Tennessee Environmental Evaluation Report

Region 4 Timber Bridge Bundle #1

Various Timber Bridges Located Along State Route (SR) 180, SR-87, and SR-371

Haywood and Lauderdale Counties

PIN 136185.00

Submitted Pursuant to the National Environmental Policy Act of 1969, 42 U.S.C. 4332(2)

Document Approval

By signing below, you officially concur that this document is in compliance with all applicable environmental laws, regulations and procedures. You have reviewed and verified the document's quality, accuracy, and completeness and that all source material has been compiled and included in the attachments and technical appendices.

Tennessee Department of Transportation

Project Information

General Information

Route: Region 4 Timber Bridge Bundle #1

Termini: Various Timber Bridges Located Along State Route (SR)-180, SR-87, and SR-371

Municipality: N/A

County: Haywood and Lauderdale Counties

PIN: 136185.00

Plans: Environmental Technical Study Areas

Date of Plans: 05/08/2025

Type of Work Bridge Replacement

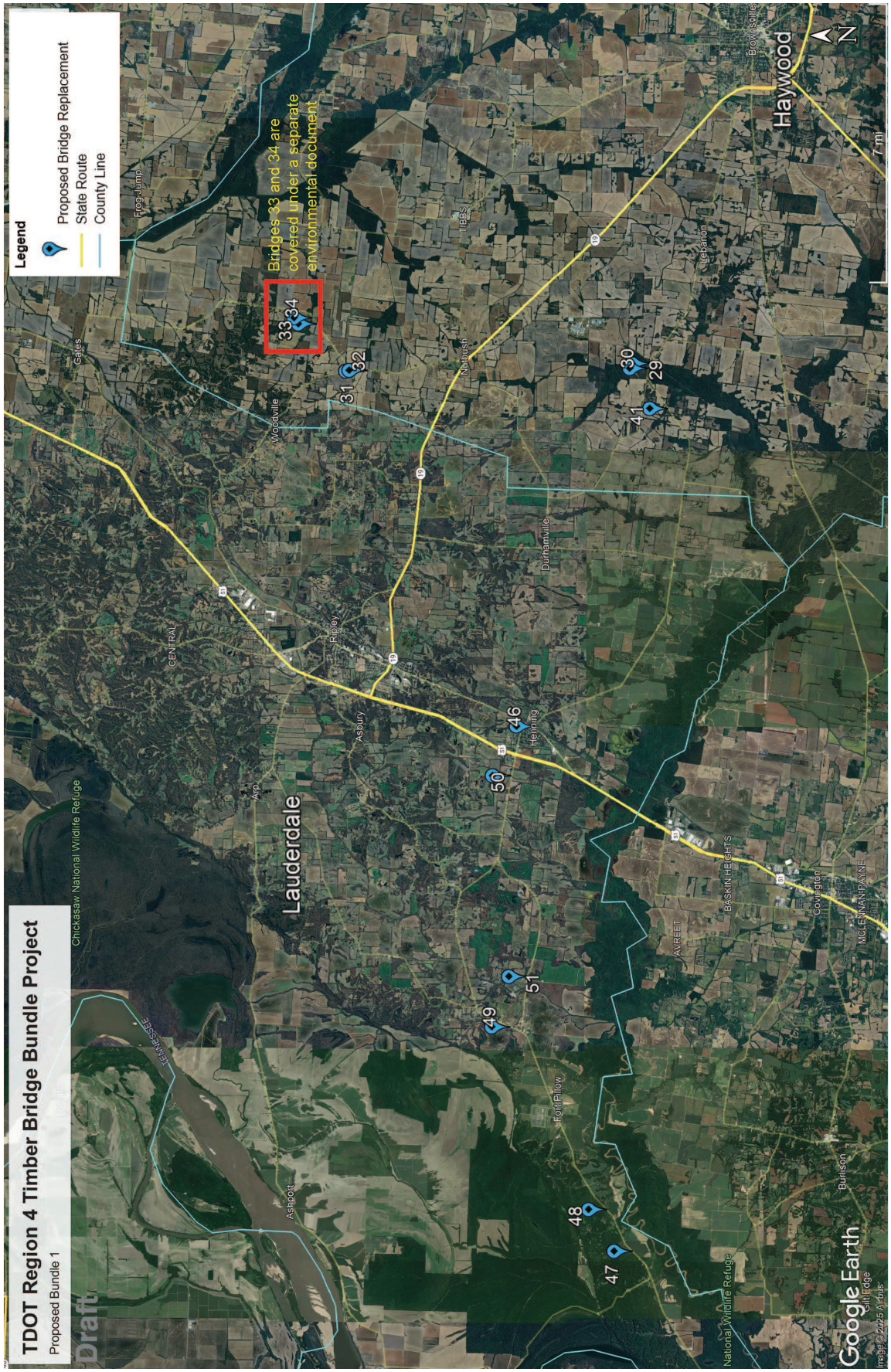
Project Funding

Planning Area: West Tennessee RPO and Southwest RPO

STIP/TIP: Not Applicable (State-Funded)

Funding Source	Preliminary Engineering	Right-of-Way	Construction
Federal	N/A	N/A	N/A
State	R4SVAR-S1-049	N/A	N/A

Project Location



Project Overview

Introduction

The Tennessee Department of Transportation (TDOT) is proposing to rehabilitate or replace eleven (11) timber bridges at various stream crossings along State Route (SR) 180, SR-87, and SR-371 in Haywood and Lauderdale Counties in Tennessee.

These bridge projects are all being developed with State funds only. Furthermore, TDOT intends to contract the construction of these projects together under a single contract. Therefore, the environmental reviews for these projects are being documented under this single Grouped Tennessee Environmental Evaluation Report (TEER).

Background

TDOT inspects all public bridges in Tennessee every two years in accordance with FHWA's National Bridge Inspection Standards (NBIS). These inspections assess each bridge's condition and operating limits, and the results are published in the National Bridge Inventory (NBI) Tennessee Inventory and Appraisal Report.

Bridges are assigned condition ratings (0–9) for the deck, superstructure, and substructure, comparing their current state to the original design:

- 9 = excellent
- 0 = failed

Additionally, appraisal ratings (0–9) evaluate how well a bridge meets current standards for service and design, including:

- Structural evaluation
- Deck geometry
- Underclearance
- Waterway adequacy
- Approach alignment

A rate of 9 indicates superior performance; 0 indicated closure. If the lowest rating is greater than or equal to 7, the bridge is classified as Good (G). If it is rated 5 or 6, the bridge is classified as Fair (F). If it is less than or equal to 4, the classification is Poor (P).

According to the March 2025 NBI Tennessee Inventory and Appraisal Reports, the existing bridges associated with the proposed projects received the following ratings:

TDOT Region 4 Timber Bridge Replacements - Proposed Bundle 1

Project #	PIN	County	State Route	Log Mile	Feature Intersected	NBI Bridge ID Number	Proposed Improvement	Overall Bridge Rating
31	136185.04	Haywood	SR-180	2.61	Otter Creek	38S80510003	Replacement	Fair
32	136185.05	Haywood	SR-180	2.74	Overflow	38S80510005	Replacement	Poor
29	136185.02	Haywood	SR-87	3.61	Lagoon Creek	38S80460001	Replacement	Fair
30	136185.03	Haywood	SR-87	3.47	Branch	38S80460003	Rehab	Fair
41	136185.01	Haywood	SR-87	2.30	Branch	38SR0870001	Rehab	Fair
46	136185.08	Lauderdale	SR-87	20.76	Drainage Ditch	49S80460003	Replacement	Fair
49	136185.11	Lauderdale	SR-87	11.75	Branch	49SR0870025	Rehab	Poor
50	136185.12	Lauderdale	SR-87	19.11	Branch	49SR0870033	Replacement	Fair
51	136185.13	Lauderdale	SR-371	1.39	Branch	49SR0872003	Replacement	Fair
47	136185.09	Lauderdale	SR-87	5.18	Branch	49SR0870013	Replacement	Poor
48	136185.10	Lauderdale	SR-87	6.42	Branch	49SR0870017	Replacement	Fair

Refer to the Technical Appendices for copies of the March 2025 NBI Tennessee Inventory and Appraisal Reports.

Project Development

Need

The proposed project is needed to address wear and damage to multiple timber bridges in Haywood County and Lauderdale County. The proposed project would replace five timber bridges in Haywood County that provide crossings of SR-87 over Branch and Lagoon Creeks and SR-180 over Otter Creek and Overflow. Six timber bridges would be replaced in Lauderdale County at specific crossings of SR-87 over Branch and a drainage ditch and SR-371 over Branch.

Purpose

The proposed bridge rehabilitation and/or replacement projects are needed to re-establish structurally sound crossings in Haywood County and Lauderdale County that meet current TDOT design standards.

Range of Alternatives

Other than the selected design, were any alternative build designs developed for this project? **No**

No-Build	In the development of design solutions that address the needs outlined above and achieve the purpose of the project, TDOT evaluated the potential consequences should the project not be implemented. This option, known as the No-Build alternative, assumed the continuation of current conditions and set the baseline from which the impacts of the selected design were compared. The No-Build Alternative was not selected, as it does not meet the purpose and need of the proposed project. The No-Build Alternative was not selected as it does not meet the purpose and need of the the proposed project.

Public Involvement

Has there been any public involvement for the project? **No**

Project Design

Existing Conditions and Layout

The previous bridge inspection report from March 2025 describes the existing bridge (Project #29, Bridge #38S80460001, PIN 136185.02) as having a concrete precast deck and asphalt surface. This bridge was built in 1960 with no rehabilitations and a sufficiency rating of 68.8. The two-lane bridge features three spans in the main unit and zero approach spans. The bridge has a total structure length of approximately 57 feet and an out-to-out width of 24.9 feet.

The previous bridge inspection report from March 2025 describes the existing bridge (Project #30, Bridge #38S80460003, PIN 136185.03) as having a concrete precast deck and asphalt surface. This bridge was built in 1960 with no rehabilitations and a sufficiency rating of 79.2. The two-lane bridge features one span in the main unit and zero approach spans. The bridge has a total structure length of approximately 29 feet and an out-to-out width of 28.9 feet.

The previous bridge inspection report from March 2025 describes the existing bridge (Project #31, Bridge #38S80510003, PIN 136185.04) as having a concrete precast deck and asphalt surface. This bridge was built in 1960 with no rehabilitations and a sufficiency rating of 71.9. The two-lane bridge features three spans in the main unit and zero approach spans. The bridge has a total structure length of approximately 57 feet and an out-to-out width of 24.9 feet. SR-180 is a two-lane rural route, locally known as Forked Deer Rd.

The previous bridge inspection report from March 2025 describes the existing bridge (Project #32, Bridge #38S80510005, PIN 136185.05) as having a concrete precast deck and asphalt surface. This bridge was built in 1960 with no rehabilitations and a sufficiency rating of 45.1. The two-lane bridge features four spans in the main unit and zero approach spans. The bridge has a total structure length of approximately 76 feet and an out-to-out width of 24.9 feet.

The previous bridge inspection report from March 2025 describes the existing bridge (Project #41, Bridge #38SR0870001, PIN 136185.01) as having a concrete precast deck and asphalt surface. This bridge was built in 1990 with no rehabilitations and a sufficiency rating of 68.4. The two-lane bridge features one span in the main unit and zero approach spans. The bridge has a total structure length of approximately 29 feet and an out-to-out width of 27.9 feet. SR-87 is a two-lane rural route, locally known as Fulton Rd.

The previous bridge inspection report from March 2025 describes the existing bridge (Project #46, Bridge #49S80460003, PIN 136185.08) as having a concrete precast deck and asphalt surface. This bridge was built in 1992 with no rehabilitations and a sufficiency rating of 87.2. The two-lane bridge features one span in the main unit and zero approach spans. The bridge has a total structure length of approximately 28 feet and an out-to-out width of 29.2 feet. SR-87 is a two-lane rural route, locally known as McFarlin Avenue.

The previous bridge inspection report from March 2025 describes the existing bridge (Project #47, Bridge #49SR0870013, PIN 136185.09) as having a concrete precast deck and asphalt surface. This bridge was built in 1925, was rehabilitated in 1971, and was given a sufficiency rating of 58.0. The two-lane bridge features three spans in the main unit and zero approach spans. The bridge has a total structure length of approximately 52 feet and an out-to-out width of 28.2 feet.

The previous bridge inspection report from March 2025 describes the existing bridge (Project #48, Bridge #49SR0870017, PIN 136185.10) as having a concrete precast deck and asphalt surface. This bridge was built in 1925, was rehabilitated in 1971, and was given a sufficiency rating of 61.9. The two-lane bridge features three spans in the main unit and zero approach spans. The bridge has a total structure length of approximately 51 feet and an out-to-out width of 28.9 feet.

Project Design

The previous bridge inspection report from March 2025 describes the existing bridge (Project #49, Bridge #49SR0870025, PIN 136185.11) as having a concrete precast deck and asphalt surface. This bridge was built in 1986 with no rehabilitations and a sufficiency rating of 20.0. The two-lane bridge features one span in the main unit and zero approach spans. The bridge has a total structure length of approximately 28.5 feet and an out-to-out width of 27.6 feet.

The previous bridge inspection report from March 2025 describes the existing bridge (Project #50, Bridge #49SR0870033, PIN 136185.12) as having a concrete precast deck and asphalt surface. This bridge was built in 1925 with norehabilitations and a sufficiency rating of 45.0. The two-lane bridge features two spans in the main unit and zero approach spans. The bridge has a total structure length of approximately 38 feet and an out-to-out width of 32.8 feet.

The previous bridge inspection report from March 2025 describes the existing bridge (Project #51, Bridge #49SR0872003, PIN 136185.13) as having a concrete precast deck and asphalt surface. This bridge was built in 1991 with no rehabilitations and a sufficiency rating of 70.6. The two-lane bridge features two spans in the main unit and zero approach spans. The bridge has a total structure length of approximately 45.5 feet and an out-to-out width of 28.5 feet.

Proposed Project Description

The proposed project would include bridge replacements in Haywood County:

- SR-87 crossing over Lagoon Creek (Project #29, PIN 136185.02, Bridge #38S80460001)
- SR-180 over Otter Creek (Project #31, PIN 136185.04, Bridge #38S80510003)
- SR-180 over Overflow (Project #32, PIN 136185.05, Bridge #38S80510005)

The proposed project would also include bridge replacements in Lauderdale County:

- SR-87 crossings over Branch (Project #47, PIN 136185.09, Bridge #49SR0870013; Project #48, PIN 136185.10, Bridge #49SR0870017; and Project #50, PIN 136185.12, Bridge #49SR0870033)
- SR-87 crossing over a drainage ditch (Project #46, PIN 136185.08, Bridge #49S80460003)
- SR-371 crossing over Branch (Project #51, PIN 136185.13, Bridge #49SR0872003)

Rehabilitation is needed for Bridge #38SR0870001 (Project # 41, PIN 136185.01) and Bridge #38S80460003 (Project #30, PIN 136185.03) in Haywood County and Bridge #49SR0870025 (Project #49, PIN 136185.11) in Lauderdale County.

Right-of-Way

Does this project require the acquisition of right-of-way or easements? **Yes**

Right-of-Way Acquisition Table						
Project #	PIN	County	State Route	Log Mile	NBI Bridge ID Number	Anticipated ROW (Acres)
31	136185.04	Haywood	SR-180	2.61	38S80510003	1.51
32	136185.05	Haywood	SR-180	2.74	38S80510005	2.34
29	136185.02	Haywood	SR-87	3.61	38S80460001	0.22
30	136185.03	Haywood	SR-87	3.47	38S80460003	0.27
41	136185.01	Haywood	SR-87	2.30	38SR0870001	0.26
46	136185.08	Lauderdale	SR-87	20.76	49S80460003	0.08
49	136185.11	Lauderdale	SR-87	11.75	49SR0870025	0.32
50	136185.12	Lauderdale	SR-87	19.11	49SR0870033	0.64
51	136185.13	Lauderdale	SR-371	1.39	49SR0872003	0.66
47	136185.09	Lauderdale	SR-87	5.18	49SR0870013	0.77
48	136185.10	Lauderdale	SR-87	6.42	49SR0870017	0.86

Anticipated ROW and/or easement acquisition shown in the table above are preliminary estimates and subject to change. Required ROW and easement acquisition amounts will be updated as the designs progress.

Displacements and Relocations

Will this project result in residential, business or non-profit displacements and relocations? **No**

Changes in Access Control

Will changes in access control permanently impact the functional utility of any adjacent parcels? **No**

Traffic Control Measures

At this time, are traffic control measures and temporary access information available? **Yes**

Will this project involve traffic control measures that may result in major traffic disruptions? **Yes**

Disruption Type: Designated detours will result in more than 25 miles of additional travel distance in a rural area.

Detours are designated for each bridge (see "Anticipated Detours" table below); however, specific details for each route are not yet available.

Anticipated Detours						
Project #	PIN	County	State Route	Log Mile	NBI Bridge ID Number	Detour SR Miles (Local Miles)
31	136185.04	Haywood	SR-180	2.61	38S80510003	23 (7)
32	136185.05	Haywood	SR-180	2.74	38S80510005	23 (7)
29	136185.02	Haywood	SR-87	3.61	38S80460001	39 (17)
30	136185.03	Haywood	SR-87	3.47	38S80460003	39 (14)
41	136185.01	Haywood	SR-87	2.30	38SR0870001	39 (14)
46	136185.08	Lauderdale	SR-87	20.76	49S80460003	40 (1)
49	136185.11	Lauderdale	SR-87	11.75	49SR0870025	10 (5)
50	136185.12	Lauderdale	SR-87	19.11	49SR0870033	None (4)
51	136185.13	Lauderdale	SR-371	1.39	49SR0872003	10 (5)
47	136185.09	Lauderdale	SR-87	5.18	49SR0870013	None (42)
48	136185.10	Lauderdale	SR-87	6.42	49SR0870017	None (42)

Environmental Studies

Water Resources

Are there any water resources impacted within the project area? **Yes**

Throughout the design process, TDOT will endeavor to mitigate impacts to streams, wetlands, or any other jurisdictional water resource features through avoidance and minimization. Where impacts cannot be avoided or minimized, compensatory mitigation for permanent impacts would be accomplished either through mitigation banking, In-Lieu Fee (ILF) mitigation, or permittee-responsible mitigation (PRM), to satisfy statutory requirements.

On 08/19/2025, the TDOT Ecology Section provided their response to the ESR. According to their response, Environmental Boundaries Reports (EBRs), dated 07/24/2025 and 08/15/2025 documented the total amount of water resource features within the Environmental Technical Study Area (ETSA) boundary for PINs 136185.04, 136185.05, 136185.08, 136185.11, 136185.12, 136185.13, 136185.09, 136185.10, 136185.02, 136185.03, and 136185.01. These estimates represent the maximum impactable acreage/footage for each feature within the ETSA boundary. The estimated impact amounts will likely reduce as the project scope is defined, and final impact amounts will be determined during TDOT's permitting process.

Water resource tables from the EBRs for PINs 136185.04, 136185.05, 136185.08, 136185.11, 136185.12, 136185.13, 136185.09, 136185.10, 136185.02, 136185.03, 136185.01 may be found in the Technical Appendices.

Species Coordination

U.S. Fish and Wildlife Service (USFWS):

In emails dated 05/21/2025 and 05/22/2025, the USFWS stated, "A review of our database does not indicate that any federally listed or proposed species or designated critical habitat would be impacted by the project. Therefore, based on the best information available at this time, we believe that the requirements of the Endangered Species Act (ESA) are fulfilled for all species that currently receive protection under the ESA. Obligations under section 7 of the ESA should be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed actions is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action."

A copy of one of the USFWS response emails may be found in the Technical Appendices.

Tennessee Wildlife Resources Agency (TWRA):

In letters dated 05/21/2025, TWRA stated that, "The initial information provided by TDOT and the data I have reviewed and compared to the proposed project, conclude that the project is not anticipated to adversely affect any federally or state-listed Endangered, Threatened, or Deemed-In-Need-of-Management species. Based upon these understandings, TWRA does not anticipate adverse impacts upon listed species under our authority due to the project and we have no concerns or objection to the proposed project. Recoordination will be required if new species records are found or if the proposed project plans incorporate critical habitat for listed species of concern."

A copy of one of the TWRA response letters may be found in the Technical Appendices.

Environmental Studies

Tennessee Department of Environment and Conservation (TDEC):

In an ESR response dated 08/19/2025, the TDOT Ecology Section stated, "Based on the information provided, a environmental boundaries reports dated 7/24/25 and 8/15/25 has been completed and uploaded to FileNet for the subject project. Species coordination was completed with TWRA and USFWS for the project, and the coordination documents are included within the EBR and with this response. The projects were deemed to fit Condition #1 of the TDEC DNA MOA. Species coordination for this project is based on current understanding of the project scope, any changes to which could lead to additional coordination being required."

Copies of the Ecology ESR response and the March 2023 Memorandum of Agreement (MOA) between TDOT, Federal Highway Administration Tennessee Division Office (FHWA), and the Tennessee Department of Environment and Conservation Division of Natural Areas (TDEC DNA) may be found in the Technical Appendices.

Floodplain Management

Flood Zone: Multiple Flood Zones.

These grouped bridge projects are in multiple locations and could potentially be located within the Federal Emergency Management Agency (FEMA) defined 100-year floodplain. However, the limited scope of work for these projects would not result in an increase in the regulatory floodway, cause more than a one foot rise in the surface elevation in the base floodplain, increase risk of damage to property and loss of human life, or result in the modification of a watercourse.

Zone AE – Base Flood Elevations Determined.

Three bridges are located in Lauderdale County in "Zone AE - Base Flood Elevations Determined."

- PIN 136185.08, Bridge #49S80460003 is located on FEMA Flood Insurance Rate Map (FIRM) Panel 362 of 500, Map #47097C0362D.
- PIN 136185.13, Bridge #49SR0872003 is located on FEMA FIRM Panel 345 of 500, Map #47097C0345D.

Zone A – No Base Flood Elevations Determined.

Two bridges are located in Haywood County in "Zone A - No Base Flood Elevations Determined."

- PINs 136185.02 (Bridge #38S80460001) and 136185.03 (Bridge #38S80460003) are located on FEMA FIRM Panel 100 of 400, Map #47075C0100D.
- PIN 136185.12, Bridge #49SR0870033 is located on FEMA FIRM Panel 361 of 500, Map #47097C0361D.

Zone X (Shaded Gray) – Area of 500-year Flood.

Two bridges are located in Lauderdale County in "Zone X (Shaded Gray) - Area of 500-year Flood."

- PINs 136185.09 (Bridge #49SR0870013) and 136185.10 (Bridge #49SR0870017) are located on FEMA FIRM Panel 325 of 500, Map #47097C0325D.

Zone X (White) – Area Determined to be Outside the 500-year Floodplain.

Three bridges are located in Haywood County in "Zone X (White) - Area Determined to be Outside the 500-year Floodplain."

- PIN 136185.01 (Bridge #38SR0870001) is located on FEMA FIRM Panel 210 of 400, Map #47075C0210D.
- PINs 136185.04 (Bridge #38S80510003) and 136185.05 (Bridge #38S80510005) are located on FEMA FIRM Panel 100 of 400, Map #47075C0100D.

One bridge is located in Lauderdale County in "Zone X (White) - Area Determined to be Outside the 500-year Floodplain."

- PIN 136185.11 (Bridge #49SR0870025) is located on FEMA FIRM Panel 340 of 500, Map #47097C0340D.

The FEMA FIRM Panels may be found in the Technical Appendices.

Air Quality

Transportation Conformity:

PINs 136185.04, 136185.05, 136185.08, 136185.11, 136185.12, 136185.13, 136185.09, 136185.10, 136185.02, 136185.03, 136185.01

An ESR was distributed to all TDOT Environmental Technical Sections for the above PINs on 06/17/2025. The TDOT Air Quality and Noise Section reviewed the current plans for PINs 136185.04, 136185.05, 136185.08, 136185.11, 136185.12, 136185.13, 136185.09, 136185.10, 136185.02, 136185.03, 136185.01 of the Build Alternative on 06/18/2025 and provided the following response:

"This grouped project is in Counties which are in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project."

Coordination with the TDOT Air Quality and Noise Section is included in the Technical Appendices.

Mobile Source Air Toxics (MSAT):

This project qualifies as a categorical exclusion under 23 CFR 771.117 and, therefore, does not require an evaluation of MSATs per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents" dated January 2023.

Noise

In accordance with FHWA requirements and TDOT's Noise Policy this project is determined to be **Type III**

Farmland

Is this project exempt from the provisions of the Farmland Protection Policy Act (FPPA)? **Yes**

FPPA Exemption: Small Acreage (3 acres or less for an existing bridge or interchange).

Section 4(f)

Does this project involve the use of property protected by Section 4(f) (49 USC 303)? **No**

Section 6(f)

Does this project involve the use of property assisted by the L&WCF? **No**

Cultural Resources

Are any Agreements/Exemptions regarding Cultural Resources applicable to this project? **No**

Are NRHP listed or eligible cultural resources within the project Area of Potential Effect (APE)? **No**

PINs 136185.04, 136185.05, 136185.08, 136185.11, 136185.12, 136185.13, 136185.09, 136185.10, 136185.02, 136185.03, 136185.01

Archaeology Concurrence:

Concurrence from the TN State Historic Preservation Office (TN-SHPO) was received on 09/09/2025.

In a letter dated 09/09/2025, the TN-SHPO advised, "*Considering the information provided, we find that no archaeological resources eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.*"

In a completed ESR dated 10/10/2025, the TDOT Archaeology Section advised, "*SHPO clearance for archaeology was received on 9/09/2025.*"

The coordination response from the TDOT Archaeology Section, the Archaeological Assessment and cover letter provided to the TN-SHPO by TDOT, and the concurrence letter from the TN-SHPO are included in the Technical Appendices.

Historical-Architectural Concurrence:

Concurrence from the TN-SHPO was received on 08/21/2025.

In a letter dated 08/21/2025, the TN-SHPO advised, "*Considering the information provided, we concur that no architectural resources eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.*"

In a completed ESR dated 10/31/2025, the TDOT Historic Preservation Section advised, "*In a letter dated 08/21/2025, the TN-SHPO concurred that there are no architectural resources eligible for listing in the National Register of Historic Places that would be affected by the proposed project. Should there be changes to scope or ROW and easements, further Section 106 coordination may be required.*"

The coordination response from the TDOT Historic Preservation Section, the Level I Architectural Survey Report and cover letter provided to the TN-SHPO by TDOT, and the concurrence letter from the TN-SHPO are included in the Technical Appendices.

Native American Consultation

Does this project require Native American consultation? **No**

Hazardous Materials

Does the project involve any hazardous material sites? **No**

PINs 136185.04, 136185.05, 136185.08, 136185.11, 136185.12, 136185.13, 136185.09, 136185.10, 136185.02, 136185.03, 136185.01

An ESR was distributed to all TDOT Environmental Technical Sections for the above PINs on 06/17/2025. The TDOT Hazardous Materials Section reviewed the current plans for PINs 136185.04, 136185.05, 136185.08, 136185.11, 136185.12, 136185.13, 136185.09, 136185.10, 136185.02, 136185.03, 136185.01 of the Build Alternative on 06/17/2025 and provided the following response:

"Based on the Environmental Technical Study Areas, no known hazardous materials sites affect these projects as shown, and no additional hazardous material studies are recommended at this time...In the event hazardous materials or wastes are encountered within the right-of-way, notification shall be made per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Section 107.08.C. Disposition of hazardous materials or wastes shall be subject to all applicable Federal, State, and local regulations, including the applicable sections of the Federal Resource Conservation and Recovery Act, as amended; the Comprehensive Environmental Response, Compensation, and Liability Act, as amended; and the Tennessee Hazardous Waste Management Act of 1983, as amended."

Coordination with the TDOT Hazardous Materials Section is included in the Technical Appendices.

Environmental Commitments

Does this project involve any environmental commitments? **No**

Additional Environmental Issues

Are there any additional environmental concerns involved with this project? **No**

Conclusion

Review Determination

This soley state-funded highway project qualifies for an environmental evaluation under the Tennessee Department of Transportation's current environmental procedures. This evaluation does not require Federal Highway Administration approval and has been documented in a Tennessee Environmental Evaluation Report.This soley state-funded highway project qualifies for an environmental evaluation under the Tennessee Department of Transportation's current environmental procedures. This evaluation does not require Federal Highway Administration approval and has been documented in a Tennessee Environmental Evaluation Report.

Reference Material

All source material used in support of the information and conclusions presented in this document are included in the attachments and technical appendices. The attachments are located at the end of the environmental document and include information on funding, agency concurrence, applicable agency agreements, and special commitment support. The technical appendices are compiled as a separate document and include the project plans, technical reviews, reports and any other additional information.

Preparer Certification

By signing below, you certify that this document has been prepared in compliance with all applicable environmental laws, regulations and procedures. You can attest to the document's quality, accuracy, and completeness, and that all source material has been compiled and included in the attachments and technical appendices.

