
National Park Service
Cultural Landscapes Inventory
2010



Skyline Drive - Central District
Shenandoah National Park

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Inventory Summary

The Cultural Landscapes Inventory Overview:

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Purpose and Goals of the CLI

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

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

Scope of the CLI

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

treatment guidelines for the cultural landscape.

Inventory Unit Description:

Skyline Drive is a 105.5-mile, two-lane scenic park road entirely within the boundaries of Shenandoah National Park (NP) in Virginia. The drive is accessible from four entrances. The northernmost entrance is at Front Royal at the junction of U.S. Route 340. The Thornton Gap entrance is situated 31.5 miles south, at the junction of U.S. Route 211. Swift Run Gap is at the junction of U.S. Route 33, another thirty-four miles further south. The southernmost entrance is the Rockfish Gap entrance, 105.5 miles south of Front Royal at the junction with U.S. Route 250 and Interstate 64. The drive traces the top of the Blue Ridge Mountains, which form a natural boundary between the Shenandoah Valley, or the “Great Valley of Virginia,” to the west, and the Piedmont Plain to the east. Skyline Drive was constructed in three phases, namely North District, Central District, and South District. The Central District portion of Skyline Drive extends thirty-four miles from Thornton Gap to Swift Run Gap, Mile 31.5 to Mile 65.5.

Skyline Drive—Central District follows the crest of the Blue Ridge, providing park visitors the opportunity to observe the surrounding scenery from a vantage point typically ranging from 2,500 to 3,000 feet above the valley, with the highest peak at Mile 41.7 near Skyland at 3,680 feet. Along the drive are wayside stations, parking overlooks which provide scenic views and access to trails and site features, picnic grounds, campgrounds, overnight accommodations, and other services. The Central District provides access to several developed areas including Pinnacles, Skyland, Big Meadows, and Lewis Mountain. The asphalt pavement of the drive is approximately twenty feet wide, with three-foot shoulders where the roadbed is in cut and five-foot shoulders where the road is on fill (although the road widens to twenty-four feet on curves). Stone guardwalls are located along the drive where necessary. The original guardwalls were low (18-22 inches) and constructed of drylaid stone. Concrete core structures with stone veneer, designed to meet today’s safety standards, have replaced many of the original guardwalls and have been added along several other segments. Well established plantings of mountain laurel, rhododendrons, ferns, and azaleas exist along the road. Since the 1930s, forests have matured and changed the appearance of views from some of the Central District’s twenty-two named overlooks. Along the drive, forests of oak, maple, and hickory have also replaced many of the fields and pastures that were present in the 1930s.

HISTORICAL OVERVIEW

Prior to the establishment of Shenandoah NP, the area was inhabited by Native Americans and later settled by European immigrants beginning in the early 1700s and reaching its peak in the nineteenth century. Homesteads were established where families raised a variety of crops and fruit trees and kept pastures for cattle grazing. During the early part of the twentieth century, several environmental disasters occurred, diminishing the economic livelihood of many area residents. The chestnut blight brought catastrophic change to the forest ecosystem, decimating chestnut trees that once made up twenty percent of the forest. Chestnuts were a food source for animals and could also be sold for cash. The bark was used for tanning, and the wood was used in the construction of telephone poles, railroad ties, wheel rims, and tools. In addition, the region experienced a severe drought in 1930 causing crops and the apple harvest to fail.

Skyline Drive - Central District

Shenandoah National Park

Limited recreational use of the mountains had begun as early as 1830 with the construction of Black Springs Hotel and the development of Stony Man Camp (later Skyland) in 1894. In 1924, the idea of establishing a national park in the region came about when the U.S. Secretary of the Interior formed the Southern Appalachian National Park Committee (SANPC), which recognized the potential of locating a scenic drive atop the Blue Ridge Mountains in northern Virginia with dramatic views of the Shenandoah Valley to the west and the Piedmont Plain to the east. In 1926, Congress authorized Shenandoah NP to provide a large, western-type park accessible from the urban centers of the East Coast. However, the act did not provide federal funding to acquire land for the park. Until the park was officially established in 1935, lands were acquired through private donations and funding from the Commonwealth of Virginia.

The need to provide economic relief and jobs to the region, already suffering from the drought of 1930 as well as the Great Depression, moved forward the plan to make the Shenandoah area more accessible by building a motor road. The construction of this road, Skyline Drive, began in 1931 under the Hoover Administration with the Central District as the first phase, through the coordinated efforts of the NPS and the Department of Agriculture's Bureau of Public Roads (BPR). As part of his New Deal legislation, President Franklin Delano Roosevelt established the Civilian Conservation Corps (CCC) to help create jobs through natural resource conservation efforts on federal, state, and municipal properties. At Shenandoah, the CCC was involved in erosion control, planting trees and shrubs, and the construction of site amenities including trails, overlooks, parking lots, and drinking fountains.

Following design and planning principles promoted by the NPS, the drive was designed to work with the natural topography while also taking advantage of panoramic views and vistas. The road was also planned to provide access to visitor amenities at regular intervals, including overlooks, picnic areas, wayside stations and four multi-use developments. Structures and buildings associated with the drive, such as guardwalls, gutters, and retaining walls, were constructed out of local materials including stone and wood. The NPS and BPR also constructed a tunnel in the Central District in order to avoid major scarring of the hillside below Mary's Rock. The CCC constructed landscape elements that enhanced the rustic and naturalistic setting by using stone for drinking fountains, boulders for bollards and logs for guardrails. CCC workers also planted native trees and shrubs along the drive to revegetate cut and fill areas, screen overlooks from the road, and to create a seamless visual transition to the surrounding landscape.

After the U.S. entered World War II, further development of the park ceased until after the war. Visitation to the park plummeted as fuel shortages curbed opportunities for leisurely drives and people were encouraged to conserve resources for the war effort, forcing the closure of concession facilities. After the war, the concession facilities re-opened, but business remained slow. In the early 1950s, concrete mile markers were installed along the drive and work on guardwall construction was completed.

In the late 1950s and early 1960s, Mission 66 ushered in a program to update and improve facilities throughout the national park system. In the Skyline Drive–Central District, projects included new signage, grade separations at Thornton Gap and Swift Run Gap, a realignment of a dangerous curve

Skyline Drive - Central District

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near Big Meadows, and new parking areas for day hikers. Deteriorated wood guardrails were also removed. In the 1980s, many existing guardwalls were replaced with a newer design to meet contemporary safety standards. In 2007, large sections of the drive in the Central District were reconstructed. A capital improvement project to restore forty-nine overlooks along the entirety of the drive is currently underway.

SIGNIFICANCE SUMMARY

Skyline Drive–Central District is part of the Skyline Drive Historic District, which was designated a National Historic Landmark (NHL) on October 6, 2008. Skyline Drive, along with its adjoining overlooks, waysides, picnic areas, campgrounds, and development areas, is nationally significant under NHL criteria 1 (event) and 4 (design), which corresponds to criteria A and C, respectively, in the National Register of Historic Places.

Skyline Drive is primarily significant for its leading role in the movement to conserve and enhance the Nation's natural resources in the eastern United States for enjoyment and outdoor recreation by the American public that gained momentum in the mid-1920s and continued through the 1930s. It represents efforts by the United States Government with the cooperation of the Commonwealth of Virginia to conserve the characteristic scenic and natural resources of the Central Appalachians and Blue Ridge in the form of Shenandoah National Park. Designed and constructed between 1930 and 1942, it played an important role in the efforts of the federal government to provide economic relief in the form of employment for both skilled and unskilled labor during the Great Depression. These programs included drought relief funding beginning in 1931 and the varied makework and relief programs of the New Deal era (1933 to 1942) including the Civilian Conservation Corps (CCC), Public Works Administration (PWA), and Works Progress Administration (WPA). These programs not only promoted economic stability but moreover reflected the social-humanitarian purposes of the New Deal, advanced the conservation of natural areas, and expanded the recreational resources of the nation (NHL 2008:4).

Designed as the backbone of Shenandoah National Park, Skyline Drive also illustrates the principles of naturalistic landscape design promoted by the National Park Service for work in state and national parks and parkways in the early 20th century. Designed and constructed in the 1930s, the drive represents an important stage in the adaptation of the principles and practices of naturalistic and rustic design that had been developed for Western park roads to the gentler topography of the Appalachians and the emerging East Coast ideas for parkway development. Distinguishing design characteristics include the graceful curvilinear alignment; the rounding, flattening, and planting of cut and fill slopes in native species to blend naturalistically into the surrounding topography; and the picturesque parking overlooks at frequent intervals to provide scenic valley and ridgetop vistas and to link motorists with the Appalachian Trail and other trails leading to waterfalls, outcroppings, springs, scenic views, and virgin stands of trees. Recreational areas for picnicking, camping, dining and overnight accommodations were developed according to the park's master plan at regular intervals along the drive, including Dickey Ridge, Elkwallow, Pinnacles, Skyland, Big Meadows, Lewis Mountain, and South River. The CCC played a major role in the development of these areas, as did the Virginia Sky-Line Company, which as

the park's concessionaire built village-like clusters with lodges and overnight cabins and waysides with shops, lunchrooms, and gasoline stations. Several of these buildings are outstanding examples of National Park Service rustic architecture applied to the eastern deciduous forests and geological character of the Blue Ridge (NHL 2008:4-5).

The period of significance for the Skyline Drive Historic District is 1931-1952. Construction of the road began in 1931 and occurred in three distinct phases, and extended to 1952, which recognizes the small amount of work done to complete the guardwalls after World War II and some minor changes that were in keeping with the 1930s plans. It should be noted that major developed areas and picnic areas along the drive, including those in the Central District – Pinnacles Picnic Grounds, Skyland, Big Meadows, Lewis Mountain, and South River Picnic Grounds – are evaluated in separate CLIs.

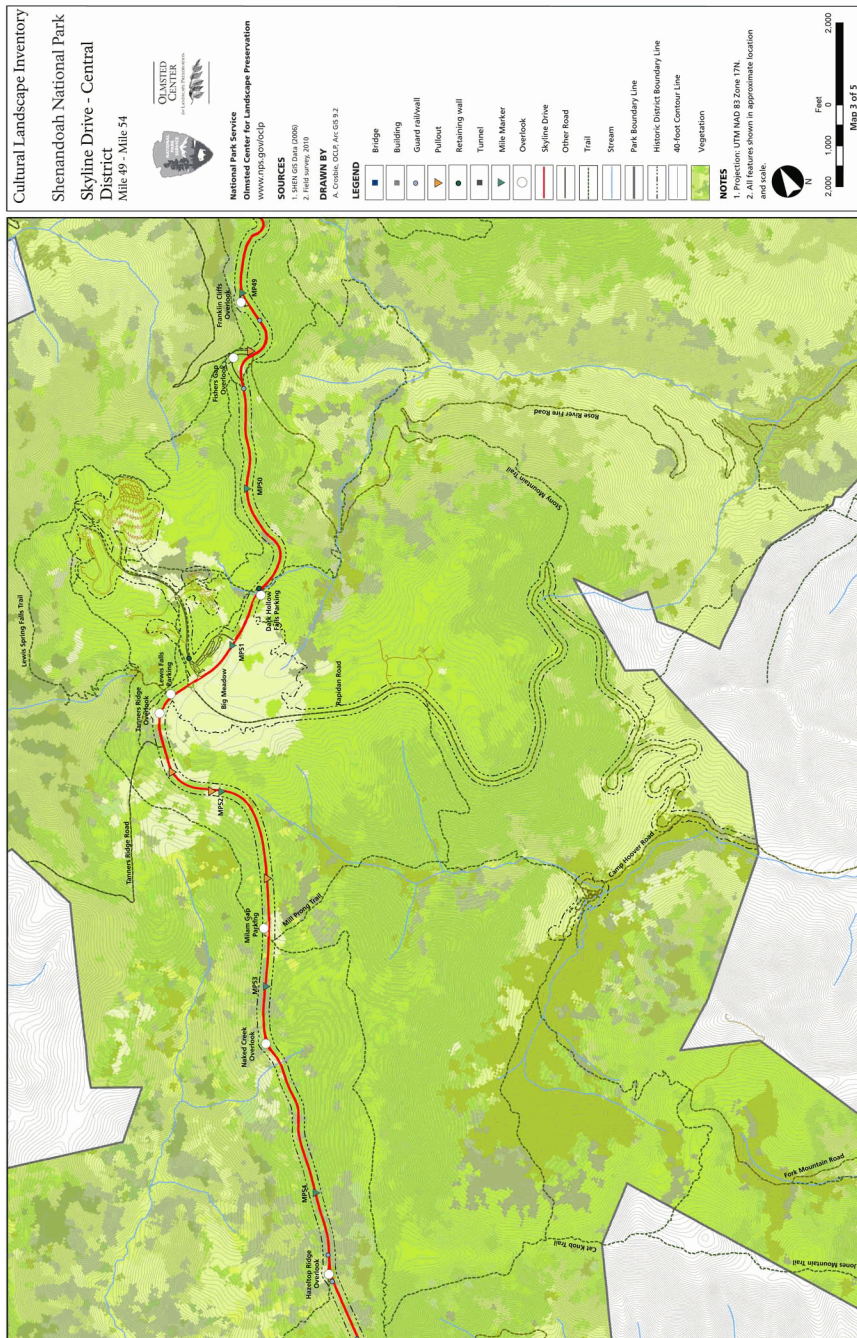
ANALYSIS/EVALUATION SUMMARY AND CONDITION

Landscape characteristics and features from the period of significance remain today along Skyline Drive and are important to its historic character and unique identity. The historic design is evident in the circulation layout, building materials, vegetation, and Rustic Design style of the remaining guardwalls, retaining walls, drainage structures, and fountains, reflecting the planning, landscape design, and architectural style that was implemented in the 1930s and 1940s by the National Park Service (NPS) and Bureau of Public Roads (BPR). The road, overlooks, and parking areas remain much as they did during the period of significance. Historic small scale features include elements such as guardrails, signage, water fountains, stone walls, tree wells, and planting islands. One of the most notable features unique to the Central District was Mary's Rock Tunnel, which was constructed to avoid having the road alignment leave an unsightly scar in the landscape.

Changes since 1952 on Skyline Drive–Central District include the realignment of a section of the drive near Big Meadows to eliminate a dangerous curve. Additional gravel parking areas have been built to accommodate day hikers, and the wooden guardrails were removed, though some have recently been reinstalled. The tunnel at Mary's Rock was lined in concrete to prevent the formation of icicles in the winter and water seepage in the summer. New entrance stations have also been constructed at Thornton Gap and Swift Run Gap. In addition, a new overlook was built near Swift Run Gap. Other changes include the removal of deteriorated chestnut cribbing, guardwalls, and failed culverts in the 1980s as part of a rehabilitation program. Many of the original stone guardwalls have been replaced with a new design that reflects current safety standards, consisting of concrete core structures with native stone veneer salvaged from the old walls. This work, along with restoration of views and vistas at overlooks, is ongoing. Interpretive and directional signage has also been replaced since the period of significance. The overall impacts of these changes on the Skyline Drive landscape have been minimal and do not detract from the historic setting.

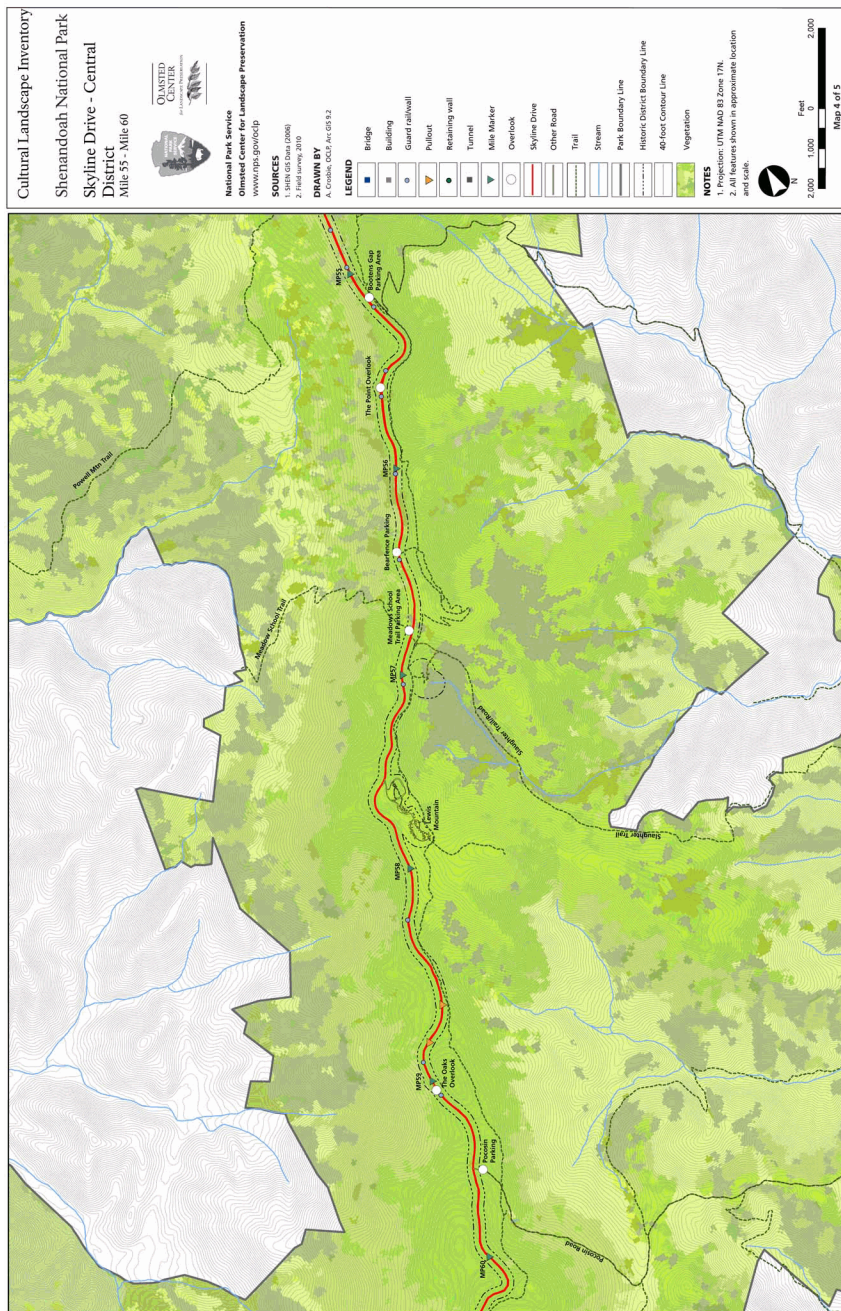
The condition of the Skyline Drive–Central District landscape at the time of this report's completion is evaluated as "good." The vehicular circulation system has been well maintained through repaving and some adjustments to traffic flow for safety. The associated trailheads, pedestrian pathways, and service and fire roads have also been maintained. The surviving historic small scale features, including the drinking fountains, tree wells, and boulders are in good condition. Projects aimed at improving the overlooks and managing roadside vegetation are ongoing.

