

GREAT SMOKY MOUNTAINS NATIONAL PARK ROADS & BRIDGES,  
ELKMONT VEHICLE BRIDGE  
(Bridge No. 047)  
Elkmont Campground, spanning the Little River  
Gatlinburg Vicinity  
Sevier County  
Tennessee

HAER NO. TN-35-S

HAER  
TENN  
78-GAT.V  
69-

PHOTOGRAPHS

MEASURED AND INTERPRETIVE DRAWINGS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD  
National Park Service  
Department of the Interior  
P.O. Box 37127  
Washington, D.C. 20013-7127

HAER  
TENN  
76-GAT.V  
65-

HISTORIC AMERICAN ENGINEERING RECORD

GREAT SMOKY MOUNTAINS NATIONAL PARK ROADS AND BRIDGES,  
ELKMONT VEHICLE BRIDGE  
(Bridge No. 047)

HAER NO. TN-35-S

Location: Great Smoky Mountains National Park, Tennessee; spanning Little River on Elkmont Road

Date of Construction: 1936-37

Type of Structure: vehicular bridge

Engineer: U.S. Bureau of Public Roads and National Park Service

Fabricator/Builder: Civilian Conservation Corps

Owner: U.S. Department of the Interior, National Park Service, Great Smoky Mountains National Park

Significance: The Elkmont Bridge is a significant component of the transportation system in Great Smoky Mountains National Park. Providing access to the first national park in the southern portion of the United States, this network of roads and bridges is representative of NPS park road design throughout the country. The Elkmont Bridge is a multiple arch steel and stone masonry bridge, composed of four multi-arches. For additional information on the Smokemont Bridge, see HAER No. TN-35, historical overview pages 111-113.

Project Information: Documentation was conducted during the summer of 1996 under the co-sponsorship of HABS/HAER, Great Smoky Mountains National Park, the National Park Service

GREAT SMOKY MOUNTAINS NATIONAL PARK ROADS AND BRIDGES,  
ELKMONT VEHICLE BRIDGE  
HAER NO. TN-35-S  
(Page 2)

through the Federal Lands Highway Program. Measured drawings were produced by Edward Lupyak, field supervisor, Matthew Regnier, Karen Young and Dorota Sikora (ICOMOS, Poland). The historical reports were prepared by Cornelius Maher and Michael Kelleher. See also drawings and histories on related structures: Newfound Gap Road, TN-35-A; Clingmans Dome Road, TN-35-B; Little River Road, TN-35-C; Cades Cove and Laurel Creek Roads, TN-35-D; Foothills Parkway, TN-35-E; Cataloochee Valley Road, TN-35-F; Roaring Fork Motor Nature Trail, TN-35-G; Big Creek Road, TN-35-K; Greenbrier Road, TN-35-L; Heintooga Ridge and Balsam Mountain Road, TN-35-O; Elkmont Road, TN-35-P; Loop Over Bridge, TN-35-Q; Smokemont Bridge, TN-35-R; and Lutten Bridges, TN-35-T.

