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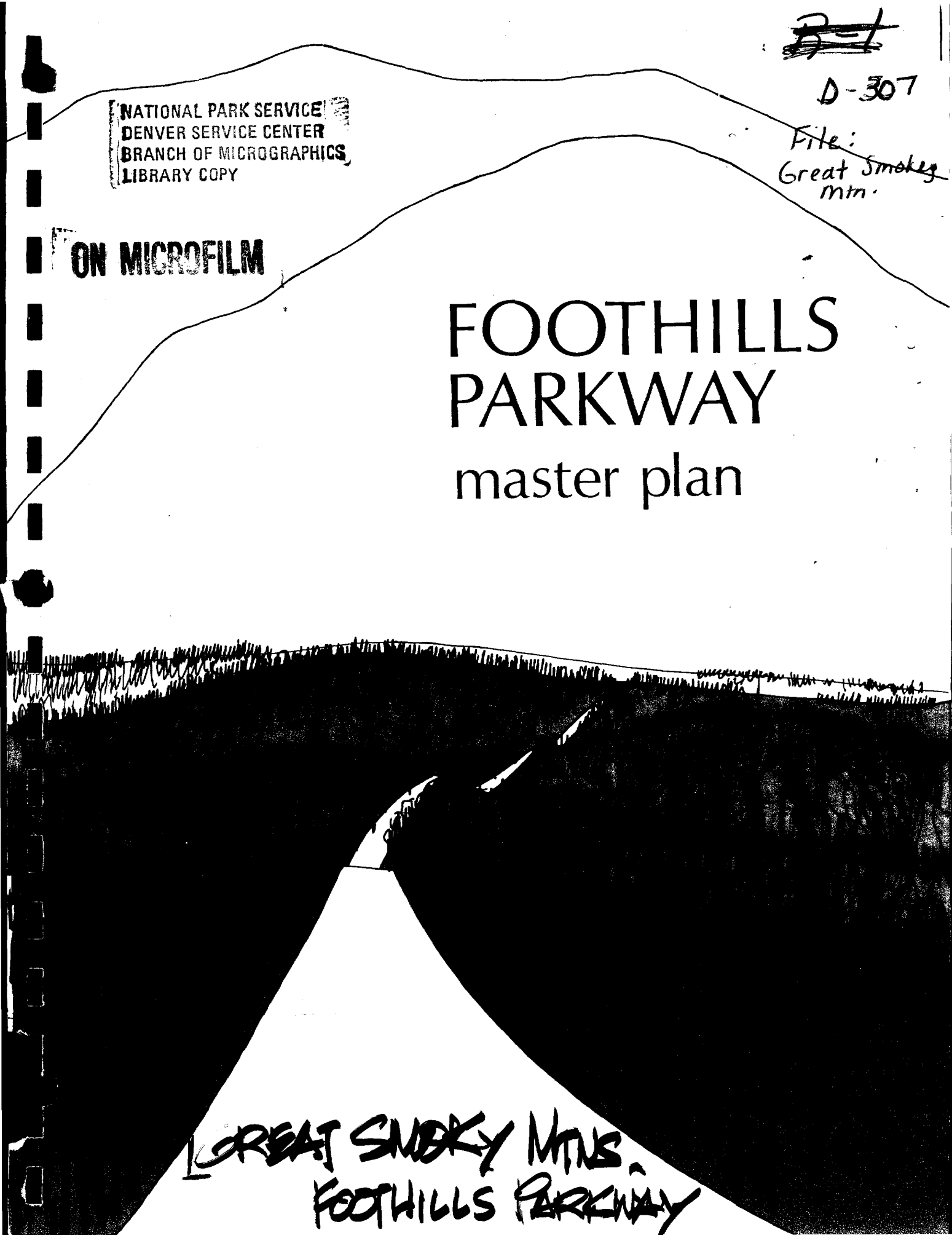
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# FOOTHILLS PARKWAY

master plan

GREAT SMOKEY MOUNTAINS  
FOOTHILLS PARKWAY



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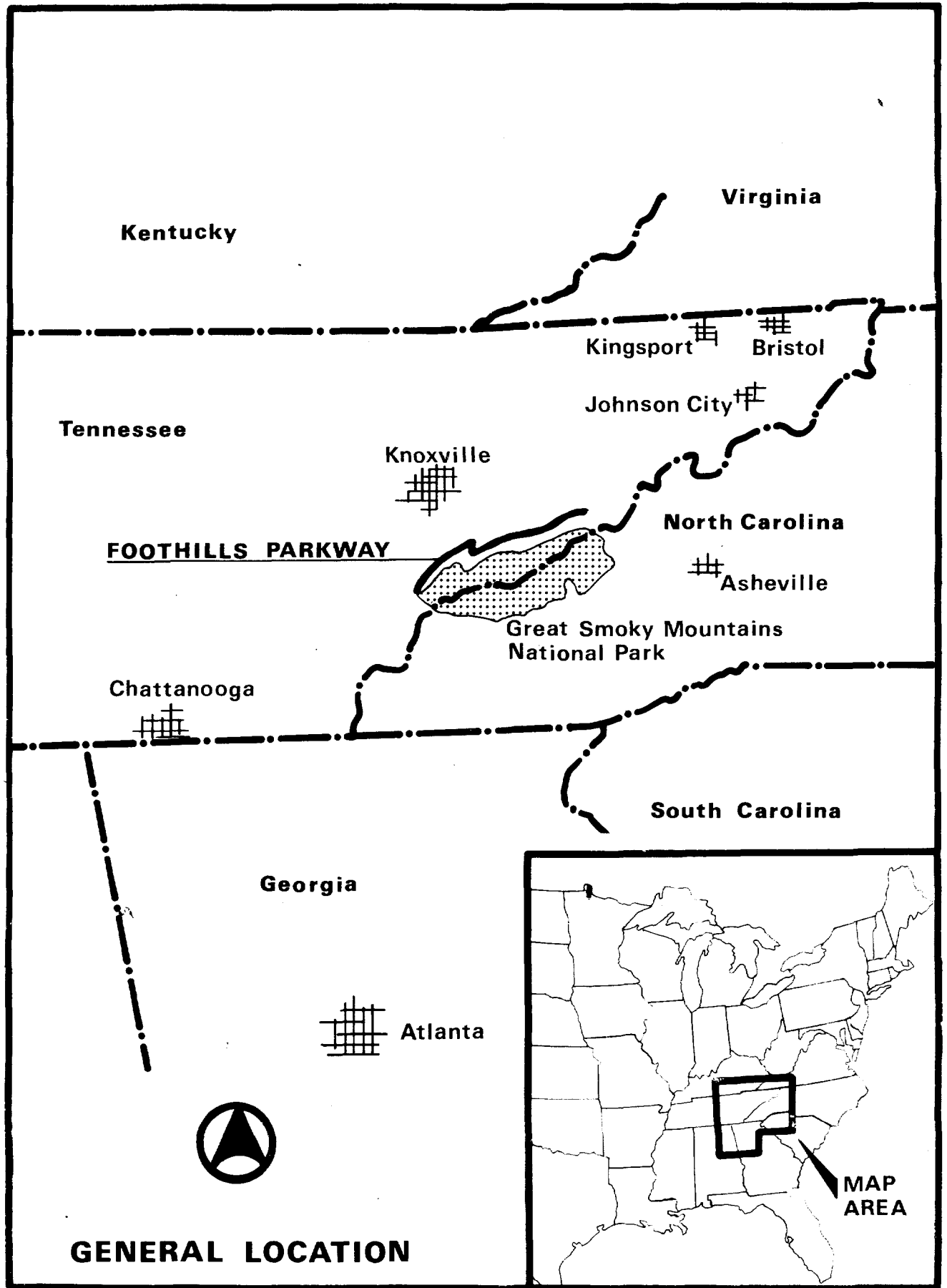
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**GENERAL LOCATION**

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## 1. BACKGROUND

Growing travel into the Great Smoky Mountain region had introduced a now-familiar scene of roadway congestion in the late 1930's, long before congestion created problems in other park areas. While the cross-park road from Tennessee into North Carolina through Newfound Gap received the heaviest pressure, it soon became apparent that the circulatory road system on the Tennessee side of Great Smoky Mountains National Park was also ill-qualified to handle increased recreational traffic.

General Frank Maloney, a prominent local conservationist, formulated the proposal for the construction of a scenic parkway through the Tennessee foothills. The completion of North Carolina 28 between Bryson City and Fontana on the south side of the park (see map p.28) and the choosing of the valley of the Big Pigeon River for the Interstate 40 route on the park's north side increased support for a foothill route in Tennessee which would complete a road system for encircling the park.

It was anticipated that such a route, located outside the main ridge of mountains and generally on the slopes of small secondary ridges, would provide panoramic views of Great Smoky Mountains National Park, provide access to several areas within the park, and alleviate traffic pressure on the existing road system.

General Maloney's plan became a reality when the Foothills Parkway was authorized by an Act of Congress on February 22, 1944. This Act authorized acceptance of donations of land for construction of the parkway and provided that all property acquired would become a part of the Great Smoky Mountains National Park.

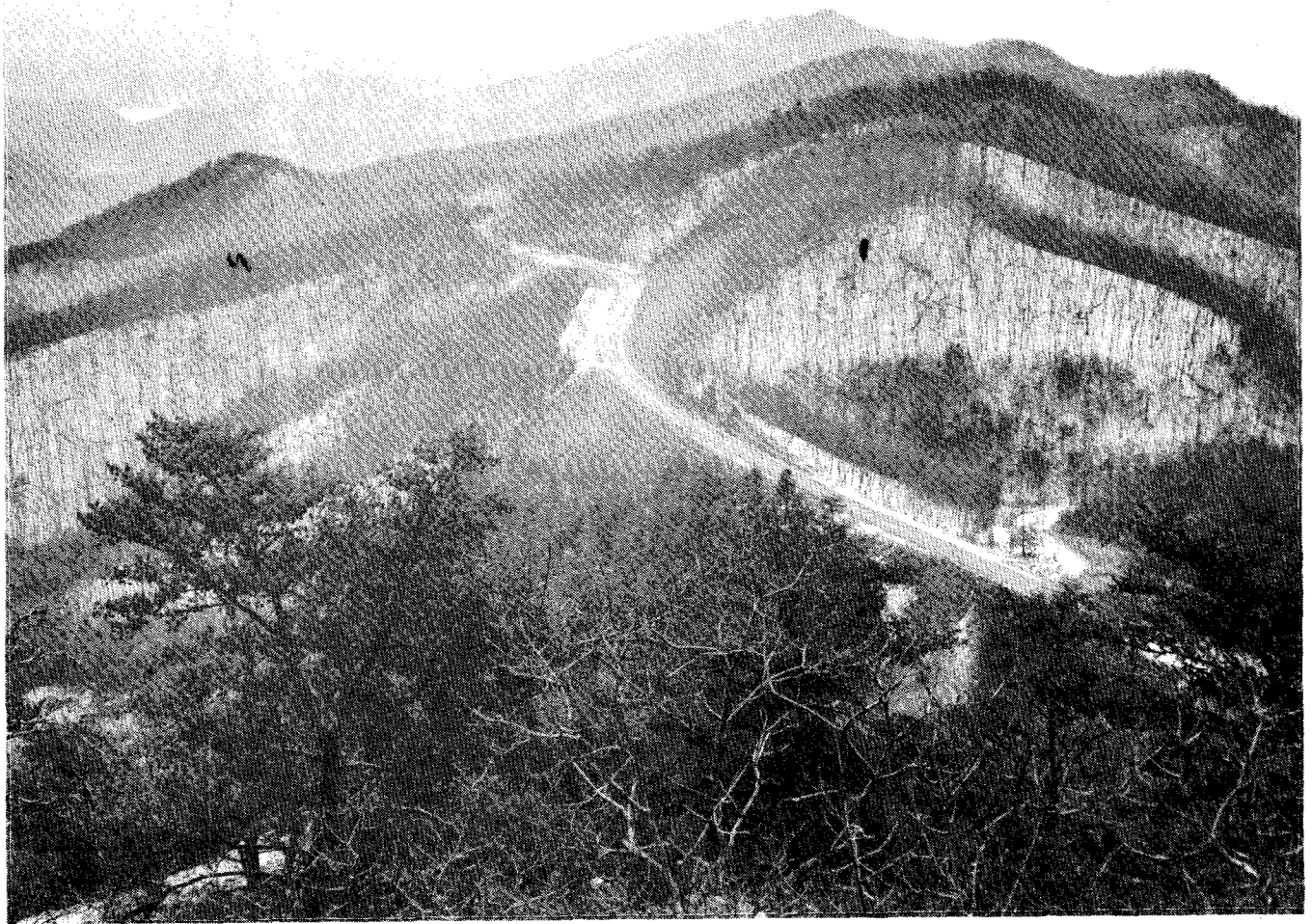
A year later the Tennessee Legislature designated the State Department of Highways and Public Works as the agency to acquire by donation, purchase, or condemnation lands sufficient for the Federal Government to construct a scenic highway known as the "Foothills Parkway." Thus, Federal and State legislation authorized construction of the Foothills Parkway as a cooperative undertaking. The National Park Service would build and maintain the parkway in return for Tennessee's buying the rights-of-way. A companion bill, passed in 1947, authorized the State to transfer the rights-of-way to the National Park Service.

Although legislative hurdles were cleared in 1947, it was not until 1956 that the Foothills Parkway project was scheduled for construction as a part of the National Park Service's "Mission 66" program. Construction began on the first section of the parkway in 1960. About 30 parkway miles now are open to visitor travel; 5 from the northern terminus south and 25 from the southern terminus north. Construction of the intervening 46 miles will proceed as rights-of-way are acquired and as construction funds are made available.



The parkway legislation also provided for the reconstruction of a 4.2 mile section of U.S. 441 from Pigeon Forge, Tenn. into Gatlinburg, Tenn. (the Gatlinburg Spur), and for a 3.36 mile bypass around Gatlinburg into the Great Smoky Mountains National Park (the New Entrance Road). These sections are now paved and in use. The New Entrance Road is a park road open only to recreational traffic. The Gatlinburg Spur, although a limited-access road in parkway character, is used also by commercial traffic and will revert eventually to State ownership.

When completed, the Foothills Parkway will interchange with the Gatlinburg Spur and travelers will then have direct access to the interior of the park via the spur and the New Entrance Road.



**Much of the parkway is constructed, as is this section along the eastern slope of Chilhowee Mountain.**

## II SUMMARY

This plan envisions a pattern of use and suggests a program of visitor services and resource management designed to meet the needs of the parkway visitor.

The sections of the Foothills Parkway now being enjoyed by motorists are splendid examples of scenic roadways offering a landscape of outstanding aesthetic character. Planning, land acquisition, and design and construction of the remaining sections will progress until all 71 miles of the parkway are completed. With major traffic arteries and related accesses to Great Smoky Mountains National Park interconnected, the parkway will be a nationally significant scenic recreational resource. Access to the parkway will be provided at seven interchange points. The interchanges are shown on the General Development Plan, which is bound in the back of the report for ready reference.

*Will provide the only camping facility along the Parkway.*  
Look Rock developed area <sup>This</sup> a parkway campground and picnic area high on Chilhowee Mountain, is an existing facility which helps to relieve the pressure for similar facilities within Great Smoky Mountains National Park. It will be one of three principal development areas located along the parkway; future ones will be added at Wear Cove and Green Mountain. Each will offer a wide range of complementary facilities for public use as well as facilities for interpretation, maintenance, and protection.



**Mt. Cammerer (center) as seen across Cosby from the parkway on Green Mountain, marks the beginning of the high ridges in the northeast corner of Great Smoky Mountain National Park.**



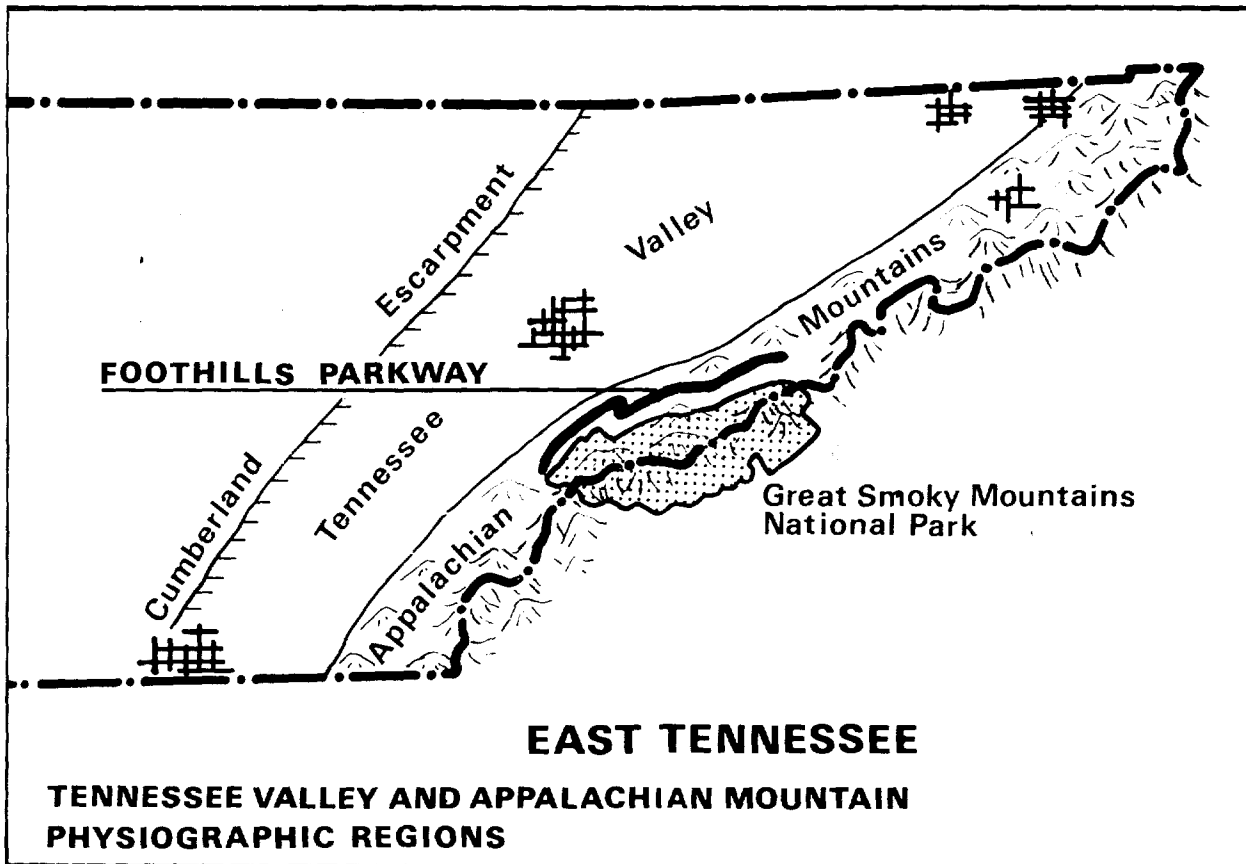
**Overlooks, planned for Webb Mountain will offer outstanding views of the Great Smoky Mountains.**

An observation facility providing a 360-degree vista is located at Look Rock. The general development plan proposes similar installations at Rocky Mountain and Webb Mountain.

This plan advocates the development of private recreational facilities near the parkway and incorporates a belief that a close working relationship between the National Park Service and private entrepreneurs is needed to produce the optimum range of developments and opportunities for public use.

Parkway interpretation will be closely associated with Great Smoky Mountains National Park and will be communicated to visitors through media and methods adapted to parkway-user patterns. The primary objective of the interpretive program will be to provide the visitors with information and interpretation of the spectacular views of the Great Smoky Mountains.

This plan proposes staffing levels for suitable visitor protection, interpretation, and maintenance.



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Ridges and valleys northwest of Green Mountain as seen near the parkway's northern terminus.

### III. REGIONAL RECREATIONAL SETTING

A master plan for a parkway must be based on regional considerations as well as on parkway resources. The Foothills Parkway and the associated lands and resources of its immediate environs, its scenic views and access then constitute the study area. The parkway lies on a line which divides two distinct physiographic regions in eastern Tennessee, the Appalachian Mountains and the Tennessee Valley. These regions are complementary.

The Valley - This physiographic region occupies a 50-mile wide valley between the Appalachian foothills and the Cumberland Escarpment to the west. The primary natural assets of this great valley are the Tennessee River and its several tributaries, and the rippling series of parallel ridges and valleys which traverse the State from northeast to southwest. Topography, climate, and vegetation combine to make this an area with remarkable potential for natural environment recreation. Extensive recreation developments exist throughout the region, principally along the lakes created by Tennessee Valley Authority dams, which are also major attractions. The region is served additionally by five game management areas, six State parks, many local parks and a number of significant historic sites, two of which are administered by the National Park Service.

The Mountains - The Appalachian Mountain physiographic region of eastern Tennessee contains the highest, oldest, and most complex mountains in the entire Appalachian chain. Known variously as the Unakas, Blue Ridge or Great Smokies, these Southern Appalachians are by far the most scenic part of the State. The beauty of this region is enhanced by a variety of plant life, including dense hardwood forests, rhododendron and, on the highest peaks, spruce, balsam fir, and other Canadian life-zone vegetation as well as by abundant wildlife and fish.

Fortunately, almost half of the lands within this lovely mountain region are set aside for public recreational use.

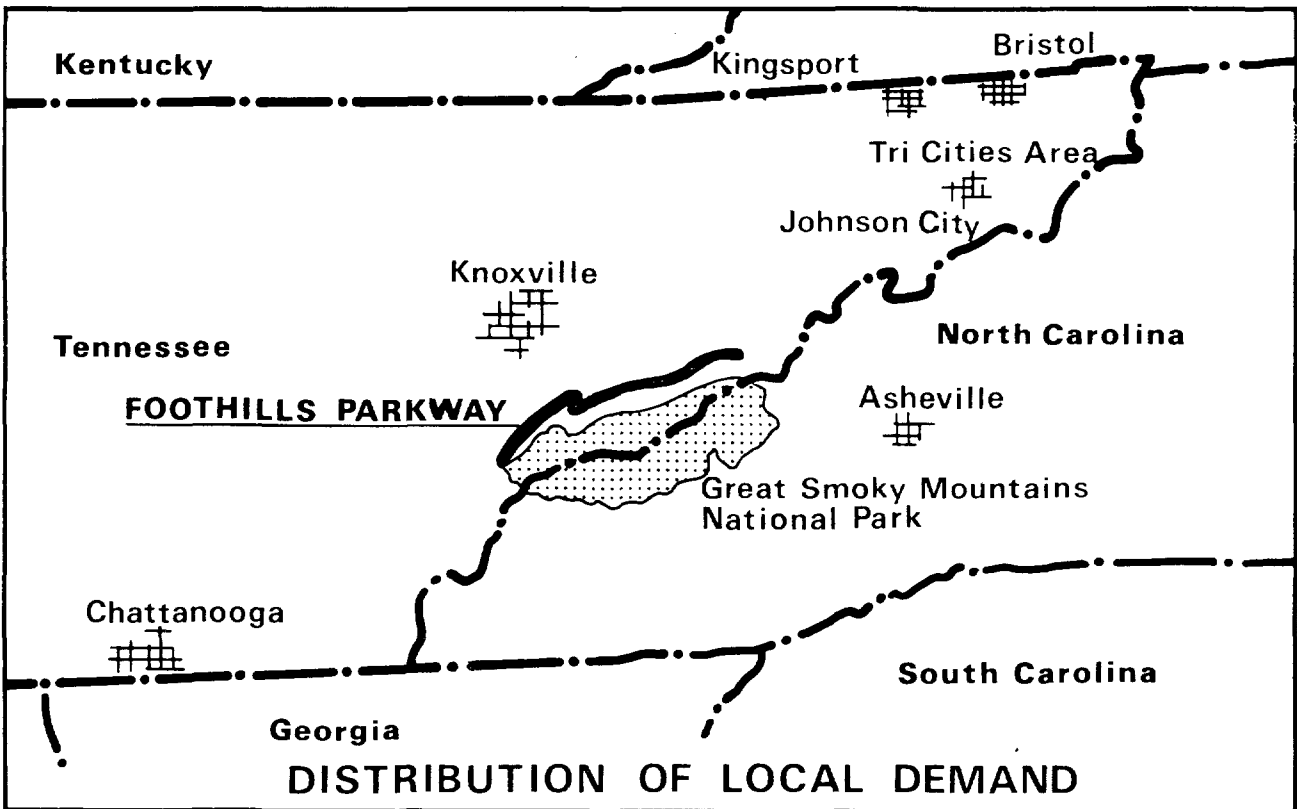
Nearly three-quarters of the acres devoted to recreation are under Federal management (primarily in Cherokee National Forest and the Tennessee portion of Great Smoky Mountains National Park). The State program in the mountain region at present is chiefly one of game management on lands leased from the U.S. Forest Service and from private lumber companies.

The suitability of this region for natural environment and primitive-area types of development is reflected in the distribution of recreation acreage among the six Bureau of Outdoor Recreation categories. Of the 873,499 recreation acres in the Tennessee Southern Appalachian mountain region, 763,484 are





Views of the mountain region from Look Rock atop Chilhowee Mountain.



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classified as Natural Environment (Class III) or Outstanding Natural Features (Class IV). It is recommended by Tennessee's Plan for Outdoor Recreation that any proposed development should be carefully assessed from a regional viewpoint to assure that it would not compromise the wilderness-like character of the mountains. This wilderness is particularly worthy of preservation as it represents the largest remaining tract east of the Mississippi River.