Skyline Drive - Central District Shenandoah National Park



Skyline Drive-Central District, Mile 49 - Mile 54

Skyline Drive - Central District Shenandoah National Park



Skyline Drive-Central District, Mile 55 - Mile 60

Cultural Landscape Inventory

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Skyline Drive - Central District

Mile 60 - Mile 65.5

QUANTIFIED
for Cultural Landscape Inventory

National Park Service
Onsted Center for Landscape Preservation
www.nps.gov/olip

SOURCES

1. USGS Data (2006)
2. Field Notes (2010)
3. USGS Data (2010)

DATA BY
USGS Data (2010)

LEGEND

- Bridge
- Building
- Guard wall
- Pullover
- Retaining wall
- Tunnel
- Mile Marker
- Overlook
- Skyline Drive
- Other Road
- Trail
- Stream
- Park Boundary Line
- Historic District Boundary Line
- 40-foot Contour Line
- Vegetation

NOTES

1. Projection: UTM NAD 83 Zone 17N.
2. Scale: 1:25,000.
3. Data shown in approximate location and scale.

Scale
0 1,000 2,000 Feet
0 1,000 2,000 Meters

Cultural Landscapes Inventory

Property Level and CLI Numbers

Inventory Unit Name:	Skyline Drive - Central District
Property Level:	Component Landscape
CLI Identification Number:	975552
Parent Landscape:	300115

Park Information

Park Name and Alpha Code:	Shenandoah National Park -SHEN
Park Organization Code:	4840
Park Administrative Unit:	Shenandoah National Park

CLI Hierarchy Description

The Skyline Drive–Central District is one of twelve component landscape included within the Skyline Drive NHL. The others include Skyline Drive–North District, Skyline Drive–South District, Dickey Ridge, Elkwallow, Lewis Mountain, Big Meadows, Piney River, Pinnacles, Skyland, Simmons Gap, and South River Picnic Grounds.

Shenandoah National Park includes four other landscapes and three component landscapes:

- Rapidan Camp landscape
- Headquarters landscape
- Mt. Vernon Iron Furnace landscape
- Appalachian Trail landscape with component landscapes: Appalachian Trail–North District, Appalachian Trail–Central District, and Appalachian Trail–South District

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

Field work for Skyline Drive–Central District was completed in May 2010 by Allison Crosbie of the Olmsted Center for Landscape Preservation (OCLP), and Student Conservation Association interns Jaclyn Johnson, Iowa State University, and Andrew Louw, College of the Atlantic. The park’s Cultural Resource Manager is Ann Kain. She can be reached at 540-999-3500, x3435.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	07/29/2010
Date of Concurrence Determination:	10/06/2008

Concurrence Graphic Information:

CULTURAL LANDSCAPES INVENTORY
CONCURRENCE FORM

Skyline Drive–Central District
Shenandoah National Park

Shenandoah National Park concurs with the findings of the Cultural Landscape Inventory (CLI) for Skyline Drive–Central District including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Good

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for Skyline Drive–Central District is hereby approved and accepted.



Superintendent, Shenandoah National Park

7/29/10

Date

Park concurrence on the findings of this CLI was received on July 29, 2010.

Geographic Information & Location Map

Inventory Unit Boundary Description:

As described in both the 2008 National Historic Landmark and 1997 National Register of Historic Places documentation, the boundary of the Skyline Drive Historic District is 125 feet on either side of the drive's centerline, creating a 250-foot right-of-way. At overlooks, wayside stations, and picnic grounds the boundary extends 125 feet beyond the toe-slope of the overlooks, 125 feet beyond the edge of the paved parking areas at the waysides, and 125 feet beyond circulation roads at the picnic grounds. Boundary increases added several developed areas and picnic areas to the Historic District, including Piney River, Simmons Gap, Big Meadows, Dickey Ridge, Headquarters, Lewis Mountain, and Skyland.

The boundaries of Skyline Drive–Central District landscape adheres to the 250 feet right-of-way and expands at several overlooks. The north boundary of the Skyline Drive–Central District landscape is at Thornton Gap (U.S. 211) (Milepost 31.5), and the south boundary is at Swift Run Gap (U.S. 33) (Milepost 65.5). The boundary does not include Pinnacles Picnic Grounds, Skyland, Big Meadows, Lewis Mountain, or South River Picnic Grounds, which are addressed in separate CLIs.

State and County:

State: VA
County: Greene County
State: VA
County: Madison County
State: VA
County: Page County
State: VA
County: Rappahannock County

Size (Acres): 1,030.00

Boundary UTMS:

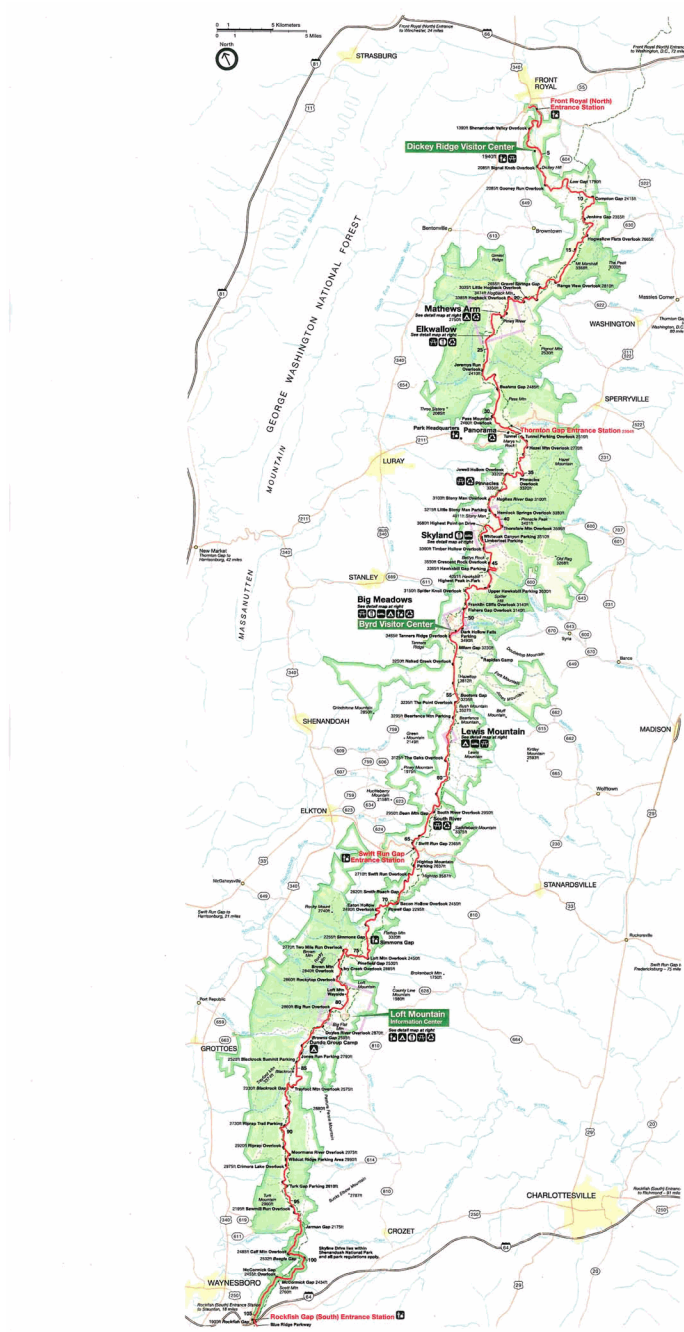
Source: USGS Map 1:24,000
Boundary Source Narrative: See National Register documentation for the Skyline Drive Historic District, dated April 28, 1997, for UTM northing and easting coordinates from Thornton Gap Entrance Station to Swift Run Grade Separation.
Type of Point: Line
Datum: NAD 83
UTM Zone: 17

Location Map:



Shenandoah National Park is located in Northwest Virginia (map courtesy of Great Outdoors Recreation Pages).

Skyline Drive - Central District Shenandoah National Park



The Central District of Skyline Drive extends from Thornton Gap to Swift Run Gap (Shenandoah NP website, http://www.nps.gov/shen/planyourvisit/upload/whole_park.pdf).

Regional Context:

Type of Context: Cultural

Description:

The Central District is part of Shenandoah NP, where recreation is the primary cultural use. Part of the park includes many thousands of acres of federally-designated wilderness. In the surrounding region, tourism is a significant industry. Agriculture, particularly poultry production, is the main industry to the west, with convenient north-south access via Interstate 81 and Route 340. Suburban development in the Washington D.C.-Baltimore metropolitan area dominates the east, with north-south access via Route 29 and east-west access via Routes 211 and 33.

Type of Context: Physiographic

Description:

Skyline Drive is a two-lane, two-way asphalt paved road located within Shenandoah National Park and extends over 105 miles from Front Royal to Waynesboro. The Central District portion of Skyline Drive extends thirty-four miles from Thornton Gap to Swift Run Gap, Mile 31.5 to Mile 65.5. The gently curving scenic drive winds along the crest of the Blue Ridge Mountains, providing panoramic views of the Shenandoah Valley to the west and the Piedmont to the east.

Skyline Drive - Central District
Shenandoah National Park



Map showing the physiographic context of the Central District (Shenandoah NP website, http://www.nps.gov/shen/planyourvisit/upload/whole_park.pdf).

Type of Context: Political

Description:

Skyline Drive is located within eight counties in the Commonwealth of Virginia. The drive is located within Shenandoah NP, authorized on May 22, 1926, and fully established on December 16, 1935.

Management Unit: Central District

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 07/29/2010

Management Category Explanatory Narrative:

Skyline Drive falls within the management category “Must Be Preserved and Maintained” because it is nationally significant as defined by National Historic Landmark criteria. The drive is the focus of the Skyline Drive Historic District, which was designated as a National Historic Landmark on October 6, 2008.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Other Restrictions

Explanatory Narrative:

Shenandoah NP is always open, but portions of Skyline Drive are periodically closed during the winter, during inclement weather, and at night during deer hunting season.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

The Central District portion of Skyline Drive is located within Shenandoah National Park (NP) and is surrounded by the vast, forested landscape of the Blue Ridge Mountains. Adjacent lands play an important part in the visitor experience of Skyline Drive. The road’s alignments, overlooks, and developed areas were sited to take advantage of views of the Shenandoah Valley to the west and the Piedmont to the east. Further development of industry, housing, and roadways could negatively impact these historic views. The secondary effects of development – increased air pollution from industry and commercial vehicles – also impact the ability to enjoy views that draw visitors to the site.

National Register Information

Existing NRIS Information:

Name in National Register:	Skyline Drive Historic District
NRIS Number:	97000375
Primary Certification Date:	10/06/2008
Name in National Register:	Skyline Drive Historic District (Boundary Increase)
NRIS Number:	97001112
Primary Certification Date:	09/19/1997
Name in National Register:	Skyline Drive Historic District (Boundary Increase)
NRIS Number:	03001251
Primary Certification Date:	12/05/2003

Significance Criteria: A - Associated with events significant to broad patterns of our history

Significance Criteria: C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	AD 1931 - 1952
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	The 1930's: Era Of Public Works
Time Period:	AD 1931 - 1952
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	The Great Depression And Conservation
Time Period:	AD 1931 - 1952
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Carriage Roads, Touring Roads and Parkways

Area of Significance:

Area of Significance Category:	Architecture
Area of Significance Category:	Entertainment - Recreation
Area of Significance Category:	Landscape Architecture
Area of Significance Category:	Politics - Government
Area of Significance Category:	Social History
Area of Significance Category:	Transportation
Area of Significance Category:	Conservation
Area of Significance Category:	Community Planning and Deve
Area of Significance Category:	Engineering

Statement of Significance:

Shenandoah NP was one of the first and largest national parks established in the eastern United States, and raised national and regional awareness of the importance of the government's role in preserving large portions of the environment for public recreation and enjoyment. From the park's early history, a key feature has been Skyline Drive, designed and constructed primarily from 1930 to 1942, which traces the mountaintop ridges and offers panoramic views of the Piedmont to the east and the Shenandoah Valley to the west. As stated in the National Historic Landmark (NHL) documentation, Skyline Drive, with its adjoining overlooks, waysides, picnic areas, campgrounds, and developed areas, is nationally significant under NHL criteria 1 and 4:

“Because of the pivotal role that the Skyline Drive Historic District played in the history of the national park system and the evolution of park road design, federal policies in conservation and recreation, and the employment of relief measures of the New Deal, Skyline Drive is nationally significant under the NHL theme Transforming the Environment. For its exemplary expression of the principles and

practices of National Park Service road design, landscape naturalization, and rustic architectural design and as a showcase of the landscape conservation work of the Civilian Conservation Corps, the park road and its associated features are also nationally important under the theme Expressing Cultural Values (planning, landscape architecture, and architecture).”

The period of significance for the Skyline Drive Historic District is 1931-1952. Construction of the road began in 1931 and occurred in three distinct phases, and extended to 1952, which recognizes the small amount of work done to complete the guardwalls after World War II and some minor changes that were in keeping with the 1930s plans.

The significance of the Skyline Drive Historic District under NHL criteria 1 (event) and 4 (design) corresponds to National Register criteria A and C, respectively. The following summary of significance for the entirety of the district is extracted directly from the October 2008 NHL documentation:

“Skyline Drive is primarily significant under Criterion 1 for its association with the efforts of the United States Government and the Commonwealth of Virginia to conserve the characteristic scenic and natural resources of Virginia’s Blue Ridge Mountains in the southern Appalachians in the form of Shenandoah National Park. The drive was intended to be the premier feature of the park—and the primary organizing framework for the park’s development. As in the western parks, major and minor development areas were located in reference to the road system, but at Shenandoah it became the backbone of the proposed park and an important link in what was envisioned in 1931 as a continuous park-to-park highway that passed through the Southern Appalachians and extended from the nation’s capital to Mammoth Cave in Kentucky (NHL 2008:52).

"It is also significant for its pivotal role in the movement that gained momentum in the mid-1920s and continued through the 1930s to conserve and enhance the Nation's natural resources in the eastern United States for enjoyment and outdoor recreation by the American public. It represents the increasing popularity of recreational motoring in the United States in the 1920s and 1930s and the evolving design of national park facilities to attract and accommodate increasing numbers of visitors who were visiting the parks by automobile (NHL 2008: 52).

"It is furthermore associated with efforts of the federal government to provide economic relief in the form of employment for both skilled and unskilled labor during the Great Depression. These included a special allocation in 1931 for drought relief funds for road construction in national parks, and the extensive economic relief programs of the New Deal era (1933 to 1942) which included the Civilian Conservation Corps (CCC), Public Works Administration (PWA), and Works Progress Administration (WPA), and Emergency Relief (FERA). These programs not only promoted economic stability but moreover reflected the social-humanitarian purposes of the New Deal by advancing the conservation of natural areas and expanding the recreational resources of the nation, while creating employment for thousands of skilled and unskilled workers. The drive, furthermore, demonstrated a new form of outdoor recreation that combined recreational motoring with the conservation of the nation’s finest scenery and natural resources. The leadership of the National Park Service in conserving natural resources and designing facilities for outdoor recreation by the mid-1930s extended to an increasing

number of national parks and monuments, state parks, recreational demonstration areas, and national parkways. During the 1930s, because of its proximity to Washington D.C., and its embodiment of the goals and purposes of President Franklin Delano Roosevelt's New Deal program, Skyline Drive became a showcase for the work of the CCC and public works agencies in the eastern United States. Designed as the backbone of Shenandoah National Park, Skyline Drive under Criterion 4 illustrates the principles of naturalistic landscape design adopted and advanced by the National Park Service in the early 20th century. The design of the drive and component structures such as Mary's Rock Tunnel represent the high engineering standards that resulted from the National Park Service's 1926 interbureau agreement with the Bureau of Public Roads, as well as the naturalistic principles and practices of landscape design through which the road was constructed to lay lightly on the land and harmonize with the natural setting. Designed and constructed in the 1930s, Skyline Drive represents an important stage in the adaptation of the principles and practices developed for western park roads to the gentler topography of the Southern Appalachians and the assimilation of emerging eastern ideas for park and parkway development. Distinguishing design characteristics include the graceful curvilinear alignment; the rounding and flattening of cut and fill slopes; the planting of native trees and shrubs to blend the road naturalistically with the surrounding topography and enhance the drive's scenic beauty; and picturesque parking overlooks at frequent intervals that presented a sequence of scenic vistas and provided access to the Appalachian Trail and spur trails leading to waterfalls, springs, scenic viewpoints, and virgin stands of trees (NHL 2008:52-53).

"Skyline Drive is distinctive for its linearity and the intention of its designers to display a continuous and everchanging panorama of valley and mountain from a park road carefully orchestrated with winding curves and numerous scenic overlooks. Begun in 1931 it was one of several road projects by the Bureau of Public Roads and the National Park Service that Chief Landscape Architect Thomas Vint identified as outstanding and among the first to fully implement the design improvements formulated by the Landscape Division in the late 1920s (NHL 2008:53).

"Skyline Drive is credited with laying the conceptual foundation (and overlook prototypes) for the subsequent design of the more ambitious and advanced Blue Ridge Parkway. In keeping with the road's purpose as a recreational motorway within a day's drive of many eastern cities, recreational areas were planned at regular intervals along the drive to provide facilities for picnicking, camping, and other visitor services associated with automobile travel. Collectively the drive and its associated areas form an exemplary, outstanding, and cohesive park landscape that illustrates the state-of-the art design methods of park road construction in the 1930s as well as the landscape conservation practices of the CCC, such as clearing roadside debris, naturalizing road banks with native plantings, and constructing pedestrian paths and dry-laid stone walls at scenic overlooks (NHL 2008:53).

"The cohesive character of both landscape features and park structures in the Skyline Drive Historic District contribute to the district's national importance under Criterion 4. The district contains a full complement of CCC built structures, most rendered in native stone or timber (often chestnut)--in the form of guardrails, culvert headwalls, retaining walls, comfort stations, equipment sheds, and even water fountains. These fall into the three categories outlined in the NPS-published Park and Recreation Structures (1938): basic services and administration, recreational and cultural facilities, and overnight

and organized camp facilities. Rustic and picturesque in character, the park structures built by both the CCC and the concessionaire was unified by a common vocabulary of materials, hand-wrought finishes, and architectural designs, that blends with the Eastern deciduous forest and rock outcroppings and ledges that make up much of the park's natural setting. Log framing abounds throughout, much of it having been drawn from the dead and decaying chestnut forests (casualties of the chestnut blight) and fashioned into useable form at the sawmills set up by the CCC. Log, slab, and shingles were commonly used as siding on most park buildings, with the exception of stonework that appeared on such buildings as the recently restored comfort station at Stony Man Overlook and lodge at Big Meadows. Also distinctive at Shenandoah is the roofing made from concrete shingles (connected with reinforcing rods) that were made by the CCC enrollees. Such a material was desirable because it provided an inexpensive, lightweight, and durable alternative to slate and quickly assumed a weathered appearance, like nearby boulders, by attracting mosses and lichens. The concessionaire used similar materials that were manufactured by a company in Richmond, Virginia, for the construction of Big Meadows Lodge; during the lodge's recent rehabilitation, damaged shingles were replaced with the same material ordered from the same company (this material is also used by Colonial Williamsburg) (NHL 2008:53).

