

## VI. PARKWAY PLAN

### PURPOSE

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

### MANAGEMENT CATEGORY

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

### OBJECTIVES

#### 1. Visitor Use

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

#### 2. Parkway Access

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

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

3. Safeguarding the Scenic Parkway Corridor

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

4. Provision of Facilities

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

5. Resource Conservation

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

6. Interpretive Theme

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

7. Interpretive Services

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

8. Visitor Protection

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

## RESOURCE MANAGEMENT

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

### The Scenic Resource - Soils and Vegetation

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

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

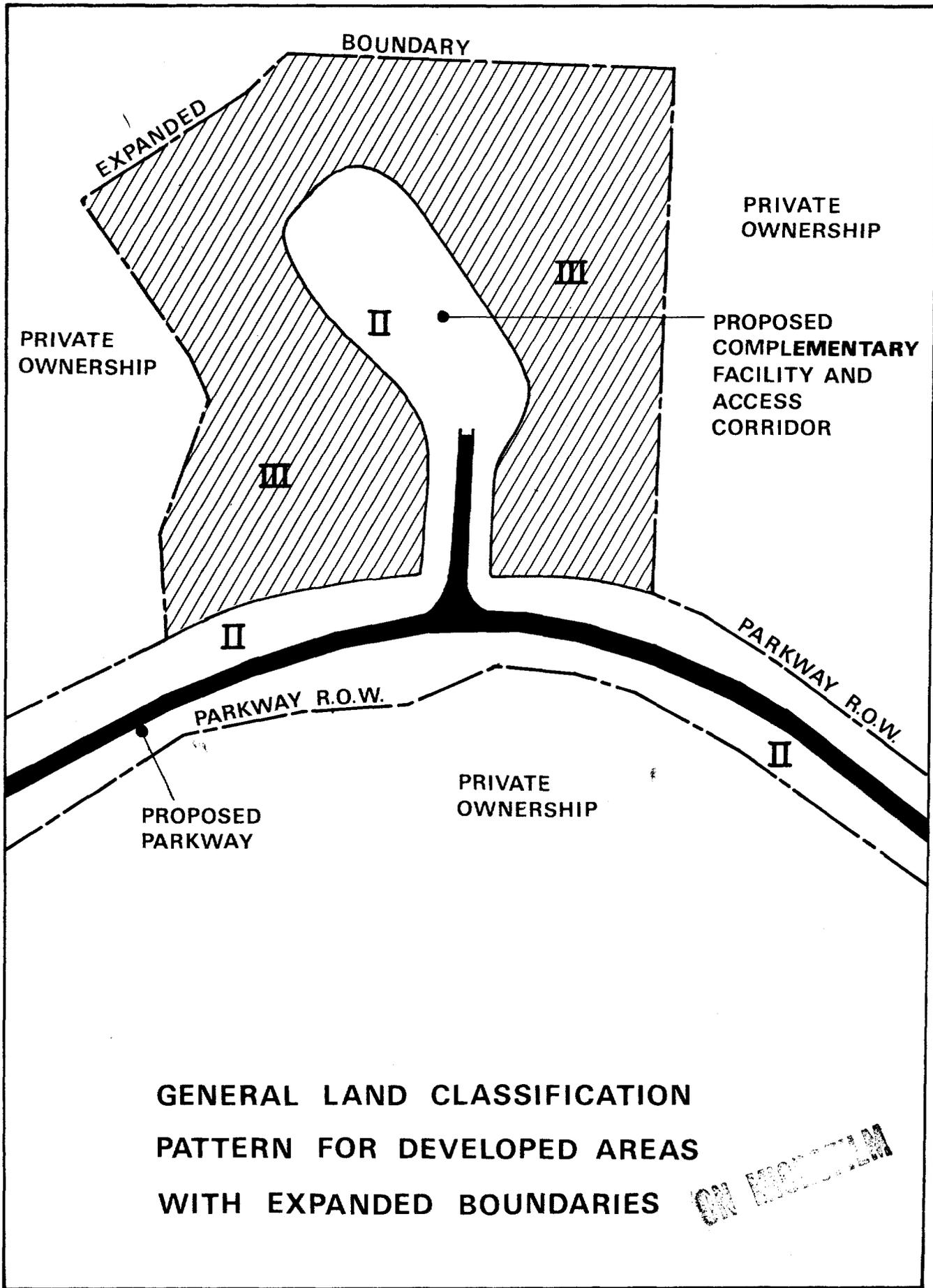
In chosen locations, agricultural uses of parkway lands should be permitted, as farming scenes add to parkway appeal in the eyes of the visitor and are not detrimental to parkway resources.

## Preservation of the Scenic Corridor

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

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

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



## Classification of Parkway Lands

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

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

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

Class I - (High Density Recreation Areas) - None

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

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

Class IV, V, and VI - None

## Insect and Tree Disease Control

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

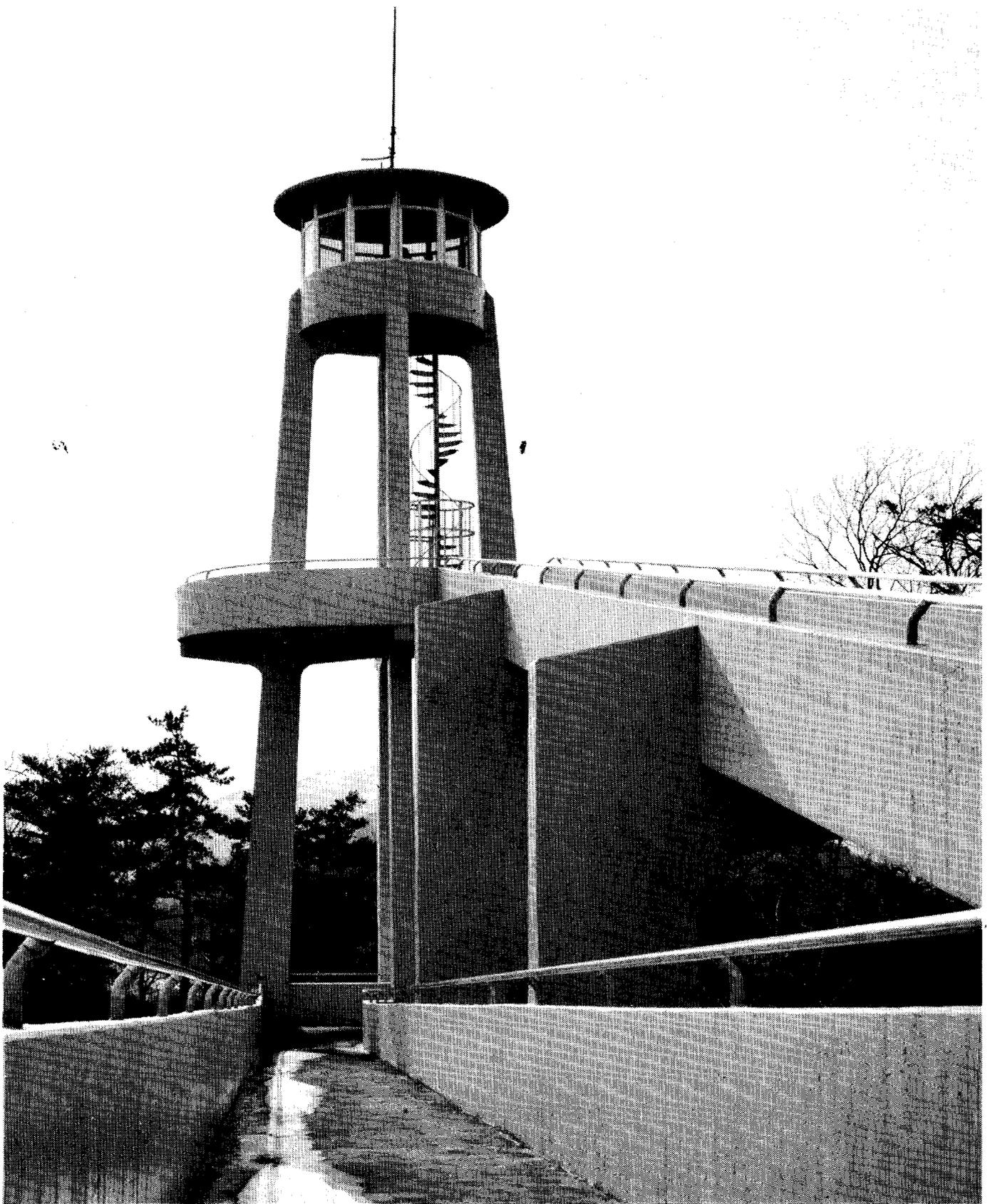
In the past, programs were carried on in Great Smoky Mountains National Park for the control of Southern pine beetle, elm spanworm, and balsam wooly aphid.