The variety and distribution of east Tennessee's recreation resources harmonize to a great extent with the distribution of local demand. The well developed resources of both the valley and the mountains are readily available to the metropolitan populations of Knoxville, Chattanooga, and the Tri-Cities areas, the sources of the greatest local demand. However, the abundant recreational resources of east Tennessee appeal to visitors from all other sections of Tennessee, from the environs of Asheville, North Carolina, and from adjoining states. In addition, as east Tennessee is centrally located in the eastern United States, its natural appeal is enhanced by its accessibility.

#### IV. THE FOOTHILLS VICINITY

##### DESCRIPTION AND ANALYSIS

The Foothills Parkway lies on the slopes of small secondary ridges of the Great Smoky Mountains. These foothills are a range of low mountains broken by narrow valleys and swift mountain streams. Soils are usually thin and rocky, and deep topsoil is found in isolated valley bottoms. Most of the countryside is a dense woodland of second or third-growth hardwoods and underbrush interspersed with pine. In this setting, farming and logging have long been the predominant land-use activities.








With the establishment of Great Smoky Mountains National Park, recreation as a land use greatly increased in importance. The foothills have many favorable recreational attributes; beautiful countryside, moderately sloping hillsides, and inspiring panoramic views. Roads through the foothills follow the valleys into the high mountains of Great Smoky Mountains National Park. In many locations where valley terrain has permitted development, tourist-oriented communities have flourished. Extensive communities of summer homes have been developed on the moderate hillsides and many private campgrounds have been opened on valley sites near the park.

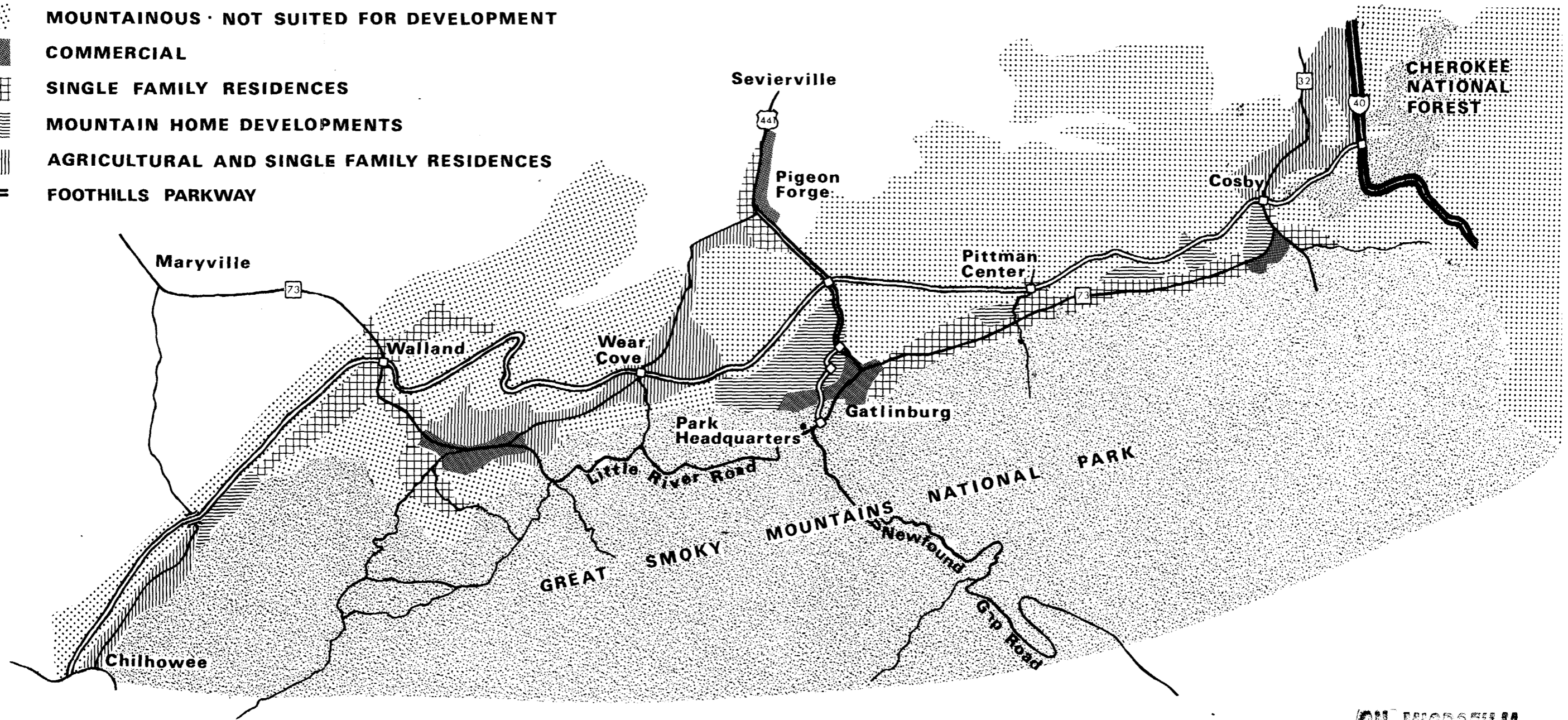
At the same time, the old row-crop farming on marginal land has given way to small crops of tobacco or to cattle raising. Poorer farms have been subdivided into mountain homesites or abandoned and allowed to revert to forest. While there has been some industrial development, it has been on the fringe of the foothills toward the valley of the Tennessee. In the past, population has declined as many of the region's young people sought jobs elsewhere. This trend is probably changing. People now come into the area for jobs with the tourist industry, to live in retirement, or to enjoy a summer home in the cool mountain air.

Tourism and recreational development have been growing at an ever-increasing pace. With the advancement of parkway construction, awareness of the region's scenic and recreational resources has spread.

The foothills vicinity can be regarded as one fairly homogenous economic unit, sparsely settled by mountain farmers, but increasingly oriented toward recreation, tourism, and summer homes.

# SCHEMATIC LAND USE ANALYSIS MAP

-  MOUNTAINOUS · NATIONAL PARK AND FOREST LAND
-  MOUNTAINOUS · NOT SUITED FOR DEVELOPMENT
-  COMMERCIAL
-  SINGLE FAMILY RESIDENCES
-  MOUNTAIN HOME DEVELOPMENTS
-  AGRICULTURAL AND SINGLE FAMILY RESIDENCES
-  FOOTHILLS PARKWAY



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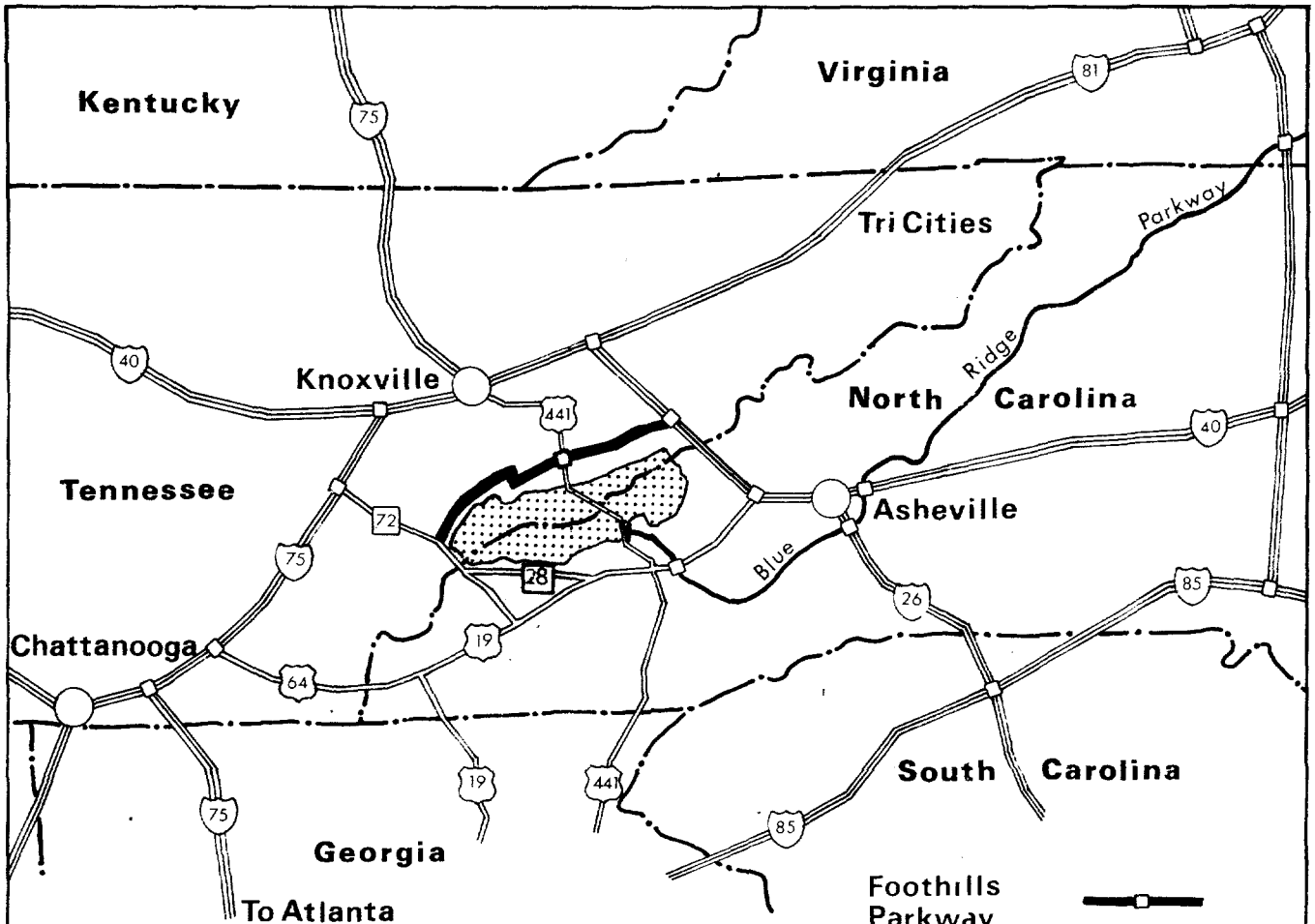
## LAND USE CATEGORIES

Most of the land adjacent to the parkway is mountainous and not suited for development, except for a few accessible flat valleys and coves crossed by the parkway. The largest agricultural and rural residential area along the parkway is Wear Cove, a well-established community with good access.

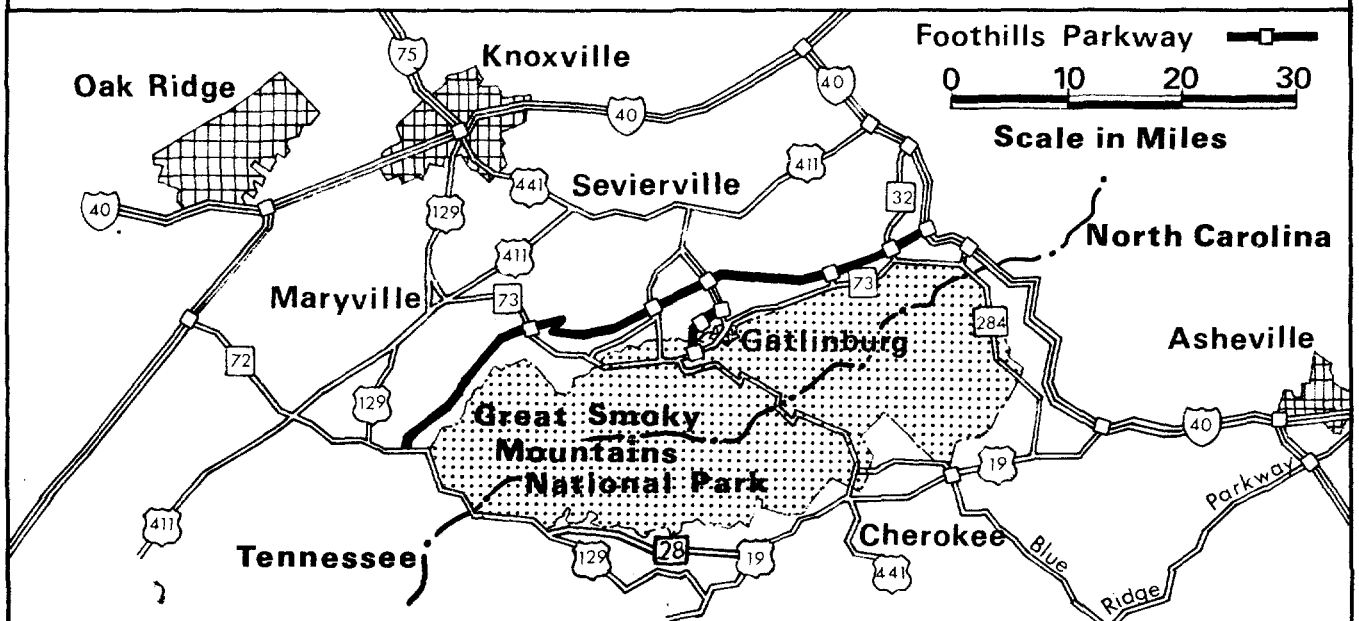
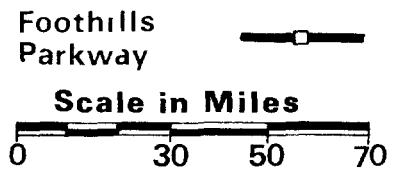
The mountainous area is heavily forested, relatively inaccessible, and generally used only for private wood lots. The logging industry is sporadic, unpredictable, and often unprofitable.

The existing land uses fit into six general categories:

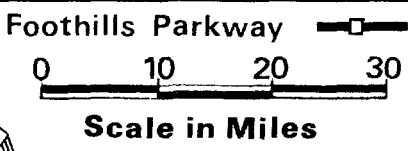
- Mountainous - National Park and Forest Land
- Mountainous - Not suited for development
- Commercial
- Single Family Residences
- Mountain Home Developments
- Agricultural and Single Family Residences



**CIRCUMFERENTIAL SYSTEM OF INTERSTATE AND U.S. HIGHWAYS**



**RADIAL ACCESS ROADS INTO FOOTHILLS REGION**



## ACCESS AND CIRCULATION

Access to the fringes of the foothills is probably as good as to any major city. New Interstate 40 forms the northeast border of the Foothills Parkway vicinity and provides direct access. Upon completion of Interstates 40 and 75 through Knoxville, there will be no part of the parkway more than 20 miles distant from a limited access highway.

Tennessee routes 72, 73, and 32 and U.S. routes 129 and 441 provide radial access into the foothills from the circumferential Interstate and U.S. highway systems. These access routes have existed for many years and have channeled traffic from all points to converge on two park roads (Little River Road and Newfound Gap Road). Additionally, the Blue Ridge Parkway with auto sightseers from North Carolina, Virginia and other points in the Northeast terminates on the Newfound Gap Road on the North Carolina side of Great Smoky Mountains National Park. Traffic congestion on the park roads has reached catastrophic proportions on weekends during the travel season.

Existing park access roads are in valley locations which provide few, if any, long-range panoramic views. Also, motorists must pass through heavy concentrations of development, thereby adding to existing congestion. Gatlinburg is a prime example of this congestion. The New Entrance Road (Gatlinburg Bypass) was built through the



foothills north of Gatlinburg so that through traffic could avoid the town's congested streets. But to find connections from one radial access route to another, travelers usually have to detour several miles over substandard county routes, following deep valleys, that generally do not provide a pleasant driving experience. The Chilhowee portions of Foothills Parkway provides the first opportunity for automobile sightseers to escape the valley and view the Smokies without the annoyance of congested stop-and-go traffic.

The vast majority of visitors to the Foothills, arrive by private automobile, first using the Interstate Highway System to approach the region and then traveling over Federal and State primary systems into the Foothills vicinity.

East Tennessee is also well-served by transcontinental buses and several scheduled airlines use the McGee-Tyson (Knoxville) airport near Maryville. Small airstrips throughout the vicinity serve private aircraft.

## VISITOR USE

The Interstate Highway System has improved automobile access to such a degree in the Eastern United States that automobile travelers are no longer restrained by former physical barriers. Population centers which in the past contributed lightly to a recreation area suddenly have become prime contributors. Consequently, the Foothills Parkway will probably have a more diversified state-of-origin pattern than present travel into Great Smoky Mountains National Park. In the Cosby area today sections of I-81, I-75, and I-40 carry increasing traffic from the Tri-Cities area. I-40, opened to traffic across the Appalachians from Asheville is expected to bring a rapidly increasing number of visitors from the coastal states. Asheville will be less than an hour's driving time from Cosby and, like Knoxville, will be a heavy contributor to parkway travel and use.

The potency of a better national highway system is shown by comparing the 1947 and 1963 origin of visitors statistics in Great Smoky Mountains National Park.

### Origin of Visitors to Great Smoky Mountains National Park

<u>State</u>	<u>1947</u>	<u>1963</u>
Tennessee	39.3%	22.0%
North Carolina	16.5%	3.4%
From other points	44.2%	74.6%

It is anticipated that future parkway visitor use patterns will resemble those of Great Smoky Mountains National Park, where an

estimated three-fourths of park visitors are primarily automobile sightseeing participants. Facilities within the foothills will generate traffic from other than adjacent population centers and there is no accurate way to gauge the latent demand until parkway facilities are provided. Much of the anticipated increase in visitor use will come from people who avoided the area in the past because of traffic congestion. The scenic roads within the Cherokee National Forest, and TVA's Tellico Dam project south of the parkway will be additional attractions to parkway users from the large urban centers in the east.



23

V. PARKWAY RESOURCES

SCENIC RECREATION

The Foothills Parkway, a 71-mile long corridor of land rising from an elevation of 857 feet at its southern terminus to 2,600 feet at Look Rock, Webb Mountain, and Green Mountain, is designed so that auto sightseers may enjoy the outstanding scenic views which are its primary attraction. Superlative views of the Great Smoky Mountains are complemented by vistas of the Tennessee Valley from Chilhowee Mountain and of the Douglas Lake area from Green Mountain. The forest cover and its understory are important elements of the scenery--along with the valleys, mountains, and the low-hanging clouds. During spring, dogwood, azaleas, and numerous other flowering plants attract weekend sightseers in great numbers. In late September and October the colored foliage of the forested slopes and mountains furnishes a resplendent display.

The highly scenic Abrams Creek section of Great Smoky Mountains National Park was relatively inaccessible until the Chilhowee section of the parkway provided access to this west end of the park. Future sections of the parkway will offer scenic drives, specially designed for automobile sightseeing, as alternates to the presently congested Little River and Newfound Gap roads.

## VEGETATION

The Foothills area is within the Deciduous Forest biome. Two forest types predominate here--moist slope and cove, and dry slope and ridge. These in turn are composed of three forest communities: the oak poplar, cove hardwoods, and the pine-oak. Logging and farming have altered the original natural state of the forest. The land now is covered by a second-growth of mixed hardwoods and pines.

There is no sharp boundary separating the three forest communities, but rather an admixture of one with another. Because of the elimination of chestnut by blight, the oak-poplar forest (the community most characteristic of the area) no longer occurs in its original condition.

The cove hardwoods community is made up of some 25 or 30 tree species of which six or eight may be dominants of varying proportions in different stands.

The pine-oak communities are most generally found on the dry south slopes and ridges, usually giving way abruptly to the prevailing oak-poplar at the lower and more moist sites. A number of native flowering shrubs and herbs such as flame azalea, dwarf pink locust, phlox, and fine floral displays of mountain laurel and rhododendron and colorful dogwood trees add to the beauty and attractiveness of the Foothills.

Several exotic species have been introduced into the native plant communities. The most prominent of these are kudzu, tree of heaven, and Japanese honeysuckle. Control of exotic and noisome plants is needed in order to retain a natural appearance of the native flora, to remove poison ivy from heavily used visitor areas, and generally to maintain the parkway in a state of maximum attractiveness.

## ANIMAL LIFE

The majority of the wildlife present in the Foothills are members of the rodent family. The largest rodent present is the woodchuck, and numerous chipmunks and tree squirrels are seen. Larger animals occasionally observed are the white-tailed deer, gray and red foxes, and rarely a bobcat or black bear.

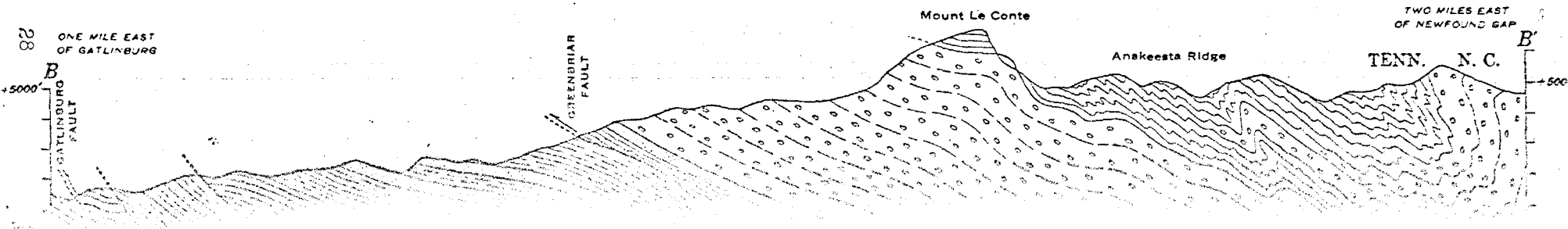
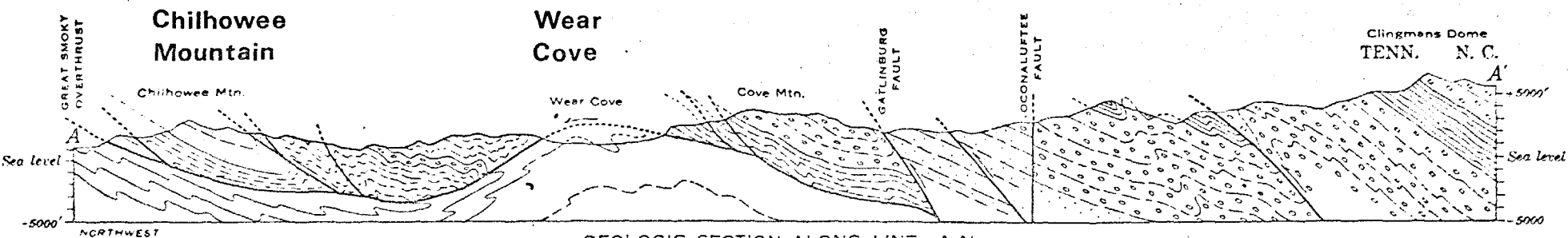
An abundant and varied bird life is represented in the area. A few species more common to the habitat along the parkway corridor than to the higher mountains are the chuck wills widow, bewick wren, orchard oriole, Backman's sparrow, and the loggerhead shrike.

## GEOLOGY

The geology of the Foothills country is part of the larger geological story of the Great Smoky Mountains. The Smokies comprise a high dissected ridge extending northeast and southwest for approximately 70 miles from the Big Pigeon River to the Little Tennessee River. This ridge maintains an elevation of over 5,000 feet above sea level for 30 miles, reaching a peak at Clingmans Dome (6,643 feet), the park's highest mountain and a close rival to Mt. Mitchell (6,684 feet) as the loftiest peak in the entire Appalachian Mountain chain. This high ridge is visible from many points along the parkway.

The Foothills country is mountainous but of much less overall height, varying in elevation from 857 feet on the Little Tennessee River to 2,600 feet on Chilhowee, Webb, and Green Mountains. Five major rivers drain this area. Three lead out from the high mountains,





ORIGINAL FILM

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Features along a line extending from east of Gatlinburg to east of Newfound Gap, and is by J. B. Hedley. Location of sections is shown in figure 1.

**GEOLOGIC SECTIONS**

source: U S GEOLOGICAL SURVEY

while the Big Pigeon and Little Tennessee Rivers, which border the Great Smoky Mountains National Park and terminate the parkway on the north and south respectively, originate in western North Carolina. The velocity and volume of water flow in these rivers has carved deep valleys perpendicular to the general northeast-southwest axis of the range. The parkway crosses these valleys at right angles. For the most part, the road climbs to as high an elevation as design limits allow before descending to cross streams. Ages of erosion have thus determined the parkway's alignment.

The so-called "coves," like the streams, are in part the result of erosion. These coves are physiographic features of considerable interest. Essentially, they are flat-bottomed valleys surrounded by mountains. Cades Cove, accessible from the parkway, is a major attraction within Great Smoky Mountains National Park. Today in this scenic cove, one can stand almost encircled by mountains composed of rocks 200 million years older than the rocks of the valley floor. It was here that the Ocoee rocks were thrust several miles, causing them to override much younger formations. These younger rocks, mostly limestones, were formed during the Ordovician period of the Paleozoic era. In contrast to the older, lifeless Ocoee series, the younger rocks contain fossil remains of primitive sea animals.

Wear Cove, which the parkway crosses, has essentially the same geological story as Cades Cove. A fine interpretive setting, it is planned as a destination point for overnight visits.

Chilhowee Mountain is a long, narrow ridge that lies between the Great Smoky Mountains and the Tennessee Valley. It is formed of sandstones and other rocks of the Chilhowee group that were laid down before and during the Cambrian period. These Paleozoic rocks contain fossil remains (scolithus or vertical tubes probably bored by worms), indicating sea living invertebrate animals existed at that time. These are the oldest indications of life in eastern Tennessee

The soft rocks of Chilhowee sandstone and of the Ocoee shale, siltstone and slate sandstone weather rapidly. When these formations are exposed in road cuts, slope stabilization problems occur. Consequently, the geology of the Foothills has been a major influence on the location and design of the parkway.

## HISTORY

The country through which the parkway passes has no renowned historical heritage. More research will be required in order to make its full story known.