Rhiannon Flickinger

Digitally signed by Rhiannon Flickinger
Date: 2025.10.31 15:04:49 -04'00'

Document Preparer

Attachments

Acronyms

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
APE	Area of Potential Effect
BMP	Best Management Practice
CAA	Clean Air Act
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
DEIS	Draft Environmental Impact Statement
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EPH	Ephemeral Stream
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
GIS	Geographic Information System
IAC	Interagency Consultation
LWCF	Land and Water Conservation Fund
LOS	Level of Service
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
NEPA	National Environmental Policy Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
PCE	Programmatic Categorical Exclusion
PIN	Project Identification Number
PM	Particulate Matter
PND	Pond
RCRA	Resource Conservation and Recovery Act
ROD	Record of Decision
ROW	Right-of-Way
RPO	Rural Planning Organization
SIP	State Implementation Plan
SNK	Sinkhole
SR	State Route
STIP	State Transportation Improvement Program
STR	Stream
TDEC	TN Department of Environment and Conservation
TDOT	Tennessee Department of Transportation
TIP	Transportation Improvement Program
SHPO	State Historic Preservation Office
TPO	Transportation Planning Organization
TVA	Tennessee Valley Authority
TWRA	Tennessee Wildlife Resources Agency
USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled
VPD	Vehicles Per Day
WWC	Wet Weather Conveyance

Technical Appendices

Grouped Tennessee Environmental Evaluation Report

Region 4

State Route (SR)-180, SR-87, and SR-371

Various Termini

Haywood and Lauderdale County

PINs 136185.04, 136185.05, 136185.08, 136185.11, 136185.12,

136185.13, 136185.09, 136185.10, 136185.02, 136185.03, 136185.01

Project Design

Environmental Studies Request

Project Information

Route: State Route (SR)-180, SR-87, and SR-371

Termini: Various Termini

County: Multiple Counties

PIN: 136185.04, 136185.05, 136185.08, 136185.11, 136185.12, 136185.13, 136185.09, 136185.10, 136185.02, 136185.03, 136185.01

Request

Request Type: Initial Environmental Study

Project Plans: KMZs and ETSAs

Date of Plans: Multiple

Location: Email Attachment

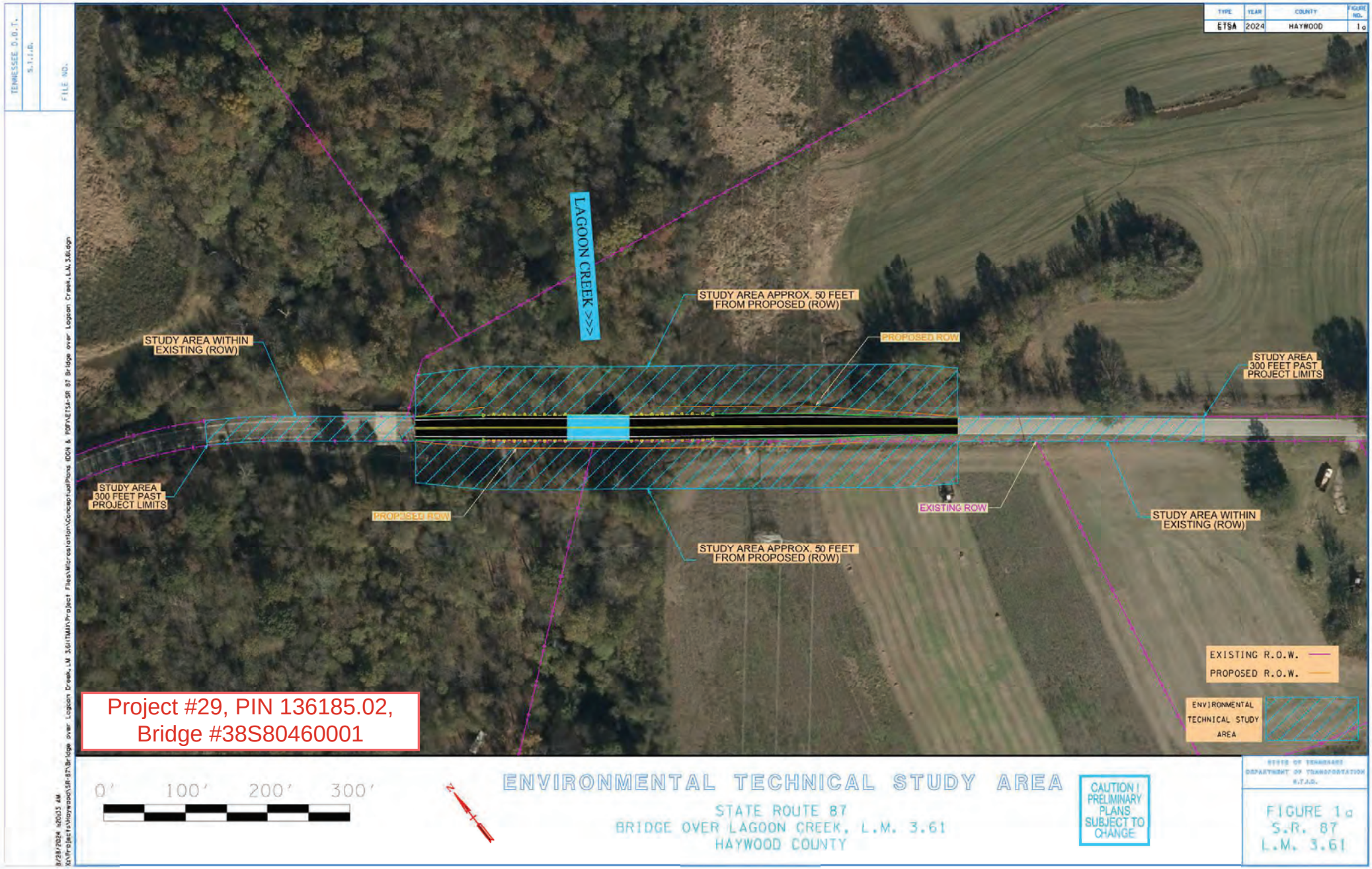
Certification

Requestor: Rhiannon Flickinger

Title: NEPA Planner

Signature: Rhiannon Flickinger

Digitally signed by Rhiannon Flickinger
Date: 2025.06.17 10:55:13 -04'00'


TENNESSEE D.O.T.
S.I.&.D.
FILE NO.
TYPE
YEAR
COUNTY
FIGURE NO.
ETSA
2024
HAYWOOD
1a
LAGOON CREEK >>>
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
PROPOSED ROW
STUDY AREA WITHIN EXISTING (ROW)
STUDY AREA 300 FEET PAST PROJECT LIMITS
STUDY AREA 300 FEET PAST PROJECT LIMITS
PROPOSED ROW
EXISTING ROW
STUDY AREA WITHIN EXISTING (ROW)
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
EXISTING R.O.W.
PROPOSED R.O.W.
ENVIRONMENTAL TECHNICAL STUDY AREA
Project #29, PIN 136185.02,
Bridge #38S80460001
0'
100'
200'
300'
N
ENVIRONMENTAL TECHNICAL STUDY AREA
STATE ROUTE 87
BRIDGE OVER LAGOON CREEK, L.M. 3.61
HAYWOOD COUNTY
CAUTION!
PRELIMINARY
PLANS
SUBJECT TO
CHANGE
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
S.T.A.D.
FIGURE 1a
S.R. 87
L.M. 3.61
8/28/2024 a2d33 AM
K:\Projects\Haywood\SR-87\Bridge over Lagoon Creek, LM 3.61\MAP\Project Files\Microstation\Conceptual Plans (DGN & PDF)\ETSA-SR 87 Bridge over Lagoon Creek, L.M. 3.61.dgn

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

TN TDOT Department of Transportation

BRIDGE ID NUMBER: **38S80460001**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **00000**
ROAD NAME: **FULTON RD.**
CROSSING: **LAGOON CREEK**
LOCATION: **.1 MI S OF SR19**

COUNTY: **HAYWOOD**
ROUTE: **SR087**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **3.61**
SUFFICIENCY RATING: **68.8**

IDENTIFICATION

(16a,b) LATITUDE:	N	35.63094	DEGREES
(17a,b) LONGITUDE:	W	89.41094	DEGREES
(98a) BORDER BRIDGE STATE CODE:			N/A
(98b) PERCENT SHARE:			00
(99) BORDER BRIDGE NUMBER:			NOT APPLICABLE

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **3**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE PRECAST PANELS**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1960**
(106) YEAR THE BRIDGE WAS REHABILITATED: **N/A**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH: **19.0 FT**
(49) TOTAL BRIDGE LENGTH: **57.0 FT**
(50a) LEFT SIDEWALK WIDTH: **0.0 FT**
(50b) RIGHT SIDEWALK WIDTH: **0.0 FT**
(51) BRIDGE CURB TO CURB WIDTH: **24 FT**
(52) BRIDGE OUT TO OUT WIDTH: **24.9 FT**
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH: **19.0 FT**
(33) BRIDGE MEDIAN: **NO MEDIAN**
(34) BRIDGE SKEW: **0 DEGREES**
(35) BRIDGE FLARE: **NO FLARE**
(520) MIN VERTICAL CLEARANCE OVER RD: **100 FT**
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY: **24.0 FT**
(54a) VERT UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(54b) MIN VERTICAL UNDERCLEARANCE: **NOT APPLICABLE**
(55a) HORZ UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(55b) MIN HORZ UNDERCLR ON RIGHT: **NOT APPLICABLE**
(56) MIN HORZ UNDERCLR ON LEFT: **NOT APPLICABLE**

NAVIGATION DATA

(38) NAV CONTROL: **NO NAVIGATION CONTROL**
(39) NAVIGATION VERTICAL CLEARANCE: **N/A**
(116) LIFT BRIDGE VERT CLEARANCE: **N/A**
(40) NAVIGATION HORZ CLEARANCE: **N/A**

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH: **YES**
(104) NATIONAL HIGHWAY SYSTEM: **NOT A NHS ROUTE**
(26) FUNCTIONAL CLASS: **RURAL MAJOR COLLECTOR**
(101) PARALLEL BRIDGE: **NO PARALLEL BRIDGE**
(102) TRAFFIC DIR: **2-WAY TRAFFIC**
(103) TEMPORARY BRIDGE: **NOT APPLICABLE**
(110) NATIONAL TRUCK ROUTE: **NOT ON TRUCK NETWORK**
(37) HISTORICAL CLASS: **BRIDGE IS NOT ELIGIBLE FOR THE NATIONAL REGISTER**

CONDITION RATINGS

(58) DECK: **6**
(59) SUPERSTRUCTURE: **6**
(60) SUBSTRUCTURE: **5**
(61) STREAM CHANNEL AND CHANNEL PROTECTION: **6**
(62) CULVERT CONDITION (IF APPLICABLE): **N**

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING: **H-15-44**
WEIGHT POSTING (2 AXLE VEHICLES): **ALL LEGAL LOADS**
WEIGHT POSTING (3 OR MORE AXLES): **ALL LEGAL LOADS**
(70) BRIDGE POSTING CODE: **5**
(41) WT POSTING STATUS: **WEIGHT POSTED**

APPRAISAL

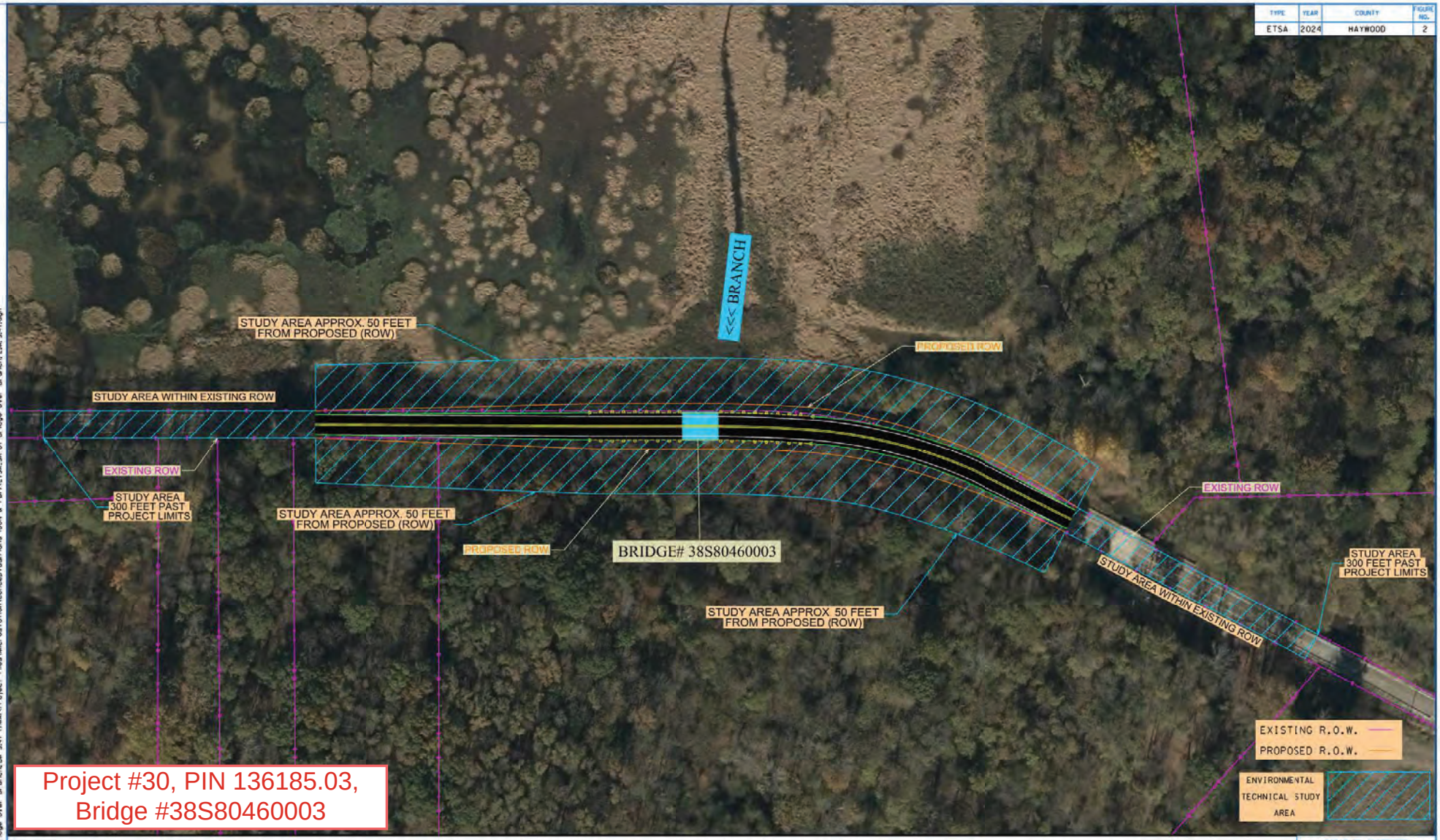
(67) STRUCTURAL EVALUATION: **5**
(68) DECK GEOMETRY: **5**
(69) UNDERCLEARANCE RATING: **N**
(71) WATERWAY ADEQUACY: **7**
(72) APPROACH ROADWAY ALIGNMENT: **8**
(36) TRAFFIC SAFETY FEATURES: **1N11**
(113) SCOUR CONDITION RATING: **3**

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK: **BRIDGE REPLACEMENT**
(76) LENGTH OF BRIDGE IMPROVEMENT: **80.7 FT**
(94) BRIDGE IMPROVEMENT COST: **$470,000.00**
(95) ROADWAY IMPROVEMENT COST: **$48,000.00**
(96) TOTAL PROJECT COST: **$706,000.00**
(97) YEAR OF IMPROVEMENT COST ESTIMATE: **2021**

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION: **8/14/2023**
(91) REGULAR INSPECTION FREQUENCY (MONTHS): **24**
(93b) DATE OF LAST UNDERWATER INSP (MO/YR): **N/A**
(92b) UNDERWATER INSP FREQUENCY (MONTHS): **N00**
(93c) DATE OF SPECIAL INSPECTION (MO/YR): **N/A**
(92c) SPECIAL INSP FREQUENCY (MONTHS): **N00**


TYPE
YEAR
COUNTY
FIGURE NO.
ETSA
2024
HAYWOOD
2
TENNESSEE D.O.T.
S.I.P.
FILE NO.
<<< BRANCH
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
PROPOSED ROW
STUDY AREA WITHIN EXISTING ROW
EXISTING ROW
STUDY AREA 300 FEET PAST PROJECT LIMITS
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
PROPOSED ROW
BRIDGE# 38S80460003
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
EXISTING ROW
STUDY AREA WITHIN EXISTING ROW
STUDY AREA 300 FEET PAST PROJECT LIMITS
EXISTING R.O.W.
PROPOSED R.O.W.
ENVIRONMENTAL TECHNICAL STUDY AREA
Project #30, PIN 136185.03,
Bridge #38S80460003
0'
100'
200'
300'
N
ENVIRONMENTAL TECHNICAL STUDY AREA
STATE ROUTE 87
BRIDGE OVER BRANCH, L.M. 3.47
HAYWOOD COUNTY
CAUTION!
PRELIMINARY
PLANS
SUBJECT TO
CHANGE
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
S.T.A.D.
FIGURE 2
S.R. 87
L.M. 3.47

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

TN TDOT Department of Transportation

BRIDGE ID NUMBER: **38S80460003**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **00000**
ROAD NAME: **FULTON RD.**
CROSSING: **BRANCH**
LOCATION: **.1 MI S OF SR 19**

COUNTY: **HAYWOOD**
ROUTE: **SR087**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **3.47**
SUFFICIENCY RATING: **79.2**

IDENTIFICATION

(16a,b) LATITUDE:	N	35.63178	DEGREES
(17a,b) LONGITUDE:	W	89.41308	DEGREES
(98a) BORDER BRIDGE STATE CODE:			N/A
(98b) PERCENT SHARE:			00
(99) BORDER BRIDGE NUMBER:			NOT APPLICABLE

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **1**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE PRECAST PANELS**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1960**
(106) YEAR THE BRIDGE WAS REHABILITATED: **N/A**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH: **29.0 FT**
(49) TOTAL BRIDGE LENGTH: **29.0 FT**
(50a) LEFT SIDEWALK WIDTH: **0.0 FT**
(50b) RIGHT SIDEWALK WIDTH: **0.0 FT**
(51) BRIDGE CURB TO CURB WIDTH: **27.9 FT**
(52) BRIDGE OUT TO OUT WIDTH: **28.9 FT**
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH: **19.0 FT**
(33) BRIDGE MEDIAN: **NO MEDIAN**
(34) BRIDGE SKEW: **0 DEGREES**
(35) BRIDGE FLARE: **NO FLARE**
(520) MIN VERTICAL CLEARANCE OVER RD: **100 FT**
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY: **27.6 FT**
(54a) VERT UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(54b) MIN VERTICAL UNDERCLEARANCE: **NOT APPLICABLE**
(55a) HORZ UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(55b) MIN HORZ UNDERCLR ON RIGHT: **NOT APPLICABLE**
(56) MIN HORZ UNDERCLR ON LEFT: **NOT APPLICABLE**

NAVIGATION DATA

(38) NAV CONTROL: **NO NAVIGATION CONTROL**
(39) NAVIGATION VERTICAL CLEARANCE: **N/A**
(116) LIFT BRIDGE VERT CLEARANCE: **N/A**
(40) NAVIGATION HORZ CLEARANCE: **N/A**

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH: **YES**
(104) NATIONAL HIGHWAY SYSTEM: **NOT A NHS ROUTE**
(26) FUNCTIONAL CLASS: **RURAL MAJOR COLLECTOR**
(101) PARALLEL BRIDGE: **NO PARALLEL BRIDGE**
(102) TRAFFIC DIR: **2-WAY TRAFFIC**
(103) TEMPORARY BRIDGE: **NOT APPLICABLE**
(110) NATIONAL TRUCK ROUTE: **NOT ON TRUCK NETWORK**
(37) HISTORICAL CLASS: **BRIDGE IS NOT ELIGIBLE FOR THE NATIONAL REGISTER**

CONDITION RATINGS

(58) DECK: **7**
(59) SUPERSTRUCTURE: **6**
(60) SUBSTRUCTURE: **5**
(61) STREAM CHANNEL AND CHANNEL PROTECTION: **7**
(62) CULVERT CONDITION (IF APPLICABLE): **N**

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING: **H-15-44**
WEIGHT POSTING (2 AXLE VEHICLES): **ALL LEGAL LOADS**
WEIGHT POSTING (3 OR MORE AXLES): **ALL LEGAL LOADS**
(70) BRIDGE POSTING CODE: **5**
(41) WT POSTING STATUS: **WEIGHT POSTED**

APPRAISAL

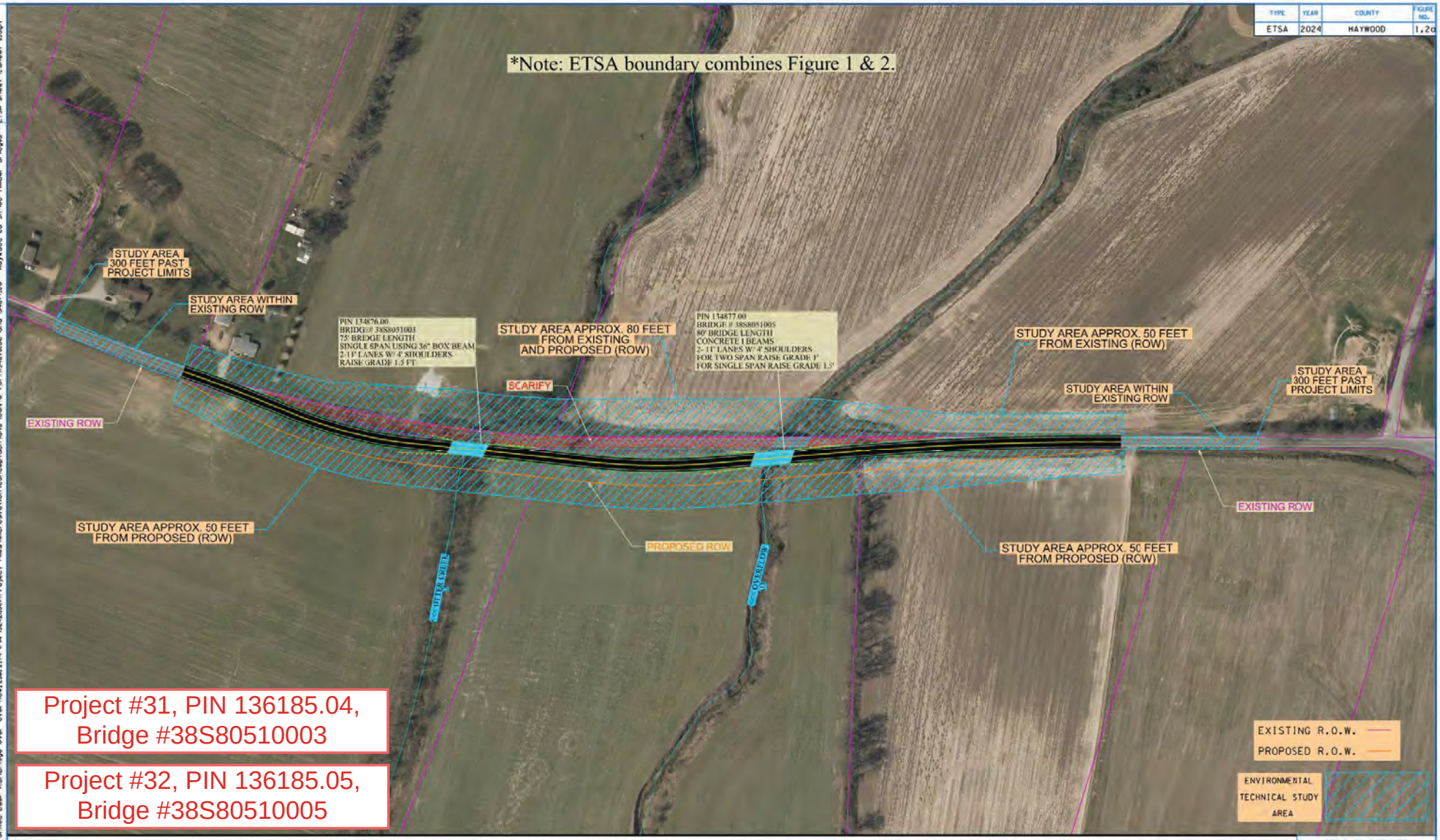
(67) STRUCTURAL EVALUATION: **5**
(68) DECK GEOMETRY: **5**
(69) UNDERCLEARANCE RATING: **N**
(71) WATERWAY ADEQUACY: **6**
(72) APPROACH ROADWAY ALIGNMENT: **8**
(36) TRAFFIC SAFETY FEATURES: **0NN0**
(113) SCOUR CONDITION RATING: **U**

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK: **BRIDGE REHABILITATION**
(76) LENGTH OF BRIDGE IMPROVEMENT: **28.5 FT**
(94) BRIDGE IMPROVEMENT COST: **$146,000.00**
(95) ROADWAY IMPROVEMENT COST: **$15,000.00**
(96) TOTAL PROJECT COST: **$220,000.00**
(97) YEAR OF IMPROVEMENT COST ESTIMATE: **2022**

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION: **8/11/2023**
(91) REGULAR INSPECTION FREQUENCY (MONTHS): **24**
(93b) DATE OF LAST UNDERWATER INSP (MO/YR): **N/A**
(92b) UNDERWATER INSP FREQUENCY (MONTHS): **N00**
(93c) DATE OF SPECIAL INSPECTION (MO/YR): **N/A**
(92c) SPECIAL INSP FREQUENCY (MONTHS): **N00**


*Note: ETSA boundary combines Figure 1 & 2.
TYPE
YEAR
COUNTY
FIGURE NO.
ETSA
2024
HAYWOOD
1,2a
STUDY AREA 300 FEET PAST PROJECT LIMITS
STUDY AREA WITHIN EXISTING ROW
PIN 134876.00
BRIDGE# 38S8051003
75' BRIDGE LENGTH
SINGLE SPAN USING 36" BOX BEAM
2-11' LANES W/ 4' SHOULDERS
RAISE GRADE 1.5 FT
STUDY AREA APPROX. 80 FEET FROM EXISTING AND PROPOSED (ROW)
SCARIFY
PIN 134877.00
BRIDGE # 38S8051005
80' BRIDGE LENGTH
CONCRETE I BEAMS
2- 11' LANES W/ 4' SHOULDERS
FOR TWO SPAN RAISE GRADE 1'
FOR SINGLE SPAN RAISE GRADE 1.5'
STUDY AREA APPROX. 50 FEET FROM EXISTING (ROW)
STUDY AREA WITHIN EXISTING ROW
STUDY AREA 300 FEET PAST PROJECT LIMITS
EXISTING ROW
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
PROPOSED ROW
EXISTING ROW
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
Project #31, PIN 136185.04, Bridge #38S80510003
Project #32, PIN 136185.05, Bridge #38S80510005
EXISTING R.O.W.
PROPOSED R.O.W.
ENVIRONMENTAL TECHNICAL STUDY AREA
0' 200' 400' 600'
ENVIRONMENTAL TECHNICAL STUDY AREA
HAYWOOD COUNTY
BRIDGE OVER OTTER CREEK AND OVERFLOW
SR-180 L.M. 2.52 TO 2.81
CAUTION! PRELIMINARY PLANS SUBJECT TO CHANGE
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION S.T.I.P.
SHEET 1a-2a
S.R. 180
L.M. 2.52 to L.M. 2.81

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

TN TDOT Department of Transportation

BRIDGE ID NUMBER: **38S80510003**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **00000**
ROAD NAME: **FORKED DEER RD.**
CROSSING: **OTTER CREEK**
LOCATION: **.1 MI W OF TULOM RD**

COUNTY: **HAYWOOD**
ROUTE: **SR180**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **2.61**
SUFFICIENCY RATING: **71.9**

IDENTIFICATION

(16a,b) LATITUDE:	N	35.73350	DEGREES
(17a,b) LONGITUDE:	W	89.41408	DEGREES
(98a) BORDER BRIDGE STATE CODE:			N/A
(98b) PERCENT SHARE:			00
(99) BORDER BRIDGE NUMBER:			NOT APPLICABLE

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **3**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE PRECAST PANELS**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1960**
(106) YEAR THE BRIDGE WAS REHABILITATED: **N/A**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH: **19.0 FT**
(49) TOTAL BRIDGE LENGTH: **57.0 FT**
(50a) LEFT SIDEWALK WIDTH: **0.0 FT**
(50b) RIGHT SIDEWALK WIDTH: **0.0 FT**
(51) BRIDGE CURB TO CURB WIDTH: **24 FT**
(52) BRIDGE OUT TO OUT WIDTH: **24.9 FT**
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH: **20.0 FT**
(33) BRIDGE MEDIAN: **NO MEDIAN**
(34) BRIDGE SKEW: **30 DEGREES**
(35) BRIDGE FLARE: **NO FLARE**
(520) MIN VERTICAL CLEARANCE OVER RD: **100 FT**
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY: **24.0 FT**
(54a) VERT UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(54b) MIN VERTICAL UNDERCLEARANCE: **NOT APPLICABLE**
(55a) HORZ UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(55b) MIN HORZ UNDERCLR ON RIGHT: **NOT APPLICABLE**
(56) MIN HORZ UNDERCLR ON LEFT: **NOT APPLICABLE**

NAVIGATION DATA

(38) NAV CONTROL: **NO NAVIGATION CONTROL**
(39) NAVIGATION VERTICAL CLEARANCE: **N/A**
(116) LIFT BRIDGE VERT CLEARANCE: **N/A**
(40) NAVIGATION HORZ CLEARANCE: **N/A**

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH: **YES**
(104) NATIONAL HIGHWAY SYSTEM: **NOT A NHS ROUTE**
(26) FUNCTIONAL CLASS: **RURAL MAJOR COLLECTOR**
(101) PARALLEL BRIDGE: **NO PARALLEL BRIDGE**
(102) TRAFFIC DIR: **2-WAY TRAFFIC**
(103) TEMPORARY BRIDGE: **NOT APPLICABLE**
(110) NATIONAL TRUCK ROUTE: **NOT ON TRUCK NETWORK**
(37) HISTORICAL CLASS: **BRIDGE IS NOT ELIGIBLE FOR THE NATIONAL REGISTER**

CONDITION RATINGS

(58) DECK: **6**
(59) SUPERSTRUCTURE: **5**
(60) SUBSTRUCTURE: **6**
(61) STREAM CHANNEL AND CHANNEL PROTECTION: **6**
(62) CULVERT CONDITION (IF APPLICABLE): **N**

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING: **H-15-44**
WEIGHT POSTING (2 AXLE VEHICLES): **ALL LEGAL LOADS**
WEIGHT POSTING (3 OR MORE AXLES): **ALL LEGAL LOADS**
(70) BRIDGE POSTING CODE: **5**
(41) WT POSTING STATUS: **WEIGHT POSTED**

APPRAISAL

(67) STRUCTURAL EVALUATION: **5**
(68) DECK GEOMETRY: **4**
(69) UNDERCLEARANCE RATING: **N**
(71) WATERWAY ADEQUACY: **6**
(72) APPROACH ROADWAY ALIGNMENT: **8**
(36) TRAFFIC SAFETY FEATURES: **0NNN**
(113) SCOUR CONDITION RATING: **8**

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK: **BRIDGE REPLACEMENT**
(76) LENGTH OF BRIDGE IMPROVEMENT: **80.1 FT**
(94) BRIDGE IMPROVEMENT COST: **$493,000.00**
(95) ROADWAY IMPROVEMENT COST: **$50,000.00**
(96) TOTAL PROJECT COST: **$740,000.00**
(97) YEAR OF IMPROVEMENT COST ESTIMATE: **2022**

