

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name Higginbotham Turnpike
Other names/site number Trail of Tears; Higginbotham Trace; Rainey's Turnpike; 40VB123
Name of related multiple property listing N/A
(Remove "N/A" if property is part of a multiple property listing and add name)

2. Location

Street & Number: Pleasant Hill Cemetery Road
City or town: Spencer State: Tennessee County: Van Buren; Warren
Not For Publication: N/A Vicinity: X Zip: 38585

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria: A B C D

Signature of certifying official/Title: **Date**
Deputy State Historic Preservation Officer, Tennessee Historical Commission
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of Commenting Official: **Date**

Title: **State or Federal agency/bureau or Tribal Government**

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
1	0	sites
0	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Road-Related

Current Functions

(Enter categories from instructions)

LANDSCAPE/Forest

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

N/A

Materials: (enter categories from instructions.)

Principal exterior materials of the property: EARTH

Narrative Description

The nominated property is a 4.7-mile segment of a transportation route once known as Higginbotham Turnpike, which was used as part of the Northern Route of the Trail of Tears in 1838. The width of the segment is approximately 200 feet. The segment includes 114 acres. The eastern point of the segment begins at the Pleasant Hill Cemetery in present-day Van Buren County, Tennessee and extends roughly northwest, eventually crossing two improved roads, into present-day Warren County for approximately 0.75 miles. The segment is abandoned and forested in most sections. While previous logging activities have impacted some sections of the roadbed, the segment overall has sufficient integrity to convey its significance as a transportation route used as part of the Trail of Tears Northern Removal Route.

Higginbotham Turnpike Roadbed (Trail of Tears Segment) (Contributing Site)

This 4.7-mile segment begins immediately northwest of the Pleasant Hill Cemetery in Van Buren County, Tennessee (the cemetery is excluded from this nomination). A short distance to the east, on the east side of the cemetery, is the Rocky River Crossing and Road, which was listed in the National Register of Historic Places on 11/15/2006 for its importance as a segment of the Trail of Tears. The nominated segment extends from the cemetery roughly northwest for 4.7 miles. It crosses Rocky River Road, a two-lane paved road, at

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Latitude 35.36385, Longitude -85.332468, approximately 1.8 miles northwest of the eastern end at Pleasant Hill Cemetery. The segment also crosses an unnamed gravel road at Latitude 35.364087, Longitude -85.251171, or approximately one mile east of the western end of the segment. The western end of the segment is at Latitude 35.363099, Longitude -85.36981 within Warren County, Tennessee.¹

With the exceptions of the paved and gravel crossings, the segment is unused and unimproved. The setting is rural and forested, as it was historically. Remnants of the turnpike are evident periodically along the segment, but particularly at the eastern end near the cemetery where four separate dirt roadbeds run roughly parallel to each other. New growth trees and other vegetation have grown in the roadbeds (see Photos 1-4). At the central and western portion of the segment, the roadbed remnants are not as visible, likely because of the roadbed's later use for industry, including logging, which have changed the topography of the landscape. In these sections, the trail's location is recognized by evidence of prior clearcutting. Grasses, shrubs, and younger trees now grow on the trail, demarcating the path in comparison to the larger and more mature trees extant along the edges of the path (see Photo 5).

Integrity

This 4.7-mile segment of the Higginbotham Turnpike overall retains enough integrity to convey its historical significance as part of the Northern Removal Route of the Trail of Tears. The segment follows its historic route from Pleasant Hill Cemetery in Van Buren County into Warren County. Although the route crosses two improved roads, these are minor disruptions to the otherwise intact route. The forested setting is intact. The roadbed has not been improved or paved so its design and materials are overall good. Multiple historic roadbeds are evident, particularly on the eastern half of the segment. The route's later use by the logging industry has changed the topography of some sections though not enough to significantly impact the segment's overall integrity given the high level of integrity from its other aspects, particularly setting, location, feeling, and association.

¹ Latitude and Longitude Points used a WGS84 Datum.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)
Property is:

N/A

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Ethnic Heritage: Native American

Period of Significance

1838

Significant Dates

1838

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

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Statement of Significance Summary Paragraph

This 4.7-mile segment of the Higginbotham Turnpike is significant under Criterion A at the local level of significance in the area of Ethnic Heritage: Native American for its association with the Trail of Tears. In the 1830s the United States government forcibly removed thousands of Native American people from their homes and ancestral lands in the southeast United States. They traveled along multiple routes westward, which collectively became known as the Trail of Tears. In October 1838, nine detachments of almost 10,000 people traveled along the Higginbotham Turnpike as part of the Northern Removal Route. The Period of Significance is limited to 1838 when it was associated with the Trail of Tears. The nominated segment retains integrity.