"In addition, the district contains several outstanding examples of NPS, CCC, and concessionaire-built architecture. Commonly called "parkitecture," they include the Big Meadows Lodge, Dickey Ridge Lodge, and Pinnacles Picnic Pavilion--are among the finest examples found today in the parks of the eastern United States. They compare favorably in design and integrity with western examples, such as the lodges at Zion, Bryce, and Grand Canyon national parks, which were designated National Historic Landmarks in 1988 under the Architecture in the Parks NHL Theme Study (NHL 2008:54)."

State Register Information

Identification Number: 069-0234
Date Listed: 12/04/1996
Name: Skyline Drive Historic District (Multiple Counties)
Explanatory Narrative:
Skyline Drive – Central District is located within the Skyline Drive Historic District.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed
Current and Historic Use/Function:
Primary Historic Function: Outdoor Recreation
Primary Current Use: Outdoor Recreation

Other Use/Function

Concession

Leisure-Passive (Park)

Comfort Station (Latrine)

NPS Class III Special Purpose Road

Parking Area

Hiking Trail

View

NPS Class V Administrative Access Road

NPS Class I Principal Road

NPS Class VI Restrictive Road

Other Type of Use or Function

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Current and Historic Names:

Name

Skyline Drive

Type of Name

Both Current And Historic

Ethnographic Study Conducted:

No Survey Conducted

Ethnographic Significance Description:

It is very likely that portions of Skyline Drive are located in areas used by Native Americans, including the Monacan and Manahoac, for over ten thousand years. In general, the inhabitants of the region were hunters and gatherers who used the mountains for seasonal camps.

Chronology:

Year	Event	Annotation
1600 - 900 BC	Established	First human habitation in Blue Ridge Mountains takes place about 11,000 years ago as seasonal encampments.
AD 1000	Established	Native American use of the mountains is mainly for game hunting (Resource Management Plan 1998: 23). The Monacan and Manahoac tribes inhabit the area (Pinnacles CLI 2007:13).
AD 1669	Explored	Dr. John Lederer, from Germany, is the first European to record exploration in this area of Blue Ridge Mountains, describing a forest full of game and a large open area believed to be Big Meadows (Pinnacles CLI 2007:13).

Skyline Drive - Central District
Shenandoah National Park

AD 1700 - 1799	Settled	Immigrants from Tidewater area come to Piedmont region and from Pennsylvania to Shenandoah Valley, leading to the disappearance or departure of Native Americans from the area (Pinnacles CLI 2007:13).
AD 1716	Explored	Alexander Spotswood, Lieutenant Governor of the Colony of Virginia, leads a party across the Blue Ridge to try to extend the boundaries of Virginia and promote trading to the west (Historic Resources Study 1997:7).
AD 1750 - 1830	Settled	Settlers move from lower elevations into mountain hollows, where they pursue farming, grazing, timbering, and hunting game (Pinnacles CLI 2007:13).
AD 1830 - 1839	Established	Recreational use of the mountains begin with the opening of Black Rock Springs Hotel south of Skyline Drive (Historic Resources Study 1997:41).
AD 1894	Built	George Freeman Pollock establishes Stony Man Camp, later named Skyland (Lambert 1979:i).
AD 1924	Established	The Secretary of the Interior assembles Southern Appalachian National Park Committee (SANPC) to study the issues regarding establishing a national park (SHEN website, Historical Overview).
AD 1925	Established	February 21, Congress passes legislation allocating \$20,000 for survey and evaluation of Shenandoah and other parks (SHEN website, Historical Overview).
AD 1926	Established	Congress first authorizes Shenandoah National Park (NP) on May 22, but without funds for land purchases.
AD 1928	Built	PATC begins building the Appalachian Trail from Thornton Gap to Skyland.
AD 1929 - 1930	Built	PATC continues building Appalachian Trail from Skyland to Swift Run Gap.
AD 1931	Built	Contractors hired by Bureau of Public Roads (BPR) begin building Skyline Drive. PATC begins moving some of the AT from Thornton Gap to Skyland.

Skyline Drive - Central District
Shenandoah National Park

	Designed	March 25, map of "Proposed Shenandoah National Park" is issued by the Department of the Interior showing the initial section, the Central District (Engle 2006:34).
	Designed	As part of the road alignment, a tunnel is proposed through Mary's Rock, located at Mile 32.4 in the Central District (Engle 2006:84).
	Established	On June 21, Albert Brothers of Salem, VA, are awarded the contract to construct graded roadbed for Sections 1-A and B of Skyline Drive's Central District, from Thornton Gap to Big Meadows (NHL 2008:17).
	Established	On June 29, the West Virginia Construction Company is awarded the contract to construct graded roadbed for Section 1-C of Skyline Drive from Big Meadows to Swift Run Gap and included five miles of Rapidan Road (NHL 2008:17).
	Built	July 18 marks the official groundbreaking of Skyline Drive at Thornton Gap, heading south to Swift Run Gap (NHL 2008:8).
AD 1931 - 1939	Built	Signs are constructed along the drive, including control signs, informational signs such as interpretive kiosks, and overlook signs. The signs are rustic in design and mostly made from chestnut logs (NHL 2008: 31).
AD 1931 - 1932	Built	Temporary boulders and logs are installed along the more precipitous edges of the drive (Engle 2006: 93).
AD 1931 - 1939	Built	Temporary entrance stations are constructed at Thornton Gap and Swift Run Gap, consisting of small square buildings of log construction, with wood shingled hip roofs (NHL 2008: 29).
AD 1931 - 1932	Built	Construction of tunnel at Mary's Rock begins (HAER 1996:14-18).
AD 1932	Built	In January blasting breaks through the north portal of the tunnel at Mary's Rock, removing almost 11,000 cubic yards of granite (Engle 2006:85).
	Built	September 8, Sections 1-A and B of Skyline Drive are completed.

	Established	A special advance opening of the drive, from Lee Highway (Route 211) to Skyland was held between October 22 and November 30, during which 30,837 persons in 7,891 cars use the unpaved road (Historic Resources Study 1997:46).
	Built	August 27, Section 1-C of Skyline Drive is completed.
AD 1933	Established	In December, President Franklin Roosevelt establishes the Civilian Conservation Corps (CCC), and six CCC camps are set up in Shenandoah, (National Register 9/1997:Section 8,50).
	Built	Filled areas of the Central District are stabilized with cribbing of American chestnut logs to support the road shoulder and masonry guard walls (HAER 1996:7-18).
AD 1933 - 1934	Built	The CCC constructs 9.65 miles of wood guardrails on Skyline Drive (HRS 1997:69).
AD 1933 - 1936	Built	The first overlooks along Skyline Drive are constructed in the Central District by the CCC and designed separately from the roadway (NHL 2008: 13). Designed by the park's first NPS landscape architect Roland W. Rogers, they exhibit a greater emphasis on picturesque, naturalistic compositions that conform closely to the natural topography (NHL 2008:26).
	Built	Mary's Rock Tunnel Overlook is constructed, with views northeast to southeast, including planting island, guardwall, and interpretive sign.
	Built	Buck Hollow Overlook is constructed at Mile 32.9 with a vista north to southeast.
	Built	Jewell Hollow Overlook is constructed at Mile 36.4, supported by a massive retaining wall of native stone and provided a broad outlook of the Shenandoah Valley. Paths from the overlook connect the parking area with the Appalachian Trail and nearby outcroppings, providing scenic views (NHL 2008:76).

Skyline Drive - Central District
Shenandoah National Park

	Built	Pinnacles Overlook is constructed at Mile 35.1 with a vista west to southwest, includes a planting island and guardwall.
AD 1934	Built	The CCC constructs Crescent Rock Overlook at Mile 44.4 (HAER 1996:13-18).
AD 1934 - 1935	Built	The CCC constructs Stony Man Overlook at Mile 38.6, including a comfort station, a stone water fountain, and parking for several dozen cars (NHL 2008:76).
	Built	Hemlock Spring Overlook at Mile 37.9 is constructed with a vista north to east and includes a guardwall and interpretive sign.
	Built	The CCC builds Hazel Mountain Overlook at Mile 33.0, with a large outcrop incorporated into the design. The overlook also includes parking and a drinking fountain built into guardwall.
	Built	Thorofare Mountain Overlook, originally known as White Oak Canyon Overlook, is constructed at Mile 40.5, with views northeast to south, including planting island, tree well, and guardwall.
	Built	Timber Hollow Overlook is built at Mile 43.3 with parking, planting island, and guardwall.
	Built	Crescent Rock Overlook is constructed at Mile 44.4 with parking, planting island, guardwall, trail to Betty's Rock, and interpretive sign.
	Built	Spitler Knoll Overlook is built at Mile 48.1 near the site of the former Spitler ranch and includes a guardwall.
	Built	Franklin Cliffs Overlook is constructed at Mile 49 and includes parking, planting island, and interpretive sign.
	Built	Fishers Gap Overlook is constructed at Mile 49.3 with views northwest to northeast and includes planting island.
AD 1934 - 1936	Built	Old Rag View Overlook is built at Mile 46.5 on the site of a former orchard.
AD 1934 - 1935	Built	Tanners Ridge Overlook is constructed at Mile 51.5 and includes interpretive sign.

Skyline Drive - Central District
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AD 1934 - 1936	Built	Naked Creek Overlook is constructed at Mile 53.2 and includes planting island.
AD 1934 - 1935	Built	Hazeltop Ridge Overlook is constructed at Mile 54.4 and includes guardwall.
	Built	The Oaks Overlook is built at Mile 59 with views west to north.
	Built	Baldface Mountain Overlook is built at Mile 61.2 with views west to north, includes planting island, guardwall, interpretive signage and water fountain incorporated into guardwall.
	Built	South River Overlook is built at Mile 62.7 with parking and planting island.
	Built	Hensley Hollow Overlook is built at Mile 64.4 with views northwest to northeast and includes guardwall.
AD 1935	Built	The first picnic grounds are open to the public at Pinnacles along Skyline Drive.
	Reconstructed	The CCC completes reconstruction of the Appalachian Trail in the Central District.
AD 1935 - 1936	Built	The Point Overlook is built at Mile 55.6 with views southwest to northeast.
AD 1935 - 1942	Built	The CCC helps with the Skyline Drive construction and reconstruction of portions of the Appalachian Trail.
AD 1936	Established	Franklin Roosevelt dedicates Shenandoah National Park on July 3.
AD 1937	Established	The first campground opens along Skyline Drive at Big Meadows (NHL 2008:79).
AD 1939	Abandoned	On June 26, the House of Representatives pass House Joint Resolution 338, which closes all roads to the ridge within the bounds of Shenandoah National Park with the exception of U.S. Route 211 at Thornton Gap (the Lee Highway), and U.S. Route 33 (the Spotswood Trail) at Swift Run Gap (National Register 1996: Section 7,8).

	Built	Guardwalls in the Central and North Districts are completed prior to the dedication of the park (NHL 2008:25).
	Built	By the end of 1939, sixty-seven overlooks are constructed at various points along Skyline Drive (NHL 2008:75).
AD 1939 - 1940	Built	A permanent entrance station is built at Swift Run Gap, of frame construction with cut stone facing. The building features a gabled roof spanning the two inbound lanes, supported at the ends by stone faced columns, and a small octagonal office (NHL 2008:29).
AD 1940	Built	A stone water fountain was built at Hemlock Spring Overlook, incorporated into the guardwall.
AD 1950 - 1969	Rehabilitated	Skyline Drive is systematically repaved and sealed (NHL 2008:32).
AD 1951	Built	Mileposts are installed along Skyline Drive (National Register 4/1997: Section 8,91).
AD 1952	Built	Overlooks are completed in the South District, marking the completion of Skyline Drive (NHL 2008:6).
AD 1954 - 1956	Altered	The road north of Big Meadows is realigned near Mile 50 in order to eliminate a dangerous horseshoe curve and add parking for the Dark Hollows Falls Trail (NHL 2008:32).
AD 1958 - 1959	Built	At night, the tunnel at Mary's Rock is lined with concrete to prevent water seepage in the summer and the formation of icicles in the winter (National Register 4/1997: Section 7,37).
AD 1960 - 1961	Built	The NPS constructs Thornton Gap Entrance Station on the approach ramp to the park (NHL 2008:29).
AD 1961	Built	A grade separation is built at Thornton Gap (NHL 2008:29).
AD 1974 - 1975	Built	The NPS constructs the Swift Run Gap Entrance Station on the approach ramp to the park (NHL 2008:29).
	Built	The NPS constructs a new overlook, Hensley Ridge, at Mile 65, near Swift Run Gap.

Skyline Drive - Central District
Shenandoah National Park

AD 1980 - 1989	Built	A parking area is constructed at Lewis Spring at Mile 51.4 of the drive.
AD 1983	Rehabilitated	The Federal Highway Administration begins a program to rehabilitate Skyline Drive. Base and drainage structures are replaced along the same vertical and horizontal road alignment and stone guardrails are also replaced (NHL 2008:31).
	Removed	Chestnut cribbing built in the 1930s is removed under the drive's 1983 rehabilitation program (HAER 1996:7-18).
AD 1992 - 1993	Built	The interchange at the Thornton Gap entrance is rebuilt for better traffic flow.
AD 2001	Damaged	Forest fires damage much of the ground- and shrub-cover along the northernmost portions of the Central District, between Marys Rock and Jewell Hollow, exposing the original planting pattern by the CCC (NHL 2008:14).
AD 2007	Rehabilitated	The NPS prepares environmental assessment for the rehabilitation of forty-nine overlooks along Skyline Drive.
	Reconstructed	Much of the drive through the Central District is repaved (SHEN website).

Physical History:

9000 BC TO 17TH CENTURY: NATIVE AMERICAN USE

This area of the Blue Ridge Mountains was known and used by Paleo-Indians for many centuries, with the first human habitation taking place about 11,000 years ago, sometime after the last ice age. The Paleo-Indians were hunters and gatherers who used the mountains for seasonal camps. With the development of farming in the valleys by 1000 AD, Native American use of the mountains focused on game hunting (Resource Management Plan 1998:23). The Monacan tribe settled in most of the Piedmont region and portions of the Blue Ridge Mountains while the Manahoac tribe inhabited the area east of the Blue Ridge Mountains and along the Rappahannock River (<http://indians.vipnet.org/tribes/monacan.cfm>).

1669 TO 1923: EUROPEAN SETTLEMENT

Dr. John Lederer, a German immigrant, was the first European to record exploration of this region of the Blue Ridge Mountains in 1669, describing the woods as wild and full of game. In 1716, Alexander Spotswood, Lieutenant Governor of the Colony of Virginia, led an expedition across the Blue Ridge Mountains to encourage settlement and to extend the boundaries of the colony. The crossing place was probably Swift Run Gap or the Big Meadows area (Lambert 1989:32-33). The land Spotswood claimed was soon obtained by investors, but disputed ownership claims led to court cases that went unresolved well into the early nineteenth century (Historic Resources Study 1997:7-8).

Most of the first European settlers in the area were English immigrants, followed by a large number of Germans and Scotch-Irish by the mid-eighteenth century (Historic Resources Study 1997:9). Settlers moved from the Tidewater area to the Piedmont region, and from Pennsylvania to the Shenandoah Valley. Even before European settlement started here, local Native Americans were dying of introduced diseases, and by 1800 they had disappeared completely or moved away (Lambert 1989:21-22; Resource Management Plan 1998:23). As the better farming land was taken, new settlers moved into the mountain hollows where they developed a subsistence life reliant on hunting, farming, grazing, and timbering that led to extensive clearing of the land (Resource Management Plan 1998:23 cited in Skyland CLI).

In 1830, the first recreational use of the area occurred in what is now the South District of the park. A resort called Black Rock Springs Hotel touted seven mineral springs with curative powers. The resort became a popular regional tourist destination and maintained operation until 1909 when a fire destroyed most of the buildings (Historic Resources Study 1997:41-42). Industrial use also developed in some areas, such as the Mt. Vernon Iron Furnace and the Stony Man Mountain Tract, where copper was mined and charcoal produced for smelting occurred from 1845 to 1850 (Engle 1994:1).

By the mid-1850s, large farms developed in the region, typically cultivating tobacco for a few years, followed by corn crops and then left fallow to recover. Smaller scale farms also existed in the area and were mainly subsistence farms including small gardens with corn, rye and other vegetables, and small orchards. Other land uses included cattle grazing, and lumbering that

provided material for rebuilding after the Civil War and for railroad expansion. Tanneries were another important industry, utilizing chestnut bark for the source of tannin in the leather making process (Historic Resources Study 1997:13-15). The chestnut blight that began in the United States around 1904 put an end to local reliance on the chestnut tree which at one time made up twenty percent of the Appalachian forest (<http://www.virginiaplaces.org/natural/chestnut.html>). Stands of dead chestnut trees covered areas of the future roadway during the early twentieth century.

In 1894, George Freeman Pollock built a popular resort in what is now the Central District, initially called Stony Man Camp and later renamed Skyland. It was a destination and summer residence for the middle and upper middle classes mostly from Baltimore, Washington, Richmond, and Philadelphia. Pollock was known as a showman who held theatrical events, such as bonfires, Indian “pow-wows,” and medieval jousts for guest entertainment (Lambert 1979:i and Uhler <http://www.shenandoah.national-park.com/info.htm>). Pollock strongly supported the establishment of a national park in the area and would play a key role in this effort (Historic Resources Study 1997:44).

1924-1952: PARK DEVELOPMENT

Shenandoah National Park:

In 1924, Hubert Work, the U.S. Secretary of the Interior, assembled a five-member Southern Appalachian National Park Committee (SANPC) to study the issues regarding establishing a national park in the region. Authorized by Congress, the Committee distributed a questionnaire to gain public input into suggested sites for a new national park (SHEN website, Historical Overview). Pollock filled out the questionnaire with the aid of several colleagues to promote the establishment of a park near Skyland. Pollock personally met with the members of the SANPC, and his enthusiasm and persuasive manner convinced the committee of the merits of his proposal (Historic Resources Study 1997:46).