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

## Soil and Moisture Conservation

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





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

### Control of Undesirable Vegetation

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

### Forest Fire Control

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

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

### Wildlife

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

## VISITOR SERVICES

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

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

### Camping

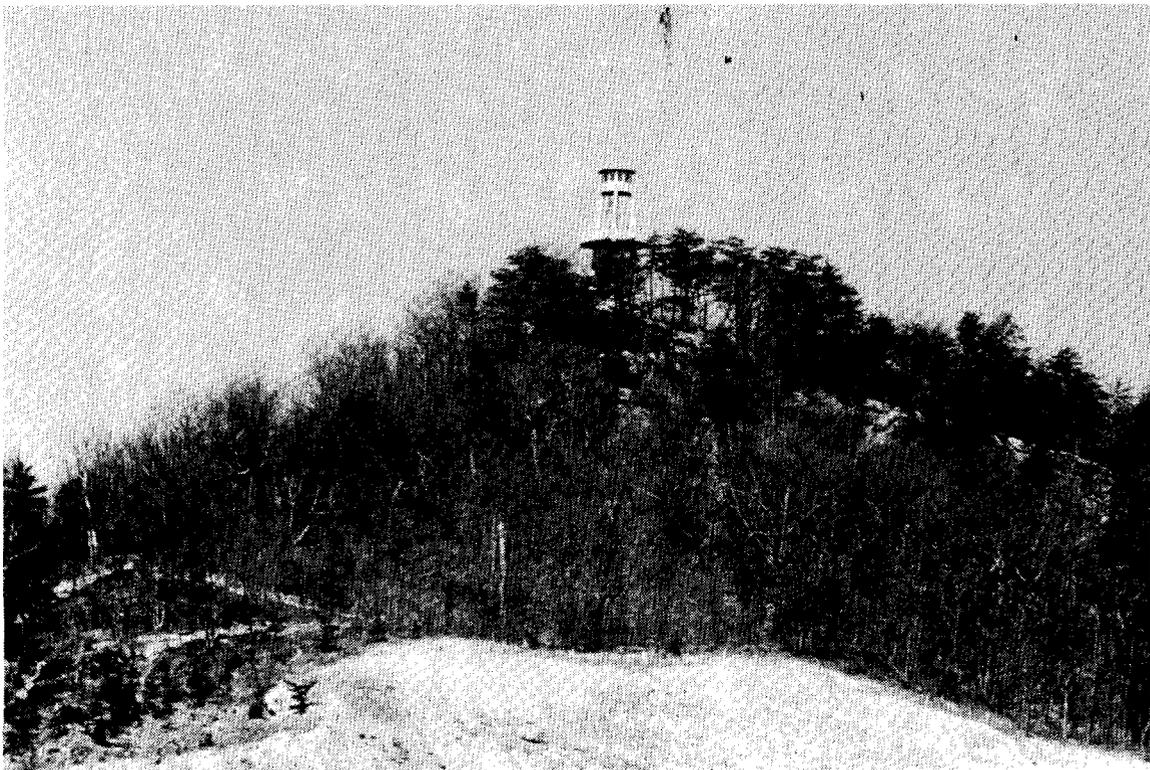
Camping plays an important part in the enjoyment of the recreational resources in the Great Smoky Mountains area. The areas of Look Rock and Wear Cove will serve as the locations for campground developments on the parkway.

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





**Parking area on Green Mountain.**



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



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

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

#### Picnicking

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

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

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

#### Parking Areas - Scenic Overlooks

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

## Visitor Protection and Safety

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

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

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

## Maintenance

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

Physical maintenance is grouped under the following functions:

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

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

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

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

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

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

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

### Interpretation

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

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

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

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

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

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

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

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

## ADMINISTRATION

### Staffing and Organization

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

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

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

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

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

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

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

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

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

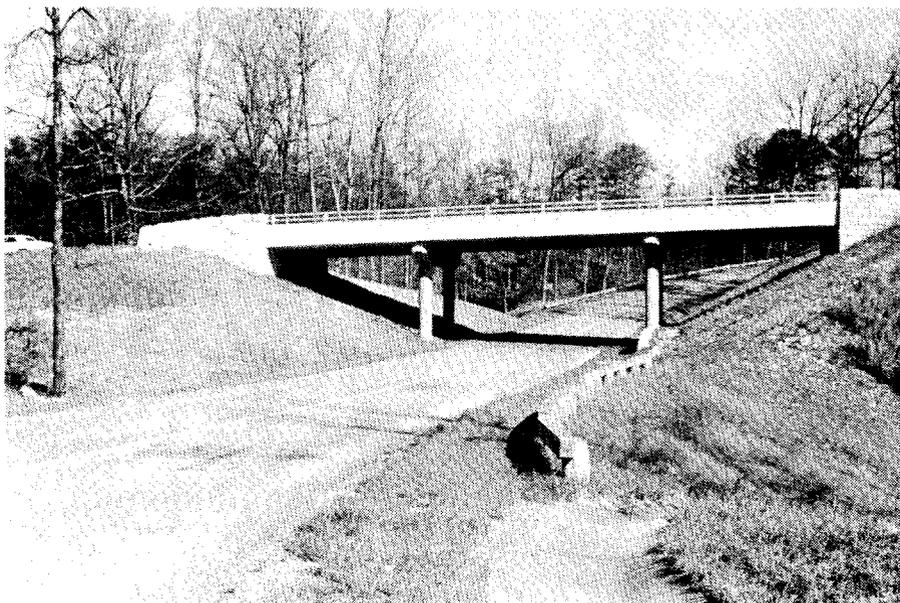
	<u>Existing</u>	<u>Needed</u>
Division of Visitor Services		
Permanent	0	0
Seasonal	0	7
Division of Resource Management and Visitor Protection		
Permanent	1	6
Seasonal	3	16
Division of Maintenance		
Permanent	0	15
Seasonal	3	45





**Proposed Green Mountain  
Picnic Area Site.**

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



**Look Rock Developed Area  
road overpass.**

## PARKWAY DEVELOPMENT PLAN

### Development Design Theme

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

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

The Foothills Parkway should have these significant features:

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

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

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

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

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

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

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

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

#### Architectural Theme

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

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

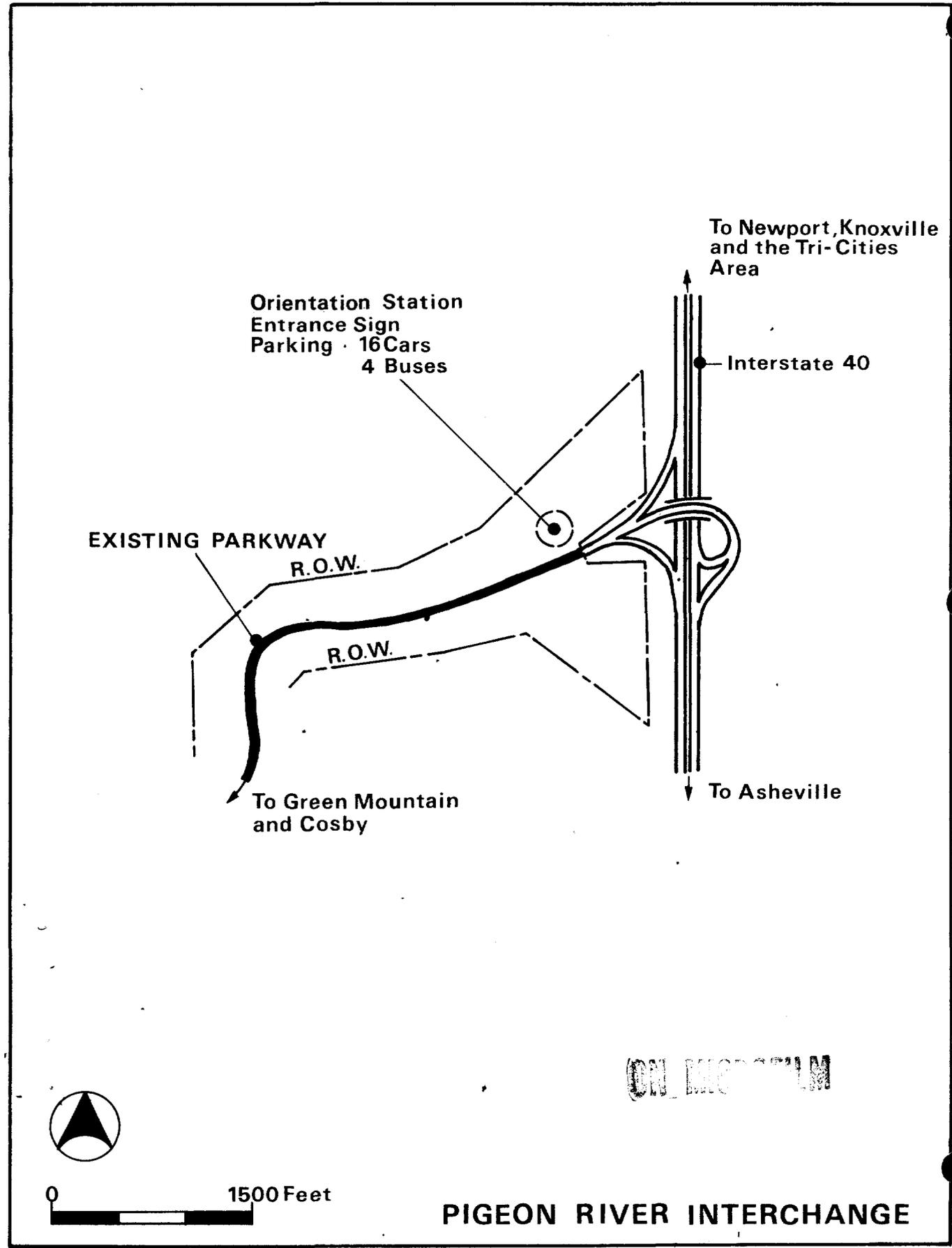
Maintenance Standards: Modern materials can be selected which will provide the same durable qualities found in traditional architecture. Stained board and batten, some painted for accent, can replace rough-hewn boards. Exposed aggregate concrete can replace stone masonry, although stone masonry is preferable.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