Narrative Statement of Significance

Trail of Tears Contextual History

The North American continent has been inhabited for thousands of years by groups of diverse people and cultures. In the area that later became the southeastern United States, these groups historically included the Creek, Seminole, Chickasaw, Choctaw, and Cherokee nations. As European immigrants began to arrive in the 17th and 18th centuries, they moved into inhabited territories and tensions arose, sometimes resulting in violent confrontations. Many tribes eventually signed treaties with the United States government to calm tensions and set rules in which each group would coexist with each other, but these treaties did not resolve the conflicts, and the United States government often violated the treaty terms.²

In 1829, Andrew Jackson became President of the United States. As a military leader, Jackson had fought against Native Americans and later was involved in the creation of numerous treaties. One of his signature Presidential policies was ‘Indian Removal,’ which was supported by many white Americans. In 1830, he signed the Indian Removal Act, which formalized a federal policy to remove Native peoples from the Southeast region by exchanging their ancestral lands for land in the ‘Indian Territory’ in the West (primarily in present-day Oklahoma). While the federal government at first attempted to persuade Native Americans to sign treaties to move voluntarily, many resisted. In response, the United States government deployed the army to force people to leave their homes and ancestral lands.³

In some instances, tribes had conflicting internal viewpoints regarding movement to the west. Some people believed it was in their best interest to voluntarily move while others chose to resist. By 1830, the Choctaw tribe had become factionalized. While the majority of Choctaw members opposed removal, the leadership acquiesced to the demands of federal officials and signed the Treaty of Dancing Rabbit Creek in September 1830. The Choctaw began to move westward that winter. They were followed in 1832 by the Chickasaw after the signing of the Treaty of Pontotoc Creek and in 1836 by the Creek Nation.⁴

Though a small minority of people from the Seminole Nation moved westward in 1834, the majority actively resisted removal leading to a protracted war with the United States. The Seminoles used their knowledge of

² Philip Thomason, Sara Parker, Amy Kostine, and Carroll Van West, *Historic and Historic Archaeological Resources of the Cherokee Trail of Tears Revised*, Multiple Property Documentation Form, Section E.

³ Ibid.

⁴ Ibid.

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the Florida Everglades and Big Cypress Swamp to resist movement. The war's eventual cost to the United States government was \$20 million and the loss of 1,500 soldiers. About 40% of the Seminole population was killed, and 2,254 people were captured and forced to move westward. Due to the high cost, casualties, and the fact that the Seminoles' territory did not contain land useful for agriculture, the federal government ceased further attempts at forced removal.⁵

Conflicting viewpoints on removal existed within the Cherokee Nation. In 1835, a small faction of Cherokees who were not authorized to speak for the entire Nation signed a treaty at New Echota (NHL 11/7/1973; NR Listed 5/13/1970) in Georgia. The Treaty of New Echota forfeited all Cherokee lands east of the Mississippi River in exchange for \$5 million. The majority of the Nation, led by John Ross, were opposed to removal. Although Ross was able to obtain almost 15,000 signatures against the treaty, he was not able to prevent the United States Senate from ratifying the treaty in 1836.⁶

The pro-Treaty group of Cherokees left for the west in January 1837 with another group following in March. Those that remained resisted movement for as long as they could but to no avail. In June 1838, the United States Army began to forcibly remove the Cherokee from their lands. At first the Cherokee people were congregated into temporary stockades across the Southeast. They were later moved to internment camps, ten of which were in Tennessee in the Cherokee Agency area near Charleston in the vicinity of Fort Cass and near Rattlesnake Springs (NR Listed 9/5/1975) in Bradley County, Tennessee, where the Cherokee had their last council meeting prior to their forced removal.⁷

Eventually the Cherokee were assigned to one of seventeen detachments for the journey westward. The detachments gathered at one of two emigration depots, one of which was near Charleston, Tennessee at Ross's Landing (NR Listed 6/27/1974). Of the seventeen detachments, four were assigned a water route while the rest were assigned overland routes. Each detachment varied in size, but some had more than 1,000 people. The detachments traveling overland began the journey in the Fall of 1938, which resulted in travel during the harshest winter months and the deaths of hundreds to thousands of Cherokee people; death estimates ranged from approximately 500 to 8,000 people. The entire journey took five to six months with survivors arriving in the 'Indian Territory' from January to March of 1839. Their various routes westward collectively became known by the Cherokee as "Nunna-da-ul-tsun-yi" which translates to "the place where they cried," or more commonly known as the "Trail of Tears."⁸

⁵ Philip Thomason, Sara Parker, Amy Kostine, and Carroll Van West, *Historic and Historic Archaeological Resources of the Cherokee Trail of Tears Revised*, Multiple Property Documentation Form, Section E.

⁶ Ibid.; John Ross's House in Rossville, Georgia was designated as a National Historic Landmark and listed in the National Register of Historic Places on November 7, 1973. Benjamin Levy, "John Ross House," National Register of Historic Places Nomination Form. National Park Service. November 7, 1973.

⁷ Philip Thomason, Sara Parker, Amy Kostine, and Carroll Van West, *Historic and Historic Archaeological Resources of the Cherokee Trail of Tears Revised*, Multiple Property Documentation Form, Section E.; The Henegar House is located at the former site of Fort Cass. It was built and owned by Captain H.B. Henegar, who accompanied the Cherokee westward, after he returned to Tennessee. The Henegar House was listed in the National Register of Historic Places on July 6, 1976. Gail Hammerquist, "Henegar House," National Register of Historic Places Form. Tennessee Historical Commission, Nashville. July 6, 1976.

⁸ *Trail of Tears National Historic Trail Comprehensive Management and Use Plan*, United States Department of the Interior National Park Service, 1992; Ben Harris McClary, "Trail of Tears, or Nunna-da-ul-tsun-yi," *Tennessee Encyclopedia*, October 8, 2017, <https://tennesseencyclopedia.net/entries/trail-of-tears-or-nunna-da-ul-tsun-yi/>, accessed September 7, 2019.

