
National Park Service
Cultural Landscapes Inventory
2010



Skyline Drive - South 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 31.5 miles south, at the junction of U.S. Route 211. Swift Run Gap is situated 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 Piedmont Plain to the east. Skyline Drive was constructed in three phases, namely North District, Central District, and South District. The South District portion of Skyline Drive extends thirty-nine miles from Swift Run Gap to Rockfish Gap, Mile 65.5 to Mile 104.5.

Skyline Drive–South 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 3,500 feet above the valley, including Hightop Mountain at 3,587 feet and Trayfoot Mountain at 3,374 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 South District provides access to several developed areas including Loft Mountain and Dundo Picnic Grounds. 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. 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 South District’s twenty-five 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.

Limited recreational use of the mountains began as early as 1830 with the construction of Black Springs

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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 South District as the final phase, through the coordinated efforts of the National Park Service (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 also constructed underpasses at the southernmost section of the drive that were faced with rough-cut, native stone with segment stone archways. 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–South District, projects included a new wayside development at Loft Mountain, new signage, a realignment of the road south of Mile 76, and

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alterations to the entrance station at Rockfish Gap. Additional parking areas were also located along the drive to accommodate day hikers and back packers. 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–South 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

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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 Simmons Gap in the South District, are evaluated in separate CLIs.

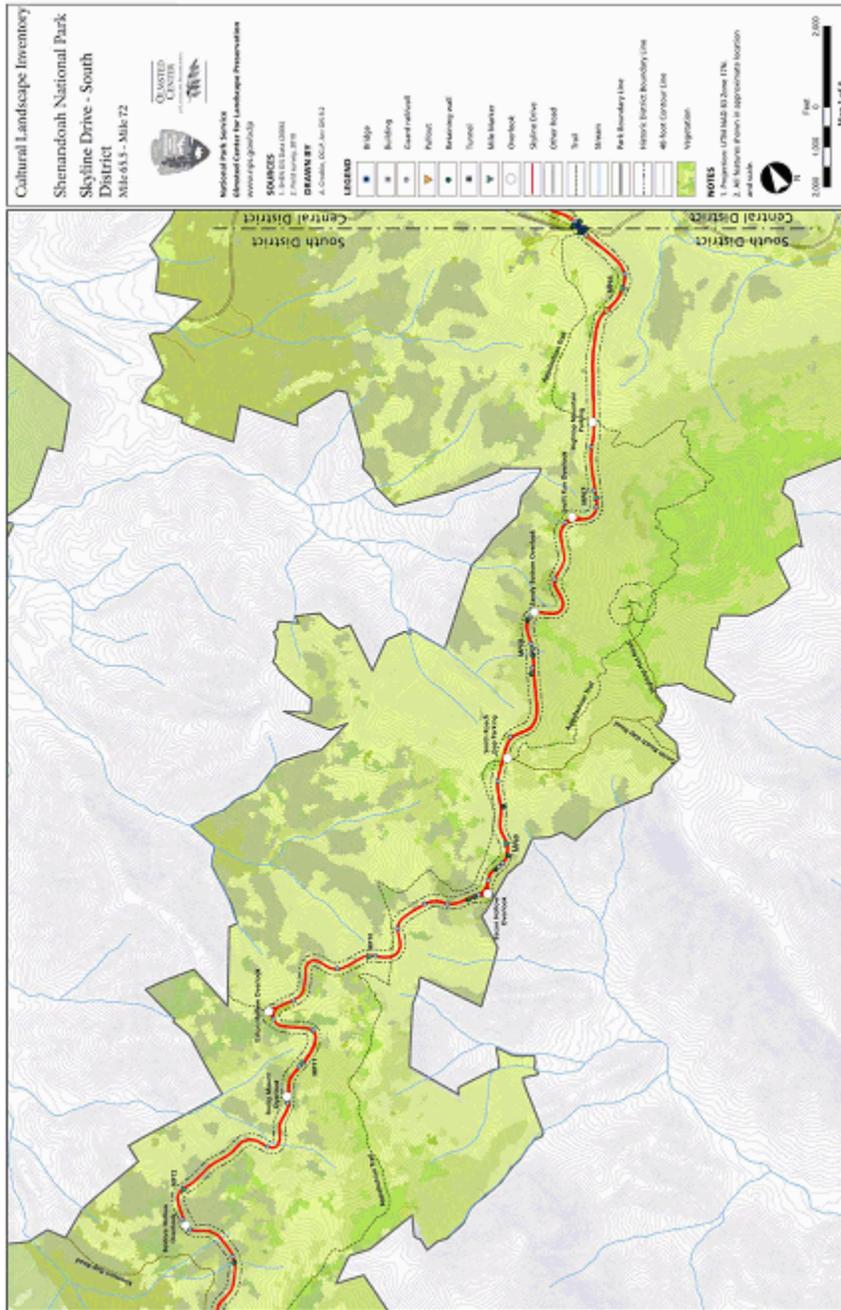
ANALYSIS/EVALUATION SUMMARY AND CONDITION

Landscape characteristics and features from the period of significance remain today along Skyline Drive–South District 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. Features unique to the South District included four cattle underpasses and a bridle path underpass. Additionally, the far southern portion of the drive was originally built as part of the Blue Ridge Parkway and added to Skyline Drive in 1939.

Changes since 1952 on Skyline Drive–South District include the realignment of a section of the drive south of Mile 76. Additional gravel parking areas have been built to accommodate day hikers, and the wooden guardrails were removed, though some have recently been reinstalled. In addition, a new overlook was built at Mile 99.5. 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.

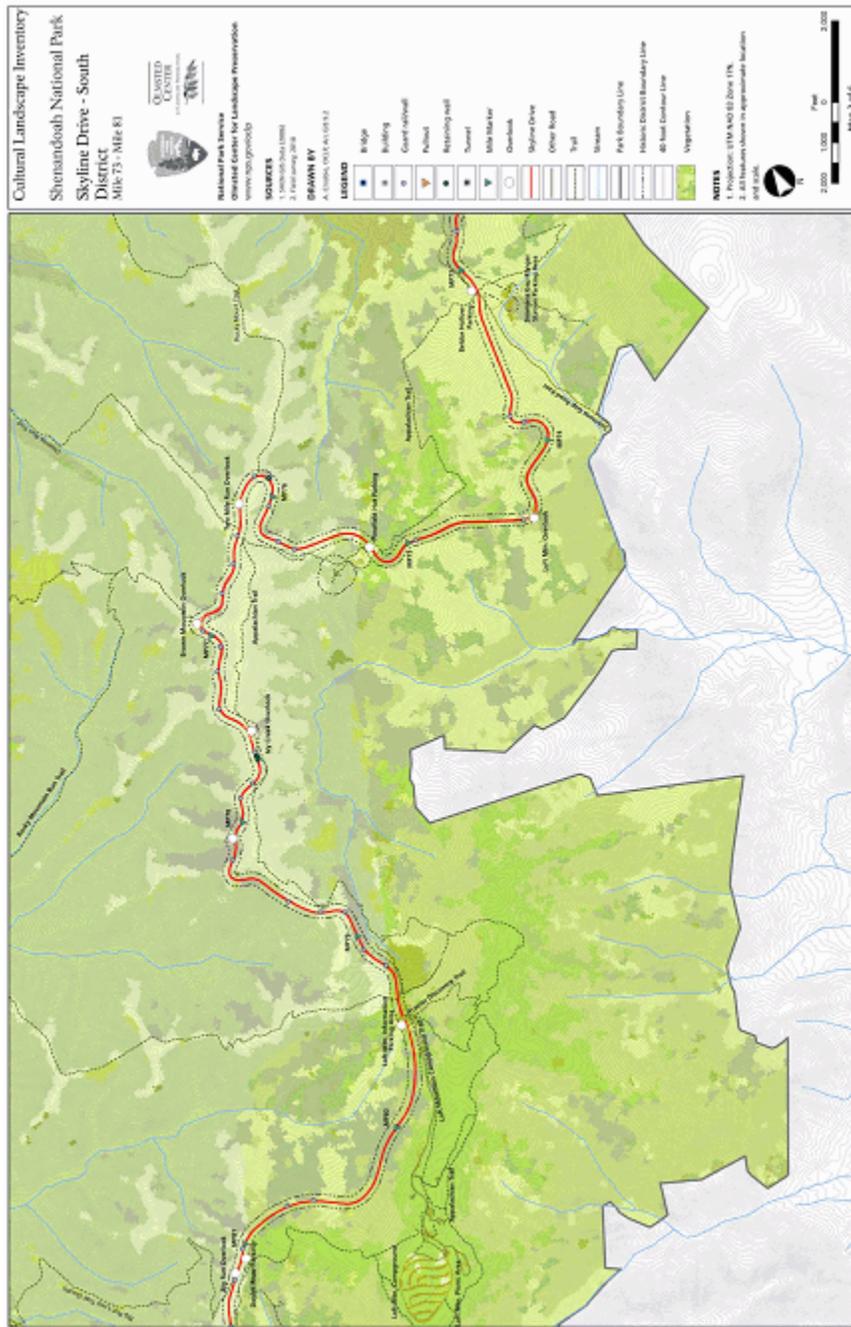
The condition of the Skyline Drive–South District landscape at the time of this report's completion is evaluated as "good." The vehicular circulation system has been well maintained through repaving and some adjustments to traffic flow for safety. The associated trailheads, pedestrian pathways, and service 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.

Site Plan



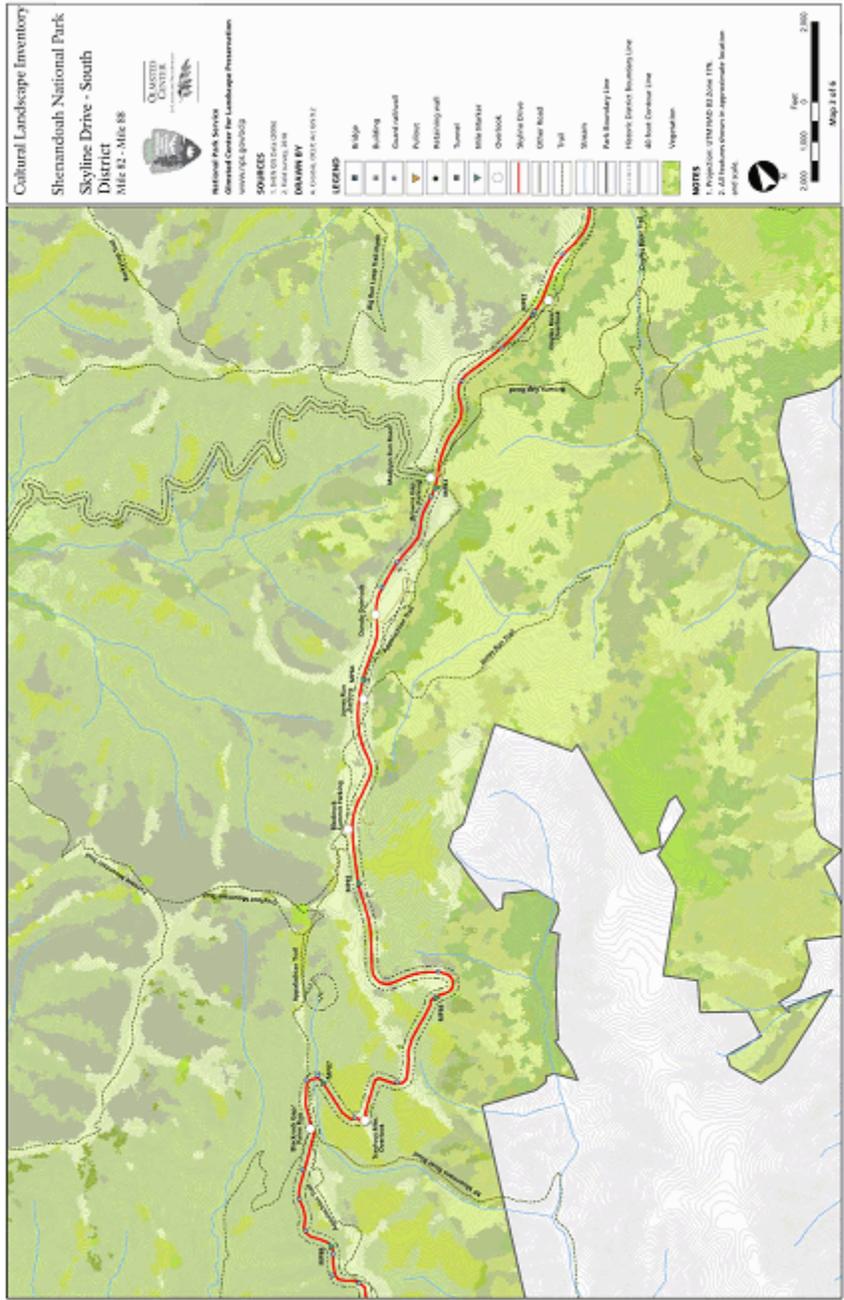
Skyline Drive-South District, Mile 65.5 - Mile 72