#### Right-of-Way

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

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

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



ON MICRUM

# PIGEON RIVER INTERCHANGE

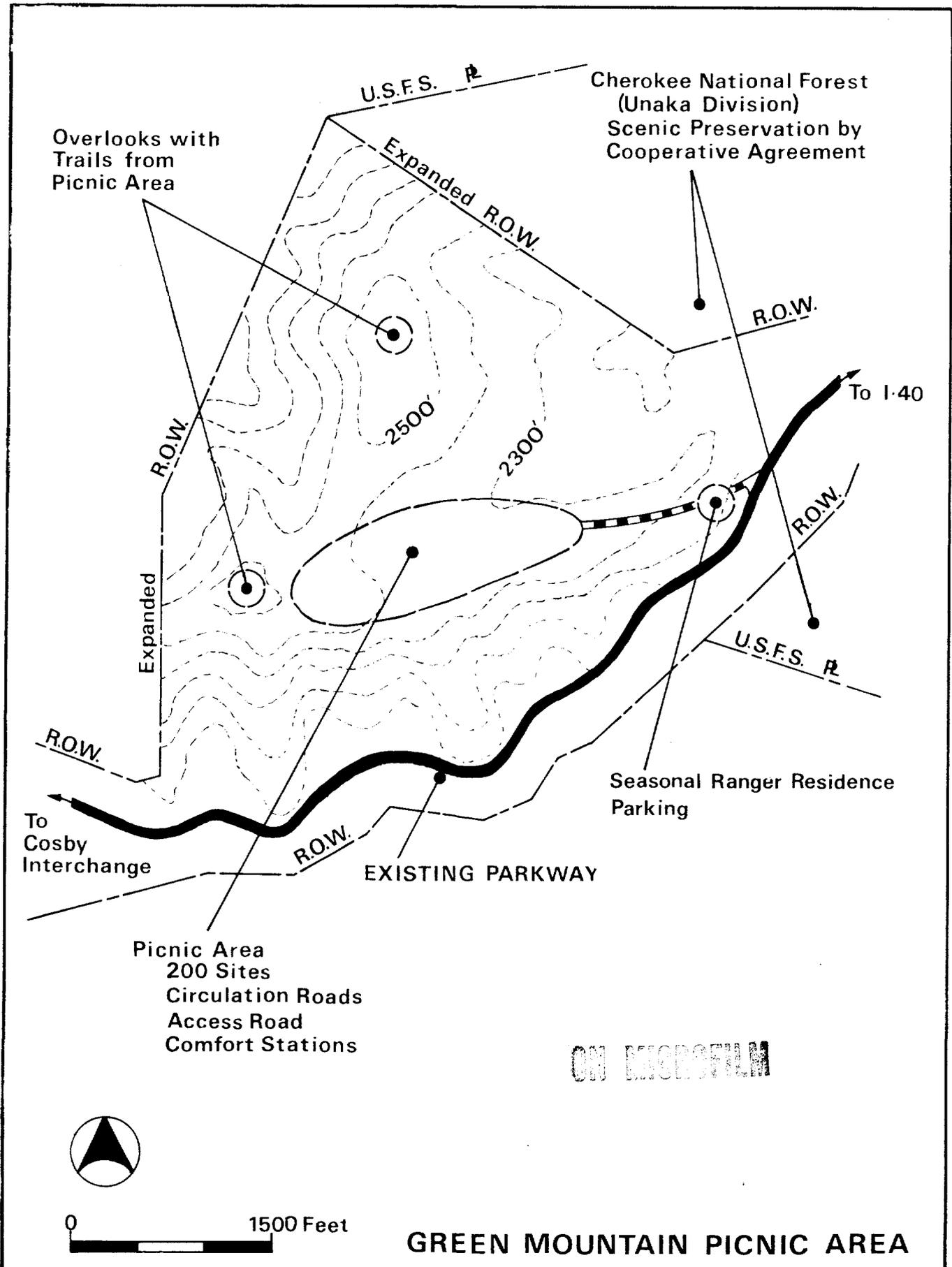
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### Pigeon River Terminus

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

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

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

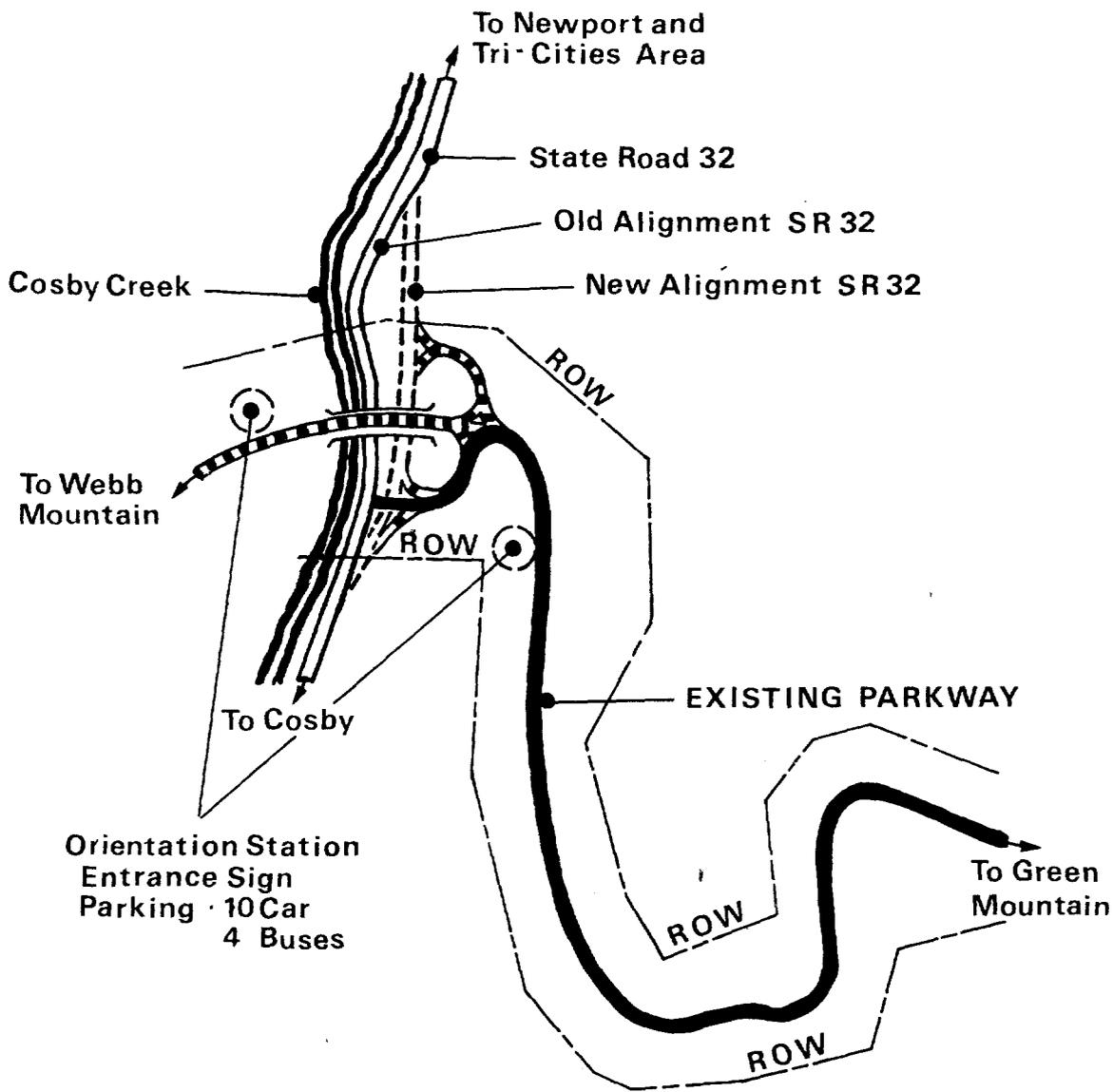


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### Green Mountain Picnic Area

Located along one of Green Mountain's ridges, this site provides space for picnicking facilities at a cool elevation of about 2,800 feet. It might be possible to fit up to 300 picnic sites on the ridge. The remaining land within the right-of-way is too steep for picnic development but is well suited for development of scenic trails. As shown on the sketch, easy trails from the picnic area to promontory knobs would give visitors a walkway to fine overlook points.

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



ON 11/6 1994

**COSBY INTERCHANGE**

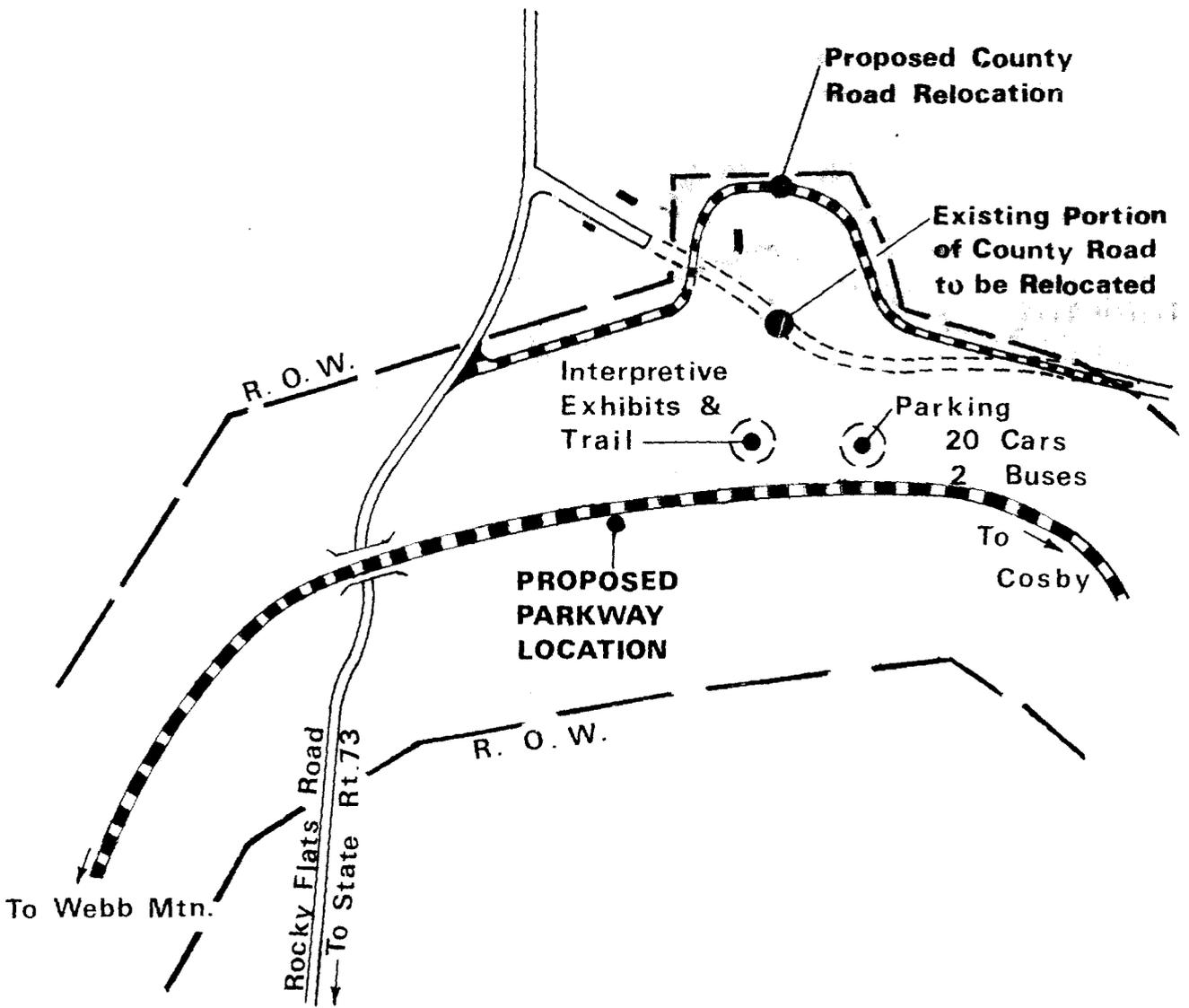
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### Gosby Interchange