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Higginbotham Turnpike and the Northern Route of the Trail of Tears

While accounting for minor variations, there are a few major recognized routes used as a part of the Trail of Tears. They include the Northern Route, Bell's Route, Benges's Route, and the water routes. The nominated property was a part of the Northern Route, which was used by eleven of the seventeen detachments, comprising about 11,500 people. Nine of the detachments (comprising about 9,800 people) left the Cherokee Agency area over a two-month period, beginning on August 28, 1838 and ending the first week of November 1838. Two other detachments left from Ross's Landing (NR Listed 6/27/1974) near Chattanooga, Tennessee. Of those that left from the Cherokee Agency area, they first crossed the Tennessee River at Blythe's Ferry (NR Listed 1/5/1983).⁹

The nine detachments then traveled northward along the alignment of present-day State Route 60 (Blythe Ferry Road) through Dayton and Morgantown, Tennessee. They then turned south and west as they ascended Walden's Ridge following the approximate path of State Route 30 to the ridgetop. The detachments followed the approximate path of present-day Ogden Road and Manning Road before entering Lloyd's Gap to descend Walden's Ridge into the Sequatchie Valley to Lee's Station in present-day Blesdoe County. The Cherokee then ascended to the Cumberland Plateau along Lee's Station Mountain Road.¹⁰

The Cherokee then began to travel on the Higginbotham Turnpike which connected the Sequatchie Valley and McMinnville. It had long been a transportation route for foot travel and stage coaches, though Aaron Higginbotham was eventually authorized by the Tennessee legislature to operate the road as a turnpike in the mid-19th century. The nominated property is a segment of this turnpike.¹¹

In October 1838, the detachments began to arrive in Van Buren County and crossed the Rocky River at the Rocky River Crossing (NR Listed 11/15/2006) before arriving at the Pleasant Hill Cemetery. At this point, the detachments began to travel along the nominated segment of intact Higginbotham Turnpike roadbeds into Warren County where the nominated segment ends.¹²

The detachments then continued on to McMinnville. They then began to travel along the alignment of present-day State Route 1 (US70S) to Woodbury in Cannon County then Murfreesboro in Rutherford County. Most detachments then traveled on the Old Nashville Pike to Nashville, while some traveled north

⁹ Higginbotham is frequently spelled Higgenbotham in many publications about the Trail of Tears including the Trail of Tears Multiple Property Documentation Form as well as Ben Nance's study of Removal Routes in Tennessee. The road has also been known as Rainey's Turnpike.

¹⁰ Philip Thomason, Sara Parker, Amy Kostine, and Carroll Van West, *Historic and Historic Archaeological Resources of the Cherokee Trail of Tears Revised*, Multiple Property Documentation Form, Section E.

¹¹ "The Old Road," *Sequatchie Valley News*, February 15, 1900; "An Old Road," *The Chattanooga News*, December 7, 1927; "Aaron Higginbotham," Tennessee State Library and Archives, <https://tslaindexes.tn.gov/tn-research/content/aaron-109>, accessed November 25, 2019.

¹² Philip Thomason, Sara Parker, Amy Kostine, and Carroll Van West, *Historic and Historic Archaeological Resources of the Cherokee Trail of Tears Revised*, Multiple Property Documentation Form, Section E; 40VB123 Site File, Tennessee Division of Archaeology; Ben Nance, *The Trail of Tears in Tennessee: A Study of the Routes Used During the Cherokee Removal of 1838*, Tennessee Department of Environment and Conservation Division of Archaeology, 2001.

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from Murfreesboro to Jefferson to avoid tolls until returning to the main route south of Nashville. They then traveled along the approximate path of Whites Creek Pike (now Highway 431) to Port Royal where they crossed the Red River and continued into Kentucky, Illinois, Missouri, and Arkansas. Traveling hundreds of miles during the harsh winter months, the last of the survivors did not reach Indian Territory in Oklahoma until mid-March 1839. Of the approximate 9,800 people who departed with the nine detachments from the Cherokee Agency area in Tennessee, less than 8,500 survived the entire journey.¹³

Post-1848 History and Recognition of the Higginbotham Turnpike as a part of the Trail of Tears

The Higginbotham Turnpike continued to be used as a transportation route into the early 20th century before it began to be used by local industry, primarily for logging and mining. Industrial activities have impacted some parts of the segment by eroding some of the U-shaped roadbeds that are otherwise intact at various points, particularly on the eastern half near the Pleasant Hill Cemetery. However, there are other visual indications of the path, primarily mature vegetation that line the edges of the path.¹⁴

Research by various people throughout the 20th century has concentrated on identifying the various routes used by the Trail of Tears and designating intact sites associated with the trail. The nominated segment was identified in 2001 by Ben Nance at the Tennessee Division of Archaeology as part of a statewide survey of the trail's routes. The segment was also described in a Multiple Property Documentation Form for the Trail of Tears in 2003, as well as its update accepted by the National Park Service in 2019. Further research by the National Park Service has continued to refine the path of the various removal routes. The nominated segment corresponds to the path identified as part of the Trail of Tears National Historic Trail (see Figure 1).