In February 1925, Congress passed legislation allocating \$20,000 for survey and evaluation of proposed parks, including Shenandoah. It also stipulated that the Commonwealth of Virginia purchase the land and present it to the federal government for such a purpose (SHEN website, Historical Overview). It would take ten more years for the park lands to be acquired. Obstacles involved lawsuits resulting from land condemnation for the park, resettlement requirements for former residents, and funding (Historic Resources Study 1997:45). In April 1926, Virginia Governor Harry F. Byrd established the Commission on Conservation and Development, headed by William Carson, to take over management of funds collected for the park’s creation. On May 22, Congress authorized Shenandoah National Park (NP), but without funds for land purchases. Continued land owner resistance caused conflicts and court challenges, delaying the clearance of deeds (NHL Documentation 2008:6 and SHEN website, Historical Overview).

In 1927, Pollock helped organize the Potomac Appalachian Trail Club (PATC) in Washington D.C. in order to develop and maintain the Appalachian Trail in the mid-Atlantic Region. The Appalachian Trail Conservancy had been formed two years earlier by Benton MacKaye, a forester for the U.S. Division of Forestry (a forerunner of the Forest Service), with the aim of

establishing a continuous recreational route along the mountain crests of eastern United States. One of Pollock's underlying goals in forming the PATC was to further promote the establishment of Shenandoah NP (NHL 2008:30). Members of the PATC constructed a trail on weekend visits during the next four years, with some of the trail traversing property that was later developed for Skyline Drive.

By 1929, William Carson successfully promoted the merits of the Blue Ridge Mountains to President Herbert Hoover, who went on to build a fishing camp and retreat on a 164-acre site along the Upper Rapidan River on the eastern slope of the Blue Ridge, near the future Central District of the drive. After losing his bid for re-election, Hoover donated Rapidan Camp to the federal government and the site later became part of Shenandoah NP.

Construction of Skyline Drive:

In 1930, a severe drought hit the Piedmont region of Virginia, drastically reducing the agricultural livelihood of many farmers and farm workers (SHEN website, Skyline Drive History). Coinciding with the drought disaster were the effects of the Great Depression caused by the stock market crash of October 1929. As the economy remained bleak, it became more imperative to bring jobs to the area. Virginia's William Carson promoted a plan to both create jobs and make the Shenandoah area more accessible by building a road. As described in the report of the SANPC dated June 30, 1931: "the greatest single feature, however, is a possible skyline drive along the mountaintop, following a continuous ridge and looking down westerly on the Shenandoah Valley...and commanding a view [to the east] of the Piedmont Plain...Few scenic drives in the world could surpass it (Engle 1999:15)." That same year, President Hoover authorized drought relief funds to finance the work of building Skyline Drive, provided that much of the labor be accomplished by locals using traditional hand tools and farm implements (HAER 1996:1).

The National Park Service (NPS) prepared a map showing the proposed route of the new roadway and it was sent to Hoover for review. The designers selected the location of the road and developed numerous overlooks based on scenic vistas of the ridge and the valley. The road was envisioned as a scenic drive on the crest of the Appalachian Mountains. It was to be the backbone of a national park and become an essential link in the park-to-park highway envisioned in the eastern United States to connect the Shenandoah and Great Smoky Mountains parks. The restoration of woodlands from former clearings, fields, and pasture to a natural mixed hardwood forest also figured prominently in the design of the road (National Register 4/1997: Section 8,112). The President agreed with what was proposed, but did suggest that a proposed park entrance road be located further away from Rapidan Camp (Engle 2006:31-32). The suggested spur road to Rapidan Camp was abandoned and the drive was expanded southward to Swift Run Gap (Figure 1).

Construction of the major roads in national parks at this time was carried out cooperatively by an interbureau agreement between the NPS and the Department of Agriculture Bureau of Public Roads (BPR), which combined the expertise of BPR's civil engineers with NPS standards for protection of natural scenery in parks. NPS staff selected the route of Skyline Drive and located the scenic overlooks and recreational waysides. BPR personnel oversaw the

surveying, awarding of contracts, and actual construction. BPR crews surveyed the route with a transit and established stations at 100-foot intervals, marking them with a stake or flag. Stations were used to locate overlooks, culverts, beginning and ending of curves and spirals, and other engineering features. Road builders were required to fit the roadway into the surveyed route, and the grade was not to exceed eight percent or the curves to have radii less than 200 feet.

Following the completion of flagging the 100-foot right-of-way, the roadbed was graded concurrently with the construction of drainage structures. Culverts, tile underdrains, and gutters were constructed prior to fills and following cuts (NHL 2008:16). It was necessary to build structures to either carry surface water from one side of the drive to the other, such as a culvert, or structures that diverted surface run-off into a culvert using drop inlets. Six culvert inlet subtypes were built. The headwall type is one of the two parent types and has two subtypes, the straight headwall and ell (or "L") headwall. The other, and more prevalent type, is the drop inlet type with four subtypes: double, parallel walls with inlets on both ends; headwall with semicircular back wall, with inlets on either or both ends; metal grate inlet; and straight-lipped cap (composed of concrete) inlet with gutter pan. Excluding the metal grate and straight-lipped cap types, all systems were constructed of coursed, mortared stone. The drop basins of the grate and cap types were also built of coursed, mortared stone. The headwall types carried streams and small watercourses beneath the drive and exited on the downhill side. Generally, culvert outlets consisted of the masonry straight headwall type. Pipes typically used between the walls and drop basins/inlets were corrugated metal pipes, ranging from eighteen inches, twenty-four inches, to thirty-six inches in diameter. Walls varied in length, width, and depth depending on the size of the pipes and the hydraulic flows of the surrounding drainage area; they generally measured seven to ten feet in length, twenty to twenty-two inches in width, and eighteen to twenty-four inches in height. Rock paved gutters and underdrains supplemented the drainage systems.

Cut and fill operations were thoughtfully planned and executed to balance each other in order to maintain a naturalistic landscape setting (Figure 2). Generally, side-hill cuts were employed, where a bench or shelf was cut into the side of the mountain. Controlled blasting with explosives was used to remove bedrock in the right-of-way. In some areas, chestnut log cribbing was used to support the fill (NHL 2008:15). Fills were also used extensively at overlooks to provide an adequate base to construct parking areas and guardwalls. After grading operations, the roadway was prepared for paving. Typically, the traffic bound base course was laid first, consisting of a macadam surface, with crushed stone from one inch to 1 ½ inches, placed and compacted to a thickness of six inches. However, at the Central District, the stone was not compacted in order to expedite the opening of the drive (NHL 2008:16). A second course of smaller crushed rock, one inch and smaller, was laid and compacted by vehicular traffic. The macadamized roadbed was then treated with a bituminous road mix that formed an asphalt surfacing. The parking lots for the overlooks were similarly paved.

Construction of the road occurred in three phases starting with Central District, then North District followed by South District (NHL 2008:8). Project One was Central District, from Thornton Gap to Swift Run Gap. Central District was constructed first because this section

was located between U.S. Route 211 (at Thornton Gap) and the recently completed U.S. Route 33 (at Swift Run Gap), which would provide immediate access to the drive. In addition, the Central District included access to Camp Hoover, the President's retreat (NHL 2008:17). Project Two, or the second section phase of the construction, comprised the North District, from Front Royal to Thornton Gap. Project Three comprised the South District, from Swift Run Gap to Jarman Gap (NHL 2008:6,16).

Skyline Drive—Central District:

The Central District was constructed as projects 1-A and B, 1-C, and 1-D and F, totaling thirty-four miles of Skyline Drive. Section 1-A and B extended from Thornton Gap to Big Meadows, and Section 1-C continued from Big Meadows to Swift Run Gap and included five miles of Rapidan Road which led to President Hoover's camp. Initial survey work for the Central District began in late January 1931. Due to the fact that the survey and construction plans had to be completed before the money ran out at the end of the fiscal year, June 30, 1931, the survey was conducted in a hurried preliminary fashion. In addition, winter weather conditions, including fog, snow, and rain, resulted in the loss of work time and necessitated the realignment of the line and grade at several locations (NHL 2008:16-17).

On June 21, 1931, just prior to the end of the fiscal year, two contracts were awarded to start construction of Skyline Drive. Albert Brothers of Salem, Virginia was awarded the contract to prepare a graded roadbed for the 19.97 mile Section 1-A and B from Thornton Gap to Big Meadows. A second contract was awarded on June 29 to the West Virginia Construction Company for Section 1-C, comprising roughly twenty-one miles from Big Meadows to Swift Run Gap. These contracts were for clearing and grubbing, and building a graded roadbed (NHL 2008:16-17). The official groundbreaking of Skyline Drive, at Thornton Gap heading south toward Swift Run Gap, took place on July 18, 1931, but work actually commenced on July 22.

After the survey was completed and plans prepared for the Central District, the road was graded utilizing cut and fill techniques perfected at the western mountain parks, such as Yellowstone (HAER 1996:7-18). Rocks and soil excavated in cuts were used to build up fill areas. Use of fills in the construction of overlooks provided adequate bases for parking areas. Some filled areas in the Central District utilized a cribbing of American chestnut logs to support the road shoulder and masonry guard walls (Figure 3) (HAER 1996:7-18). Slopes were also stabilized by drylaid rubble retaining walls or hand laid rock embankments (Figure 4). After a slope face was thoroughly compacted and adequate footing prepared at its base, stone rubble taken from adjacent roadway excavations was hand-placed without mortar up the embankment. These handlaid rock embankments reduced excavation quantities, minimized unsightly landscape scars, and protected newly planted vegetation (HAER 1996:7-18).

In addition, both the NPS and BPR agreed that a tunnel was necessary at Mary's Rock, located at Mile 32.4, to alleviate the need for extensive cut and fill around a sharp ridge below Mary's Rock, and prevent unsightly scarring to the mountain side. Construction began in October 1931, requiring crews to drill forty twelve-foot deep holes, three or four feet apart, across the rock face. The holes were loaded with dynamite and electrically detonated (HAER

1996: 14-18). Several hours of rubble removal then occurred. The process was repeated twice every twenty-four hours. The tunnel, 670 feet long, was completed in January 1932 (Figure 5). Over the north portal, a 47- foot dry-rubble wall was constructed to stabilize the slope.

Following the completion of rough grading of the Central District in late summer of 1932, contracts were let in the fall of 1933 to construct a traffic-bound base with a bituminous road-mix surface. Ralph E. Mills Construction Company of Frankfort, Kentucky was awarded the Thornton Gap to Big Meadows section and Keeley Construction Company of Clarksburg, West Virginia, was awarded the Big Meadows to Swift Run Gap section. Stone crushing for paving began in December 1933, using quarried stone from three sites within the park and stockpiled at convenient points along the drive (NHL 2008:17).

Both the NPS and BPR saw the need for guardrails and guardwalls along the drive, but the design and materials were debated, such as the use of masonry or wood from dead chestnut trees that were prevalent at the park. Initially, temporary boulders and logs were installed along precipitous edges (Engle 2006:93). Typical guardwalls constructed in the Central District consisted of ashlar masonry composed of small stones laid in courses, set in mortar, and covered with large capstones. The walls had vertical faces on both sides. The construction of the guardwalls followed methods familiar to the region's farmers and conveyed a strong association with the park's cultural origins (NHL 2008:12). After much of the Central District was completed, discussions arose among the NPS landscape architects and the architects within the Eastern Division of Plans and Design as to the appropriate locations of stone and wood guardwalls in order to provide variety and harmony with the surroundings. It was decided that log rails would more readily blend in with the landscape along the drive adjacent to open fields, providing more open views (Figure 6). Stone guardwalls were deemed more suitable along steeper locations (Figure 7) (Engle, <http://www.nps.gov/archive/shen/3b2a1.htm>).

The New Deal and the Civilian Conservation Corps:

In 1933, Franklin D. Roosevelt was inaugurated as President of the United States. In March, one of his first presidential acts was to freeze all federal funding. Not until he visited the area in April did he release funding, and construction of Skyline Drive resumed (National Register 4/1997:Section 7, 7). As part of his New Deal legislation, Roosevelt initially established the Public Works Administration (PWA) as the Federal Emergency Administration of Public Works under the authority of the National Industrial Recovery Act, and later became a part of the Federal Works Agency. The PWA was involved with a comprehensive program for federal and nonfederal public works projects. The program's objectives were to reduce unemployment, increase consumers' purchasing power, improve standards of labor, and conserve natural resources. The organization supplied funding and hired inspectors to ensure that projects were being constructed according to plans and specifications. At Skyline Drive, the PWA provided skilled labor for the construction of guardwalls, retaining walls, and terraced areas for the North and South Districts of the drive.

Roosevelt also established the Civilian Conservation Corps (CCC), created to help relieve high unemployment and carry out a broad program of natural resource conservation on federal, state, and municipal lands. Six CCC camps were set up in Shenandoah. The CCC laborers

undertook a wide range of projects including erosion control, removal of dead chestnut trees, planting trees and shrubs, the construction of trails, shelters, and picnic areas with drinking fountains, tables, and fireplaces (SHEN website, Historical Overview). The CCC also established a nursery to propagate native vegetation for use in stabilizing cut and fill slopes and blending them into their surroundings as well as reducing soil erosion (Figure 8). The nursery stock included Virginia creeper, trumpet creeper, bittersweet, arrow-wood viburnum, rhododendrons, dogwoods, and sumac as well as pitch pine, red spruce, fir, and walnut trees (Engle, "Wilderness by Design?," SHEN website). The CCC planted thousands of trees along the drive, creating "green tunnels" in the summer by forming natural arbors over the road. The resulting densely shaded areas provided a dramatic visual contrast to the open highland vistas at other points on the drive (Figure 9) (HAER 1996:13-18). In addition to planting newly cultivated plants, existing native trees and shrubs were salvaged from road clearing sites and transplanted to other areas along the drive. Mature trees were also preserved through the construction of tree wells, typically built of dry rubble masonry (Figure 10). The CCC was also responsible for the construction of guardwalls and retaining walls only in the Central District, as the PWA took over these projects in the North and South Districts (National Register 4/1997:Section 8,100).

The CCC also constructed a number of scenic overlooks in the Central District, which offered visitors the opportunity to stop and enjoy the views without the distraction of driving (Figure 11). In the rush to build the roadway, the Thornton Gap to Swift Run Gap section of Skyline Drive had been built without consideration of overlooks and parking areas; these were designed after the fact, based on established visitor use patterns (Engle 2006:89). For the remaining roadway work, views and vistas were incorporated into the analysis and design prior to construction. Overlooks varied from simple road widenings with parallel parking, to more defined areas with walls, sidewalks, and curbing, and were screened from the road with planting islands. In general, only parking overlooks on Skyline Drive required construction drawings (Figure 12). Typically, landscape architects and engineers of NPS's Eastern Division of the Branch of Plans and Design prepared the drawings, including featured design details such as the overlook configuration or cross-section of a guard wall with construction material, curbing, etc. (NHL 2008:26-27). The overlooks in the Central District were mostly designed by NPS landscape architect Roland W. Rogers who emphasized picturesque, naturalistic compositions that conformed closely to the natural topography (NHL 2008:26).

More elaborate overlooks in the Central District include Jewell Hollow Overlook, constructed in 1933, at Mile 36.4 (Figure 13). Jewell Hollow provided a broad view of the Shenandoah Valley from an elevated parking area supported by a massive dry-laid retaining wall of native stone. Paths from the overlook connected the parking area with the Appalachian Trail and nearby outcroppings that provided additional scenic views (NHL 2008:76). A cut slope to the south of the overlook consisted of a dry-laid retaining wall into which a drinking fountain was later constructed (Engle 2006:89). The CCC also built Crescent Rock Overlook at Mile 44.4 in 1934 (Figure 14). The design of Crescent Rock incorporated existing surface contours, rock formations, and vegetation to develop a site frequented by visitors on day hikes using trails from the Skyland Resort. A massive drylaid stone retaining wall and guard parapet form the overlook terrace, above which was a multi-tiered parking lot with one-way access roads.

Construction details for Crescent Rock specified log guardrails consisting of battered and mortared stone piers, twenty inches in height and width, and a specification for local or selected dead chestnut logs for the rails (Figure 15). Planted islands separated the tiers and trails led from the overlook to the cliffs of Crescent Rock to the south and Betty's Rock to the north (HAER 1996:13-18). The CCC later built a visitor contact station at Crescent Rock Overlook in a similar fashion to local cabin construction with sawn logs. As the drive gained widespread popularity during its initial opening, overlooks and parking areas were designed to be expandable. As the surge of visitation leveled off, the size of these spaces decreased (Engle 2006:91).

In 1934, the paving of the traffic-bound base along the Central District began in early spring and completed in August of the same year. Due to the hardness of the rock quarried on-site, it was not possible to make sufficient rock dust or fines to bind the surface. Consequently, limestone dust was purchased and applied to bind the surface. A bituminous road-mix was then applied to the surface and the thirty-four mile Central District was opened for travel on September 15, 1934 (NHL 2008:17). The speed with which this section was constructed caused criticism over the lack of refinement in the alignment of the road, leading to later efforts to upgrade the road (NHL 2008:18).

In 1935, the CCC constructed the Hazel Mountain Overlook at the eastern side of the ridge, around a picturesque outcropping of granodiorite, an igneous rock formation similar to granite. The base of the outcropping was excavated and additional rock added to embellish this feature which formed the overlook's viewing terrace. Curvilinear stone walls emerged from either side of the boulders, stepping down to blend with the drive's guardwall and demarcating the parking area from the terrace. Incorporated into the north wall were a water fountain and stone steps which led to the top of the outcropping and the view. The CCC installed pipes from a nearby spring to create the water fountain in the stone wall, providing a source of water for travelers. A stone-edged planting island, filled with pines, oaks and mountain laurel, screened the overlook from the drive, further blending into the natural surroundings (HAER 1996:13-18). In addition, the CCC also completed the construction of Stony Man Overlook at Mile 38.6, built in two sections and included a comfort station built of native stone masonry, a water fountain, and parking for several dozen cars (NHL 2008:76). The CCC completed numerous overlooks in the Central District, including Hemlock Spring, White Oak Canyon, Timber Hollow, Spitler Knoll, Franklin Cliffs, Fishers Gap, Old Rag View, Tanners Ridge, Naked Creek, Baldface Mountain, South River, Hensley Hollow, and the Point.

In 1936, the NPS realized that stone gutters needed to be constructed to replace earth ditches located adjacent to the uphill side of the drive to catch the overland flow of rainfall (Engle 2006:99). Some ditches that were in areas with adjacent springs, or downhill of swales, were deeply eroded and threatened to destabilize the roadway. Resident NPS Landscape Architect Harvey Benson designed a two and a half-foot wide stone gutter with a circular center. The BPR revised his design with a narrower gutter width and a more sloping center. The resulting design was naturalistic, so as not to appear overly engineered. The CCC built the gutters in the Central District based on the revised detail (Figure 16). The stones were set on a bed of crushed stone and gravel and only mortared in place. The construction of stone gutters became

part of the construction contracts for the South District of Skyline Drive (Engle 2006:99-100).