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION: **8/21/2023**
(91) REGULAR INSPECTION FREQUENCY (MONTHS): **24**
(93b) DATE OF LAST UNDERWATER INSP (MO/YR): **N/A**
(92b) UNDERWATER INSP FREQUENCY (MONTHS): **N00**
(93c) DATE OF SPECIAL INSPECTION (MO/YR): **N/A**
(92c) SPECIAL INSP FREQUENCY (MONTHS): **N00**

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

TN TDOT Department of Transportation

BRIDGE ID NUMBER: **38S80510005**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **00000**
ROAD NAME: **FORKED DEER RD.**
CROSSING: **OVERFLOW**
LOCATION: **1 MI SW OF HOLCCOM RD**

COUNTY: **HAYWOOD**
ROUTE: **SR180**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **2.74**
SUFFICIENCY RATING: **45.1**

IDENTIFICATION

(16a,b) LATITUDE:	N	35.73458	DEGREES
(17a,b) LONGITUDE:	W	89.41450	DEGREES
(98a) BORDER BRIDGE STATE CODE:			N/A
(98b) PERCENT SHARE:			00
(99) BORDER BRIDGE NUMBER:			NOT APPLICABLE

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **4**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE PRECAST PANELS**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1960**
(106) YEAR THE BRIDGE WAS REHABILITATED: **N/A**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH: **19.0 FT**
(49) TOTAL BRIDGE LENGTH: **76.0 FT**
(50a) LEFT SIDEWALK WIDTH: **0.0 FT**
(50b) RIGHT SIDEWALK WIDTH: **0.0 FT**
(51) BRIDGE CURB TO CURB WIDTH: **24 FT**
(52) BRIDGE OUT TO OUT WIDTH: **24.9 FT**
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH: **18.0 FT**

(33) BRIDGE MEDIAN: **NO MEDIAN**
(34) BRIDGE SKEW: **30 DEGREES**
(35) BRIDGE FLARE: **NO FLARE**
(520) MIN VERTICAL CLEARANCE OVER RD: **100 FT**
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY: **24.0 FT**
(54a) VERT UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(54b) MIN VERTICAL UNDERCLEARANCE: **NOT APPLICABLE**
(55a) HORZ UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(55b) MIN HORZ UNDERCLR ON RIGHT: **NOT APPLICABLE**
(56) MIN HORZ UNDERCLR ON LEFT: **NOT APPLICABLE**

NAVIGATION DATA

(38) NAV CONTROL: **NO NAVIGATION CONTROL**
(39) NAVIGATION VERTICAL CLEARANCE: **N/A**
(116) LIFT BRIDGE VERT CLEARANCE: **N/A**
(40) NAVIGATION HORZ CLEARANCE: **N/A**

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH: **YES**
(104) NATIONAL HIGHWAY SYSTEM: **NOT A NHS ROUTE**
(26) FUNCTIONAL CLASS: **RURAL MAJOR COLLECTOR**
(101) PARALLEL BRIDGE: **NO PARALLEL BRIDGE**
(102) TRAFFIC DIR: **2-WAY TRAFFIC**
(103) TEMPORARY BRIDGE: **NOT APPLICABLE**
(110) NATIONAL TRUCK ROUTE: **NOT ON TRUCK NETWORK**
(37) HISTORICAL CLASS: **BRIDGE IS NOT ELIGIBLE FOR THE NATIONAL REGISTER**

CONDITION RATINGS

(58) DECK: **5**
(59) SUPERSTRUCTURE: **4**
(60) SUBSTRUCTURE: **6**
(61) STREAM CHANNEL AND CHANNEL PROTECTION: **6**
(62) CULVERT CONDITION (IF APPLICABLE): **N**

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING: **H-15-44**
WEIGHT POSTING (2 AXLE VEHICLES): **ALL LEGAL LOADS**
WEIGHT POSTING (3 OR MORE AXLES): **ALL LEGAL LOADS**
(70) BRIDGE POSTING CODE: **5**
(41) WT POSTING STATUS: **WEIGHT POSTED**

APPRAISAL

(67) STRUCTURAL EVALUATION: **4**
(68) DECK GEOMETRY: **4**
(69) UNDERCLEARANCE RATING: **N**
(71) WATERWAY ADEQUACY: **6**
(72) APPROACH ROADWAY ALIGNMENT: **8**
(36) TRAFFIC SAFETY FEATURES: **0NNN**
(113) SCOUR CONDITION RATING: **5**

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK: **BRIDGE WIDENING WITH DECK REPAIR OR REPLACEMENT**
(76) LENGTH OF BRIDGE IMPROVEMENT: **76.1 FT**
(94) BRIDGE IMPROVEMENT COST: **$161,000.00**
(95) ROADWAY IMPROVEMENT COST: **$17,000.00**
(96) TOTAL PROJECT COST: **$242,000.00**
(97) YEAR OF IMPROVEMENT COST ESTIMATE: **2022**

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION: **8/21/2023**
(91) REGULAR INSPECTION FREQUENCY (MONTHS): **24**
(93b) DATE OF LAST UNDERWATER INSP (MO/YR): **N/A**
(92b) UNDERWATER INSP FREQUENCY (MONTHS): **N00**
(93c) DATE OF SPECIAL INSPECTION (MO/YR): **N/A**
(92c) SPECIAL INSP FREQUENCY (MONTHS): **N00**


TENNESSEE D.O.T.
S.T.I.D.
FILE NO.
TYPE
YEAR
COUNTY
FIGURE NO.
ETSA
2024
HAYWOOD
1
STUDY AREA 300 FEET PAST PROJECT LIMITS
PROPOSED ROW
BRIDGE# 38SR0870001
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
STUDY AREA 300 FEET PAST PROJECT LIMITS
STUDY AREA WITHIN EXISTING ROW
STUDY AREA WITHIN EXISTING ROW
EXISTING ROW
EXISTING ROW
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
PROPOSED ROW
BRANCH
EXISTING R.O.W.
PROPOSED R.O.W.
ENVIRONMENTAL TECHNICAL STUDY AREA
Project #41, PIN 136185.01,
Bridge #38SR0870001
0'
100'
200'
300'
ENVIRONMENTAL TECHNICAL STUDY AREA
STATE ROUTE 87
BRIDGE OVER BRANCH, L.M. 2.30
HAYWOOD COUNTY
CAUTION ! PRELIMINARY PLANS SUBJECT TO CHANGE
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
S.T.I.D.
FIGURE 1
S.R. 87
L.M. 2.30
8/5/2024 2:15:05 PM
X:\Projects\Haywood\SR-87\Bridge over Branch,LM 2.30 (TMA)\Project Files\Microstation\ConceptualPlans (ODN & PDF)\ETSA SR 87 Bridge over Branch,LM 2.30.dgn

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

TN TDOT Department of Transportation

BRIDGE ID NUMBER: **38SR0870001**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **00000**
ROAD NAME: **FULTON RD.**
CROSSING: **BRANCH**
LOCATION: **3 MI N OF SR 54**

COUNTY: **HAYWOOD**
ROUTE: **SR087**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **2.30**
SUFFICIENCY RATING: **68.4**

IDENTIFICATION

(16a,b) LATITUDE:	N	35.62431	DEGREES
(17a,b) LONGITUDE:	W	89.43092	DEGREES
(98a) BORDER BRIDGE STATE CODE:			N/A
(98b) PERCENT SHARE:			00
(99) BORDER BRIDGE NUMBER:			NOT APPLICABLE

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **1**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE PRECAST PANELS**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1990**
(106) YEAR THE BRIDGE WAS REHABILITATED: **N/A**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH: **29.0 FT**
(49) TOTAL BRIDGE LENGTH: **29.0 FT**
(50a) LEFT SIDEWALK WIDTH: **0.0 FT**
(50b) RIGHT SIDEWALK WIDTH: **0.0 FT**
(51) BRIDGE CURB TO CURB WIDTH: **26.9 FT**
(52) BRIDGE OUT TO OUT WIDTH: **27.9 FT**
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH: **19.0 FT**
(33) BRIDGE MEDIAN: **NO MEDIAN**
(34) BRIDGE SKEW: **0 DEGREES**
(35) BRIDGE FLARE: **NO FLARE**
(520) MIN VERTICAL CLEARANCE OVER RD: **100 FT**
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY: **27.2 FT**
(54a) VERT UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(54b) MIN VERTICAL UNDERCLEARANCE: **NOT APPLICABLE**
(55a) HORZ UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(55b) MIN HORZ UNDERCLR ON RIGHT: **NOT APPLICABLE**
(56) MIN HORZ UNDERCLR ON LEFT: **NOT APPLICABLE**

NAVIGATION DATA

(38) NAV CONTROL: **NO NAVIGATION CONTROL**
(39) NAVIGATION VERTICAL CLEARANCE: **N/A**
(116) LIFT BRIDGE VERT CLEARANCE: **N/A**
(40) NAVIGATION HORZ CLEARANCE: **N/A**

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH: **YES**
(104) NATIONAL HIGHWAY SYSTEM: **NOT A NHS ROUTE**
(26) FUNCTIONAL CLASS: **RURAL MAJOR COLLECTOR**
(101) PARALLEL BRIDGE: **NO PARALLEL BRIDGE**
(102) TRAFFIC DIR: **2-WAY TRAFFIC**
(103) TEMPORARY BRIDGE: **NOT APPLICABLE**
(110) NATIONAL TRUCK ROUTE: **NOT ON TRUCK NETWORK**
(37) HISTORICAL CLASS: **BRIDGE IS NOT ELIGIBLE FOR THE NATIONAL REGISTER**

CONDITION RATINGS

(58) DECK: **7**
(59) SUPERSTRUCTURE: **6**
(60) SUBSTRUCTURE: **5**
(61) STREAM CHANNEL AND CHANNEL PROTECTION: **6**
(62) CULVERT CONDITION (IF APPLICABLE): **N**

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING: **H-15-44**
WEIGHT POSTING (2 AXLE VEHICLES): **ALL LEGAL LOADS**
WEIGHT POSTING (3 OR MORE AXLES): **ALL LEGAL LOADS**
(70) BRIDGE POSTING CODE: **5**
(41) WT POSTING STATUS: **WEIGHT POSTED**

APPRAISAL

(67) STRUCTURAL EVALUATION: **5**
(68) DECK GEOMETRY: **5**
(69) UNDERCLEARANCE RATING: **N**
(71) WATERWAY ADEQUACY: **6**
(72) APPROACH ROADWAY ALIGNMENT: **8**
(36) TRAFFIC SAFETY FEATURES: **0NN0**
(113) SCOUR CONDITION RATING: **U**

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK: **BRIDGE REHABILITATION**
(76) LENGTH OF BRIDGE IMPROVEMENT: **28.5 FT**
(94) BRIDGE IMPROVEMENT COST: **$146,000.00**
(95) ROADWAY IMPROVEMENT COST: **$15,000.00**
(96) TOTAL PROJECT COST: **$220,000.00**
(97) YEAR OF IMPROVEMENT COST ESTIMATE: **2022**

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION: **8/11/2023**
(91) REGULAR INSPECTION FREQUENCY (MONTHS): **24**
(93b) DATE OF LAST UNDERWATER INSP (MO/YR): **N/A**
(92b) UNDERWATER INSP FREQUENCY (MONTHS): **N00**
(93c) DATE OF SPECIAL INSPECTION (MO/YR): **N/A**
(92c) SPECIAL INSP FREQUENCY (MONTHS): **N00**


TENNESSEE D.O.T.
S.I.I.D.
FILE NO.
TYPE
YEAR
COUNTY
FIGURE NO.
ETSA
2024
LAUDERDALE
2
TENNESSEE CENTRAL RAILROAD
S.R. 209
S.R. 87
EXISTING ROW
PROPOSED ROW
STUDY AREA APPROX. 150 FEET FROM EXISTING CENTERLINE
STUDY AREA WITHIN EXISTING ROW
STUDY AREA APPROX. 50 FEET FROM PROPOSED ROW
STUDY AREA 200 FEET PAST PROJECT LIMITS
STUDY AREA 300 FEET PAST PROJECT LIMITS
BRIDGE# 49S80460003
EXISTING R.O.W.
PROPOSED R.O.W.
ENVIRONMENTAL TECHNICAL STUDY AREA
Project #46, PIN 136185.08,
Bridge #49S80460003
0'
100'
200'
300'
N
ENVIRONMENTAL TECHNICAL STUDY AREA
STATE ROUTE 87
BRIDGE OVER BRANCH, L.M. 20.76
LAUDERDALE COUNTY
CAUTION! PRELIMINARY PLANS SUBJECT TO CHANGE
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
FIGURE 2
S.R. 87
L.M. 20.76

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

BRIDGE ID NUMBER: **49S80460003**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **33360**
ROAD NAME: **MCFARLIN AVE.**
CROSSING: **DRAINAGE DITCH**
LOCATION: **NEAR JCT. OF SR-209**

COUNTY: **LAUDERDALE**
ROUTE: **SR087**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **20.76**
SUFFICIENCY RATING: **87.2**

IDENTIFICATION

(16a,b) LATITUDE: **N 35.67236 DEGREES**
(17a,b) LONGITUDE: **W 89.57269 DEGREES**
(98a) BORDER BRIDGE STATE CODE: **N/A**
(98b) PERCENT SHARE: **00**
(99) BORDER BRIDGE NUMBER: **NOT APPLICABLE**

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **1**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE PRECAST PANELS**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1992**
(106) YEAR THE BRIDGE WAS REHABILITATED: **N/A**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH: **28.0 FT**
(49) TOTAL BRIDGE LENGTH: **28.0 FT**
(50a) LEFT SIDEWALK WIDTH: **0.0 FT**
(50b) RIGHT SIDEWALK WIDTH: **0.0 FT**
(51) BRIDGE CURB TO CURB WIDTH: **27.9 FT**
(52) BRIDGE OUT TO OUT WIDTH: **29.2 FT**
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH: **27.9 FT**
(33) BRIDGE MEDIAN: **NO MEDIAN**
(34) BRIDGE SKEW: **0 DEGREES**
(35) BRIDGE FLARE: **NO FLARE**
(520) MIN VERTICAL CLEARANCE OVER RD: **100 FT**
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY: **27.9 FT**
(54a) VERT UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(54b) MIN VERTICAL UNDERCLEARANCE: **NOT APPLICABLE**
(55a) HORZ UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(55b) MIN HORZ UNDERCLR ON RIGHT: **NOT APPLICABLE**
(56) MIN HORZ UNDERCLR ON LEFT: **NOT APPLICABLE**

NAVIGATION DATA

(38) NAV CONTROL: **NO NAVIGATION CONTROL**
(39) NAVIGATION VERTICAL CLEARANCE: **N/A**
(116) LIFT BRIDGE VERT CLEARANCE: **N/A**
(40) NAVIGATION HORZ CLEARANCE: **N/A**

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH: **YES**
(104) NATIONAL HIGHWAY SYSTEM: **NOT A NHS ROUTE**
(26) FUNCTIONAL CLASS: **URBAN COLLECTOR**
(101) PARALLEL BRIDGE: **NO PARALLEL BRIDGE**
(102) TRAFFIC DIR: **2-WAY TRAFFIC**
(103) TEMPORARY BRIDGE: **NOT APPLICABLE**
(110) NATIONAL TRUCK ROUTE: **NOT ON TRUCK NETWORK**
(37) HISTORICAL CLASS: **HISTORICAL SIGNIFICANCE HAS NOT BEEN DETERMINED**

CONDITION RATINGS

(58) DECK: **7**
(59) SUPERSTRUCTURE: **7**
(60) SUBSTRUCTURE: **6**
(61) STREAM CHANNEL AND CHANNEL PROTECTION: **6**
(62) CULVERT CONDITION (IF APPLICABLE): **N**

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING: **H-15-44**
WEIGHT POSTING (2 AXLE VEHICLES): **ALL LEGAL LOADS**
WEIGHT POSTING (3 OR MORE AXLES): **ALL LEGAL LOADS**
(70) BRIDGE POSTING CODE: **5**
(41) WT POSTING STATUS: **WEIGHT POSTED**

APPRAISAL

(67) STRUCTURAL EVALUATION: **6**
(68) DECK GEOMETRY: **5**
(69) UNDERCLEARANCE RATING: **N**
(71) WATERWAY ADEQUACY: **6**
(72) APPROACH ROADWAY ALIGNMENT: **8**
(36) TRAFFIC SAFETY FEATURES: **0001**
(113) SCOUR CONDITION RATING: **5**

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK: **NOT APPLICABLE**
(76) LENGTH OF BRIDGE IMPROVEMENT: **N/A**
(94) BRIDGE IMPROVEMENT COST:
(95) ROADWAY IMPROVEMENT COST:
(96) TOTAL PROJECT COST:
(97) YEAR OF IMPROVEMENT COST ESTIMATE:

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION: **11/28/2023**
(91) REGULAR INSPECTION FREQUENCY (MONTHS): **24**
(93b) DATE OF LAST UNDERWATER INSP (MO/YR): **N/A**
(92b) UNDERWATER INSP FREQUENCY (MONTHS): **N00**
(93c) DATE OF SPECIAL INSPECTION (MO/YR): **N/A**
(92c) SPECIAL INSP FREQUENCY (MONTHS): **N00**


TYPE
YEAR
COUNTY
FIGURE NO.
ETSA
2024
LAUDERDALE
2
TENNESSEE D.O.T.
S.T.I.P.
FILE NO.
STUDY AREA 300 FEET PAST PROJECT LIMITS
EXISTING ROW
SCARIFY
STUDY AREA WITHIN EXISTING ROW
S.R. 87
STUDY AREA WITHIN EXISTING ROW
STUDY AREA 300 FEET PAST PROJECT LIMITS
STUDY AREA WITHIN EXISTING ROW
PROPOSED ROW
BRIDGE# 49SR0870013
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
EXISTING R.O.W.
PROPOSED R.O.W.
ENVIRONMENTAL TECHNICAL STUDY AREA
Project #47, PIN 136185.09,
Bridge #49SR0870013
0'
125'
250'
375'
N
ENVIRONMENTAL TECHNICAL STUDY AREA
STATE ROUTE 87
BRIDGE OVER BRANCH, L.M. 5.18
LAUDERDALE COUNTY
CAUTION! PRELIMINARY PLANS SUBJECT TO CHANGE
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION S.T.I.P.
FIGURE 2
S.R. 87
L.M. 5.18

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

TN TDOT Department of Transportation

BRIDGE ID NUMBER: **49SR0870013**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **00000**
ROAD NAME: **SR-87**
CROSSING: **BRANCH**
LOCATION: **2.99 MI. E OF SR-207 JCT.**

COUNTY: **LAUDERDALE**
ROUTE: **SR087**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **5.18**
SUFFICIENCY RATING: **58.0**

IDENTIFICATION

(16a,b) LATITUDE:	N	35.63608	DEGREES
(17a,b) LONGITUDE:	W	89.80658	DEGREES
(98a) BORDER BRIDGE STATE CODE:			N/A
(98b) PERCENT SHARE:			00
(99) BORDER BRIDGE NUMBER:			NOT APPLICABLE

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **3**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE PRECAST PANELS**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1925**
(106) YEAR THE BRIDGE WAS REHABILITATED: **1971**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH: **18.0 FT**
(49) TOTAL BRIDGE LENGTH: **52.0 FT**
(50a) LEFT SIDEWALK WIDTH: **0.0 FT**
(50b) RIGHT SIDEWALK WIDTH: **0.0 FT**
(51) BRIDGE CURB TO CURB WIDTH: **27.2 FT**
(52) BRIDGE OUT TO OUT WIDTH: **28.2 FT**
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH: **27.9 FT**
(33) BRIDGE MEDIAN: **NO MEDIAN**
(34) BRIDGE SKEW: **0 DEGREES**
(35) BRIDGE FLARE: **NO FLARE**
(520) MIN VERTICAL CLEARANCE OVER RD: **100 FT**
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY: **27.2 FT**
(54a) VERT UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(54b) MIN VERTICAL UNDERCLEARANCE: **NOT APPLICABLE**
(55a) HORZ UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(55b) MIN HORZ UNDERCLR ON RIGHT: **NOT APPLICABLE**
(56) MIN HORZ UNDERCLR ON LEFT: **NOT APPLICABLE**

NAVIGATION DATA

(38) NAV CONTROL: **NO NAVIGATION CONTROL**
(39) NAVIGATION VERTICAL CLEARANCE: **N/A**
(116) LIFT BRIDGE VERT CLEARANCE: **N/A**
(40) NAVIGATION HORZ CLEARANCE: **N/A**

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH: **YES**
(104) NATIONAL HIGHWAY SYSTEM: **NOT A NHS ROUTE**
(26) FUNCTIONAL CLASS: **RURAL MAJOR COLLECTOR**
(101) PARALLEL BRIDGE: **NO PARALLEL BRIDGE**
(102) TRAFFIC DIR: **2-WAY TRAFFIC**
(103) TEMPORARY BRIDGE: **NOT APPLICABLE**
(110) NATIONAL TRUCK ROUTE: **NOT ON TRUCK NETWORK**
(37) HISTORICAL CLASS: **HISTORICAL SIGNIFICANCE HAS NOT BEEN DETERMINED**

CONDITION RATINGS

(58) DECK: **7**
(59) SUPERSTRUCTURE: **5**
(60) SUBSTRUCTURE: **4**
(61) STREAM CHANNEL AND CHANNEL PROTECTION: **6**
(62) CULVERT CONDITION (IF APPLICABLE): **N**

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING: **H-15-44**
WEIGHT POSTING (2 AXLE VEHICLES): **ALL LEGAL LOADS**
WEIGHT POSTING (3 OR MORE AXLES): **ALL LEGAL LOADS**
(70) BRIDGE POSTING CODE: **5**
(41) WT POSTING STATUS: **WEIGHT POSTED**

APPRAISAL

(67) STRUCTURAL EVALUATION: **4**
(68) DECK GEOMETRY: **6**
(69) UNDERCLEARANCE RATING: **N**
(71) WATERWAY ADEQUACY: **6**
(72) APPROACH ROADWAY ALIGNMENT: **8**
(36) TRAFFIC SAFETY FEATURES: **0000**
(113) SCOUR CONDITION RATING: **5**

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK: **BRIDGE REPLACEMENT**
(76) LENGTH OF BRIDGE IMPROVEMENT: **75.8 FT**
(94) BRIDGE IMPROVEMENT COST: **$442,000.00**
(95) ROADWAY IMPROVEMENT COST: **$45,000.00**
(96) TOTAL PROJECT COST: **$664,000.00**
(97) YEAR OF IMPROVEMENT COST ESTIMATE: **2022**

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION: **11/29/2023**
(91) REGULAR INSPECTION FREQUENCY (MONTHS): **24**
(93b) DATE OF LAST UNDERWATER INSP (MO/YR): **N/A**
(92b) UNDERWATER INSP FREQUENCY (MONTHS): **N00**
(93c) DATE OF SPECIAL INSPECTION (MO/YR): **N/A**
(92c) SPECIAL INSP FREQUENCY (MONTHS): **N00**


TENNESSEE D.O.T.
S.T.I.P.
FILE NO.
TYPE
YEAR
COUNTY
FIGURE NO.
ETSA
2024
LAUDERDALE
2
STUDY AREA WITHIN EXISTING ROW
EXISTING ROW
SCARIFY
STUDY AREA WITHIN EXISTING ROW
STUDY AREA 300 FEET PAST PROJECT LIMITS
STUDY AREA 300 FEET PAST PROJECT LIMITS
STUDY AREA WITHIN EXISTING ROW
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
BRIDGE# 49SR0870017
PROPOSED ROW
EXISTING R.O.W.
PROPOSED R.O.W.
ENVIRONMENTAL TECHNICAL STUDY AREA
Project #48, PIN 136185.10,
Bridge #49SR0870017
0'
125'
250'
375'
ENVIRONMENTAL TECHNICAL STUDY AREA
STATE ROUTE 87
BRIDGE OVER BRANCH, L.M. 6.42
LAUDERDALE COUNTY
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
S.T.I.P.
FIGURE 2
S.R. 87
L.M. 6.42

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

TN TDOT Department of Transportation

BRIDGE ID NUMBER: **49SR0870017**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **00000**
ROAD NAME: **SR-87**
CROSSING: **BRANCH**
LOCATION: **.9 M S OF PETERS RD**

COUNTY: **LAUDERDALE**
ROUTE: **SR087**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **6.42**
SUFFICIENCY RATING: **61.9**

IDENTIFICATION

(16a,b) LATITUDE:	N	35.64539	DEGREES
(17a,b) LONGITUDE:	W	89.78808	DEGREES
(98a) BORDER BRIDGE STATE CODE:			N/A
(98b) PERCENT SHARE:			00
(99) BORDER BRIDGE NUMBER:			NOT APPLICABLE

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **3**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE PRECAST PANELS**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1925**
(106) YEAR THE BRIDGE WAS REHABILITATED: **1971**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH: **17.0 FT**
(49) TOTAL BRIDGE LENGTH: **51.0 FT**
(50a) LEFT SIDEWALK WIDTH: **0.0 FT**
(50b) RIGHT SIDEWALK WIDTH: **0.0 FT**
(51) BRIDGE CURB TO CURB WIDTH: **27.2 FT**
(52) BRIDGE OUT TO OUT WIDTH: **28.9 FT**
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH: **25.9 FT**
(33) BRIDGE MEDIAN: **NO MEDIAN**
(34) BRIDGE SKEW: **0 DEGREES**
(35) BRIDGE FLARE: **NO FLARE**
(520) MIN VERTICAL CLEARANCE OVER RD: **100 FT**
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY: **27.3 FT**
(54a) VERT UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(54b) MIN VERTICAL UNDERCLEARANCE: **NOT APPLICABLE**
(55a) HORZ UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(55b) MIN HORZ UNDERCLR ON RIGHT: **NOT APPLICABLE**
(56) MIN HORZ UNDERCLR ON LEFT: **NOT APPLICABLE**

NAVIGATION DATA

(38) NAV CONTROL: **NO NAVIGATION CONTROL**
(39) NAVIGATION VERTICAL CLEARANCE: **N/A**
(116) LIFT BRIDGE VERT CLEARANCE: **N/A**
(40) NAVIGATION HORZ CLEARANCE: **N/A**

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH: **YES**
(104) NATIONAL HIGHWAY SYSTEM: **NOT A NHS ROUTE**
(26) FUNCTIONAL CLASS: **RURAL MAJOR COLLECTOR**
(101) PARALLEL BRIDGE: **NO PARALLEL BRIDGE**
(102) TRAFFIC DIR: **2-WAY TRAFFIC**
(103) TEMPORARY BRIDGE: **NOT APPLICABLE**
(110) NATIONAL TRUCK ROUTE: **NOT ON TRUCK NETWORK**
(37) HISTORICAL CLASS: **HISTORICAL SIGNIFICANCE HAS NOT BEEN DETERMINED**

CONDITION RATINGS

(58) DECK: **5**
(59) SUPERSTRUCTURE: **5**
(60) SUBSTRUCTURE: **6**
(61) STREAM CHANNEL AND CHANNEL PROTECTION: **6**
(62) CULVERT CONDITION (IF APPLICABLE): **N**

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING: **H-15-44**
WEIGHT POSTING (2 AXLE VEHICLES): **ALL LEGAL LOADS**
WEIGHT POSTING (3 OR MORE AXLES): **ALL LEGAL LOADS**
(70) BRIDGE POSTING CODE: **1**
(41) WT POSTING STATUS: **WEIGHT POSTED**

APPRAISAL

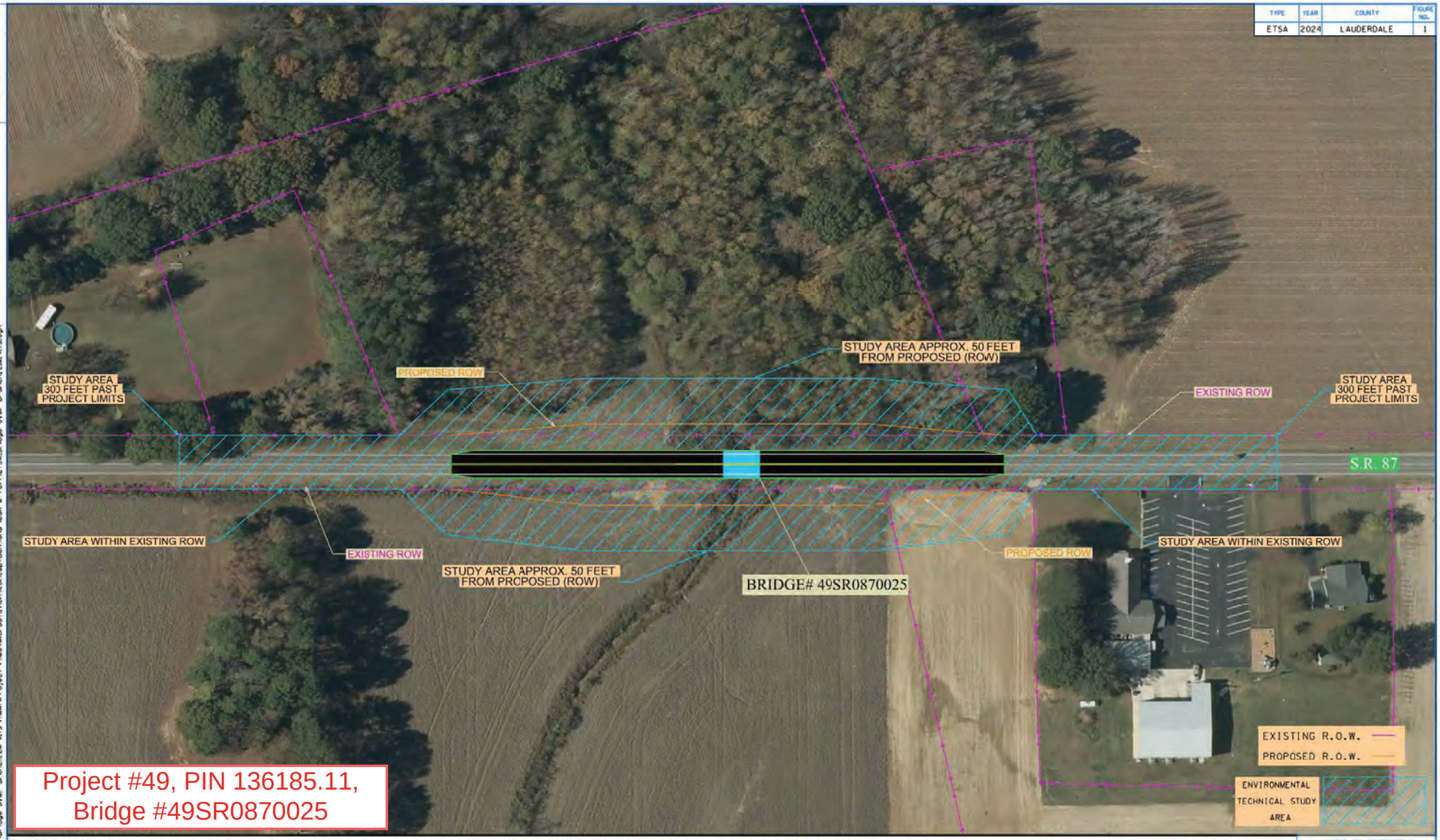
(67) STRUCTURAL EVALUATION: **5**
(68) DECK GEOMETRY: **6**
(69) UNDERCLEARANCE RATING: **N**
(71) WATERWAY ADEQUACY: **6**
(72) APPROACH ROADWAY ALIGNMENT: **8**
(36) TRAFFIC SAFETY FEATURES: **0001**
(113) SCOUR CONDITION RATING: **5**