Although the route was identified by the Tennessee Division of Archaeology, it has not been investigated to determine whether it may meet the requirements to be archaeologically significant. It is possible that the segment may retain intact archaeological material, even in sections that have been impacted by industrial activities. Future archaeological investigations may reveal enough intact archaeological integrity to justify amending this nomination to recognize significance for archaeology.¹⁵

The nominated segment of Higginbotham's Turnpike has been established by various sources as an important part of the Trail of Tears Northern Removal Route. It is a vital link in the multi-state trail over which thousands of Native Americans were forced to move westward from their homes. The segment retains sufficient integrity to convey its significance under Criterion A in the area of Ethnic Heritage: Native American for its importance as part of the trail. Efforts to recognize the importance of this segment have been in progress since the beginning of the 21st century when Tennessee State Parks/State of Tennessee began to negotiate its purchase from its private industrial owner. In 2018, the State of Tennessee finally purchased the nominated segment and it was put under management of the Tennessee State Parks. In 2019,

¹³Philip Thomason, Sara Parker, Amy Kostine, and Carroll Van West, *Historic and Historic Archaeological Resources of the Cherokee Trail of Tears Revised*, Multiple Property Documentation Form, Section E.; Leslie N. Sharp et al, "Rocky River Crossing and Road," National Register Nomination.

¹⁴ 40VB123 Site File, Tennessee Division of Archaeology; Nance, *The Trail of Tears in Tennessee*.

¹⁵ Ibid.

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Tennessee State Park personnel began consultations for management and interpretation of the segment for the public. These efforts are ongoing as of 2020.



Figure 1: Trail of Tears National Historic Trail with the nominated segment indicated. GIS Imagery courtesy of National Park Service, <https://imgis.nps.gov/html/?viewer=nht>, accessed November 25, 2019.

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9. Major Bibliographic References

Bibliography

40VB123 Site File, Tennessee Division of Archaeology.

“Aaron Higginbotham.” Tennessee State Library and Archives, <https://tslaindexes.tn.gov/tn-research/content/aaron-109>, accessed November 25, 2019.

“An Old Road.” *The Chattanooga News*, December 7, 1927.

Hammerquist, Gail. “Henegar House.” National Register of Historic Places Form. Tennessee Historical Commission, Nashville. July 6, 1976.

Levy, Benjamin. “John Ross House.” National Register of Historic Places Nomination Form. National Park Service. November 7, 1973.

McClary, Ben Harris. “Trail of Tears, or Nunna-da-ul-tsun-yi.” *Tennessee Encyclopedia*, October 8, 2017, <https://tennesseeencyclopedia.net/entries/trail-of-tears-or-nunna-da-ul-tsun-yi/>, accessed September 7, 2019.

Nance, Ben. *The Trail of Tears in Tennessee: A Study of the Routes Used During the Cherokee Removal of 1838*. Tennessee Department of Environment and Conservation Division of Archaeology, 2001.

Sharp, Leslie N., et al. “Rocky River Crossing and Road.” National Register of Historic Places Nomination Form. Middle Tennessee State University, Murfreesboro, November 15, 2006.

“The Old Road.” *Sequatchie Valley News*, February 15, 1900.

Thomason, Philip. Sara Parker, Amy Kostine, and Carroll Van West. *Historic and Historic Archaeological Resources of the Cherokee Trail of Tears Revised*. Multiple Property Documentation Form.

Trail of Tears National Historic Trail Comprehensive Management and Use Plan. United States Department of the Interior National Park Service, 1992.

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Previous documentation on file (NPS):		Primary location of additional data:	
<input type="checkbox"/>	preliminary determination of individual listing (36 CFR 67 has been requested)	<input checked="" type="checkbox"/>	State Historic Preservation Office
<input type="checkbox"/>	previously listed in the National Register	<input checked="" type="checkbox"/>	Other State agency
<input type="checkbox"/>	previously determined eligible by the National Register	<input type="checkbox"/>	Federal agency
<input type="checkbox"/>	designated a National Historic Landmark	<input type="checkbox"/>	Local government
<input type="checkbox"/>	recorded by Historic American Buildings Survey #	<input type="checkbox"/>	University
<input type="checkbox"/>	recorded by Historic American Engineering Record #	<input type="checkbox"/>	Other
<input type="checkbox"/>	recorded by Historic American Landscape Survey #	Name of repository: Tennessee Division of Archaeology	
Historic Resources Survey Number (if assigned): 40VB123			

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10. Geographical Data

Acreage of Property 114 **USGS Quadrangle** Curtistown 328-SE

Latitude/Longitude Coordinates

Datum if other than WGS84: N/A

The following four Reference Points correspond to the approximate corners of a polygon overlaid over the segment on the USGS Map. These points are for reference and do not correspond to the exact boundaries of the nominated property

- | | |
|------------------------|-----------------------|
| A. Latitude: 35.608689 | Longitude: -85.602871 |
| B. Latitude: 35.616642 | Longitude: -85.600289 |
| C. Latitude: 35.587431 | Longitude: -85.529845 |
| D. Latitude: 35.595546 | Longitude: -85.526608 |

Verbal Boundary Description

The boundaries of the nominated property correspond to the legal boundaries of Van Buren County Parcel 072 008.00. These boundaries create a 4.7-mile linear property about 200 feet wide, comprising 114 acres. These boundaries are depicted on the enclosed property tax map.