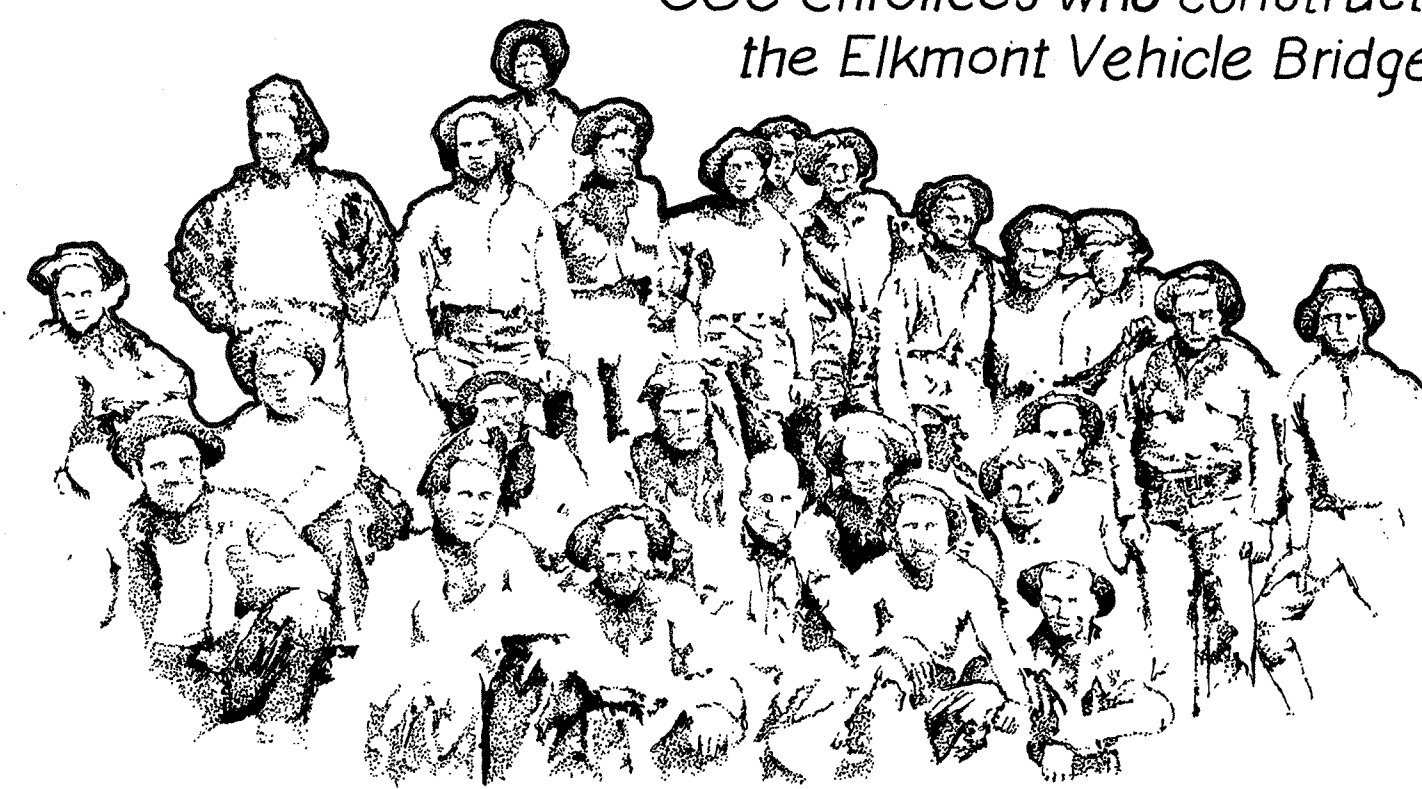
# ELKMONT VEHICLE BRIDGE

## CONSTRUCTION PEEL-AWAY

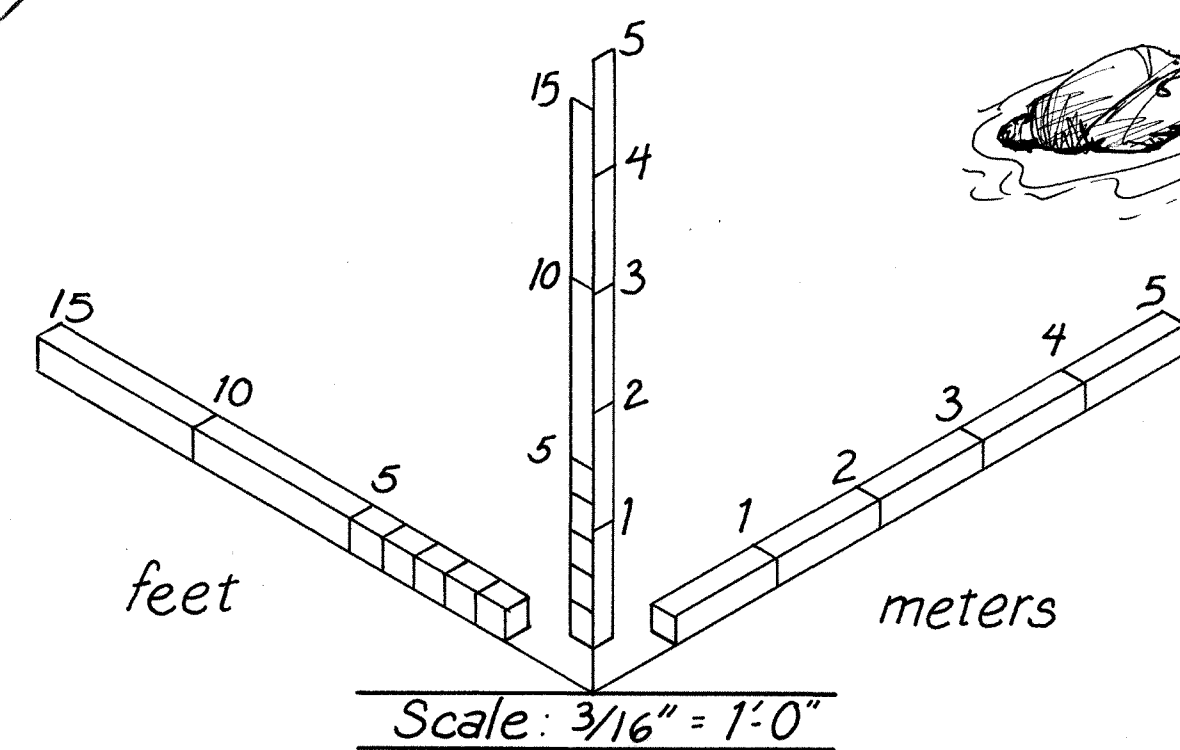
Construction of the Elkmont Vehicle Bridge was begun in June 1936 by the Civilian Conservation Corp (C.C.C.). The bridge is comprised of four multi-plate corrugated steel arches and stone masonry arch rings and spandrel walls. Concrete piers were constructed first to provide foundations for the arches. The arches were then assembled by bolting the steel plates together. After completing the steel arches, the spandrel walls were laid. When the walls reached a suitable height the arches were covered with fill which would support the roadbed. The roadbed was originally a crushed stone surface and was later paved with asphalt.