As construction of Skyline Drive continued, it became apparent that portions of the recently constructed Appalachian Trail conflicted with the proposed road alignment and would have to be relocated, especially in the South District. At Shenandoah, CCC workers took on the task of rebuilding miles of the trail below the crestline and away from the new drive. By relocating the trail lower down the mountain slopes, hikers were able to enjoy panoramic views of the region (Schmeckebier 1937:79). By 1940, ninety-six miles of the Appalachian Trail in Shenandoah NP were rerouted and ultimately crossed Skyline Drive fifteen times, including Milam Gap and Swift Run Gap in the Central District.

World War II and Post-War Development:

After the attack on Pearl Harbor on December 7, 1941, the United States entered World War II, ending most development in the park until after the war. As the country directed all its manpower toward the war effort, the CCC camps were closed by the end of March 1942 (Engle 1999:30). The park's workforce at this time shrank to 1/20th of its size (Lambert 2001:263). Some former CCC foremen and technicians remained at the park for a short time to help close down operations. Visitation at the park drastically declined with most resources, including fuel, directed to the war effort. By 1942, when construction stopped because of the war, approximately 1,113 culverts had been constructed along the route from Front Royal to Rockfish Gap.

By August of 1942, the Civilian Public Service (CPS) established a camp for conscientious objectors in Shenandoah NP, at former CCC camp NP-10. The CPS provided work for men unwilling to serve in the military based on religious upbringing or belief. At Shenandoah, the CPS took over fire and erosion control projects previously done by the CCC, continued the revegetation efforts, installed utilities, and built trails, roads, and park structures. They were also assigned to raze pre-park structures. CPS workers did not receive wages and were financially supported by their churches or families.

Other activity in the park during the war involved the U.S. Army Corps of Engineers who established a training camp at Big Meadows in the Central District and constructed roads and bridges, and assembled water lines and machine gun nests in the park in preparation for the Italian campaign. In 1944, the Corps constructed an 8.5-foot wide gravel Hazel Fire Road at Mile 33.5, connecting with old Hazel Road. Other federal agencies made use of the park for a variety of other purposes ranging from class work in geodetic control activities to mapping. In April 1944, for instance, over 3,000 men entered the park for a variety of defense-related training, using an abandoned CCC Camp facility (Lambert 1979:296 cited in Historic Resource Study 1997:115). By 1952, the construction of guardwalls along the drive were completed along with the installation of concrete mile markers.

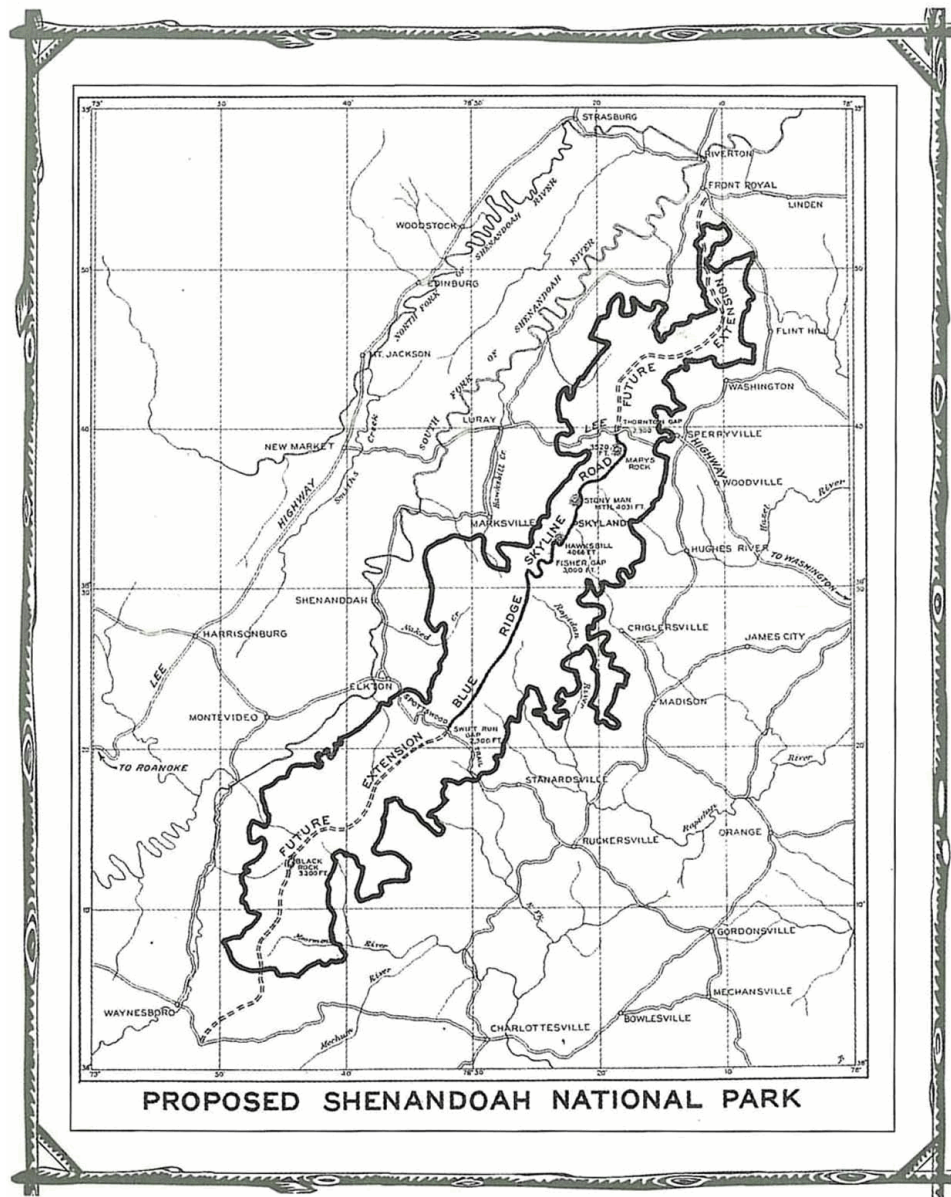


Figure 1. Map of proposed Shenandoah National Park in 1931, illustrating the Central District portion of Skyline Drive from Thornton Gap to Swift Run Gap with the North and South sections in dotted lines (Engle 2006:34).

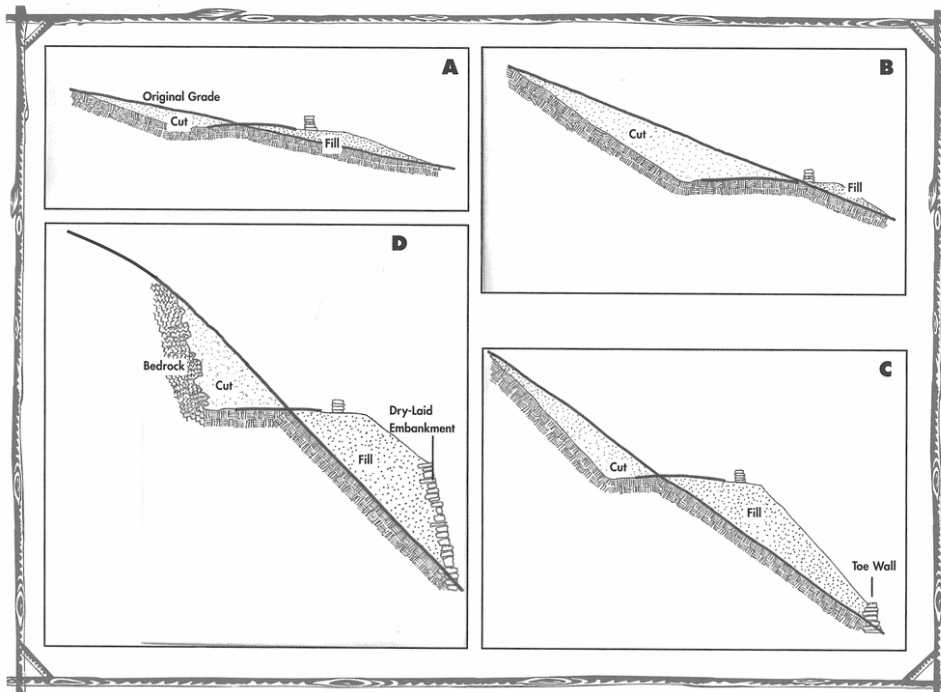


Figure 2. Illustrations of four cut and fill solutions developed for different gradients at Shenandoah National Park (Engle, 2006:68).



Figure 3. View of cribbing with chestnut logs to stabilize slope, early 1930s (SHEN website, image 20060706160746).

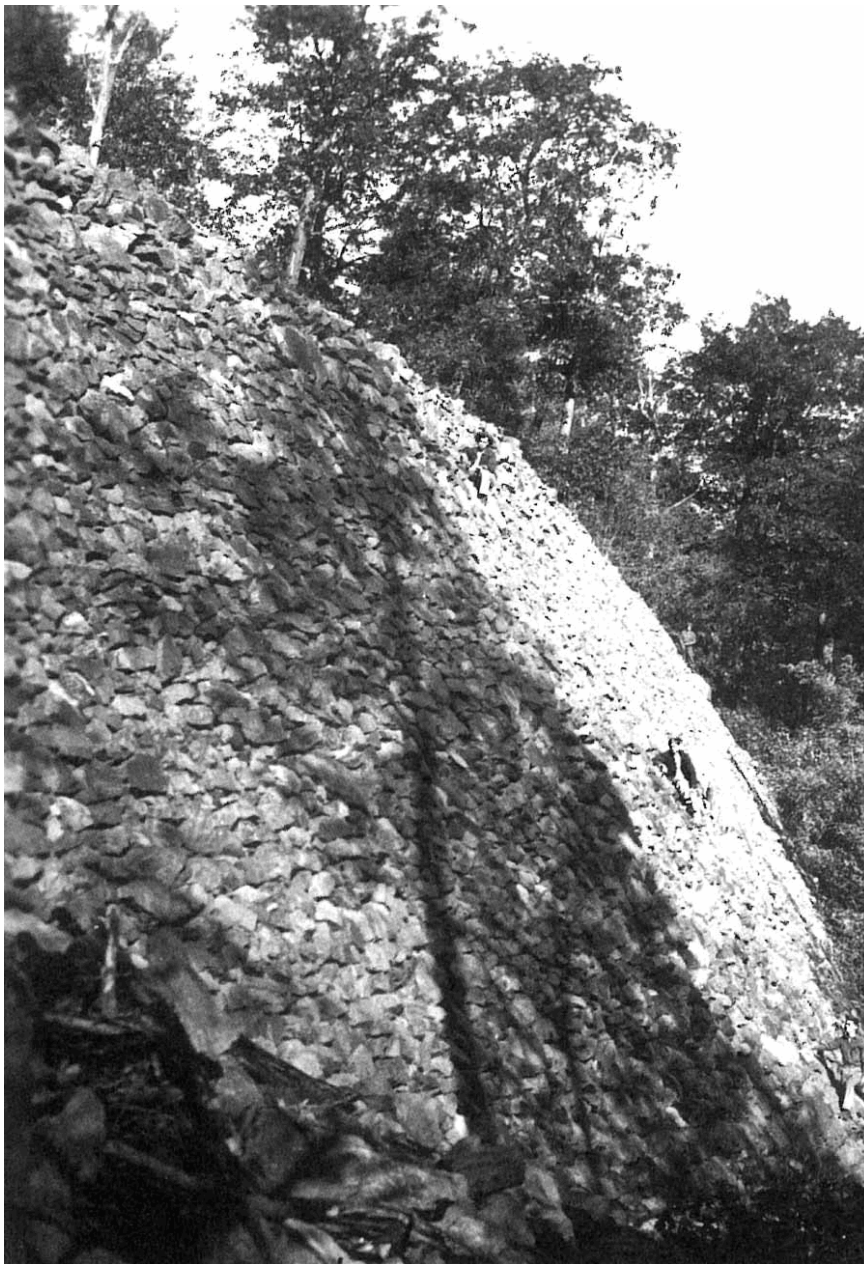


Figure 4. View of drylaid stone retaining wall north of Mary's Tunnel along Skyline Drive, installed in 1930-31 (Engle, 2006:73).

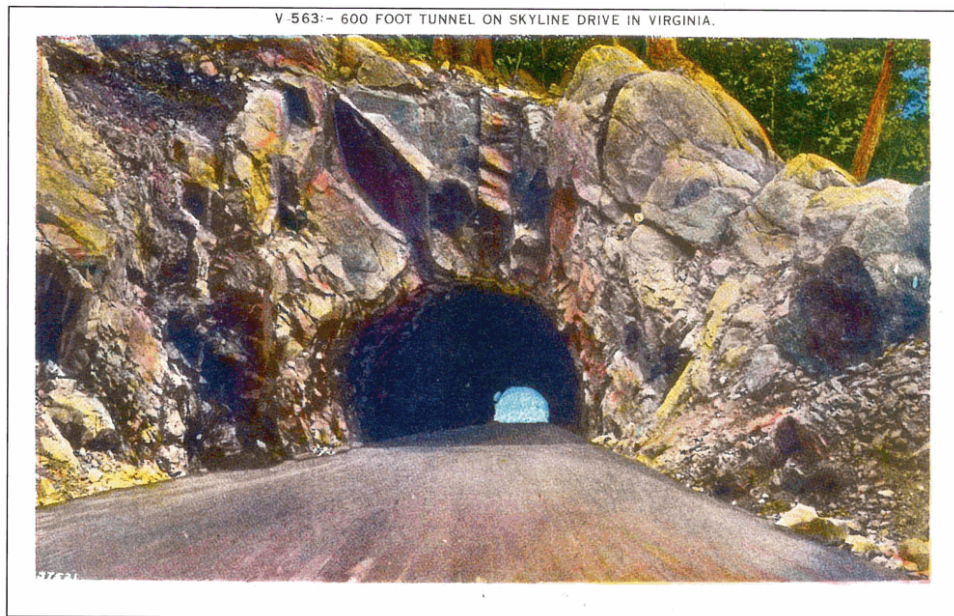


Figure 5. Postcard of Mary's Tunnel along Skyline Drive from the 1930s (Engle, 2006:Historic Postcard Collection).



Figure 6. View of log guardrails installed by the CCC along Skyline Drive, early 1930s (SHEN website, image 20060706161152).



Figure 7. Postcard, undated, with view of stone guardwalls along a steeper portion of Skyline Drive (Engle 2006:Historic Postcard Collection).



Figure 8. View of mountain laurel planted by the CCC along Skyline Drive in the early 1930s (Engle 2006:114).

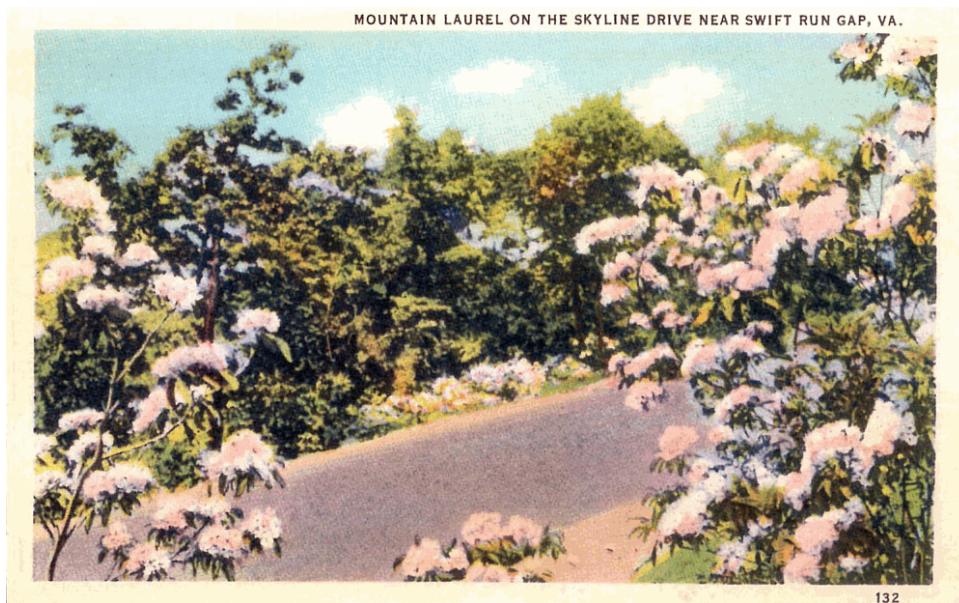


Figure 9. Postcard view of Skyline Drive with adjacent plantings of trees, and mountain laurel in the foreground, by the CCC in the early 1930s (Engle 2006:Historic Postcard Collection).

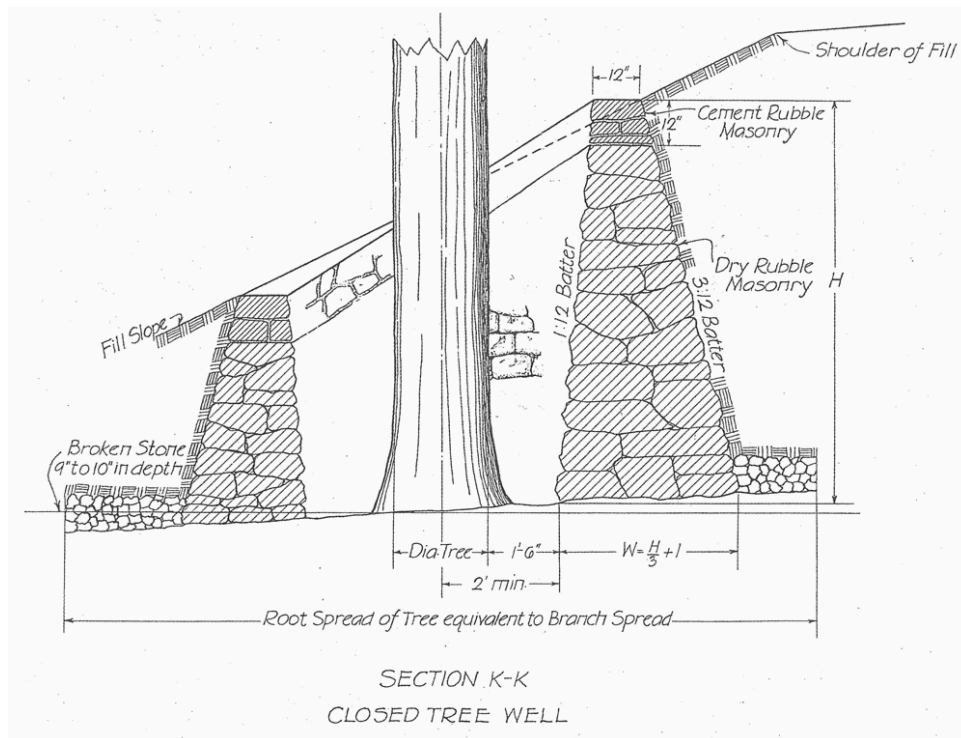


Figure 10. Architectural detail for stone tree wells for preserving existing trees along Skyline Drive (Engle 2006:112).