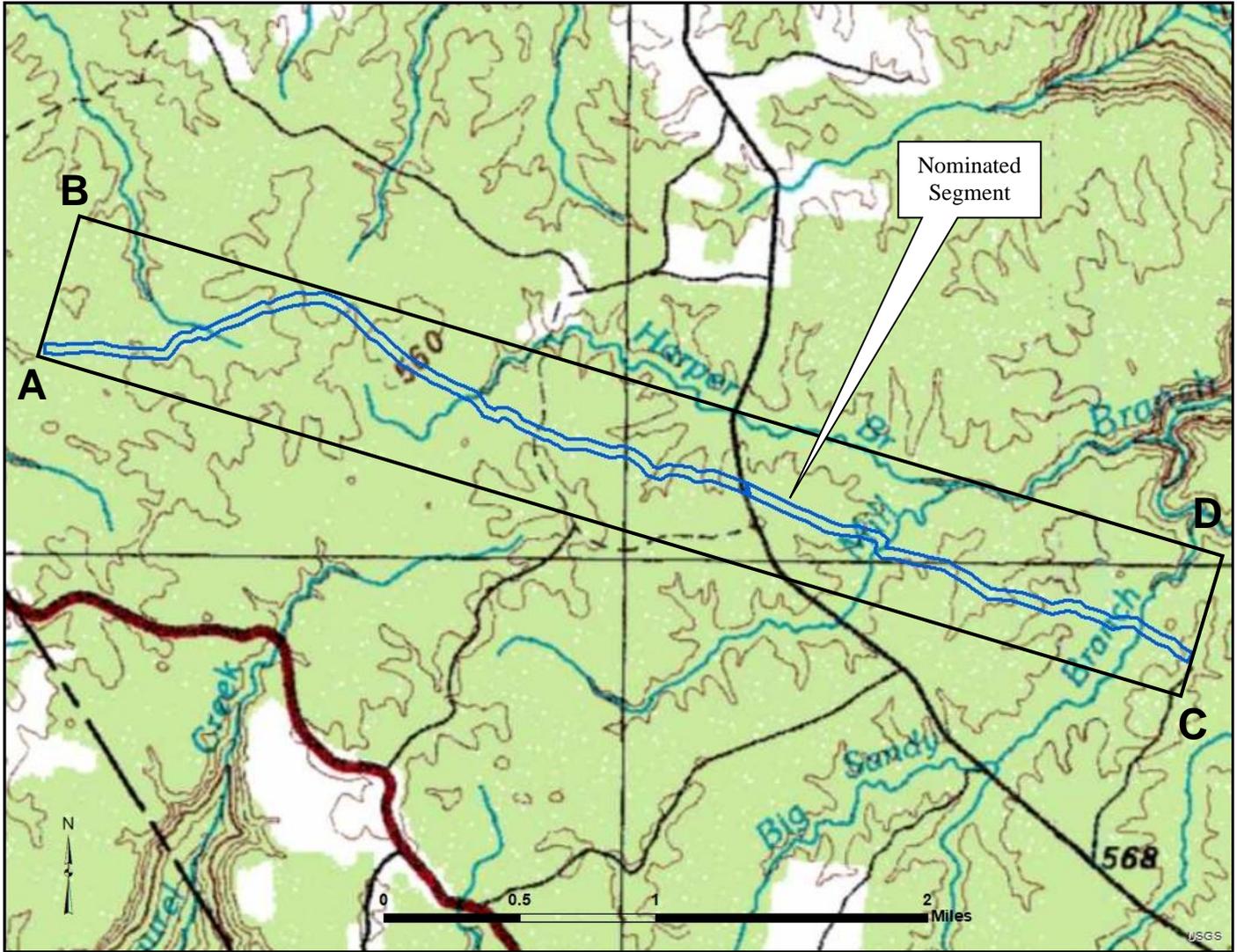
Boundary Justification

These boundaries follow the historic and current boundaries of the Higginbotham Turnpike historically used as part of the Trail of Tears that retain integrity to convey its historical significance.

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USGS Topographic Map with Reference Polygon and Coordinates