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK: **BRIDGE REPLACEMENT**
(76) LENGTH OF BRIDGE IMPROVEMENT: **74.1 FT**
(94) BRIDGE IMPROVEMENT COST: **$434,000.00**
(95) ROADWAY IMPROVEMENT COST: **$44,000.00**
(96) TOTAL PROJECT COST: **$652,000.00**
(97) YEAR OF IMPROVEMENT COST ESTIMATE: **2022**

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION: **12/11/2023**
(91) REGULAR INSPECTION FREQUENCY (MONTHS): **24**
(93b) DATE OF LAST UNDERWATER INSP (MO/YR): **N/A**
(92b) UNDERWATER INSP FREQUENCY (MONTHS): **N00**
(93c) DATE OF SPECIAL INSPECTION (MO/YR): **11/2024**
(92c) SPECIAL INSP FREQUENCY (MONTHS): **Y12**


TYPE
YEAR
COUNTY
FIGURE NO.
ETSA
2024
LAUDERDALE
1
TENNESSEE D.O.T.
S.T.I.P.
FILE NO.
STUDY AREA 300 FEET PAST PROJECT LIMITS
PROPOSED ROW
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
EXISTING ROW
STUDY AREA 300 FEET PAST PROJECT LIMITS
S.R. 87
STUDY AREA WITHIN EXISTING ROW
EXISTING ROW
STUDY AREA APPROX. 50 FEET FROM PRCPOSED (ROW)
BRIDGE# 49SR0870025
PROPOSED ROW
STUDY AREA WITHIN EXISTING ROW
EXISTING R.O.W.
PROPOSED R.O.W.
ENVIRONMENTAL TECHNICAL STUDY AREA
Project #49, PIN 136185.11,
Bridge #49SR0870025
0'
100'
200'
300'
ENVIRONMENTAL TECHNICAL STUDY AREA
STATE ROUTE 87
BRIDGE OVER BRANCH, L.M. 11.75
LAUDERDALE COUNTY
CAUTION! PRELIMINARY PLANS SUBJECT TO CHANGE
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION S.T.I.P.
FIGURE 1
S.R. 87
L.M. 11.75

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

TN TDOT Department of Transportation

BRIDGE ID NUMBER: **49SR0870025**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **00000**
ROAD NAME: **SR-87**
CROSSING: **BRANCH**
LOCATION: **0.31 MI. E OF SR-371 JCT.**

COUNTY: **LAUDERDALE**
ROUTE: **SR087**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **11.75**
SUFFICIENCY RATING: **20.0**

IDENTIFICATION

(16a,b) LATITUDE:	N	35.68061	DEGREES
(17a,b) LONGITUDE:	W	89.70639	DEGREES
(98a) BORDER BRIDGE STATE CODE:			N/A
(98b) PERCENT SHARE:			00
(99) BORDER BRIDGE NUMBER:			NOT APPLICABLE

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **1**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE CAST-IN-PLACE**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1986**
(106) YEAR THE BRIDGE WAS REHABILITATED: **N/A**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH: **28.5 FT**
(49) TOTAL BRIDGE LENGTH: **28.5 FT**
(50a) LEFT SIDEWALK WIDTH: **0.0 FT**
(50b) RIGHT SIDEWALK WIDTH: **0.0 FT**
(51) BRIDGE CURB TO CURB WIDTH: **27.6 FT**
(52) BRIDGE OUT TO OUT WIDTH: **27.6 FT**
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH: **22.0 FT**
(33) BRIDGE MEDIAN: **NO MEDIAN**
(34) BRIDGE SKEW: **0 DEGREES**
(35) BRIDGE FLARE: **NO FLARE**
(520) MIN VERTICAL CLEARANCE OVER RD: **100 FT**
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY: **27.7 FT**
(54a) VERT UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(54b) MIN VERTICAL UNDERCLEARANCE: **NOT APPLICABLE**
(55a) HORZ UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(55b) MIN HORZ UNDERCLR ON RIGHT: **NOT APPLICABLE**
(56) MIN HORZ UNDERCLR ON LEFT: **NOT APPLICABLE**

NAVIGATION DATA

(38) NAV CONTROL: **NO NAVIGATION CONTROL**
(39) NAVIGATION VERTICAL CLEARANCE: **N/A**
(116) LIFT BRIDGE VERT CLEARANCE: **N/A**
(40) NAVIGATION HORZ CLEARANCE: **N/A**

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH: **YES**
(104) NATIONAL HIGHWAY SYSTEM: **NOT A NHS ROUTE**
(26) FUNCTIONAL CLASS: **RURAL MAJOR COLLECTOR**
(101) PARALLEL BRIDGE: **NO PARALLEL BRIDGE**
(102) TRAFFIC DIR: **2-WAY TRAFFIC**
(103) TEMPORARY BRIDGE: **NOT APPLICABLE**
(110) NATIONAL TRUCK ROUTE: **NOT ON TRUCK NETWORK**
(37) HISTORICAL CLASS: **HISTORICAL SIGNIFICANCE HAS NOT BEEN DETERMINED**

CONDITION RATINGS

(58) DECK: **6**
(59) SUPERSTRUCTURE: **6**
(60) SUBSTRUCTURE: **6**
(61) STREAM CHANNEL AND CHANNEL PROTECTION: **6**
(62) CULVERT CONDITION (IF APPLICABLE): **N**

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING: **OTHER OR UNKNOWN**
WEIGHT POSTING (2 AXLE VEHICLES): **10 TONS**
WEIGHT POSTING (3 OR MORE AXLES): **31.3 TONS**
(70) BRIDGE POSTING CODE: **5**
(41) WT POSTING STATUS: **WEIGHT POSTED**

APPRAISAL

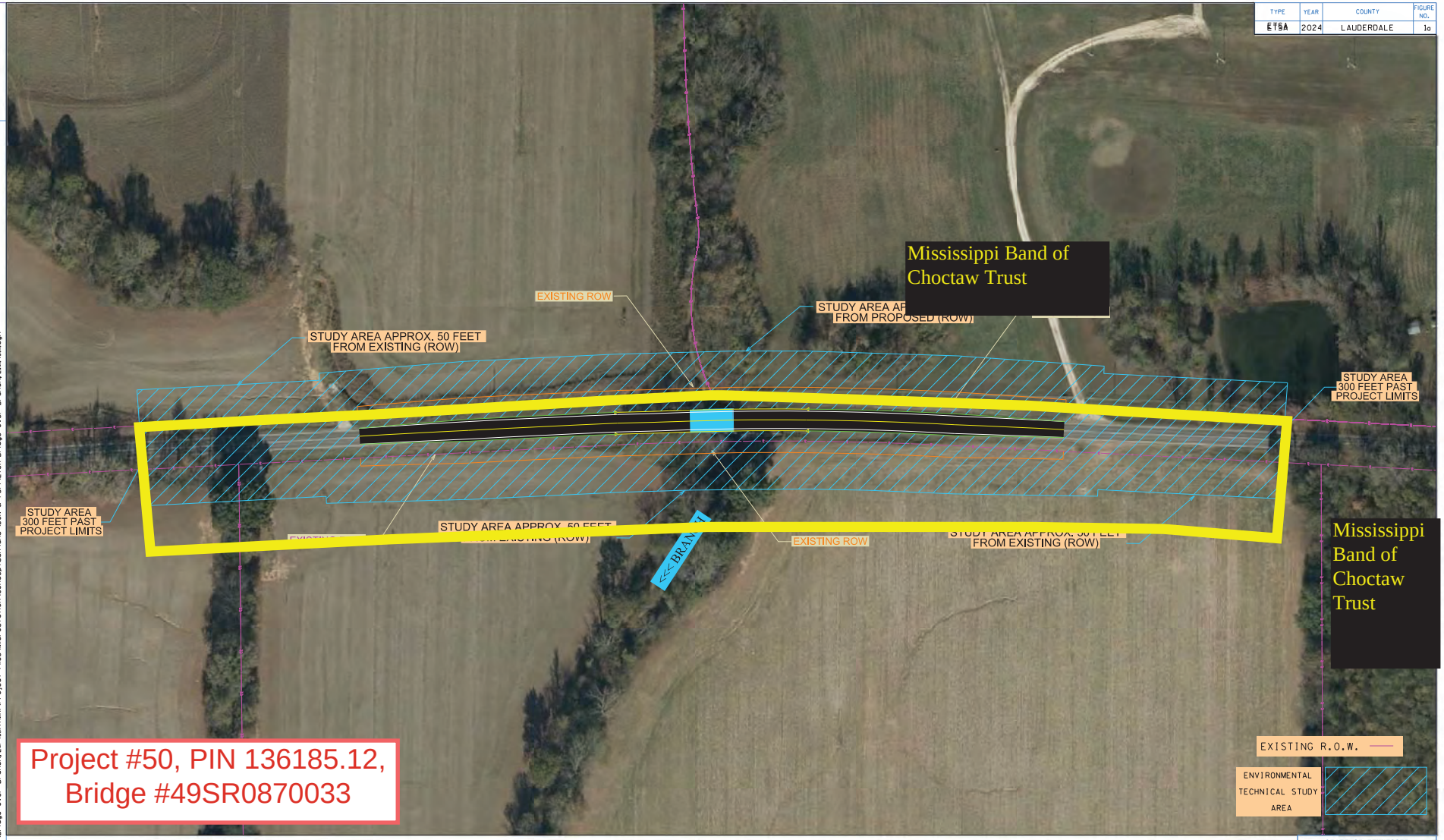
(67) STRUCTURAL EVALUATION: **3**
(68) DECK GEOMETRY: **5**
(69) UNDERCLEARANCE RATING: **N**
(71) WATERWAY ADEQUACY: **6**
(72) APPROACH ROADWAY ALIGNMENT: **8**
(36) TRAFFIC SAFETY FEATURES: **0001**
(113) SCOUR CONDITION RATING: **8**

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK: **BRIDGE REHABILITATION**
(76) LENGTH OF BRIDGE IMPROVEMENT: **28.9 FT**
(94) BRIDGE IMPROVEMENT COST: **$156,000.00**
(95) ROADWAY IMPROVEMENT COST: **$16,000.00**
(96) TOTAL PROJECT COST: **$235,000.00**
(97) YEAR OF IMPROVEMENT COST ESTIMATE: **2021**

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION: **11/30/2023**
(91) REGULAR INSPECTION FREQUENCY (MONTHS): **24**
(93b) DATE OF LAST UNDERWATER INSP (MO/YR): **N/A**
(92b) UNDERWATER INSP FREQUENCY (MONTHS): **N00**
(93c) DATE OF SPECIAL INSPECTION (MO/YR): **N/A**
(92c) SPECIAL INSP FREQUENCY (MONTHS): **N00**


TENNESSEE D.O.T.
S.T.I.D.
FILE NO. ——
TYPE | YEAR | COUNTY | FIGURE NO.
ETSA | 2024 | LAUDERDALE | 1a
Mississippi Band of Choctaw Trust
EXISTING ROW
STUDY AREA APPROX. 50 FEET FROM EXISTING (ROW)
STUDY AREA 300 FEET PAST PROJECT LIMITS
STUDY AREA APPROX. 50 FEET FROM EXISTING (ROW)
EXISTING ROW
STUDY AREA APPROX. 50 FEET FROM EXISTING (ROW)
STUDY AREA 300 FEET PAST PROJECT LIMITS
Mississippi Band of Choctaw Trust
Project #50, PIN 136185.12,
Bridge #49SR0870033
EXISTING R.O.W.
ENVIRONMENTAL TECHNICAL STUDY AREA
0' 125' 250' 375'
N
ENVIRONMENTAL TECHNICAL STUDY AREA
STATE ROUTE 87
BRIDGE OVER BRANCH, L.M. 19.11
LAUDERDALE COUNTY
CAUTION ! PRELIMINARY PLANS SUBJECT TO CHANGE
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION S.T.I.D.
FIGURE 1a
S.R. 87
L.M. 19.11

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

TN TDOT Department of Transportation

BRIDGE ID NUMBER: **49SR0870033**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **00000**
ROAD NAME: **SR-87**
CROSSING: **BRANCH**
LOCATION: **0.54 MI. W OF SR- 3 JCT.**

COUNTY: **LAUDERDALE**
ROUTE: **SR087**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **19.11**
SUFFICIENCY RATING: **45.0**

IDENTIFICATION

(16a,b) LATITUDE:	N	35.68100	DEGREES
(17a,b) LONGITUDE:	W	89.59478	DEGREES
(98a) BORDER BRIDGE STATE CODE:			N/A
(98b) PERCENT SHARE:			00
(99) BORDER BRIDGE NUMBER:			NOT APPLICABLE

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **2**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE PRECAST PANELS**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1925**
(106) YEAR THE BRIDGE WAS REHABILITATED: **N/A**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH: **19.0 FT**
(49) TOTAL BRIDGE LENGTH: **38.0 FT**
(50a) LEFT SIDEWALK WIDTH: **0.0 FT**
(50b) RIGHT SIDEWALK WIDTH: **0.0 FT**
(51) BRIDGE CURB TO CURB WIDTH: **29.5 FT**
(52) BRIDGE OUT TO OUT WIDTH: **32.8 FT**
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH: **29.9 FT**
(33) BRIDGE MEDIAN: **NO MEDIAN**
(34) BRIDGE SKEW: **15 DEGREES**
(35) BRIDGE FLARE: **NO FLARE**
(520) MIN VERTICAL CLEARANCE OVER RD: **100 FT**
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY: **29.5 FT**
(54a) VERT UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(54b) MIN VERTICAL UNDERCLEARANCE: **NOT APPLICABLE**
(55a) HORZ UNDERCLR: **NOT A HIGHWAY OR RAILROAD**
(55b) MIN HORZ UNDERCLR ON RIGHT: **NOT APPLICABLE**
(56) MIN HORZ UNDERCLR ON LEFT: **NOT APPLICABLE**

NAVIGATION DATA

(38) NAV CONTROL: **NO NAVIGATION CONTROL**
(39) NAVIGATION VERTICAL CLEARANCE: **N/A**
(116) LIFT BRIDGE VERT CLEARANCE: **N/A**
(40) NAVIGATION HORZ CLEARANCE: **N/A**

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH: **YES**
(104) NATIONAL HIGHWAY SYSTEM: **NOT A NHS ROUTE**
(26) FUNCTIONAL CLASS: **URBAN COLLECTOR**
(101) PARALLEL BRIDGE: **NO PARALLEL BRIDGE**
(102) TRAFFIC DIR: **2-WAY TRAFFIC**
(103) TEMPORARY BRIDGE: **NOT APPLICABLE**
(110) NATIONAL TRUCK ROUTE: **NOT ON TRUCK NETWORK**
(37) HISTORICAL CLASS: **HISTORICAL SIGNIFICANCE HAS NOT BEEN DETERMINED**

CONDITION RATINGS

(58) DECK: **5**
(59) SUPERSTRUCTURE: **5**
(60) SUBSTRUCTURE: **6**
(61) STREAM CHANNEL AND CHANNEL PROTECTION: **6**
(62) CULVERT CONDITION (IF APPLICABLE): **N**

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING: **H-15-44**
WEIGHT POSTING (2 AXLE VEHICLES): **ALL LEGAL LOADS**
WEIGHT POSTING (3 OR MORE AXLES): **ALL LEGAL LOADS**
(70) BRIDGE POSTING CODE: **5**
(41) WT POSTING STATUS: **WEIGHT POSTED**

APPRAISAL

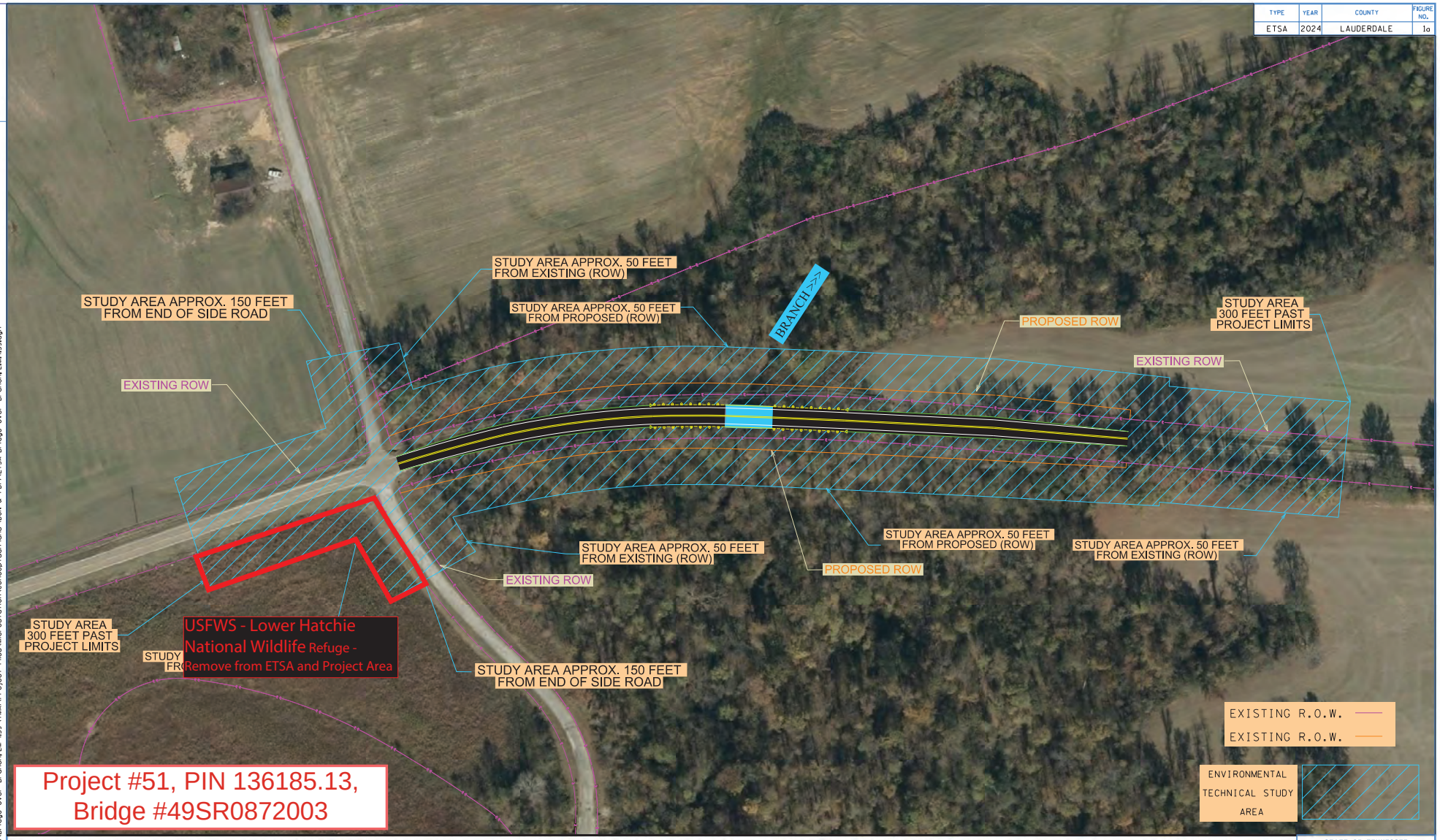
(67) STRUCTURAL EVALUATION: **4**
(68) DECK GEOMETRY: **4**
(69) UNDERCLEARANCE RATING: **N**
(71) WATERWAY ADEQUACY: **6**
(72) APPROACH ROADWAY ALIGNMENT: **8**
(36) TRAFFIC SAFETY FEATURES: **0001**
(113) SCOUR CONDITION RATING: **5**

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK: **BRIDGE REPLACEMENT**
(76) LENGTH OF BRIDGE IMPROVEMENT: **60 FT**
(94) BRIDGE IMPROVEMENT COST: **$484,000.00**
(95) ROADWAY IMPROVEMENT COST: **$49,000.00**
(96) TOTAL PROJECT COST: **$727,000.00**
(97) YEAR OF IMPROVEMENT COST ESTIMATE: **2022**

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION: **11/16/2023**
(91) REGULAR INSPECTION FREQUENCY (MONTHS): **24**
(93b) DATE OF LAST UNDERWATER INSP (MO/YR): **N/A**
(92b) UNDERWATER INSP FREQUENCY (MONTHS): **N00**
(93c) DATE OF SPECIAL INSPECTION (MO/YR): **N/A**
(92c) SPECIAL INSP FREQUENCY (MONTHS): **N00**


TYPE | YEAR | COUNTY | FIGURE NO.
ETSA | 2024 | LAUDERDALE | 1a
TENNESSEE D.O.T.
S.T.I.D.
FILE NO.
STUDY AREA APPROX. 150 FEET FROM END OF SIDE ROAD
STUDY AREA APPROX. 50 FEET FROM EXISTING (ROW)
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
BRANCH
PROPOSED ROW
STUDY AREA 300 FEET PAST PROJECT LIMITS
EXISTING ROW
EXISTING ROW
STUDY AREA APPROX. 50 FEET FROM PROPOSED (ROW)
STUDY AREA APPROX. 50 FEET FROM EXISTING (ROW)
PROPOSED ROW
STUDY AREA APPROX. 50 FEET FROM EXISTING (ROW)
EXISTING ROW
STUDY AREA 300 FEET PAST PROJECT LIMITS
USFWS - Lower Hatchie National Wildlife Refuge - Remove from ETSA and Project Area
STUDY AREA APPROX. 150 FEET FROM END OF SIDE ROAD
EXISTING R.O.W.
EXISTING R.O.W.
ENVIRONMENTAL TECHNICAL STUDY AREA
Project #51, PIN 136185.13, Bridge #49SR0872003
0' 125' 250' 375'
N
ENVIRONMENTAL TECHNICAL STUDY AREA
STATE ROUTE 371
BRIDGE OVER BRANCH, L.M. 1.39
LAUDERDALE COUNTY
CAUTION ! PRELIMINARY PLANS SUBJECT TO CHANGE
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION S.T.I.D.
FIGURE 1a
S.R. 371
L.M. 1.39
4/24/2024 8:50:25 AM
X:\Projects\Lauderdale\SR-371\Bridge over Branch, LM 1.39 (TMA)\Project Files\Microstation\Conceptual Plans (DGN & PDF)\ETSA-Bridge over Branch, LM 1.39.dgn

NATIONAL BRIDGE INVENTORY
TENNESSEE INVENTORY AND APPRAISAL REPORT

BRIDGE ID NUMBER: **49SR0872003**
BRIDGE OWNER: **STATE OF TENNESSEE**
FIPS CODE: **00000**
ROAD NAME: **SR-371**
CROSSING: **BRANCH**
LOCATION: **6 MI W OF HENNING**

COUNTY: **LAUDERDALE**
ROUTE: **SR371**
SPECIAL CASE: **0**
COUNTY SEQUENCE: **1**
LOG MILE: **1.39**
SUFFICIENCY RATING: **70.6**

IDENTIFICATION

(16a,b) LATITUDE:	N	35.67483	DEGREES
(17a,b) LONGITUDE:	W	89.68422	DEGREES
(98a) BORDER BRIDGE STATE CODE:			N/A
(98b) PERCENT SHARE:			00
(99) BORDER BRIDGE NUMBER:			NOT APPLICABLE

BRIDGE TYPE AND MATERIAL

(43a) MAIN SPAN MATERIAL: **CONCRETE**
(44a) APPR SPAN MATERIAL: **NOT APPLICABLE**

(45) NUMBER OF MAIN SPANS: **2**
(46) NUMBER OF APPROACH SPANS: **0**
(107) TYPE OF DECK: **CONCRETE PRECAST PANELS**
(108) TYPE OF WEARING SURFACE AND DECK PROTECTION:
A) TYPE OF SURFACE: **ASPHALT**
B) TYPE MEMBRANE: **NONE**
C) TYPE PROTECTION: **NONE**

AGE AND SERVICE

(27) YEAR THE BRIDGE WAS BUILT: **1991**
(106) YEAR THE BRIDGE WAS REHABILITATED: **N/A**
(42a) SERVICE ON BRIDGE: **HIGHWAY**
(42b) UNDER BRIDGE: **WATERWAY**
(28a) NUMBER OF LANES CARRIED BY BRIDGE: **2**
(28b) NUMBER OF LANES UNDER THE BRIDGE: **0**

GEOMETRIC DATA

(48) MAXIMUM SPAN LENGTH:	28.5 FT
(49) TOTAL BRIDGE LENGTH:	45.5 FT
(50a) LEFT SIDEWALK WIDTH:	0.0 FT
(50b) RIGHT SIDEWALK WIDTH:	0.0 FT
(51) BRIDGE CURB TO CURB WIDTH:	27.6 FT
(52) BRIDGE OUT TO OUT WIDTH:	28.5 FT
(32) APPROACH ROADWAY (W/ SHLDS) WIDTH:	20.0 FT
(33) BRIDGE MEDIAN:	NO MEDIAN
(34) BRIDGE SKEW:	0 DEGREES
(35) BRIDGE FLARE:	NO FLARE
(520) MIN VERTICAL CLEARANCE OVER RD:	100 FT
(47) MIN HORIZONTAL CLEARANCE ON ROADWAY:	27.7 FT
(54a) VERT UNDERCLR:	NOT A HIGHWAY OR RAILROAD
(54b) MIN VERTICAL UNDERCLEARANCE:	NOT APPLICABLE
(55a) HORZ UNDERCLR:	NOT A HIGHWAY OR RAILROAD
(55b) MIN HORZ UNDERCLR ON RIGHT:	NOT APPLICABLE
(56) MIN HORZ UNDERCLR ON LEFT:	NOT APPLICABLE

NAVIGATION DATA

(38) NAV CONTROL:	NO NAVIGATION CONTROL
(39) NAVIGATION VERTICAL CLEARANCE:	N/A
(116) LIFT BRIDGE VERT CLEARANCE:	N/A
(40) NAVIGATION HORZ CLEARANCE:	N/A

PUBLICATION DATE
07-Mar-25

CLASSIFICATION

(112) MEETS NBIS BRIDGE LENGTH:	YES
(104) NATIONAL HIGHWAY SYSTEM:	NOT A NHS ROUTE
(26) FUNCTIONAL CLASS:	RURAL MAJOR COLLECTOR
(101) PARALLEL BRIDGE:	NO PARALLEL BRIDGE
(102) TRAFFIC DIR:	2-WAY TRAFFIC
(103) TEMPORARY BRIDGE:	NOT APPLICABLE
(110) NATIONAL TRUCK ROUTE:	NOT ON TRUCK NETWORK
(37) HISTORICAL CLASS:	BRIDGE IS NOT ELIGIBLE FOR THE NATIONAL REGISTER

CONDITION RATINGS

(58) DECK:	6
(59) SUPERSTRUCTURE:	5
(60) SUBSTRUCTURE:	6
(61) STREAM CHANNEL AND CHANNEL PROTECTION:	5
(62) CULVERT CONDITION (IF APPLICABLE):	N

DESIGN LOAD AND WEIGHT POSTING

(31) DESIGN LOADING:	HS-20-44
WEIGHT POSTING (2 AXLE VEHICLES):	ALL LEGAL LOADS
WEIGHT POSTING (3 OR MORE AXLES):	ALL LEGAL LOADS
(70) BRIDGE POSTING CODE:	5
(41) WT POSTING STATUS:	WEIGHT POSTED

APPRAISAL

(67) STRUCTURAL EVALUATION:	5
(68) DECK GEOMETRY:	5
(69) UNDERCLEARANCE RATING:	N
(71) WATERWAY ADEQUACY:	6
(72) APPROACH ROADWAY ALIGNMENT:	8
(36) TRAFFIC SAFETY FEATURES:	0N01
(113) SCOUR CONDITION RATING:	7

RECOMMENDED IMPROVEMENTS

(75) TYPE OF WORK:	BRIDGE REPLACEMENT
(76) LENGTH OF BRIDGE IMPROVEMENT:	67.9 FT
(94) BRIDGE IMPROVEMENT COST:	$485,000.00
(95) ROADWAY IMPROVEMENT COST:	$49,000.00
(96) TOTAL PROJECT COST:	$728,000.00
(97) YEAR OF IMPROVEMENT COST ESTIMATE:	2022

INSPECTION DATES

(90) DATE OF LAST REGULAR INSPECTION:	12/4/2023
(91) REGULAR INSPECTION FREQUENCY (MONTHS):	24
(93b) DATE OF LAST UNDERWATER INSP (MO/YR):	N/A
(92b) UNDERWATER INSP FREQUENCY (MONTHS):	N00
(93c) DATE OF SPECIAL INSPECTION (MO/YR):	N/A
(92c) SPECIAL INSP FREQUENCY (MONTHS):	N00

Ecology

Environmental Study

Technical Section

Section: Ecology

Study Results

Based on the information provided, a environmental boundaries reports dated 7/24/25 and 8/15/25 has been completed and uploaded to FileNet for the subject project. Species coordination was completed with TWRA and USFWS for the project, and the coordination documents are included within the EBR and with this response. The projects were deemed to fit Condition #1 of the TDEC DNA MOA. Species coordination for this project is based on current understanding of the project scope, any changes to which could lead to additional coordination being required.