- A. Concrete pier
- B. Derrick and guy wires
- C. Stone veneer
- D. Falsework for multi-plate corrugated metal arch
- E. Multi-plate corrugated metal arch
- F. Dimensioned falsework for stone arch
- G. Stone arch ring
- H. Stone spandrel wall
- I. Earth fill
- J. Crushed stone surface
- K. Asphalt paving.

CCC enrollees who constructed the Elkmont Vehicle Bridge.



The C.C.C. was used extensively throughout the Great Smoky Mountains and played a major role in the construction and maintenance of the roads and bridges throughout the park. Although most of the major construction was done by contractors and skilled labor, the Elkmont Vehicle Bridge was built entirely by the C.C.C., with the exception of a shovel operator. Most of the C.C.C. workers were considered unskilled labor at the start of construction, but upon completion of the bridge in July of 1937, park superintendent Eakin commented: "it is said that many of the enrollees could now secure a job of stone cutter in any organization."



HISTORIC AMERICAN ENGINEERING RECORD  
 TN-55-5  
 SHEET 1 of 1  
 TENNESSEE  
 GREAT SMOKY MOUNTAINS NATIONAL PARK  
 ROADS & BRIDGES, ELKMONT VEHICLE BRIDGE  
 SEVIER COUNTY  
 GATLINBURG VICINITY  
 DELINEATED BY: Edward J. Luyck, 1996  
 NATIONAL PARK SERVICE ROADS & BRIDGES  
 RECORDING PROGRAM  
 UNITED STATES DEPARTMENT OF THE INTERIOR  
 IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING

HISTORIC AMERICAN ENGINEERING RECORD

INDEX TO PHOTOGRAPHS

HAER  
TENN  
78-GAT.V  
65-

GREAT SMOKY MOUNTAINS NATIONAL PARK ROADS & BRIDGES,  
ELKMONT VEHICLE BRIDGE  
(Bridge No. 047)  
Great Smoky Mountains National Park  
Gatlinburg Vicinity  
Sevier County  
Tennessee

HAER NO. TN-35-S

David Haas, Photographer, 1996

TN-35-S-1	ELKMONT VEHICLE BRIDGE AT ELKMONT CAMPGROUND, GALVANIZED CORRUGATED ARCH.
TN-35-S-2	ELKMONT, DECK VIEW OF CORRUGATED ARCHED BRIDGE.
TN-35-S-3	ELKMONT, UNDERSIDE DETAIL OF CORRUGATED ARCHED BRIDGE.







F.A.R. NO. TN-35532



HALE N. TN. 35. S. 3