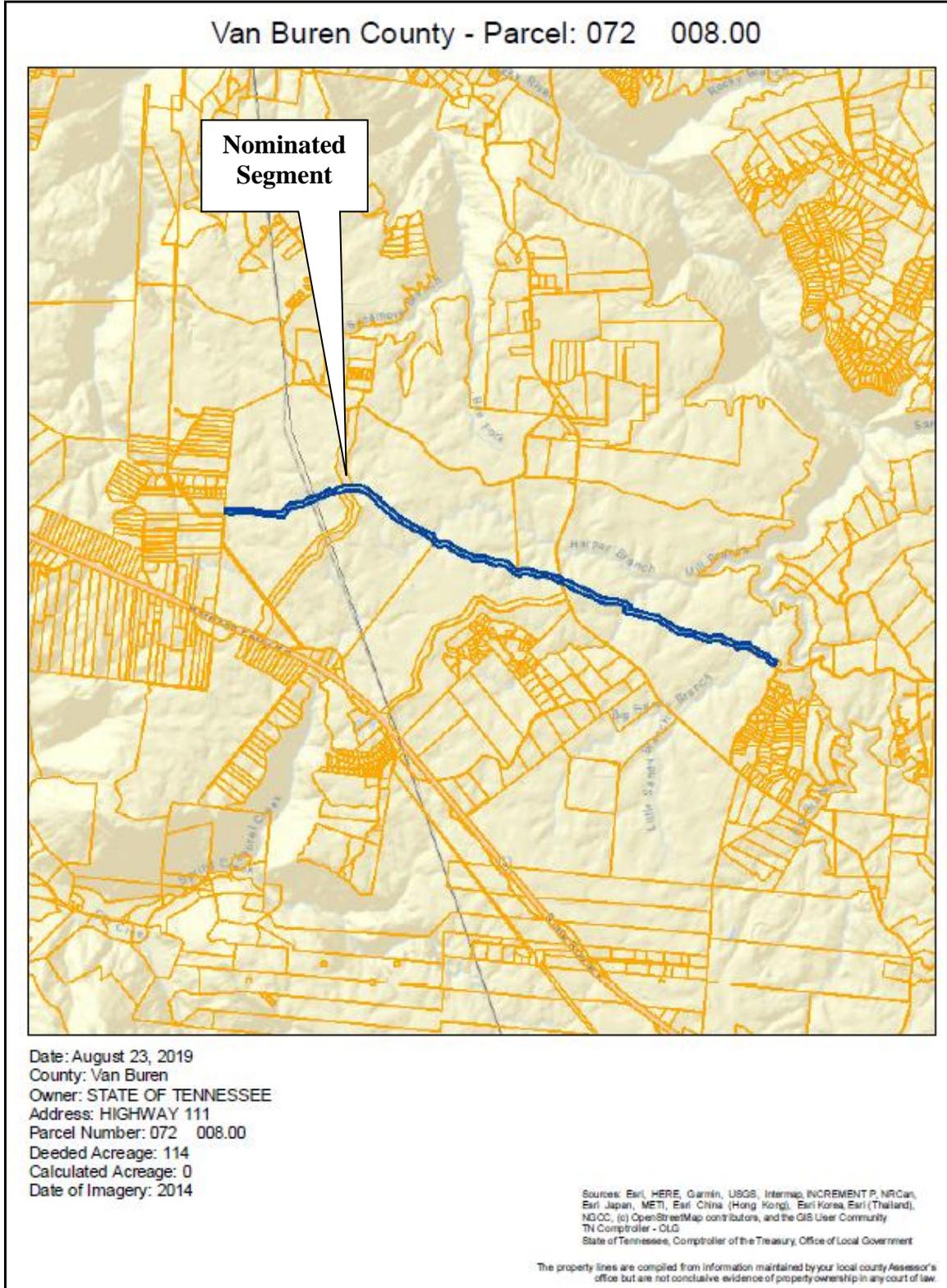
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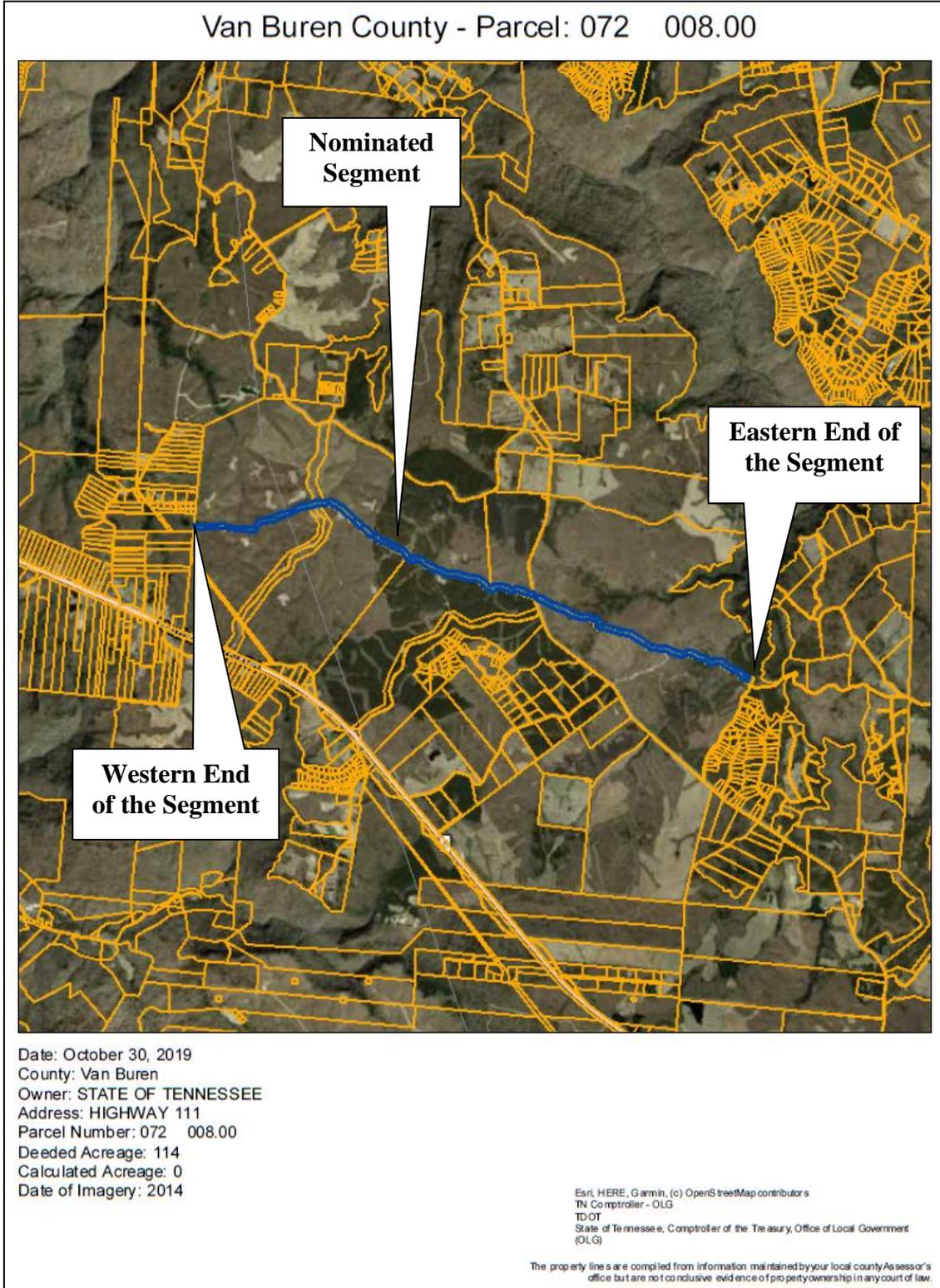
Property Boundary and Tax Map