Skyline Drive - South District
 Shenandoah National Park



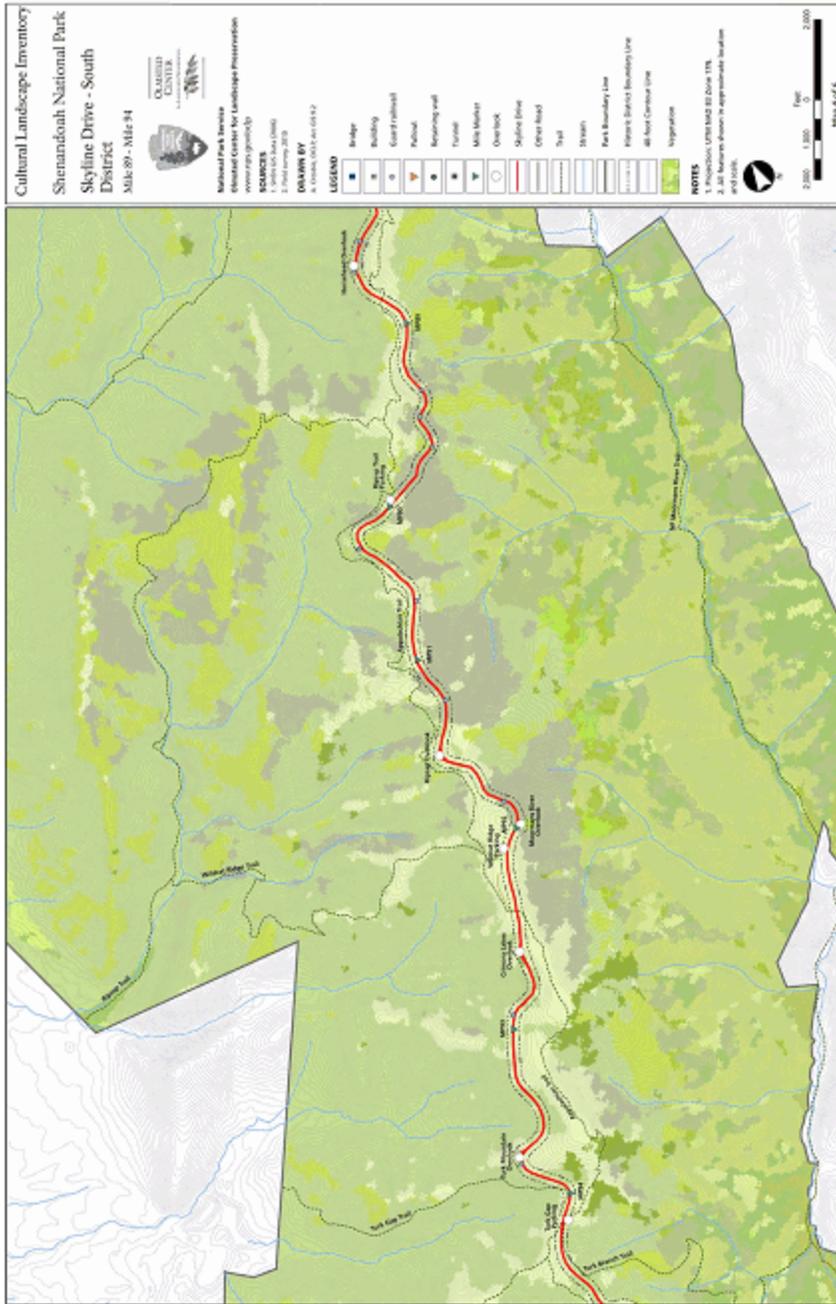
Skyline Drive-South District, Mile 73 - Mile 81

Skyline Drive - South District
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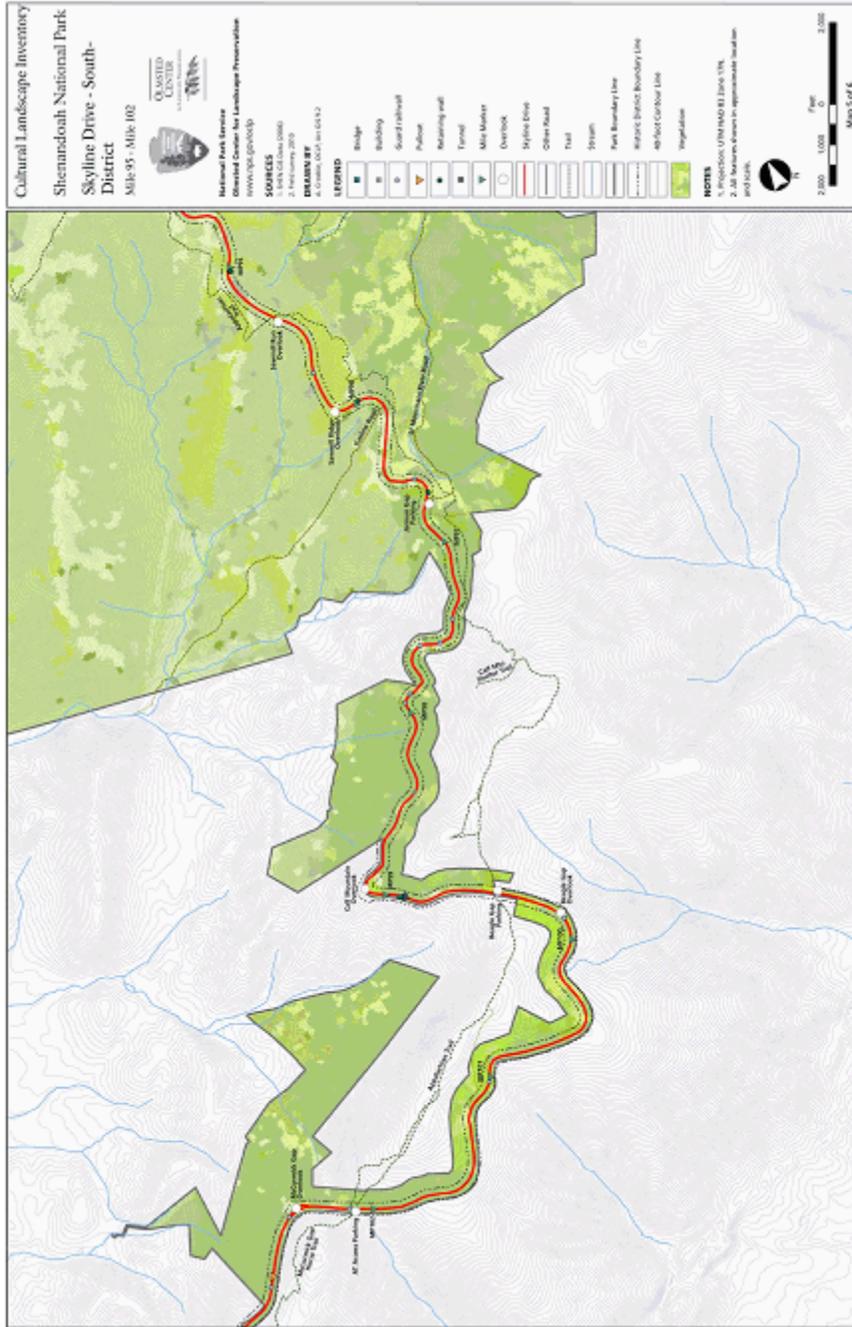
Skyline Drive-South District, Mile 82 - Mile 88

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Skyline Drive-South District, Mile 89 - Mile 94

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Skyline Drive-South District, Mile 95 - Mile 102

CLI Identification Number: 975554
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–South District is one of twelve component landscape included within the Skyline Drive NHL. The others include Skyline Drive–North District, Skyline Drive–Central District, Dickey Ridge, Elkallow, Lewis Mountain, Piney River, Big Meadows, 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-North 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–South District
Shenandoah National Park

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

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

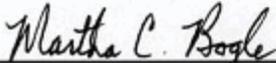
CONDITION ASSESSMENT: Good

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–South 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–South District landscape adheres to the 250 feet right-of-way and expands at several overlooks. The north boundary of the Skyline Drive–South District landscape is at Swift Run Gap (U.S. 33) (Milepost 65.5) and the southern boundary is at Rockfish Gap Entrance Station (Milepost 105.5). The boundary does not include Simmons Gap, which will be addressed in a separate CLI.

State and County:

- State:** VA
- County:** Albemarle County
- State:** VA
- County:** Augusta County
- State:** VA
- County:** Greene County
- State:** VA
- County:** Rockingham County

Size (Acres): 1,182.00

Boundary UTMS:

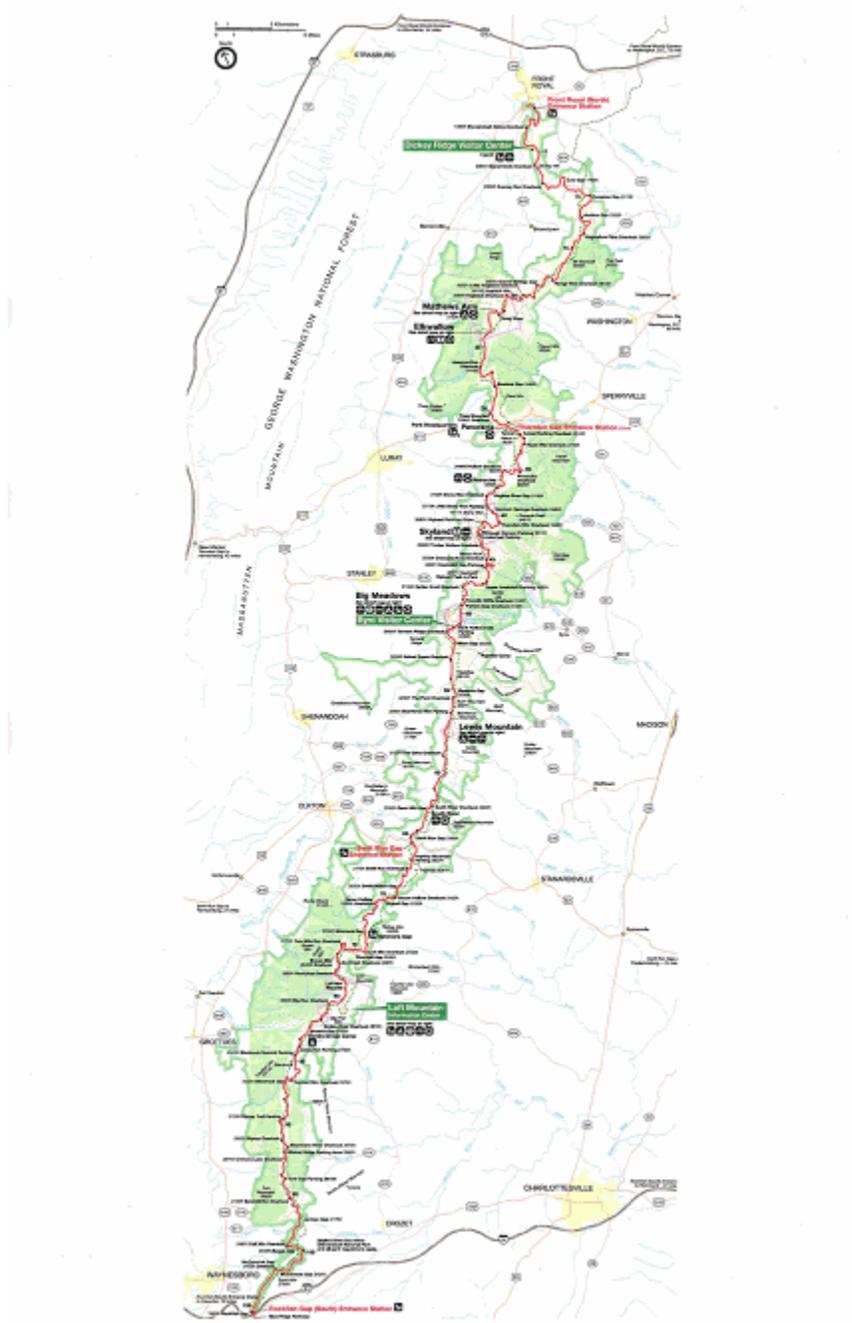
- Source:** USGS Map 1:24,000
- Boundary Source Narrative:** See National Register documentation for the Skyline Drive Historic District, dated April 28, 1997, for UTM northing and easting coordinates from the Paved Parking Area/AT Crossing and Parking Area to Rockfish Gap.
- Type of Point:** Line
- Datum:** NAD 83
- UTM Zone:** 17

Location Map:



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

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

Regional Context:

Type of Context: Cultural

Description:

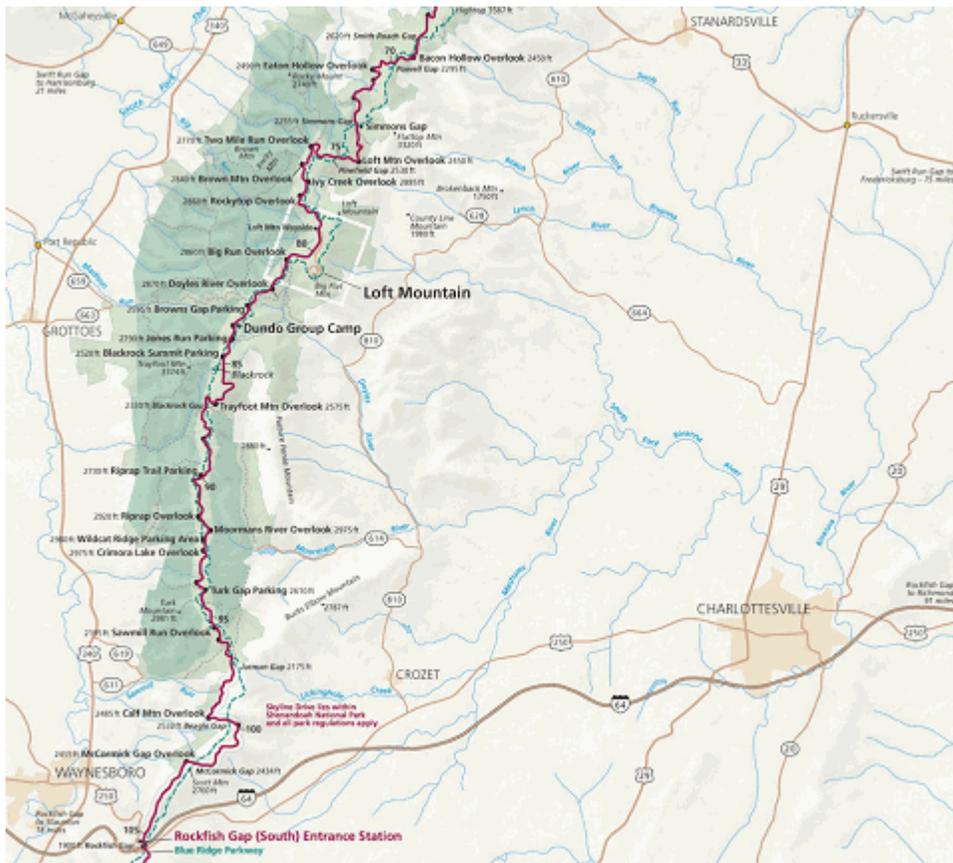
The South District is part of Shenandoah NP, where recreation is the primary cultural use. Part of the park includes many thousands of acres of federally-designated wilderness. In the surrounding region, tourism is a significant industry. Agriculture, particularly poultry production, is the main industry 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 South District portion of Skyline Drive extends forty miles from Swift Run Gap, Mile 65.5 to Rockfish Gap at Mile 105.5. 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.

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Map showing the physiographic context of the South 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: South 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 South 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 National Register Status

National Register Landscape Documentation:

Entered Documented

National Register Explanatory Narrative:

Skyline Drive is within the boundaries of the Skyline Drive Historic District in Shenandoah National Park (NP). On October 6, 2008, the district was designated a National Historic Landmark (NHL) under NHL Criterion 1 and 4, with the period of significance extending from 1931 to 1952. The areas of significance were identified as community planning and development, conservation, entertainment/recreation, politics/government, social history, architecture, engineering, and landscape architecture.

The NHL documentation is consistent with the National Register of Historic Places documentation for the historic district, entered on April 28, 1997. The drive's resources were identified by their corresponding mile post markers through this effort, as well as through two boundary increases to the historic district on September 19, 1997 and December 5, 2003. Significance was identified under Criterion A in the areas of community planning/development, conservation, entertainment/recreation, politics/government, social history, and transportation, and Criterion C in the areas of architecture, engineering, and landscape architecture, for the period of 1931 to 1952.

According to research conducted for this CLI, the areas and period of significance for the site are adequately documented in existing National Historic Landmark and National Register of Historic Places documentation. The existing documentation also adequately describes the drive's numerous historic resources that contribute to its significance. Therefore, for purposes of the CLI, Skyline Drive-South District is considered "Entered-Documented."

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

National Register Eligibility

Contributing/Individual:	Contributing
National Register Classification:	District
Significance Level:	National
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

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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

Skyline Drive - South District

Shenandoah National Park

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 be 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 – South District is located within the Skyline Drive Historic District.

National Historic Landmark Information

National Historic Landmark Status: Yes
Date Determined Landmark: 10/06/2008
Landmark Theme: III. Expressing Cultural Values, VII. Transforming the Environr

World Heritage Site Information

World Heritage Site Status: No

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	Other Type of Use or Function
Concession	Both Current And Historic
Leisure-Passive (Park)	Both Current And Historic
Comfort Station (Latrine)	Both Current And Historic
NPS Class III Special Purpose Road	Both Current And Historic
Parking Area	Both Current And Historic
Hiking Trail	Both Current And Historic
View	Both Current And Historic
NPS Class V Administrative Access Road	Both Current And Historic
NPS Class I Principal Road	Both Current And Historic
NPS Class IV Primitive Road	Both Current And Historic

Current and Historic Names:

Name	Type of Name
Skyline Drive	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.

Skyline Drive - South District
Shenandoah National Park

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).
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 1864	Built	Confederate Lieutenant General Jubal Early places artillery near Browns Gap to guard his troops who are bivouacked following the retreat from Fisher's Hill during the Shenandoah Valley Campaign (National Register 4/1997:Section 7,81).
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).

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AD 1926	Established	Congress first authorizes Shenandoah National Park (NP) on May 22, but without funds for land purchases.
AD 1928	Built	The Potomac Appalachian Trail Club (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.
	Designed	March 25, map of "Proposed Shenandoah National Park" is issued by the Department of the Interior (Engle 2006:34).
	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 1932	Established	A special advance opening of the drive, from Lee Highway (Route 211) to Skyland is 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).
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).
AD 1933 - 1934	Built	The CCC constructs 9.65 miles of wood guardrails on Skyline Drive (HRS 1997:69).

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 Shenandoah National Park

AD 1935 - 1938	Built	Section 3-A grading and base courses are completed.
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 1936 - 1937	Built	Construction begins on Section 3-A of the South District with the completion of initial paving in November 1937.
	Built	Section 3-B grading and base courses are completed.
	Built	Three cattle underpasses and one bridle path underpass are constructed in a section of the Blue Ridge Parkway, later part of the South District of Skyline Drive (NHL 2008:24).
AD 1937	Established	A section of the Blue Ridge Parkway, from Jarman Gap to Rockfish Gap, is completed, later forming the southernmost section of Skyline Drive.
AD 1937 - 1938	Built	Section 3-C is cleared and base courses are coated with calcium chloride (NHL 2008:20).
AD 1937	Built	A ten-mile section of the Appalachian Trail is moved from the north and south fork of Moorman's River west and up to the ridgeline from Blackrock to Jarman Gap (AT-South District CLI 2007:41).
AD 1937 - 1938	Built	Grading and base courses are completed in Section 3-D of the South District by November.
	Built	Several overlooks in the South District are completed, including Bacon Hollow, Dundo Overlook, Trayfoot Mountain, Turk Mountain, Brown Mountain, Two Mile Run, Ivy Creek, Big Run, Horsehead Overlook, Riprap Overlook, and Crimora Lake.
AD 1939	Built	Final paving of the South District portion of Skyline Drive is completed.

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 Shenandoah National Park

	Built	The entrance station at Rockfish Gap is completed, consisting 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).
	Built	Several more overlooks are completed in the South District, including Sandy Bottom, Swift Run, and Doyles River.
	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	On August 29, the South District is opened to the public and connected to the northernmost segment of the Blue Ridge Parkway
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	Guardwalls are completed in the South District, marking the completion of Skyline Drive (NHL 2008:6).
AD 1956 - 1959	Built	Beagle Gap Overlook is built in the South District at Mile 99.5.
AD 1957	Built	Remaining guardwalls are constructed in the South District (NHL 2008:25).
AD 1960 - 1970	Rehabilitated	The original shingles of the entrance station at Rockfish Gap are replaced with board and batten (NHL 2008:29).

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AD 1961	Established	A fourth segment of the road(Jarman Gap to Rockfish Gap), originally constructed as part of the Blue Ridge Parkway, is transferred to Shenandoah National Park (http://www.nps.gov/history/history/online_books/hih/shenandoah/).
AD 1964	Built	A wayside development is constructed at Loft Mountain, including dining facilities, general store, and gas station.
	Rehabilitated	South of Mile 76, a portion of the road is realigned, including the reconstruction of a guardwall (NHL 2008:32).
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 1990 - 1999	Rehabilitated	Entrance station at Rockfish Gap is moved to another location and replaced with a temporary prefabricated building (NHL 2008:29).
AD 2006	Abandoned	Picnic grounds at Loft Mountain are closed (SHEN park website).
AD 2007	Rehabilitated	The NPS prepares environmental assessment for the rehabilitation of historic overlooks along Skyline Drive.
AD 2008	Built	Picnic grounds are opened at Mile 80, formerly known as Dundo Group Campground. The area is now known as Dundo Picnic Grounds (SHEN website). The new picnic grounds replaces the closed facilities at Loft Mountain.