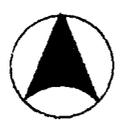
The Gosby Interchange is a standard two-ramp design. The ramps are on the same side of relocated Tennessee 68 but on opposite sides of the parkway. All direct left turns are restricted to the State road.

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

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



ON RECORD



0 1500 Feet

**ROCKY FLATS**

605/20,010

ROCKY FLATS  
(Mountain Farm Trail)

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

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

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

70

Observation Point

30 Car Parking  
Overlook  
Comfort Station

Access Road

Trail - .5 Mile

Expanded R.O.W.

3000'

2800'

2800'

2600'

Expanded R.O.W.

PROPOSED PARKWAY

Expanded R.O.W.

R.O.W.

To  
Pittman Center

R.O.W.

R.O.W.

To Cosby



ON MICROFILM

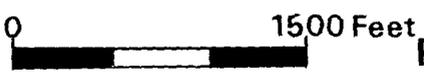
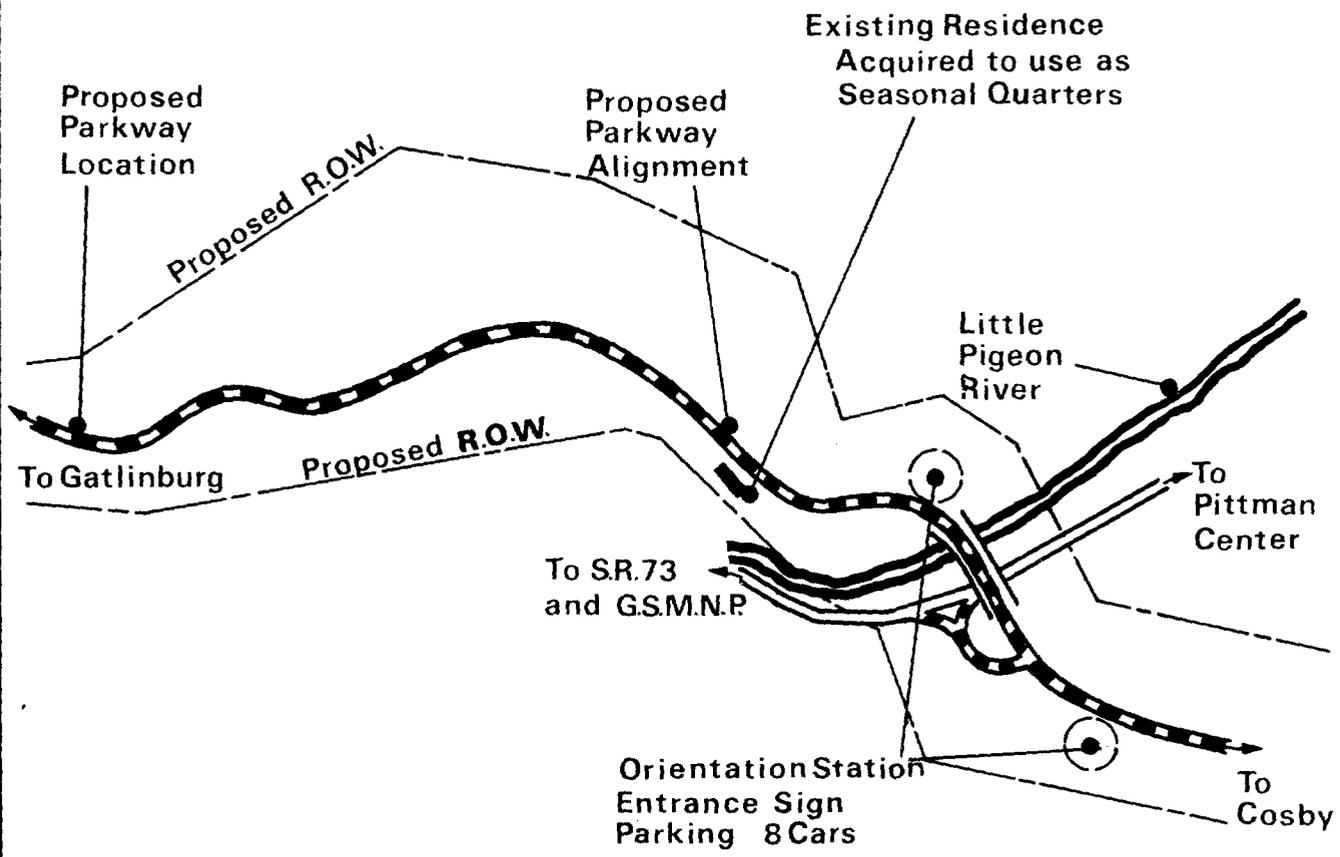
0 1500 Feet

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WEBB MOUNTAIN

## Webb Mountain

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

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



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**PITTMAN CENTER INTERCHANGE**

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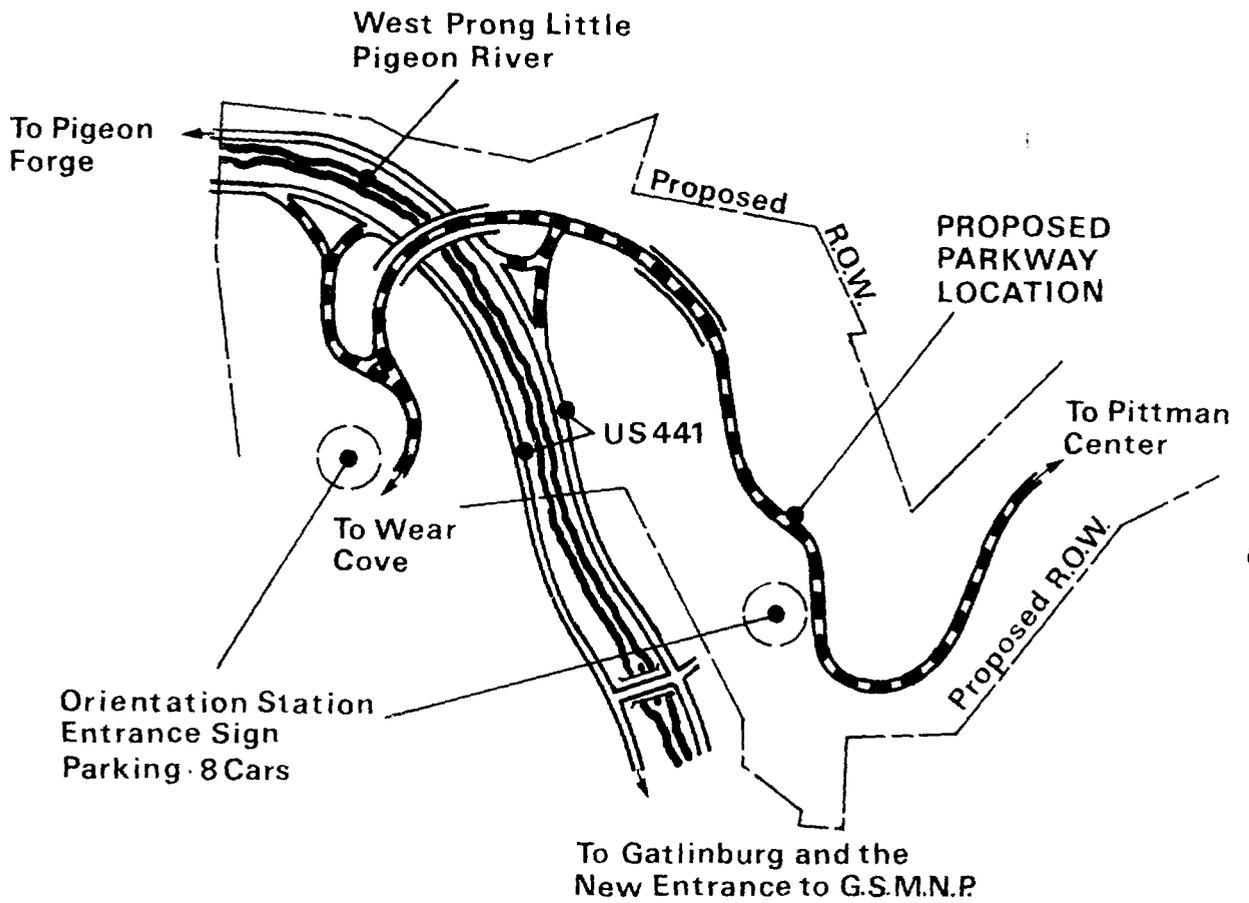
### Pittman Center Interchange