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Property Tax Map with aerial Imagery



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Aerial Imagery of Nomination Boundaries with Reference Polygon



Aerial Imagery Courtesy of Tennessee Property Data Viewer, December 2019.



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11. Form Prepared By

Name	<u>Rebecca Schmitt</u>		
Organization	<u>Tennessee Historical Commission</u>		
Street & Number	<u>2941 Lebanon Pike</u>	Date	<u>January 2020</u>
City or Town	<u>Nashville</u>	Telephone	<u>615-770-1086</u>
E-mail	<u>Rebecca.Schmitt@tn.gov</u>	State	<u>TN</u> Zip Code <u>37214</u>

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to map.
- **Photographs** (refer to Tennessee Historical Commission National Register *Photo Policy* for submittal of digital images and prints)
- **Additional items:** (additional supporting documentation including historic photographs, historic maps, etc. should be included on a Continuation Sheet following the photographic log and sketch maps)

7/20/2020

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

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N/A
Name of multiple listing (if applicable)

Section number Photos and Plans Page 19

Photo Log

Name of Property: Higginbotham Turnpike
City or Vicinity: Spencer Vicinity
County: Van Buren and Warren State: Tennessee
Photographer: Rebecca Schmitt
Date Photographed: October 29, 2019 unless noted

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 5 Eastern End of Segment. Photographer facing northwest
- 2 of 5 Roadbed near Eastern End of Segment. Photographer facing northwest.
- 3 of 5 Roadbed near Eastern End of Segment. Photographer facing northwest.
- 4 of 5 Roadbed near Eastern End of Segment. Photographer facing southeast. Photo taken August 22, 2019
- 5 of 5 Segment near the intersection with Rocky River Road. Photographer facing west.

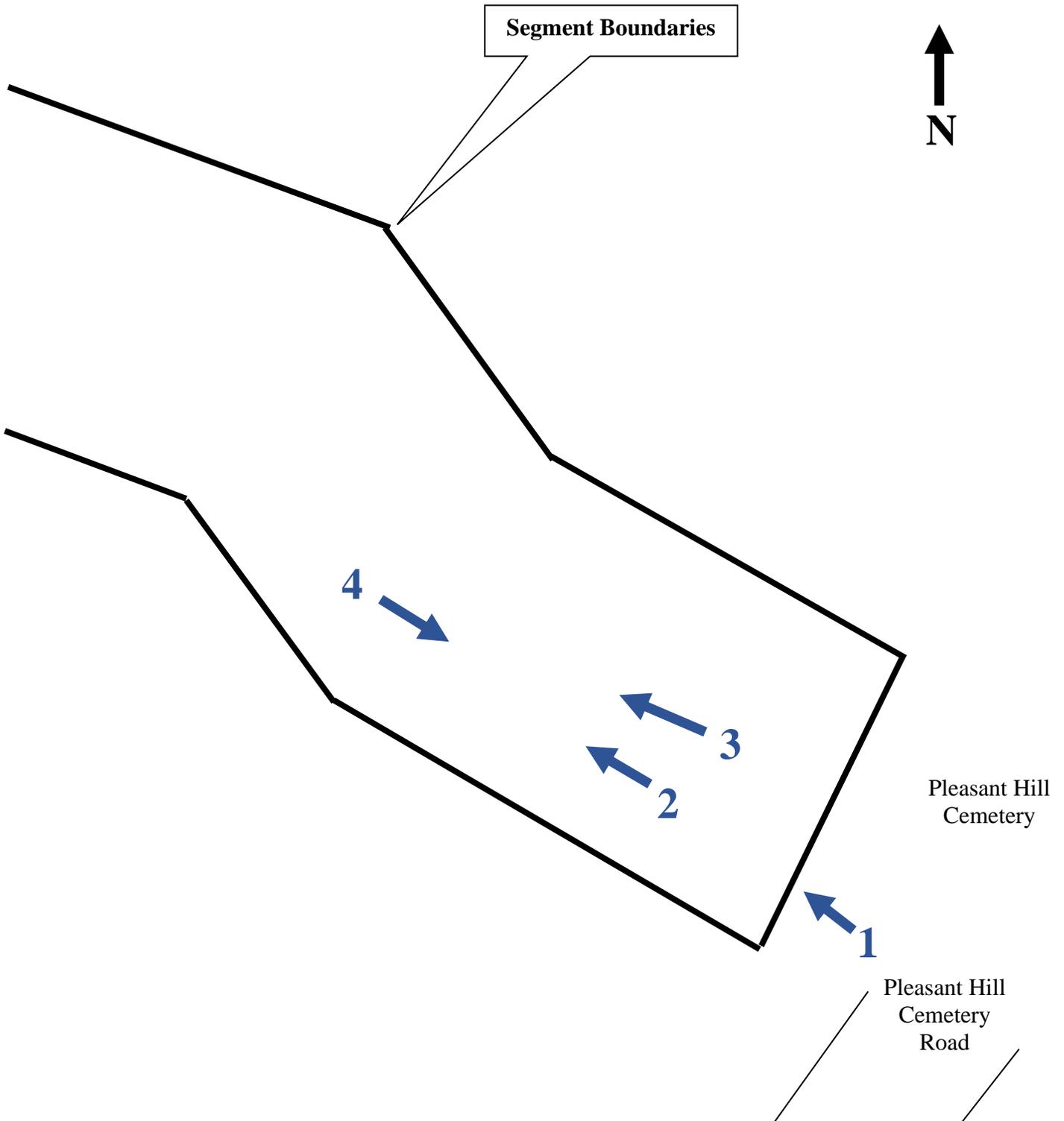
United States Department of the Interior
National Park Service