Commitments

Did the study of this project result in any environmental commitments? **No**

Additional Information

Is there any additional information or material included with this study? **Yes**

Type: Impact Tables

Location: Email Attachment

Certification

Responder: Rita M. Thompson

Title: Statewide Technical Specialist

Signature: 

Digitally signed by Rita Thompson
Date: 2025.08.19 13:30:01 -05'00'

Haywood County SR-180

Project Name: R4 Timber Bridge Bundle Project **PIN:** 136185.01

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/22/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)									
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**		**USACE Jurisdiction**	**Quality**	**Amount (Linear Feet)**	**Amount (Acres)**
WWC-1/UDF-1	Wet Weather Conveyance/Upland Drainage	35.624177	-89.431454	Lagoon Creek		No	Not Applicable	397	0.01
WWC-2/UDF-2	Wet Weather Conveyance/Upland Drainage	35.62426	-89.431551	Lagoon Creek		No	Not Applicable	385	0.01
STR-1	Perennial Stream	35.624545	-89.430903	Lagoon Creek		Yes	Unassessed	166	0.11
WWC-3/EPH-1	Wet Weather Conveyance/Ephemeral Stream	35.624697	-89.430992	Lagoon Creek		No	Not Applicable	51	0
WWC-4/UDF-3	Wet Weather Conveyance/Upland Drainage	35.624887	-89.430433	Lagoon Creek		No	Not Applicable	383	0.01
							Total:	1,382	0.14

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined througout project development.

Haywood County SR-180

Project Name: R4 Timber Bridge Bundle Project **PIN:** 136185.02

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/22/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)

Label	Type	Latitude	Longitude	Receiving Waters		USACE Jurisdiction	Quality	Amount (Linear Feet)	Amount (Acres)
WWC-1/UDF-1	Wet Weather Conveyance/Upland Drainage	35.731019	-89.413933	Lagoon Creek		No	Not Applicable	518	0.03
STR-1	Intermittent Stream	35.732172	-89.414074	Lagoon Creek		Yes	Not Supporting	533	0.02
WWC-2/EPH-1	Wet Weather Conveyance/Upland Drainage	35.732647	-89.413964	Lagoon Creek		No	Not Applicable	120	0.01
STR-2	Perennial Stream	35.732988	-89.414265	Lagoon Creek		Yes	Not Supporting	377	0.19
							Total:	1,548	0.25

Water Resources (Wetland)*

Label	Type	Latitude	Longitude	Receiving Waters	TDEC Jurisdiction	USACE Jurisdiction	Quality	Amount (Acres)
WTL-1	Forested	35.63119	-89.411035	Lagoon Creek	Non-Isolated	Yes	Moderate Resource Value	0.06
WTL-1	Emergent	35.63065	-89.410688	Lagoon Creek	Non-Isolated	Yes	Moderate Resource Value	0.06
WTL-2	Forested	35.630375	-89.409739	Lagoon Creek	Non-Isolated	Yes	Low Resource Value	0.46
							Total:**	0.58

*Unless described otherwise in the NEPA document; all wetlands are presumed to serve the following functions to varying degrees, based on location: wildlife habitat, flood storage, groundwater recharge, nutrient processing, contaminant filtering, and recreation.

**For the purposes of the NEPA document, Amount is assumed to be Permanent Loss.

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined througout project development.

Haywood County SR-180

Project Name: R4 Timber Bridge Bundle Project **PIN:** 136185.03

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/22/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)

Label	Type	Latitude	Longitude	Receiving Waters		USACE Jurisdiction	Quality	Amount (Linear Feet)	Amount (Acres)
STR-1	Perennial Stream	35.63194	-89.413242	Lagoon Creek		Yes	Not Supporting	713	0.11
STR-2	Perennial Stream	35.63178	-89.41303	Lagoon Creek		Yes	Not Applicable	107	0.06
WWC-1/EPH-1	Wet Weather Conveyance/Ephemeral Stream	35.631964	-89.412862	Lagoon Creek		No	Not Supporting	48	0
							Total:	868	0.17

Water Resources (Wetland)*								
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**	**TDEC Jurisdiction**	**USACE Jurisdiction**	**Quality**	**Amount (Acres)**
WTL-1	Forested	35.632015	-89.413264	Lagoon Creek	Non-Isolated	Yes	Moderate Resource Value	1.4
							Total:**	1.4

*Unless described otherwise in the NEPA document; all wetlands are presumed to serve the following functions to varying degrees, based on location: wildlife habitat, flood storage, groundwater recharge, nutrient processing, contaminant filtering, and recreation.

**For the purposes of the NEPA document, Amount is assumed to be Permanent Loss.

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined througout project development.

Project Name: Haywood County SR-180 R4 Timber Bridge Bundle Project **PIN:** 136185.04

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/21/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)

Label	Type	Latitude	Longitude	Receiving Waters		USACE Jurisdiction	Quality	Amount (Linear Feet)	Amount (Acres)
WWC-1/UDF-1	Wet Weather Conveyance/Upland Drainage	35.731019	-89.413933	Pond Creek		No	Not Applicable	518	0.03
STR-1	Intermittent Stream	35.732172	-89.414074	Pond Creek		Yes	Not Supporting	533	0.02
WWC-1a/UDF-1a	Wet Weather Conveyance/Upland Drainage	35.732647	-89.413964	Pond Creek		No	Not Applicable	120	0.01
STR-2	Perennial Stream	35.732988	-89.414265	Pond Creek		Yes	Not Supporting	377	0.19
WWC-2/UDF-2	Wet Weather Conveyance/Upland Drainage	35.732902	-89.414315	Pond Creek		No	Not Applicable	36	0.001
							Total:	1,584	0.25

Water Resources (Wetland)*

Label	Type	Latitude	Longitude	Receiving Waters	TDEC Jurisdiction	USACE Jurisdiction	Quality	Amount (Acres)
WTL-1	Forested	35.732097	-89.413838	Pond Creek	Isolated	No	Low Resource Value	0.06
							Total:**	0.06

*Unless described otherwise in the NEPA document; all wetlands are presumed to serve the following functions to varying degrees, based on location: wildlife habitat, flood storage, groundwater recharge, nutrient processing, contaminant filtering, and recreation.

**For the purposes of the NEPA document, Amount is assumed to be Permanent Loss.

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined througout project development.

Project Name: Haywood County SR-180 R4 Timber Bridge Bundle Project **PIN:** 136185.05

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/21/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)

Label	Type	Latitude	Longitude	Receiving Waters		USACE Jurisdiction	Quality	Amount (Linear Feet)	Amount (Acres)
STR-1	Perennial Stream	35.734631	-89.414572	Pond Creek		Yes	Not Supporting	263	0.12
WWC-1/UDF-1	Wet Weather Conveyance/Upland Drainage	35.735629	-89.414999	Pond Creek		No	Not Applicable	709	0.02
STR-2	Intermittent Stream	35.735255	-89.414721	Pond Creek		Yes	Not Supporting	750	0.06
							Total:	1,722	0.20

Lauderdale County SR-87

Project Name: R4 Timber Bridge Bundle Project **PIN:** 136185.08

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/22/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)									
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**		**USACE Jurisdiction**	**Quality**	**Amount (Linear Feet)**	**Amount (Acres)**
STR-1	Perennial Stream	35.672373	-89.572683	Hatchie River		Yes	Not Supporting/Impaired	194	0.09
							Total:	194	0.09

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined througout project development.

Lauderale County SR-87

Project Name: R4 Timber Bridge Bundle Project **PIN:** 136185.09

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/22/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)									
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**		**USACE Jurisdiction**	**Quality**	**Amount (Linear Feet)**	**Amount (Acres)**
STR-1	Perennial Stream	35.636059	-89.806413	Hatchie River		Yes	Not Supporting/Impaired	194	0.04
WWC-1/UDF-1	Wet Weather Conveyance/Upland Drainage	35.637329	-89.80527	Hatchie River		No	Not Applicable	164	0
							Total:	358	0.04

Water Resources (Wetland)*								
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**	**TDEC Jurisdiction**	**USACE Jurisdiction**	**Quality**	**Amount (Acres)**
WTL-1	Forested	35.635579	-89.806959	Hatchie River	Isolated	No	Low Resource Value	0.04
WTL-1	Forested	35.674108	-89.683061	Hatchie River	Isolated	No	Low Resource Value	0.01
							Total:**	0.05

*Unless described otherwise in the NEPA document; all wetlands are presumed to serve the following functions to varying degrees, based on location: wildlife habitat, flood storage, groundwater recharge, nutrient processing, contaminant filtering, and recreation.

**For the purposes of the NEPA document, Amount is assumed to be Permanent Loss.

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined througout project development.

Lauderdale County SR-87

Project Name: R4 Timber Bridge Bundle Project **PIN:** 136185.10

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/22/2025, 7/31/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)									
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**		**USACE Jurisdiction**	**Quality**	**Amount (Linear Feet)**	**Amount (Acres)**
WWC-1/EPH-1	Wet Weather Conveyance/Ephemeral Stream	35.644357	-89.790302	Hatchie River		Yes	Not Applicable	403	0.02
STR-1	Perennial Stream	35.64474	-89.789118	Hatchie River		Yes	Unassessed	209	0.01
STR-2	Perennial Stream	35.645439	-89.788082	Hatchie River		Yes	Unassessed	160	0.05
STR-3	Perennial Stream	35.646554	-89.786586	Hatchie River		Yes	Unassessed	146	0.04
WWC-2/EPH-2	Wet Weather Conveyance/Ephemeral Stream	35.644357	-89.790302	Hatchie River		No	Not Applicable	415	0.02
							Total:	1,333	0.14

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined througout project development.

Lauderdale County SR-87

Project Name: R4 Timber Bridge Bundle Project **PIN:** 136185.11

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/22/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)									
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**		**USACE Jurisdiction**	**Quality**	**Amount (Linear Feet)**	**Amount (Acres)**
WWC-1/UDF-1	Wet Weather Conveyance/Upland Drainage	35.680835	-89.706952	Cane Creek		No	Not Applicable	78	0
STR-1	Perennial Stream	35.680899	-89.706764	Cane Creek		Yes	Unassessed	207	0.05
							Total:	285	0.05

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined througout project development.

Lauderdale County SR-87

Project Name: R4 Timber Bridge Bundle Project **PIN:** 136185.12

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/23/2025, 7/31/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)									
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**		**USACE Jurisdiction**	**Quality**	**Amount (Linear Feet)**	**Amount (Acres)**
STR-1	Perennial Stream	35.680819	-89.594742	Hatchie River		Yes	Unassessed	200	0.08
STR-2	Perennial Stream	35.681086	-89.59472	Hatchie River		Yes	Unassessed	12	0
							Total:	212	0.08

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined througout project development.

Lauderale County SR-87

Project Name: R4 Timber Bridge Bundle Project **PIN:** 136185.13

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 5/22/2025

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)									
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**		**USACE Jurisdiction**	**Quality**	**Amount (Linear Feet)**	**Amount (Acres)**
STR-1	Perennial Stream	35.674721	-89.684265	Cane Creek		Yes	Unassessed	219	0.06
WWC-1/UDF-1	Wet Weather Conveyance/Upland Drainage	35.674221	-89.683131	Cane Creek		No	Not Applicable	125	0
							Total:	344	0.06

Water Resources (Wetland)*								
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**	**TDEC Jurisdiction**	**USACE Jurisdiction**	**Quality**	**Amount (Acres)**
WTL-1	Forested	35.674108	-89.683061	Cane Creek	Isolated	No	Low Resource Value	0.03
							Total:**	0.03

*Unless described otherwise in the NEPA document; all wetlands are presumed to serve the following functions to varying degrees, based on location: wildlife habitat, flood storage, groundwater recharge, nutrient processing, contaminant filtering, and recreation.

**For the purposes of the NEPA document, Amount is assumed to be Permanent Loss.

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined througout project development.

Outlook

Fw: IPaC delivered Official Species List for project: 134878.00, ETSA-Main SR 180 Bridge over Lost Creek and Overflow, LM 4.57 and 4.75

From William Methvin <William.Methvin@tn.gov>
Date Wed 6/18/2025 7:46 AM
To Steve A. Walker <Steve.A.Walker@tn.gov>

Image preview
Will Methvin | TDOT Consultant
Environmental Division / Tech Studies Office – Ecology Unit
James K. Polk, 9th Floor
505 Deadrick Street
Nashville, TN 37243-0334
P. (931) 2442-5571
William.methvin@tn.gov

From: TDOT_USFWS <tdot_usfws@fws.gov>
Sent: Thursday, May 22, 2025 7:30 AM
To: William Methvin <William.Methvin@tn.gov>
Cc: Sikula, Nicole R <nicole_sikula@fws.gov>; DeVore, Christopher <Christopher_DeVore@fws.gov>; david_giddens <david_giddens@fws.gov>; Harris, Abigail N <abigail_harris@fws.gov>
Subject: [EXTERNAL] Re: IPaC delivered Official Species List for project: 134878.00, ETSA-Main SR 180 Bridge over Lost Creek and Overflow, LM 4.57 and 4.75

William,

Thank you for your correspondence regarding the SR-180 bridge replacement over Lost Creek and overflow at LM 4.57 and 4.75 in Haywood County, Tennessee (PIN 134878.00). You are requesting a list of federally threatened or endangered species that may be present in the project area.

A review of our database does not indicate that any federally listed or proposed species or designated critical habitat would be impacted by the project. Therefore, based on the best information available at this time, we believe that the requirements of the Endangered Species Act (ESA) are fulfilled for all species that currently receive protection under the ESA. Obligations under section 7 of the ESA should be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed

species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

This email will serve as our official project response. Please let me know if we can offer further assistance.

Thank you,

Abigail Harris
Fish and Wildlife Biologist
Ecological Services
U.S. Fish and Wildlife Service
446 Neal St.
Cookeville, TN 38501
Mobile Phone: 931-357-1654
Email: abigail_harris@fws.gov

From: Administrator Email <ecosphere_support@ecosphere.fws.gov>
Sent: Tuesday, April 29, 2025 2:31 PM
To: Griffith, John <John_Griffith@fws.gov>; Tennessee ES, FWS <tennesseeES@fws.gov>; Sykes, Robbie <robbie_sykes@fws.gov>; TDOT_USFWS <tdot_usfws@fws.gov>; Alexander, Steven <steven_alexander@fws.gov>
Subject: IPaC delivered Official Species List for project: 134878.00, ETSA-Main SR 180 Bridge over Lost Creek and Overflow, LM 4.57 and 4.75

To: IPaC point(s) of contact for Tennessee Ecological Services Field Office
Project Location: Haywood County, Tennessee

IPaC has delivered an official Section 7 species list on behalf of your office. For your convenience, IPaC has created an ETK project (2025-0089911) with a new associated 'Species List Provided' event. A PDF file of the species list document is attached to the event and contact information for the project can be found on the last page of the PDF.

IPaC has automatically set the Project status to "Closed". If you need to do any additional work in this project (*e.g.*, add staff, add events, change lead office, etc.), you must first change the Project status to "active" so that you can edit the project. You can access the project via the link, above.

Lead FWS Office:
The Tennessee Ecological Services Field Office is currently designated as the lead office for Section 7 on this project. The following additional offices have jurisdiction and have been notified: None. If another office is the lead office on this project, please access the project (via the link above) and update it. IPaC will not reset the Lead Office once it has been updated by a biologist.

*Projects created in ETK by IPaC have not been assigned to an FWS staff member. To identify the staff

assigned to this project, please access the project (via the link above) and add their name(s).

TENNESSEE WILDLIFE RESOURCES AGENCY
WWW.TNWILDLIFE.ORG
(615) 781-6500

STATE OF TENNESSEE
ELLINGTON AGRICULTURAL CENTER
5107 EDMONDSON PIKE
NASHVILLE, TN 37211

May 21, 2025

Re: Haywood County; SR-180 Bridge Replacement Over Lost Creek, PIN 134878.00

Mr. William Methvin,

The Tennessee Wildlife Resources Agency has reviewed the information that you provided regarding the subject project in Haywood County, Tennessee. Your letter to us requested comments by our agency regarding potential impacts to endangered species, wetlands, and other areas of concern as we may think pertinent due to the proposed project.

This project involves the bridge replacement on the SR-180 Bridge over Lost Creek in Haywood County. The existing bridge has been categorized as a major failure of structural components. The initial information provided by TDOT and the data I have reviewed and compared to the proposed project, conclude that the project is not anticipated to adversely affect any federally or state-listed Endangered, Threatened, or Deemed-In-Need-of-Management species. Based upon these understandings, TWRA does not anticipate adverse impacts upon listed species under our authority due to the project and we have no concerns or objection to the proposed project. Re-coordination will be required if new species records are found or if the proposed project plans incorporate critical habitat for listed species of concern.

Thank you for the opportunity to review and comment on this proposed project. If you have further questions regarding this matter; please contact me at (731) 431-0012.

Sincerely,

Casey Parker
West TN Transportation Biologist

MEMORANDUM OF AGREEMENT

BETWEEN

TENNESSEE DEPARTMENT OF TRANSPORTATION

AND

FEDERAL HIGHWAY ADMINISTRATION
TENNESSEE DIVISION OFFICE

AND

TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF NATURAL AREAS

March 2023

SUBJECT:

This Memorandum of Agreement (MOA) is being instituted between the Tennessee Department of Environment and Conservation Division of Natural Areas (TDEC DNA), the Tennessee Department of Transportation (TDOT), and the Federal Highway Administration, Tennessee Division Office (FHWA) to streamline TDOT projects and activities which typically result in no adverse effects to state listed plant species or their habitats in Tennessee.

PURPOSE:

FHWA is required, pursuant to the Fish and Wildlife Coordination Act, (Title 16 United States Code (U.S.C) 662(a)) to consult with the head of the State agency exercising administration over wildlife resources if any stream or water body is "controlled or modified for any purpose whatever." "Wildlife resources" includes animals as well as "all types of aquatic and land vegetation upon which wildlife is dependent" (16 U.S.C. 666b). TDOT, on behalf of FHWA, coordinates these projects, in part, with TDEC DNA.

TDEC DNA is charged with conserving rare plant species and their habitats as well as administering a system of state natural areas within Tennessee. In this role, TDEC DNA maintains data on the location and status of rare species and natural communities within the state and maintains a list of rare plants classified as endangered, threatened, or as a species of concern. TDEC DNA provides technical

support regarding the use and interpretation of such data and provides written comments (as needed) regarding potential effects to rare plants (sometimes animals), natural communities, and conservation sites for federally funded and state funded projects.

This MOA applies to both State- and Federally funded projects and is intended to define conditions and provide example categories of projects and activities for which project-specific consultation with TDEC DNA is not required. Documentation for projects covered under this MOA will include a copy of this agreement and a statement from the TDOT Ecology staff citing the applicability of this agreement, rather than written correspondence to and from TDEC DNA. This documentation will be included in the Appendices of all applicable environmental documents (e.g., NEPA, TEER) and in the documentation for all applicable permit applications.

SCOPE:

The following conditions and example projects and activities have been evaluated and a conclusion reached by TDEC DNA, FHWA and TDOT that specific work meeting these conditions within these categories will not result in adverse effects to state listed plant species or their habitats. As a result, this MOA constitutes programmatic consultation/coordination between TDEC DNA, FHWA and TDOT.

CONDITIONS FOR COVERAGE UNDER THIS MEMORANDUM

1. Based on a review of the project study area and the TDEC Natural Heritage Database, both of the following criteria must be met:

    - TDOT ecology project review staff have determined that there are no known records of State- or Federally listed plant species within the project study area; and

    - TDOT ecology project review staff or qualified consultants have determined the project area does not contain habitat for State-listed plant species documented within four miles, or if potential habitat is present, an appropriately timed presence/absence survey has been conducted for State-listed plant species with negative results.

OR

2. TDOT ecology project review staff have determined that proposed activity is such

that it would not impact undeveloped areas or natural vegetation outside the current developed footprint. Examples of such projects are listed below as a project type covered under this MOA which can be completed without regard to proximity of known or potential occurrences of rare plant species.

A. Typical bridge repair projects confined to the structure above the waterline and not requiring disturbance of waterways, provided construction debris or other construction-related materials can be prevented from entering the waterway by implementing Best Management Practices (BMP's) or properly installed erosion controls. Activities in this category include the following:

    - Bridge deck repair (scarification, patching, replacement, etc.)
    - Installation and repair of expansion joints
    - Removal and resurfacing of bridge and approach roadway pavement
    - Patching of substructures
    - Removal, replacement, and repair of beams
    - Removal and replacement of bridge deck cantilevers
    - Modification of piers and abutments above the surface of the water
    - Repair and replacement of bridge and approach guardrails
    - Sand blasting, painting, and sealing

B. Installation of impact attenuators on bridge piers, providing substrate work is not involved, and they do not affect flow downstream

C. Bridge inspections, including the portions of the piers under the surface of the water, if no soil or substrate is disturbed

D. Addition of intersection turning lanes provided new lanes are within the developed footprint of the roadway.

E. Installation, replacement, or addition of traffic control signals or information signs. Included are Intelligent Transportation Systems (ITS), fog detection systems, traffic information systems, flashing lights, reflectors, striping, rumble

strips and stripes, signs, and sidewalks provided such work is in the current developed footprint.

F. Turning radius improvement at intersections

G. Removal and replacement of existing pavement, provided that all old pavement is properly disposed of according to current regulations.

H. Installation and repair of guardrails, cable barriers, and jersey barriers

I. Installation of railroad signals, signs, and other improvements at crossings

J. Maintenance of roadway ditches and catch basins, provided that the original size and dimensions are not increased. This category is confined to sloped ditches which only convey water for a short period during storm events. No work under this exception can occur within 50 feet of any stream.

K. Replacement of overpasses which span roadways or railways

L. Placement of riprap adjacent to existing bridge abutments to repair/prevent scour and protect the integrity of the structure. Work may not extend past the top of bank and no equipment or material is allowed in the stream channel.

M. Enhancement of Rest Areas (e.g., repaving, landscaping, sprinkler system installation, lighting, building replacement or additions, sidewalk refurbishing)

N. Addition of intersection lighting

O. Installation of noise walls

P. Removal of vegetation along roads or under bridges provided such work is within the current developed footprint

Q. Items deemed eligible for Transportation Alternatives Set-Aside (or other) funding, including:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other

safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

- Inventory, control, and removal of outdoor advertising

- Construction of turnouts, overlooks, and viewing areas provided such work is within the current developed footprint

- Historic preservation and rehabilitation of historic transportation facilities

- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to (1) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff and (2) to reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

GENERAL PROVISIONS:

Any signatory agency may unilaterally withdraw from this agreement with 30 days written notice. This MOA will be reviewed every five years and revised as appropriate. Revisions may be requested at any time by any signatory agency. All revisions will be made in writing and require the concurrence of the signatory agencies.

AGREEMENT BY:

Tennessee Department of Environment and Conservation, Division of Natural Areas

Roger McCoy (Mar 1, 2023 13:33 CST)

Date: Mar 1, 2023

Roger McCoy, Director TDEC DNA

Tennessee Department of Transportation

Date: Mar 6, 2023

Howard H. Eley, Deputy Governor and Commissioner

Federal Highway Administration, Tennessee Division Office

Date: Mar 20, 2023

Pamela M. Kordenbrock, Division Administrator

Floodplain Management

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988. Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was TENNESSEE STATE PLANE (FIPSZONE 4100). The **horizontal datum** was the North American Datum of 1983 (NAD 83), GRS1980 Spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland, 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit its website at http://www.ngs.noaa.gov/

Base map information shown on this FIRM was derived from multiple sources. Base map files were provided in digital format by the State of Tennessee using source material dated 2003, at a scale of 1:12,000 or better.

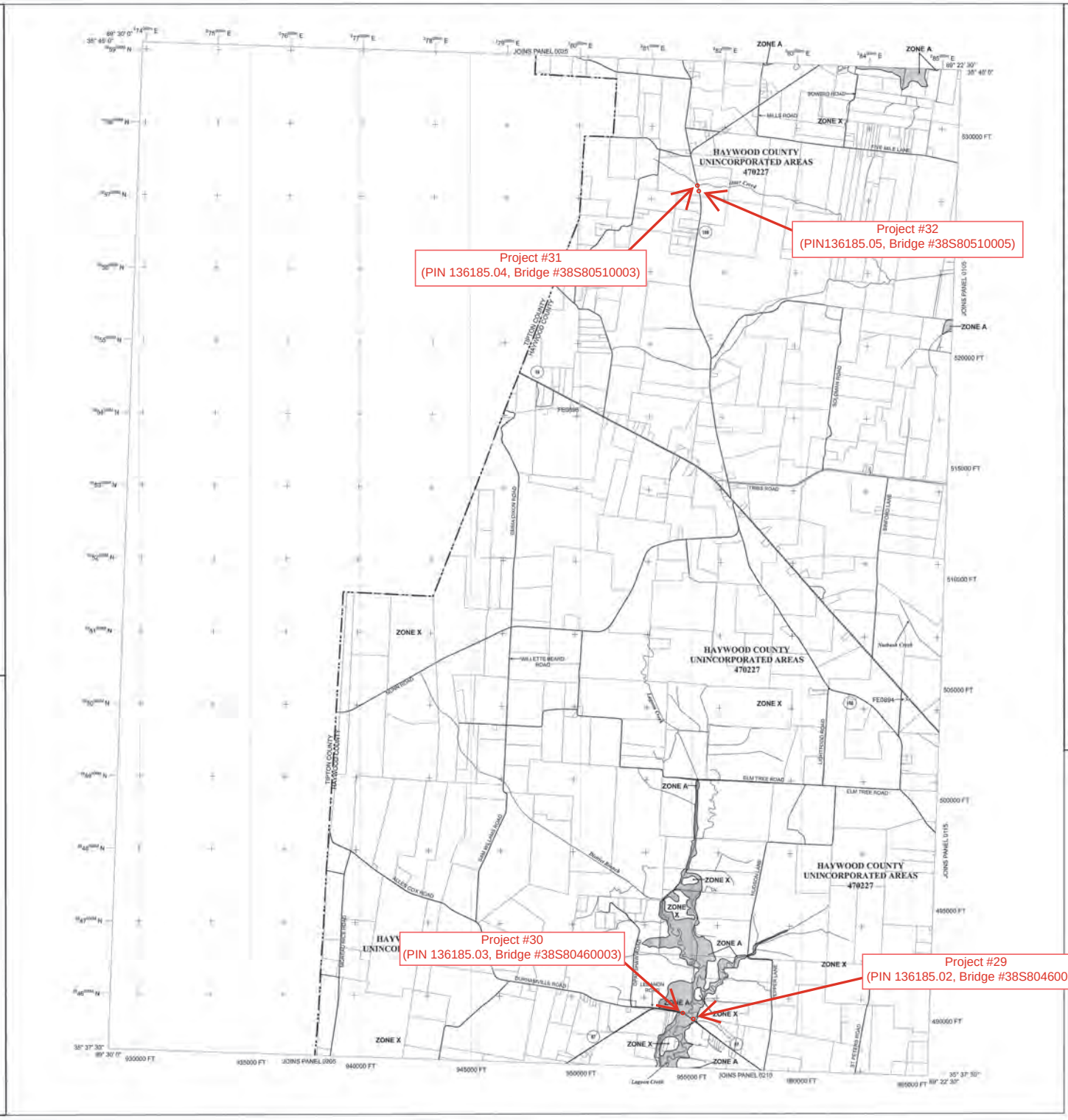
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels, community map repository addresses, and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at http://www.msc.fema.gov/

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- **ZONE A** No Base Flood Elevations determined.
- **ZONE AE** Base Flood Elevations determined.
- **ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- **ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- **ZONE AR** Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- **ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- **ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- **ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- **ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- **ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- **ZONE D** Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- Floodplain Boundary
- Floodway Boundary
- Zone D Boundary
- CBRS and OPA Boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 Base Flood Elevation line and value; elevation in feet*
- (EL 987) Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

- A — A Cross section line
- 23 — 23 Transect line
- 97° 02' 08", 35° 02' 13" Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) Western Hemisphere
- 1000-meter Universal Transverse Mercator grid ticks, zone 16
- 5000-foot grid ticks: NAD 1983 State Plane Tennessee FIPS 4100 Feet Lambert Conformal Conic
- DX510 Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
APRIL 16, 2008
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 2000'
1000 0 2000 4000 FEET
500 0 500 1000 METERS

NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0100D

FIRM
FLOOD INSURANCE RATE MAP

HAYWOOD COUNTY, TENNESSEE AND INCORPORATED AREAS

PANEL 100 OF 400
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HAYWOOD COUNTY	470227	0100	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
47075C0100D
EFFECTIVE DATE
APRIL 16, 2008

Federal Emergency Management Agency

NOTES TO USERS

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Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was TENNESSEE STATE PLANE (FIPSZONE 4100). The **horizontal datum** was the North American Datum of 1983 (NAD 83), GRS1980 Spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

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NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3, #9202
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Silver Spring, Maryland, 20910-3282
(301) 713-3242