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. During the Civil War, the Blue Ridge Mountains witnessed

only limited battle action, but they contained mountain gaps and roads that permitted passage of both Union and Confederate troops between the Shenandoah Valley and the Piedmont (NHL 2008:7). In 1864, Confederate Lieutenant General Jubal Early placed artillery near Browns Gap, in what is now the South District, to guard his troops who were bivouacked following the retreat from Fisher's Hill during the Shenandoah Valley Campaign (National Register 4/1997: Section 7,81).

After the Civil War, land uses included cattle grazing, and lumbering that provided material for rebuilding after the 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, 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 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. 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 (Figure 1). 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.

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 and 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 (Figure 2). 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 3). 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. 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. 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).

An additional section of the drive, from Jarman Gap to Rockfish Gap, was originally constructed as part of the Blue Ridge Parkway (HAER 1996:171-18). The design for this 8.5 mile section of roadway was developed jointly in 1935 by the BPR and landscape architect Stanley Abbott from NPS Branch of Plans and Design. They designed the road with a twenty-foot surface, five-foot shoulders for fill sections, three-foot shoulders elsewhere, and two-foot wide side ditches (NHL 2008:22). Because this portion of the roadway was in close proximity to nearby farms, three cattle underpasses, located at Miles 99.1, 99.6, and 102.3, were constructed to allow movement of cattle from one pasture to another without interfering with road traffic (Figure 4). A bridle path and an associated retaining wall were also constructed at Mile 104.6 to facilitate horseback riding along an adjacent bridle trail (NHL 2008:24). Designed by the NPS and constructed by the Virginia Department of Highways, all the underpasses were essentially large box culverts of reinforced concrete with portal facings of rough-cut, native stone with segment stone archways (HAER 1996:17-18).

Skyline Drive–South District:

The South District was constructed in four sections, including 3-A-1 from Swift Run Gap to Simmons Gap; 3-B-1 from Simmons Gap to Browns Gap; 3-C-1 from Browns Gap to Black Rock Gap; and 3-D-1 from Black Rock Gap to Jarman Gap. Preliminary survey work began on Section 3-B-1 in late fall of 1933, followed by the other three sections in early 1934 (National Register 4/1997: Section 7,28).

As with the other two districts, the design, engineering, and construction of the drive was a joint venture between the NPS and the BPR. This area of the park was particularly rugged with steep hillsides and precipitous ravines. As a consequence, the terrain posed a challenge to both agencies as they tried to select the best road alignment that could provide the desired scenic qualities without extensive scarring to the mountainsides. The NPS and BPR conducted studies by staking out alternative routes to determine the best alignment. As a result of their careful analysis, they reduced the road section from thirty-four feet to thirty feet and increased the size of the overlooks in order for cars and buses to be able to maneuver more easily (NHL 2008:19).

Slopes were also stabilized by hand laid rock embankments (Figure 5). After a slope face was thoroughly compacted and adequate footing prepared at the base, stone rubble taken from

adjacent roadway excavations was hand-placed without mortar up the embankment. These hand-laid rock embankments reduced excavation quantities, minimized unsightly landscape scars, and protected newly planted vegetation (HAER 1996:7-18). Toe walls were also constructed, consisting of low stone walls built at the bottom of an embankment. In the South District, a toe wall was constructed at Mile 82 toward Browns Gap (Figure 6).

Section 3-A construction bids were advertised in January 1935, but all the respondents were rejected (National Register 4/1997: Section 7,28). The project was readvertised the following March, but another delay occurred because the right-of-way for this section had not been secured (National Register 4/1997: Section 7,29). Construction finally started in April 1936 near the former location of the interchange with U.S. Route 33. Excavation of the roadbed commenced the following May at Mile post 66.7 and extended to the area near Smith Roach Gap. Work stopped in December 1936 because of bad weather and resumed in April 1937 and completed by the following June. The roadbed was surfaced with crushed stone paving material that was stockpiled along the road. Paving began in October 1936 just south of Swift Run Gap. Work soon stopped because of winter weather conditions and resumed in April 1937. By the following November, the base and second courses had been laid.

Clearing and grubbing for Section 3-B began in May 1936 north of Simmons Gap and progressed toward Browns Gap, and was completed by July (National Register 4/1997: Section 7,30). South of Loft Mountain Overlook, a pioneer road (a rough, ungraded road) was constructed in July 1936. This road preceded the rough grading of Section 3-B. Grading began at Browns Gap the following September and continued through the early winter, and resumed in early April. By August 1937, the grading was completed, and the base courses were finished in September.

Section 3-C was a heavily wooded area, requiring lengthier clearing and grubbing operations, from March to November 1937 (National Register 4/1997: Section 7,31). For the first time on Skyline Drive, calcium chloride was added to the crushed stone surfacing to prevent freezing in the winter and the resulting heaving of stone. The two base courses were completed in July 1938 and two coatings of the calcium chloride were applied in mid-July and September.

A contract for the construction of Section 3-D was awarded in the fall of 1937 to Albert Brothers who had previously worked on Section 2-C of the North District. Work on Section 3-D began with clearing and grubbing at Jarman Gap in January 1938 and progressed northward, followed soon after by the construction of a pioneer road. Grading operations were undertaken as soon as the construction of the pioneer road was underway and completed in December 1938 (National Register 4/1997: Section 7,32). Unlike the previous sections of the South District which had been paved with stone from outside sources, Albert Brothers quarried, crushed, and stockpiled stone within the park boundary. A stone crusher was set up in Jarman Gap and the contractor was able to crush 32,000 tons of rock (National Register 4/1997: Section 7,32). The base courses were completed by November 1938.

Following the installation of drainage structures, grading, and the crushed stone surfacing, all four sections were paved with a road mix bituminous surface course. Sections 3-A and 3-B

were bid together in the summer of 1938, and construction was completed by mid-November. In 1939, the final two sections were put out to bid and the paving was completed in August.

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). The earliest guardwalls consisted of local stones dry-laid in courses with the top course set in mortar and deeply raked. 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). Discussions then 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 7). Stone guardwalls were deemed more suitable along steeper locations (Figure 8) (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). In the South District, the CCC also constructed an entrance station at Rockfish Gap (Figure 9). The frame construction building was sided with wooden shingles and contained a small octagonal office. A gable roof with overhanging eaves spanning two inbound lanes was supported at the ends by stone faced columns (NHL 2008:29).

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 10).

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, which in time created "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 11) (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.

Overlooks were located all along Skyline Drive, offering visitors the opportunity to stop and enjoy the views without the distraction of driving (Figure 12). They 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 13). Overlooks in the South District were designed by NPS landscape architects and built under the construction contracts for the drive (NHL 2008:13). Typically, the landscape architects prepared the drawings, including featured design details, and supervised the construction (NHL 2008:26-27). Overlooks in the South District tended to reflect more simple and utilitarian designs, such as Bacon Hollow at Mile 69.3, which provided views of the Piedmont to the east and the Flattop to the south, and Calf Mountain Overlook at Mile 98.9. More elaborate overlooks featured planted islands to separate parking from the viewing area, as well as drinking fountains and seating areas, and connecting paths to hiking trails. The CCC constructed small scale features associated with the overlooks, such as boulder fountains at Trayfoot Mountain, and planting islands. 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).

Overlooks in the South District included Sandy Bottom Overlook, Bacon Hollow Overlook, Eaton Hollow Overlook, Rocky Mount Overlook, Beldore Hollow Overlook, Loft Mountain Overlook, Two Mile Run Overlook, Brown Mountain Overlook, Ivy Creek Overlook, Rockytop Overlook, Big Run Overlook, Doyles River Overlook, Dundo Overlook, Trayfoot Mountain Overlook, Horsehead Overlook, Riprap Overlook, Moormans River Overlook, Crimora Lake Overlook, Turk Mountain Overlook, Sawmill Run Overlook, and Sawmill Ridge Overlook.

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 stones were set on a bed of crushed stone and gravel and only mortared in place. In contrast to the other two districts of the drive, the construction of stone gutters were part of the construction contracts for the South

District of Skyline Drive, as were the guardwalls and retaining walls (Engle 2006: 99-100, National Register 4/1997: Section 8,100).

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. For example, a ten-mile section of the trail in the South District was moved from the north and south fork of Moorman's River west and up to the ridgeline from Blackrock to Jarman Gap. By 1940, ninety-six miles of the Appalachian Trail in Shenandoah NP were rerouted and ultimately crossed Skyline Drive fifteen times, including Mile 65.4 at the junction of Route 33, and at Mile 105.4 at Rockfish Gap in the South 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, installed utilities, and built trails, roads, and continued the revegetation efforts in the South District (NHL 2008:63). 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 and constructed roads and bridges, and assembled water lines and machine gun nests in the park in preparation for the Italian campaign. 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.

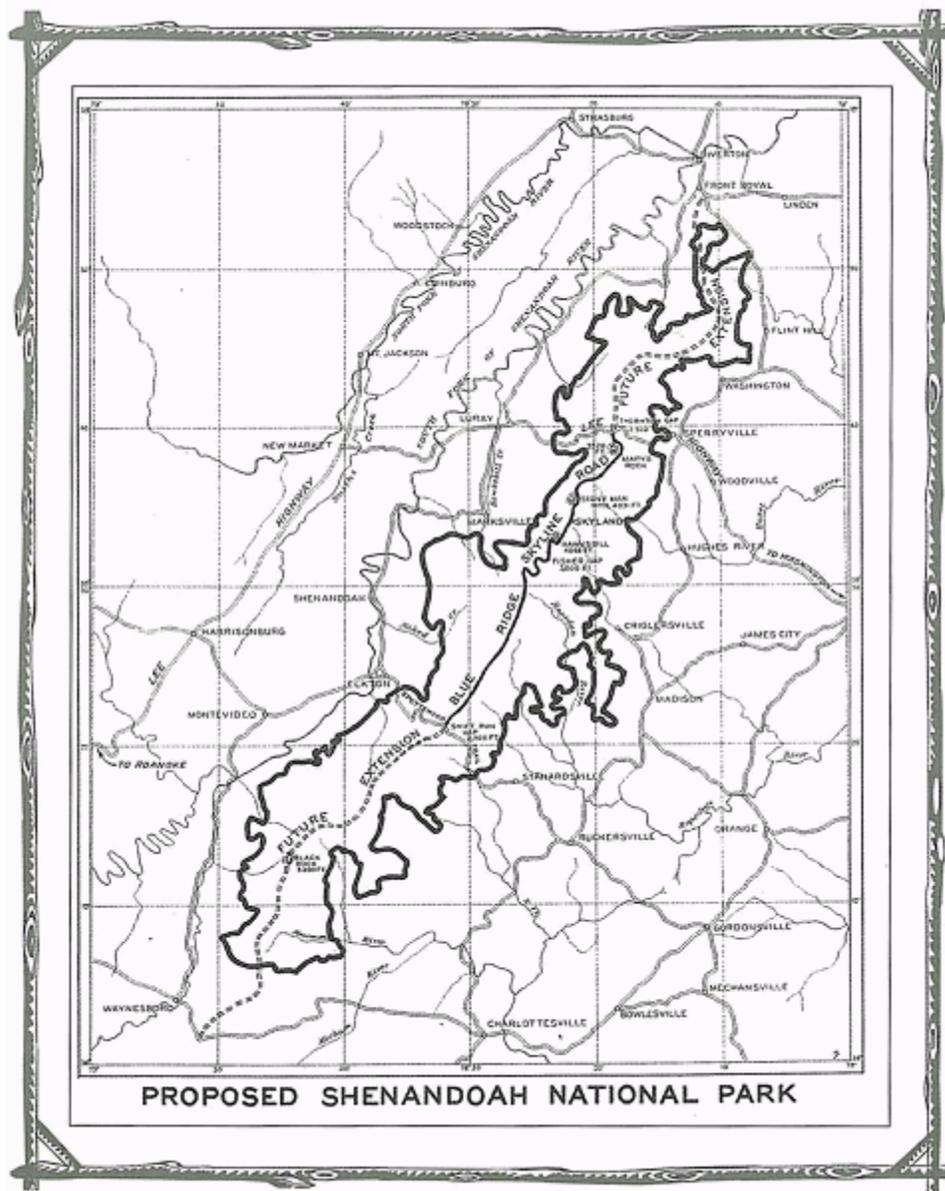


Figure 1. Map of proposed Shenandoah National Park illustrating the South District portion of Skyline Drive from Swift Run Gap to Rockfish Gap as a dotted line (Engle 2006:34).

