanship. Features such as vehicular circulation including curbing, a few picnic tables within tent camp units, and vegetation have been preserved. However, repairs made to tent camp units have included modern materials which do not match the craftsmanship displayed in the original rustic features. Because so few of the original tent camp units include examples of original workmanship, the overall integrity of workmanship of the site is compromised to a moderate level.

Doughton Park Maintenance Area

The utilitarian workmanship is still apparent in many of the buildings in the maintenance compound. Although materials have been changed on many of the buildings, they remain simple forms, capable of housing a variety of maintenance activities. The rustic workmanship used to construct small-scale features such as the drainage structures and retaining wall is largely intact. Overall, the integrity of workmanship in the Doughton Park Maintenance Area is high.

Brinegar Cabin

The workmanship of the visitor support facilities in the Brinegar Cabin area including the vehicular circulation, small-scale features, and vegetation is largely intact. Buildings on the site that pre-date Parkway era elements have been repaired with materials which complement the original workmanship displayed in their original rustic construction style. Where repairs have been made, they have mostly included in kind replacement of historic materials. The overall integrity of workmanship in the Brinegar Cabin area is high.

Feeling

Parkway Sections 2A, B, and C

A cultural landscape's expression of the aesthetic or historic sense of a particular time period is evaluated under this aspect of integrity. The majority of current land use practices along Sections 2A, B, and C of the Parkway are similar to those envisioned by Parkway planners. Although agricultural lease areas have decreased somewhat in these sections, the conversion of agricultural land to open meadow has not had a detrimental effect on feeling associated with these sections. Some modern intrusions along the Parkway do detract from integrity of feeling, but the sense of a meandering road with intermittent views of creeks, ridge tops, and rolling meadows persists overall and these sections retain a high degree of integrity of feeling. Despite repair and maintenance problems, the rustic aesthetic of the guardwalls along these sections of Parkway is consistent with the construction period. The guardwalls were intended to have a rustic, native stone appearance, and this appearance persists to date. Therefore, the guardwalls retain a high degree of integrity of feeling.

Bluffs Lodge

The feeling in the Bluffs Lodge area is as planned by NPS. The Lodge remains a peaceful stopping point for motorists traveling the Parkway. Intact historic views and vistas in the area add to visitors' experience while staying at the Lodge or visiting the Wildcat Rocks Overlook area. The wooded slopes and rhododendron dotted meadow landscape surrounding this area contribute to the integrity of feeling. Consistent with historic conditions, the pasture adjacent to the Lodge is maintained as an agricultural lease, complete with cattle that reside in the adjacent field. Overall, the Bluffs Lodge area retains a high degree of integrity of feeling.

Bluffs Picnic Area

Much of the feeling in the Bluffs Picnic Area is as planned by NPS. "The feeling of the area is the same as originally intended, a picnic area following a contour just below the crest of a plateau, offering views into the meadow to the east and south, and access to the picnic sites set in the woods and shrubs to the west."²⁰ While wooded areas have become shadier over time, and there has been a lack of

²⁰ Bluffs Picnic Area CLI, 8.

maintenance of the rhododendron areas, the site retains a high degree of integrity of feeling.

Bluffs Coffee Shop and Service Station

The majority of the Bluffs Coffee Shop and Service Station site retains integrity of feeling. The Coffee Shop and Service Station buildings are visible from the Parkway and are easily accessible by motorists and pedestrians. The Woods Picnic Area is a shady oasis complete with picnic units and a comfort station (though this area has been long abandoned). A detraction from the integrity of feeling has been the recent removal of the gas pumps in the former Service Station area. However, the removal of this function does not greatly decrease the site's high degree of integrity of feeling.

Doughton Park Campground

All existing historic and contributing features in the Doughton Park Campground area retain their integrity of feeling. The open hilltop surrounded by wooded tent camping sites remains intact in the tent camping area and the trailer camping area is maintained as planned as a fairly open landscape with shade trees dotting individual trailer sites. As planned, both areas are buffered from the Parkway by evergreen plantings. The Doughton Park Campground area retains a high degree of integrity of feeling.

Brinegar Cabin

This wayside stop along the Parkway is one of the most popular stops for visitors along the Parkway. The elevation change between the Parkway and the collection of homesite buildings contributes to the visitor experience of stepping back in time into a Appalachian homestead. The view from the parking area is intact and provides visitors with a unique glimpse into the North Carolina Blue Ridge Mountains. The Brinegar Cabin site retains a high degree of integrity of feeling.

Association

Parkway Sections 2A, B, and C

This aspect of integrity refers to the direct link between the significant historic event or person and the cultural landscape. Sections 2A, B, and C of the Parkway were some of the first sections of road to be constructed along the BLRI. Many of the construction methods and details developed in building these sections served as the foundation for construction methodology along the entire BLRI.

These sections of Parkway are clearly associated with the rest of the BLRI unit in its history, appearance, design, and significance. Therefore, these sections retain a high level of integrity of association. Sections 2A, B, and C contain a higher concentration of guardwalls than other Parkway sections. NPS constructed these walls prior to the Resumption of Construction Era during which cost restrictions within the government limited the amount of money that could be spent on such features. More utilitarian methods of construction were favored over site specific, rustic construction for many small-scale features of the Parkway. Because guardwalls are rarer in other sections of the Parkway, this feature continues to be associated with these sections of Parkway traversing the mountains and valleys of northern North Carolina. Therefore, guardwalls in this section retain a high degree of integrity of association.

Bluffs Lodge

The association of this property with both the entire BLRI and as a place for overnight stay for Parkway motorists remains as originally planned. The Wildcat Rocks Overlook remains popular with Parkway visitors and still functions in its originally planned capacity. These factors contribute to the Bluff Lodge site's high degree of integrity of association.

Bluffs Picnic Area

As one of the first picnic areas constructed along the Parkway, the association of this property with both the entire BLRI and as a place for Parkway motorists to stop and picnic remains as originally planned. Although this area has taken on new functions over the years such as a trailhead location, the site retains a high degree of integrity of association with the BLRI as a whole.

Bluffs Coffee Shop and Service Station

The association of the Bluffs Coffee Shop and Service station with both the entire BLRI and as a place for Parkway motorists to stop and eat remains as originally planned. However, the site no longer functions as a picnic area or as a service station. Because of its proximity to the Parkway, the site retains a high degree of integrity of association with the BLRI as a whole despite the fact that some planned functions of the site are no longer intact.

Doughton Park Campground

The association of the Doughton Park Campground with both the entire BLRI and as a place for Parkway motorists to camp in both trailers and tent capacities remains as originally planned. As one of the first campgrounds designed and installed along the Parkway, the site contributes to the overall historic significance of the BLRI. This site retains a high degree of integrity of association.

Doughton Park Maintenance Area

The association of the Doughton Park Maintenance Area with both the entire BLRI and as a location for Parkway maintenance activities and as on-site housing for employees remains as originally planned. As one of the first maintenance areas designed and installed along the Parkway, the site contributes to the overall historic significance of the BLRI. This site retains a high degree of integrity of association.

Brinegar Cabin

The association of the Brinegar Cabin site with both the entire LRI and as a wayside site for motorists traveling the Parkway remains as originally planned. This site is a popular stopping point for motorists likely for its unique pioneer style buildings, outstanding views, and its close proximity to the Parkway road itself. This site retains a high degree of integrity of association.

Treatment Recommendations

Introduction

The following recommendations for treatment in the study area were made with respect to a much larger context, which considers the limits of construction for the Parkway corridor and the natural areas beyond the top of cut to toe of fill lines. Recommendations emphasize preservation of existing features along the Parkway.

Recommended treatment for the Parkway areas and component landscapes in Doughton Park focuses primarily on a rehabilitation/preservation strategy that provides for maintenance and small appropriate improvements to each site, without a loss of original character. Restoration is recommended where appropriate and practical.

Parkway Sections 2A, 2B, and 2C

General Recommendations

- o Preserve and restore landscape and amenity areas to reflect the original design intent as indicated on the historic Parkway Land Use Maps (PLUMs) to the extent possible.
- o Rehabilitate areas that are suffering from wear and tear with appropriate improvements.