The first persons during historical times to settle in the southern Appalachians were the Cherokee Indians. At its zenith the Cherokee Nation covered most of the area bounded by the Ohio, Kanawha and Tennessee Rivers. Their towns were clustered into three regions: the Lower Settlements on the headwaters of the Savannah River, the Middle Towns on the Tuckasegee and Little Tennessee, and the Over Hill communities on the Tellico and Little Tennessee Rivers. The Over Hill Cherokees who occupied the Foothills region lived in towns and had primarily an agricultural society. When the land became exhausted, they moved to new locations. In all probability no white man crossed the mountains until 1673, when James Needham and Gabriel Arthur, acting as agents for a Virginia trader, visited the villages of the Over Hills. In 1690, Cornelius Dougherty, another trader, settled among the Cherokees. Dougherty married an Indian and became a respected member of the tribe.

An Indian trader named Vaughn traversed the Foothills area in 1740. As traders began pushing westward, the Indians began to use white man's tools and domestic animals. Behind the traders came the settlers and eventually trouble for the Indians. Nevertheless, they

allowed the Americans to erect Wear's Fort (about 1750), later an important settlement in the country west of the Alleghenies, and Fort Loudoun (in 1756) on the Little Tennessee River near its junction with the Tellico. (Restored Fort Loudoun is now a Registered National Historic Landmark.)

Constant irritations ignited open warfare, and the Cherokees massacred the garrison of Fort Loudoun. English retaliations caused the Indians to quickly sue for peace. The British part of the bargain was reflected in the Proclamation of 1763, which forbade settlement beyond the Appalachian divide. The American frontiersmen, however, cared little for proclamations from far across the ocean.

During the American Revolution, the Cherokees became the allies of the British, realizing that the land-hungry American pioneer was a threat to their homeland. An organization of Piedmont patriots initiated a campaign against the Cherokees, destroying several villages, and causing the Indians to sue for peace.

In the Revolutionary War men from the foothills, joining others of the Southern Appalachians, caught and defeated the British regulars at Kings Mountain.

While the Kings Mountain campaign was underway, the Cherokees again took the warpath. As soon as the British had been defeated, John Sevier and his men returned and quickly dealt the Cherokees a major defeat near the present town of Sevierville. The Cherokees

were driven farther west where they flourished until the white man forced them to move to Oklahoma along the "Trail of Tears." A small number of Indians escaped the migration and went into hiding in the Smokies. Late in the 19th century this group was established on the reservation at Cherokee, North Carolina.

The mountain settlers of the Foothills region had selected a location without natural lines of communication. They had no way of knowing that this isolation factor would keep their way of life from changing significantly for the next 150 years. Every man ruled his own house and was his own law in his hollow. Occasionally he journeyed outside his neighborhood for purchases but generally he lived on what his neighbors and environment could produce. People maintained a dialect, music, superstition, and a general way of life closely related to the 18th-century American frontier as the remainder of the United States diversified.

An iron-mining operation in the flat country between Chilhowee Mountain and the Great Smokies in the early 1800's threatened the isolation but was in the end unsuccessful. One hundred years of intensive logging could have opened the area but timber interests were concerned with the forest products and not its people. Not until the latter days of the depression of the 1930's did the people of the region really come into contact with the outside

world. By then, advances in transportation and communication not only took the people out of the mountains but also brought to the mountain people a new awareness of the world outside. Their ways have been described by numerous authors such as Mary N. Murfee and many mountain homesteads are preserved in the Great Smoky Mountains National Park, within easy access of the parkway. Also, representative sites to interpret the iron-mining and logging industry can be made easily accessible.

## VI. PARKWAY PLAN

### PURPOSE

The purpose of the Foothills Parkway is "to provide an appropriate view of the Great Smoky Mountains National Park from the Tennessee side of the park," and to afford additional recreational opportunities, for pleasure driving, sightseeing, and appreciation of natural beauty.

### MANAGEMENT CATEGORY

The Foothills Parkway is managed as a Recreational Area and is officially designated as a scenic parkway, under the management of and part of the Great Smoky Mountains National Park.

### OBJECTIVES

#### 1. Visitor Use

Visitor uses shall be those which provide fulfillment of the purpose of the parkway in accordance with practices which will preserve, protect, and prevent deterioration of the scenic and recreational resources.

#### 2. Parkway Access

To provide the opportunity for visitors to gain access to the parkway from major existing roads through access points (interchanges), and thereby making several scenic loop drives possible in the Tennessee foothills near Great Smoky Mountains National Park.



To maintain operational control, eliminate traffic hazards and thereby preserve the parkway's integrity, efforts should be directed towards the elimination of the minor access to the parkway from Top-o-World Estates and Happy Valley at the Look Rock area.

3. Safeguarding the Scenic Parkway Corridor

The National Park Service will assist and cooperate with surrounding public and private landowners in comprehensive planning to develop the most effective means of preserving the scenic values of the land in the parkway corridor.

4. Provision of Facilities

Provide adequate recreational facilities properly located to help visitors attain a more enjoyable and rewarding recreational parkway experience.

5. Resource Conservation

To develop appropriate management programs for the conservation and maintenance of the important scenic natural resources involving erosion control, vista clearings, and roadside beautification with native plantings where needed along the entire parkway.

6. Interpretive Theme

The interpretive program should conform to the visitor's primary use of the parkway as a scenic road and the objective should be to increase the visitor's understanding and appreciation of the scenic, natural, and other resources.

7. Interpretive Services

To develop and provide a program of interpretive services and media that will give users of the parkway knowledge of the area, and to provide orientation enabling them to attain maximum benefits from the parkway's recreational resources, including convenient access to the Great Smoky Mountains National Park and points of interest in the region.

8. Visitor Protection

Provide for the safety and protection of the visitors in their use of the parkway and recreation facilities through an effective, well-trained staff that is fully equipped and prepared to maintain law and order and provide emergency assistance.

## RESOURCE MANAGEMENT

The Foothills topography is well suited for its primary use as a vantage point from which to enjoy outstanding views of the Great Smoky Mountains to the east and rolling hills and valleys to the west. The highly limited area of the parkway land is a restrictive factor in potential development. Superb scenery of the high mountains and small valleys, forests, wildflowers, colored autumn foliage, and the characteristic smoky haze are the principal features of the area.

### The Scenic Resource - Soils and Vegetation

The scenic parkway must provide a pleasing passageway through a highly scenic landscape. The long-term control, management, and use of the land in the scenic corridor is critical to the aesthetic significance of the parkway. The alignment of the parkway in many instances is along a dry ridgetop of shallow soils and rock formation and through second-growth mixed forest. During road construction, cuts and fills are especially susceptible to erosion and landslides, causing disruption and silting of nearby small streams. Experience gained from road construction on completed sections of the parkway should be used to avoid slides on future construction. Additional stabilization and continued maintenance will be required in problem areas. A program of planting native herbs and shrubs in addition to continued grass seeding on cuts and fills should be pursued until the parkway is stabilized.

When parking areas, overlooks, and trails are completed, vista clearing and selective cutting will be instituted to open and maintain dramatic views. A related program of planting for preserving an appropriate scenic view is necessary.

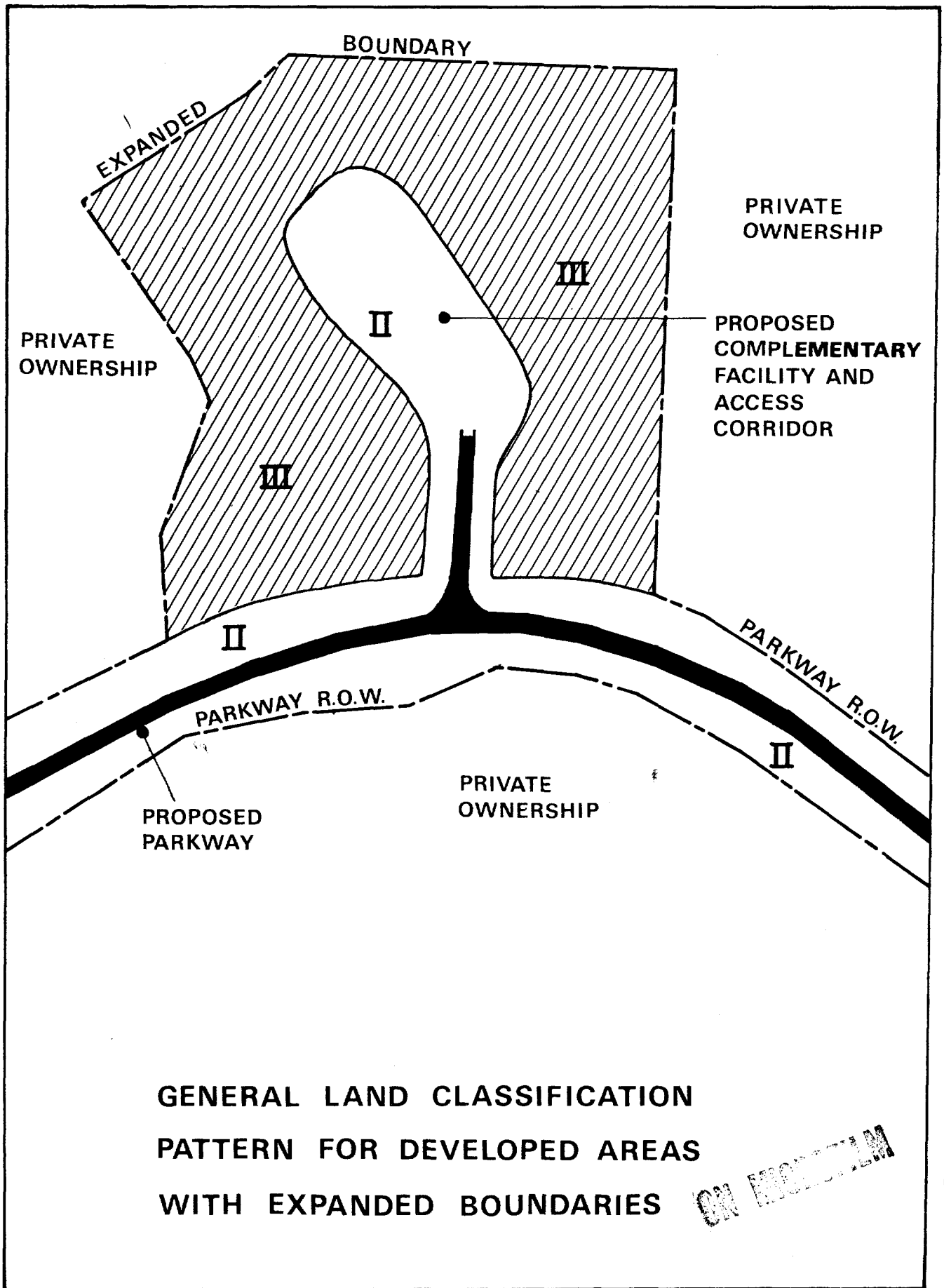
In chosen locations, agricultural uses of parkway lands should be permitted, as farming scenes add to parkway appeal in the eyes of the visitor and are not detrimental to parkway resources.

### Preservation of the Scenic Corridor

Without adequate protection, the character of the corridor through which the scenic parkway passes in time may be altered and lose some of its recreation and scenic value. It is, therefore, of prime importance to work with local governments and administering organizations to secure effective scenic control of the parkway through zoning of the lands beyond its boundary, and to convey to neighboring communities the parkway philosophy.

That portion of the parkway crossing through U.S. Forest Service lands at the northern end will be adequately protected from non-compatible uses through a cooperative agreement. This agreement has been accomplished.

If more effective scenic protection measures over non-Federal lands become necessary, then agreements to protect certain areas adjacent to the parkway might have to be made. Additional legislation would be needed to authorize such control measures.



## Classification of Parkway Lands

The classification and zoning of parkway lands insures the protection of basic resources. Classification is based upon the character and quality of the resources, the recreational requirements, and the purpose for which the parkway was established.

Due to the elongated shape of the parkway lands, and the intended use for scenic and recreational benefits, no attempt was made to identify on one map all the land classes for the entire parkway. All of the land would be classified in the Class II category with exception of the expanded areas at Green Mountain, Webb Mountain, Rocky Mountain, and Chilhowee Mountain, where the land not required for the roadway and public-use developments will be classified as Class III.

The approved land classification system developed by the Outdoor Recreation Resource Review Commission as modified for use in the National Park System and as applicable to the Foothills Parkway is as follows:

Class I - (High Density Recreation Areas) - None

Class II - (General Outdoor Recreation Areas) - This is land reserved for public use and developments such as the parkway motor road and other two-way roads, visitor accommodations, administrative facilities, campgrounds, picnic areas, and parking overlooks. The majority of the parkway land will be within this classification.

Class III - (Natural Environment) - Included in this class are lands of forest and field conditions where development would be restricted to foot trails, interpretive devices, and small picnic and campsite developments removed from the automobile, and large public-use developments.

Class IV, V, and VI - None



## Insect and Tree Disease Control

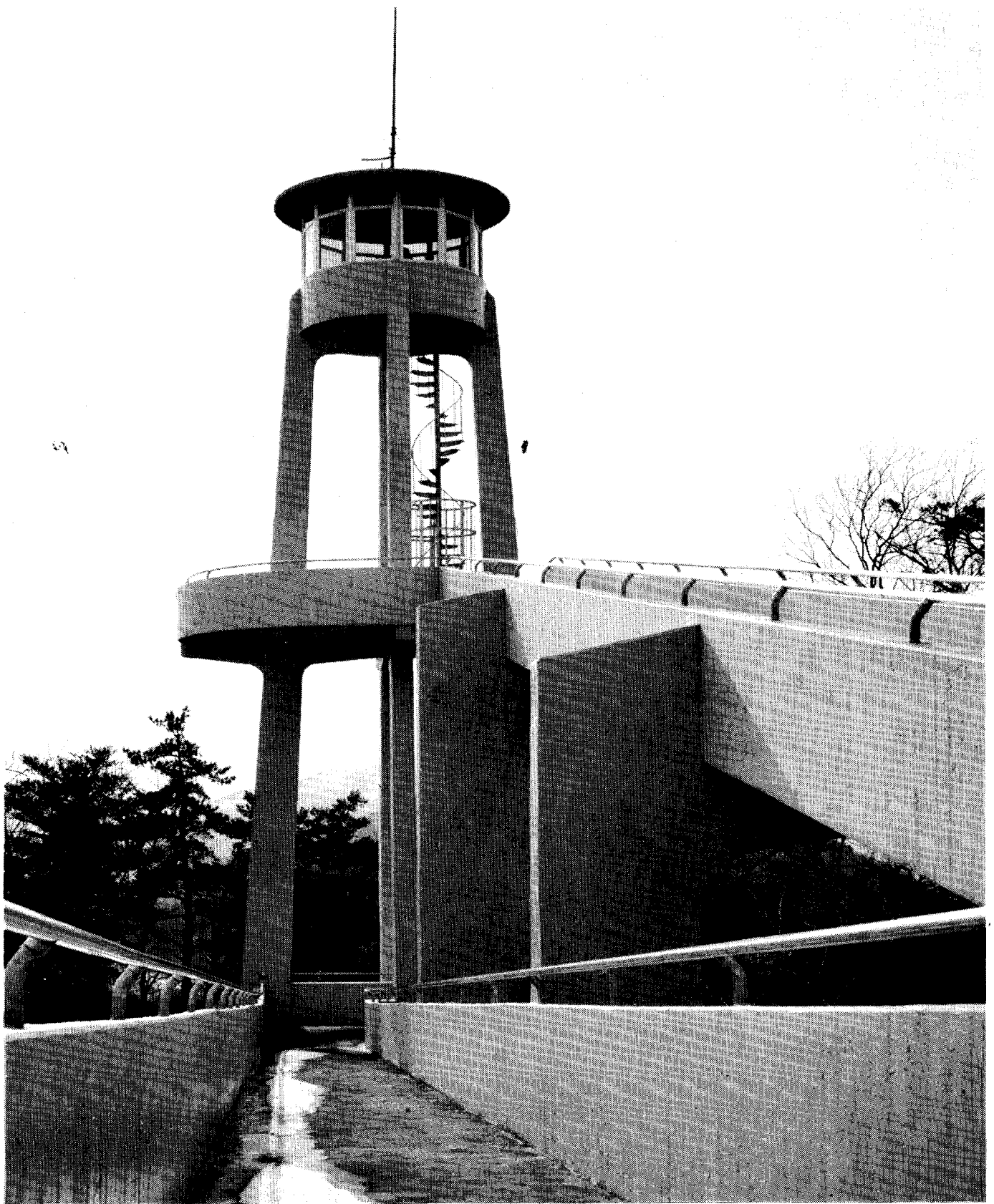
Insect and tree disease control programs are initiated whenever the need arises. Every precaution must be taken to maintain a vigorous forest condition and avoid any conditions which might spur a buildup of insect populations. The greatest threat to the parkway forest arises from the lack of controls by the adjacent landowners. Therefore close observations of forest conditions and good cooperative relations with private landowners are essential.

In the past, programs were carried on in Great Smoky Mountains National Park for the control of Southern pine beetle, elm spanworm, and balsam wooly aphid.

All chemical-spraying control operations on the parkway will be conducted under the guidelines and in accordance with an approved forest pest-control program.

## Soil and Moisture Conservation

A soil and moisture program should be established to rehabilitate all lands acquired that indicate unsightly adverse land uses in the past (overgrazing, cutover, etc.). Most of this land-use management activity consists of correcting erosion problem areas and preventing erosion damage to facilities and resources.



**Look Rock Observation and Fire Lookout Tower  
on the crest of Chilhowee Mountain.**

### Control of Undesirable Vegetation

A vegetative control and eradication program should be established for control and removal of certain undesirable and exotic species. The Japanese honeysuckle grows quite extensively in the area and impairs the appearance and growth of native species. Control of honeysuckle and kudzu should be accomplished at all scenic overlook locations and in public-use areas.

### Forest Fire Control

The forest-fire control plan and program for the lands within and along the parkway are included in Great Smoky Mountains National Park fire-control plan. The fire lookout tower at Look Rock is manned during the fire seasons and provides cooperative fire detection services for the Tennessee Department of Forestry and the U.S. Forest Service.

Additional fire-control personnel, equipment, and facilities for equipment storage will become necessary as additional sections of the parkway are completed.

### Wildlife

The wildlife management and protection program mainly involves heavy patrol responsibilities restricting hunters from parkway lands primarily as a matter of public safety. Rangers should work closely with State game and fish enforcement officials in matters of wildlife protection.

## VISITOR SERVICES

Visitors will be able to enter the parkway at seven highway and road intersections. These points include junctions with Interstate 40, U.S. 441, and 129, Tennessee 73 and 32; and at the Pittman Center and Wear Cove county roads. Orientation will be provided for visitors at all of these access points. A major information station will serve the visitors at Wear Cove while orientation stations can adequately serve the needs at the access points.

The use of the parkway, except for its campgrounds, is expected to be on a day-use basis. Much of this day-use demand will be due to the parkway's ability to furnish complementary facilities such as picnic areas and overlooks to nearby urban centers. It will also be used extensively by visitors to the Great Smoky Mountains National Park.

### Camping

Camping plays an important part in the enjoyment of the recreational resources in the Great Smoky Mountains area. The areas of Look Rock and Wear Cove will serve as the locations for campground developments on the parkway.

The new active role by private enterprise in providing many additional camping facilities along U.S. 441 and Tennessee 73 can offer considerable relief to the Foothills Parkway campground development plans. As these private campgrounds become more successful in the years ahead, the National Park Service may find that a scaled-down campground development in the Wear Cove area will be more appropriate to the parkway use and suited to the Foothills regional recreation pattern.



**Parking area on Green Mountain.**



**Look Rock Observation and Fire Lookout Tower on Chilhowee Mountain. Similar tree high observation towers without fire lookout extension may be used on Webb and Rocky Mountains.**

Therefore, the campground developments in the Wear Cove area should proceed in stages and not be overdeveloped in the beginning.

Food and supply service facilities are not needed on the parkway because of the close proximity of towns and cities to the access points of the parkway.

#### Picnicking

Many of the parkway users will spend at least one mealtime on its 71-mile length. For many this offers a chance to picnic in an attractive outdoor setting.

Large picnic areas are planned for Green Mountain, Wear Cove, and Look Rock. These picnic areas are located generally 30 miles apart and can accommodate parkway users from five different major accesses.

Green Mountain	(Interstate 40 (State Route 32 (U.S. 441 at Gatlinburg
Wear Cove	(U.S. 441 at Gatlinburg (State Route 73 at Walland
Look Rock	(State Route 73 at Walland (U.S. 129 at Chilhowee

#### Parking Areas - Scenic Overlooks

Numerous sites along the parkway offer outstanding panoramic views of the Great Smoky Mountains National Park and of the surrounding valleys. Development of certain sites will provide safe opportunities for viewing the scenic countryside.

## Visitor Protection and Safety

Campground and road patrols are required to protect the visitor, the facilities, and resources of the parkway, and to prevent misuse of the parking areas. Twenty-four-hour road patrols will be necessary on the parkway during the busy visitor-use season. Off-season patrols should be made as often as necessary.

Campground patrols will be necessary to maintain order and to provide information and assistance to visitors. A campground visitor contact station and office will be needed at all public campgrounds.

The visitor protection and law-enforcement program will be coordinated with the Great Smoky Mountains National Park operation. Parkway radio units and rescue equipment will coordinate with the trained and equipped rescue squads in nearby communities.

## Maintenance

The parkway maintenance organization will be the direct concern of Great Smoky Mountains National Park. Three maintenance subdistricts operated by the North District of the national park will accomplish physical maintenance on the parkway.

Physical maintenance is grouped under the following functions:

(1) Roadsides, (2) Roadway (pavement), and (3) Buildings - Utilities - Grounds.

(1) Roadsides: The maintenance of the roadsides is the most important of the maintenance responsibilities because of its effect upon

the scenery. Maintenance embraces everything from not mowing spring flowers to keeping vistas open and to stabilizing and thus healing scars of construction. The parkway visitor will probably measure his visit satisfaction by the results of noticeable roadside work. It must be understood that all roadsides require much extra care in the first few years following construction, until they "settle down." Parkways, however, require more attention because of hillside locations and the need for landscaped roadsides. Routine roadside maintenance should have the benefit of a landscape plan showing vistas with planned sight lines and a naturalist's plan indicating when care should be exercised concerning roadside wildflowers, etc. These documents are a very important addition to routine maintenance standards.

(2) Roadway (Pavement): Parkways should have especially good riding qualities. Pavement bumps and holes are symptoms of the failure of the base because of poor drainage or weakened pavements. The Foothills Parkway has an adequate number of underdrains to intercept ground water. Outlets (mostly remote) should be marked for ease of location during inspections. Root plugs could back water into the roadbed and cause damage.

A uniform pavement color is important. Maintenance crews should only patch the road with matching materials.

(3) Buildings - Utilities - Grounds: Facilities maintenance on the parkway will be in accordance with standards applicable to the National Park. Because special problems often arise after new construction, ample maintenance funds should be programmed for the immediate post-construction period. The Chief of Park Maintenance at Great Smoky Mountains National



Park is responsible for the details of programming and training in the parkway maintenance organization.

### Interpretation

Pleasurable driving and sightseeing is the primary parkway experience for most visitors. Inspirational scenery is the dominant attraction. The interpretive program should be designed to conform to the visitors' primary use of the area as a scenic roadway. The objective of the interpretive program is to provide information about the scenic, natural, and historical resources as well as to increase appreciation potential.

The method and media proposed will offer a variety of services and information adapted for use by visitors with varied interest and amounts of leisure time. Interpretation activities will be directed at three kinds of visitors:

(1) Those with a minimum of time and who want only a minimum of interpretive information. Interpretive signs and markers along the roadside and at overlooks should satisfy their needs.

(2) Those seeking a little more information can stop at wayside exhibits. Motorists who want some information but have little time to stop along the way can pick up information booklets at the entrance information stations.

(3) Visitors with more time and interest can stop at one or more observation devices, orientation stations, or the Wear Cove information station. Those caring to hike can find recreation and information along a number of self-guiding nature trails. Visitors using a parkway campground can attend the evening campfire talks for interpretation of greater depth.

Personal services will implement other media at the Wear Cove information station when visitor demand is great enough and staffing permits.

The principal story of the parkway is the interpretation of its scenery--the Great Smoky Mountains, the Foothills, and the Tennessee Valley, in that order. This story is partly geological, partly ecological, and partly historical.

The major public facility for interpretation will be the information station at Wear Cove. This developed area is expected to be used by most visitors and thus experience the greatest demand for orientation and interpretation. The purpose of this facility is to provide a place near the middle of the parkway where visitors can obtain all kinds of information about the parkway. It is expected that this station would be manned during the summer season; at other times it could function as a self-service interpretive facility.

## ADMINISTRATION

### Staffing and Organization

The operation and management functions of the parkway will be under the Superintendent of Great Smoky Mountains National Park and his staff.

Additional staffing will be needed for the extra work assignments and for positions specifically assigned to the parkway, as discussed below.

The Administrative Division of Great Smoky Mountains National Park will perform the necessary administrative services for the parkway. That division will require additional clerical positions.

The Resource Management and Visitor Protection Division responsibilities for the parkway are to be incorporated into those of the park and permanent positions assigned to sections of the parkway. The three subdistricts of the parkway would, therefore, be under the District Ranger stationed at park headquarters. The primary additional positions will be for Rangers needed to carry on road patrols and management of public-use areas and will require residences on or adjacent to the parkway for protection and emergency services. Several additional seasonal Ranger positions will be necessary when the parkway is completed.