Figure 11. View of Skyline Drive with road widening/overlook to the left (SHEN website, image 20061013091709).

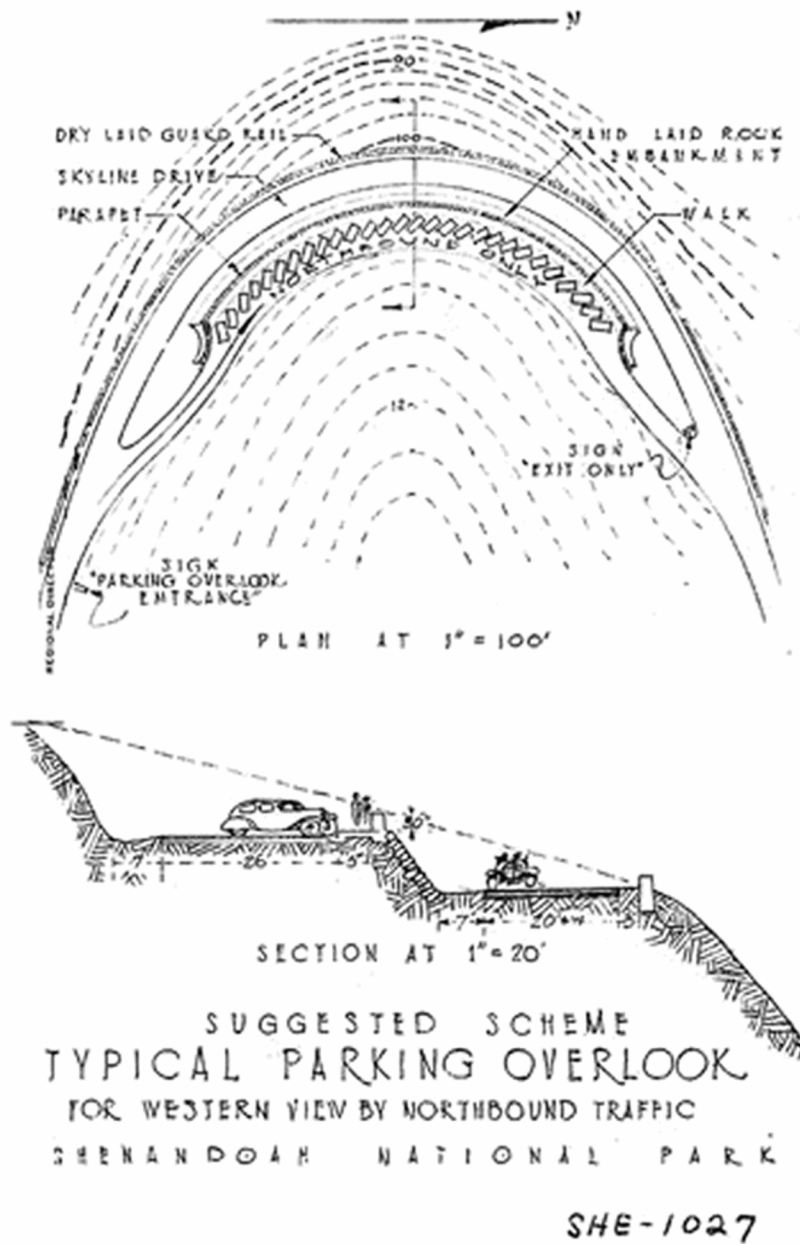


Figure 12. Detail developed for typical overlook along northbound side of Skyline Drive in 1934 (Denver Service Center, 134-1027-id76378).



Figure 13. View of Jewell Hollow Overlook at Skyline Drive in the 1930s (SHEN website, image 2006706165332).



Figure 14. View of construction of Crescent Overlook by CCC workers in the Central District of Skyline Drive in 1934 (SHEN website, image 20060705135350).

In the mid-1950s, the NPS was planning “Mission-66,” an ambitious ten-year development program designed to upgrade the national parks to modern standards to accommodate increased visitation after World War II. The goal was to develop and adequately staff NPS facilities by 1966, the fiftieth anniversary of the agency (Lambert 1979:314). The NPS gained Congressional funding for the work in 1956. New facilities were designed in a contemporary modern style, contrasting with the rustic aesthetic that had been employed at Shenandoah and other national parks. Overall, the impact of Mission 66 on Skyline Drive was minimal. Interchanges with grade separations that had been proposed in the late 1930s were constructed in the 1960s to facilitate the movement of traffic in and out of the park at Thornton and Swift Run Gaps (NHL 2008:84). At Thornton Gap, a grade separation was constructed between Skyline Drive and Route 211 with poured concrete, three closed spandrel spans, carrying three lanes (one northbound and two southbound) of traffic. At Swift Run Gap, the grade separation carried the drive over Route 33 and replaced an earlier interchange. One new overlook, called Beagle Gap, was also constructed under Mission 66, located in the southern portion of the drive.

A segment of road just north of Big Meadows was redesigned to eliminate a dangerous curve in 1955. Less than half a mile was realigned, creating a straight shallow cut and additional parking for the Dark Hollow Falls Trail (National Register 4/1997:Section 7,52). Several gravel parking areas were also built along Skyline Drive in the 1950s to accommodate day hikers and backpackers. In addition, the wooden guardrails were removed and never replaced. In 1958, the tunnel at Mary’s Rock was lined with concrete to prevent the formation of icicles in the winter and water seepage in the summer. New entrance stations were also constructed at the Front Royal, Thornton Gap, and Swift Run Gap locations in the 1960s and 1970s. At Thornton Gap, the entrance station was constructed as a single-story steel building with a low pitched roof covered with asphalt. In 1974, a new overlook was constructed near Swift Run Gap, named Hensley Ridge Overlook, at Mile 65, and included an interpretive kiosk (NHL 2008:27).

In 1983, the Federal Highway Administration initiated a program to rehabilitate Skyline Drive (NHL 2008:31). Base and drainage structures were replaced along the same vertical and horizontal road alignment and stone guardrails were also replaced (NHL 2008: 31). Chestnut cribbing built in the 1930s was also removed under the rehabilitation program (HAER 1996:7-18). In addition, the work also included the replacement of unsafe original guardwalls and failed culverts. The Federal Lands Highway Program (FLHP) replaced guardwalls with new structures constructed of a concrete core faced with native stone cut from the boulders that made up the historic walls and laid in a repeating pattern of random stonemasonry. They were designed to blend into the rustic surroundings while adhering to current standards for highway safety.

In 1997, the park initiated a five-year program to restore the vistas along the drive by removing or pruning vegetation (HAER 1996: Changing Nature). In 2001, forest fires swept through portions of the Central District area, damaging much of the ground- and shrub-cover along the northernmost portions of the Central District, between Mary’s Rock and Jewell Hollow, exposing the original planting pattern by the CCC (NHL 2008:14). In 2007, the park underwent a year-long reconstruction of large sections of the drive through the Central District. In an

effort to save money, the park shut down the water supply to the fountains at the overlooks and removed most of the spigots, leaving the stone work in place. In addition, the NPS prepared an environmental assessment for the potential rehabilitation of forty-nine overlooks along the drive. Proposed improvements to the overlooks intended to address the deterioration of historic stone guardwalls, retaining walls, and parking areas as well as the non-historic modifications that had occurred including the removal of wood guardrails and gravel walkways. The environmental assessment identified Alternative B, rehabilitation with preservation and rehabilitation of historic features, as the environmentally preferred alternative. Some wood guardrails have been reinstalled, and the park is currently in the process of restoring the overlooks. In the Central District, the renovation of Stonyman Overlook has recently been completed and several are under construction, including Mary's Rock Tunnel Overlook, Timber Hollow Overlook, and Franklin Cliffs Overlook. Work on Crescent Rock Overlook is forthcoming.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Significant landscape characteristics identified for Skyline Drive–Central District include natural systems, land use, topography, vegetation, circulation, buildings and structures, views and vistas, and small-scale features. Many of these characteristics have associated with them features that contribute to the site’s overall historic significance and identity, as well as features that do not contribute or are undetermined.

The physical integrity of Skyline Drive–Central District is evaluated by comparing landscape characteristics and features present during the period of significance (1931-1952) with current conditions. Many of the drive’s historic characteristics and features are unchanged. The historic design is evident in the circulation layout, building materials, vegetation, and Rustic Design style of the remaining guardwalls, retaining walls, drainage structures, and fountains, reflecting the planning, landscape design, and architectural style that was implemented in the 1930s and 1940s by the National Park Service (NPS) and Bureau of Public Roads (BPR). The road, overlooks, and parking areas remain much as they did during the period of significance. Historic small scale features include elements such as guardrails, signage, water fountains, stone walls, tree wells, and planting islands. One of the most notable features unique to the Central District was Mary’s Rock Tunnel, which was constructed to avoid having the road alignment leave an unsightly scar in the landscape.

Changes since 1952 on Skyline Drive–Central District include the realignment of a section of the drive near Big Meadows to eliminate a dangerous curve. Additional gravel parking areas have been built to accommodate day hikers, and the wooden guardrails were removed, though some have recently been reinstalled. The tunnel at Mary’s Rock was lined in concrete to prevent the formation of icicles in the winter and water seepage in the summer. New entrance stations have also been constructed at Thornton Gap and Swift Run Gap. In addition, a new overlook was built near Swift Run Gap. Other changes include the removal of deteriorated chestnut cribbing, guardwalls, and failed culverts in the 1980s as part of a rehabilitation program. Many of the original stone guardwalls have been replaced with a new design that reflects current safety standards, consisting of concrete core structures with native stone veneer salvaged from the old walls. This work, along with restoration of views and vistas at overlooks, is ongoing. Interpretive and directional signage has also been replaced since the period of significance. The overall impacts of these changes on the Skyline Drive landscape have been minimal and do not detract from the historic setting.

INTEGRITY

Location:

The location of Skyline Drive in Shenandoah National Park (NP) remains unchanged overall. The overlooks constructed during the period of significance are extant. A section of the road near Big Meadows was realigned, and a grade separation was constructed at Thornton Gap and Swift Run Gap. These alterations do not diminish the overall integrity of location. The drive continues to make the park’s diverse landscapes and scenic views and vistas, as well as recreation opportunities,

accessible to the public.

Design:

The combination of elements that characterize the built features associated with Skyline Drive is recognized as the Rustic Design style. This design theme was applied by BPR engineers and NPS landscape architects and implemented by the Civilian Conservation Corps (CCC) workers. The winding and gently curving roadway highlighted panoramic views of the Shenandoah Valley to the west and the Piedmont to the east. The road was aligned to conform with the topography whenever possible and blended into the landscape with plantings of adjacent trees, shrubs, and groundcover. Associated structures, including drainage culverts and guardwalls, were constructed of native stone in order to harmonize with their surroundings. Some historic features, such as the log guardrails, have been removed, and many stone guardwalls were rebuilt with updated contemporary designs that meet established safety standards. Although these alterations have changed the character in some areas of the drive, the overall design intent from the period of significance remains.

Setting:

Skyline Drive and its associated features were carefully integrated with the surrounding landscape through the planting of native vegetation, the placement of overlooks to take advantage of views, and to give access to trails, and the use of native stone and wood in the construction of structures and small scale features. The overall integrity of setting is intact.

Materials:

Consistent with the tenets of the Rustic Design style promoted by the NPS, features such as guardwalls, railings, retaining walls, signage, and fountains were built of local materials, including stone and wood. The drive itself was paved with a base underlayer consisting of local stones salvaged from cut areas. Stone was also quarried at three sites within the park which was crushed and used for paving. Steep embankments along the drive were also stabilized using dry-rubble construction with local materials. The CCC cultivated native vegetation, including mountain laurel, rhododendrons, dogwoods, spruce, pine, and walnut trees, and installed massings of plants along the drive and in islands to separate overlooks from the road. Although some features have been removed and replaced with more contemporary materials, many of the original materials used during the period of significance are evident today.

Workmanship:

Workmanship refers to the physical evidence of the construction techniques utilized for Skyline Drive and its associated features. Distinguishing characteristics include the curvilinear road alignment, the flattening of cut and fill slopes, the planting of native trees and shrubs to blend the road with the surrounding topography, and the picturesque parking overlooks. The stone guardwalls, retaining walls, drainage structures, fountains, and other small scale features constructed at the overlooks reflect the typical methods utilized to harmonize with the surrounding environment, using native stone and chestnut wood.

Feeling:

Skyline Drive continues to serve as the main roadway through Shenandoah National Park, providing views and vistas through a series of overlooks as well as providing access to trails and off-road amenities and attractions. The design, materials, workmanship, and setting of Skyline Drive continue to convey a feeling of a historic drive in a national park.

Association:

The overall road alignment, circulation, drainage features, and small scale features are still present to directly link the site to the creation of Shenandoah National Park and the work of the BPR, the NPS, and the CCC during the period of significance.

The following section presents an analysis of landscape characteristics and their associated features and corresponding to the List of Classified Structures names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (1931-1952), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource.

Landscape Characteristic:

Natural Systems and Features

Historic and Existing Conditions:

Skyline Drive traverses a landscape formed by several different geological forces. The land is supported by a granite base that was uplifted by hydrostatic rebound, and the overlaying strata were eventually eroded to expose the granite in jagged hills with deep valleys (NHL 2008:9). Three major rock formations underpin Skyline Drive, including catoctin formations containing metamorphosed lava or greenstone that form peaks and upper plateaus. The Chilhowee Group comprises metamorphosed sedimentary rocks of sandstone, shale, and conglomerates that form many of the sharp peaks and ridges along the western side of the Blue Ridge and dominate the park's lower elevations. At the park's eastern-central section, exposed precambrian basement rock form the pervasive granite peaks (HAER 1996:2).

There are several outcroppings that were integrated into the design of overlooks along the drive, including three in the Central District. At Mile 44.4 on the west side of the drive, an overlook was constructed to provide a viewing area and access to a nearby rock outcropping, referred to as Crescent Rock, comprised of old lava flows, called greenstones. These formations have the appearance of long polygonal columns of rock that resulted from the lava cooling and contracting. Hazel Mountain Overlook at Mile 33 also featured a rock formation around which the space was designed, including a viewing terrace, steps, planted island, and a water fountain (Figure 17). In addition, Mary's Rock, the eighth highest peak in the park, consists of a solid granite ridge underlain by a foundation of igneous and metamorphic rock formation.

A century of tree cutting for lumber, tanbark, and firewood considerably reduced the previously dense mountain forest. Although a few patches of old-growth forest existed when Shenandoah NP was established in 1926, as much as a third of the parkland along Skyline Drive, was pasture. Wildfires ravaged the park during its early years up to 1941. Historic panoramic

photographs and detailed vegetation maps produced for the park's fire control program and master plans frequently revealed mountainsides dotted with small, open farmsteads and grazing lands, burned-over areas, or vast skeleton forests of dead American chestnut trees, the region's most dominant tree (HAER 1996:18). Today, Skyline Drive – Central District is within a mature second-growth forest ecosystem that extends throughout much of the park.

Character-defining Features:

Feature: Outcropping at Crescent Rock

Feature Identification Number: 145419

Type of Feature Contribution: Contributing

Feature: Outcropping at Hazel Mountain

Feature Identification Number: 145421

Type of Feature Contribution: Contributing

Feature: Mary's Rock

Feature Identification Number: 145423

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 17. Rock outcropping at Hazel Mountain Overlook at Mile 33 (OCLP, 2010).

Land Use

Historic Condition (through 1952):

When the park and drive were first developed, the land showed the effects of generations of farming, grazing, and lumbering. In addition, hundreds of structures associated with the residents of the park stood as reminders of their owners' former presence.

The area had a long history of use and occupation, first by native peoples and later by Europeans. Although the first written documentation of Europeans in the area dates to 1669, a century later settlement in the mountains was minimal and major growth in the area occurred only in the nineteenth century. In terms of land use, after 1830 many lower, more fertile, areas of the park land were used to graze cattle. The unofficial "tenants" of these areas, in addition to caring for the cattle, had homesteads and raised a variety of crops and fruit trees. During the eighteenth and nineteenth century, an assortment of small local industries occurred in the area, including gristmills and tanneries. In addition, larger tanneries and industrial activities such as lumbering and mining operated within the park area in the nineteenth century. By the turn of the century, the detrimental environmental effects of the industrial activities, the loss to nearby towns of services and industries upon which residents relied, and growing population combined to strain life on the ridge (Historic Resources Study).

Early recreational use in the area began in 1830 with the development of Black Springs Hotel and in 1894 with the construction of Stony Man Camp. In 1924, the U.S. Secretary of the Interior assembled the Southern Appalachian National Park Committee (SANPC) to study the issues regarding establishing a national park in the region. Authorized by Congress, the Committee distributed a questionnaire to gain public input into suggested sites for a new national park. In 1926, Congress authorized Shenandoah National Park to provide a large, western-type park accessible from the urban centers of the East Coast, but without funds. The following year, the Potomac Appalachian Trail Club (PATC) in Washington D.C. was established in order to develop and maintain the Appalachian Trail in the mid-Atlantic Region. The developed portions of the park centered on the 105.5-mile Skyline Drive, including campgrounds, picnic facilities, visitor centers, tourist-related facilities (lodges/motels, restaurants, stores, gasoline stations, etc.), and facilities related to the park operation (offices, residences, utility buildings, etc.).

Post-Historic and Existing Conditions:

Skyline Drive is the main thoroughfare through Shenandoah NP and continues to fulfill its original recreational intent. The drive provides a scenic and gently curving route to visitor amenities such as overlooks, trails, wayside stations, comfort stations, picnic spaces, and camping areas.

Topography

Historic Condition (through 1952):

The topography played a central role in the development of Skyline Drive and Shenandoah NP.

Elevations in the Central District ranged from 2,300 feet at Thornton Gap, 3,680 feet at Skyland, to 2,560 feet at Swift Run Gap. From the earliest planning stages, the drive was sited to work with the natural topography and take advantage of views. Motorists would be able to take in views of the Shenandoah Valley and the Piedmont, as well as drive through more intimate landscape settings. Efforts were made to blend the road into the natural environment while protecting existing features such as rock outcroppings and native vegetation. Grades were modified to integrate the drive as harmoniously as possible in order to create a seamless connection to the surrounding landscape while accommodating areas for viewing and access to off-road amenities. When cutting and filling, side slopes were rounded or flattened to reduce visual impact. In some instances, more complex methods were undertaken to align the road including controlled blasting. At Mary's Rock, a tunnel was carved out by blasting with electrically detonated dynamite. The tunnel was constructed in order to eliminate the need for extensive cut and fill around a sharp ridge below Mary's Rock, which would have resulted in extensive scarring of the hillside. In addition, the NPS established standards for minimum radius of curves and maximum grades in order to provide motorists with a gently curvilinear scenic drive.

Post-Historic and Existing Conditions:

Since the period of significance, several modifications were introduced to the topography at Skyline Drive. Interchanges with grade separations were constructed to facilitate the movement of traffic in and out of the park at Thornton and Swift Run Gaps. Overall, however, the topography of Skyline Drive – Central District has not been significantly altered since 1952.