Vegetation

- o Preserve historic vegetation. Rehabilitate mature planting areas to convey original roadside vegetation design intent by underplanting with PLUM specified species.
- o Where plantings are missing at entrances, overlooks, and in planting islands, replant using PLUMs for species and location.
- o Restore diversity in roadside plantings. E.g. in shrub bay areas, rosebay rhododendron should be supplemented with flame azalea,

Catawba rhododendron, and native evergreen groundcover.

Pruning.

- o Properly prune and remove any damaged, dead, or diseased plant material, especially in high use areas where safety, accessibility, and views may be compromised.
- o Pruning should be performed during the dormant season.
- o Section 2A – Approximately MP 222 STA 3+10 to MP 223 – Selectively clear and or prune undergrowth to restore a section of “Open Woods” as specified on original PLUMs.

Pest Control.

- o Continue to monitor vegetation for disease and insect infestation, treat using Integrated Pest Management (IPM) practices. NPS has already begun to combat the woolly adelgid in the Great Smoky Mountains National Park with “systematic injections of pesticides, insecticidal oils and soaps, and biological control.”¹ According to the website [Saveourhemlocks.org](http://www.saveourhemlocks.org), “pesticide-based methods work best on individual trees and small stands, but are impossible to apply in backwoods areas, where the most promising treatment option is biological control.”² These sections of parkway should be monitored for invasion by the pest and appropriate approved pest control applications should be used when it is encountered.
- o Monitor pines along these sections of Parkway for pine beetle invasion. If pine beetle infestation is found, it should be treated using NPS approved methods.

Invasive Plants.

- o Japanese stilt grass (*Microstegium vimineum*)—also known as Nepalese browntop—is present along some portions of the Parkway. This low grass is well-

1. “Saving our Hemlocks from the Hemlock Woolly Adelgid,” <http://www.saveourhemlocks.org/>; accessed via internet 7/6/06.

2. *Ibid.*

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adapted to low light conditions and threatens the viability of native groundcovers and grasses. According to the NPS Plant Conservation Alliance, “Stilt grass can be mowed in late summer (i.e., August through September) when the plants are flowering but preferably before seed is produced. This can be done using a lawn mower, string mower, or a scythe. Because stilt grass is primarily an annual plant, cutting late in the season before the plants would die back naturally avoids the possibility of regrowth. Recent information suggests that stilt grass plants cut early in the summer respond by and regrowing and flowering soon after cutting, much earlier than they would normally flower.”³

Mowing.

- o Mowing adjacent to Parkway should be performed per Superintendent’s Order #12: 2005 Roadside Mowing Standards.
- o Maintain diversity in mowing regime to encourage variety along Parkway in types of vegetative edges (mown edges and meadow edges) see Figure 5.1.
- o Maintain consistent mown road shoulder see Figure 5.2.

Overlooks.

Restore median and roadside plantings per original PLUMs where indicated at overlook locations see Figure 5.3.



Figure 5.1: View of meadow edges along Parkway, (Photo by The Jaeger Company, 2005.)



Figure 5.2: View of mown edges adjacent to Parkway, (Photo by The Jaeger Company, 2005.)

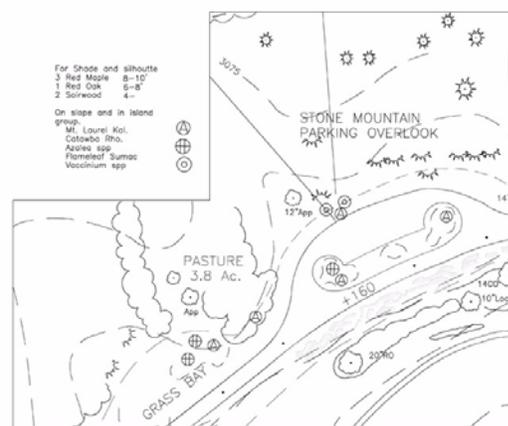


Figure 5.3: Example of vegetation specified on PLUMs (digitized by NPS) for Stone Mountain Overlook area.

3. Jil M. Swearingen. “Japanese Stilt Grass.” National Park Service, Washington, DC <http://www.nps.gov/plants/alien/fact/mivi1.htm>, accessed via internet 7/6/06

Views and Vistas

Overlooks.

- o According to the 2005 *Blue Ridge Parkway Scenic Vista Cutting Management Plan*, “Most overlooks are cyclically cleared of vegetation to maintain scenic vistas and provide the visitor with the opportunity to enjoy a scene for a long duration of time.”⁴
- o Maintain views and vistas using appropriate maintenance regime as outlined in the *Blue Ridge Parkway Scenic Vista Cutting Management Plan*. (e.g. At Stone Mountain Overlook, preserve “framing” elements of the view to Stone Mountain. The two large evergreens in this location should be replaced in-kind upon decline to maintain view framing.)

Roadway Vistas.

- o According to the 2005 *Blue Ridge Parkway Scenic Vista Cutting Management Plan*, “Along the roadway, cleared scenic vistas provide the greatest duration of viewing opportunity to the motorist who is traveling along the Parkway at an average speed of 45 miles per hour.”⁵ Maintain diversity in types of views and vistas along the Parkway including canopy views, agricultural views, and extensive ridge top views. See Figure 5.4, Figure 5.5, and Figure 5.6.
- o Add supplemental vegetation to screen modern visual intrusions as needed along these sections of the Parkway. Examples include intrusions at MP 221, Parkway Right, MP 236, Parkway Right, and 247.2, Parkway Right. See Figure 5.7 - Figure 5.11.



Figure 5.4: Canopy view along Parkway at MP 243.8, Parkway Left (Photo by The Jaeger Company, 2005.)



Figure 5.5: Agricultural view along Parkway at MP 222, Parkway Left (Photo by The Jaeger Company, 2005.)



Figure 5.6: Extensive ridge top view along Parkway at MP 243, Parkway Left (Photo by The Jaeger Company, 2005.)

4. Larry Hultquist and Dott Abernathy. *Blue Ridge Parkway Scenic Vista Cutting Management Plan*. (US Department of the Interior, NPS, March 08, 2005), 1.

5. Hultquist and Abernathy, 1-2.



Figure 5.7: Modern farm buildings visible from Parkway at MP 221, Parkway Right (Photo by The Jaeger Company, 2005.)



Figure 5.8: MP 221, Parkway Right with proposed additional screening (Photo enhanced by The Jaeger Company, 2005.)



Figure 5.9: Modern residence visible from MP 236, Parkway Right (Photo by The Jaeger Company, 2005.)



Figure 5.10: MP 236, Parkway Right with proposed additional screening (Photo enhanced by The Jaeger Company, 2005.)



Figure 5.11: Modern modular homes and signs visually intrude on Parkway. Proposed area for screening shown in outline (Photo enhanced by The Jaeger Company, 2005.)

Surveying and Recordation.

- o As stated in the Scenic Vista Cutting Management Plan, “Survey nails and washers have been set into the pavement to mark the extents of the cut but these are often lost or difficult to find. . . new GPS technology and digital photographic documentation must be implemented so that the footprint area of each vista cut can be mapped in detail.”⁶

6. Hultquist and Abernathy, 2.

Vehicular Circulation and Parking

- o Maintain the Parkway road, preserving existing alignments, widths, and surface treatments.
- o Mill down asphalt along Parkway road before replacing to maintain proper drainage to stone-lined gutters and other drainage structures.
- o Maintain current striping patterns (middle stripe only, no shoulder striping). See Figure 5.12.
- o Maintain consistent grassed shoulder between road edge and walls, gutters, bridges, etc. See Figure 5.12.
- o Repair and regrade eroded roadside areas for positive drainage to existing drainage structures.
- o Repair informal “pull off areas” and install wood post bollards to prevent occasional use. See Figure 5.13.



Figure 5.12: Current striping pattern (center striping only) and grassed shoulder (Photo by The Jaeger Company, 2005.)



Figure 5.13: Informal pull-off area at MP 219, Parkway Right (Photo by The Jaeger Company, 2005.)