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

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

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

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



0 1500 Feet

### GATLINBURG INTERCHANGE

ON MICROFILM

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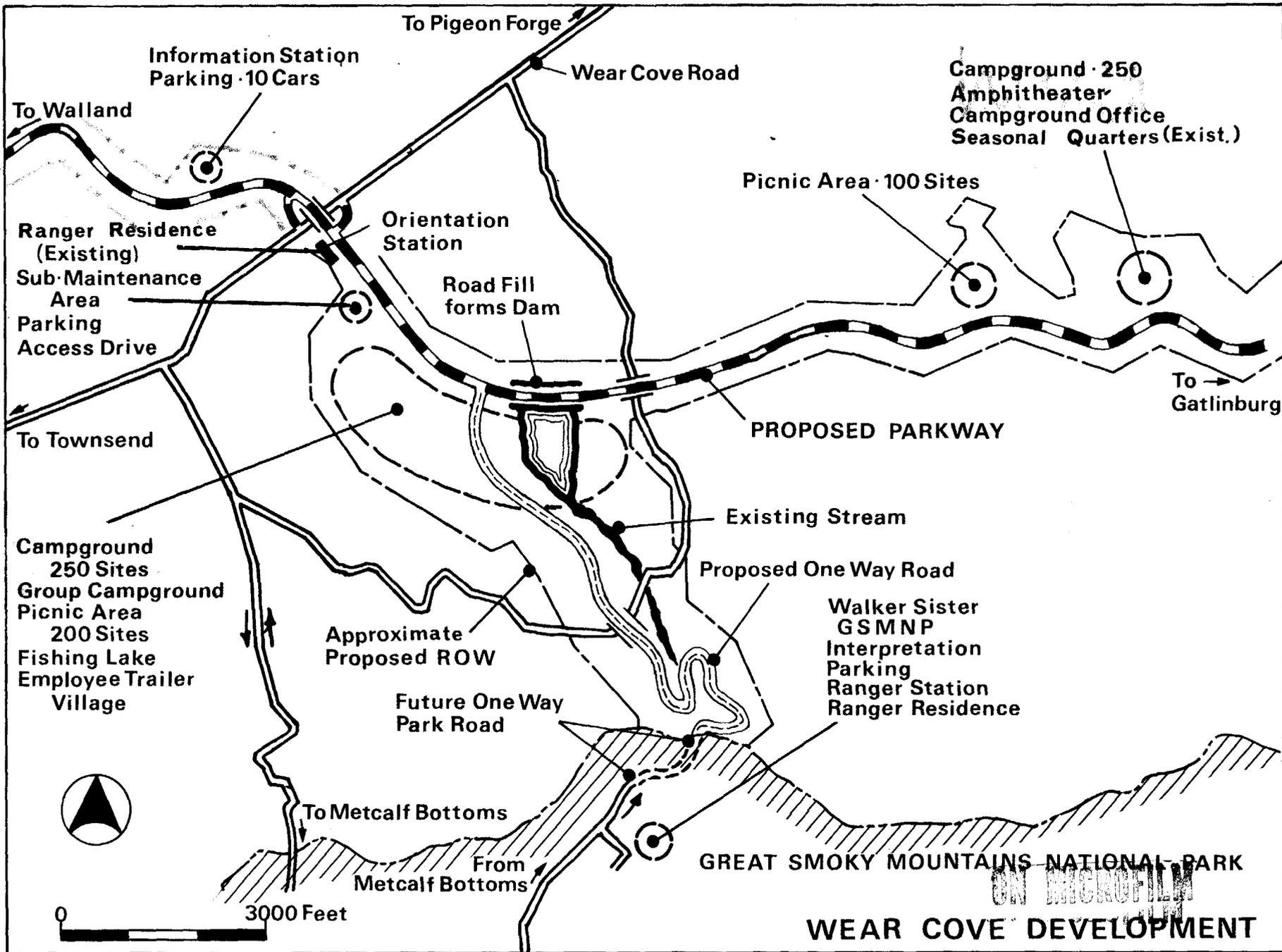
## Gatlinburg Interchange

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

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

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

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



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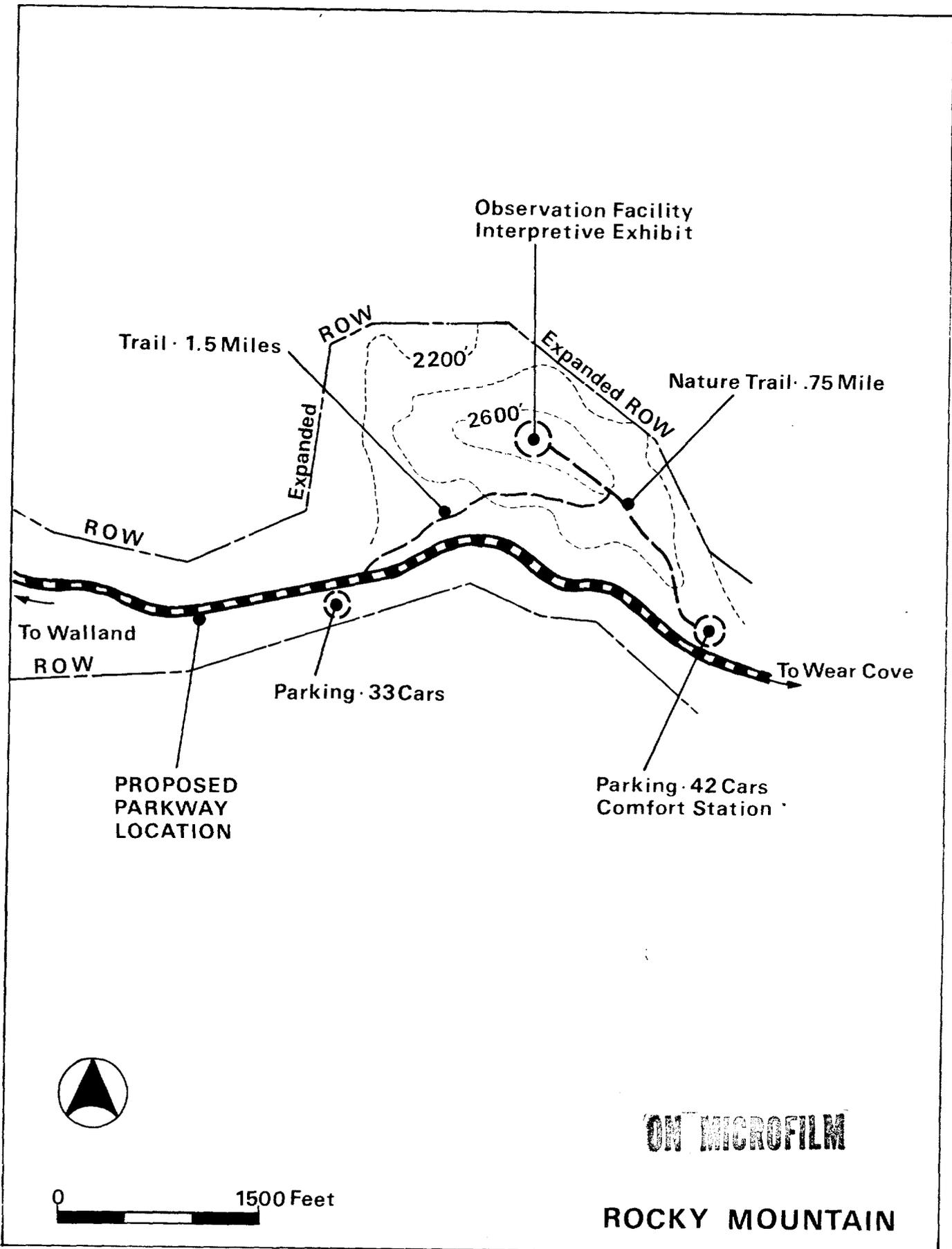
## Wear Cove

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

Right-of-way boundaries have been established for this area. Wear Cove served as the balancing point for the 125-acre/mile limitation for the parkway. The boundary was expanded enough to make a connection with the park boundary and thus provide the one-way loop-road opportunity from Metcalf Bottoms in Great Smoky Mountains National Park. Additionally, the expanded boundaries in this area are sufficient to accommodate the developments shown on the accompanying development sketch.