The Interpretive Division of the park will expand its program to meet parkway needs. Additional seasonal staffing will be necessary during the parkway travel season.

The Maintenance Division will require several additional positions, both permanent and seasonal, to perform the necessary maintenance services on the parkway.

At areas of heavy public use, such as Look Rock, Wear Cove, and Webb Mountain, some additional caretakers will be required. Other additional positions will become necessary and will be programmed as additional sections of the parkway and related facilities are completed.

The overall supervision of the parkway maintenance will be from the Chief of Maintenance office at Park Headquarters.

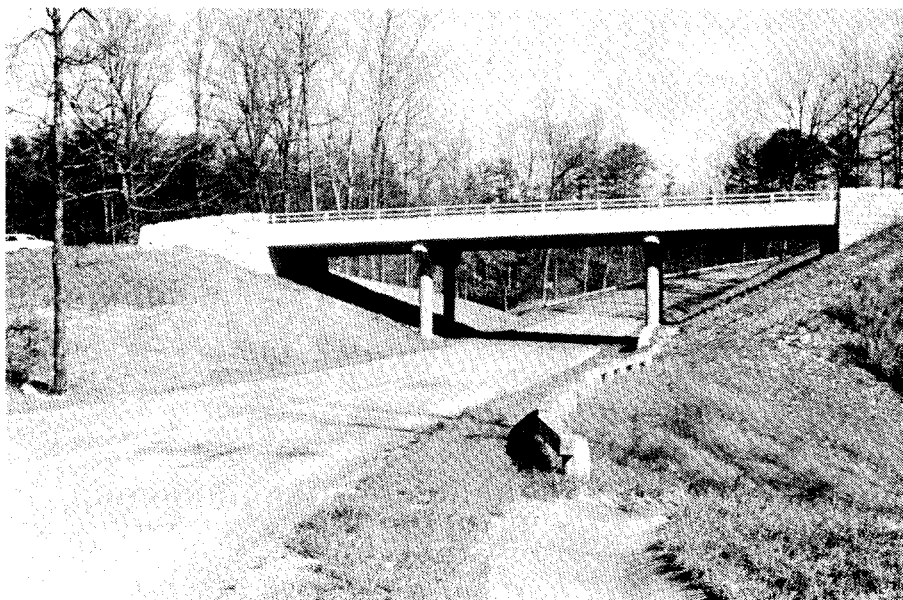
The following personnel will be needed to increase the park staff for parkway activities and maintenance in the divisions indicated:

	<u>Existing</u>	<u>Needed</u>
Division of Visitor Services		
Permanent	0	0
Seasonal	0	7
Division of Resource Management and Visitor Protection		
Permanent	1	6
Seasonal	3	16
Division of Maintenance		
Permanent	0	15
Seasonal	3	45



**Proposed Green Mountain  
Picnic Area Site.**

**Wear Cove, the area to be  
the most extensively  
developed; with Headrick  
Gap in the background  
through which the  
parkway crosses.**



**Look Rock Developed Area  
road overpass.**

## PARKWAY DEVELOPMENT PLAN

### Development Design Theme

The Foothills Parkway traverses a scenic corridor of relatively high aesthetic and cultural value, a reality confirmed by those sightseers now enjoying the existing 23 miles of parkway. No matter how well the roadway is engineered or how fine the complementary facilities are along the way, a distinguishing characteristic of natural beauty or other quality that causes the location to stand out among other recreational driving opportunities must be present.

Certain general standards---width, length, maximum grades, alignment, surfacing material, design speed, traffic volume, complementary facilities or similar items--are needed as guides to indicate the ideal type of road, but to require rigid compliance in all these is neither useful nor desirable. On the contrary, to build the parkway to rigid standards may destroy the very things which make it attractive.

The Foothills Parkway should have these significant features:

Quality - The scenic, historic, and cultural character of the parkway should merit national recognition and it should be of sufficient interest to be a destination, in and of itself, for recreation purposes.

Variety - The parkway, by traversing a varied terrain, should direct the visitor's attention to the richness of the landscape and the many activities present. It should provide a balance to the type of motoring experience offered elsewhere in the region by exhibiting a type of natural or cultural landscape unique to that area of the State.

Accessibility - The parkway should provide reasonable access to or links between existing or proposed developed resources, other public recreation areas, and points of scenic, cultural, historic and scientific interest. There should be no private access, and grade-separation structures should be provided where necessary to facilitate local traffic.

Location and Geographic Distribution - The parkway, accessible from several major trans-State or interregional routes, should offer to motorists using these through routes periodic opportunities to leave them in order to enjoy a particularly scenic area in a leisurely manner. Such opportunities would be welcomed by those needing to relax from the tensions of a long trip.

Design and Safety - The geometric design of the parkway should produce a graceful and ground-fitting alignment, both horizontally and vertically, with appropriate curves and striking vistas. It should accommodate the anticipated volume of traffic without undue hazard to motorists.

Adaptability to Development - Development not in harmony with the desired character of the parkway should be eliminated, bypassed, or screened from view. Further developments of an undesirable nature should be prevented.

Compatibility - The location of the parkway should be coordinated with other outdoor recreation, aesthetic, and conservation objectives. Its location should not impair the maintenance or enjoyment of features of scenic, geologic, cultural, or historic interest.

Competing Uses - The requirements of other highway users should not interfere with the use of the parkway for recreational purposes.

#### Architectural Theme

The architectural theme for the Foothills Parkway logically can be an extension of the theme established by structures in Great Smoky Mountains National Park. Many of the new structures in the Smokies follow a contemporary architectural style which reflects the pioneers' use of native materials--wood and stone. A similar style, highlighted with bright accents of color of a contemporary character, would be appropriate for the design of future parkway structures.

Styling Characteristics: A typical pioneer building is supported on stone foundations with supports and beams of roughhewn logs. The gable roofs are steeply pitched to shed rain water and snow; windows offer spectacular views; weathered hand-split shingles cover the roof; roughhewn boards or logs cover exterior walls punctuated by stone chimneys.



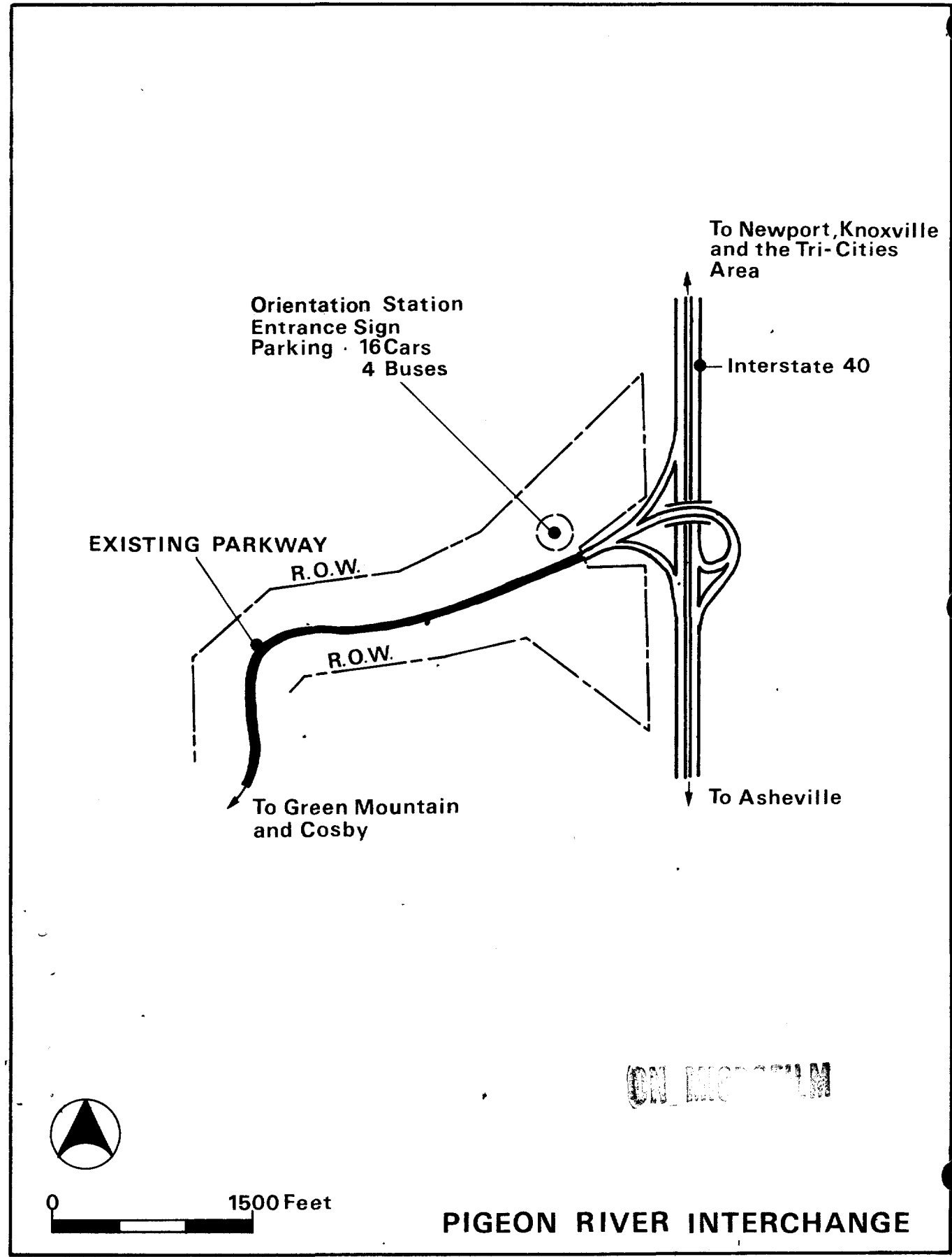
Maintenance Standards: Modern materials can be selected which will provide the same durable qualities found in traditional architecture. Stained board and batten, some painted for accent, can replace rough-hewn boards. Exposed aggregate concrete can replace stone masonry, although stone masonry is preferable. Shingled roofs can be of native shakes, or of asbestos "shake" shingles to reduce fire hazard. Laminated wood beams can replace roughhewn logs.

#### Right-of-Way

The authorizing act states that the right-of-way to be acquired for the parkway shall be of such width as to comprise an average of 125 acres per mile for its entire length. It is possible within this limitation to provide all the lands necessary for the roadway, including connections with highways, parallel service roads, and roadway protective strips. In addition, adjoining enlarged areas for recreational developments such as campgrounds, picnic areas, scenic overlooks, historic or archeological sites, and nature trails, as well as necessary public service and maintenance facilities, can be provided.

One hundred and twenty-five acres per mile is the equivalent of about 1,000 feet in average width. However, designers must conserve sufficient acreage throughout the parkway's length to provide for widenings necessary for recreational and other services at proper intervals and locations. In general, this is accomplished by providing a normal right-of-way width sufficient only to accommodate cuts and fills and a suitable protective strip, then widening at strategic

points to take in an entire mountaintop. At Green Mountain near I-40, lands will be available to accommodate picnic and parking areas, and overlooks. Overlooks are usually planned at 1 1/2 mile intervals without additional widening.



0 1500 Feet

ON MICROFILM

# PIGEON RIVER INTERCHANGE

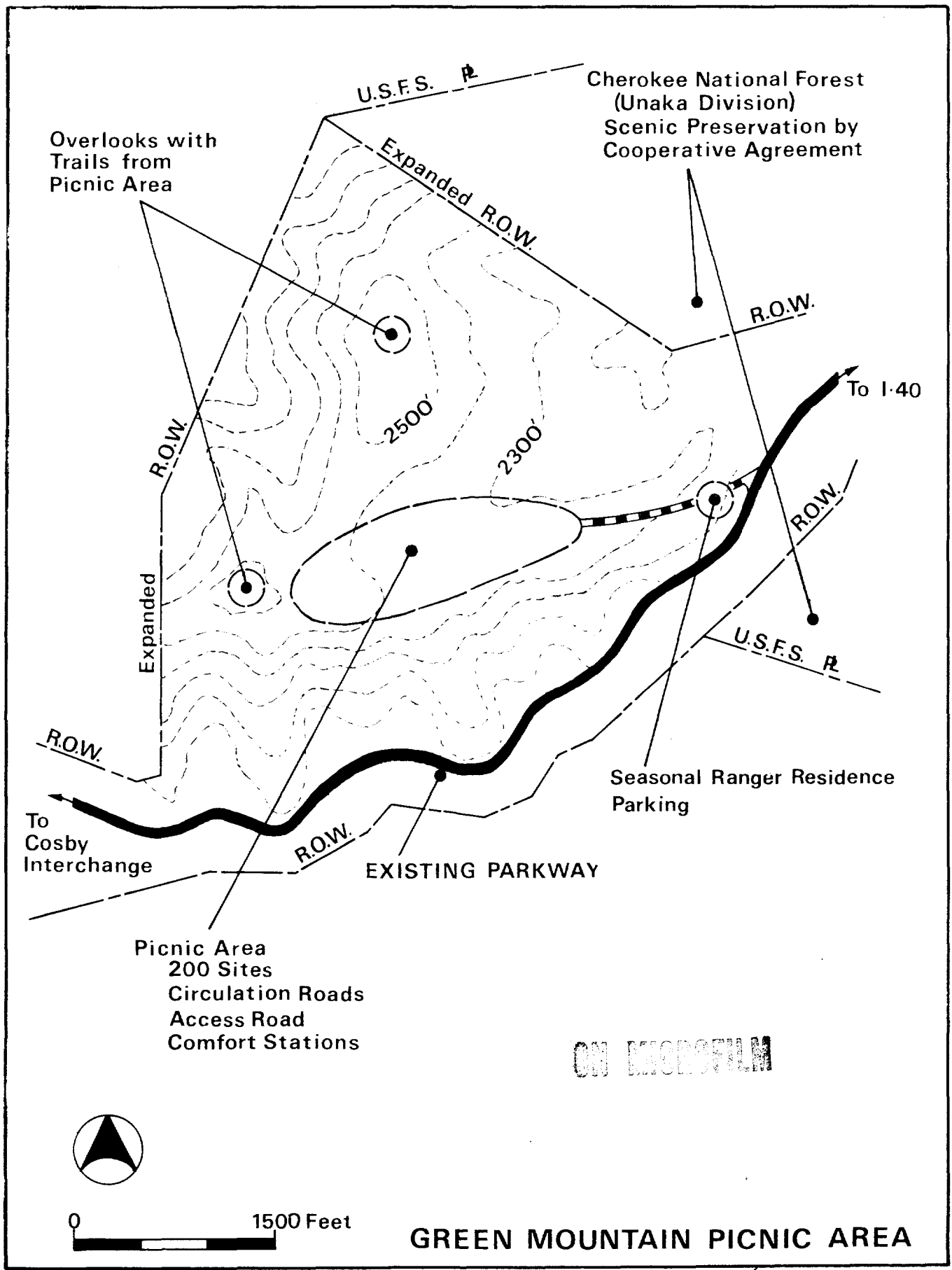
605/20,007

### Pigeon River Terminus

At the junction of the parkway and I-40, traffic is effectively freed from conflict and hazard by a structure that separates traffic movements. This grade separation design is a T-type (trumpet) intersection. The interchange movements between the through interstate road and parkway, consisting of two right-turning and two left-turning movements, to and from the parkway, are carried over the structure. Because the interstate traffic exceeds the parkway traffic and is of higher speed, the inner loop lies to the right of the structure, permitting a higher-speed exit curve from the through road.

Located on a specially constructed fill just inside the parkway boundary from the interchange will be a parkway orientation station and a 20-car parking area. The orientation station will be self-serving and designed similar to the orientation station at Cades Cove.

The views from this point are not dramatic but do provide a low-level perspective of the Pigeon River Valley towards Newport as well as English Mountain in the distance.



0 1500 Feet

ON MICROFILM

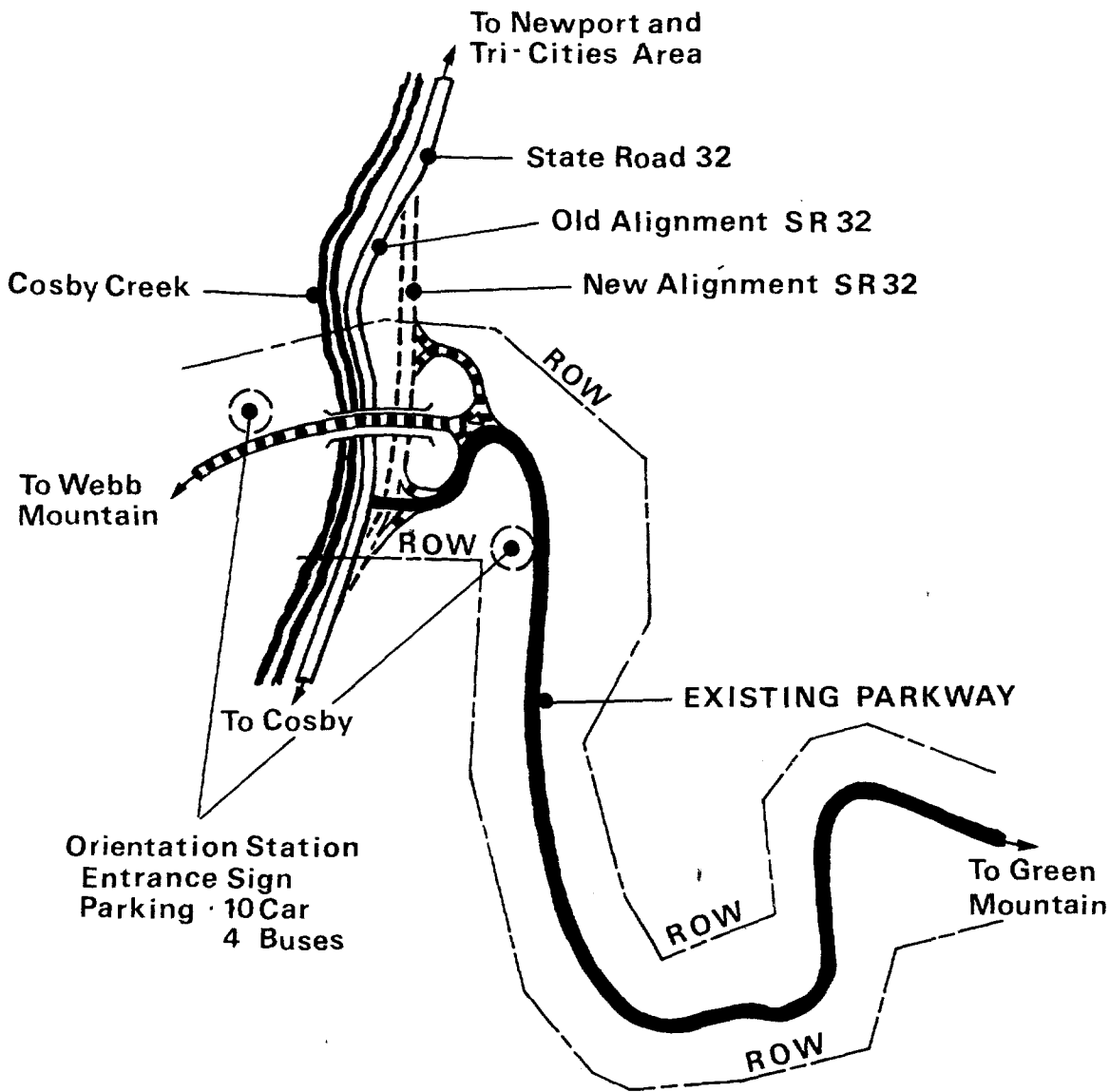
**GREEN MOUNTAIN PICNIC AREA**

605/20,008

### Green Mountain Picnic Area

Located along one of Green Mountain's ridges, this site provides space for picnicking facilities at a cool elevation of about 2,500 feet. It might be possible to fit up to 200 picnic sites on the ridge. The remaining land within the right-of-way is too steep for picnic development but is well suited for development of scenic trails. As shown on the sketch, easy trails from the picnic area to promontory knobs would give visitors a walkway to fine overlook points.

The single access road into the developed area provides a means of management control for the seasonal Ranger in residence. Green Mountain picnic area will provide an opportunity for I-40 visitors to receive personal contact with rangers only a short distance from a major interchange.



ON 11/6 1994

**COSBY INTERCHANGE**

605/20,009

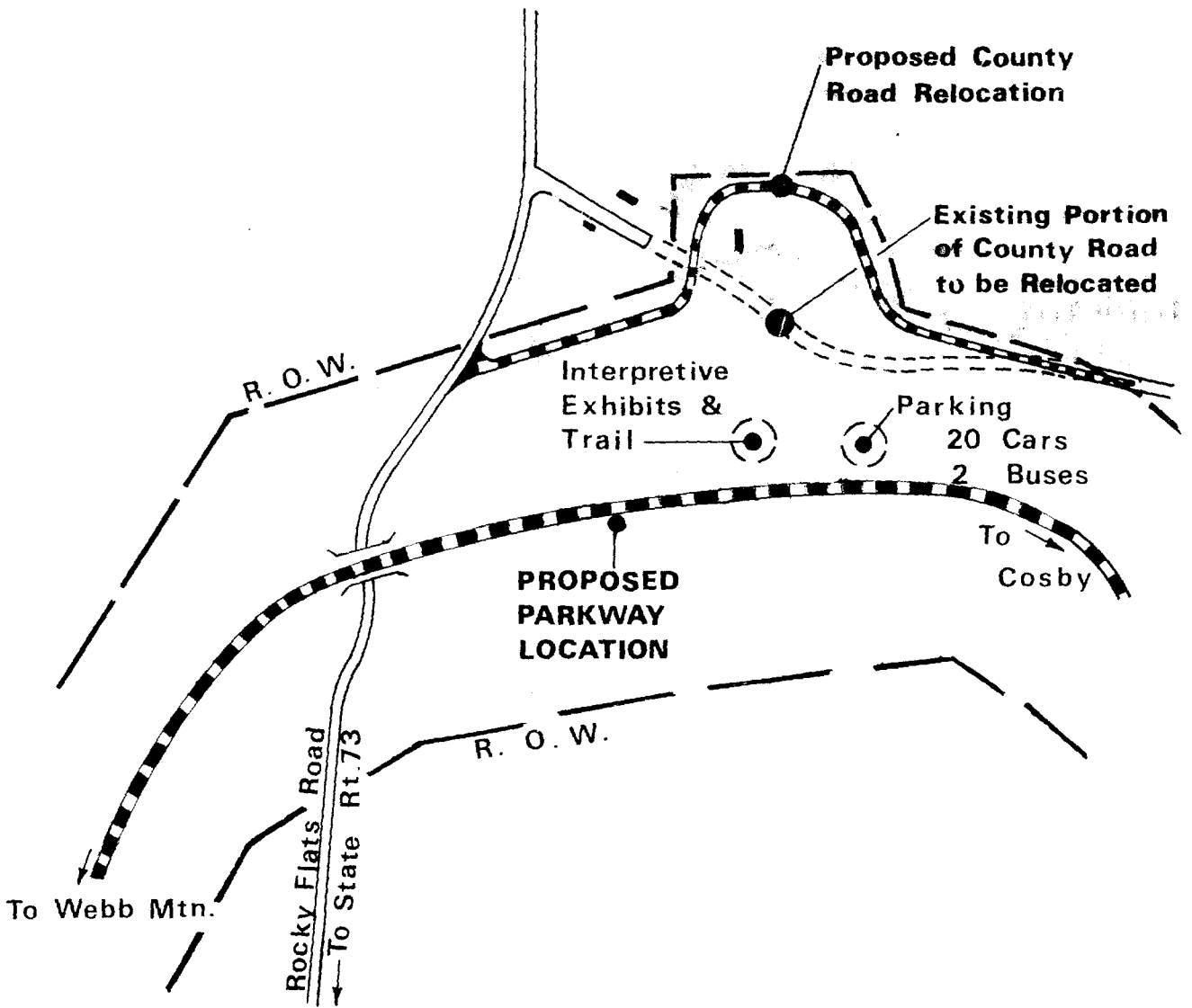
### Cosby Interchange

The Cosby Interchange is a standard two-ramp design. The ramps are on the same side of relocated Tennessee 32 but on opposite sides of the parkway. All direct left turns are restricted to the State road.

There will be two small parkway orientation stations with about 14 car-parking spaces. The stations will be at favorable locations to serve visitors in either direction without the need of making left turns.

The slide condition just east of the interchange has encroached into private lands. Additional right-of-way has been acquired so that corrective work can be accomplished.





ON RECORD



0 1500 Feet

**ROCKY FLATS**

605/20,010

ROCKY FLATS  
(Mountain Farm Trail)

At Rocky Flats the parkway will preserve the ruins of a typical mountain farm. The additional land needed to properly exhibit this old farmstead site was donated by Mr. W. R. Leland. The original buildings have long since disappeared, but the stone foundation and rock walls remain.

These ruins represent the only example of its type adjacent to the parkway. In order that they can be preserved and interpreted, the National Park Service proposes to relocate about 1/4 mile of a county road. The resultant site will then comprise the ruins of buildings grouped in relation to the old rock walled county road.

A mountain farm trail will originate at the 20-car parking area. The features of interest along the trail will be interpreted and described with suitable devices.

70

Observation Point

30 Car Parking  
Overlook  
Comfort Station

Access Road

Trail - .5 Mile

Expanded R.O.W.

3000'

2800'

2800'

2600'

Expanded R.O.W.

PROPOSED PARKWAY

Expanded R.O.W.

R.O.W.

To  
Pittman Center

R.O.W.

R.O.W.