- o Mill down old asphalt paving in overlook parking areas and replace using a method that does not obscure the stone curbing materials and maintains original drainage design.
- o Replace chipped, cracked, broken, or missing stone curbing at overlooks.

Pedestrian

- o Maintain alignment, width, and material of pedestrian routes according to historic patterns. Introduce universal access to amenity areas where appropriate. Some locations include:
 - oOverlooks – provide universal access ramp to sidewalk level.
 - oFox Hunter’s Paradise – provide universal access to overlook area from parking lot including ramp from parking lot level to sidewalk level and accessible walkway from parking area to overlook.
 - oLittle Glade Pond – provide universal access to route around pond including ramp from parking lot level to sidewalk level and accessible walkway around entire pond area.
- o When replacing asphalt sidewalks at overlooks, remove accumulations of asphalt paving and replace in a manner which does not obscure stone curbing and maintains original drainage design.

Buildings and Structures

- o Preserve all bridges and grade-separated crossings.
 - oOn bridges which show degradation on the underside of the structure (e.g. stone-faced bridge at MP 223), cleaning and/or restoration may be needed. Consult annual bridge inspection reports. See Figure 5.14 and Figure 5.15.

TREATMENT

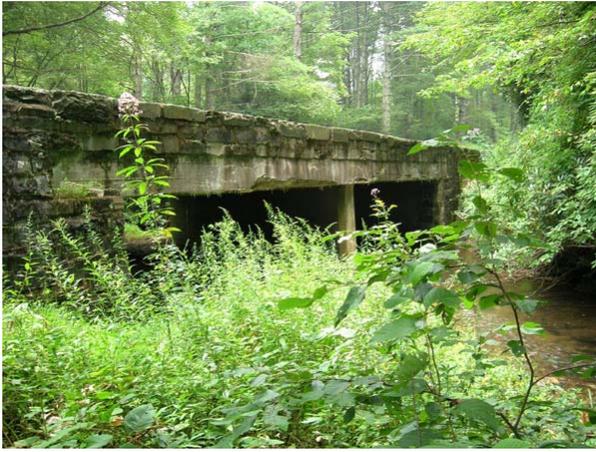


Figure 5.14: Bridge at MP 223 has vegetative growth on concrete and stonework. Concrete appears to be degrading (Photo by Ian Firth, 2005.)



Figure 5.16: Well maintained stone lined gutter at MP 238, Parkway Right (Photo by The Jaeger Company, 2005.)



Figure 5.15: Double culvert at Hare Mill Pond. Stonework needs repointing and vegetation is growing on structure (Photo by Ian Firth, 2005.)



Figure 5.17: Tree well near MP 227, Parkway Right (Photo by The Jaeger Company, 2005.)

- o Preserve original Parkway structures including but not limited to stone drainage structures, retaining walls, dams.
- o Conduct GPS inventory of all Parkway buildings and structures.

Small-Scale Features

Stone-lined gutters.

- o Preserve all original stone-lined gutters see Figure 5.16.
- o Replace missing materials in-kind as necessary.
- o Remove vegetative growth on or in between stones annually.

Grass swales.

- o Maintain with mowing regime as outlined in *Superintendent's Order #12: Mowing Standards*.
- o Regrade to maintain positive drainage as needed.

Tree wells.

- o Restore and repair stone walls where specimen trees still exist in tree wells see Figure 5.17.
- o Perform HALS level measured drawing documentation of tree wells located near MP 227, Parkway Right.

Signs.

- o Assess and update traffic signs as needed to meet current Parkway safety standards.
- o Preserve historic routed wood and stone signs. Replace with in-kind materials as necessary.
- o Rehabilitate interpretive signs to meet current Parkway standards as necessary.

Features at overlooks.

- o Avoid haphazard placement of modern elements such as picnic tables and trash receptacles. Remove non-compatible units from overlook areas.
- o Create a typical modern “picnic unit” consisting of an appropriate picnic table and trash receptacle placed on level ground (either paved or gravel surface). Appropriate site furnishing materials include stone, concrete, and wood.
- o Place new picnic units at edges of overlook area rather than in middle of overlook view.
- o Place signs appropriately (e.g. At Stone Mountain Overlook, view described in the sign is not visible from the sign location but at another spot at the overlook.)
- o Replace any missing signs at overlooks.

Fencing.

- o Maintain current locations of worm or snake fencing along the Parkway. See Figure 5.18. Replace rotted or missing materials with stockpiled chestnut rails as possible. If chestnut rail stockpile becomes depleted, replace with similar wood material.
- o Locate existing fence locations using GPS technology. Overlay locations with digitized PLUMs to evaluate amount of fencing that has been lost over time and areas that could be restored.



Figure 5.18: Fencing on both sides of Parkway in Section 2C (Photo by The Jaeger Company, 2005.)

Guardwalls

OPTION ONE: Rehabilitate dilapidated guardwall sections by reinforcing footings.

- o Using original specification and design information, rehabilitate walls to original height from road grade.
- o Conduct soils testing where guardwalls are present. Where soft or unstable soils are present and walls are sinking, remove wall (stockpile stone), remove unsuitable soils and backfill with appropriate compacted footer material (such as gravel) before rebuilding wall with original material.
- o Use construction detailing from June 2004 Design Development package (PMIS 059596) for footers. Use geogrid material with granular backfill and underdrainage to improve drainage between road and walls.
- o Where original stones are missing or broken, replace in-kind with similar rock material.
- o Develop an annual maintenance and repair regime for the guardwalls along this section which ensures their longevity. Walls must be maintained in a fashion which does not require “emergency” repair efforts every decade. Clear and maintain drainage holes to allow water to run through wall.

OPTION TWO: Rehabilitate dilapidated guardwall sections with concrete cores and concrete footings. See Figure 5.19.

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- o Reconstruct walls around a concrete core maintaining original height and width from road grade up.
- o Use construction methodology similar to “test walls” constructed at Mahogany Rock (MP 234, Parkway Left); however, original height and width of walls should be maintained. Construct concrete footer for walls below grade and sawcut original rock and mortar to reinforced concrete core. Mortar joints should be deep and inconspicuous. Rock facing should be irregular and follow patterns shown in photo documentation conducted for PMIS 059596.
- o Conduct soils testing where guardwalls are present. Where soft or unstable soils are present and walls are sinking, remove wall (stockpile stone), remove unsuitable soils and backfill with appropriate compacted footer material (such as gravel) before rehabilitating walls.
- o Install drainage openings in base of wall every 15 to 20 feet on center.
- o Develop an annual maintenance and repair regime for the guardwalls along this section which ensures their longevity. Walls must be maintained in a fashion which does not require “emergency” repair efforts every decade. Clear and maintain drainage holes to allow water to run through wall.



Figure 5.19: Example of guardwall constructed with concrete core (Photo by The Jaeger Company, 2005.)

Brinegar Cabin

General Recommendations

A multi-treatment approach is recommended for this site and includes preservation, rehabilitation, and restoration. A multi-treatment approach was selected for this site because the site contains a variety of cultural landscape features in various conditions. The following are specific recommendations for the site as shown in *Illustration 5.A*.

Vegetation

- o Rehabilitate Parkway Planning and Construction Era plantings as needed. Underplant mature specimen trees with the same species.
- o Maintain annual mowing regime of meadow areas.
- o Maintain weekly (or semi-weekly) mowing regime of lawn areas.
- o Preserve vegetative buffer of non-historic site elements (such as the Outhouse)
- o Properly prune and remove any damaged, dead, or diseased plant material. All pruning should be performed during the dormant season.
- o Preserve interpretive garden/flax field.
- o Install two apple trees. Since original plans or photographs do not document location of plant materials in this area, two trees should be installed close to the flax field/interpretive garden to interpret the apple orchard that was once present on the property. (A full orchard installation is not recommended due to conflicts with the view shown in this area on PLUMs.) Installation and maintenance of this orchard may be sponsored by a “friends” group (as recommended by NPS).

Views and Vistas

- o Preserve view from parking lot toward mountains. Maintain existing and proposed vegetation on the site in a method which allows this view from the elevated parking area. Add this view to the list of views maintained by the vista cutting program as outlined in *Blue Ridge Parkway Scenic Vista Cutting Management Plan*.