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

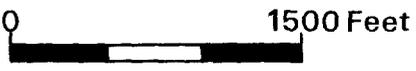
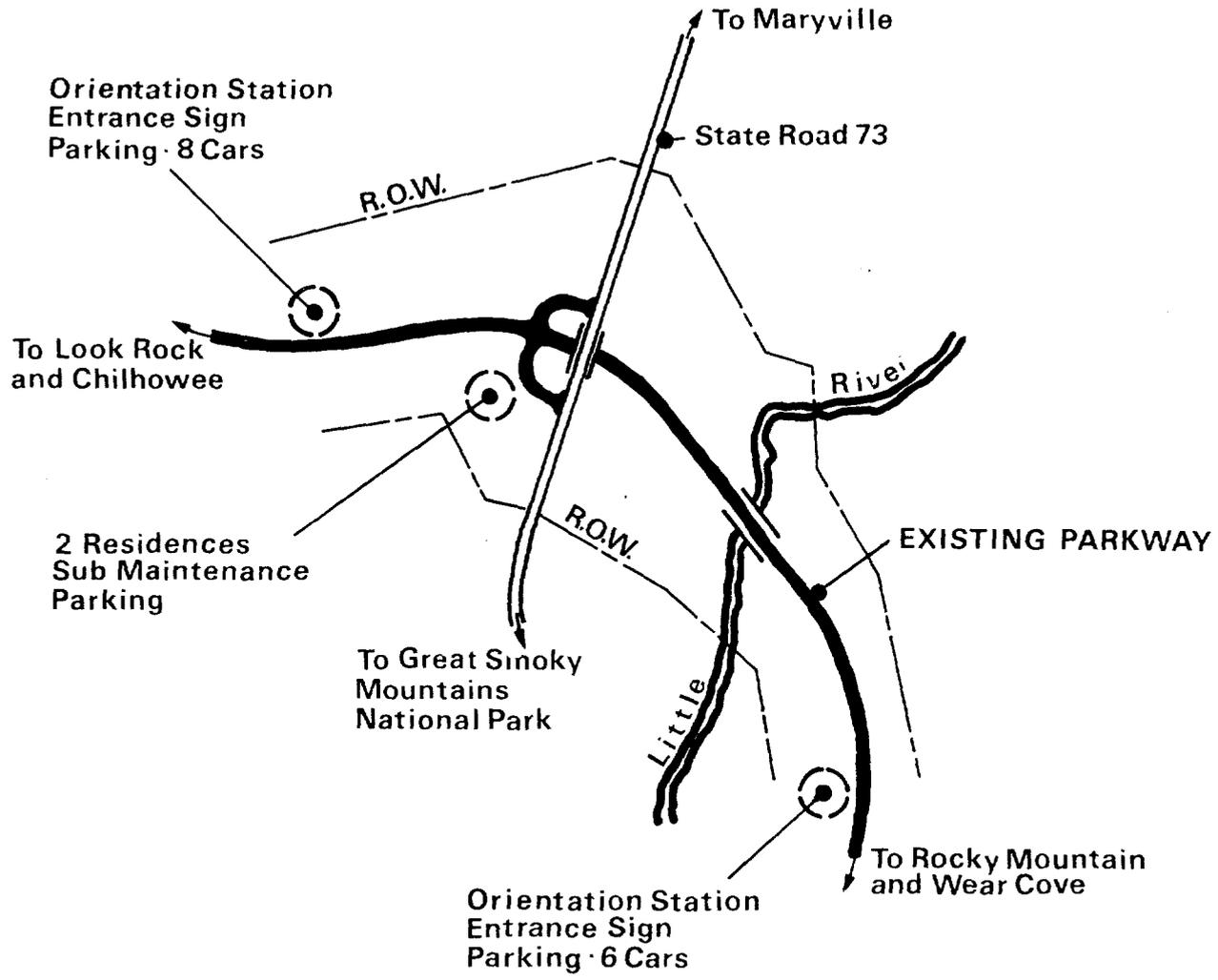
The Ranger in residence proposed for protection of the Walker Sisters Historic Site can help in the protection and management activities in the Wear Cove parkway developments.