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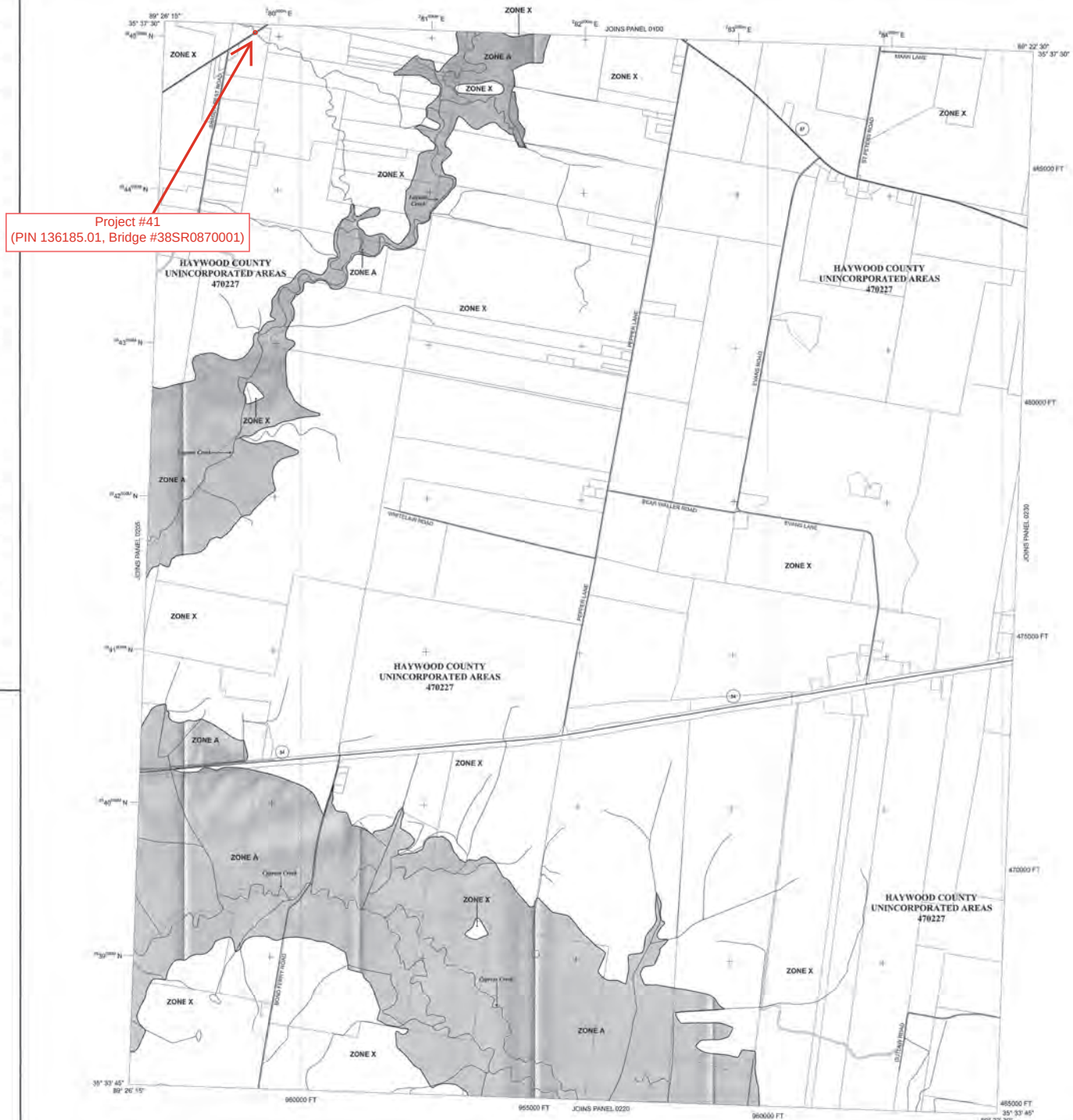

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

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ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99 Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

Floodplain Boundary

Floodway Boundary

Zone D Boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513 Base Flood Elevation line and value; elevation in feet*

(EL 987) Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A Cross section line

23 — 23 Transect line

45° 02' 08", 93° 02' 12" Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) Western Hemisphere

1000-meter Universal Transverse Mercator grid ticks, zone 16

5000-foot grid values: NAD 1983 State Plane Tennessee FIPS 4100 feet Lambert Conformal Conic

DX510 Bench mark (see explanation in Notes to Users section of this FIRM panel)

M1.5 River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
APRIL 16, 2008
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

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NORTH

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

500 0 300 600 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0210D

FIRM
FLOOD INSURANCE RATE MAP

HAYWOOD COUNTY, TENNESSEE AND INCORPORATED AREAS

PANEL 210 OF 400
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HAYWOOD COUNTY	470227	0210	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
47075C0210D
EFFECTIVE DATE
APRIL 16, 2008

Federal Emergency Management Agency

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Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 16. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242** or visit its website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was provided in digital format by the State of Tennessee. This information was photogrammetrically compiled at scales of 1"=100' and 1"=400' from aerial photography.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

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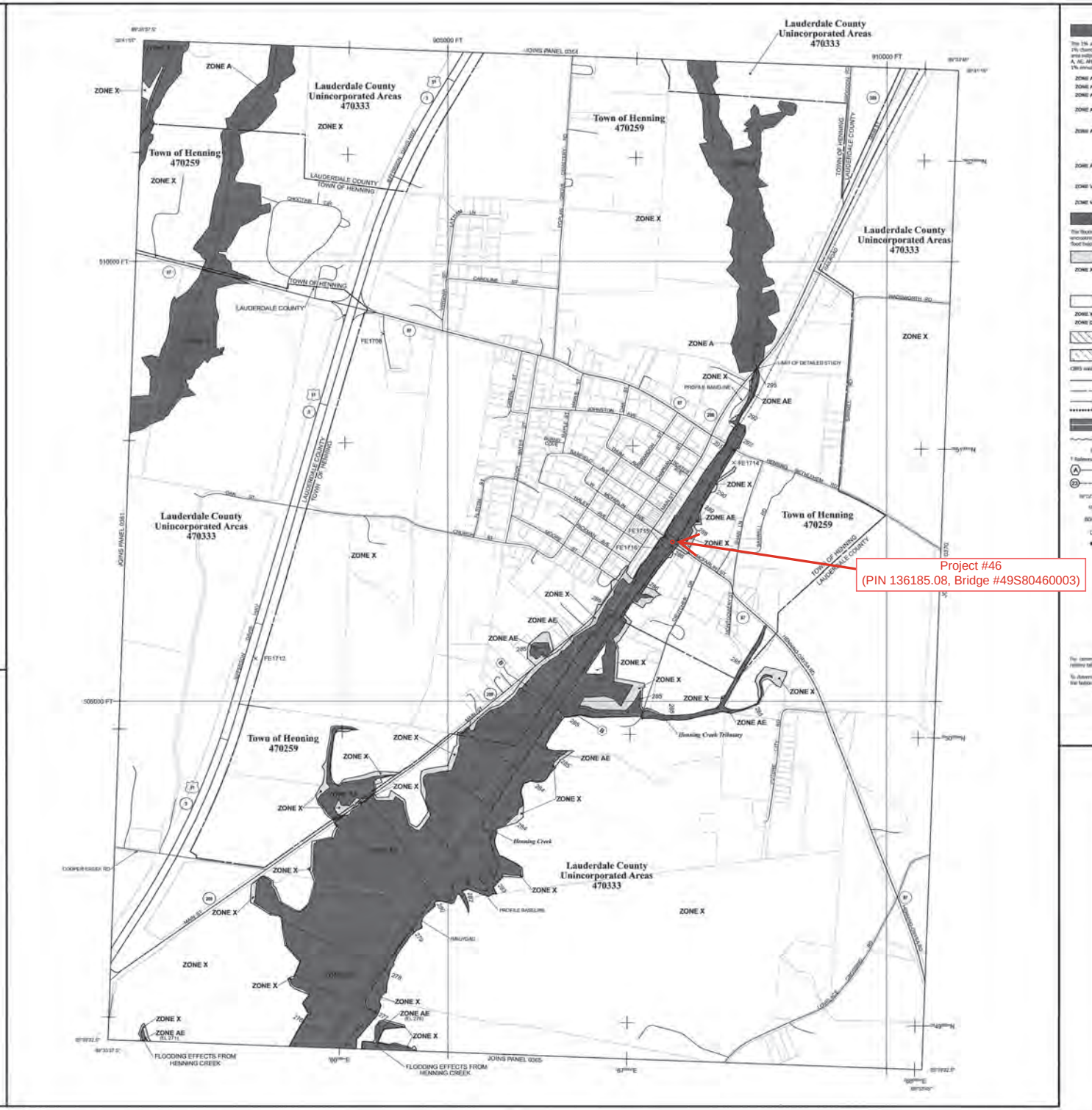

LEGEND

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- ZONE A: No Base Flood Elevation determined.
- ZONE AE: Base Flood Elevations determined.
- ZONE AH: Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO: Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR: Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood event.
- ZONE A99: Area to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V: Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE: Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachments so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- ZONE X: Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- ZONE X: Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D: Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- Floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

- A — A: Cross section line
- 23 — 23: Transect line
- 97°07'30", 32°22'30" — Geographic coordinates, referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 4275000 FT — 1000-meter Universal Transverse Mercator grid ticks, zone 16
- 6000000 FT — 5000-foot grid values: Tennessee State Plane coordinate system (FIPSZONE = 4100), Lambert projection
- DX510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
SEPTEMBER 28, 2007

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL:

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

500 0 250 500 750 1,000 FEET
150 0 150 300 METERS

PANEL 0362D

FIRM

FLOOD INSURANCE RATE MAP

LAUDERDALE COUNTY, TENNESSEE AND INCORPORATED AREAS

PANEL 362 OF 500

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HENNING, TOWN OF	470259	0362	D
LAUDERDALE COUNTY	470333	0362	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
47097C0362D

EFFECTIVE DATE
SEPTEMBER 28, 2007

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

NOTES TO USERS

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Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 16. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/, or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242** or visit its website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was provided in digital format by the State of Tennessee. This information was photogrammetrically compiled at scales of 1"=100' and 1"=400' from aerial photography.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the *Flood Insurance Study* report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

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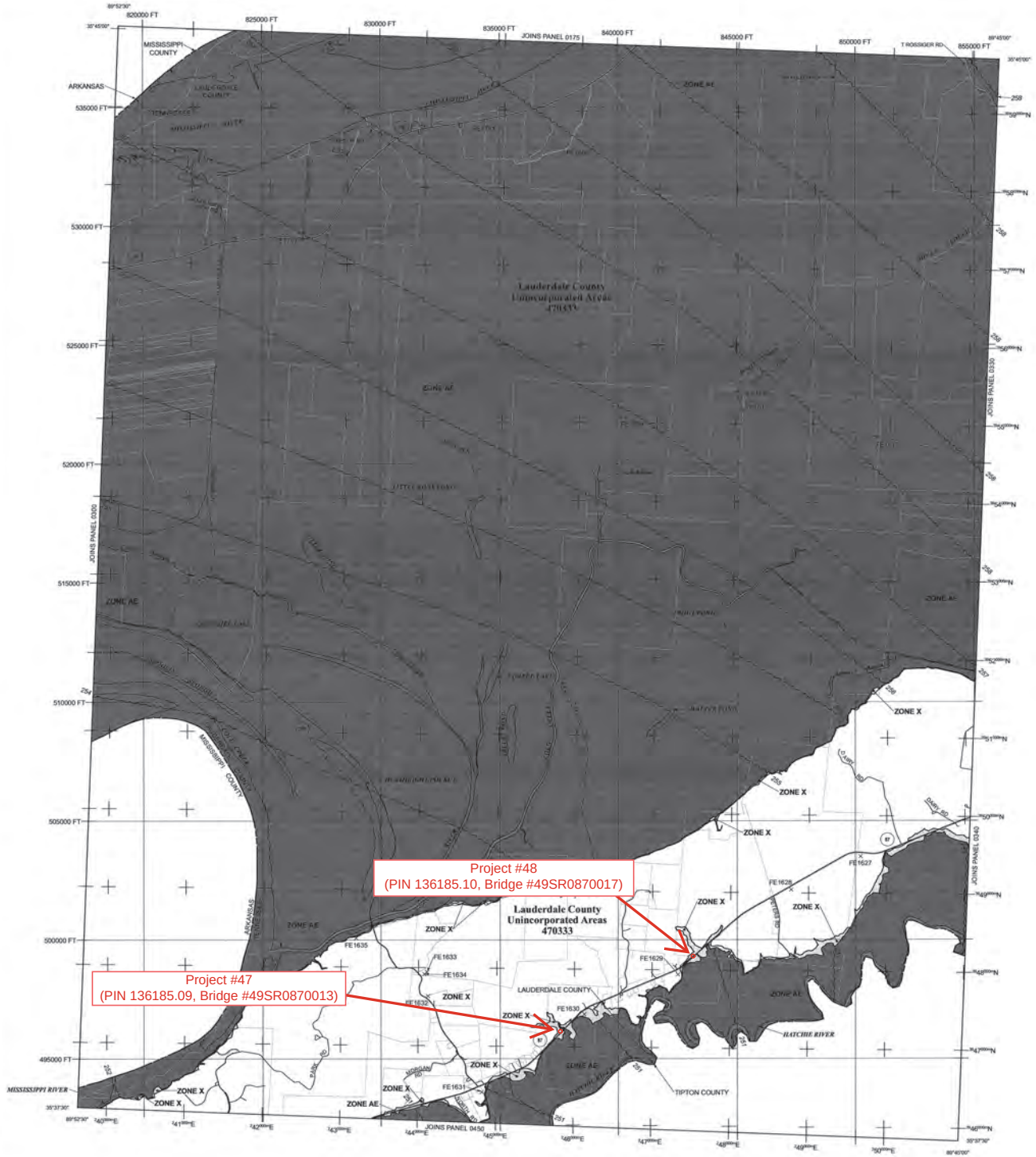
Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a *Flood Insurance Study* report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at http://www.msc.fema.gov/.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- **ZONE A** — No Base Flood Elevation determined.
- **ZONE AE** — Base Flood Elevations determined.
- **ZONE AH** — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- **ZONE AO** — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- **ZONE AR** — Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance of greater flood event.
- **ZONE A99** — Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
- **ZONE V** — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- **ZONE VE** — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- **ZONE X** — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- **ZONE X** — Areas determined to be outside the 0.2% annual chance floodplain.
- **ZONE D** — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- Floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 (EL 987) — Base Flood Elevation line and value; elevation in feet* / Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

- A — A — Cross section line
- 23 — 23 — Transect line
- 87°37'30", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 4775000 mE — 1000-meter Universal Transverse Mercator grid ticks, zone 16
- 6000000 FT — 5000-foot grid values: Tennessee State Plane coordinate system (TSPCZONE = 4100), Lambert projection
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
SEPTEMBER 28, 2007

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 2000'

PANEL 0325D

FIRM

FLOOD INSURANCE RATE MAP

LAUDERDALE COUNTY, TENNESSEE

AND INCORPORATED AREAS

PANEL 325 OF 500

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LAUDERDALE COUNTY	470333	0325	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
47097C0325D

EFFECTIVE DATE
SEPTEMBER 28, 2007

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

NOTES TO USERS

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To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 16. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following address:

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National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

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LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A — No Base Flood Elevation determined.
- ZONE AE — Base Flood Elevations determined.
- ZONE AH — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
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- ZONE V — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- ZONE X — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- Floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

- A — A — Cross section line
- 23 — 23 — Transect line
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- 6000000 FT — 5000-foot grid values: Tennessee State Plane coordinate system (FIPSZONE = 4100), Lambert projection
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
SEPTEMBER 28, 2007

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

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MAP SCALE 1" = 1000'

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0340D

FIRM

FLOOD INSURANCE RATE MAP

LAUDERDALE COUNTY, TENNESSEE

AND INCORPORATED AREAS

PANEL 340 OF 500

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LAUDERDALE COUNTY	470333	0340	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
47097C0340D

EFFECTIVE DATE
SEPTEMBER 28, 2007

Federal Emergency Management Agency

NOTES TO USERS

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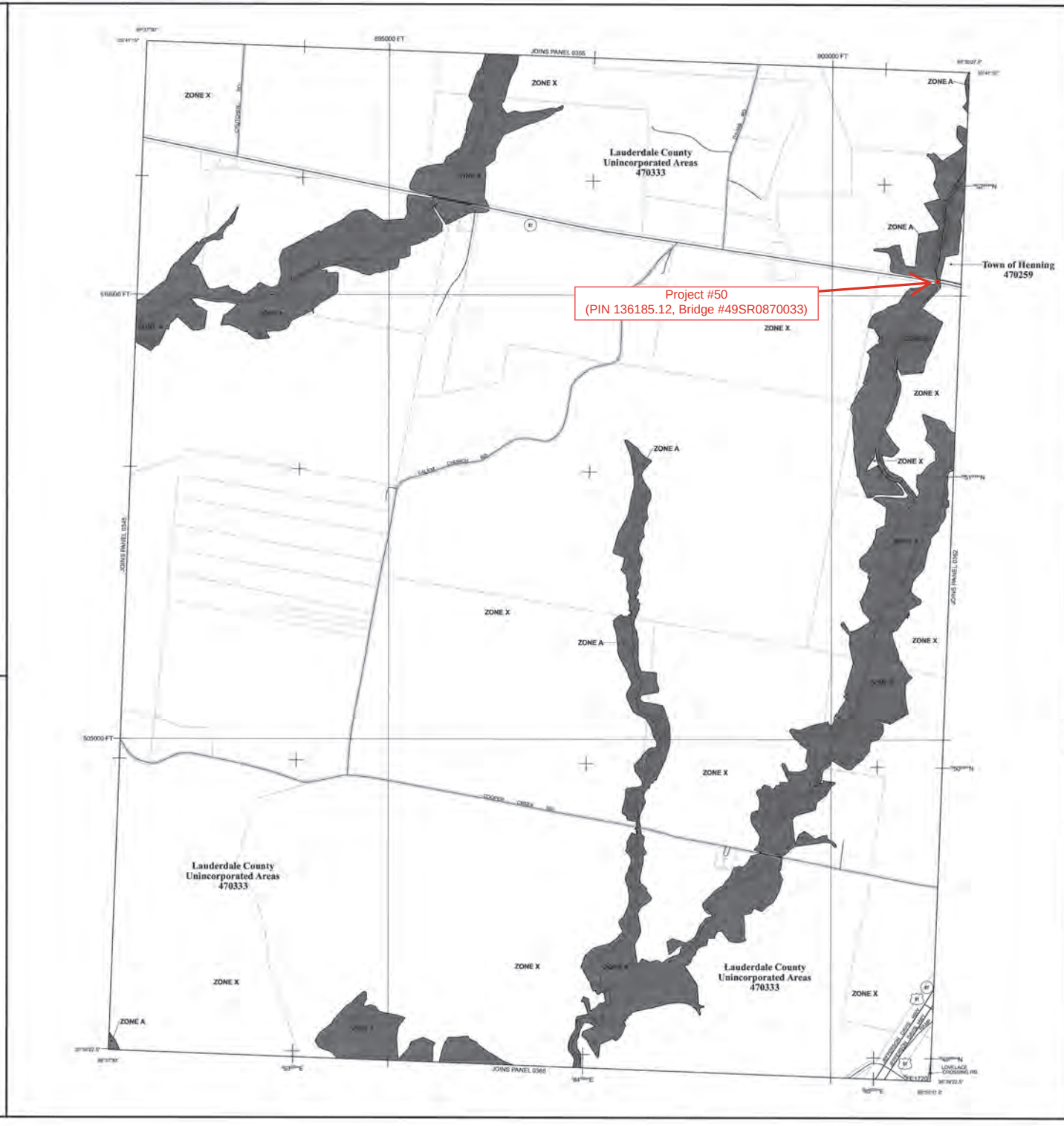

LEGEND

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FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- **ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- **ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

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- 6000000 FT 5000-foot grid values: Tennessee State Plane coordinate system (FIPSZONE = 4100), Lambert projection
- DX5510 Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 River Mile

MAP REPOSITORIES
Refer to Map Repositories list on map index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
SEPTEMBER 28, 2007

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

PANEL 0361D

FIRM

FLOOD INSURANCE RATE MAP

LAUDERDALE COUNTY, TENNESSEE

AND INCORPORATED AREAS

PANEL 361 OF 500

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HENNING, TOWN OF	470259	0361	D
LAUDERDALE COUNTY	470333	0361	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
47097C0361D

EFFECTIVE DATE
SEPTEMBER 28, 2007

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

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This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 16. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242** or visit its website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was provided in digital format by the State of Tennessee. This information was photogrammetrically compiled at scales of 1"=100' and 1"=400' from aerial photography.

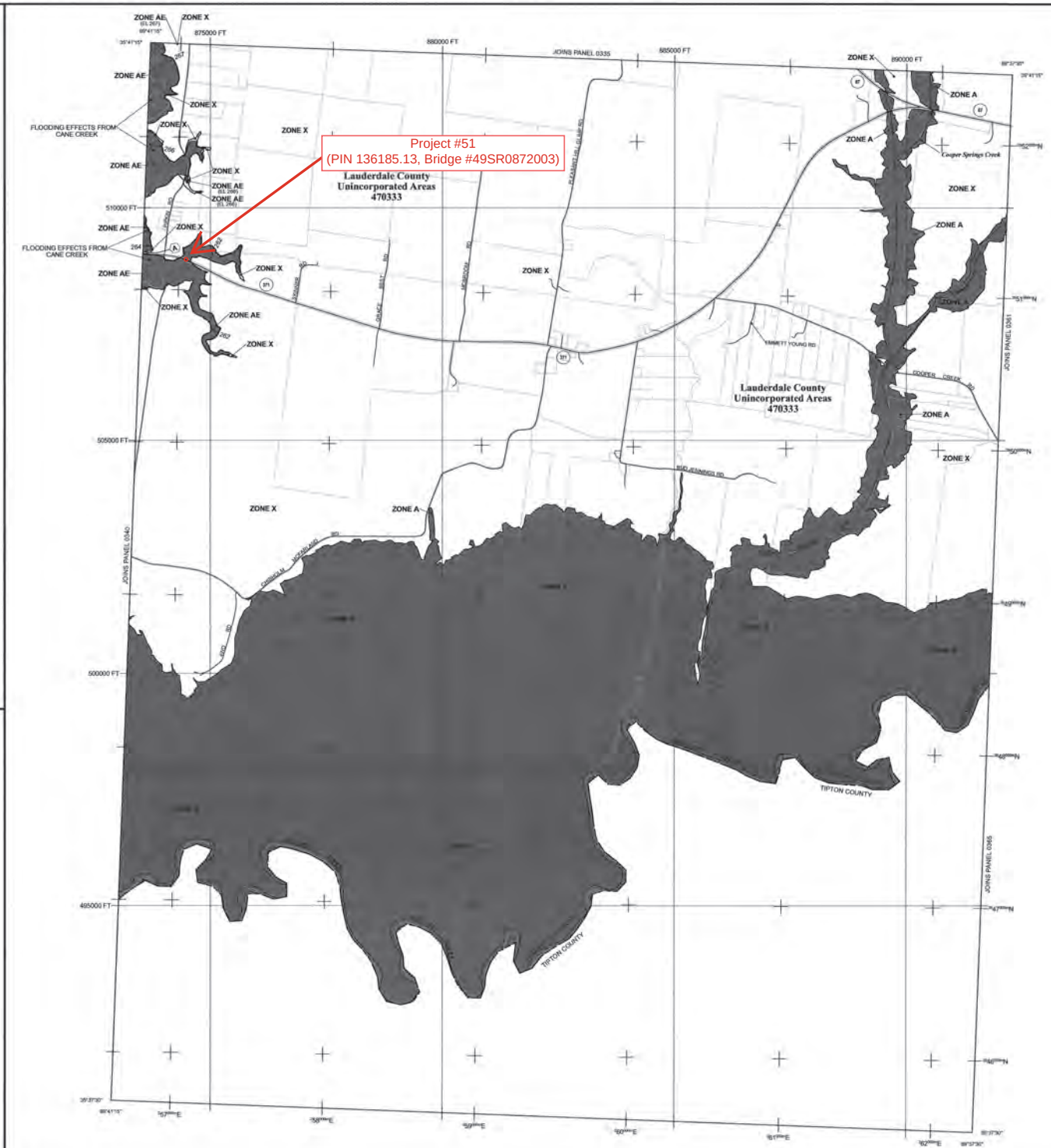
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels, community map repository addresses, and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at http://www.msc.fema.gov/.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- **ZONE A** — No Base Flood Elevation determined.
- **ZONE AE** — Base Flood Elevations determined.
- **ZONE AH** — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- **ZONE AO** — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- **ZONE AR** — Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance of greater flood event.
- **ZONE A99** — Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
- **ZONE V** — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- **ZONE VE** — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The Floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- **ZONE X** — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- **ZONE X** — Areas determined to be outside the 0.2% annual chance floodplain.
- **ZONE D** — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- Floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

- A — A — Cross section line
- 23 — 23 — Transect line
- 97°07'30", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 4275000 mE — 1000-meter Universal Transverse Mercator grid ticks, zone 16
- 6000000 FT — 5000-foot grid values: Tennessee State Plane coordinate system (FIPSZONE = 4100), Lambert projection
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
SEPTEMBER 28, 2007

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

PANEL 0345D

FIRM

FLOOD INSURANCE RATE MAP

LAUDERDALE COUNTY, TENNESSEE

AND INCORPORATED AREAS

PANEL 345 OF 500

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LAUDERDALE COUNTY	470333	0345	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
47097C0345D

EFFECTIVE DATE
SEPTEMBER 28, 2007

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

Air and Noise

Environmental Study

Technical Section

Section: Air and Noise

Study Results

AIR QUALITY

Transportation Conformity
This grouped project is in Counties which are in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project.

Mobile Source Air Toxics (MSATs)
This project qualifies as a categorical exclusion under 23 CFR 771.117 and, therefore, does not require an evaluation of MSATs per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents" dated January 2023.

NOISE

This project is Type III in accordance with the FHWA noise regulation in 23 CFR 772 and TDOT's noise policy; therefore, a noise study is not needed.

Commitments

Did the study of this project result in any environmental commitments? **No**

Additional Information

Is there any additional information or material included with this study? **No**

Certification

Responder: Chasity L. Stinson

Title: Senior Technical Specialist, TDOT Environmental Division

Signature: Chasity Stinson

Digitally signed by Chasity Stinson
Date: 2025.06.18 15:53:46 -05'00'

Cultural Resources

Environmental Study

Technical Section

Section: Archaeology

Study Results

SHPO clearance for archaeology was received on 9/09/2025. It is attached.

Commitments

Did the study of this project result in any environmental commitments? **No**

Additional Information

Is there any additional information or material included with this study? **No**

Certification

Responder: Alan Longmire

Title: Statewide Technical Specialist - Archaeology

Signature: 

Digitally signed by Alan Longmire
Date: 2025.10.10 11:50:53 -04'00'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-3655

WILL REID
COMMISSIONER

BILL LEE
GOVERNOR

September 9, 2025

Ms. Miranda Montgomery
State Historic Preservation Officer
Tennessee Historical Commission
2941 Lebanon Road
Nashville, Tennessee 37243-0442

RE: Archaeological Assessment for Eleven Timber Bridge Replacements in Haywood and Lauderdale Counties, PIN 136185.00

Dear Ms. Montgomery,

The Tennessee Department of Transportation (TDOT) proposes to replace the State Route 87 (SR-87) bridges at Log Miles 2.30, 3.47, and 3.61 in Haywood County, State Route 180 (SR-180) bridges at Log Miles 2.62 and 2.71 in Haywood County, SR-87 bridges at Log Miles 5.18, 6.42, 11.75, 19.11, and 20.76 in Lauderdale County, and State Route 371 (SR-371) bridge at Log Mile 1.39 in Lauderdale County. Additional right-of-way (ROW) and/or easements are anticipated for the implementation of the proposed project. The proposed Area of Potential Effects (APE) is defined as the Environmental Technical Study Area (ETSA) provided by TDOT's Strategic Transportation Investments Division, comprising approximately 47.2 acres / 0.07 square miles.

TDOT retained Johnson, Mirmiran and Thompson, Inc. (JMT) to perform an archaeological survey of the APE. Mr. Nicholas Arnhold served as Principal Investigator and oversaw all aspects of the work. Two new archaeological sites and two non-site localities were recorded during this survey.

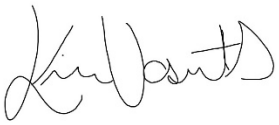
Sites 40HD189 and 40HD190 are heavily damaged rural historic scatters dating from the late 19th to mid-20th century. Both sites are in active agricultural fields and have no intact deposits,

JMT recommends no further work is necessary to complete this project as designed. TDOT Archaeology staff have reviewed the proposed project documentation and concur with this opinion.

In compliance with Section 106 of the National Historic Preservation Act (as amended) and implementing regulations 36 CFR 800, please review the enclosed information and provide me with your comments. If

any additional information is needed, please contact Alan Longmire at (423) 854-5469 for questions concerning archaeological resources. I appreciate your assistance.

Sincerely,



Kimberly Vasut-Shelby,
Cultural Resources Team Lead
Technical Studies Office, Environmental Division

KVS/al

w/enclosures

Attachment A: APE on USGS 7.5 Minute Durhamville 422 NW and Turnpike 422 SW Quadrangles.

Legend

APE

0 0.13 0.25 0.5 Kilometers

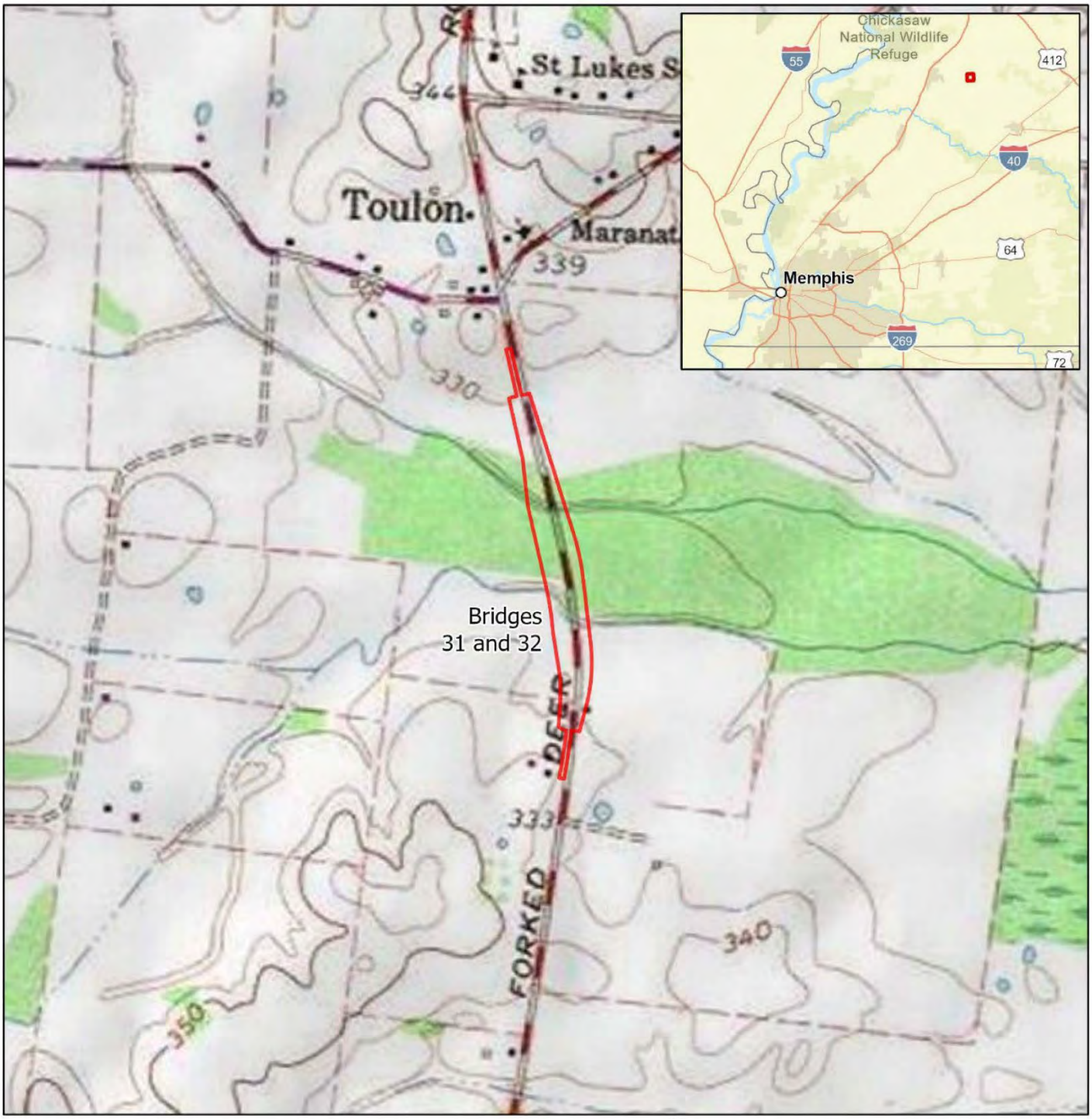
0 0.07 0.15 0.3 Miles

N

Source:
Durhamville 422-NW and Turnpike 422-SW USGS 7.5-minute Topographic Map

Created by: NSA 7/17/25

Attachment A, continued: APE on USGS 7.5 Minute Durhamville 422 NW Quadrangle.