Circulation

- o Restore parking lot and stone curbs. Mill down asphalt paving in parking lot to expose proper height of stone curbing. Repair/replace any broken or missing stone curbs with in kind replacement material.
- o Preserve grass median and stone curb at entrance to site.
- o Preserve pedestrian circulation route; restore materials as needed with in kind replacement. Maintain alignment, width, and material of pedestrian routes according to historic patterns.
- o Consider the addition of ramp in parking area to allow universal access to top sidewalk adjacent to parking lot.
- o Preserve pedestrian access to Cedar Ridge and Bluff Mountain Trails trailhead location.

Buildings and Structures

- o Preserve Cabin, Granary, and Springhouse. Maintain and repair these buildings as necessary following Secretary of the Interior standards, using in kind materials as possible.
- o Restore stone wall at parking area where repairs are needed using in kind materials as possible.
- o Restore stacked stone wall near Springhouse using in kind materials as possible.

Small-Scale Features

- o Restore stone gutter adjacent to entry drive. Remove excess vegetation from gutter and grade earth to allow positive drainage into the structure. Reset or replace missing rocks with in kind materials
- o Preserve split rail fence. Maintain location of fence and replace rotted or missing material in kind.
- o Preserve stone drainage structure extending under Parkway. Maintain and repair structure as needed, using in kind materials. Routinely check structure for obstructions and clear as needed to keep functional.
- o Rehabilitate stone drinking fountain to allow universal access and ease of repair.

Renovation can be made in the same fashion as other Doughton Park drinking fountains with a metal panel and additional accessible bowl protruding from the side of the original stone fountain.

- o Consider additional interpretive sign to be placed at parking level for universal access to interpretation.
- o Restore Parkway Planning and Construction Era Rifle board sign. Replace in kind if necessary.
- o Rehabilitate contemporary interpretive signs on the site as needed per current Parkway sign standards.

Doughton Park Campground

General Recommendations

A multi-treatment approach is recommended for this site and includes preservation, rehabilitation, and restoration. A multi-treatment approach was selected for this site because the site contains a variety of cultural landscape features in various conditions. The following are specific recommendations for the site as shown in *Illustration 5.B*. It has been observed during research visits that tent camping use in Loops A, B, D, and E is very low. Potential alternative development for these areas is recommended herein.

Vegetation

- o Loops A, B, C, and D: Rehabilitate Campground plantings per PLUMs, underplant mature specimen trees with specified species. Rehabilitate Campground edge plantings per PLUMs.
- o Loop E: Add native evergreen buffer planting between north end of Loop E and adjacent residences.
- o Entry Plantings: Rehabilitate entrance plantings with appropriate flowering shrubs and trees as specified on PLUMs.

Land Use

- o Convert Loop E to either trailer camping (recreational vehicles) due to high seasonal demand in Loop C or to horse trailer camping. Horse trails are present on PLUMs in the Doughton Park Campground. Historic use of these trails has not been found during the course of this research. However, the use of horses

in this area was planned for this area (horse trail and historic horse trough location.)

- o Consider converting Loop A into a “housekeeping” cabin concession area.⁷ NPS staff has indicated that this is a desired use to be added to the Doughton Park area. Early planning drawings for the Campground labeled Loop A as a “Cabin Area”. Detailed drawings for development of cabins in this loop have not been located; however, this was a planned use for this area.

Circulation

- o Restore asphalt driving lands, parking bays, associated stone curb, and stone gutter throughout the Campground as needed. When resurfacing is performed, mill down asphalt so stone curbing is not obscured and positive drainage is maintained to existing drainage structures.
- o Rehabilitate internal pedestrian circulation as needed. Resurface natural surface trails where erosion is present and resurface asphalt paths as necessary.

Buildings and Structures

- o Preserve exterior of Comfort Stations #370 and #396. Rehabilitate interior of these comfort stations with modern updates as necessary.
- o Preserve exterior of Comfort Stations #97 and #98. Upon need of repair, restore exterior of comfort stations with in-kind replacements of historic materials. Rehabilitate interior of these comfort stations with modern updates as necessary.
- o Preserve water tank. Repair with in-kind replacement of historic materials as necessary.
- o Maintain disposal station locations. Screen with appropriate materials (current practice).
- o Remove modular unit from entrance to tent camping area.
- o Preserve entrance station and kiosk.
- o Maintain existing host cabin.
- o Rehabilitate dump station in Loop C as needed. Preserve location and use.

Small-Scale Features

- o Preserve historic water fountains.
- o Preserve amphitheater. Although it is non-contributing, the amphitheater provides an important group gathering area for the Doughton Park Campground.
- o Interpret horse trough location. Add modern NPS standard interpretive sign at site of horse trough to interpret rustic construction standards and horse use in the park.
- o Loop A: Rehabilitate tent camp sites and picnic sites as necessary. When repairs and replacement are needed, use contemporary furnishings out of compatible materials (concrete, wood or stone). Develop one standard and use for all replacements for hereon.
- o Loop B: Preserve tent camp sites. When repairs and replacement are needed, use contemporary furnishings out of compatible materials (concrete, wood or stone). Develop one standard and use for all replacements for hereon.
- o Loop C: Preserve trailer camp sites. When repairs and replacement are needed, use contemporary furnishings out of compatible materials (concrete, wood or stone). Develop one standard and use for all replacements for hereon.
- o Loop D: Restore 19 tent sites with original stone pier tables and wood benches, stone fire places, and stone curbed tent sites.
- o Loop E: Consider conversion of this loop to accommodate trailer camping. If this area is not converted, preserve tent camp sites. When repairs and replacement are needed, use contemporary furnishings out of compatible materials (concrete, wood or stone). Develop one standard and use for all replacements for hereon.

Bluffs Coffee Shop, Gift Shop, and Camp Store General Recommendations

A multi-treatment methodology is recommended for the Bluffs Coffee Shop and former Service Station site. Buildings and structures on the site should be preserved. Where repairs are needed to existing historic features such as stairs, restoration is appropriate. Vegetative areas should be rehabilitated to more accurately reflect site vegetation from the first three periods of Parkway

⁷. “Housekeeping” cabins are fully furnished cabins available for rental as a concession.

development. The Woods Picnic Area is not appropriate for Lodge expansion due to topographical constraints. The following are specific recommendations for the site as shown in *Illustration 5.C*.

Vegetation

- o Rehabilitate site vegetation between the Coffee Shop and former Service Station buildings and the Parkway per historic plans (see *Illustration 2.W*) with the exception of the recommendation for vinca (due to its invasive quality).

Land Use

- o Woods Picnic Area: Despite its convenient and scenic location, the Woods Picnic Area has never been well-utilized (if at all). Therefore, it is recommended that this use be abandoned at this location. Because this was one of the first picnic areas constructed along the Parkway, the site should be documented with HALS level measured drawings and photography. Since restoration of picnic units is recommended for other areas of the park (at the Bluffs Picnic Area and at the Doughton Park Campground), the units in the Woods Picnic Area can be used for repairs and replacement material.
- o Former Service Station: Since the gas tanks have been recently removed from the former Service Station area, this location no longer serves in an automobile service capacity. The building currently serves as a general store for camping dry goods and as a gift shop. These uses should be continued.
- o Coffee Shop: The coffee shop provides one of the few opportunities for the purchase of food along these sections of Parkway. This use should be preserved.
- o Consider adding an interpretive panel at the eastern parking lot to interpret designation of Woods Picnic Area as an African-American use area. Other African-American designated use areas could also be interpreted in this panel.

Circulation

- o Restore driving lanes, parking lots, and associated stone curbing. When

resurfacing asphalt paving, old asphalt should be milled down to prevent obscuring stone curbing. Where curbing is chipped or damaged, it should be replaced in-kind.

- o Restore asphalt sidewalks as necessary. When resurfacing asphalt sidewalks, old asphalt should be milled down to prevent obscuring stone curbing.
- o Preserve flagstone walks in front of Coffee Shop.
- o Restore trail to lodge and meadow picnic area. Using current alignment, replace asphalt as needed to eliminate trip hazards. Restore stone stairs leading down to trail from parking area by repairing loose stones.