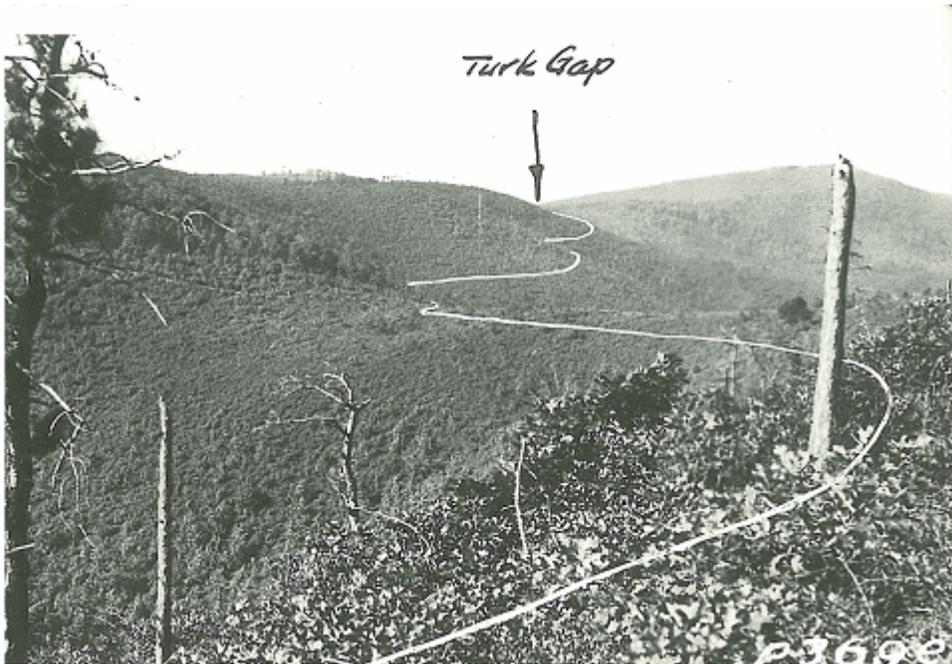


Figure 2. Photographs were taken at high elevations in order to determine potential visual impacts, such as this view of Turk Gap taken from Mile 90 in the early 1930s (Engle, 2006:66).

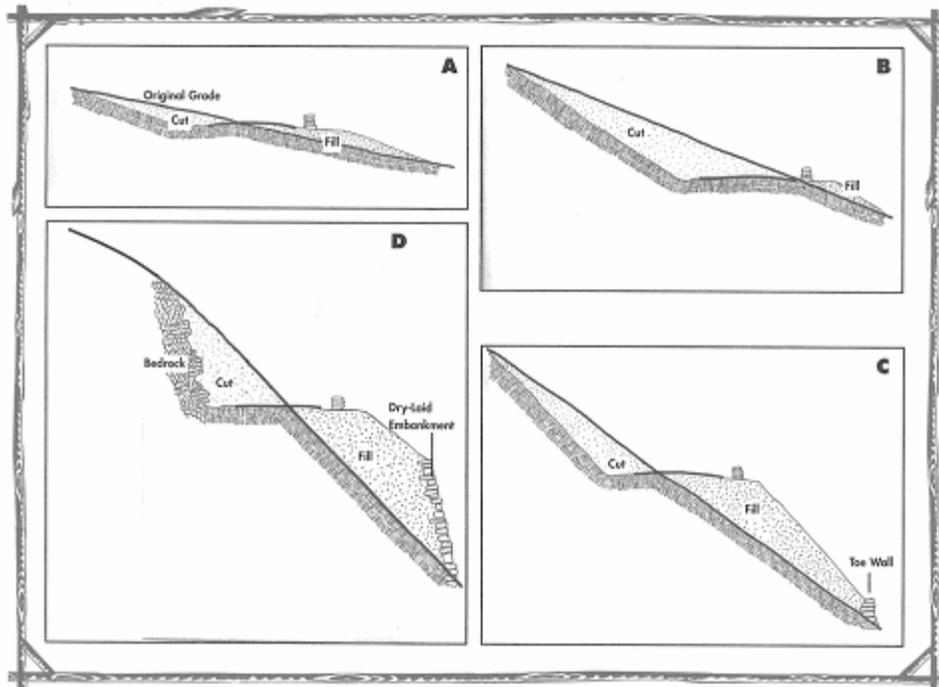


Figure 3. Illustrations of four cut and fill solutions developed for different gradients at Shenandoah National Park (Engle, 2006:68).

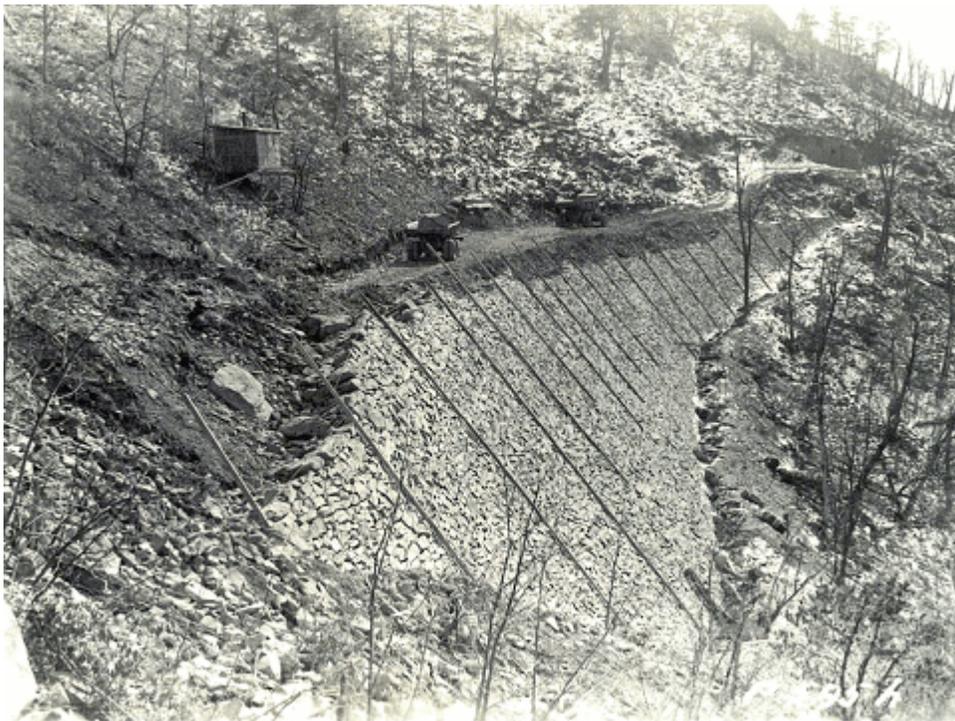


Figure 5. View of typical hand-laid rock embankment along Skyline Drive, date unknown (Engle, 2006:69).

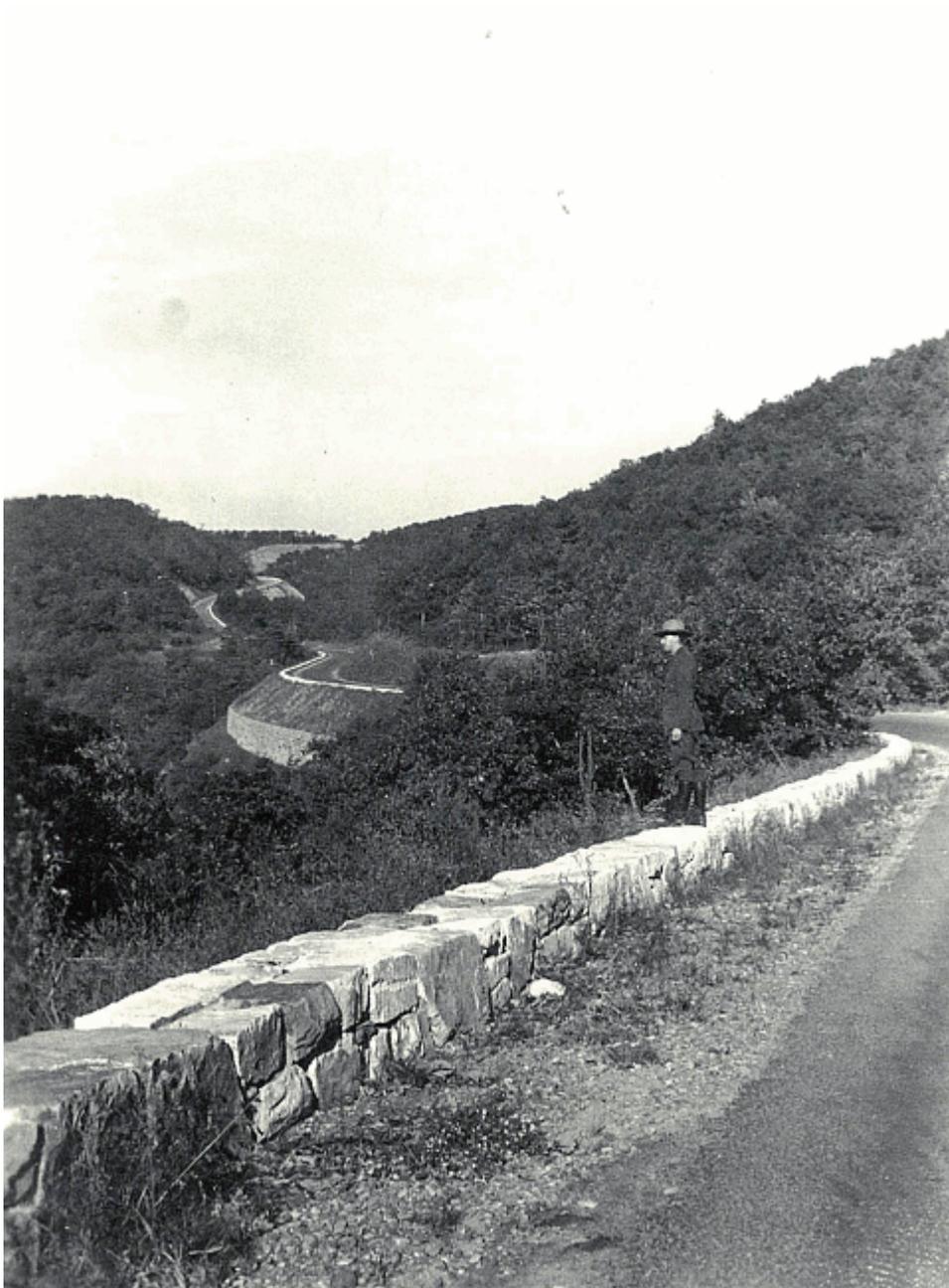


Figure 6. View of massive toe wall, in the middle of the photograph, along west side of Skyline Drive looking toward Mile 82 near Browns Gap (Engle, 2006:70).



Figure 7. View of log guardrails installed by the CCC along Skyline Drive, early 1930s. Over eleven miles of wood rails were installed in open areas to provide unimpeded views (Engle 1996:97).