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N/A
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Site Plan of the Eastern End of the Segment with Photos Keyed



United States Department of the Interior
National Park Service

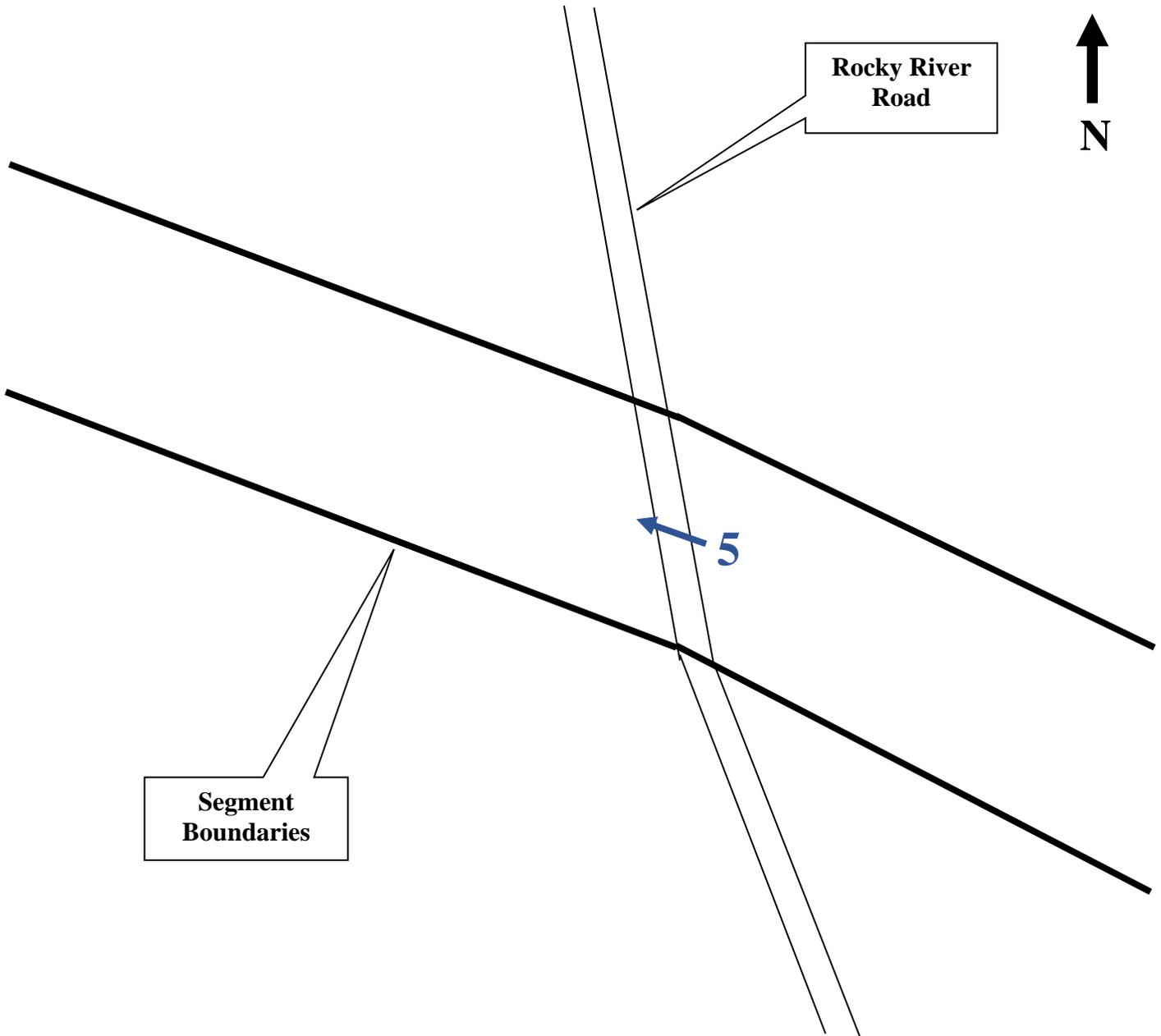
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N/A
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Site Plan of Intersection of Segment with Rocky River Road with Photos Keyed



Property Owner:

(This information will not be submitted to the National Park Service, but will remain on file at the Tennessee Historical Commission)

Name State of Tennessee, c/o John Bryson, Deputy Commissioner, Bureau of Parks & Conservation
Street & Number 312 Rosa L Parks Ave Telephone N/A
City or Town Nashville State/Zip TN/37243



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