Buildings and Structures

- o Stabilize and preserve exterior of Comfort Station in Woods Picnic Area.
- o Preserve exterior character of Coffee Shop and former Service Station. If interior modifications are necessary, modifications should be sensitive to historic interior architecture. Exterior repairs should be made with in-kind replacement of historic materials.
- o Maintain disposal station location and screening.
- o Preserve retaining wall at east and west parking lots. Repairs as needed should be made with in-kind replacement of historic materials.

Small-Scale Features

- o Preserve stone island near former Service Station. Repairs as needed should be made with in-kind replacement of historic materials.

Bluffs Lodge

General Recommendations

Treatment for the Bluffs Lodge area includes preservation of existing buildings and structures, restoration of circulation routes, and preservation of views and vistas. The recommendations also include potential locations for future lodge expansion with “housekeeping cabins”. Since

TREATMENT

planning for lodge expansion has occurred since the building's inception, this area is deemed an appropriate location for the addition of cabins for Doughton Park so long as the location of these buildings does not detract from the cultural landscape. The following are specific recommendations for the site as shown in *Illustration 5.D*.

Vegetation

- o Rehabilitate lawn planting and underplant mature specimen trees per historic planting plan (see *Illustration 2.R*).
- o Preserve vegetation on both sides of entry road at Parkway.
- o Maintain vegetation at Wildcat Rocks Overlook to preserve cove vista. Maintenance should include cutting regimen as outlined in the *2005 Blue Ridge Parkway Scenic Vista Cutting Management Plan*.
- o Continue practice of mowing "lawn" areas adjacent to Lodge buildings on a weekly basis (seasonal).

Land Use

- o Two sites have been identified near the existing Lodge buildings for potential expansion.
 - o One site is identified on historic plans for Lodge expansion and would not intrude on meadow views from the existing Lodge buildings. This area southeast of the existing Lodge and parking lot could accommodate several cabins or one larger lodge building.
 - o A second site for potential expansion is the area north of the existing Lodge parking lot. Cabins could be situated along the road in this area with views along the wooded slope.

Circulation

- o Restore driving lanes, parking lots, and associated stone curbing. When resurfacing asphalt paving, old asphalt should be milled down to prevent

obscuring stone curbing. Where curbing is chipped or damaged, it should be replaced in-kind.

- o Restore asphalt walkways to eliminate trip hazards where asphalt is cracking or missing.

Buildings and Structures

- o Preserve exterior of Lodge including terrace area. Repairs should be made with in-kind replacement of historic materials. Rehabilitate interior as needed to modernize while maintaining historic fabric as possible.
- o Preserve water tower at Wildcat Rocks Overlook.
- o Preserve Wildcat Rocks Overlook terrace walls. Repair as necessary with in-kind replacement of historic materials.
- o Preserve exterior of Pump House.

Small-Scale Features

- o Preserve split-rail fence around meadow. Replace rotted or degraded wood as needed with in-kind replacement. If chestnut rails are no longer available in Doughton Park stockpile, use appropriate alternate materials.
 - o Move split-rail fence out of Lodge expansion area as necessary, but maintain as a boundary for pasture area.
- o Restore Doughton Memorial wall, plaque, drinking fountain and bench. Repairs should use in-kind replacement of historic materials. Repoint mortar as necessary and replace missing material. Repair drinking fountain to working order with rehabilitation as necessary to provide universal fountain access.
- o Preserve flagstone terrace area at Wildcat Rocks Overlook. Maintain grass and mortar joints. Repair and replace sign as necessary to meet contemporary BLRI interpretive sign standards.

Views and Vistas

- o Preserve meadow view from Lodge and terrace.

- o Preserve Cove vista (see vegetation recommendations).

Bluffs Picnic Area

General Recommendations

According to NPS staff, usage of the Bluffs Picnic Area has steadily decreased over the past decade. The result is a large under utilized rambling picnic area. The goal of the recommended treatment is to consolidate use into three main picnic zones which can be used year round. Rehabilitation dominates the treatment for this area, but preservation and restoration is recommended for specific areas. This area is deemed inappropriate for Lodge expansion because of the historic significance of the open meadow area along the Bluff Mountain Trail. The following are specific recommendations for the site as shown in *Illustration 5.E*.

Vegetation

- o Preserve open meadow along ridge.
- o Rehabilitate rhododendron plantings adjacent to Parkway. Clean out dead plant material. Diversify shrub species to include flame azalea and Catawba rhododendron in addition to rosebay.
- o Rehabilitate groundcover in historic picnic area to eliminate erosion problems.

Land Use

- o Eliminate ten excess picnic sites in historic picnic area. Rehabilitate six picnic sites near original parking area.
- o Retain use of non-historic picnic sites in the middle of the Bluffs Picnic Area. These sites include universally accessible sites and are among the most utilized sites in the park.
- o Construct four permanent contemporary picnic sites at the end of Ridge Road. This area is a popular trailhead area and currently contains five metal tables. Better siting of these resources would lead to a more consolidated, uniform appearance of picnic use in this area. This area can provide open, sunny picnicking in colder months (a use which is not available in the historic picnic area).

Circulation

- o Restore driving lanes, parking lots, and associated stone curbing. When resurfacing asphalt paving, old asphalt should be milled down to prevent obscuring stone curbing. Where curbing is chipped or damaged, it should be replaced in-kind.
- o Preserve Bluff Mountain Trail alignment and concrete trail markers.
- o Rehabilitate circulation in the historic picnic area to connect the proposed six units with parking and the trail to the Bluffs Coffee Shop. Use historic locations where possible, but use construction techniques which will help reduce erosion problems in this area.
- o Provide universal access from ADA picnic units to the non-historic comfort station.

Buildings and Structures

- o Preserve historic comfort station (1941). Any repairs should be made with in-kind replacement of historic materials.
- o Retrofit non-historic comfort station (early 1960s) for universal access. Maintain exterior appearance.

Small-Scale Features

- o Remove five contemporary metal picnic tables near loop at end of Ridge Road. Remove contemporary metal picnic table at midpoint of Ridge Road. Remove two contemporary metal picnic tables from mid-point of Ridge Road. Remove two contemporary metal picnic tables near historic comfort station.
- o Maintain small-scale features in picnic units near non-historic comfort station including universal access to some picnic sites.
- o Maintain drinking fountain near non-historic comfort station.
- o Rehabilitate small-scale features in six picnic units adjacent to parking area using materials from abandoned picnic units. Rehabilitate one stone water fountain at midpoint between two parking bays adjacent to restoration area (stone water fountains are currently stockpiled adjacent to Radio Tower building near Maintenance Area).

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- o Preserve fence and trail entrance sign near loop at end of Ridge Road.

Doughton Park Maintenance Area

General Recommendations

The goal of the recommendations for the Doughton Park Maintenance Area is to preserve the use of this area as a support, maintenance, and residential facility for the park while maintaining a visual buffer of these uses from the Parkway. An area for future expansion, if needed, is also identified in these recommendations. The following are specific recommendations for the site as shown in

Illustration 5.F-1 and 5.F-2.

Vegetation

- o Rehabilitate even-aged buffer plantings between Parkway and Maintenance Area. This stand of trees is vulnerable as it is monocultural (almost completely white pines) and it is even-aged (approximately sixty years old). This area should be underplanted with multi-aged seedlings and small trees per PLUMs for this area. Seedling species included on PLUMs include: white pines, Canadian hemlock, red maple, and northern red oak.
- o Maintain wet meadow area between Parkway and entrance road with seasonal mowing. Specimen trees in this area should be preserved and replaced in-kind upon decline.

Land Use

- o Use former rear storage yard as potential Maintenance Area expansion zone. If additional space is needed for storage or buildings, expansion should occur in this area rather than in the historic courtyard area.
- o Preserve residential use in residential area.

Circulation

- o Restore entry road as needed with asphalt resurfacing.