To Cosby



ON MICROFILM

0 1500 Feet

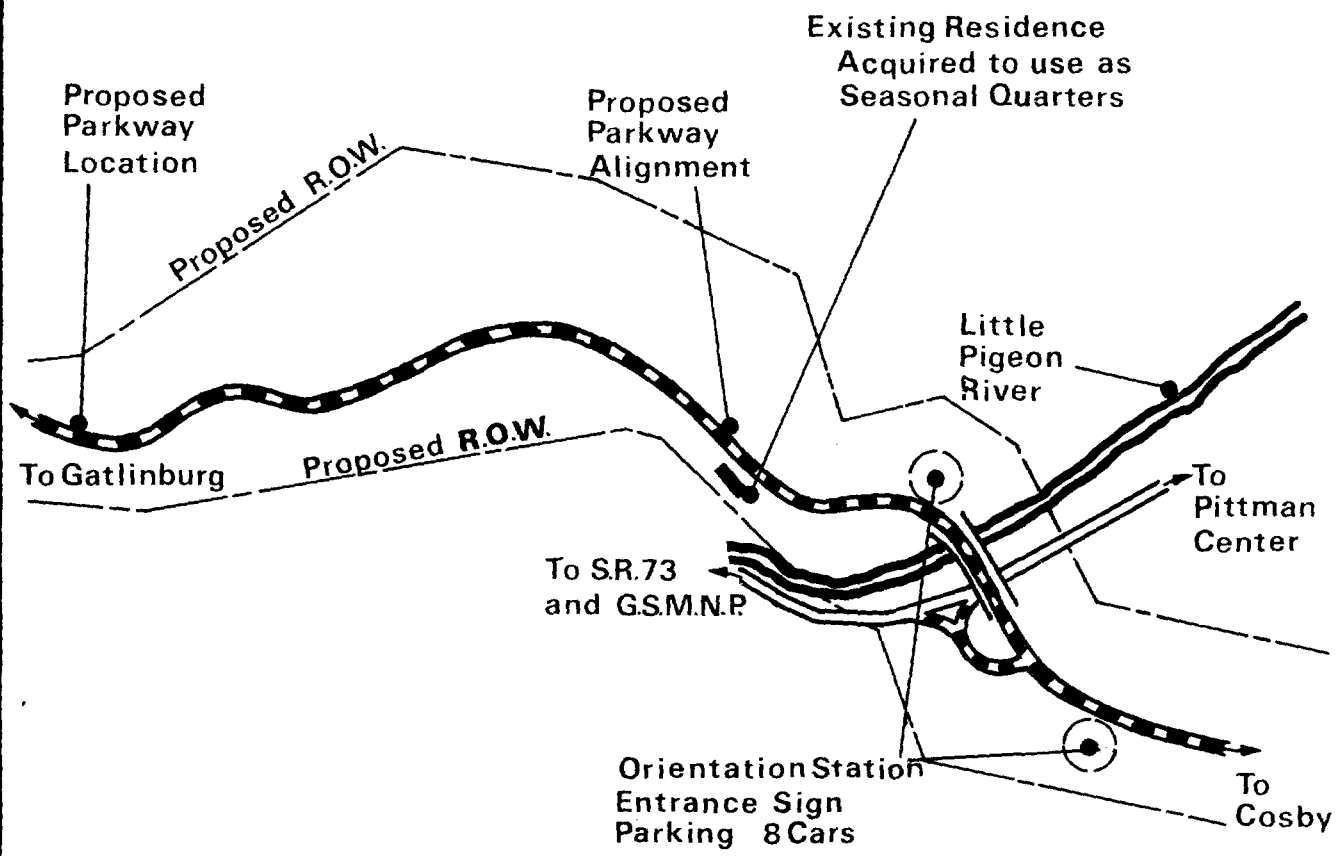
605/20,011  
WEBB MOUNTAIN



## Webb Mountain

The parkway right-of-way has been expanded to include the ridge of Webb Mountain where the main line alignment comes closest to the top of the mountain. Because the parkway has to cross low-lying valleys at Pittman Center and Dunn Creek near the Sevier County and Cocke County boundary, it cannot gain enough elevation in the few miles between to gain the top of Webb Mountain. Although the views of the Smokies are beautiful from the side hill roadway location, a spectacular 360-degree panorama is possible from the summit, including views far into the Tennessee Valley across the lesser foothills to Douglas Lake and beyond.

Hiking to the summit from parking areas along the main line parkway would be very difficult because of either a short steep climb or because of a long trail with many switchbacks carved into the side of the steep mountain. Therefore, the construction of an access road is recommended as shown on the sketch. This would provide parking at a ridge location where relatively level trails could meander to various observation points and all visitors could have an opportunity to enjoy the views at leisure without having exhausted themselves on a long hillside climb.



**PITTMAN CENTER INTERCHANGE**

605/20,012

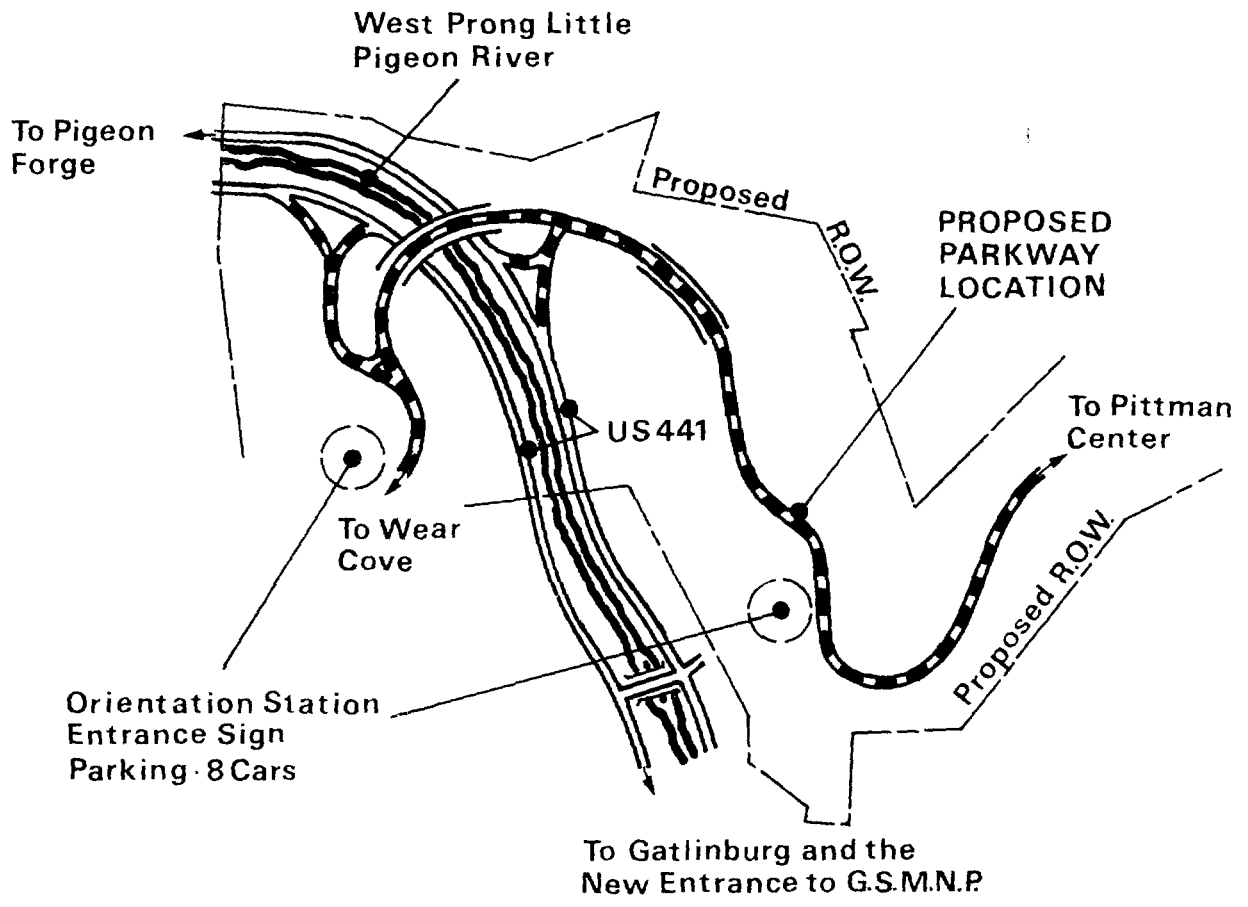
### Pittman Center Interchange

The Pittman Center Interchange is a standard one-ramp design. The terminals of the ramp will be designed for left turns on both the parkway and the county road.

The ramp will serve Pittman Center directly, but is more important because it gives access to Greenbrier in Great Smoky Mountains National Park as well as to the Tennessee 73, which has many outdoor-oriented facilities along it.

The house shown on the sketch has been acquired and will be used for housing personnel engaged in parkway protection.

There will be two small parkway orientation stations, each with parking for eight cars.



0 1500 Feet

**GATLINBURG INTERCHANGE**

ON MICROFILM

605/20,013

## Gatlinburg Interchange

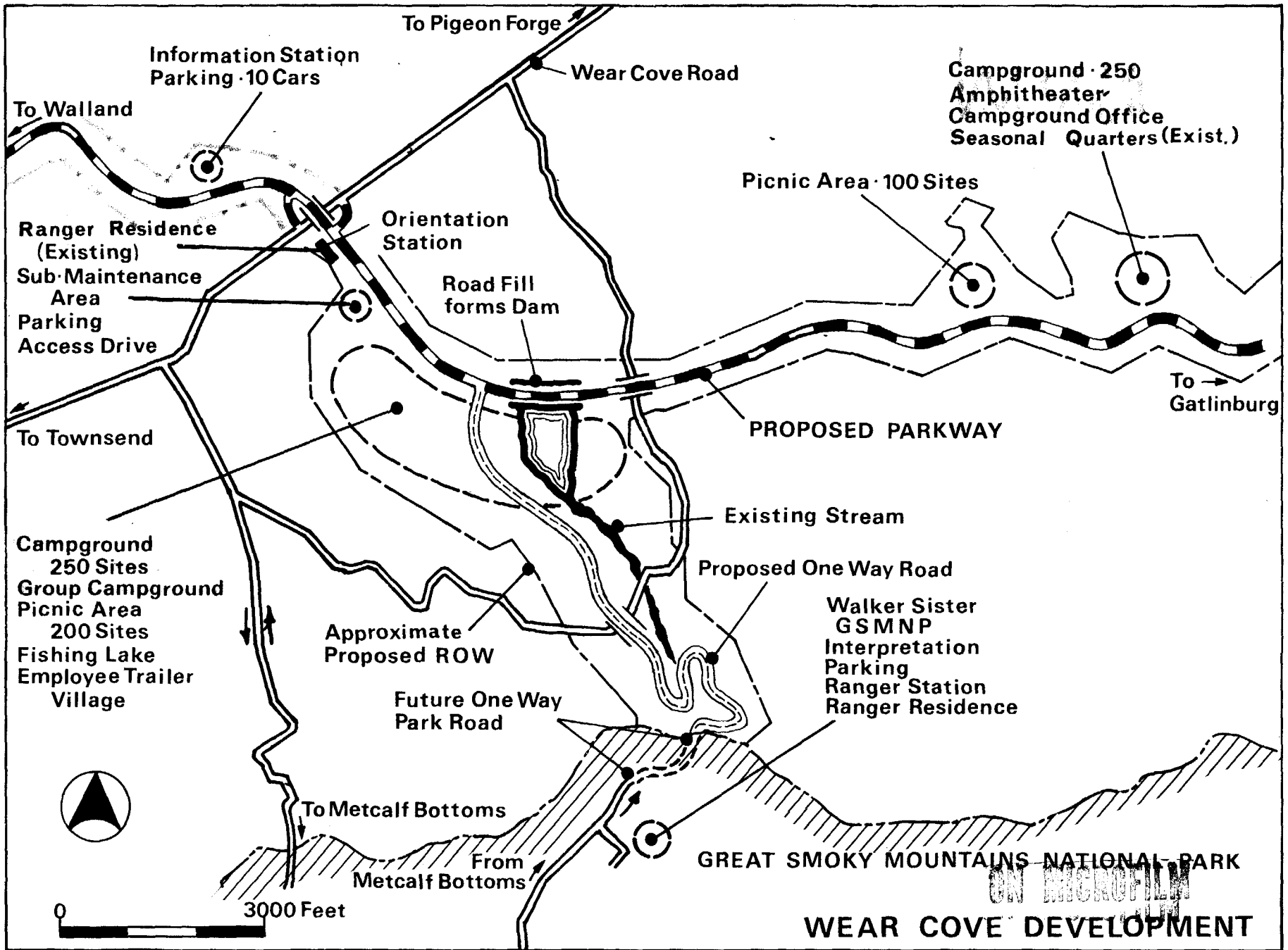
This is the parkway connection to the four-lane divided Gatlinburg Spur approach road (U.S. 441). The interchange is a two-ramp design made necessary by the restrictive topography of the river gorge through which U.S. 441 is constructed. This is one of the major interchanges and it would usually be advisable not to require direct left-turn movements, but because of the restrictive topography, two direct left-turn movements are necessary from the parkway.

There will be two small parkway orientation stations each with parking for eight cars. The stations will be slightly removed from the ramps and located where room for construction is adequate.

This interchange provides access to the city of Gatlinburg, which offers by far the largest single grouping of complementary activities in the region. U.S. 441 is also one of the main access roads from the north and west into Great Smoky Mountains National Park.

The facilities offered by Pigeon Forge and Sevierville are also accessible from this interchange. The Gatlinburg Interchange will be the principal parkway access point for visitors from the Knoxville area.





76



GREAT SMOKY MOUNTAINS NATIONAL PARK

WEAR COVE DEVELOPMENT

ON MICROFILM

605/20,014

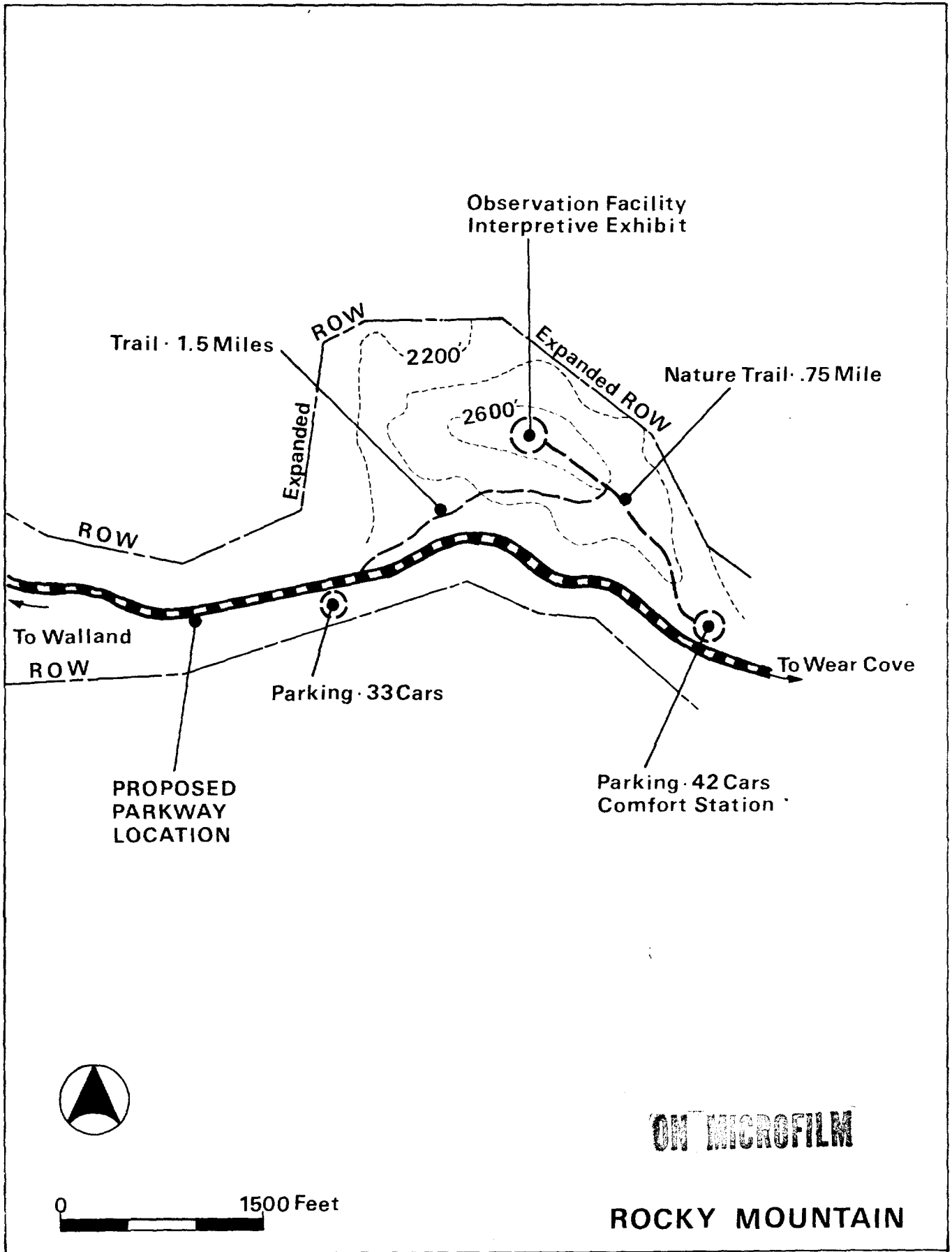
## Wear Cove

Wear Cove will become the most extensively developed area on the parkway. Complementary facilities will include a manned visitor/orientation station, campgrounds, picnic areas, an amphitheater, seasonal and permanent residences, an employee trailer court, and a submaintenance area. A small fishing lake can be developed through the use of the road fill across the existing stream as a dam.

Right-of-way boundaries have been established for this area. Wear Cove served as the balancing point for the 120-acre/mile limitation for the parkway. The boundary was expanded enough to make a connection with the park boundary and thus provide the one-way loop-road opportunity from Metcalf Bottoms in Great Smoky Mountains National Park. Additionally, the expanded boundaries in this area are sufficient to accommodate the developments shown on the accompanying development sketch.

The proposed interchange with the Wear Cove Road is a two-ramp design. The ramp arrangement requires two direct left-turn movements confined to the Wear Cove Road.

The Ranger in residence proposed for protection of the Walker Sisters Historic Site can help in the protection and management activities in the Wear Cove parkway developments.



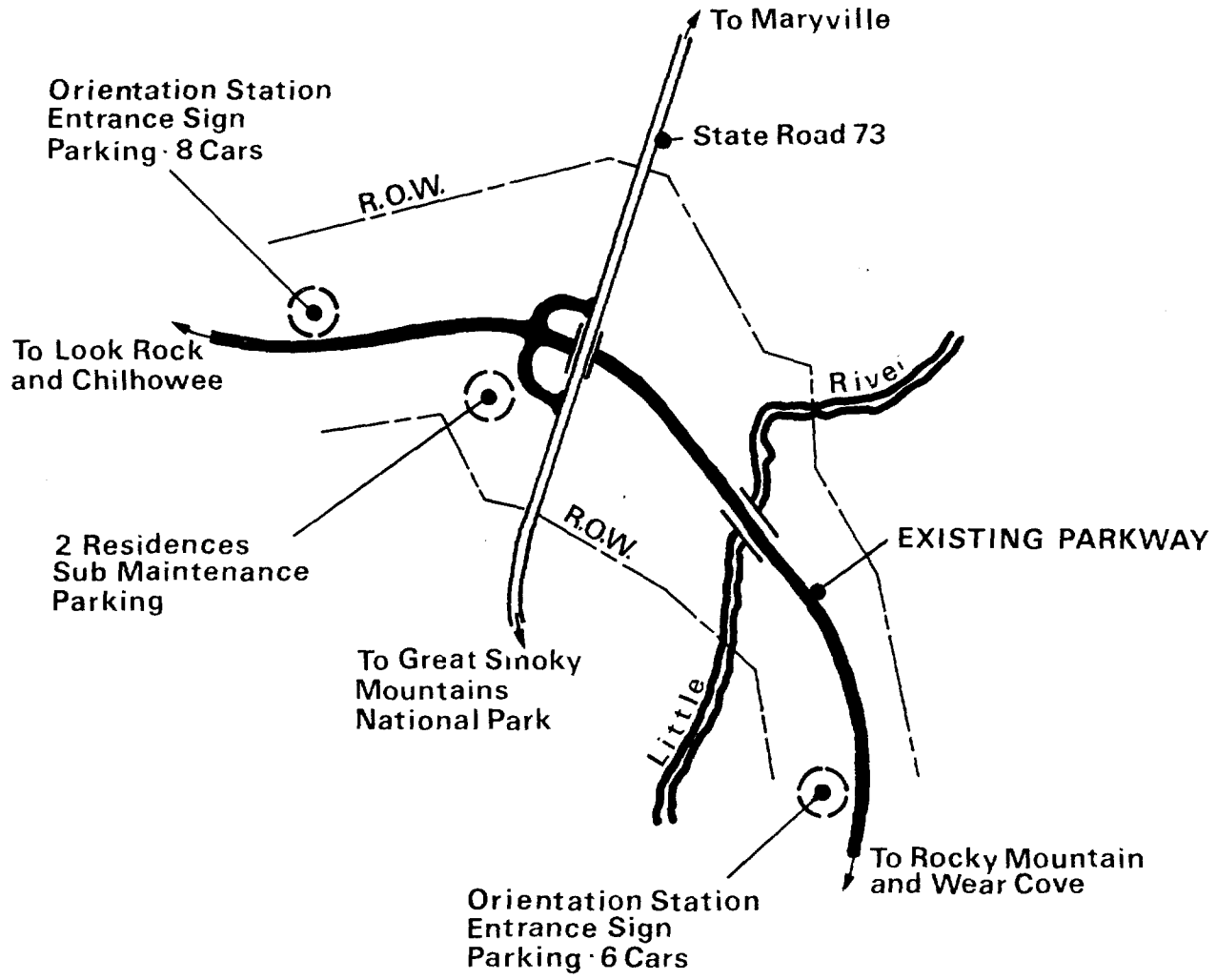
ROCKY MOUNTAIN

605/20,015

## Rocky Mountain

An observation facility similar to the one at Look Rock, minus the fire-control facility, is proposed for Rocky Mountain summit. Another impressive 360-degree view is possible here. Again, the roadway cannot provide access to the top and visitors will have to climb a long, relatively mild grade or a shorter, but steep trail. The view will be worth the climb.

Parking and comfort stations will be along the main parkway. Parking for 75 cars will be provided by two lots because of the tight topography.



**WALLAND INTERCHANGE**

605/20,016

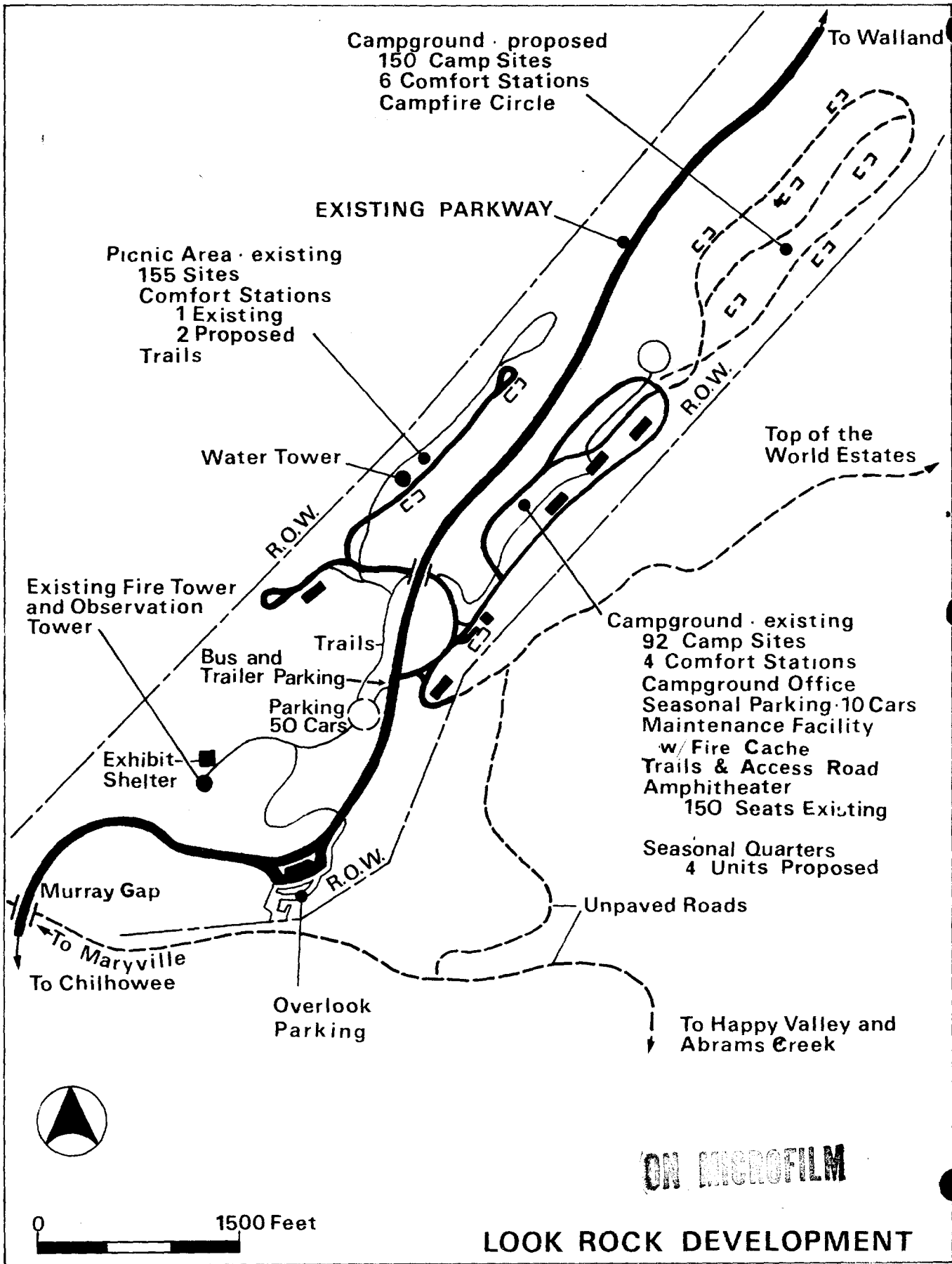
ON MICROFILM

### Walland Interchange

This two-ramp design interchange will require two direct left turn movements on Tennessee 73. Via Tennessee 73, the interchange provides connection to Maryville and Tuckaleechee Caverns as well as the Townsend entrance to Great Smoky Mountains National Park.

