



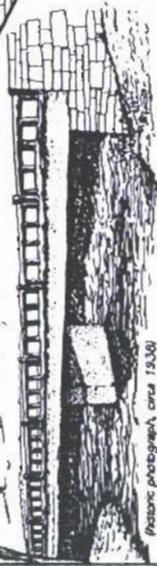
CULVERT AT MEADOW CREEK milepost 156.0

CULVERTS

Concrete box culverts were built to allow the parkway to cross streams, horse trails, cattle crossings, and minor roads. Those usually prominent to visitors were faced with stone, while unadorned concrete was used for frequently traveled underpasses.



HOOD ROAD UNDERPASS milepost 444.4
CONE ESTATE CARRIAGE TRAIL milepost 254.0
MODIFIED TO CONCRETE POST AND TIMBER RAILING SOON AFTER DATE OF CONSTRUCTION ORIGINAL LOG RAILING

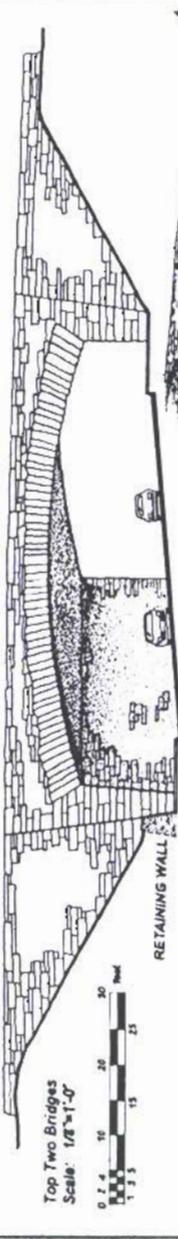


BIG PINE CREEK BRIDGE #3 milepost 223.8

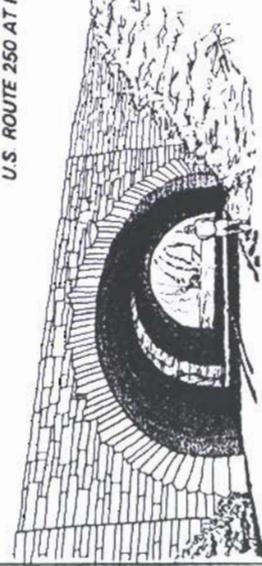
Numerous concrete tabb bridges were constructed to cross small streams such as Otter Creek and Big Pine Creek. Most were stone faced to blend into the environment, although those over Chestnut Creek made use of scored concrete for ornamentation. For nearly all roads crossing the parkway and at all major entrance points to the parkway, the designers employed stone facing on a variety of arch styles. These grade separations included segmental, elliptical, and Roman arches.

REINFORCED CONCRETE SLAB REINFORCED CONCRETE ARCH

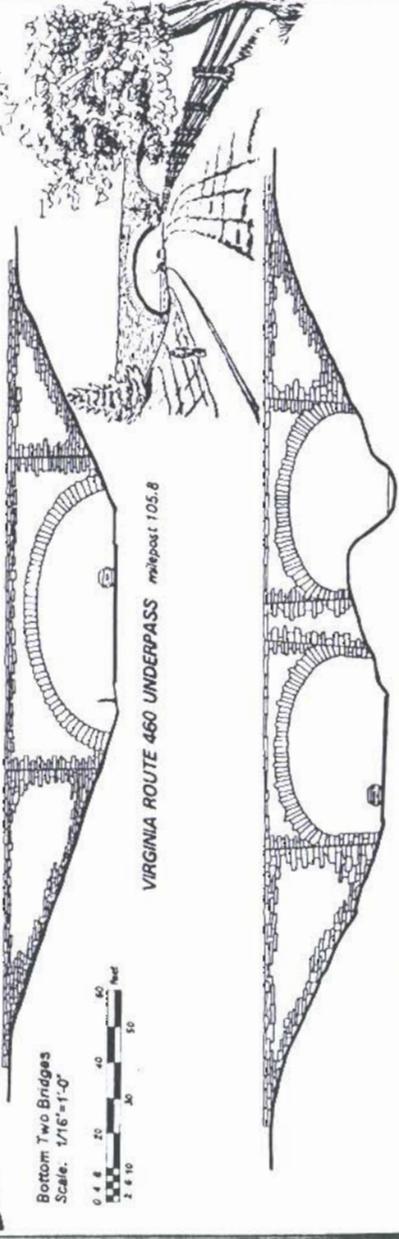
BRIDGES



U.S. ROUTE 250 AT ROCKFISH GAP milepost 0.1



Bottom Two Bridges
Scale: 1/16"=1'-0"



VIRGINIA ROUTE 460 UNDERPASS milepost 105.8
VIRGINIA ROUTE 89 over PARKWAY and CHESTNUT CREEK milepost 215.8