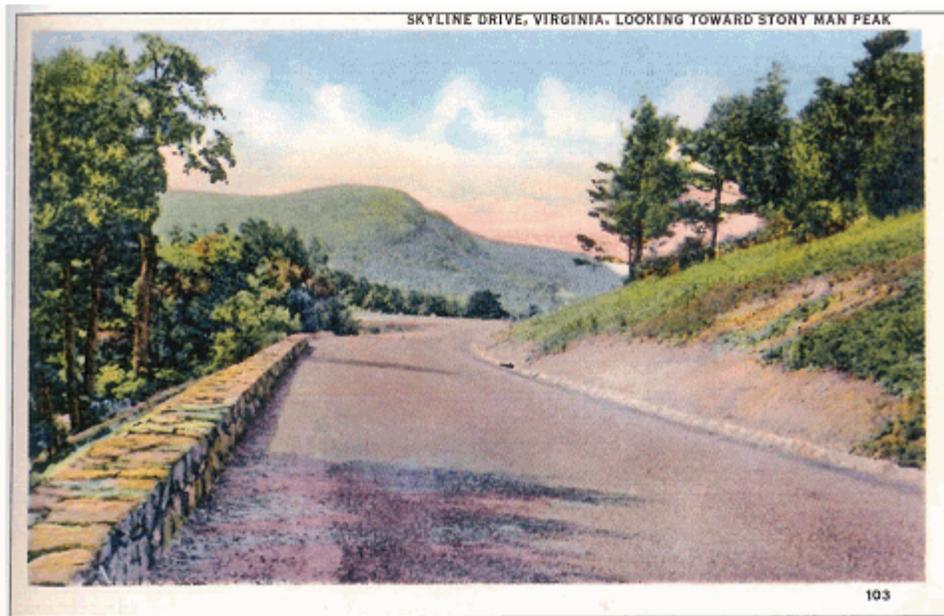


Figure 8. Postcard, undated, with view of stone guardwalls to the left, along a steeper portion of Skyline Drive (Engle 2006:Historic Postcard Collection).



Figure 9. View of entrance station constructed by the CCC at Rockfish Gap in the 1930s (Engle 2006:124).



Figure 10. View of CCC worker transplanting vines, date unknown (Engle 2006:114).

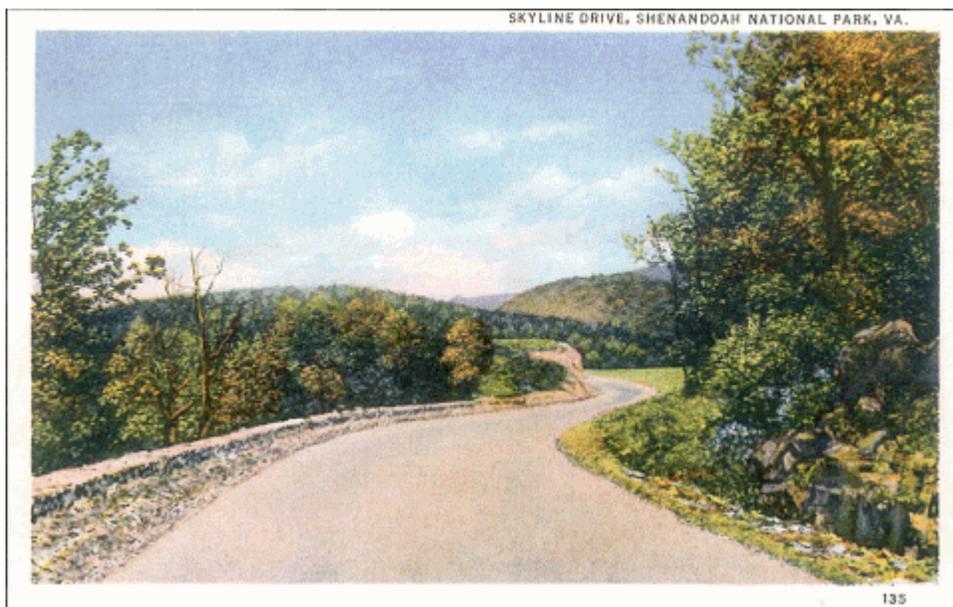


Figure 11. Postcard view of Skyline Drive with adjacent plantings of trees, shrubs, vines, and turf by the CCC in the early 1930s (Engle 2006:Historic Postcard Collection).

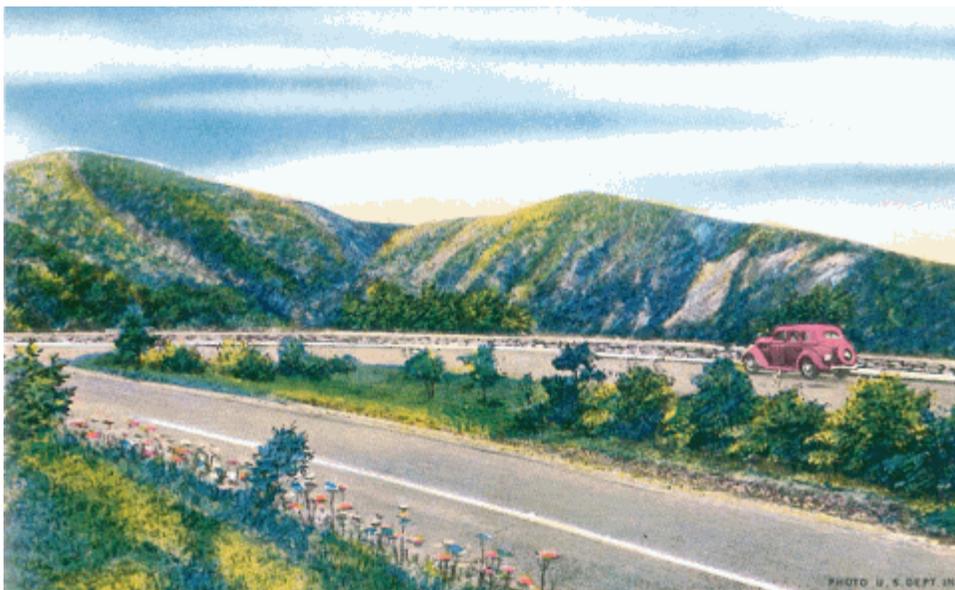


Figure 12. Postcard view of typical overlook along Skyline Drive in the 1930s (Engle 2006:Historic Postcard Collection).

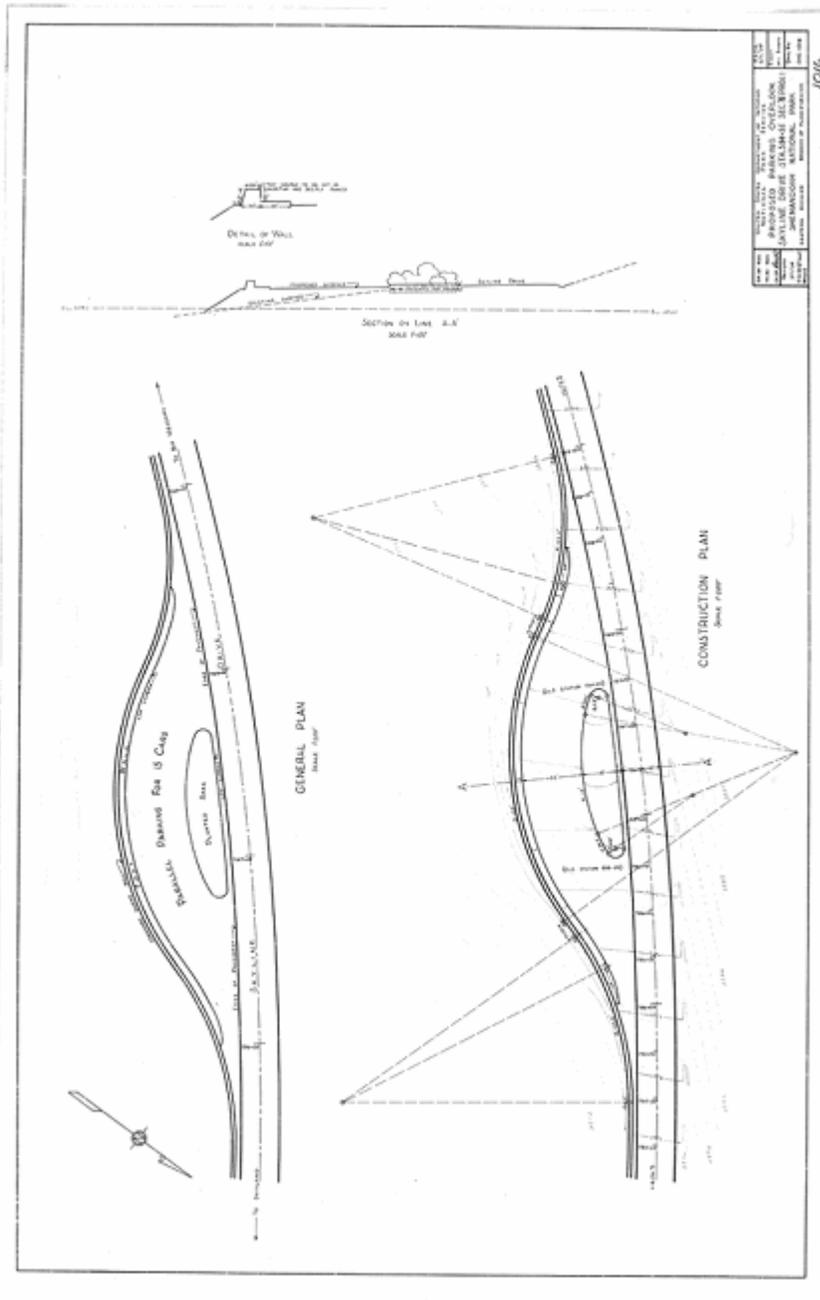


Figure 13. Detail developed for typical overlook in the South District of Skyline Drive in 1934 (Denver Service Center, 134-1016 id176376).

1953 – PRESENT: LATER DEVELOPMENT

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). A new overlook was also constructed at Mile 99.7 under Mission 66, called Beagle Gap, where the Appalachian Trail crosses Skyline Drive.

In 1957, remaining guardwalls were constructed along the South District. A policy implemented during World War II forbade quarry operations within national parks, which resulted in the use of limestone from the Shenandoah Valley for the new guardwalls. Visually, the stone was an obvious departure from the surrounding metamorphic rock and therefore did not adhere to the longstanding aesthetic of creating an organic landscape design (Engle 2006:97).

In 1961, a section of roadway originally built as part of the Blue Ridge Parkway was officially transferred to Shenandoah NP (http://www.nps.gov/history/history/online_books/hih/shenandoah/). This section extended from Jarman Gap (Mile 96.5) to Rockfish Gap (Mile 105). In 1964, a portion of the drive south of Mile 76, between Station 559+08 and 563+50, was realigned. The original construction cut had failed, and the road was realigned with a new cut into the mountainside. The work involved regrading, laying a stone base course, paving, and rebuilding the guardwall. In addition, the park's concessionaire constructed a new development at Loft Mountain at Mile 79.5, providing dining facilities, a general store, and gas station. The design of Loft Mountain wayside also reflected the new Mission 66 aesthetic (NHL 2008:33).

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 addition, as a cost saving measure, the park turned off the water supply to the drinking fountains at the overlooks, and removed most of the spigots.

In 2006, the picnic grounds at Loft Mountain were permanently closed as part of a new park-wide planning effort. In 2007, the NPS prepared an environmental assessment for the potential rehabilitation of some of the historic overlooks along the drive, including Swift Run,

Sandy Bottom, Trayfoot Mountain, and Turk Mountain in the South District. 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, including Sandy Bottom Overlook, Trayfoot Mountain Overlook, and Turk Mountain Overlook.