Buildings and Structures

- o Preserve original configuration of maintenance courtyard buildings and staff residences. There have already been many modern changes to the appearance of both the exteriors and interiors of these buildings. Future updates and repairs to these buildings should not alter the form of these buildings.
- o Restore exterior of hose reel house (building does not include modern updates).
- o Preserve stone retaining wall and culvert near entry to area from Parkway.

Small-Scale Features

- o Preserve stone gutter that runs parallel to entry road from Parkway. Replace missing stones as needed and continue to maintain vegetation in a manner which allows positive drainage to this structure.
- o Restore stone headwall. Repoint mortar and replace missing stones as necessary to preserve structure.
- o Preserve two stone headwalls adjacent to entry road.
- o Preserve masonry grill. Although this grill is no longer used by staff, this unique feature should be preserved in its current condition.
- o Restore tree well near residences. Repoint mortar and replace missing stones as necessary to preserve structure. Remove vegetation around structure.
- o Consider interpreting CCC Era Camp at midpoint of entry road with interpretive sign including historic photos of camp area. While this feature will not be viewed by the general public, it can be viewed by visitors on special tours of the Parkway and by park staff.

Project BLRI 553 - Reconstruct Historic Guardwall (North Carolina)							
Historic Guardwall Inventory							
Description	Milepost	Side	Existing Length	Priority	Comments	Condition	Comments
Section 2A							
	217.80	LT	305	2	18"-20" HT, 27" W, 4' Shoulder, Road failure in this area, Pipe culvert located 158' from N. end.	Fair	missing capstones
	217.90	LT	302	1	13"-15" HT, 26"-34", W, 4.5'-5' Shoulder, Road failure in this area, Pipe culvert located 30' from N. end.	Fair	missing capstones
	218.90	LT	1,632	3	18"-20" HT, 36" W, 5' Shoulder, Retaining wall begins 24' from N. end and ends 96' from N. end, 380' of wall in need of minor repair.	Fair	wall slanting and missing capstones
	226.55	LT	367	2	16"-22" HT, 28"-42" W, 4.5'-5' Shoulder	Fair	wall slanting and missing capstones
	228.08	LT	162	1	18"-22" HT, 26"-36" W, 4'-5' Shoulder, Large barrel vault culvert located 107' from N. end.	Fair	wall slanting and missing capstones
Just S. of Pinewood Road.	229.12	RT	296	3	12"-20" HT, 30" W, 4' Shoulder, Large barrel vault culvert located 76' from N. end, 85' of wall in need of minor repair.	Good	
Just S. of Caudill Road. (1468)	229.12	LT	308	3	12"-22" HT, 28"-36" W, 4'-5' Shoulder, Large barrel vault culvert located 175' from N. end, 80' of wall in need of minor repair.	Fair	wall sinking, slanting and missing capstones
Section 2B							
	232.37	RT	240	3	18" HT, 28"-36" W, 5' Shoulder, 35' of wall in need of minor repair, Wall in good condition, Good Example	Good	
	232.80	LT	594	3	15"-20" HT, 26"-36" W, 5' Shoulder, Pipe culvert located 347' from N. end, 100' of wall in need of minor repair, (3 stones on N. end available for use), Wall in good condition.	Good	
	233.15	LT	742	2+	18"-24" HT, 30" W, 5' Shoulder, 1st 308' needs to be reconstructed due to settling, Pipe culverts located 54' and 508' from N. end, Retaining wall begins ??' and ends ??' from N. end.	Fair	wall slanting, sinking, and missing capstones
	233.40	RT	230	3	20"-22" HT, 30"-36" W, 5'-5.5' Shoulder, 25' of wall in need of minor repair.	Good	
	233.40	LT	243	2	14"-18" HT, 24"-36" W, 5'-5.5' Shoulder (Potential stone for use beyond shoulder)	Good	missing minimal capstones
	233.55	RT	242	3	20"-24" HT, 30"-36" W, 5'-5.5' Shoulder, Box culvert located 64' from N. end, 40' of wall in need of minor repair.	Fair	wall slanting and missing capstones
Bullhead Mtn. Overlook	233.75	LT	1,154	2	15"-20" HT, 24"-30" W, 5' Shoulder, Pipe culverts located 96', 535', and 1,064' from N. end, Sidewalk at Overlook begins 230' and ends 381' from N. end, 150' of wall is along the overlook sidewalk and is 10"-12" in HT.	Fair	wall sinking and missing capstones
Just N. of Mahogany Rock Road (1115)	233.95	LT	210	3	12"-20" HT, 28"-32" W, 4.5' Shoulder, 36' of wall in need of minor repair.	Good	missing minimal capstones
Just S. of Mahogany Rock Road (1115)	234.05	RT	469	2	16"-22" HT, 24"-36" W, 4' Shoulder, Snow gate foundation located 224' from N. end	Fair	wall slanting and missing capstones
	234.20	RT	725	3	16"-22" HT, 26"-36" W, 4' Shoulder, Wall in good condition, Concrete footing and mortar joints begin at N. end and footing ends 408' and mortar joints end 421' from N. end, mortar joints but no apparent footing begin again at 570' from N. end and end at 680' from N. end, 80' of wall in need of minor repair.	Good	
	234.40	RT	1,128	3	12"-20" HT, 26"-36" W, 4' Shoulder, , Pipe culvert located 278' from N. end, Concrete footing and mortar joints begin on N. end and end 340' from N. end, Mortar joints but no apparent footing begin again 885' and end 995' from N. end, Stone paved ditch, 3' W, begins 42' and ends 305' from N. end, 85' of wall in need of minor repair.	Fair	wall slanting, sinking, and missing capstones

Project BLRI 553 - Reconstruct Historic Guardwall (North Carolina)							
Historic Guardwall Inventory							
Description	Milepost	Side	Existing Length	Priority	Comments	Condition	Comments
	234.65	RT	1,461	1+	10"-20" HT, 26"-36" W, ?' Shoulder, Road failure in this area, . Pipe culverts are located 337', 596', 1,004' and 1,351' from N. end, Concrete footing and mortar joints begin at N. end and end 222' from N. end, mortar joints continue but no apparent footing continue to 326' from N. end, mortar joints but no apparent footing begin again 470' and end 546' from N. end, mortar joints but no apparent footing begin again 965' and end 1,190' from N. end, mortar joints but no apparent footing begin again 1,248' and end 1,431' from N. end	Fair	wall slanting, sinking, and missing capstones
	234.95	RT	267	1	13"-22" HT, 24"-36" W, 5' Shoulder, Majority of joints mortared but no footing apparent.	Poor	wall foundation failing- extreme slanting and sinking
	234.95	LT	566	2	10"-24" HT, 20"- 36" W, 5' Shoulder	Fair	wall slanting and missing capstones
	235.10	RT	891	1	12"-22" HT, 22"-36" W, 4.5'-5.5' Shoulder, Majority of joints mortared but no footing apparent. (Potential stone for use beyond shoulder)	Poor	wall foundation failing- extreme slanting and sinking
	235.40	RT	2,764	1	12"-20" HT, 24"-40" W, 4'-5.5' Shoulder	Poor	wall foundation failing- extreme slanting and sinking, many capstones missing
	235.95	RT	886	1+	14"-24" HT, 24"-36" W, 5.5'-6' Shoulder (Potential stone for use beyond shoulder)	Fair	wall slanting, sinking, and missing capstones
	235.95	LT	476	1+	14"-22" HT, 24"-32" W, 5.5' Shoulder,	Fair	wall slanting, sinking, and missing capstones
	236.20	RT	459	2+	12"-22" HT, 24"-40" W, 5' Shoulder, Concrete footing and mortar joints begin 66' and end 274' from N. end, 25' in need of minor repair.	Good	
	236.20	LT	486	3	24"-40" HT, 12"-20" W, 5.5' Shoulder, Concrete footing and mortar joints begin 70' and end 426' from N. end, 20' of wall in need of minor repair.	Good	
	236.45	RT	310	3	22"-24" HT, 20"-36" W, 5.5' Shoulder, 35' of wall in need of minor repair.	Good	missing minimal capstones
	236.45	LT	651	2+	14"-20" HT, 24"-32" W, 4' Shoulder, Pipe culvert located 526' from N. end, 145' of wall in need of minor repair.	Fair	wall slanting and missing capstones
	236.65	LT	601	3 -	16"-22" HT, 24"-32" W, 4.5' Shoulder, Road failure in this area, Pipe culvert located 126' from N. end, 150' of wall in need of minor repair.	Fair	missing several capstones
	237.05	RT	446	1+	18"-24" HT, 24"-32" W, 5' Shoulder	Fair	wall slanting and sinking
Section 2C							
	239.50	LT	2,240	2+	14"-20" HT, 20"-32" W, 4.5' Shoulder, Pipe culverts are located 80' and 322' from N. end, Concrete footing and mortar joints begin 1,840' from N. end and end 2,090' from N. end.	Fair	wall slanting, sinking, and missing capstones
	239.92	LT	251	2+	12"-20" HT, 16"-36" W, 4.5'-5.5' Shoulder	Fair	wall slanting and missing capstones
	239.95	RT	436	3	12"-22" HT, 24"-50" W, 5' Shoulder, Concrete footing and mortar joints in three areas, no footing in middle and last 60' on S. end, 25' of wall in need of minor repair.	Good	
	240.10	RT	623	2	16"-24" HT, 20"-36" W, 4.5' Shoulder, Joints mortared but no apparent footing.	Fair	wall slanting
	241.50	RT	647	3	18"-24" HT, 24"-42" W, 4'-5.5' Shoulder, Concrete footing and mortar joints begin on N. end and end 211' from N. end, Pipe culverts located 174' and 553' from N. end, 110' of wall in need of minor repair.	Good	
	241.65	RT	418	3	15"-22" HT, 24"-42" W, 4'-4.5' Shoulder, Concrete footing and mortar joints begin 60' from N. end and end at S. end, 10' of wall in need of minor repair.	Good	
	241.65	LT	341	3	12"-16" HT, 24"-38" W, 4' Shoulder, Concrete footing and mortar joints begin 107' and end 282' from N. end, 35' of wall in need of minor repair.	Good	