There are many complementary facilities in the area including the private Tuckaleechee Caverns. The Walland Interchange provides important access to Chilhowee Lake and Abrams Creek area via the Chilhowee section of the parkway.

A small administration area is planned adjacent to the interchange with housing for two rangers and maintenance sheds for salt and sand storage.



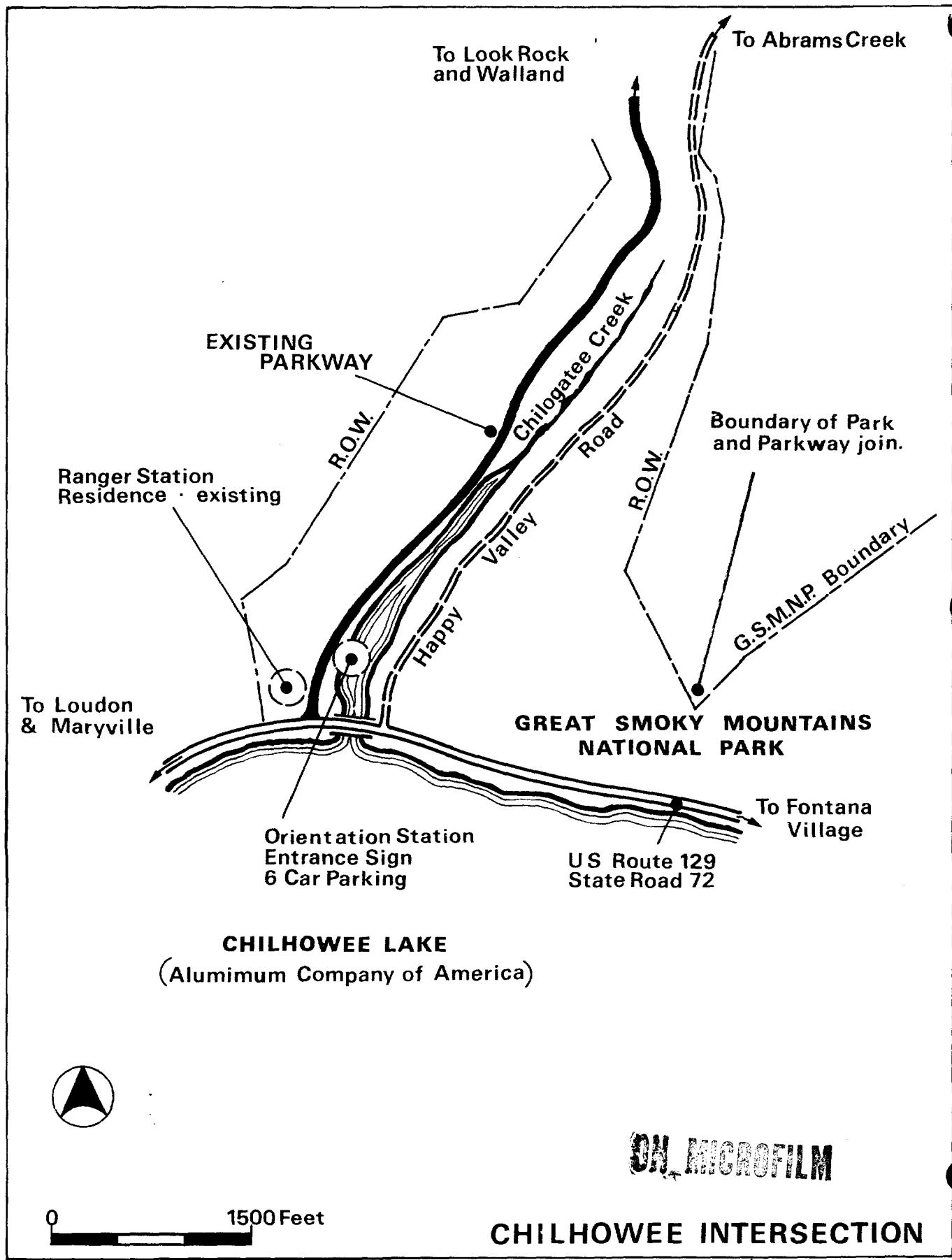
## Look Rock

Here is a high-country campground and picnic development which has room for expansion. There are two developed overlooks, one built on the cliffs overlooking Happy Valley and the other a sculptured fire-lookout tower which provides a public viewing platform at treetop height. From the tower, visitors can see the Smokies, the Tennessee Valley, the Cumberland Plateau escarpment, and Chilhowee Lake.

The existing submaintenance area serves Look Rock development as well as parkway maintenance.

The spur road serving the maintenance garage crosses the parkway right-of-way to connect with (1) the roadway serving Top-of-World Estates, (2) the Happy Valley Road, and (3) the mountain road through Murray Gap. Thus, the spur road allows public access to the parkway from these three roadways without benefit of an interchange. This access from Top-of-World Estates and Happy Valley should eventually be eliminated.





ON MICROFILM

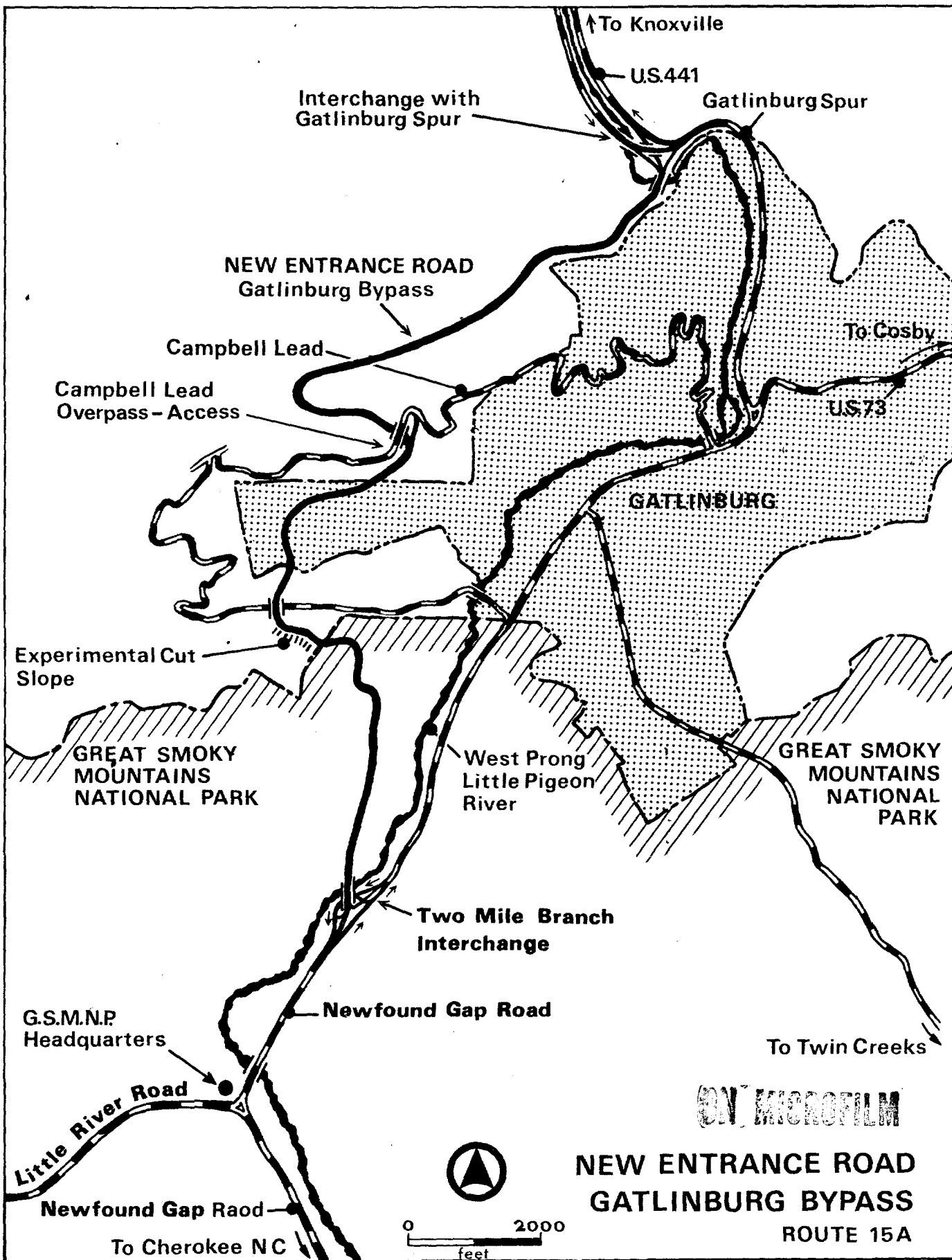
CHILHOWEE INTERSECTION

605/20,018

### Chilhowee Terminus

As shown in the sketch, the boundary of the parkway is extended to meet the Great Smoky Mountains National Park boundary. The parkway intersection with U.S. Route 129 and S.R. 72 is a simple junction at grade. An existing house was acquired for a Ranger residence, and is now serving this use.

An orientation station with parking for six cars will serve to orient visitors entering the parkway here.



605/20,019

ON MICROFILM

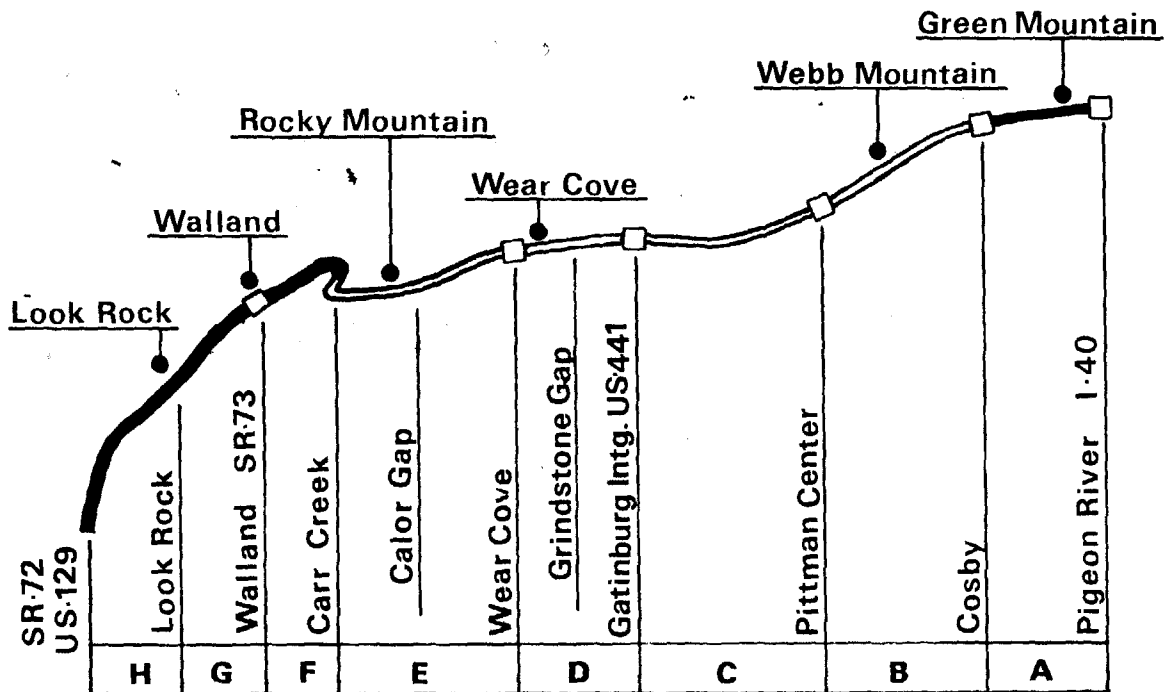
### New Entrance Road (Gatlinburg Bypass)

The Gatlinburg Bypass, Route 18A, is a limited access scenic roadway designed to provide a pleasant bypass around busy Gatlinburg while offering splendid views of both the Great Smoky Mountains and the picturesque mountain town.

Beginning at the interchange with the four-lane divided Gatlinburg spur, the roadway climbs over Campbell Lead to overlook Gatlinburg. A one-ramp interchange atop Campbell Lead provides access to a network of local mountain roads. The road then works down the rugged hillside to intersect the Newfound Gap Road inside Great Smoky Mountains National Park. The Newfound Gap Road Interchange offers a combination of ramps, split roadway and channelization to effectively separate all turning movements.

An experimental cut slope (see map for location) on the bypass utilizes a method which may solve the parkway slope stabilization problem. Briefly, the slope incorporates a stair-step arrangement of small horizontal shelves cut into the slope during construction. The theory is that material eroded by heat, cold, rain, etc., is caught by the shelf and a smooth slope face eventually is formed. The loose material residing on each shelf forms a natural insulation, protecting material underneath from forces of erosion until vegetative cover takes hold.

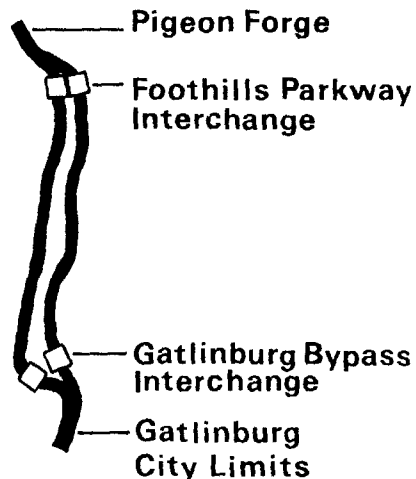
**FOOTHILLS PARKWAY  
ROUTE 8 G.S.M.N.P.**



DESIGNATED SECTIONS

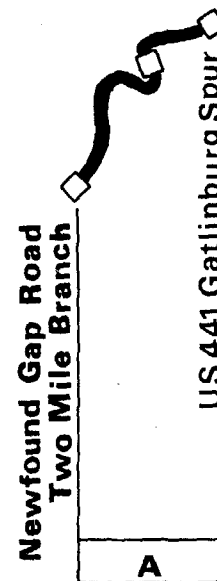
**GATLINBURG SPUR / US 441  
ROUTE 15 G.S.M.N.P.**

Ownership of this section of G.S.M.N.P. Route 15 will revert to the State of Tennessee in early 1970.



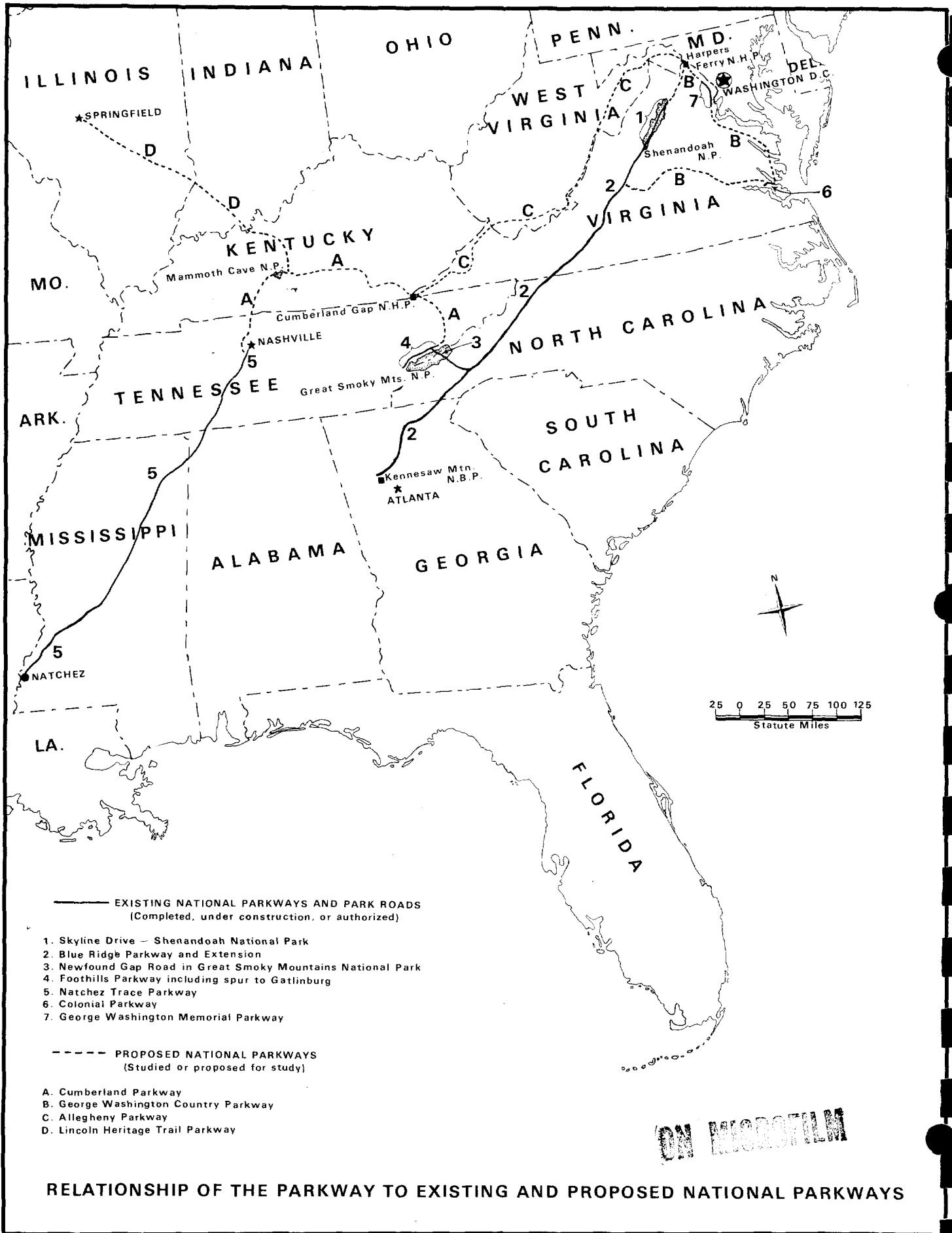
DESIGNATED SECTION

**GATLINBURG BYPASS  
ROUTE 15 G.S.M.N.P.**



605/20,020





————— EXISTING NATIONAL PARKWAYS AND PARK ROADS  
(Completed, under construction, or authorized)

- 1. Skyline Drive — Shenandoah National Park
- 2. Blue Ridge Parkway and Extension
- 3. Newfound Gap Road in Great Smoky Mountains National Park
- 4. Foothills Parkway including spur to Gatlinburg
- 5. Natchez Trace Parkway
- 6. Colonial Parkway
- 7. George Washington Memorial Parkway

----- PROPOSED NATIONAL PARKWAYS  
(Studied or proposed for study)

- A. Cumberland Parkway
- B. George Washington Country Parkway
- C. Allegheny Parkway
- D. Lincoln Heritage Trail Parkway

**ON MICROFILM**

**RELATIONSHIP OF THE PARKWAY TO EXISTING AND PROPOSED NATIONAL PARKWAYS**

### Future Considerations

It is anticipated that sometime in the future the Foothills Parkway will be tied to Cumberland Gap by a scenic parkway. The I-40 Interchange would be modified so that the Foothills Parkway traffic could continue north on a parkway-type road, the continuation to be designated the Cumberland Parkway.

Based on present travel trends, such a route would bring new visitors and increase present traffic to the Foothills region.

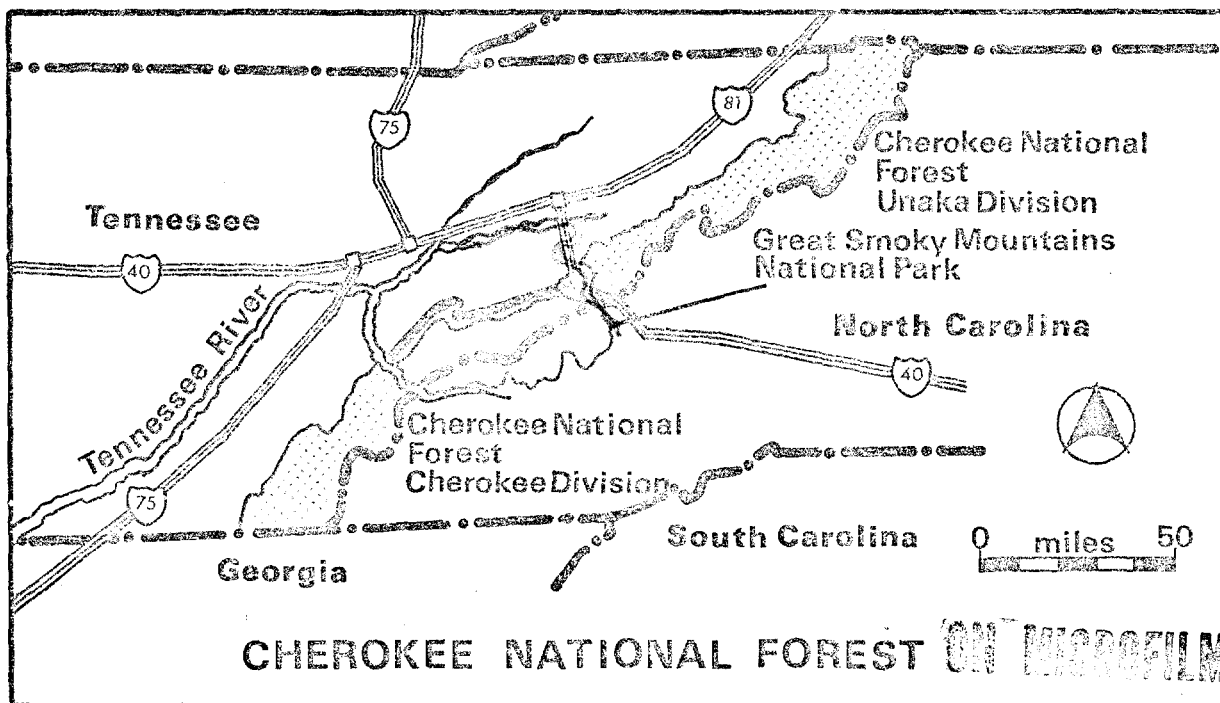
Unless picnic areas are built on the Cumberland Parkway, Green Mountain can expect a heavy demand from automobile sightseers. Private enterprise has contributed many critically needed complementary facilities already in the Cosby area, and perhaps completion of this part of the National Parkway will afford even greater opportunity to the businessman.

The Cumberland Parkway would provide direct parkway access from the Foothills region to TVA lakes and to the Cherokee National Forest, Unaka Division. This convenience may tend to lessen demand for facilities in the Foothills region if these other areas can provide more readily accessible facilities.



## Cherokee National Forest

The Cherokee National Forest in the Appalachian Mountains of East Tennessee is arranged in two main divisions which are separated by the Great Smoky Mountains National Park.



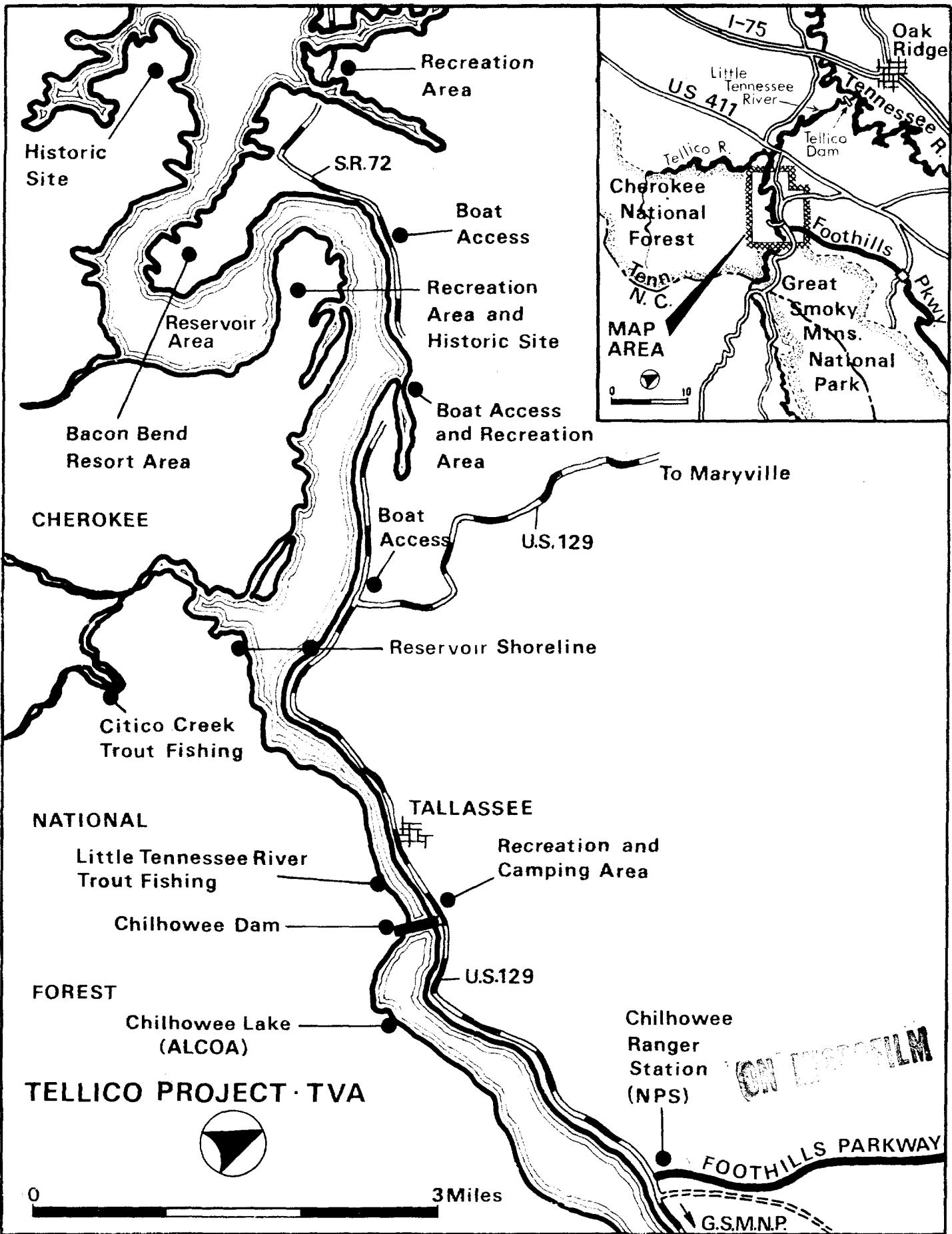
605/20,023

As seen on the map, the Foothills Parkway appears to tie the two divisions together. But the parkway is very effectively prevented from doing this by Interstate 40 and the Pigeon River Valley to the north and the Little Tennessee River to the south.