Legend

APE

0 0.07 0.15 0.3 Kilometers

0 0.05 0.1 0.2 Miles

N

Source:
Durhamville 422-NW USGS 7.5-minute Topographic Map

Created by: NSA 9/8/25

Attachment A, continued: APE on USGS 7.5 Minute Ripley South 414 NE Quadrangle.

Legend

APE

0 0.1 0.2 0.4 Kilometers

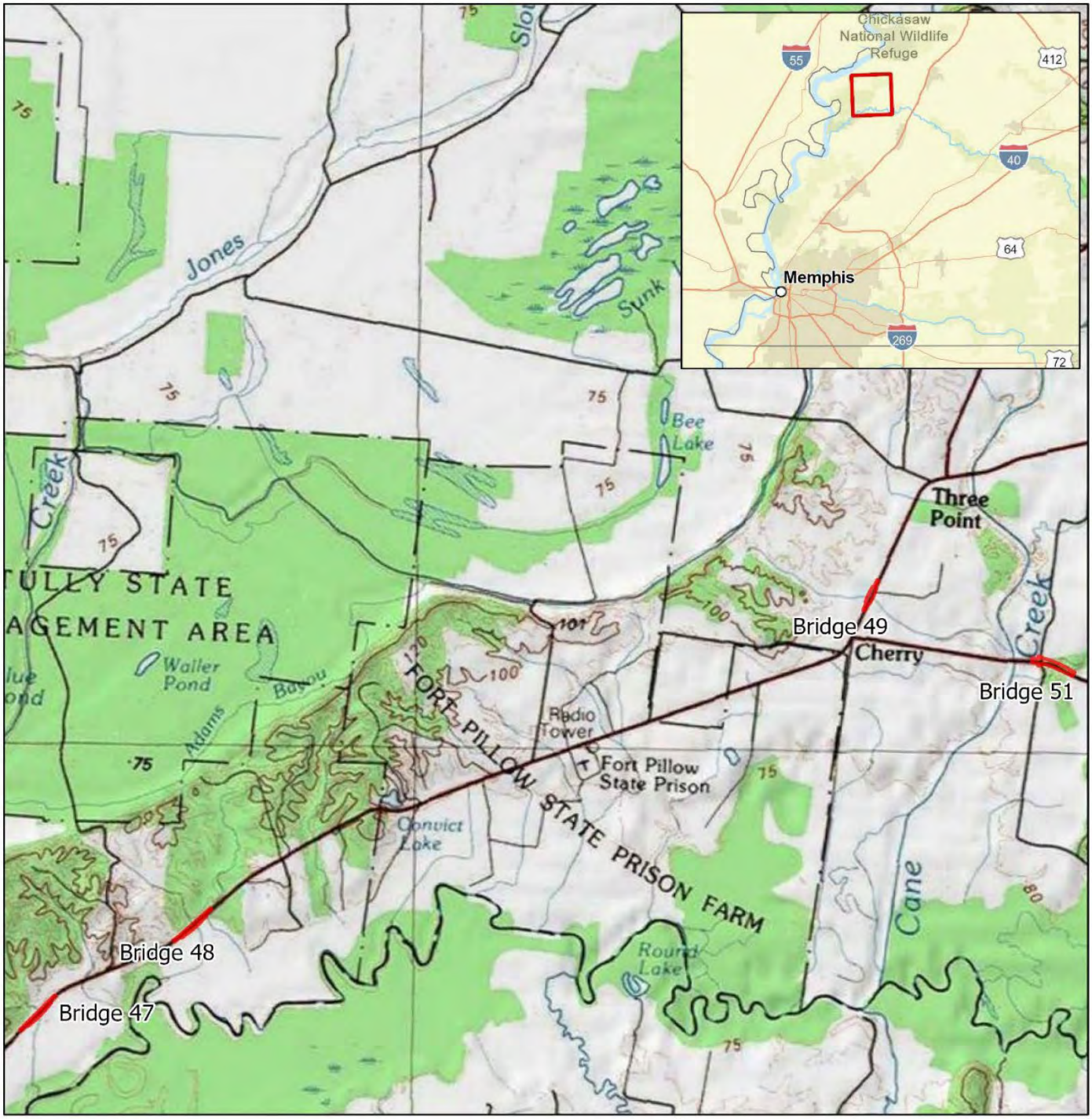
0 0.07 0.15 0.3 Miles

N

Source:
Ripley-South 414-NE USGS 7.5-minute Topographic Map

Created by: NSA 9/8/25

Attachment A, continued: APE on USGS 7.5 Minute Fort Pillow 414 NW and Gold Dust 407 NE Quadrangles.



Legend

APE

0 0.5 1 2 Kilometers

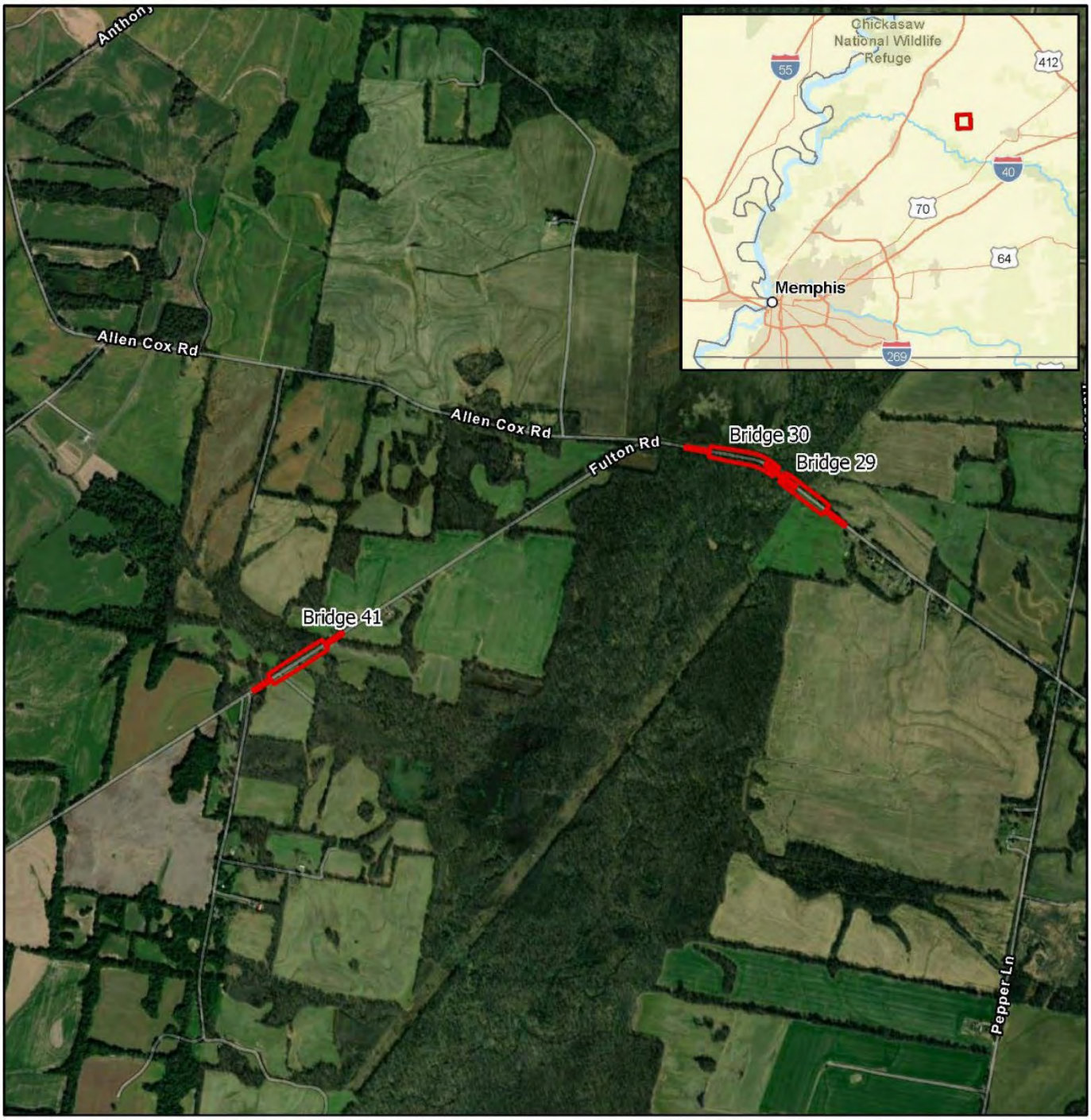
0 0.38 0.75 1.5 Miles

N

Source:
Fort-Pillow 414-NW and Golddust 407-NE USGS 7.5-minute Topographic Map

Created by: NSA 9/8/25

Attachment B: Aerial photo of APE, Bridges 29, 30, and 41



Legend

APE

0 0.15 0.3 0.6 Kilometers

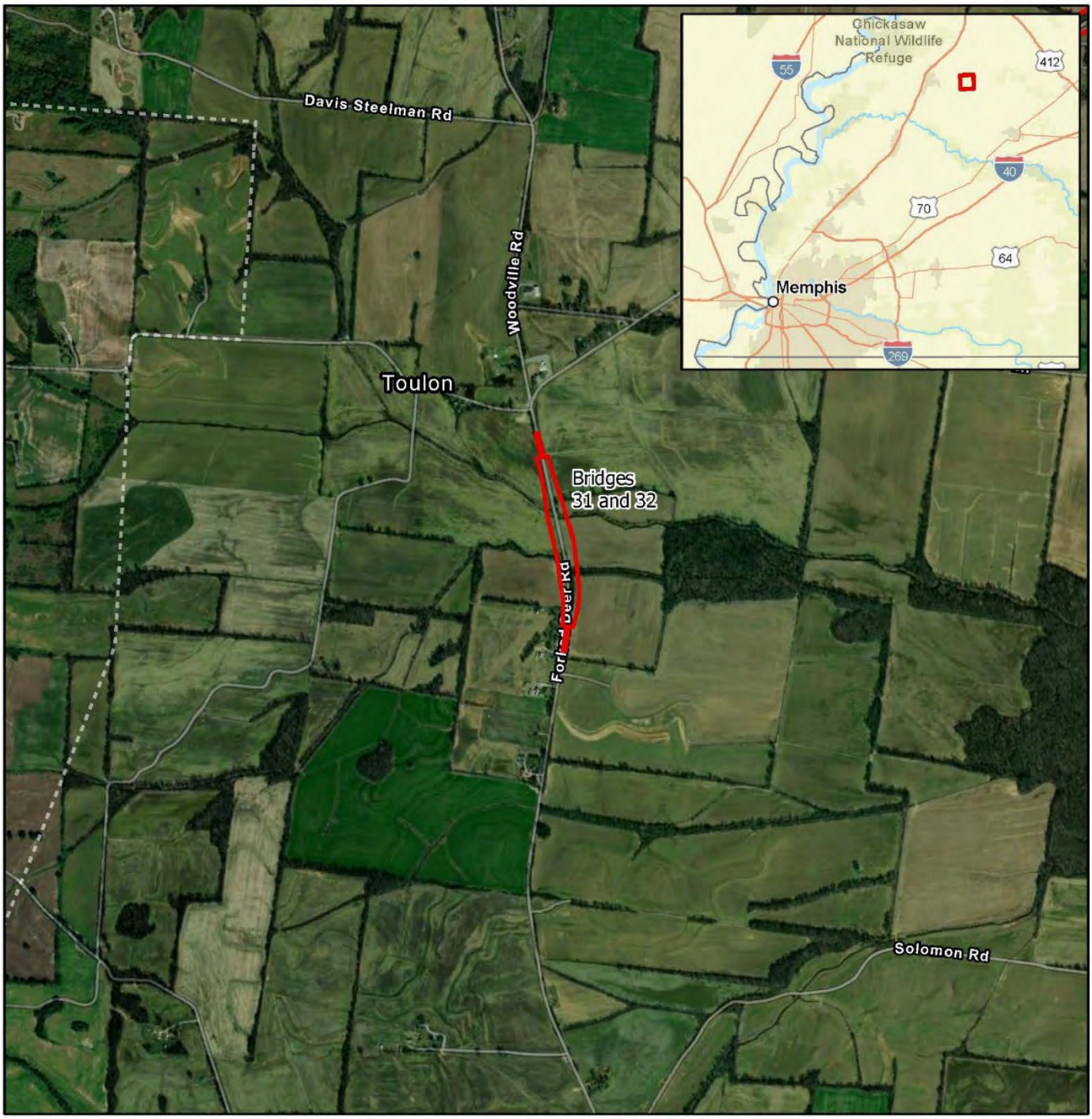
0 0.13 0.25 0.5 Miles

N

Source:
ESRI Aerial Imagery (2022)

Created by: NSA 05/19/2025

Attachment B: Aerial photo of APE, Bridges 31 and 32.



Legend

APE

0 0.15 0.3 0.6 Kilometers

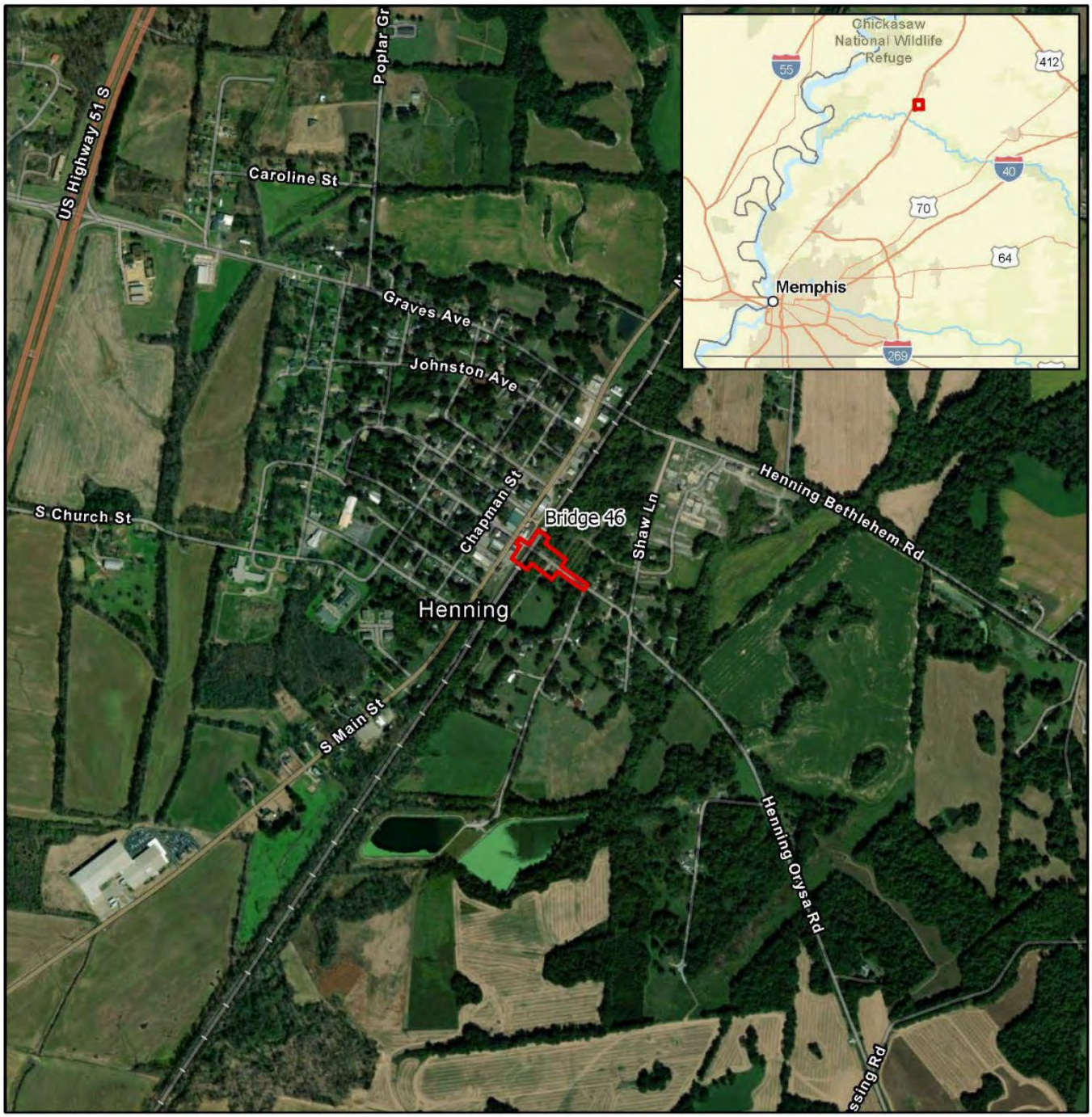
0 0.13 0.25 0.5 Miles

N

Source:
ESRI Aerial Imagery (2022)

Created by: NSA 05/19/2025

Attachment B: Aerial photo of APE, Bridge 46.



Legend

APE

0 0.1 0.2 0.4 Kilometers

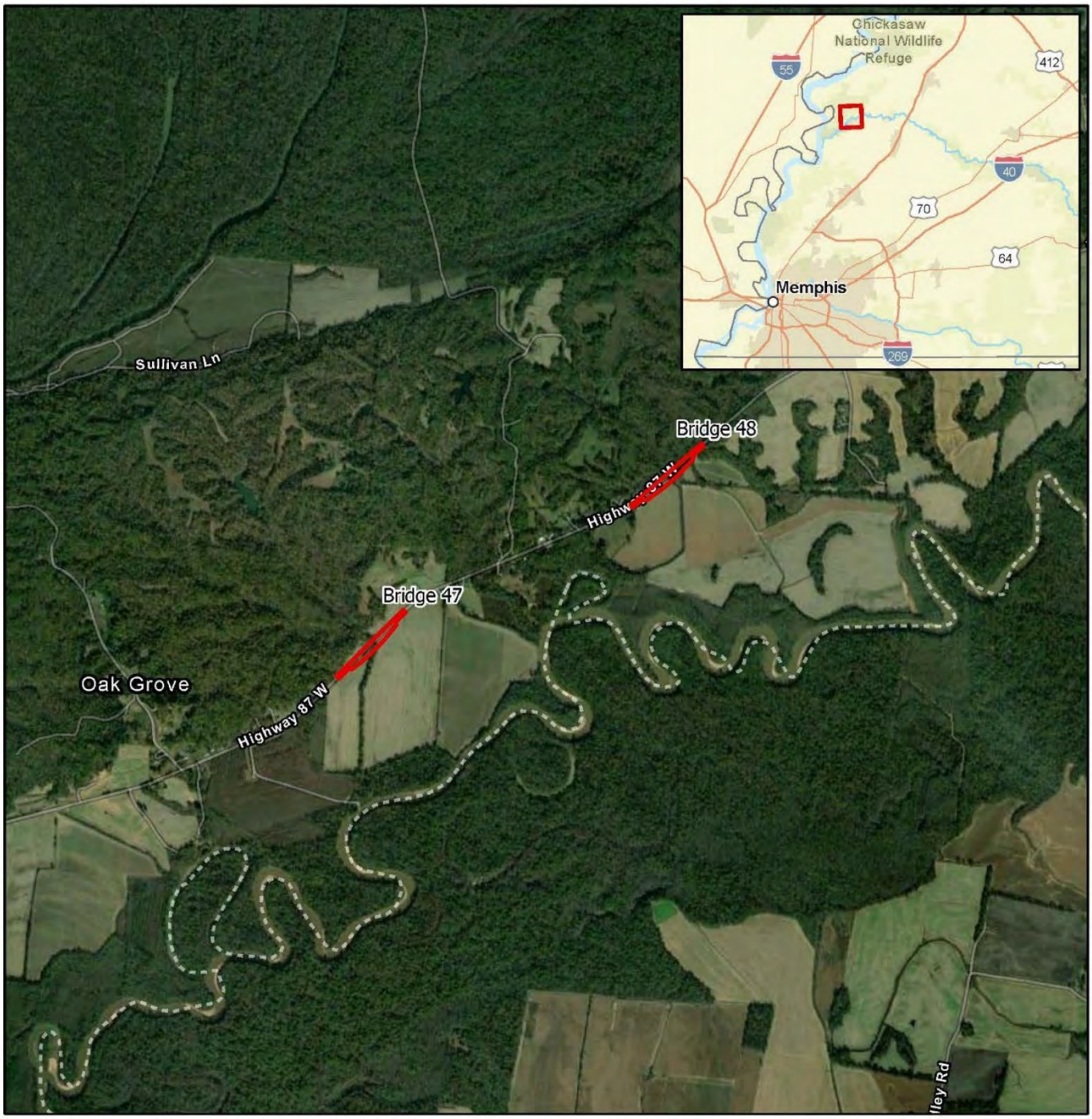
0 0.07 0.15 0.3 Miles

N

Source:
ESRI Aerial Imagery (2022)

Created by: NSA 05/19/2025

Attachment B: Aerial photo of APE, Bridges 47 and 48.



Legend

APE

0 0.28 0.55 1.1 Kilometers

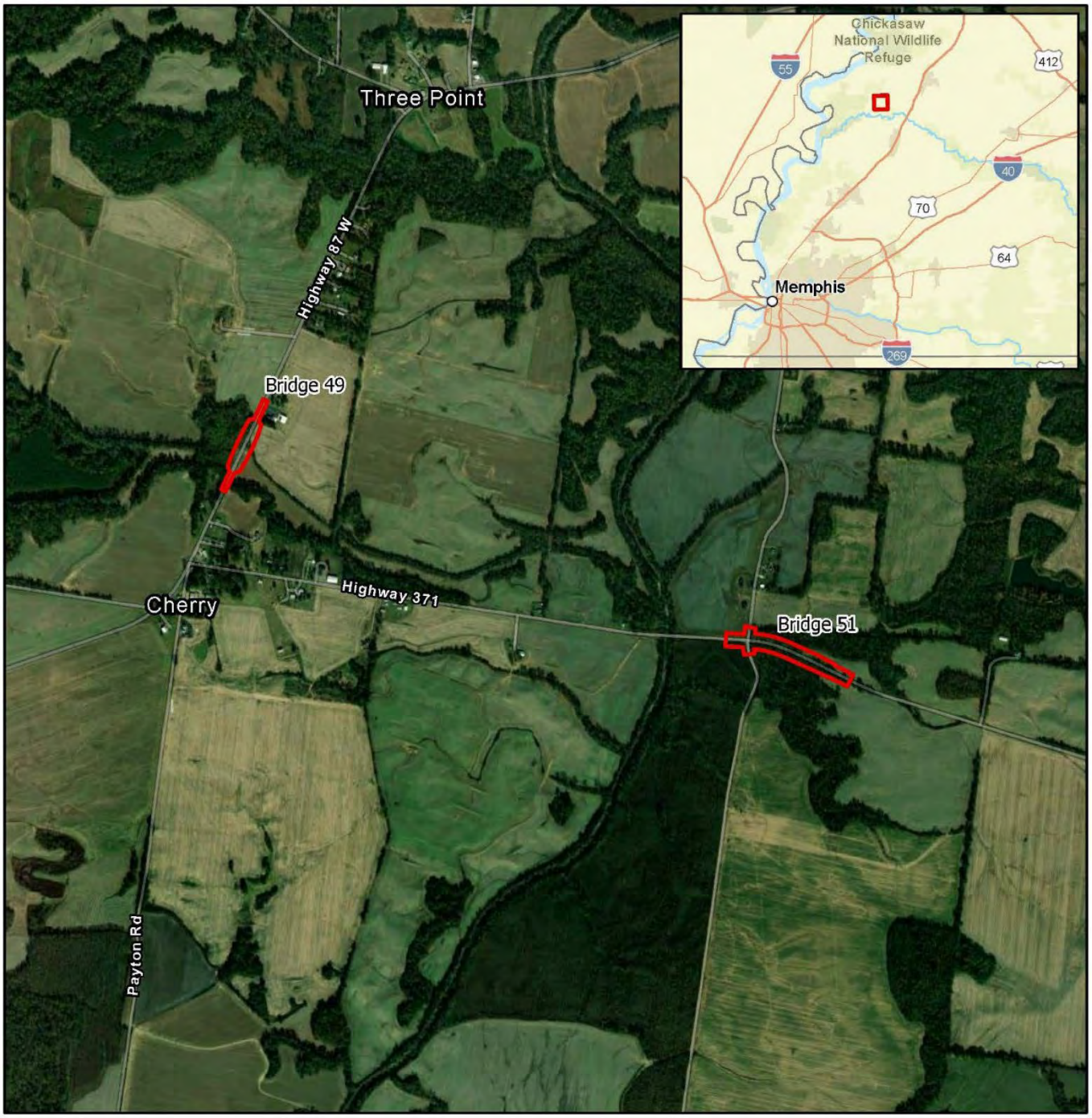
0 0.2 0.4 0.8 Miles

N

Source:
ESRI Aerial Imagery (2022)

Created by: NSA 05/19/2025

Attachment B: Aerial photo of APE, Bridges 49 and 51.



Legend

APE

0 0.15 0.3 0.6 Kilometers

0 0.13 0.25 0.5 Miles

N

Source:
ESRI Aerial Imagery (2022)

Created by: NSA 05/19/2025

Attachment B: Aerial photo of APE, Bridge 50.

Legend

APE

0 0.1 0.2 0.4 Kilometers

0 0.07 0.15 0.3 Miles

N

Source:
ESRI Aerial Imagery (2022)

Created by: NSA 05/19/2025

From:	TN Help
To:	Alan Longmire; Kimberly Vasut-Shelby
Subject:	Eleven Timber Bridge Replacements, TDOT PIN 136185.00 - Project # SHPO0007748
Date:	Tuesday, September 9, 2025 12:51:25 PM
Attachments:	Miranda Sig.png image

TENNESSEE HISTORICAL COMMISSION
STATE HISTORIC PRESERVATION OFFICE
2941 LEBANON PIKE
NASHVILLE, TENNESSEE 37243-0442
OFFICE: (615) 532-1550
www.tnhistoricalcommission.org

09-09-2025 11:48:04 CDT

Kimberly Vasut-Shelby
TDOT
kimberly.vasut-shelby@tn.gov

RE: Federal Highway Administration (FHWA), Eleven Timber Bridge Replacements, TDOT PIN 136185.00 , Project#: SHPO0007748, , Haywood County, Lauderdale County, TN

Dear Kimberly Vasut-Shelby:

In response to your request, we have reviewed the archaeological report of investigations and accompanying documentation submitted by you regarding the above-referenced undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicants for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739).

In the final report, please address the following editorial comments:

1. Remove all uses (e.g. 31-32-FS-2 and 51-FS-1) of temporary or field site numbers from the report. They can be referred to as isolated finds or artifact scatters, but should not be referred to as sites if they were not recorded and assigned an official number by the Tennessee Division of Archaeology.
2. Archaeological background research should not be limited to a half mile from the central point of the area of potential effects. There is no standard radius of distance for thorough background research. Future reports must include background research that looks both the immediate area of a project and similar

landforms in the general or regional area. Future reports submitted for review must address this comment.

Considering the information provided, we find that no archaeological resources eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed or archaeological remains are discovered during project construction, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act. Complete and/or updated Tennessee Site Survey Forms should be submitted to the Tennessee Division of Archaeology for all sites recorded and/or revisited during the current investigation. Please provide your Project # when submitting any additional information regarding this undertaking. Questions or comments may be directed to Jennifer Barnett, who drafted this response, at Jennifer.Barnett@tn.gov, +16156874780.

Your cooperation is appreciated.

Sincerely,

Miranda Montgomery
State Historic Preservation Officer

Ref:MSG17975652_zmCiYbVXX3v3QNh0HqW

Environmental Study

Technical Section

Section: Historic Preservation

Study Results

In a letter dated 08/21/2025, the TN-SHPO concurred that there are no architectural resources eligible for listing in the National Register of Historic Places that would be affected by the proposed project. Should there be changes to scope or ROW and easements, further Section 106 coordination may be required.

Commitments

Did the study of this project result in any environmental commitments? **No**

Additional Information

Is there any additional information or material included with this study? **Yes**

Type: Historical-Architectural Report

Location: Email Attachment

Certification

Responder: Haley Seger

Title: Statewide Technical Specialist - Historic Preservation

Signature: Haley Seger

Digitally signed by Haley Seger
Date: 2025.10.31 12:16:49 -05'00'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-3655

WILL REID
COMMISSIONER

BILL LEE
GOVERNOR

August 5, 2025

Mr. E. Patrick McIntyre, Jr.
Executive Director and State Historic Preservation Officer
Tennessee Historical Commission
2941 Lebanon Road
Nashville, Tennessee 37243-0442

RE: Historic/Architectural Assessment for the Replacement of Timber Bridges in Haywood and Lauderdale Counties; PINs 136185.04, 136185.05, 136185.08, 136185.11, 136185.12, 136185.13, 136185.09, 136185.10, 136185.02, 136185.03, 136185.01

Dear Mr. McIntyre,

The Tennessee Department of Transportation (TDOT), with funding from the Federal Highway Administration (FHWA), proposes is proposing to replace multiple timber bridges in Haywood and Lauderdale Counties. These bridges will be replaced with new structures on the same alignment.

The proposed projects were survey by Johnson, Mirmiran & Thompson. It is the opinion of the consultant that there are no resources in the architectural area of potential effects that are listed in or eligible for listing in the National Register of Historic Places. TDOT historians have reviewed their findings and agree with this opinion.