Vegetation

Historic Condition (through 1952):

By the time construction of Skyline Drive commenced in the early 1930s, large stands of dead chestnut trees covered the landscape due to the chestnut blight that arrived in the United States in 1904. The landscape at this time consisted of open fields and early second growth forest with pockets of mature forest. Revegetation was a major component of the development of the entire Skyline Drive roadside with native trees, shrubs, and vines. Nurseries were established within the park for propagating, and trees and shrubs were also salvaged from construction areas to be transplanted elsewhere in the park. Planted trees included hemlock, oak, black locust, black walnut, dogwood, red spruce, and various species of pine and fir. Shrubs included strawberry bush, mountain laurel, arrowwood viburnum, Canada yew, rhododendron, and azalea. Vines, such as Virginia creeper, wild grape, American bittersweet, and clematis, were rooted in rock cuts and along guardwalls. Roadside embankments and overlooks were planted with mountain laurel and other smaller planting stock. Early travelers on Skyline Drive enjoyed a multitude of panoramic views framed by pastures and fields, and some forested areas.

Planting islands at overlooks consisted of native species in naturalistic compositions so that they blended with the surrounding natural vegetation. Some were elaborately planted with masses variously composed of maples, oaks, pines, mountain laurel, azaleas, and other native species, often incorporated with rock outcroppings, cut-stone curbing, and other features. Other planting islands were treated with varying degrees of simplicity with the most minimal consisting of specimen trees with wildflowers and grass. In more open locations, roadside banks were

lined with strips of sod lifted from meadows and pastures in areas slated for development (Engle 2006:109).

Post-Historic and Existing Conditions:

Today, nearly ninety-five percent of the park is forested, with large portions officially designated as wilderness. This mature second growth forest is the result of seven decades of regeneration, designed reforestry, beautification, and fire control. As the park's vegetation matured, views from Skyline Drive and overlooks changed, with intimate woodland scenes replacing some of the distant vistas. In particular, the stretch of road between Jewell Hollow Overlook and Stony Man Overlook is known for outstanding displays of blooming mountain laurel (Engle 2006:109).

Along Skyline Drive today, the road shoulders are grass covered and the grass, depending on the district, is mowed three to six times a year (Figure 18). This gives the shoulders a natural appearance without allowing the grass to grow high enough to obstruct the sightlines of tourists using the drive. The slopes between the shoulders and the tree line are mowed on a yearly basis. The yearlong interval between cuts allows wildflowers and herbaceous plants to grow while prohibiting the establishment of pioneer trees and shrubs. Well established bays of mountain laurel, rhododendron, azalea, and a few fern bays occur along the road; most of these were planted by the CCC under the direction of the NPS landscape architects. Forest fires in 2001 damaged much of the ground- and shrub-cover along the northernmost portions of the Central District, between Marys Rock and Jewell Hollow. It is interesting to note that not only have the mountain laurel flourished since the fires but the patterns in which they were planted seventy or more years ago by the CCC have once again become visible.

Items noted in the table below and listed with an * are entered on the National Register of Historic Places.

Character-defining Features:

Feature: Planting Islands at Overlooks *

Feature Identification Number: 145425

Type of Feature Contribution: Contributing

Feature: Roadside Tree, Shrub, and Groundcover Plantings

Feature Identification Number: 145427

Type of Feature Contribution: Contributing

Feature: Turf Along Roadside

Feature Identification Number: 145429

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 18. View of typical turf covered road shoulders along Skyline Drive (OCLP, 2010).

Circulation

Historic Condition (through 1952):

Skyline Drive

As one of the first mountain road building projects undertaken by the NPS, Skyline Drive was built as a paved, two-lane scenic ridge road that specifically offered motoring tourists adjacent overlooks, wayside stations, and picnic areas (HAER 1996:1). The drive was designed as a limited access road intended for non-commercial recreational traffic. Skyline Drive was closely fitted to the natural topography of the land and every effort was made to minimize the destruction of the landscape.

Typically, the roadway section was thirty feet wide, including a twenty-foot road surface with five-foot shoulders in fill and three-foot shoulders and two-foot ditches in cut, although variations occurred, specifically in the North District. Road curves spiraled, providing a wide radius easily negotiated by automobiles. The road surface consisted of a two-layer, crushed stone base covered with a bituminous road-mix asphalt surface. Rounded, flattened, and planted slopes of native trees and shrubs blended the road with the surrounding topography and enhanced the naturalistic character of the landscape (McClelland CRM No. 1 1998:13). The Department of Agriculture Bureau of Public Roads (BPR) oversaw the surveying, awarding of contracts, and actual construction of the drive. The Central District portion of the drive was constructed first and extended from Thornton Gap to Swift Rock Gap, totalling thirty-four miles, from Mile 31.5 to Mile 65.5.

Overlooks and Parking Areas

The CCC constructed roughly twenty overlooks in the Central District in 1933 and 1934, sited at certain vantage points to offer visitors panoramic views as well as access to trails and points of interest. The location of parking overlooks was coordinated with access to the Appalachian Trail and spur recreational trails to springs, waterfalls, overlooks, and other scenic features. The overlooks became extensions of the road itself, situated and designed to lead motorists off the main roadway with the expectation of yet another view of the scenery. At the same time, overlooks provided interpretive signs, fountains with water piped in from nearby springs, and occasionally a comfort station. Overlooks varied in detail, including simple paved road widenings with limited longitudinal parking. Road widenings were typically only drive-through overlooks with possibly guardwalls and interpretive signs. More elaborate overlooks were designed with head-in parking areas separated from the road with curbed planting islands, and sometimes contained guardwalls and sidewalks and water fountains. Some overlooks, such as Crescent Rock, were designed around natural features, while others provided access to trails and other amenities (Figure 19). Walkways at the overlooks were generally paved with gravel, but the use of asphalt was introduced in the 1940s.

Trails and Fire Roads

In the Central District, the Appalachian Trail stretched thirty-five miles from Thornton Gap/Panorama accessed from Skyline Drive at Milepost 31.5 at Route 211 (Lee Highway) to Milepost 65.5 at Route 33 (Spotswood Trail). The Appalachian Trail crossed the drive in the Central District twice, at Milam Gap and Swift Run Gap. As the construction of Skyline Drive continued, conflicts arose between the location of the road and the Appalachian Trail, resulting in the rerouting of portions of the Trail in the Central District. Trail sections built in 1930 by the PATC were relocated in 1933 by the CCC and completed by 1938.

Other circulation features associated with the Central District included fire roads such as Hazel Fire Road at Mile 33.5, built by the U.S. Army Corps of Engineers. A number of other fire roads were built in the Central District, mostly gravel paved and 8.5 feet in width. Some fire roads were originally mountain roads that were closed to public vehicular traffic (National Register 4/1997: Section 7,49). There were a couple of wider roads at twelve feet, which were paved in asphalt. In addition, an 8.5-foot wide road was built at Mile 35.6 in the early 1930s that led to a quarry site where stone was used in the construction of the drive and for guardwalls. Service roads in the Central District included Mile 37.3 that lead to the former CCC Camp NP-10 and now the Pinnacles ranger residence; and Crusher Ridge Trail from the 1930s that was used by contractors during road construction. In addition, Skyline Drive featured six paved trailhead parking areas without views, including two in the Central District, Little Stony Man Parking Area at Mile 39.1, and Booten's Gap at Mile 55.1.

Post-Historic and Existing Conditions:

Since Skyline Drive's completion in 1939, there have been few physical changes to the alignment and location of the road. The most substantial changes have been the 0.4-mile realignment of Skyline Drive north of Big Meadows, the redesign of the intersection of Route 211 and Skyline Drive at Thornton Gap, and the recent rehabilitation of some of the stone

guardwalls and culverts. By and large, the alignment follows that constructed in the 1930s, and the recreational waysides developed in the 1930s remain intact. In 1961, an 8.7-mile portion of the Blue Ridge Parkway, between Jarman Gap and Rockfish Gap, was added to the initial 96.8 miles to make the Skyline Drive 105.5 miles in total length. This addition to Skyline Drive was an administrative change, not a physical change, as this segment was constructed in 1936-37 and was connected to the South District of the drive, which was completed in 1939. Furthermore, a new overlook was constructed at Mile 64.9 in the 1970s, called Hensley Ridge Overlook, as well as several new parking areas. These additions do not contribute to the historic significance of the Skyline Drive–Central District.

Items noted in the table below and listed with an * are entered on the National Register of Historic Places.

Character-defining Features:

Feature:	Skyline Drive *(NA)
Feature Identification Number:	145431
Type of Feature Contribution:	Contributing
IDLCS Number:	82968
Feature:	Appalachian Trail Crossings *(NA)
Feature Identification Number:	145433
Type of Feature Contribution:	Contributing
Feature:	Mary's Rock Tunnel Overlook *(32.4)
Feature Identification Number:	145435
Type of Feature Contribution:	Contributing
IDLCS Number:	101942
Feature:	Buck Hollow Overlook *(32.9)
Feature Identification Number:	145437
Type of Feature Contribution:	Contributing
IDLCS Number:	81903
Feature:	Hazel Mountain Overlook *(33.0)
Feature Identification Number:	145439
Type of Feature Contribution:	Contributing
IDLCS Number:	81904

Feature: Hazel Fire Road *(33.5)
Feature Identification Number: 145441
Type of Feature Contribution: Contributing
IDLCS Number: 81905

Feature: Pinnacles Overlook *(35.1)
Feature Identification Number: 145443
Type of Feature Contribution: Contributing
IDLCS Number: 81909

Feature: Road Trace *(35.6)
Feature Identification Number: 145445
Type of Feature Contribution: Contributing
IDLCS Number: 83199

Feature: Jewell Hollow Overlook *(36.4)
Feature Identification Number: 145447
Type of Feature Contribution: Contributing
IDLCS Number: 83114

Feature: Service Road (West) *(37.3)
Feature Identification Number: 145449
Type of Feature Contribution: Contributing
IDLCS Number: 81924

Feature: Crusher Ridge Trail (West) *(38.4)
Feature Identification Number: 145451
Type of Feature Contribution: Contributing
IDLCS Number: 81927

Feature: Nicholson Hollow Trail (East) *(38.4)
Feature Identification Number: 145475
Type of Feature Contribution: Contributing
IDLCS Number: 81928

Feature: Stony Man Overlook *(38.6)

Feature Identification Number: 145477

Type of Feature Contribution: Contributing

IDLCS Number: 83103

Feature: Stony Man Overlook Comfort Station Access Path *

Feature Identification Number: 145479

Type of Feature Contribution: Contributing

IDLCS Number: 83107

Feature: Little Stony Man Parking Area *(39.1)

Feature Identification Number: 145481

Type of Feature Contribution: Contributing

IDLCS Number: 83118

Feature: Hemlock Springs Overlook *(39.7)

Feature Identification Number: 145483

Type of Feature Contribution: Contributing

IDLCS Number: 83120

Feature: Thorofare Mountain Overlook *(40.5)

Feature Identification Number: 145485

Type of Feature Contribution: Contributing

IDLCS Number: 83121

Feature: Road Trace *(41.0)

Feature Identification Number: 145487

Type of Feature Contribution: Contributing

IDLCS Number: 83122

Feature: Skyland, North Entrance *(41.7)

Feature Identification Number: 145489

Type of Feature Contribution: Contributing

IDLCS Number: 81791

Skyline Drive - Central District
Shenandoah National Park

Feature: Skyland, South Entrance *(42.5)
Feature Identification Number: 145491
Type of Feature Contribution: Contributing
IDLCS Number: 81791

Feature: Old Rag Fire Road *(43.0)
Feature Identification Number: 145493
Type of Feature Contribution: Contributing
IDLCS Number: 83197

Feature: Timber Hollow Overlook *(43.3)
Feature Identification Number: 145515
Type of Feature Contribution: Contributing
IDLCS Number: 83125

Feature: Timber Hollow Steps *(43.4)
Feature Identification Number: 145517
Type of Feature Contribution: Contributing
IDLCS Number: 83126

Feature: Crescent Rock Overlook *(44.4)
Feature Identification Number: 145519
Type of Feature Contribution: Contributing
IDLCS Number: 83127

Feature: Betty's Rock Trail *(44.4B)
Feature Identification Number: 145521
Type of Feature Contribution: Contributing
IDLCS Number: 83128

Feature: White Oak Fire Road *(45.0)
Feature Identification Number: 145523
Type of Feature Contribution: Contributing
IDLCS Number: 83129

Feature: Spitler Knoll Overlook *(48.1)
Feature Identification Number: 145525
Type of Feature Contribution: Contributing
IDLCS Number: 101943

Feature: Franklin Cliffs Overlook *(49.0)
Feature Identification Number: 145527
Type of Feature Contribution: Contributing
IDLCS Number: 83137

Feature: Fishers Gap Overlook *(49.3)
Feature Identification Number: 145529
Type of Feature Contribution: Contributing
IDLCS Number: 101945

Feature: Red Gate Road *(49.3)
Feature Identification Number: 145531
Type of Feature Contribution: Contributing
IDLCS Number: 83138

Feature: Tanners Ridge Overlook *(51.5)
Feature Identification Number: 145533
Type of Feature Contribution: Contributing
IDLCS Number: 83141

Feature: Naked Creek Overlook *(53.2)
Feature Identification Number: 145535
Type of Feature Contribution: Contributing
IDLCS Number: 83143

Feature: Hazeltop Ridge Overlook *(54.4)
Feature Identification Number: 145537
Type of Feature Contribution: Contributing
IDLCS Number: 83144

Feature: Booten's Gap Parking Area *(55.1)
Feature Identification Number: 145539
Type of Feature Contribution: Contributing
IDLCS Number: 83145

Feature: The Point Overlook *(55.6)
Feature Identification Number: 145541
Type of Feature Contribution: Contributing
IDLCS Number: 83147

Feature: The Oaks Overlook *(59.0)
Feature Identification Number: 145543
Type of Feature Contribution: Contributing
IDLCS Number: 83165

Feature: Hensley Church Trail *(59.3)
Feature Identification Number: 145545
Type of Feature Contribution: Contributing
IDLCS Number: 83166

Feature: Baldface Mountain Overlook *(61.2)
Feature Identification Number: 145547
Type of Feature Contribution: Contributing
IDLCS Number: 83170

Feature: South River Overlook *(62.7)
Feature Identification Number: 145549
Type of Feature Contribution: Contributing
IDLCS Number: 83173

Feature: Hensley Hollow Overlook *(64.4)
Feature Identification Number: 145551
Type of Feature Contribution: Contributing
IDLCS Number: 83181

Skyline Drive - Central District
Shenandoah National Park

Feature: Thornton Gap Grade Separation(31.5, 31.6)

Feature Identification Number: 145553

Type of Feature Contribution: Non Contributing

Feature: Meadow Spring Parking Area(33.5)

Feature Identification Number: 145555

Type of Feature Contribution: Non Contributing

Feature: Byrd's Nest Shelter #3 Service Road(33.9)

Feature Identification Number: 145557

Type of Feature Contribution: Non Contributing

Feature: Service Road (East)(37.3)

Feature Identification Number: 145559

Type of Feature Contribution: Non Contributing

Feature: Nicholson Hollow Parking Area(37.9)

Feature Identification Number: 145561

Type of Feature Contribution: Non Contributing

Feature: Whiteoak Canyon Parking Area(42.5)

Feature Identification Number: 145563

Type of Feature Contribution: Non Contributing

Feature: Upper Hawksbill Parking(46.7)

Feature Identification Number: 145565

Type of Feature Contribution: Non Contributing

Feature: Fire Road (47.1)

Feature Identification Number: 145567

Type of Feature Contribution: Non Contributing

Feature: Dark Hollow Falls Parking Area(50.7)

Feature Identification Number: 145569

Type of Feature Contribution: Non Contributing

Feature: Lewis Spring Parking Area(51.4)

Feature Identification Number: 145571
Type of Feature Contribution: Non Contributing

Feature: Service Road (51.4)

Feature Identification Number: 145573
Type of Feature Contribution: Non Contributing

Feature: Milam Gap Parking Area(52.8)

Feature Identification Number: 145575
Type of Feature Contribution: Non Contributing

Feature: Bearfence Mountain Parking Area(56.4)

Feature Identification Number: 145577
Type of Feature Contribution: Non Contributing

Feature: Meadow School Parking Area(56.8)

Feature Identification Number: 145579
Type of Feature Contribution: Non Contributing

Feature: Bearfence Mountain Shelter Road(56.9)

Feature Identification Number: 145581
Type of Feature Contribution: Non Contributing

Feature: Paved Road Widening(58.8)

Feature Identification Number: 145583
Type of Feature Contribution: Non Contributing

Feature: Dean Mountain Parking Area(63.2)

Feature Identification Number: 145585
Type of Feature Contribution: Non Contributing

Feature: Hensley Ridge Overlook(64.9)

Feature Identification Number: 145587
Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 19. Natural rock formation incorporated into the design of Crescent Rock Overlook (OCLP, 2010).

Buildings and Structures

Historic Condition (through 1952):

Mary's Rock Tunnel

In 1931, the NPS and BPR started constructing a tunnel through Mary's Rock at at Mile 32.4, in order to avoid the need for extensive cut and fill around a sharp ridge below Mary's Rock.

Crews drilled forty twelve-foot deep holes, three or four feet apart, across the rock face. The holes were loaded with dynamite and electrically detonated (HAER 1996:14-18), followed by rubble removal. The tunnel was 670 feet long and over the north portal a 47-foot dry-rubble wall was constructed to stabilize the slope.

Guardwalls

Stone guardwalls were constructed along Skyline Drive, mostly along curves, straight sections with drop-offs and at parking widenings and overlooks. In the Central District, the guardwalls consisted of ashlar masonry composed of small stones laid in courses, set in mortar and covered with large capstones. These walls had vertical faces on both sides. The drylaid walls were mostly constructed after each section had been opened to traffic, and apparently the guardwalls in the Central District were completed prior to the dedication of the drive in 1939.

Retaining Walls and Embankments

Retaining walls were constructed along the drive to reduce erosion and support fill areas with hand-laid dry rock embankments. Workers first thoroughly compacted the embankment slope and then excavated a footing as specified by the engineer. Laborers handlaid the rock in place according to the specifications set forth by the Landscape Division. They were to be durable and not less than one-cubic foot in volume. The walls were laid so that the stones were bedded, bonded, and tied in place, with the spalls or stone waste used only for the back filling of voids. In the Central District, some of the embankments at overlooks were constructed with CCC labor.