The Unaka division north of the park offers scenic points of interest, scenic roads and trails, and public recreation areas including almost 300 campsites. Present plans do not attempt to connect the parkway directly to the forest lands across the Interstate highway and the Pigeon River Valley. The proposed Cumberland Parkway, extending north from the I-40 Interchange, will provide connections with access roads leading to the Unaka division.

The Cherokee division south of the park offers scenic points of interest, scenic roads and trails, and public recreation areas, including almost 300 campsites. The Cherokee division is planning a network of scenic roads directly across the Little Tennessee River from the Foothills Parkway. Also, the TVA Tellico project will provide suitable recreation lakes for the development of water-oriented recreation activities.

Regional planners now propose a better roadway connection between the Chilhowee terminus of the parkway and the Cherokee division's scenic road system and future water-oriented recreation facilities. Thus, a structure across the Little Tennessee in the vicinity of the Chilhowee Dam is a desirable goal in recreational planning for the region. The parkway would then become a direct link in the regional scenic roadway system.



TELICO PROJECT · TVA

ON FILM

605/20,024

## Tellico Project

The Tellico Project involves construction of a dam on the Little Tennessee River near its mouth. Tellico Reservoir will be joined to Fort Loudoun Reservoir by a canal linking the Tellico Project with the navigable part of TVA's concept for development of the Tennessee River system.

The area drained by the Little Tennessee and its principal tributary, the Tellico, is the scenic Foothills region ranging along the base of the Great Smoky Mountains.

The three-county area affected by the project--Blount, Loudon, and Monroe--has been an area of declining agricultural employment with modest industrial growth in recent years. The Aluminum Company of America, with two large plants in Blount County, is the only large employer in the three-county area.

The Tellico Project will create new resource assets of a major character to help the area overcome its economic handicaps and speed its economic growth. The principal factor will be the creation of a navigable waterway to and beyond the point on the Little Tennessee where U.S. 411 crosses the river. In addition, the reservoir would provide assured water levels and supplies, thereby making lands along its shoreline ideal sites for industrial development on a major scale. With the advent of lakeshore industry, the Knoxville-Maryville metropolitan area will probably spread all the way to the Little Tennessee. This will create an even greater demand for automobile sightseeing

by visitors of local origin. It is estimated that visitors of local origin presently account for at least 20 percent of parkway use.

Tellico Lake, in size and surrounding environs, will present an extremely attractive body of water to recreationists. It will undoubtedly be one of the most beautiful of the valley lakes. The headwaters of the lake will be immediately adjacent to the Foothills Parkway and Great Smoky Mountains National Park. TVA estimates that the catch in the impoundment (largely Sauger, bass, and crappie) will be five times that of the present unimpounded stream.

Increased fishing and greater opportunities for hunting water fowl (chiefly ducks) along the lake, will increase the demand for camping facilities in the region and lead to still greater parkway use. Parkway plans have recognized that some of this demand will be for facilities complementing the parkway. Fortunately, access is very good into the Tellico Project area, both from the region and from the parkway. It is hoped that enough campsites can be provided on the more favorable terrain adjacent to the lake so that it will not be necessary to locate additional recreational facilities and services in the difficult terrain adjacent to the Foothills Parkway section. Both TVA and the U.S. Forest Service expect to supply facilities to help meet the anticipated demand, but the role of private enterprise in providing commercial facilities and activities is expected to be the major one. Parkway use would then become even

more oriented to automobile sightseeing and less a destination for overnight visitors.

In connection with the Tellico Project planning activity, the possibility of a bridge crossing the extreme upper end of the reservoir near Chilhowee Dam is being examined. Such a bridge has been deemed necessary to achieve the optimum benefit from the recreation potential of the upper reservoir and has been strongly recommended by local leaders. If such a bridge were constructed, it could continue the circulation of recreation travel by linking the parkway with roads now serving developments on Cherokee National Forest lands lying south of the reservoir. This would further relieve pressure for providing more recreation facilities adjacent to the parkway itself.

## Chilhowee Lake

The parkway's Chilhowee terminus by Chilhowee Lake is a few miles east of the Alcoa Chilhowee Dam in the Little Tennessee River. Boating on the impoundment is limited by a scarcity of access ramps and parking. Alcoa plans to construct facilities across the lake to support water-oriented activities. Access to these proposed facilities from the parkway terminus requires a 20-mile drive. Chilhowee Dam can be crossed by vehicles, but the crossing was designed only for administrative use by Alcoa and should not be considered a public thoroughfare. From Chilhowee, a visitor must drive to Fort Loudoun, 10 miles west, in order to cross the Little Tennessee on the U.S. 411 bridge, then backtrack on U.S. Forest Service scenic route 113. A bridge across the Little Tennessee below the Chilhowee Dam would greatly benefit parkway visitors.

VII. FACTORS AFFECTING PARKWAY USE AND MANAGEMENT

LEGAL PROVISIONS

In Chapter 118, Public Acts of 1945, the Tennessee Legislature reserved certain rights for the State when conveying rights-of-way to the Federal Government for Parkway construction, namely:

- (a) The right to levy and collect privilege taxes;
- (b) That no tolls or fees for use of the parkway were to be charged by the Federal Government.
- (c) The right to serve criminal and civil process within the area so conveyed and to punish all violations of State laws committed on the parkway. This includes traffic laws.

This act created an impasse as the Commissioner of Highways was authorized to convey titles to the Federal Government only after the Parkway had been built, while the Federal Government could not lawfully build a road upon land it did not own.

Chapter 146, Public Acts of 1947, provided that when a contract in writing had been entered into between the State Commissioner of Highways and the proper agency of the Federal Government, binding the latter to construct the parkway, the Commissioner could then convey title to the United States.



This Act also abolished the prohibition of toll charges, except that no toll or use charges could be levied upon that portion of the parkway between the towns of Pigeon Forge and Gatlinburg.

A fourth Act of the Tennessee Legislature (Chapter 163, Public Acts of 1963) affects that portion of the parkway between Pigeon Forge and Gatlinburg, known as the "Gatlinburg Spur." This Act provides, in substance, that:

- (a) The State of Tennessee will accept a reconveyance of the "Gatlinburg Spur" and
- (b) Permit the closing of Tennessee 73 and U.S. 441 within the park to commercial traffic when Interstate 40 is opened to traffic between Newport, Tennessee and its junction with U.S. 19 near Waynesville, North Carolina.

#### Jurisdiction

The Foothills Parkway, by Act of Congress, is an integral part of the Great Smoky Mountains National Park and subject to all of the rules and regulations pertaining thereto. On May 17, 1967, the State of Tennessee rendered exclusive criminal jurisdiction over the Foothills Parkway to the Federal Government.

On Green Mountain, eastern section of the parkway, the road traverses a portion of the Nolichucky District of Cherokee

National Forest. The transfer of administrative jurisdiction from the Forest Service to the National Park Service has been authorized by the Congress.

Land Acquisition

When all land acquisition for the Foothills Parkway is completed by the State, including the mileage and acreage for that portion of Section 8A which crosses Forest Service lands, the Parkway will be 71.1 miles long and have a total acreage of 8,835.39. This does not include the Spur nor access connections. (The total length and acreage of the Parkway is subject to change during construction due to adjustments that may become necessary in the sections yet to be constructed). No scenic easements are involved in any of the parkway lands.

Land Status - (January 1970)

<u>Sections</u>	<u>Mileage</u>	<u>Acres</u>
8A	3.87	663.76
8A (Forest Service Portion)	1.66	209.41
8A (Slide Correction)		2.85
8B	14.14	1,770.03
8E2	4.78	571.16
8F	5.96	567.14
8G	10.20	1,284.00
8H	6.86	959.23

<u>Sections</u>	<u>Mileage</u>	<u>Acres</u>
8C	(see below)	
8D	(see below)	
8E1	(see below)	
	47.47	6,027.58
State in possession of plans		
8C	9.58	995.59
8D	9.79	1,284.00
8E1	4.93	531.75
	24.30	2,811.34
	71.77	8,838.92
Total		

All figures are f.

The New Entrance Road (Gatlinburg Bypass) is now a part of the Great Smoky Mountains National Park road system and therefore is not included with land status for the Foothills Parkway.

Route 15A      223.44 acres

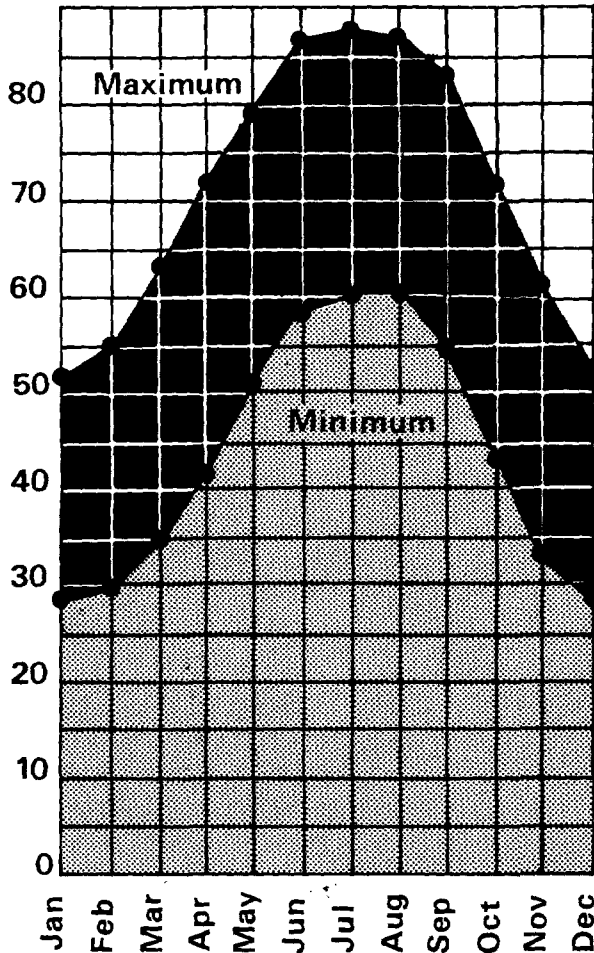
From the Official  
Weather Station in  
Gatlinburg, Tenn.

Elevation 1454 Feet  
Years 1921 - 1966

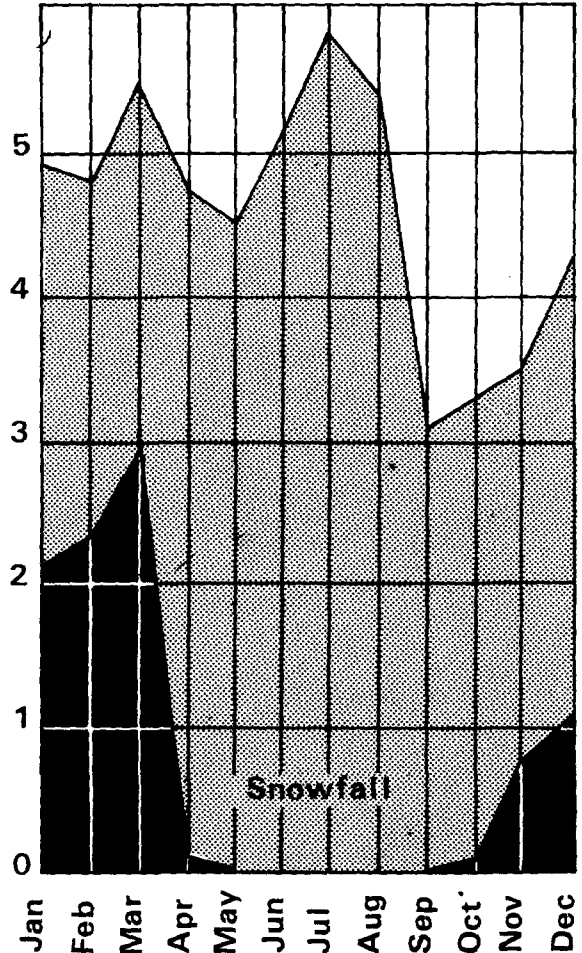
**MEAN TEMPERATURES**

Highest 106° June 1936

Lowest -13° Feb 1958



**NORMAL PRECIPITATION**



Season Normal 53.8 Inches  
Maximum 24 Hours 4.02 Inches

MICROFILM

WEATHER DATA

605/20,025

## CLIMATE

Due to variations in elevation along the parkway, weather conditions may vary significantly during late fall, winter, and early spring. Look Rock, Rocky Mountain, Webb Mountain, and Green Mountain areas can be expected to have freezing weather over a longer period of time than areas at lower elevations. Snowfall accumulation and duration can be expected to be greater at higher elevations. Although most of the parkway has a northern exposure, some short sections will have a southern exposure where temperature and snow conditions may vary significantly from the roadway exposed to the south.

Fog occasionally envelops the parkway and restricts visibility in certain sections. There are no known locations where fog conditions persist, but most fogs during summer will occur at the higher elevations.

Construction can generally be carried on from late October to late November, an interval of about 250 days. Temperature decreases about 3 degrees Fahrenheit for each 1,000-foot rise in elevation.

### Precipitation

The relatively high precipitation which occurs along the parkway, particularly during the months of June and July, tends to reduce the number of days suitable for construction where trenching and earth-moving operations are involved.

Average rainfall for Gatlinburg is 54 inches. Snowfall will present very few snow-removal problems.

#### Wind

Air currents generally follow the drainage pattern, cool air drifting downward at night, and warm air rising from the valleys during the day. Severe storms are infrequent, and blizzard conditions have not been recorded during the past 40 years. High winds frequently occur along the more exposed slopes and hail storms occasionally damage crops in the vicinity of the parkway.

#### FIRE HISTORY

As the entire parkway is either adjacent or close to settled agricultural lands, the hazard of forest fires is high. The entire area traversed by the parkway has been burned over at one time or another. There are two "fire seasons" annually -- the longer and more hazardous one extending from mid-February to early May. A shorter season in the fall extends from mid-October through November.

Occasional lightning fires occur on ridge tops during the summer months. These are generally confined to relatively small areas.

## TERRAIN AND SOILS

The terrain is rough and varied, consisting of narrow valleys, river gorges, and steep, wooded mountainsides having outcrops of sandstone and shale. Elevations vary from 857 feet above sea level at the parkway's southern terminus on the Little Tennessee River to approximately 2,600 feet at Look Rock, Webb Mountain, and Green Mountain.

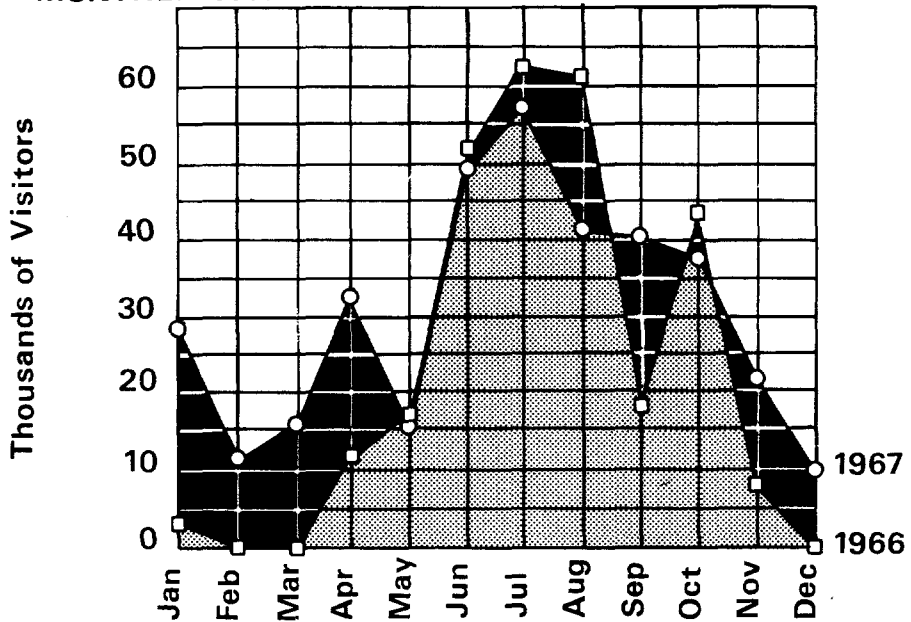
The generally shallow soil consists of clay and decomposed shale. The sandstone, particularly in the Chilhowee Mountain area, quickly decomposes upon exposure to the weather and presents serious construction and post-construction problems. Geological faults and fractures are common. Frost penetration is negligible, the water table is close to the surface, and the soil's permeability varies from moderate to poor. These, combined with the steep slopes, tend to cause flooding at lower elevations during periods of heavy or protracted rainfall.

## VISITOR USE

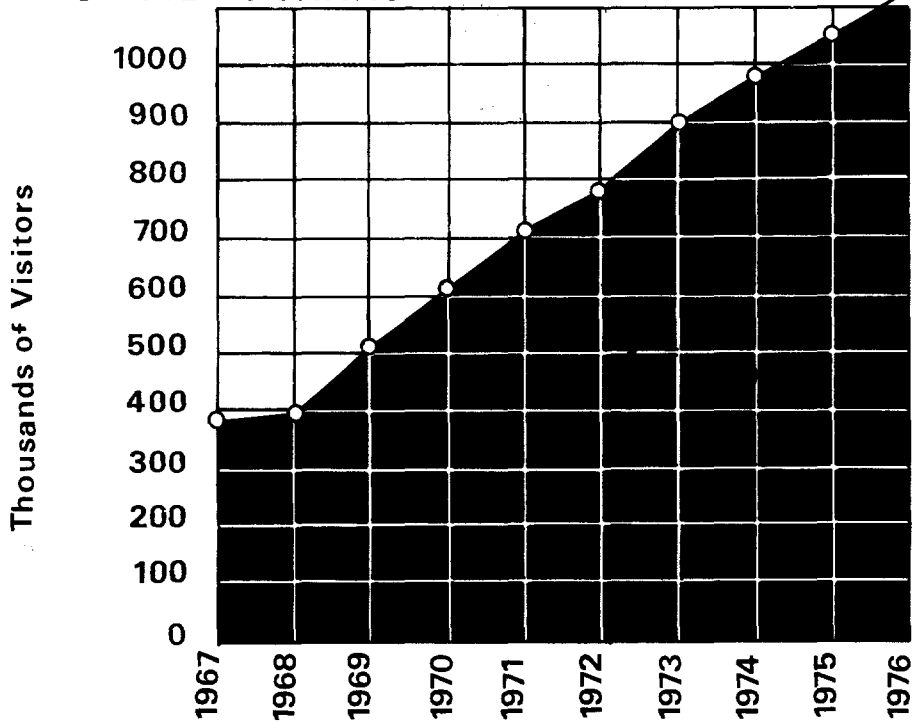
The Foothills Parkway serves two roles, one as a major scenic parkway and the other as a supplement to the Great Smoky Mountains National Park road system.

Activities offered to the parkway visitor are recreational driving, sightseeing, photography, picnicking, and camping, in this order of their anticipated relative use.

### MONTHLY VISITATION



### PROJECTED VISITATION



LOOK ROCK CAMPGROUND	1966	-	24 418
VISITOR USE	1967	-	21 45
	1968		

### VISITOR STATISTICS



During the summer months, the weekend picnic and camping use of the parkway is principally by visitors living within a half-day's drive, while the weekday use is more generally visitors from some greater distance.

Completed sections of the parkway now open for public use include the 17 1/2-mile section from S.R. 72 at Chilhowee Reservoir to the Walland Interchange with S.R. 73 and a 5 1/2-mile section from Interstate 40 to the Cosby Interchange with S.R. 32. A number of current users of the parkway are local residents of the Knoxville, Maryville, and Oak Ridge area, making afternoon pleasure drives over the loop road system from Maryville on 73, down the parkway to the Chilhowee Reservoir and returning to Maryville via S.R. 72, U.S. 159, and U.S. 411.

It is anticipated that the travel records for the parkway use will continue to increase proportionally as additional sections of the parkway are opened and connected to existing well-traveled road systems.

TVA's Tellico Dam Project, a few miles south of the parkway's southern terminus, will serve as an added attraction to people of the large urban population centers in the East.

## COMPLEMENTARY RECREATION FACILITIES

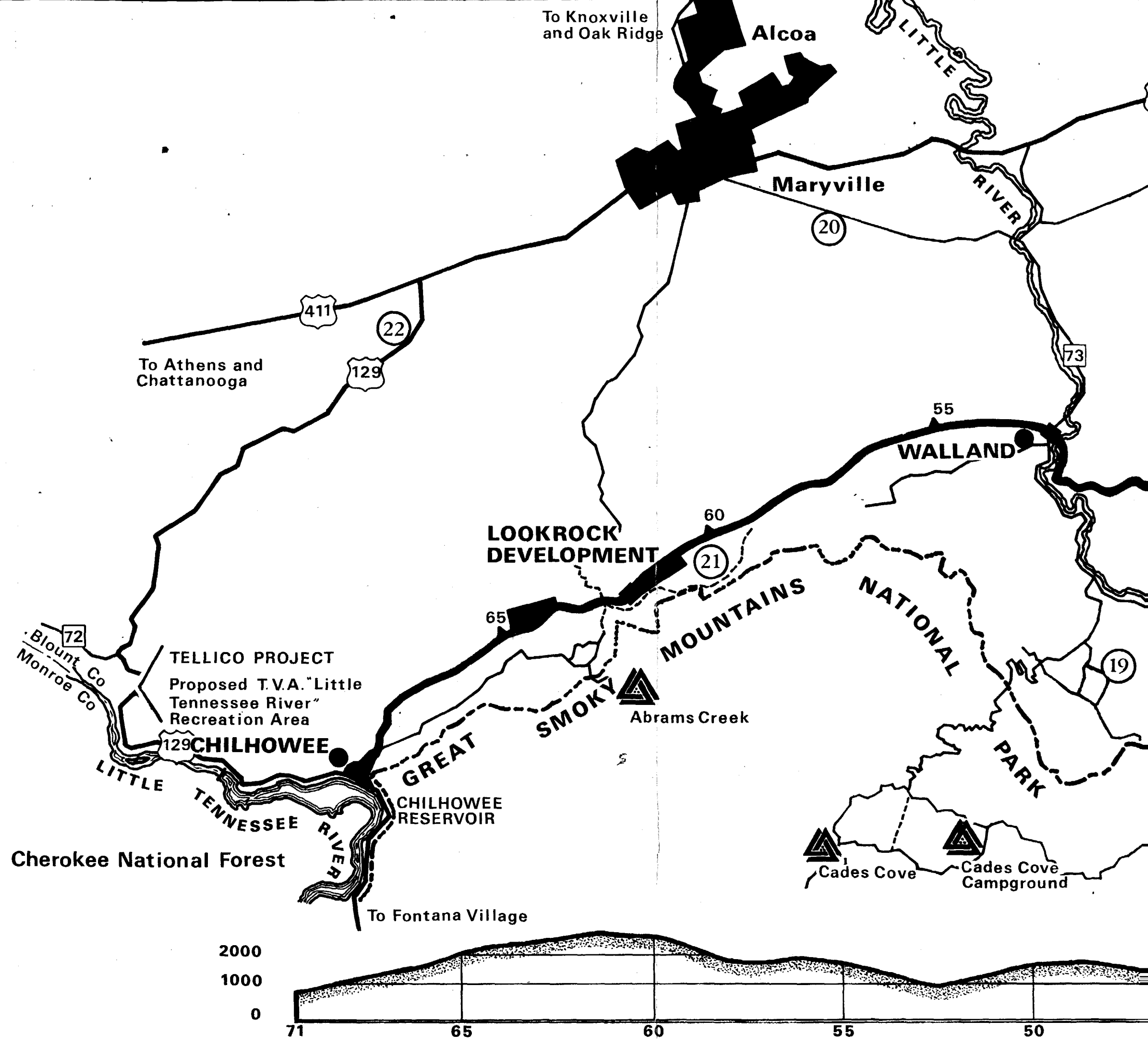
Camping and Picnicking Facilities in the Tennessee Portion of the Great Smoky Mountains National Park