Project BLRI 553 - Reconstruct Historic Guardwall (North Carolina)							
Historic Guardwall Inventory							
Description	Milepost	Side	Existing Length	Priority	Comments	Condition	Comments
	241.80	RT	705	1+	13"-20" HT, 24"-36" W, 4'-4.5' Shoulder, Concrete footing and mortar joints begin 11' and end 114' from N. end then begin 554' and end 641' from N. end.	Fair	wall slanting and sinking
Ice Rock	242.00	RT	1,592	3	10"-26" HT, 26" W, 4' Shoulder, Concrete footing and mortar joints along some sections, 1,010' needs to be raised approx. 12" and 108' needs to be raised approx. 16".	Fair	wall slanting and sinking
Alligator Back PO	242.40	RT	1,128	3	18"-24" HT, 20"-36" W, 4.5'- 5' Shoulder, Road failure in this area, Concrete footing and mortar joints begin on N.end and end 840' from N. end then begin 847' and end 1040' from N. end, 85' of wall in need of minor repair.	Good	
	242.70	RT	836	2+	12"-24" HT, 20"-48 W, 4' Shoulder, Concrete footing and mortar joints begin 50' and end 339' from N. end, 50' of wall in need of minor repair.	Fair	wall sinking and missing capstones
	242.70	LT	814	1+	12"-24" HT, 20"-40" W, 4' Shoulder, Mortar joints but no apparent footing begin on N. end and end 115' from N. end.	Fair	missing capstones
	243.00	LT	717	2	15"-22" HT, 24"-40 W, 5' Shoulder, Mortar joints but no apparent footing begin 86' and end 489' from N. end.	Good	minor slanting
Just North of Bluff Mtn. Overlook	243.25	LT	847	2-	16"-22" HT, 20"-34" W, 5' Shoulder	Fair	wall slanting and missing capstones
Just South of Bluff Mtn. Overlook	243.40	LT	335	1+	16"-24" HT, 22"-36" W, 5' Shoulder	Fair	missing capstones
Just South of Basin Cove Overlook	244.70	LT	473	3	16"-24" HT, 24"-44" W, 5' Shoulder, Mortar joints but no apparent footing begin 355' and end 407' from N. end.	Good	
	244.90	LT	926	3 -	16"-20" HT, 24"-36" W, 4.5' Shoulder, Concrete footing and mortar joints begin 513' and end 667' from N. end, Retaining wall begins 667' and ends 807' from N. end, No mortar joints above retaining wall, 85' of wall in need of minor repair.	Fair	missing capstones

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Illustrations

Appendix A

Existing Conditions Guardrails Assessment

Project BLRI 553 - Reconstruct Historic Guardwall (North Carolina)						
Historic Guardwall Inventory						
Description	Milepost	Side	Existing Length	Priority	Comments	Condition
Section 2A						
	217.80	LT	305	2	18"-20" HT, 27" W, 4' Shoulder. Road failure in this area. Pipe culvert located 158' from N. end.	Fair missing capstones
	217.90	LT	302	1	13"-15" HT, 26"-34" W, 4'-5'-5" Shoulder. Road failure in this area. Pipe culvert located 30' from N. end.	Fair missing capstones
	218.90	LT	1,632	3	18"-20" HT, 36" W, 5' Shoulder. Retaining wall begins 24' from N. end and ends 96' from N. end, 380' of wall in need of minor repair.	Fair wall slanting and missing capstones
	226.55	LT	367	2	16"-22" HT, 28"-42" W, 4'-5'-5" Shoulder	Fair wall slanting and missing capstones
	228.08	LT	162	1	18"-22" HT, 26"-36" W, 4'-5'-5" Shoulder. Large barrel vault culvert located 107' from N. end.	Fair wall slanting and missing capstones
Just S. of Pinewood Road.	229.12	RT	296	3	12"-20" HT, 30" W, 4' Shoulder. Large barrel vault culvert located 76' from N. end, 85' of wall in need of minor repair.	Good
Just S. of Caudill Road, (1468)	229.12	LT	308	3	12"-22" HT, 28"-36" W, 4'-5'-5" Shoulder. Large barrel vault culvert located 175' from N. end, 80' of wall in need of minor repair.	Fair wall sinking, slanting and missing capstones
Section 2B						
	232.37	RT	240	3	18" HT, 28"-36" W, 5' Shoulder. 35' of wall in need of minor repair. Wall in good condition. Good Example	Good
	232.80	LT	594	3	15"-20" HT, 26"-36" W, 5' Shoulder. Pipe culvert located 347' from N. end, 100' of wall in need of minor repair. (3 stones on N. end available for use). Wall in good condition.	Good
	233.15	LT	742	2+	18"-24" HT, 30" W, 5' Shoulder. 1st 308' needs to be reconstructed due to settling. Pipe culverts located 64' and 508' from N. end. Retaining wall begins ??' and ends ??' from N. end.	Fair wall slanting, sinking, and missing capstones
	233.40	RT	230	3	20"-22" HT, 30"-36" W, 5'-5'-5" Shoulder. 25' of wall in need of minor repair.	Good
	233.40	LT	243	2	14"-18" HT, 24"-36" W, 5'-5'-5" Shoulder (Potential stone for use beyond shoulder)	Good missing minimal capstones
	233.55	RT	242	3	20"-24" HT, 30"-36" W, 5'-5'-5" Shoulder. Box culvert located 64' from N. end, 40' of wall in need of minor repair.	Fair wall slanting and missing capstones
Bullhead Mtn. Overlook	233.75	LT	1,154	2	15"-20" HT, 24"-30" W, 5' Shoulder. Pipe culverts located 96', 535', and 1,064' from N. end. Sidewalk at Overlook begins 230' and ends 381' from N. end, 150' of wall is along the overlook sidewalk and is 10"-12" in HT.	Fair wall sinking and missing capstones
Just N. of Mahogany Rock Road (1115)	233.95	LT	210	3	12"-20" HT, 28"-32" W, 4.5' Shoulder. 36' of wall in need of minor repair.	Good missing minimal capstones
Just S. of Mahogany Rock Road (1115)	234.05	RT	469	2	16"-22" HT, 24"-36" W, 4' Shoulder. Snow gate foundation located 224' from N. end	Fair wall slanting and missing capstones
	234.20	RT	725	3	16"-22" HT, 26"-36" W, 4' Shoulder. Wall in good condition. Concrete footing and mortar joints begin at N. end and footing ends 408' and mortar joints end 421' from N. end, mortar joints but no apparent footing begin again at 570' from N. end and end at 680' from N. end, 80' of wall in need of minor repair.	Good
	234.40	RT	1,128	3	12"-20" HT, 26"-36" W, 4' Shoulder. , Pipe culvert located 278' from N. end. Concrete footing and mortar joints begin on N. end and end 340' from N. end. Mortar joints but no apparent footing begin again 885' and end 995' from N. end. Stone paved ditch, 3' W, begins 42' and ends 305' from N. end, 85' of wall in need of minor repair.	Fair wall slanting, sinking, and missing capstones