Entrance Stations

The NPS constructed temporary entrance stations at Thornton Gap and Swift Run Gap in the early 1930s, consisting of small square buildings of log construction, with wood shingled hip roofs. The structures were removed after more permanent structures were constructed in 1940, including one at Swift Run Gap of frame construction with cut stone facing. The building also featured a gabled roof spanning the two inbound lanes, supported at the ends stone faced columns, and a small octagonal office. At Thornton Gap, two entrance stations were constructed as single story, one-room wood structures, dating to the late 1930s or early 1940s.

Comfort Station

At Stonyman Overlook, the CCC constructed a comfort station nestled into a rocky slope (Figure 20). The cross gabled stone building consisted of a stone foundation, rigid concrete shingles, and board and batten gables. There were two entrances and windows on three sides. The stonework featured regularly coursed rough cut stone.

Culvert and Gutter System

A series of drainage structures were integrated with the road construction to either carry surface water from one side of the drive to the other, such as with a culvert, or structures that diverted surface run-off into a culvert using drop inlets. Without these structures, the subgrade and crushed stone roadbed would have been undermined by run-off from adjacent farmsteads

and deforested areas. By 1942, when construction stopped because of World War II, approximately 1,113 culverts had been constructed along the route from Front Royal to Rockfish Gap.

Although two types of culverts were installed along the drive, six discernible culvert inlet subtypes were built. The headwall type is one of the two parent types and had two subtypes, the straight headwall and ell (or "L") headwall. The other, and more prevalent type, was the drop inlet type with four subtypes: double, parallel walls with inlets on both ends; headwall with semicircular back wall, with inlets on either or both ends; metal grate inlet; and straight-lipped cap (composed of concrete) inlet with gutter pan. Excluding the metal grate and straight-lipped cap types, all systems were constructed of coursed, mortared stone. Even the drop basins of the grate and cap types were built of coursed, mortared stone. The headwall types carried streams and small watercourses beneath the drive and exited on the downhill side. Generally, culvert outlets consisted of the masonry straight headwall type. Pipe typically used between the walls and drop basins/inlets was corrugated metal pipe, eighteen inches, twenty-four inches, or thirty-six inches in diameter. Walls varied in length, width, and depth depending on the size of the pipes and the hydraulic flows of the surrounding drainage area; they generally measured seven to ten feet in length, twenty to twenty-two inches in width, and eighteen to twenty-four inches in height. In addition to culverts, in areas which were swampy or evidenced seepage, tile underdrains were installed. These underdrains acted much like French drains in that they carried the ground water away from the roadbed. Laid in trenches dug parallel to the roadway, the underdrains were loosely placed terra cotta pipes backfilled with gravel and then earth, draining into drop inlets. Augmenting the underdrains were the addition of rock paved gutters that served to carry away surface water. These gutters were originally constructed as ditches but were later paved with rocks when erosion threatened the stability of the roadway. The gutters were laid above the tile underdrains and drained into the drop inlets. Rock paved gutters were constructed under the auspices of the BPR.

Post-Historic and Existing Conditions:

Since the period of significance, alterations and additions have been made to buildings and structures associated with Skyline Drive. In 1958, Mary's Rock Tunnel was lined with concrete to prevent water seepage (Figure 21). During Mission 66, funding was made available to build new entrance stations. The NPS Eastern Division Branch of Plans and Designs constructed a new entrance station at Thornton Gap, completed in 1961 along with a new grade separation. The new entrance station consisted of a single-story steel structure with a low pitched roof covered with asphalt. In 1975, the construction of a new entrance station at Swift Run Gap was also completed. The comfort station at Stonyman Overlook is still extant.

Beginning in 1983, a major rehabilitation of Skyline Drive was initiated by the Federal Lands Highway Program (FLHP). The work included the replacement of unsafe original guardwalls and failed culverts with a new design consisting of a concrete core faced with native stone cut from the boulders that made up the historic walls and laid in a repeating pattern of random stonemasonry. The new design intended to blend into the rustic surroundings while adhering to

current standards for highway safety.

In the early 1990s, the park initiated a comprehensive program to replace and eliminate the rock paved gutters along the length of the drive. Culverts were being replaced because they failed due to the weight of the overlying roadbed, rust, pipe separation due to fill settlement, or had become obstructed due to poor hydraulic gradients, or eroded material had filled and covered the headwalls. Because the right-of-way is now very heavily wooded and the surface run-off is greatly reduced, a number of culverts have been eliminated or moved.

The replacement headwalls and gutters are all constructed of stone, and the drop inlets are of concrete. The major construction difference between the original and replacement headwalls is that the new construction has much wider mortar joints. The major difference between the original and replacement drop inlets is in the concrete slab cover. The original design featured a recessed lip, while the new design uses a non-recessed lip. The replacement gutters also feature a wider mortar joint. Original construction culverts, headwalls, drop inlets, and rock paved gutters retain their integrity and contribute to the significance of the drive. Rehabilitated culverts, headwalls, drop inlets, and rock paved gutters, while sympathetic in design, do not contribute to the historic significance of the drive.

Items noted in the table below and listed with an * are entered on the National Register of Historic Places.

Character-defining Features:

Feature: Skyline Drive Original Guardwalls *(0-105)

Feature Identification Number: 145589

Type of Feature Contribution: Contributing

IDLCS Number: 83188

Feature: Skyline Drive Culvert Headwalls Type 1 *

Feature Identification Number: 145591

Type of Feature Contribution: Contributing

IDLCS Number: 83067

Feature: Skyline Drive Culvert Headwalls Type 2 *

Feature Identification Number: 145593

Type of Feature Contribution: Contributing

IDLCS Number: 82889

Feature: Skyline Drive Drop Inlet Type 1 *

Feature Identification Number: 145595

Skyline Drive - Central District
Shenandoah National Park

Type of Feature Contribution: Contributing

IDLCS Number: 83068

Feature: Skyline Drive Drop Inlet Type 2 *

Feature Identification Number: 145597

Type of Feature Contribution: Contributing

IDLCS Number: 81808

Feature: Skyline Drive Drop Inlet Type 3 *

Feature Identification Number: 145599

Type of Feature Contribution: Contributing

IDLCS Number: 82965

Feature: Skyline Drive Drop Inlet Type 4 *

Feature Identification Number: 145601

Type of Feature Contribution: Contributing

IDLCS Number: 82891

Feature: Skyline Drive Gutters *

Feature Identification Number: 145603

Type of Feature Contribution: Contributing

IDLCS Number: 82972

Feature: Mary's Rock Tunnel *(32.2)

Feature Identification Number: 145605

Type of Feature Contribution: Contributing

IDLCS Number: 81894

Feature: Mary's Rock Tunnel Hand Laid Rock Retaining Wall (2) *(32.2)

Feature Identification Number: 145607

Type of Feature Contribution: Contributing

IDLCS Number: 81896

Feature: Mary's Rock Tunnel Culvert and Sluice (32.3)

Feature Identification Number: 145609

Type of Feature Contribution: Contributing

IDLCS Number: 81895

Feature: Mary's Rock Tunnel Overlook Culvert Outfalls(32.4)

Feature Identification Number: 145611

Type of Feature Contribution: Contributing

IDLCS Number: 81898

Feature: Hughes River Gap Overlook Retaining Wall *(38.6)

Feature Identification Number: 145613

Type of Feature Contribution: Contributing

IDLCS Number: 83105

Feature: Stony Man Overlook Comfort Station *(38.6)

Feature Identification Number: 145615

Type of Feature Contribution: Contributing

IDLCS Number: 83106

Feature: Jewell Hollow Overlook Rock Retaining Walls (2) *(36.4)

Feature Identification Number: 147695

Type of Feature Contribution: Contributing

IDLCS Number: 83187

Feature: Thornton Gap Entrance Station (31.5)

Feature Identification Number: 145621

Type of Feature Contribution: Non Contributing

Feature: Replacement Guardwalls (0-105)

Feature Identification Number: 145623

Type of Feature Contribution: Non Contributing

Feature: Rehabilitated Culverts, Headwalls, Drop Inlets, Rock-Paved Gutters (0-105)

Feature Identification Number: 147697

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 20. View of comfort station at Stonyman Overlook (OCLP, 2010).



Figure 21. View of Mary's Rock Tunnel near Mile 32 on Skyline Drive (OCLP, 2010).

Views and Vistas

Historic Condition (through 1952):

Atop the crest of the Blue Ridge Mountains, the 105.5-mile drive was designed to offer panoramic views of the Shenandoah Valley to the west and the Piedmont to the east. On Skyline Drive each overlook or road widening was carefully orchestrated in sequence and designed to present park visitors with a seemingly unending panorama of places, such as the distant Massanutten Mountain across the Shenandoah Valley or Piedmont Plain stretching toward the eastern horizon, and more intimate views into the forested hillside, deep hollows, and meandering streams below.

Post-Historic and Existing Conditions:

Vegetation has changed the appearance of the views from some of the overlooks as mature forest growth has replaced the young second growth forest of the 1930s. A mature forest, with bays of laurel, azalea, rhododendron, and ferns, has replaced many fields and pastures. Some of the broad sweeping panoramic views have been replaced by the growth of vegetation in the foreground and middle ground of the overlook vistas. In the 1950s, as vegetation was renewed, some driveby vistas were cleared along the drive to open up views not visible from an overlook or road widening. A recent effort in the park has cleared many of the slopes supporting the overlooks, once again revealing views of the hollows, valleys and mountain peaks (Figures 22-24). In 1997, the park initiated a five-year program to restore the vistas along the drive by removing or pruning vegetation (HAER 1996:Changing Nature).

Items noted in the table below and listed with an * are entered on the National Register of Historic Places.

Character-defining Features:

Feature:	Views to the Piedmont Plain
Feature Identification Number:	145625
Type of Feature Contribution:	Contributing
Feature:	Views to Shenandoah Valley
Feature Identification Number:	145627
Type of Feature Contribution:	Contributing
Feature:	Views and Vistas from Overlooks *(0-105)
Feature Identification Number:	145629
Type of Feature Contribution:	Contributing

Landscape Characteristic Graphics:



Figure 22. View of Shenandoah Valley from Stonyman Overlook (OCLP, 2010).



Figure 23. View of the Piedmont Plain from Pinnacles Overlook (OCLP, 2010).



Figure 24. View at Hazeltop, looking west (OCLP, 2010).

Small Scale Features

Historic Condition (through 1952):

Small scale features built throughout Shenandoah NP reflected the NPS intent to design elements that were sensitive to regional vernacular design vocabularies and romanticized early American craft. Signs, log guardrails, water fountains, and other structures displayed handmade craftsmanship, and the use of local materials, including wood and stone, further corresponded to local building traditions.

Water Fountains

Initially, water fountains were constructed from turned chestnut logs with holes bored through for piping water, and a basin on top. However, the log fountains could not withstand the mountain climate and deteriorated. The NPS then developed three types of historic water fountains that were constructed by the CCC. First was the boulder type constructed of small boulders. The second type was randomly coursed stonemasonry constructions that were incorporated in guardwalls, such as at that Hazel Mountain Overlook where the CCC installed pipes to bring water from a nearby spring. The third type consisted of coursed, stacked rock constructions based on a design dating to 1940.

Log Guardrails

Log guardrails were installed by the CCC in the early 1930s along sections of the drive to prevent cars from parking on the grass or other undesirable areas. The guardrails were constructed mostly from salvaged wood from dead stands of chestnut trees, also referred to as ghost trees, that were prevalent throughout the area. Vertical log posts were set in the ground

and the horizontal rails attached to posts.

Signage and Mile Post Markers

The first signs installed along Skyline Drive included traffic control, stop signs, and informational and entrance signs at overlooks and other amenities. The signs were typically made of chestnut logs by the CCC in the prevailing rustic style. Also, in the early 1950s, concrete mile markers were installed along the length of the drive.

Tree Wells

Efforts were made by the NPS to preserve and protect mature native trees during the construction of Skyline Drive. In some instances, such as at Thorofare Mountain Overlook at Mile 40.5, stone tree wells were built around trees in locations where the grade was significantly altered. The wells consisted of drylaid masonry retaining walls with batter and a layer of crushed stone on the existing grade downhill from the proposed fill slope within the root zone in order to aerate the tree roots after the fill was installed.

Post-Historic and Existing Conditions:

Since the period of significance, several small scale features have been eliminated or replaced. For instance, under Mission 66, wooden signs constructed by the CCC were replaced with more contemporary structures and graphics that were part of a new park-wide standard. The new signage featured an Art Deco style and a wider range of materials. In addition, log guardrails were removed due to rot that resulted from contact with the ground, rendering them unsafe. Surviving small scale features in the Central District of the drive include stone water fountains, boulders, and concrete mile markers (Figures 25-27). New small scale features along Skyline Drive include interpretive and directional signage (Figures 28-29).

Items noted in the table below and listed with an * are entered on the National Register of Historic Places.

Character-defining Features:

Feature: Mile Posts *(0-105)

Feature Identification Number: 145631

Type of Feature Contribution: Contributing

Feature: Stony Man Overlook Stone Water Fountain *(38.6)

Feature Identification Number: 145633

Type of Feature Contribution: Contributing

IDLCS Number: 83104

Feature: Hazel Mountain Overlook Drinking Fountain *(33.0)

Feature Identification Number: 145635

Skyline Drive - Central District
Shenandoah National Park

Type of Feature Contribution:	Contributing
IDLCS Number:	81904
Feature:	Hemlock Springs Overlook Water Fountain *(39.7)
Feature Identification Number:	145637
Type of Feature Contribution:	Contributing
IDLCS Number:	83120
Feature:	Hazeltop Ridge Overlook Boulder Fountain *(54.4)
Feature Identification Number:	145639
Type of Feature Contribution:	Contributing
IDLCS Number:	83144
LCS Structure Name:	Hazeltop Ridge Overlook
LCS Structure Number:	MI054.4
Feature:	Baldface Mountain Overlook Water Fountain *(61.2)
Feature Identification Number:	145643
Type of Feature Contribution:	Contributing
Feature:	Boulders at Overlooks (NA)
Feature Identification Number:	145645
Type of Feature Contribution:	Contributing
Feature:	Thorofare Mountain Overlook Tree Ring *(40.5)
Feature Identification Number:	145647
Type of Feature Contribution:	Contributing
IDLCS Number:	83119
Feature:	Hensley Ridge Overlook Interpretive Kiosk(64.9)
Feature Identification Number:	145649
Type of Feature Contribution:	Non Contributing
Feature:	Signage(NA)
Feature Identification Number:	145653
Type of Feature Contribution:	Non Contributing

Landscape Characteristic Graphics:



Figure 25. View of stone water fountain incorporated into stone wall at Stonyman Overlook (OCLP, 2010).



Figure 26. View of stone water fountain incorporated into stone wall at Hemlock Springs Overlook (OCLP, 2010).



Figure 27. View of typical mile marker along Skyline Drive (OCLP, 2010).



Figure 28. View of interpretive signage at Crescent Rock Overlook (OCLP, 2010).



Figure 29. View of signage at Mary's Rock Tunnel Overlook (OCLP, 2010).

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 07/29/2010

Condition Assessment Explanatory Narrative:

The condition of Skyline Drive–Central District landscape is evaluated as “good,” which indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. A program for continued preservation of the drive is ongoing. The inventory unit’s cultural and natural values are as well preserved as can be expected under the given environmental conditions.

Impacts

Type of Impact: Adjacent Lands

External or Internal: External

Impact Description: Growth of woodland vegetation may impact views from the drive.

Type of Impact: Fire

External or Internal: Both Internal and External

Impact Description: Fire has had a long history within Shenandoah NP. Such events could impact views from the site.

Type of Impact: Pests/Diseases

External or Internal: Both Internal and External

Impact Description: Shenandoah's forest continues to be affected by infestation insects, primarily the Gypsy Moth, a pest whose larvae consumes the foliage of the oak tree and other hardwoods, but also by the pine borer, spruce bud worm, and other insects that kill trees. Stands of hemlock trees have been lost due to an infestation of the wooly adelgid.

Type of Impact: Vegetation/Invasive Plants

External or Internal: Both Internal and External

Impact Description: Exotic invasive plants have infiltrated the area, including tree of

heaven, bittersweet, and Japanese honeysuckle.

Type of Impact: Pollution

External or Internal: External

Impact Description: Air pollution from the Ohio and Mississippi valleys is drawn into the Shenandoah Valley and the resulting haze obscures views from the drive. This is not limited by the park's boundaries. Pollution is trapped in the valley and hollows surrounding the park and obscure the views from the drive, including those of Massanutten Mountain, only twelve miles away.

Treatment

Treatment

Approved Treatment: Undetermined

Approved Treatment Document Explanatory Narrative:

The General Management Plan and Development Concept Plan were completed in 1983. However, these documents are considered out of date and the park superintendent now signs off on the treatment of all buildings and structures as they are added to or updated in the List of Classified Structures (LCS). A memo from the Superintendent states that all structures listed on National Register of Historic Places will be classified under the “Must Be Preserved and Maintained” management category.

Federal Highways work in fiscal years 2001-2003 resulted in the restoration/rehabilitation of the lower eight miles of the drive including the preservation of overlooks, repair/restoration of stone-lined ditches, reconstruction of missing wood guardrails, and repaving of that complete section of the drive (LCS 2010).

American Recovery and Reinvestment Act has funded projects including chipping and sealing of 12.5 miles of Skyline Drive. Funds have also been slated for the rehabilitation of sixteen historic overlooks, the repair or replacements of culverts, and the removal or pruning of hazardous along the drive.

Current projects in the Project Management Information System include the following, which total \$15,039,989.09.

154287 – Rehabilitate 7 Historic Skyline Drive Overlooks for Visitor Safety and Resource Preservation

161022 – Rehabilitate Historic Skyline Drive Overlooks for Visitor Safety and Resource Preservation

57649 – Rehabilitate 5 Historic Skyline Drive Overlooks for Visitor Safety and Resource Preservation

150521 – Rehabilitate Roads in the South District of Skyline Drive

150592 – Rehabilitate Roads in the Central District of Skyline Drive

151860 – Rehabilitate Roads in the North District of Skyline Drive

10722 – Replace Historic Plant Landscape Material on Skyline Drive and in Picnic Areas

160926 – Maintain Historic Vistas at Overlooks and Slopes Along Skyline Drive

Approved Treatment Completed: No

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Citation Author:	National Park Service
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Citation Author:	National Park Service
Citation Title:	National Register of Historic Places, Skyline Drive Historic District, October 2008
Year of Publication:	2008
Citation Publisher:	U.S. Department of the Interior, National Park Service
Citation Author:	National Park Service
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Year of Publication:	2007
Citation Publisher:	U.S. Department of the Interior, National Park Service

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Supplemental Information

Title: "Architectural Details, Route 3, Skyline Drive," 1934 SHEN 134-1083A

Description: Architectural details for cut and fill slopes, masonry pipe walls, rustic guard rail, and retaining structures

Title: "Construction Details for Log Guardrail at Crescent Rock,"
SHEN_134_1024_id176377

Description: Architectural details for log rail construction

Title: SHEN_134_1027_id176378

Description: Typical detail for overlook