In 2008, new picnic grounds were opened at Mile 80. Formerly known as Dundo Group Campground, the area is now known as Dundo Picnic Grounds (SHEN website). The new picnic grounds replaced the closed facility at Loft Mountain. Presently, the park is planning the construction of a new visitor contact station at Loft Mountain, south of the wayside dining room.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Significant landscape characteristics identified for Skyline Drive–South 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–South 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. Features unique to the South District included four cattle underpasses and a bridle path underpass. Additionally, the far southern portion of the drive was originally built as part of the Blue Ridge Parkway and added to Skyline Drive in 1939.

Changes since 1952 on Skyline Drive–South District include the realignment of a section of the drive south of Mile 76. Additional gravel parking areas have been built to accommodate day hikers, and the wooden guardrails were removed, though some have recently been reinstalled. In addition, a new overlook was built at Mile 99.5. 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 south of Mile 76 was realigned, and many guardwalls have been replaced, although the South District still maintains several original guardwalls. 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.

Skyline Drive - South District

Shenandoah National Park

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 Catocin 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 (HAER 1996:2).

There were several outcroppings that were integrated into the design of overlooks along the drive, including two in the South District. At Mile 67.2, Swift Run Overlook featured an outcropping of Pedlar granodiorite, stained by minerals from the lava flow that once covered them, including a green color produced by epidote and dark brown stains by iron (<http://ajheatwole.com/guide/log3/log31.htm#page185>). Horsehead Overlook at Mile 88.6 also featured exposures of inter-bedded phyllite and sandstone of the Hampton formation (Figure 14). The weathered surfaces are stained with iron, from golden brown to nearly black (<http://ajheatwole.com/guide/log3/log35.htm>). Visitors at Horsehead Overlook can also view a talus slope which is a bare patch of rock on the side of a mountain where ancient rock masses have frozen, shattered, and shifted over time.

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 – South District is within a mature second-growth forest ecosystem that extends throughout much of the park.

Character-defining Features:

- Feature: Outcropping at Swift Run Overlook
Feature Identification Number: 145659
Type of Feature Contribution: Contributing
- Feature: Outcropping at Horsehead Overlook
Feature Identification Number: 145661
Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 14. View of rock outcroppings, in the foreground and background, at Horsehead Overlook along Skyline Drive at Mile 88.6 (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:

Since the historic period of significance, new picnic grounds were opened at Mile 83.7, known as Dundo Picnic Grounds, which replaced a closed facility at Loft Mountain. Overall, 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.

Character-defining Features:

Feature:	Dundo Picnic Grounds (83.7)
Feature Identification Number:	145663
Type of Feature Contribution:	Non Contributing

Topography

Historic Condition (through 1952):

The topography played a central role in the development of Skyline Drive and Shenandoah NP. Elevations in the South District ranged from 2,255 feet at at Simmons Gap to 2,628 feet at Smith Roach 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. 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, a minimal modification was introduced to the topography at Skyline Drive involving the realignment of a small portion of the road south of Mile 76. Overall, the topography of Skyline Drive–South 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 (Figure 15). 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.

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. This gives the shoulders a natural appearance without allowing the grass to grow high enough to obstruct the sightlines of tourists using the drive (Figure 16). 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.

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: 145665

Type of Feature Contribution: Contributing

Feature: Roadside Tree, Shrub, and Groundcover Plantings

Feature Identification Number: 145667

Type of Feature Contribution: Contributing

Feature: Turf Along Roadside

Feature Identification Number: 145669

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 15. View of planting island at Crimora Lake Overlook at Mile 92.6 (OCLP, 2010).



Figure 16. View of Skyline Drive with grass covered shoulders, and rock-paved gutter to the left of the 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.

The roadway section in the South District was reduced to thirty feet, 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 in other districts. 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 South District portion of the drive was the last section to be constructed and extended from Swift Rock Gap to Jarman Gap, totalling thirty-four miles, from Mile 65.5 to Mile 96.8. Another segment, from Jarman Gap to Rockfish Gap, was originally constructed as part of the Blue Ridge Parkway by the NPS. The two roads were joined in 1939 and the Blue Ridge portion was officially transferred to Shenandoah National Park in 1961.

Overlooks and Parking Areas

Roughly twenty-three overlooks were built in the South District in 1938 and 1939 as part of the construction contracts. They were sited at certain vantage points to offer visitors panoramic views as well as access to trails and points of interest, such as Crimora Lake which was a vestige of the area's previous mining efforts, and Big Run Overlook which provided views of the largest stream in the park. The NPS coordinated the location of parking overlooks 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 (Figures 17-18). 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 Swift Run Overlook at Mile 67.2 and Horsehead Overlook at Mile 88.6, were designed around natural features, while others provided access to trails and other amenities. 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 South District, the Appalachian Trail extended forty-five miles from Swift Run Gap to Rockfish Gap. Portions of the constructed Appalachian Trail conflicted with the proposed road alignment of Skyline Drive and had to be relocated, especially in the South District. For instance, a ten-mile section of the trail was moved from the north and south fork of Moormans River to the west and north to the ridgeline from Blackrock to Jarman Gap. The Appalachian Trail ended up crossing Skyline Drive fifteen times, including at the junction of Route 33, Rockfish Gap, Browns Gap, south of Doyles River, south of Jones Run parking area, Turk Gap, and north of Crimora Lake Overlook in the South District.

Other circulation features associated with the South District included old mountain roads that were closed to public vehicular traffic (National Register 4/1997: Section 7,49). These roads varied from eight to twelve feet wide and were either dirt or gravel paved. Other roads were constructed by the CCC for use as fire roads and ranged from ten to twelve feet wide and surfaced in gravel.

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. Changes include the realignment of Skyline Drive south of Mile 76. In 1961, an 8.7-mile portion of the Blue Ridge Parkway, between Jarman Gap and Rockfish Gap, was officially added to the initial 96.8 miles of the drive, and made 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 the late 1930s and was connected to the South District of the drive, which was completed in 1939. Furthermore, a new overlook was constructed at Mile 99.5 in the 1950s, named Beagle Gap Overlook, as well as several new parking areas. A wayside was also constructed at Loft Mountain during Mission 66. These additions do not contribute to the historic significance of the Skyline Drive-South 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:	145671
Type of Feature Contribution:	Contributing
IDLCS Number:	82968
Feature:	Appalachian Trail Crossings *(NA)
Feature Identification Number:	145673
Type of Feature Contribution:	Contributing

Skyline Drive - South District
Shenandoah National Park

Feature: Parking Area *(66.7)
Feature Identification Number: 145675
Type of Feature Contribution: Contributing

Feature: Swift Run Overlook * (67.2)
Feature Identification Number: 145677
Type of Feature Contribution: Contributing
IDLCS Number: 82918
LCS Structure Name: 2005Swift Run Overlook
LCS Structure Number: MI067.2

Feature: Sandy Bottom Overlook * (67.8)
Feature Identification Number: 145679
Type of Feature Contribution: Contributing
IDLCS Number: 82922

Feature: Bacon Hollow Overlook * (69.3)
Feature Identification Number: 145681
Type of Feature Contribution: Contributing
IDLCS Number: 82923

Feature: (Mountain) Road * (70.5)
Feature Identification Number: 145683
Type of Feature Contribution: Contributing
IDLCS Number: 82926

Feature: Eaton Hollow Overlook *(70.6)
Feature Identification Number: 145685
Type of Feature Contribution: Contributing
IDLCS Number: 82927

Feature: Rocky Mountain Overlook * (71.2)
Feature Identification Number: 145687
Type of Feature Contribution: Contributing
IDLCS Number: 82928

Feature: Beldor Hollow Overlook * (72.2)

Feature Identification Number: 145689

Type of Feature Contribution: Contributing

IDLCS Number: 82929

Feature: Road (West) *(73.2)

Feature Identification Number: 145691

Type of Feature Contribution: Contributing

IDLCS Number: 82894

Feature: Simmons Gap Mission (Ranger Station) Entrance Road (73.2)

Feature Identification Number: 145693

Type of Feature Contribution: Contributing

Feature: Loft Mountain Overlook * (74.4)

Feature Identification Number: 145699

Type of Feature Contribution: Contributing

IDLCS Number: 81818

Feature: Pinefield Shelter Road * (75.2)

Feature Identification Number: 145701

Type of Feature Contribution: Contributing

IDLCS Number: 81804

Feature: Two Mile Run Overlook * (76.2)

Feature Identification Number: 145703

Type of Feature Contribution: Contributing

IDLCS Number: 81807

Feature: Brown Mountain Overlook * (76.9)

Feature Identification Number: 145705

Type of Feature Contribution: Contributing

IDLCS Number: 81809

Feature: Ivy Creek Overlook * (77.5)

Skyline Drive - South District
Shenandoah National Park

Feature Identification Number: 145707
Type of Feature Contribution: Contributing
IDLCS Number: 81810
Feature: Rockytop Overlook * (78.1)
Feature Identification Number: 145709
Type of Feature Contribution: Contributing
IDLCS Number: 81811
Feature: Big Run Overlook * (81.2)
Feature Identification Number: 145711
Type of Feature Contribution: Contributing
IDLCS Number: 81812
Feature: Doyles River Overlook * (81.9)
Feature Identification Number: 145713
Type of Feature Contribution: Contributing
IDLCS Number: 81813
Feature: Brown's Gap / Fire Road * (82.9)
Feature Identification Number: 145715
Type of Feature Contribution: Contributing
IDLCS Number: 83183
Feature: Dundo Overlook * (83.7)
Feature Identification Number: 145717
Type of Feature Contribution: Contributing
IDLCS Number: 81819
Feature: Abandoned Road * (84.7)
Feature Identification Number: 145721
Type of Feature Contribution: Contributing
IDLCS Number: 81820
Feature: Trayfoot Mountain Overlook * (86.8)
Feature Identification Number: 145723

Skyline Drive - South District
Shenandoah National Park

Type of Feature Contribution: Contributing

IDLCS Number: 81821

Feature: Horsehead Overlook * (88.6)

Feature Identification Number: 145725

Type of Feature Contribution: Contributing

IDLCS Number: 83201

Feature: Riprap Trail Parking Area * (90.0)

Feature Identification Number: 145727

Type of Feature Contribution: Contributing

IDLCS Number: 83202

Feature: Riprap Overlook * (91.4)

Feature Identification Number: 145729

Type of Feature Contribution: Contributing

IDLCS Number: 83204

Feature: Moormans River Overlook * (92.0)

Feature Identification Number: 145731

Type of Feature Contribution: Contributing

IDLCS Number: 83205

Feature: Wildcat Ridge Parking Area * (92.1)

Feature Identification Number: 145733

Type of Feature Contribution: Contributing

IDLCS Number: 83206

Feature: Crimora Lake Overlook * (92.6)

Feature Identification Number: 145735

Type of Feature Contribution: Contributing

IDLCS Number: 83207

Feature: Turk Mountain Overlook * (93.7)

Feature Identification Number: 145737

Skyline Drive - South District
Shenandoah National Park

Type of Feature Contribution: Contributing

IDLCS Number: 83208

Feature: Road Trace (Turk Gap Road) * (94.5)

Feature Identification Number: 145739

Type of Feature Contribution: Contributing

IDLCS Number: 83209

Feature: Sawmill Run Overlook * (95.3)

Feature Identification Number: 145741

Type of Feature Contribution: Contributing

IDLCS Number: 83210

Feature: Sawmill Ridge Overlook * (95.9)

Feature Identification Number: 145743

Type of Feature Contribution: Contributing

IDLCS Number: 83211

Feature: Fire Road * (96.1)

Feature Identification Number: 145745

Type of Feature Contribution: Contributing

Feature: Fire Road (Jarmin Gap) * (96.8)

Feature Identification Number: 145747

Type of Feature Contribution: Contributing

IDLCS Number: 83212

Feature: Gasline Road * (96.8)