## Rocky Mountain

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

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



**WALLAND INTERCHANGE**

605/20,016

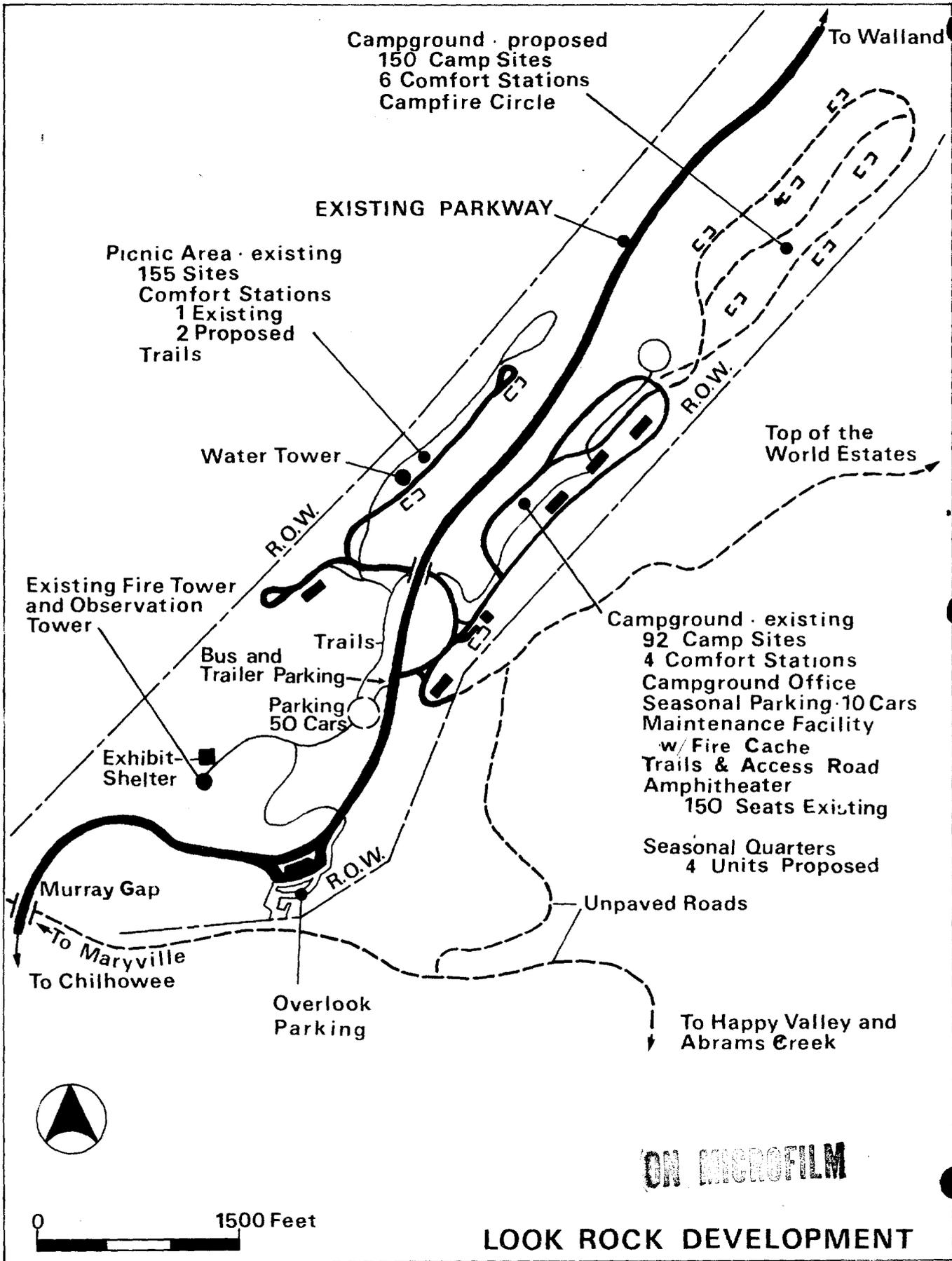
ON MICROFILM

### Walland Interchange

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

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

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

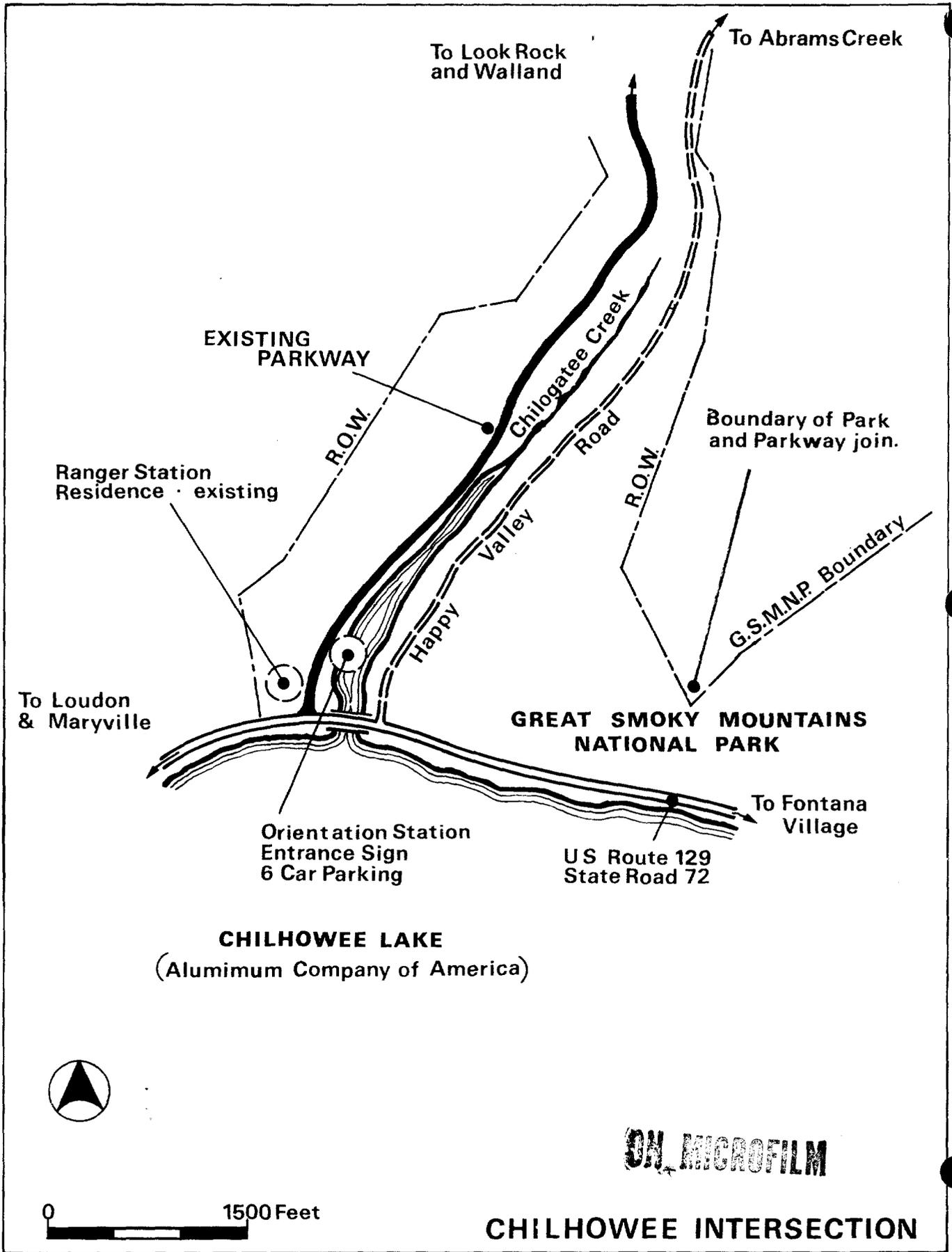


## Look Rock

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

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

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



**CHILHOWEE LAKE**  
 (Alumimum Company of America)



0 1500 Feet

**ON MICROFILM**

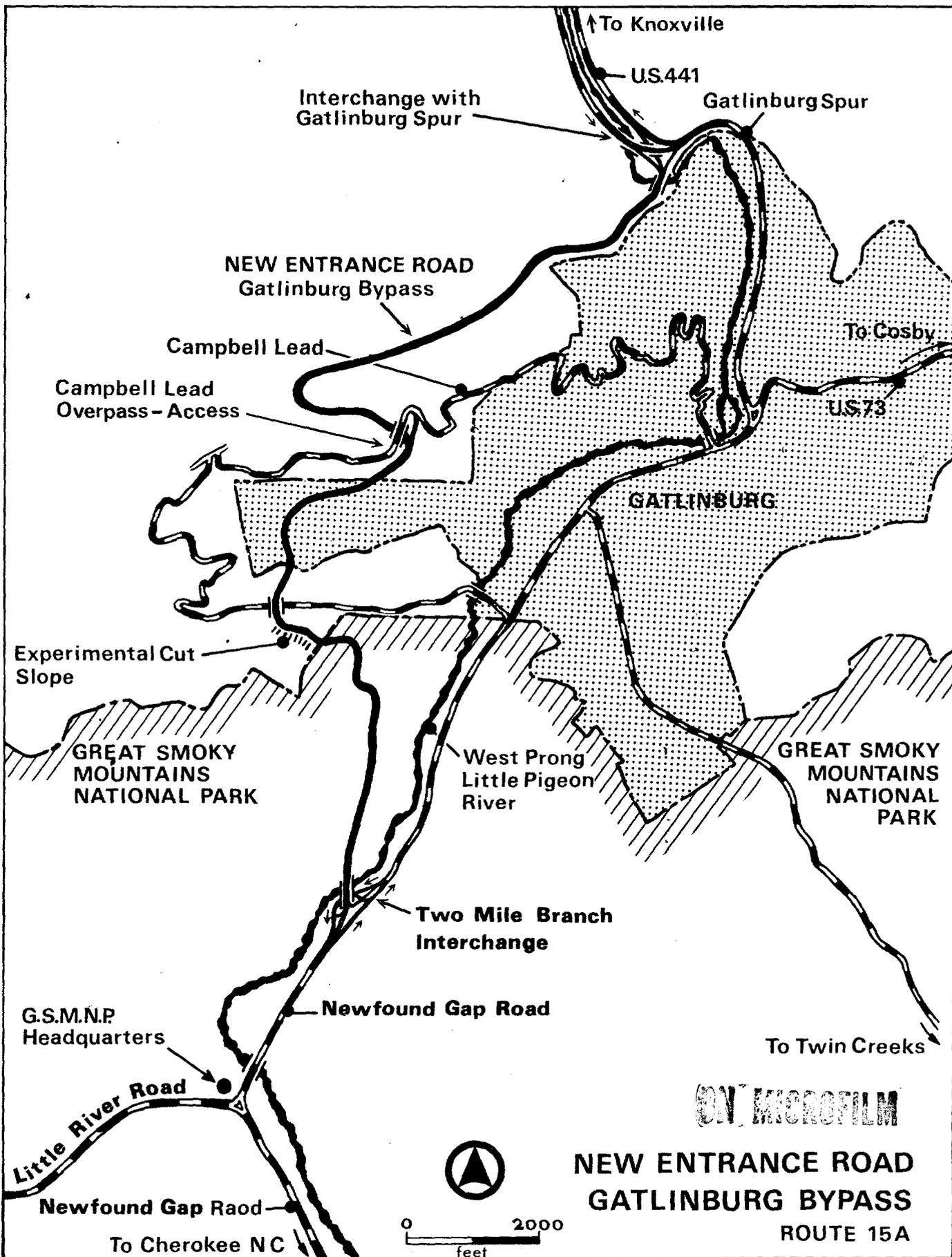
**CHILHOWEE INTERSECTION**

605/20,018

### Chilhowee Terminus

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

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



605/20,019

ON MICROFILM

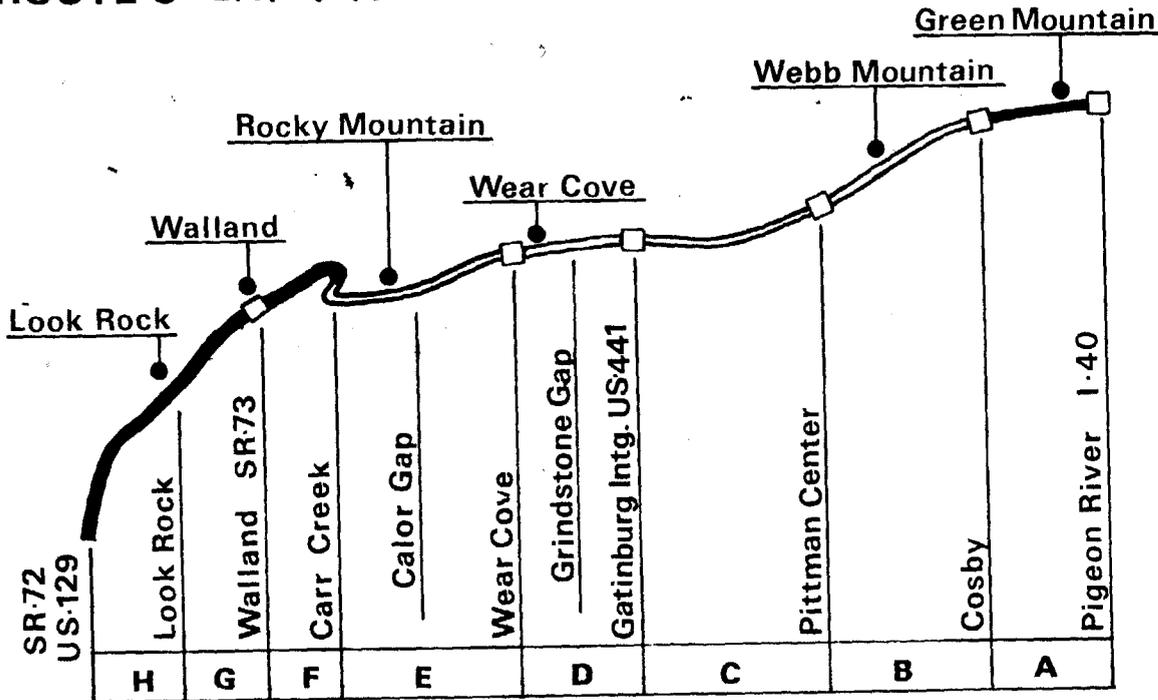
### New Entrance Road (Gatlinburg Bypass)

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

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

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

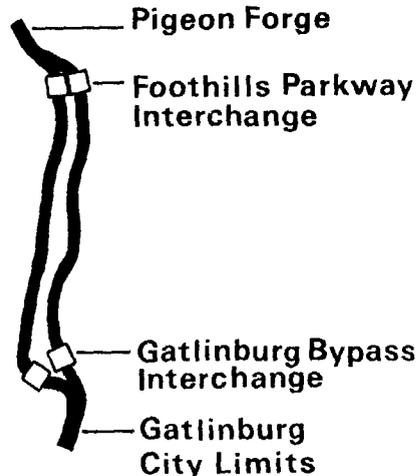
**FOOTHILLS PARKWAY  
ROUTE 8 G.S.M.N.P.**