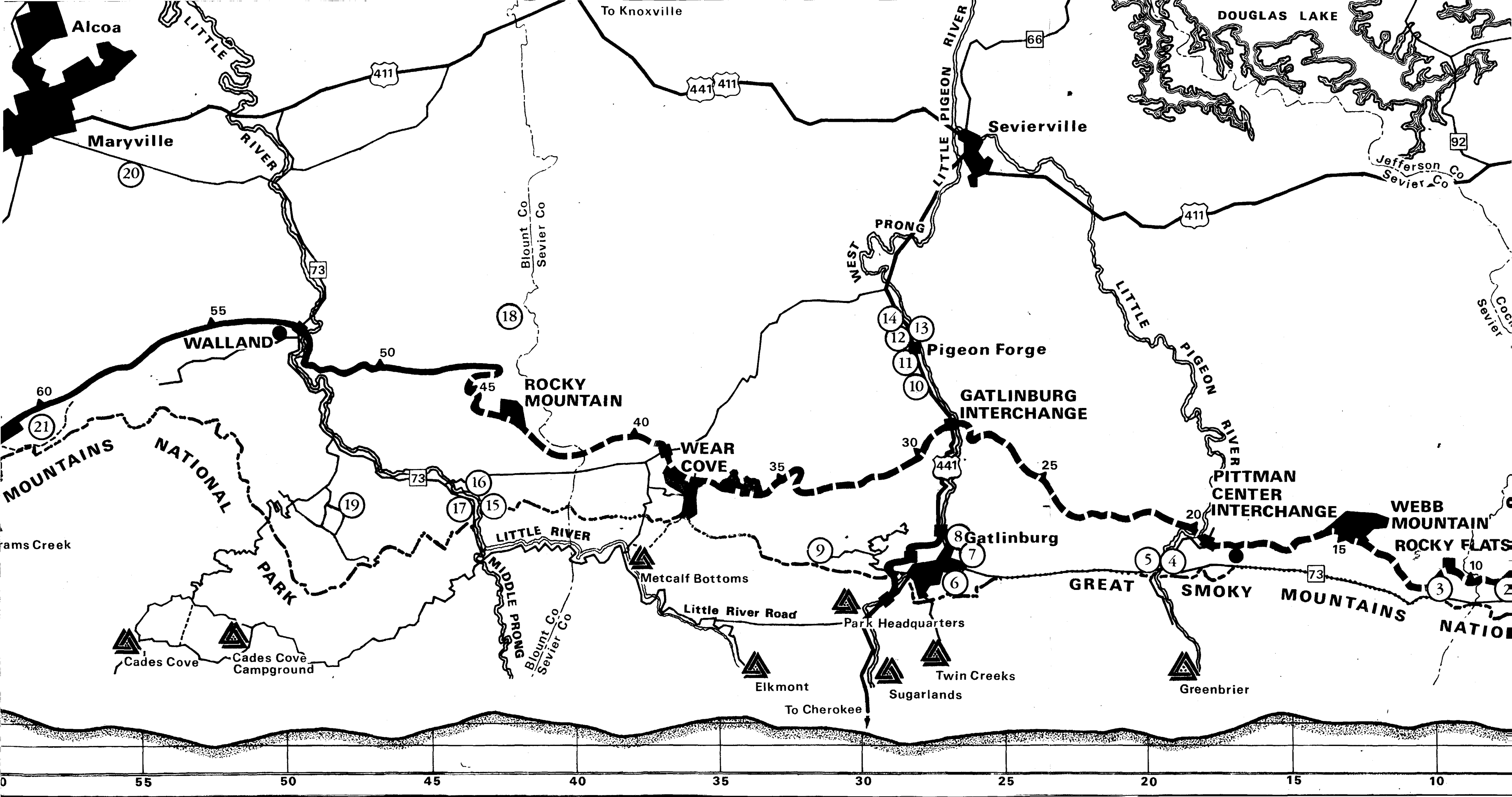
Name of Park Developed Area	Camping		Picnicking	
	Existing	Proposed	Existing	Proposed
Cosby	230		100	
Greenbrier	12	400		200
Sugarlands				500
Elkmont	370			500
Metcalf Bottoms			200	
Cades Cove	224	150	84	
Abrams Creek	20	300		100
Chimneys (not shown on map)	80		11	91
Tremont (not shown on map)				100
<b>Total Sites in Tenn. Portion</b>	<b>936</b>	<b>850</b>	<b>395</b>	<b>1491</b>

### Private Camping Facilities Adjacent to Foothills Parkway

Name of Development	Sites	Name of Development	Sites
1 Holiday Campground	152	13 Pigeon River Campground	12
2 Indian Camp Creek	45	14 "Lil" Ponderosa Campground	80
3 Smoky Mtn. Campground	90	15 Little River Village	41
4 Greenbrier Island	80	16 Little River Campground	15
5 Huskey's Trailer Park	10	17 Tuckaleechee Park	36
6 Trout Creek Campground	50	18 Hunters Haven Game Preserve	—
7 Gatlinburg Trailer Park	67	19 Tuckaleechee Caverns	—
8 Dudley Creek Trailer Park	100	20 Blackman Trailer Count	12
9 Gatlinburg Ski Resort	—	21 Top of the World Estates	—
10 Foothills Campground	50	22 Chilhowee Campground	162
11 K.O.A. Campground	50		
12 Smokies Campground	100	<b>Total Private Sites</b>	<b>1152</b>

1968 Data





Alcoa

Maryville

Sevierville

DOUGLAS LAKE

WALLAND

ROCKY MOUNTAIN

Pigeon Forge

GATLINBURG INTERCHANGE

WEAR COVE

PITTMAN CENTER INTERCHANGE

WEBB MOUNTAIN

ROCKY FLATS

Gatlinburg

GREAT SMOKY MOUNTAINS NATIONAL PARK

Cades Cove

Cades Cove Campground

Metcalf Bottoms

Park Headquarters

Elkmont

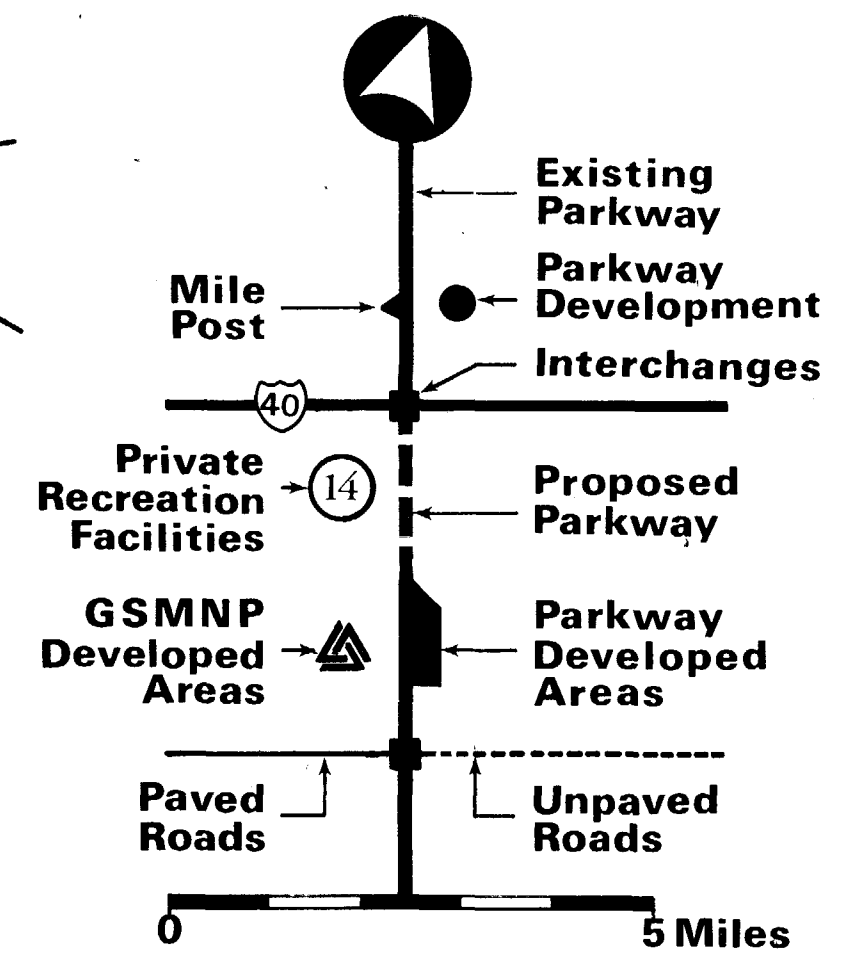
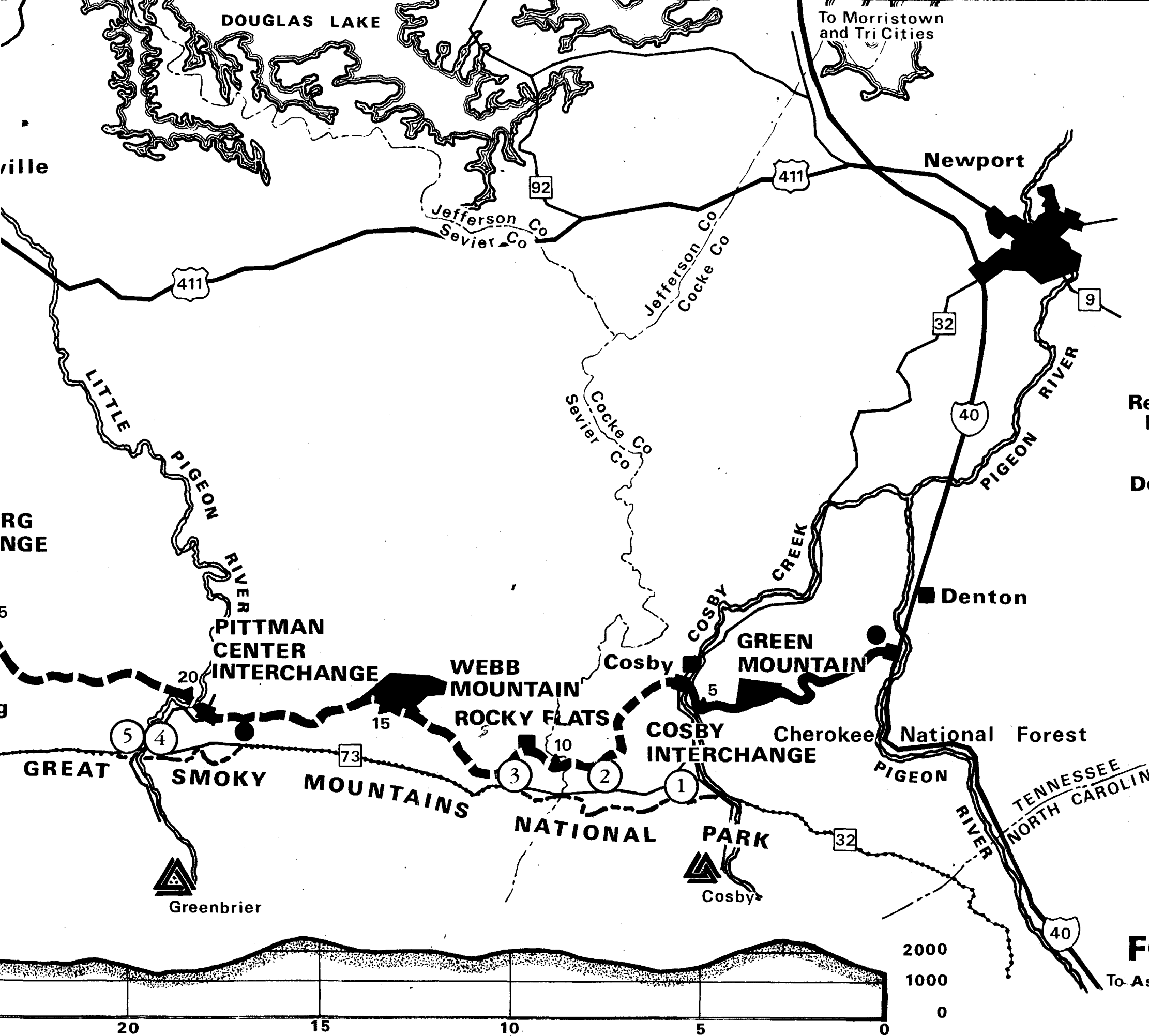
Sugarlands

Twin Creeks

Greenbrier

To Cherokee





COMPLEMENTARY RECREATION FACILITIES ADJACENT TO

**FOOTHILLS PARKWAY**  
ON MICROFILM

To Asheville

page 110 605/20,027

AUTHORIZING THE ACCEPTANCE OF DONATIONS OF LAND FOR THE CONSTRUCTION  
OF A SCENIC PARKWAY TO PROVIDE AN APPROPRIATE VIEW OF THE GREAT  
SMOKY MOUNTAINS NATIONAL PARK FROM THE TENNESSEE SIDE OF THE PARK,  
AND FOR OTHER PURPOSES

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June 25, 1943. --Committed to the Committee of the Whole House  
on the state of the Union and ordered to be  
printed

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Mr. Peterson of Florida, from the Committee on the Public Lands,  
submitted the following

R E P O R T

(To accompany H. R. 1388)

The Committee on the Public Lands, to whom was referred the bill (H.R. 1388) to authorize the acceptance of donations of land for the construction of a scenic parkway to provide an appropriate view of the Great Smoky Mountains National Park from the Tennessee side of the park, and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

EXPLANATION OF THE BILL

The Committee on the Public Lands, to whom was referred the bill (H.R. 1388) to authorize the acceptance of donations of land for the construction of a scenic parkway to provide an appropriate view of the Great Smoky Mountains National Park from the Tennessee side of the park, and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

The purpose of this bill is to provide the necessary authority for the acceptance of donations of land to be used as a right-of-way for a scenic parkway in the foothills bordering the Tennessee side of the Great Smoky Mountains National Park. The projected parkway would follow a course generally parallel to the north boundary of the park, and would afford an inspiring panorama of the mountains without disturbing the scenic or agricultural values of the country. The parkway project is understood to have the full approval of the people of the surrounding region. It is not contemplated that work on the parkway would be initiated during the present war, and the bill merely authorizes acceptance of donations of the necessary land.

The enactment of the bill is favored by the Members of the House of Representatives from the two districts involved, and is recommended by the Department of the Interior and approved by the Bureau of the Budget. The bill was reported unanimously by the Committee on the Public Lands.

The favorable report of the Secretary of the Interior on the bill is set forth below and made a part of this report.

THE SECRETARY OF THE INTERIOR

Washington, June 11, 1943.

Hon. J. Hardin Peterson,  
Chairman, Committee on the Public Lands,  
House of Representatives.

My Dear Mr. Peterson: Further reference is made to the request of your committee for a report on H.R. 1388, entitled "A bill to authorize the acceptance of donations of land for the construction of a scenic parkway to provide an appropriate view of the Great Smoky Mountains National Park from the Tennessee side of the park, and for other purposes."

I recommend that H.R. 1388 be enacted,

H.R. 1388 is the same as H.R. 6657 of the Seventy-seventh Congress, which was passed by the House of Representatives and reported from the Senate Committee on Public Lands and Surveys (S. Rept. No. 1623, 77th Cong.).

The purpose of this proposed legislation is to authorize the acceptance of land to be donated to the United States for the construction of a scenic parkway in the bordering foothills of the mountains near the north boundary of the Great Smoky Mountains National Park. The approximate route of the parkway is shown on the enclosed map. Expenditures of Federal funds for road-construction proposed legislation is desirable, however, as the Federal Government would be in a position to accept donations of land and to go ahead with the construction of the highway at the proper time.

Prior to the war, traffic congestion on the north side of the park had become an acute problem due to the fact that the roads within the area are inadequate in alinement, width, and extent. Improvement and extension of these roads to carry the park traffic safely would be expensive and impractical. Furthermore, such changes in the park road system would scar the landscape and would not provide satisfactory views of the mountain scenery.

The park road problem has been studied for several years with the conclusion that the logical and practical solution would be the construction of a parkway running generally parallel to the north

boundary of the park. Such a parkway, to be constructed outside the main range on mountains and generally on the flanks of small secondary ridges, could be constructed in accordance with proper standards for safe and easy travel. The proposed route would afford inspiring panoramic views of the Great Smoky Mountains National Park.

I have been advised by the Bureau of the Budget that there would be no objection by that Bureau to the presentation of this report to the Congress.

Sincerely yours,

HAROLD L. ICKES,  
Secretary of the Interior

An identical bill (H.R. 6657) was passed by the House of Representatives in the Seventy-seventh Congress, and was favorably reported upon in the Senate. It has the approval of the Director of the Budget also.

An Act to authorize the acceptance of donations of land for the construction of a scenic parkway to provide an appropriate view of the Great Smoky Mountains National Park from the Tennessee side of the park, and for other purposes, approved February 22, 1944 (Public Law 232--78th Congress)

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior is authorized to accept, on behalf of the United States, donations of land and interests in land in the State of Tennessee for the construction of a scenic parkway to be located generally parallel to the boundary of the Great Smoky Mountains National Park and connecting with the park, in order to provide an appropriate view of the park from the Tennessee side. The right-of-way to be acquired for the parkway shall be of such width as to comprise an average of one hundred and twenty-five acres per mile for its entire length. The title to real property acquired pursuant to this Act shall be satisfactory to the Secretary of the Interior. All property acquired pursuant to this Act shall become a part of the Great Smoky Mountains National Park upon acceptance of title thereto by the Secretary, and shall be subject to all laws, rules, and regulations applicable thereto.

The Park Service and the Forest Service Mutually Agree:

1. That the transfer of title to National Forest land to the Secretary of the Interior will be subject to outstanding rights and reservations, existing easements, special use permits, and deed requirements or other agreements and understandings between the Forest Service and the owners or representatives of municipal and domestic water supplies in regard to maintaining the purity of the water supply and protecting the watershed from damage from fire.

2. It is mutually understood and agreed that the Forest Supervisor and the Superintendent of the Great Smoky Mountains National Park are authorized to enter into operational agreements providing for the cutting and disposal of trees or other growth to open vistas, trails, telephone lines, approved access roads.

It is also mutually understood and agreed that if a need develops, the Forest Supervisor, the Superintendent of the Great Smoky Mountains National Park, and the Director of the Tennessee Game and Fish Commission are authorized to enter into operational agreement to provide for cooperation in use of the Parkway right-of-way to provide access for hunters to the adjacent National Forest Lands. This may be similar to the existing agreement covering the Blue Ridge Parkway in the Pisgah National Forest in North Carolina and dated October 14, 1959.

3. This agreement shall become effective upon its execution and remain in effect after transfer of lands to the Park Service.

/s/ Gilbert H. Stradt  
Forest Supervisor, Cherokee National Forest

August 17, 1964  
Date

/s/ George W. Fry  
Superintendent, Great Smoky Mountains  
National Park

7-29-64



PLANNING TEAM MEMBERS

Office of Environmental Planning and Design - Eastern Service Center

William Smith	Team Captain
James S. Rouse	Resource Manager
Roy Slatkavitz	Landscape Architect

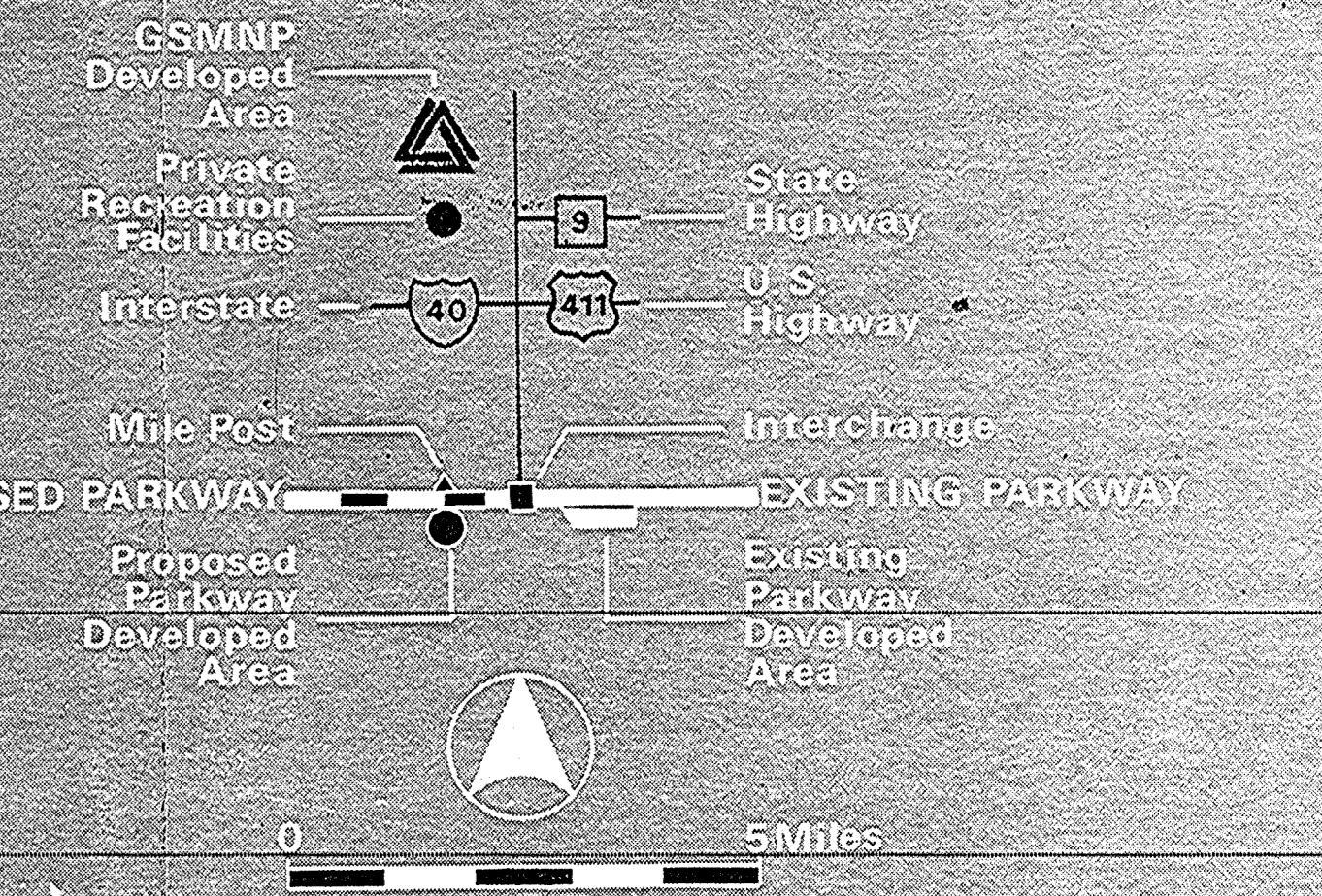
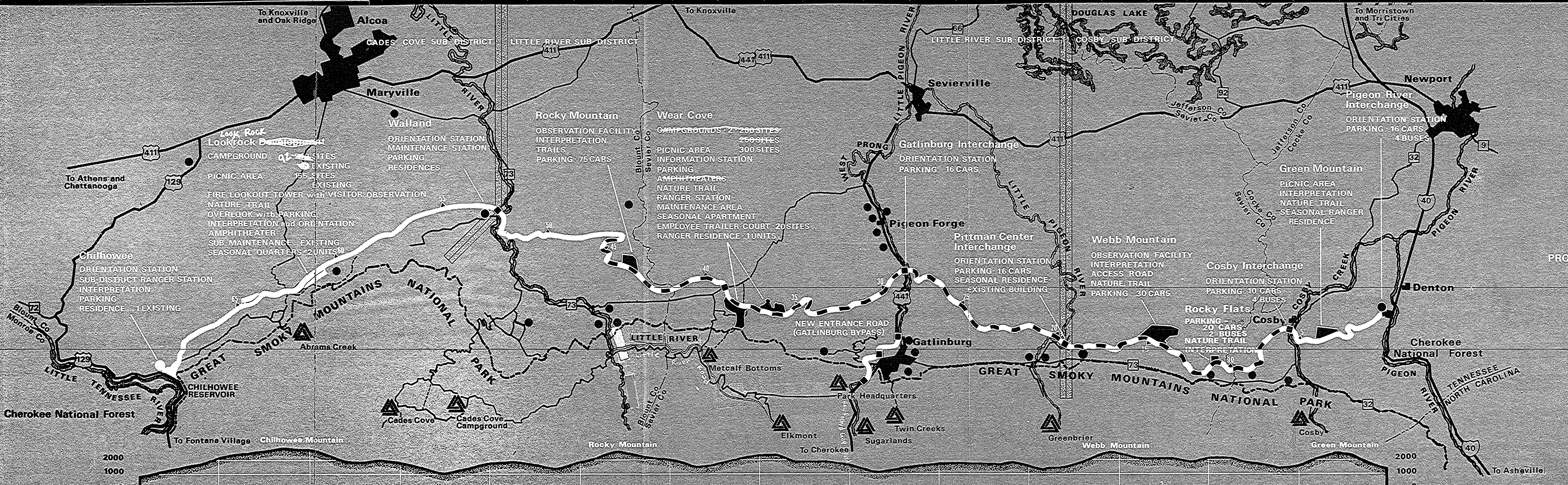
Southeast Regional Office

William O'Neill	Asst. to the Regional Director
-----------------	--------------------------------

Great Smoky Mountains National Park

Keith Neilson	Superintendent
George W. Frey	Former Superintendent
Dan Davis	Former Asst. Superintendent
William Morgan	Former Landscape Architect

and other members of the park staff



ON MICROFILM  
**GENERAL DEVELOPMENT  
 FOOTHILLS PARKWAY**