Project BLRI 553 - Reconstruct Historic Guardwall (North Carolina)						
Historic Guardwall Inventory						
Description	Milepost	Side	Existing Length	Priority	Comments	Condition
	234.65	RT	1,461	1+	10"-20" HT, 26"-36" W, ? Shoulder, Road failure in this area. , Pipe culverts are located 337', 596', 1,004' and 1,351' from N. end, Concrete footing and mortar joints begin at N. end and end 222' from N. end, mortar joints continue but no apparent footing continue to 326' from N. end, mortar joints but no apparent footing begin again 470' and end 546' from N. end, mortar joints but no apparent footing begin again 965' and end 1,190' from N. end, mortar joints but no apparent footing begin again 1,248' and end 1,431' from N. end	Fair
	234.95	RT	267	1	13"-22" HT, 24"-36" W, 5' Shoulder, Majority of joints mortared but no footing apparent.	Poor
	234.95	LT	566	2	10"-24" HT, 20"-36" W, 5' Shoulder	Fair
	235.10	RT	891	1	12"-22" HT, 22"-36" W, 4.5'-5.5' Shoulder, Majority of joints mortared but no footing apparent. (Potential stone for use beyond shoulder)	Poor
	235.40	RT	2,764	1	12"-20" HT, 24"-40" W, 4'-5.5' Shoulder	Poor
	235.95	RT	886	1+	14"-24" HT, 24"-36" W, 5.5'-6' Shoulder (Potential stone for use beyond shoulder)	Fair
	235.95	LT	476	1+	14"-22" HT, 24"-32" W, 5.5' Shoulder,	Fair
	236.20	RT	459	2+	12"-22" HT, 24"-40" W, 5' Shoulder, Concrete footing and mortar joints begin 66' and end 274' from N. end, 25' in need of minor repair.	Good
	236.20	LT	486	3	24"-40" HT, 12"-20" W, 5.5' Shoulder, Concrete footing and mortar joints begin 70' and end 426' from N. end, 20' of wall in need of minor repair.	Good
	236.45	RT	310	3	22"-24" HT, 20"-36" W, 5.5' Shoulder, 35' of wall in need of minor repair.	Good
	236.45	LT	651	2+	14"-20" HT, 24"-32" W, 4' Shoulder, Pipe culvert located 526' from N. end, 145' of wall in need of minor repair.	Fair
	236.65	LT	601	3 -	16"-22" HT, 24"-32" W, 4.5' Shoulder, Road failure in this area, Pipe culvert located 126' from N. end, 150' of wall in need of minor repair.	Fair
	237.05	RT	446	1+	18"-24" HT, 24"-32" W, 5' Shoulder	Fair
Section 2C						
	239.50	LT	2,240	2+	14"-20" HT, 20"-32" W, 4.5' Shoulder, Pipe culverts are located 80' and 322' from N. end, Concrete footing and mortar joints begin 1,840' from N. end and end 2,090' from N. end.	Fair
	239.92	LT	251	2+	12"-20" HT, 16"-36" W, 4.5'-5' Shoulder	Fair
	239.95	RT	436	3	12"-22" HT, 24"-50" W, 5' Shoulder, Concrete footing and mortar joints in three areas, no footing in middle and last 60' on S. end, 25' of wall in need of minor repair.	Good
	240.10	RT	623	2	16"-24" HT, 20"-36" W, 4.5' Shoulder, Joints mortared but no apparent footing.	Fair
	241.50	RT	647	3	18"-24" HT, 24"-42" W, 4'-5' Shoulder, Concrete footing and mortar joints begin on N. end and end 211' from N. end, Pipe culverts located 174' and 553' from N. end, 110' of wall in need of minor repair.	Good
	241.65	RT	418	3	15"-22" HT, 24"-42" W, 4'-4.5' Shoulder, Concrete footing and mortar joints begin 60' from N. end and end at S. end, 10' of wall in need of minor repair.	Good
	241.65	LT	341	3	12"-16" HT, 24"-38" W, 4' Shoulder, Concrete footing and mortar joints begin 107' and end 282' from N. end, 35' of wall in need of minor repair.	Good

Project BLRI 553 - Reconstruct Historic Guardwall (North Carolina)						
Historic Guardwall Inventory						
Description	Milepost	Side	Existing Length	Priority	Comments	Condition
	241.80	RT	705	1+	13"-20" HT, 24"-36" W, 4'-4.5' Shoulder, Concrete footing and mortar joints begin 11' and end 114' from N. end then begin 554' and end 641' from N. end.	Fair
Ice Rock	242.00	RT	1,592	3	10"-26" HT, 26" W, 4' Shoulder, Concrete footing and mortar joints along some sections, 1,010' needs to be raised approx. 16".	Fair
Aligator Back PO	242.40	RT	1,128	3	18"-24" HT, 20"-36" W, 4.5'-5' Shoulder, Road failure in this area, Concrete footing and mortar joints begin on N. end and end 840' from N. end then begin 847' and end 1040' from N. end, 85' of wall in need of minor repair.	Good
	242.70	RT	836	2+	12"-24" HT, 20"-48" W, 4' Shoulder, Concrete footing and mortar joints begin 50' and end 339' from N. end, 50' of wall in need of minor repair.	Fair
	242.70	LT	814	1+	12"-24" HT, 20"-40" W, 4' Shoulder, Mortar joints but no apparent footing begin on N. end and end 115' from N. end.	Fair
	243.00	LT	717	2	15"-22" HT, 24"-40" W, 5' Shoulder, Mortar joints but no apparent footing begin 86' and end 489' from N. end.	Good
Just North of Bluff Min. Overlook	243.25	LT	847	2-	16"-22" HT, 20"-34" W, 5' Shoulder	Fair
Just South of Bluff Mtn. Overlook	243.40	LT	335	1+	16"-24" HT, 22"-36" W, 5' Shoulder	Fair
Just South of Basin Cove Overlook	244.70	LT	473	3	16"-24" HT, 24"-44" W, 5' Shoulder, Mortar joints but no apparent footing begin 355' and end 407' from N. end.	Good
	244.90	LT	926	3 -	16"-20" HT, 24"-36" W, 4.5' Shoulder, Concrete footing and mortar joints begin 513' and end 667' from N. end, Retaining wall begins 667' and ends 807' from N. end, No mortar joints above retaining wall, 85' of wall in need of minor repair.	Fair

Appendix B

Acronyms and Abbreviations

BLRI	Blue Ridge Parkway
CCC	Civilian Conservation Corps
CLI	Cultural Landscapes Inventory
CLR	Cultural Landscape Report
CPS	Civilian Public Service
FCR	Final Construction Report
FHWA	Federal Highway Administration
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HRS	Historic Resource Study
HSR	Historic Structures Report
LD	Landscape Development
MP	Milepost
NPS	National Park Service
NR	National Register
PLUM	Parkway Land Use Map
PMIS	Project Management Information System
PRA	Public Roads Administration (also Bureau of Public Roads)
PWA	Public Works Administration
RA	Resettlement Administration
RDA	Recreation Demonstration Area
SCS	American Soil Conservation Service
USGS	United States Geological Society
WCPC	Westchester County Park Commission
WPA	Works Progress Administration



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