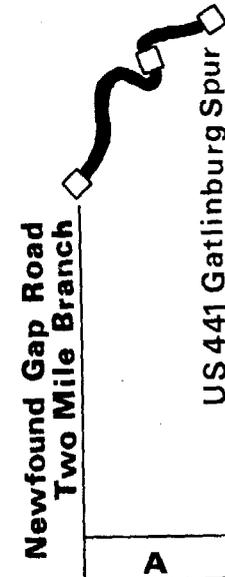
**DESIGNATED SECTIONS**

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

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



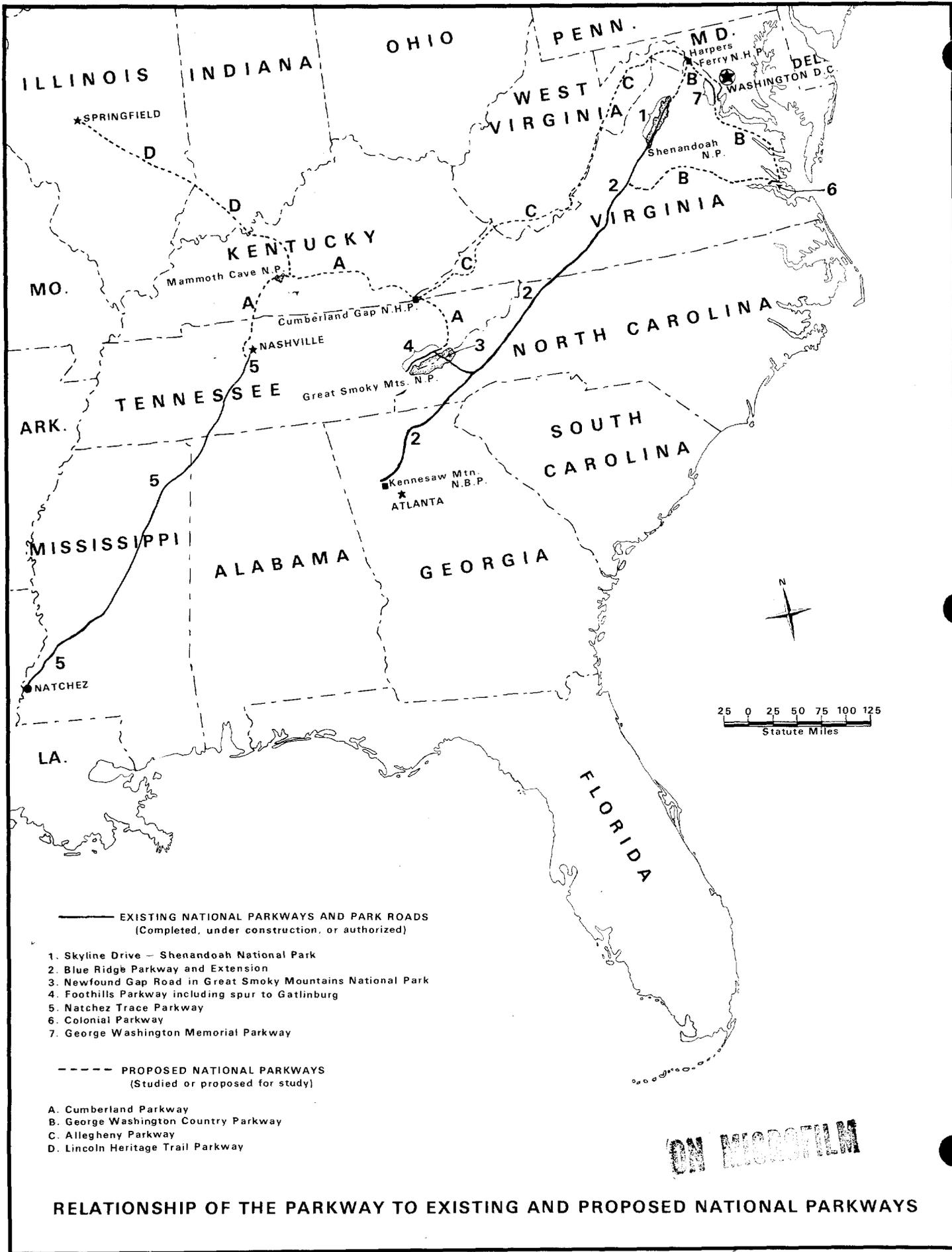
**GATLINBURG BYPASS  
ROUTE 15 G.S.M.N.P.**



**DESIGNATED SECTION**

605/20,020





### Future Considerations

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

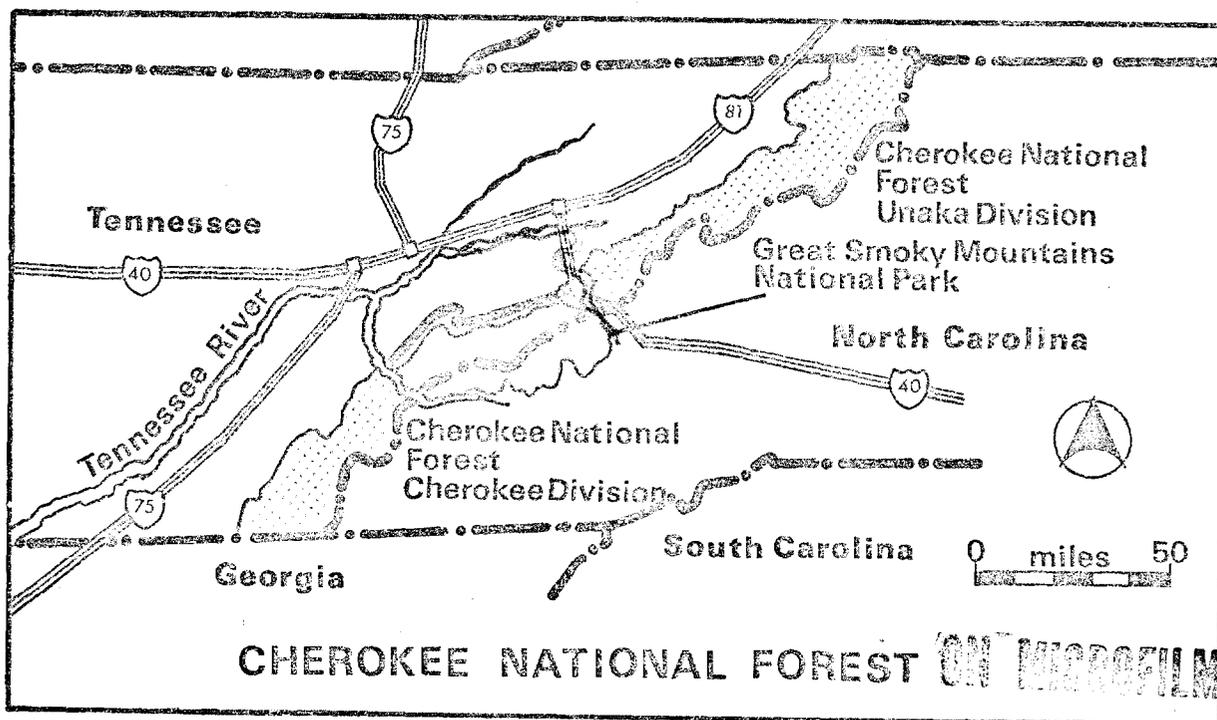
Based on present travel trends, such a route would bring new visitors and increase present traffic to the Foothills region.

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

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

## Cherokee National Forest

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



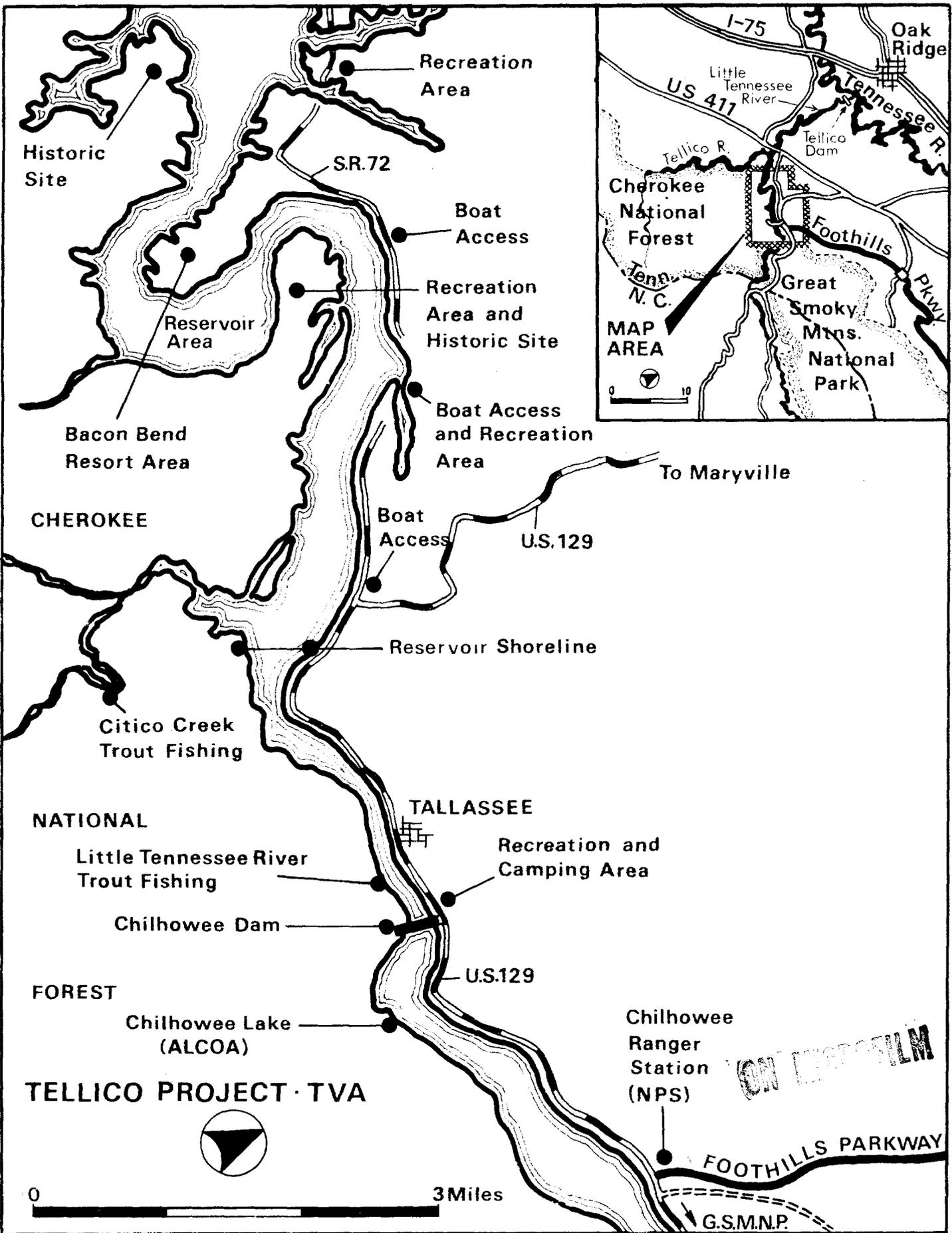
605/20,023

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

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

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

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



TELICO PROJECT · TVA

ON FILM

605/20,024

## Tellico Project

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

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

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

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

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

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

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

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

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

## Chilhowee Lake

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