Feature Identification Number: 145749

Type of Feature Contribution: Contributing

IDLCS Number: 83215

Feature: Calf Mountain Overlook * (98.9)

Feature Identification Number: 145751

Type of Feature Contribution: Contributing

Skyline Drive - South District
Shenandoah National Park

IDLCS Number: 83216

Feature: Cattle Underpass * (99.1)

Feature Identification Number: 145753

Type of Feature Contribution: Contributing

IDLCS Number: 83217

Feature: Cattle Underpass * (99.6)

Feature Identification Number: 145755

Type of Feature Contribution: Contributing

IDLCS Number: 83218

Feature: Farm Road (Beagle Gap) * (99.7)

Feature Identification Number: 145757

Type of Feature Contribution: Contributing

IDLCS Number: 82959

Feature: Cattle Underpass * (102.2)

Feature Identification Number: 145759

Type of Feature Contribution: Contributing

IDLCS Number: 82960

Feature: McCormick Gap Overlook (102.4)

Feature Identification Number: 145761

Type of Feature Contribution: Contributing

IDLCS Number: 82964

Feature: Bridle Path Underpass * (103.6)

Feature Identification Number: 145763

Type of Feature Contribution: Contributing

IDLCS Number: 82961

Feature: Bridle Path * (103.6)

Feature Identification Number: 145765

Type of Feature Contribution: Contributing

Skyline Drive - South District
Shenandoah National Park

IDLCS Number: 82963

Feature: Rockfish Gap * (105.5)

Feature Identification Number: 145767

Type of Feature Contribution: Contributing

IDLCS Number: 82967

Feature: Swift Run Gap Grade Separation (65.5)

Feature Identification Number: 145769

Type of Feature Contribution: Non Contributing

Feature: Paved Parking Area (66.7)

Feature Identification Number: 145771

Type of Feature Contribution: Non Contributing

Feature: Parking Area (66.7)

Feature Identification Number: 145773

Type of Feature Contribution: Non Contributing

Feature: Smith Roach Gap Parking Area (68.6)

Feature Identification Number: 145775

Type of Feature Contribution: Non Contributing

Feature: Pinefield Gap Parking Area (75.2)

Feature Identification Number: 145777

Type of Feature Contribution: Non Contributing

Feature: Rocky Mount Trail (76.1)

Feature Identification Number: 145779

Type of Feature Contribution: Non Contributing

Feature: One Mile Trail Run (76.3)

Feature Identification Number: 145781

Type of Feature Contribution: Non Contributing

Feature: Road (79.4)

Feature Identification Number: 145783

Skyline Drive - South District
Shenandoah National Park

Type of Feature Contribution: Non Contributing

Feature: Loft Mountain Wayside (79.5)

Feature Identification Number: 145785

Type of Feature Contribution: Non Contributing

Feature: Doyles River Parking Area (81.1)

Feature Identification Number: 145787

Type of Feature Contribution: Non Contributing

Feature: Browns Gap Parking Area (82.9)

Feature Identification Number: 145789

Type of Feature Contribution: Non Contributing

Feature: Jones Run Parking Area (84.1)

Feature Identification Number: 145791

Type of Feature Contribution: Non Contributing

Feature: Blackrock Parking Area (84.8)

Feature Identification Number: 145793

Type of Feature Contribution: Non Contributing

Feature: Blackrock Gap Parking (87.4)

Feature Identification Number: 145795

Type of Feature Contribution: Non Contributing

Feature: Turk Branch Parking Area (94.6)

Feature Identification Number: 145797

Type of Feature Contribution: Non Contributing

Feature: Jarman Gap Parking Area (96.8)

Feature Identification Number: 145799

Type of Feature Contribution: Non Contributing

Feature: Beagle Gap Overlook (99.7)

Feature Identification Number: 145801

Type of Feature Contribution: Non Contributing

Feature: Private Road (101.2)

Feature Identification Number: 145803

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 17. View of Big Run Overlook providing views of the Shenandoah Valley (OCLP, 2010).



Figure 18. View of Horsehead Overlook on Skyline Drive, with rock outcroppings in the island and across the road to the left (OCLP, 2010).

Buildings and Structures

Historic Condition (through 1952):

Guardwalls

Stone guardwalls were constructed along Skyline Drive, mostly along curves, straight sections with drop-offs, and at parking widenings and overlooks (Figure 19). In the South District, the guardwalls along some sections consisted of blue limestone, while sandstone was used for other portions. These walls had vertical faces on both sides. The drylaid walls were mostly constructed after each section had been opened to traffic, but some of the guardwalls in the South District were not completed until after World War II (National Register 4/1997: Section 7,40).

Retaining Walls and Embankments

Stone embankments, also called retaining walls, were constructed along the drive to reduce erosion and support fill areas. Workers first thoroughly compacted the embankment slope and then excavated a footing as specified by the engineer. Laborers hand-laid the rock in place according to the specifications set forth by the Landscape Division (NHL 2008:26). 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. At Bacon Hollow Overlook in the South District, an embankment was constructed in 1938 along a steep slope, consisting of stacked coursed stone (Figure 20). Toe walls were also constructed, consisting of low walls built at the bottom of an embankment, such as the toe wall at Mile 82 toward Browns Gap.

Entrance Stations

The NPS constructed an entrance station at Rockfish Gap in 1939, consisting of a wood frame construction with wood shingles and a gable roof with overhanging eaves 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).

Underpasses

Because of the proximity of a portion of the roadway to farms, three underpasses were built to create an unobstructed pathway for cattle movement from one pasture to another. A bridle path and associated stone retaining wall were also constructed to allow unimpeded horseback riding along an existing trail. All the underpasses were built of reinforced concrete with portal facings of rough-cut, local stone with segment stone archways (Figures 21-22).

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 (Figure 23).

Post-Historic and Existing Conditions:

Since the period of significance, alterations and additions have been made to buildings and structures associated with Skyline Drive, such as the entrance station at Rockfish Gap.

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 (see Figure 19). Today, there are still some original guardwalls in the South District.

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: 145805

Type of Feature Contribution: Contributing

IDLCS Number: 83188

Feature: Skyline Drive Culvert Headwalls Type 1 *

Feature Identification Number: 145807

Type of Feature Contribution: Contributing

Skyline Drive - South District
Shenandoah National Park

IDLCS Number: 83067

Feature: Skyline Drive Culvert Headwalls Type 2 *

Feature Identification Number: 145809

Type of Feature Contribution: Contributing

IDLCS Number: 82889

Feature: Skyline Drive Drop Inlet Type 1 *

Feature Identification Number: 145811

Type of Feature Contribution: Contributing

IDLCS Number: 83068

Feature: Skyline Drive Drop Inlet Type 2 *

Feature Identification Number: 145813

Type of Feature Contribution: Contributing

IDLCS Number: 81808

Feature: Skyline Drive Drop Inlet Type 3 *

Feature Identification Number: 145815

Type of Feature Contribution: Contributing

IDLCS Number: 82965

Feature: Skyline Drive Drop Inlet Type 4 *

Feature Identification Number: 145823

Type of Feature Contribution: Contributing

IDLCS Number: 82891

Feature: Skyline Drive Gutters *

Feature Identification Number: 145827

Type of Feature Contribution: Contributing

IDLCS Number: 82972

Feature: Bacon Hollow Rock Embankments * (69.3)

Feature Identification Number: 145821

Type of Feature Contribution: Contributing

IDLCS Number: 82924

Feature: Bridle Path Underpass Retaining Walls * (103.6)

Feature Identification Number: 145831

Type of Feature Contribution: Contributing

IDLCS Number: 82962

Feature: Rockfish Gap Entrance Station * (104.7)

Feature Identification Number: 145833

Type of Feature Contribution: Contributing

IDLCS Number: 81842

Feature: Replacement Guardwalls (0-105)

Feature Identification Number: 145835

Type of Feature Contribution: Non Contributing

Feature: Swift Run Gap Entrance Station (65.5)

Feature Identification Number: 145837

Type of Feature Contribution: Non Contributing

Feature: Loft Mountain Gift Shop/Cafeteria (79.5)

Feature Identification Number: 145839

Type of Feature Contribution: Non Contributing

Feature: Loft Mountain Gas Station (79.5)

Feature Identification Number: 145841

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 19. View of original stone guardwall construction to the right and new guardwall construction to the left at Big Run Overlook (OCLP, 2010).



Figure 20. View of stone embankment at Bacon Hollow Overlook, constructed in 1938 (OCLP, 2010).



Figure 21. View of bridle path underpass at Mile 103.6 (OCLP, 2010).



Figure 22. View of one of the cattle underpasses on Skyline Drive (OCLP, 2010).



Figure 23. View of typical rock-paved gutter along 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 framed views 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 (Figure 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: 145847
- Type of Feature Contribution: Contributing

- Feature: Views to Shenandoah Valley
- Feature Identification Number: 145849
- Type of Feature Contribution: Contributing

- Feature: Views and Vistas from Overlooks * (0-105)
- Feature Identification Number: 145851
- Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 24. View from Loft Mountain Overlook of the Piedmont Plain (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 single boulder fitted with a bubbler and basin, some of which were installed in the overlooks in the South District such as Trayfoot Mountain Overlook (Figure 25). The second type was randomly coursed stonemasonry constructions that were incorporated in guardwalls with pipes to bring water from a nearby spring, which can be found at Swift Run Overlook (Figure 26). 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.

Post-Historic and Existing Conditions:

Since the period of significance, surviving small scale features include the boulder water fountain at Trayfoot Overlook, the concrete mile markers, and the wood fences at the underpasses (Figure 27). Many small scale features were eliminated or replaced under Mission 66, such as wooden signs constructed by the CCC that 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. New small scale features along Skyline Drive include interpretive and directional signage, constructed of a variety of materials, including wood, fiberglass, and metal.

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: 145853

Type of Feature Contribution: Contributing

Feature: Swift Run Overlook Drinking Fountain * (67.2)

Feature Identification Number: 145855

Type of Feature Contribution: Contributing

IDLCS Number: 82918

LCS Structure Name: 2005Swift Run Overlook

LCS Structure Number: MI067.2

Feature: Civil War Gun Emplacements * (82.0)

Feature Identification Number: 145857

Type of Feature Contribution: Contributing

Feature: Trayfoot Mountain Overlook Boulder Fountain * (86.8)

Feature Identification Number: 145859

Skyline Drive - South District
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Type of Feature Contribution: Contributing
IDLCS Number: 81822
LCS Structure Name: Trayfoot Mountain Overlook Boulder Fountain
LCS Structure Number: MI086.8A

Feature: Cattle Underpass Fences * (99.6)

Feature Identification Number: 145861

Type of Feature Contribution: Contributing

IDLCS Number: 83220

LCS Structure Name: Cattle Underpass Fences

LCS Structure Number: MI099.6B

Feature: Swift Run Overlook Interpretive Kiosk (67.2)

Feature Identification Number: 145863

Type of Feature Contribution: Non Contributing

Feature: Loft Mountain Interpretive Kiosk (79.5)

Feature Identification Number: 145865

Type of Feature Contribution: Non Contributing

Feature: McCormick Gap Overlook Interpretive Kiosk (102.4)

Feature Identification Number: 145867

Type of Feature Contribution: Non Contributing

Feature: Signage (0-105)

Feature Identification Number: 145869

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 25. View of boulder drinking fountain at Trayfoot Mountain Overlook (OCLP, 2010).



Figure 26. View of stone drinking fountain at Swift Run Overlook (OCLP, 2010).



Figure 27. View of cattle fences along Skyline Drive (OCLP, 2010).

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 07/29/2010

Condition Assessment Explanatory Narrative:

The condition of Skyline Drive – South 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 obscures 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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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