In compliance with Section 106 of the National Historic Preservation Act (as amended) and implementing regulations 36 CFR 800, please review the enclosed information and provide me with your comments. If any additional information is needed, please contact Haley Seger at (615) 770-1762 or me at (615) 594-4306. I appreciate your assistance.

Sincerely,

Kim Vasut-Shelby
Cultural Resources Team Lead
KVS/hms

August 4, 2025

DRAFT Level I Architectural Survey Report

Timber Bridge Replacements
Haywood & Lauderdale Counties, Tennessee
PINs 136185.01-136185.05 and 136185.08-136185.13

View of the Hatchie River, Haywood County, 1947.
Photo courtesy of the Tennessee Virtual Archies.

Level I Architectural Survey Report

Timber Bridge Replacements
Haywood & Lauderdale Counties, Tennessee
PINs 136185.01-136185.05 and 136185.08-136185.13

Prepared by:
Angela Jimenez, Principal Investigator and
Carolyn Gimbal, Senior Architectural Historian

Johnson, Mirmiran & Thompson
1600 Market Street, Suite 500
Philadelphia, PA 19103

Prepared for:
Tennessee Department of Transportation
James K. Polk Bldg., Suite 700
505 Deaderick Street
Nashville, TN 37243

Agreement No: E2477

Signature of Principal Investigator

Contents

Table of Figures

Project Summary

The Tennessee Department of Transportation (TDOT) proposes to replace thirteen (13) timber bridges in Lauderdale and Haywood counties. This project is studied under the parent PIN 136185.00 and each bridge has been scoped separately as PINs 136185.01-13618.13. Johnson, Mirmiran & Thompson (JMT) was contracted to perform Architectural Surveys for each PIN. This report details the Level I Architectural Survey for the bridges that are scoped as PINs 136185.01-136185.05 and 136185.08-136185.13 (PINs 136185.06 and 136185.07 were detailed in a separate report). These bridges have been identified as Bridges 41, 29, 30, 31, 32, 46, 47, 48, 49, 50, and 51 by TDOT.

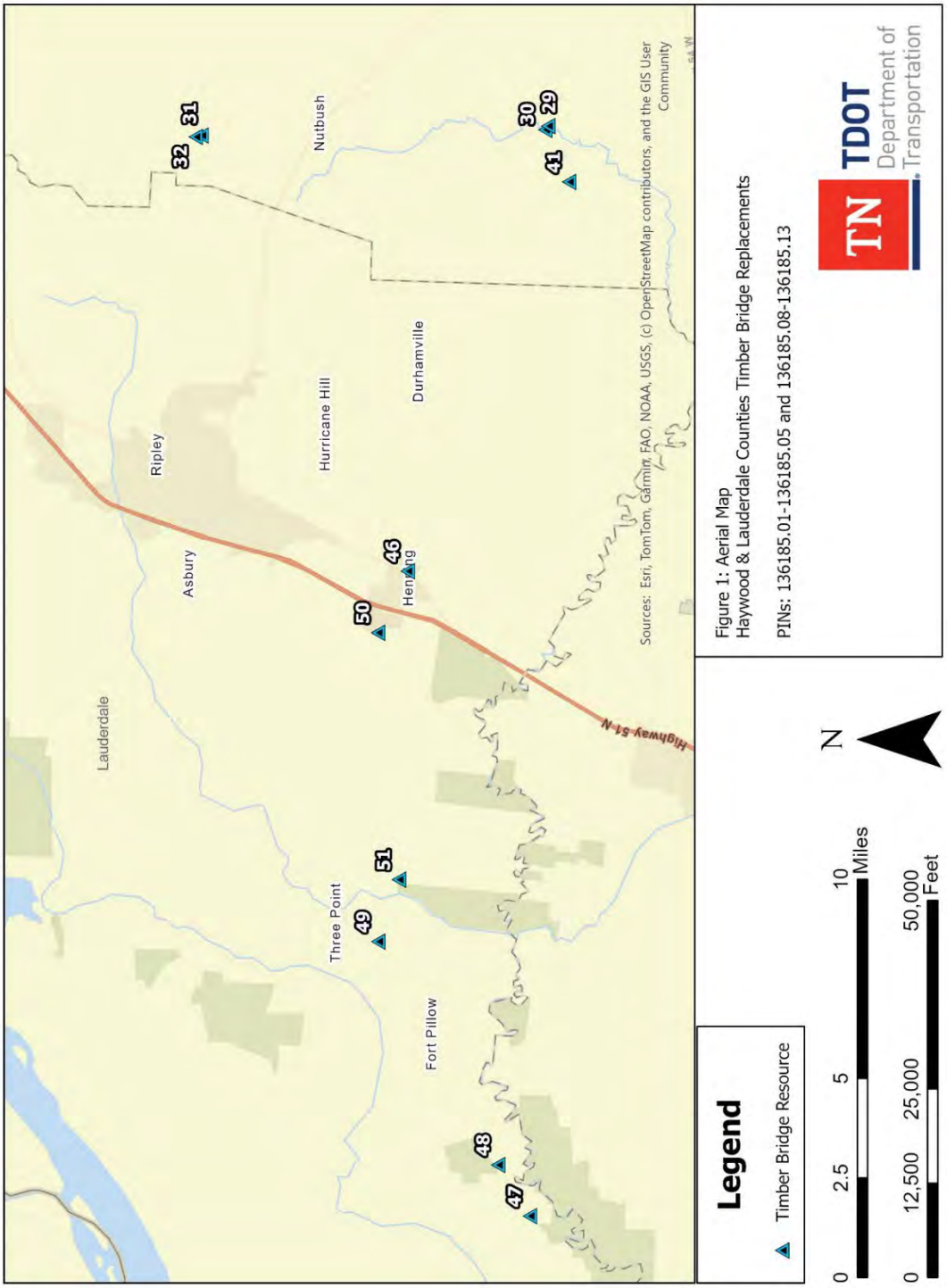
The purpose of this survey is to identify and document all resources constructed in and prior to the survey cutoff date of 1980 within the project's Area of Potential Effects (APE), including previously evaluated resources. The APE is defined as the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The APE for the architectural survey was established to encompass all areas with the potential to be directly or indirectly affected by the proposed undertaking and consists of the project limits of disturbance (LOD) and all intersecting and adjacent properties.

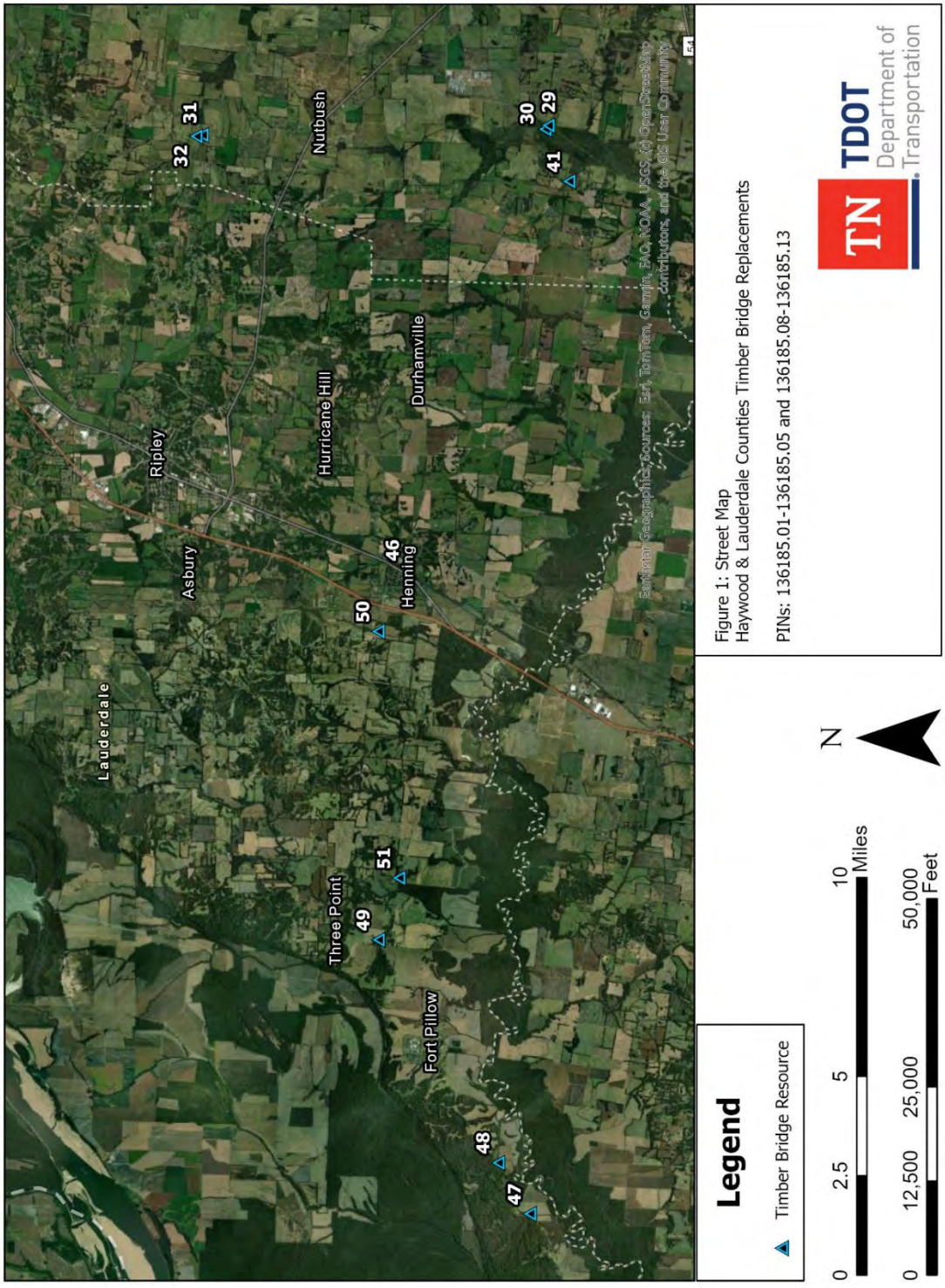
The survey was conducted by qualified JMT architectural historians in accordance with the 2023 Tennessee Historical Commission's (THC) Historical and Architectural Survey Manual and follows the Compliance and Review process as outlined in Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) and as implemented by 36 CFR 800 (Protection of Historic Properties). The Principal Investigator for this survey exceeds the minimum qualifications for architectural history as established by 36 CFR 61 (Appendix B: Qualifications of Key Staff).

JMT architectural historians identified 32 historic-age resources, including the eleven (11) bridges. Six (6) of the bridges have been previously surveyed for eligibility in 1980 and were determined to be not eligible for listing in the NRHP according to TDOT's Inventory and Appraisal Report for bridges in Lauderdale and Haywood Counties. Per the *Survey Report for Historic Highway Bridges* completed by TDOT in 2008, there are no NRHP Eligible or Listed bridges in the entirety of Lauderdale and Haywood Counties. The remaining 21 resources have not been previously evaluated for eligibility for listing. Architectural historians also completed digital forms for each resource using the Survey123 Data Collector Application (Survey123 App). JMT evaluated the historic significance and integrity of the identified resources in order to determine their eligibility for the National Register of Historic Places.

As the result of the survey and evaluation, JMT recommends that no eligible historic resources are present within the APE for PINs 136185.01-136185.05 and 136185.08-136185.13. No additional study is recommended. As a result, a Section 106 determination of "*No Historic Properties Affected*" is recommended.

Project Location Maps




Lauderdale
Ripley
Asbury
Nutbush
Hurricane Hill
Durhamville
Henning
Three Point
Fort Pillow
31
32
30
29
41
46
50
51
49
48
47
Legend
Timber Bridge Resource
0
2.5
5
10
Miles
0
12,500
25,000
50,000
Feet
N
Figure 1: Street Map
Haywood & Lauderdale Counties Timber Bridge Replacements
PINs: 136185.01-136185.05 and 136185.08-136185.13
TDOT
Department of Transportation

Survey Methodology

This survey documents historic age, previously unidentified resources within the APE. The purpose is to identify potentially eligible historic resources for further study and evaluation in a subsequent Level II Architectural Survey Report. The survey was accomplished through a combination of background research and field survey. Background research was conducted to identify resources within the APE that were constructed before the survey cutoff date. Those resources were then documented in the field in addition to Bridges 41, 29, 30, 31, 32, 46, 47, 48, 49, 50, and 51.

Area of Potential Effects (APE)

As defined by 36 CFR 800.16(d), the Area of Potential Effects (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” The APE for the architectural survey was established to encompass all areas with the potential to be directly or indirectly affected by the proposed undertaking and consists of the project limits of disturbance (LOD) and all intersecting and adjacent properties.

Historic Age Cutoff Date

The survey cutoff date is the latest year from which a property can date and be considered of “historic age.” Cultural resources eligible for listing in the National Register of Historic Places (NRHP) are typically at least 50 years of age, and a survey cutoff year is based on the anticipated start of construction. The survey cutoff year for this survey is 1980 (2025 construction date minus 45 years). The selection of 45 years instead of 50 is to account for potential project delays. Properties with buildings or features constructed in or before 1980 would meet the minimum age requirements for the NRHP by the time the project goes to construction and should be considered during the Section 106 process.

Background Research

JMT architectural historians conducted background research to establish a historic context for Lauderdale and Haywood Counties. This historic context outlines significant historic events and trends that influenced the character of the county’s built environment. It also establishes relevant period(s) of significance, applicable areas of significance, and related property types for use both in identifying historic-age resources as well as in evaluating their historic significance. The literature review conducted in association with this survey consisted of primary and secondary sources of information about Lauderdale and Haywood Counties. JMT architectural historians also visited the Lauderdale County Museum, the West Tennessee Delta Heritage Center, the Lauderdale County Library, and the Elma Ross Public Library. Sources included historic maps acquired from the Tennessee Virtual Archives, USGS topographic maps, newspaper articles, TDOT’s Inventory and Appraisal Report for bridges in Lauderdale and Haywood Counties, and published online sources on Tennessee Encyclopedia.

Historic aerial photographs and topographic maps were utilized to identify the location of potential historic resources. Research also consisted of reviewing Lauderdale and Haywood County tax assessor data to identify properties within the APE which were constructed prior to the survey cutoff date of 1980. All resources consulted are listed in the bibliography.

Field Survey Procedures

The field survey was conducted by a team of two Secretary of the Interior (SOI) qualified architectural historians on June 2-3, 2025. The survey was accomplished by traversing all accessible public roads within the project area to document all historic age resources (defined as buildings, structures, sites, objects, or districts that were constructed in or prior to 1980). All work was conducted from the public right-of-way, with no access to private property. All publicly accessible areas within the survey boundaries were examined, and all extant historic properties were documented. By using the Survey123 App, surveyors completed digital forms to capture all relevant locational and architectural data, including photographs of all associated resources.

Evaluation Methodology

The National Historic Preservation Act of 1966 created the NRHP for the purpose of maintaining a federal listing of historic resources of exceptional importance. The resources that are listed in or are eligible for listing in the NRHP are afforded certain protections by the NHPA. Section 106 (54 USC 306108) of the NHPA requires federal agencies to consider the effects of its actions on historic properties. JMT surveyors determined the eligibility of the historic age resources identified within the project APE by evaluating them according to the National Register Criteria for Evaluation as defined by the U.S. Department of the Interior, National Park Service (NPS), which maintains the official list of culturally, historically, or architecturally significant resources.

The National Register Criteria for Evaluation is as follows:

A. To be eligible under Criterion A, a historic resource must have association with “events that have made a significant contribution to the broad patterns of our history,”

B. To be eligible under Criterion B, a historic resource must have association with “the lives of persons significant in our past,”

C. To be eligible under Criterion C, a historic resource must “embody the distinctive characteristics of a type, period, or method of construction” or “represent a significant and distinguishable entity whose components may lack individual distinction,”

D. To be eligible under Criterion D, a historic resource must “yield or be likely to yield, information important in prehistory or history.”

To be eligible for listing, a resource must meet one or more of the requisite criteria and demonstrate historic integrity of features necessary to convey its significance. The aspects of integrity that a resource must retain are that of location, design, setting, materials, workmanship, feeling, and association. A historic resource’s integrity is assessed based on its established historic significance under the four Criteria for Evaluation (A, B, C, and D). “The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important requires knowing why, where, and when the property is significant” (National Park Service 1997). Individually eligible resources, including buildings, must retain both interior and exterior integrity. An eligible historic district, by contrast, must possess integrity as a whole, and while the majority of its contributing resources must retain exterior integrity, the interior integrity of individual resources need not be considered.

General Setting and Current Land Use

The project areas are located throughout Lauderdale and Haywood Counties and are primarily characterized by a rural landscape, consisting mainly of large fields with single family residences and mobile homes. Many of these fields are currently used for agricultural purposes, most of which are associated with residences and farmsteads that are located on the same or adjacent parcels. Bridge 46 is located in the small town of Henning in Lauderdale County and Bridges 31 and 32 are located approximately two (2) miles north of the unincorporated community of Nutbush.

Survey Constraints

The field survey was conducted from the public right-of-way, with no entry on to private property. Surveyors stopped to photograph and document historic age resources where it was safe to pull over within the public right-of-way. In some cases, vegetation, topography, or other physical features obstructed the view of historic resources from the right-of-way.

Historic Context

Lauderdale County

Lauderdale County is bounded by the Forked Deer, Mississippi, and Hatchie Rivers. While the eastern side of the county is on the Gulf Coastal Plain, the western portion is in the rich Mississippi Bottom. Native groups, particularly the Chickasaws, occupied the region of present-day Lauderdale County for thousands of years before European settlers. In 1785, Henry Rutherford surveyed this area for land warrants and established "Key Corner" as a "landmark for marking off claims by carving his initials and a large key into a sycamore on the first high ground east of the Mississippi and south of the Forked Deer rivers," (Toplovich, Lauderdale County). Andrew Jackson and Isaac Shelby negotiated with the Chickasaws to purchase the land in a sale now known as the Jackson Purchase of 1818. The region opened for white settlement and within six years, the Jackson Purchase contained sixteen counties (Semmer, Jackson Purchase). Lauderdale County was established in 1835, and Ripley was designated as the county seat the following year (Toplovich, Lauderdale County). Lauderdale County was named after Col. James Lauderdale who was killed in the Battle of New Orleans in 1812. Ripley's namesake comes from General Eleazar Wheelock Ripley, who was also considered another War of 1812 Hero. Ripley originally sat on approximately 62 acres purchased from Thomas Brown and it quickly became a trading center between Dyersburg and Covington.

The main crop of the agricultural economy of Lauderdale County was cotton, which was transported by steamboat throughout the Forked Deer, Mississippi, and Hatchie Rivers. This economy was based on a plantation system, and in 1850, there were 304 slave owners recorded in the county. The Civil War took a toll on the county's farms and plantations, and Ripley was intermittently occupied by both Union and Confederate forces (Toplovich, Lauderdale County). Lauderdale County recovered its cotton output after the Civil War, which was first supplemented through the use of the railroad in Brownsville in nearby Haywood County and later expanded even more with the arrival of the railroads to the county in 1882 (Morris, *Images of America: Lauderdale County,* 7). While cotton still dominated the economy at the end of the 19th century, fruit, timber and tobacco also became successful industries (Toplovich, Lauderdale County).

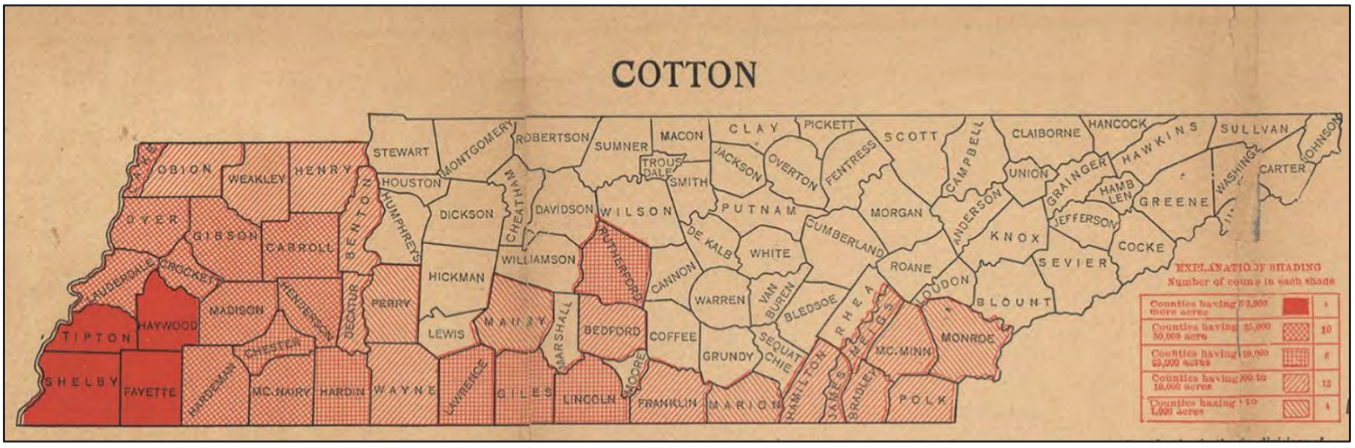


Figure 3: Tennessee Agricultural Wealth Map of 1923. Tennessee Department of Agriculture. Courtesy of the Tennessee Virtual Archives.

During World War II, the U.S. Army constructed an air base at Halls, about 13 miles north of Ripley where over seven thousand troops trained (Toplovich, Lauderdale County). When the base closed after the war, it was sold in auction in 1955 (Toplovich, Lauderdale County). Portions of the over two-thousand-acre tract were developed into industrial parks (Toplovich, Lauderdale County). By the mid-20th century, Tupperware, various motor vehicle parts factories such as SR of Tennessee and A.O. Smith, and electroplating plants established an industrial economy within the county (Toplovich, Lauderdale County). Today, along with agriculture, manufacturing is one of Lauderdale County's largest industries (DataUSA, Lauderdale County, TN).

Haywood County

Originally part of Madison County, Haywood County was established by the Tennessee General Assembly in 1823 (Nunn, Haywood County). In that same year, Thomas M. Johnson sold fifty acres of land to the county for one dollar and a town lot. The Tennessee General Assembly then designated Brownsville as its county seat. (Nunn, Haywood County). Portions of Haywood County were taken to form Lauderdale County to the northwest and Crockett County to the northeast in 1835 and 1871, respectively (Nunn, Haywood County).

Since its founding, cotton has been at the core of Haywood County's agricultural economy, which originally operated through a plantation system based on slave labor (Nunn, Haywood County). In 1828, Hiram Bradford operated the county's first cotton gin and, though they are declining in number, several gins are still present throughout the county. In 2011, there were six gins operating in Haywood County (Palmer Engineering, Architectural Survey Report, 2011). By 1840, agricultural production in Haywood County had grown into extensive commercial operations, having produced 3,175,000 pounds of cotton, 198,500 pounds of tobacco, 710,500 bushels of corn, 54, 100 bushels of wheat, and 80,600 bushels of oats in that year alone (Palmer Engineering, Architectural Survey Report, 2011). In the 1850s, the city of Memphis, seventy miles southwest of Haywood County, became known as the "Biggest Inland Cotton Market in the World," (Palmer Engineering, Architectural Survey Report, 2011).

Like many agriculturally based states, the Civil War devastated cotton and crop production in Tennessee, which struggled to recover profits in the years following the end of the war. After the Civil War, slave labor in Haywood County was replaced by tenant farmers and sharecropping (Nunn, Haywood County). The agricultural economy steadily began to improve and was supported by the introduction of the Holly Springs & Brownsville Railroad and the Mississippi & Ohio Railroad which served Haywood County (Nunn, Haywood County). The Louisville & Nashville Railroad, which ran through Brownsville, was the most profitable railroad in the southern market in the late 19th century (Palmer Engineering, Architectural Survey Report, 2011). By the early 20th century, corn, fruit, grass, and livestock became as important for the agricultural economy as cotton and continue to be so today (Nunn, Haywood County). Though cotton production profits recovered post-Civil War, they did not return to their Antebellum numbers (Palmer Engineering, Architectural Survey Report, 2011).

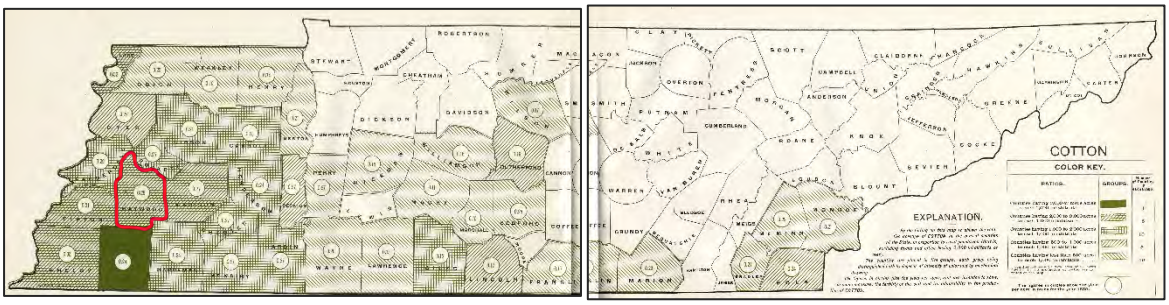


Figure 4: Map of Tennessee Cotton Crop Statistics, 1892. Tennessee Department of Agriculture. Haywood County is outlined in red. Photo courtesy of Tennessee Virtual Archives.

In 1939-1940, the Farm Security Administration established the Haywood County Farm Project to provide low-income residents with small farms to rent or purchase (Nunn, Haywood County). The FSA also improved roads, brought electricity to rural communities, and built simple dwellings, barns, smokehouses, and any other

necessarily ancillary structures (Palmer Engineering, Architectural Survey Report, 2011). Level I research has not determined if any of the resources identified in the survey area were direct results from the FSA's efforts.

In additional efforts to aid lower income communities, the University of Tennessee's Extension Plan created workshops to educate local citizens about affordable techniques to use on farms and at home, including teaching women basic and advanced skills regarding textiles and clothing (West Tennessee Delta Heritage Center). In 1965, Haywood County set up several workshops to teach homemakers and young girls how to sew, which was especially useful for low-income families who could not afford the rising cost of clothing (West Tennessee Delta Heritage Center). Women who attended these workshops learned to make clothes for families, while other women, such as members of the Dancyville Home Demonstration Club, made clothes for the patients at the Arlington Hospital (*The Rural Economics of Sewing,* West Tennessee Delta Heritage Center). According to the 1972 July Progress Report, over 3,000 accessories were made, such as men's ties and women's scarves, and approximately 300 suits were made with an estimated saving of $6,000 (West Tennessee Delta Heritage Center).

By the middle of the 20th century, Haywood County's economy began to diversify. Manufacturers began to employ residents in industries such as lawn mower production and vinyl garden hose, PVC pipe, and powdered ball bearing manufacturing (Nunn, Haywood County). Today, agriculture is the main output of Haywood County's economy. It is known for producing the most cotton in the state and is the fifth largest for Tennessee's grain and bean production (Haywood County Website).

Nutbush, Tennessee

The project area is in a rural setting within the unincorporated community of Nutbush, between Ripley and Brownsville. Nutbush is considered one of the oldest communities in Haywood County where agriculture, particularly cotton, has been the main economic driver since its founding in the 1820s. Most of its small population was still made up of farmers in the early 2000s (The Jackson Sun, October 31, 2002. Page 3). Today the community is characterized by active farmland and historic age residences, churches, and businesses.

There are two churches in Nutbush that are listed on the NRHP: the Woodlawn Baptist Church and the Woodlawn Missionary Baptist Church and Cemetery. Both of these churches trace their roots back to the Antebellum period. The Woodlawn Baptist congregation was among one of the earliest institutions established in Nutbush and is locally significant under Criterion C in the area of Architecture for its ability to embody a vernacular rural interpretation of the Gothic Revival Style that is not commonly found in the surrounding area. Due to the Church's architectural significance, the Woodlawn Baptist Church meets the requirements of Criterion Consideration A due to its architectural significance. Its unique architecture style "reflects the socioeconomic status of its parishioners, who were mostly local farmers from the surrounding northwest Haywood County Area," (Woodlawn Baptist Church NRHP Nomination Form).

Figure 5: The Woodlawn Baptist Church.

Around 1845, Hardin Smith, an enslaved African American man, was given permission to preach during night services to a congregation of other enslaved people at the Woodlawn Baptist Church, which at the time was only for the White community. It is believed that Hardin Smith was the first enslaved person to preach to a congregation in the Nutbush area (NRHP Nomination Form Ref. No. SG100010115). By 1865, after the Civil War, Hardin Smith and several members of his congregation broke from this Woodlawn Baptist Church and established their own church about four miles southeast of the original Woodlawn Church, using the same name. Hardin's Church, The Woodlawn Missionary Baptist Church and Cemetery, is significant for its

association with the beginnings of Reconstruction-Era African American religious institutions, particularly in Haywood County. The cemetery is currently the oldest post-Civil War African American cemetery documented in Haywood County (Woodlawn Baptist Church and Cemetery NRHP Form 96001358).

In the decades after the church's construction in the 1870s, Smith and the members of his congregation founded other churches throughout the county and the first school for freed slaves, the Freedmen's School of Brownsville (Norris, Hardin Smith). During his time as a preacher, he encouraged black musicians and singers to perform the spirituals that were commonly sung in the plantations. By the early 20th century, Nutbush became a "mecca for local and traveling gospel, classic blues, country blues, and jazz musicians," (Norris, Hardin Smith and Norris, Tina Turner). West Tennessee also became popular for a new genre of music in the 1940s and 1950s known as Rhythm-n-Blues. This musical style developed as widespread relocation during World War Two prompted Black and White residents of rural communities, such as Nutbush, into larger cities (West Tennessee Delta Heritage Center). Their rural musical tastes adapted to urban styles and the interaction between musicians mixed blues and country music (West Tennessee Delta Heritage Center).

Figure 6: The Woodlawn Missionary Baptist Church and Cemetery.

From this musical community emerged one of Nutbush's most famous residents, rhythm-n-blues singer and songwriter Tina Turner. Turner was born to sharecroppers in 1939 and resided in Nutbush during her childhood. Tina Turner attended the Flagg Grove School in Nutbush, which was constructed in 1889 and is reflective of the public education that existed for rural African American children in the early-to-mid 20th century. The one-room African American schoolhouse offered education for grades 1-8 until the mid-1960s. The schoolhouse had hard wooden benches and desks, two blackboards and no indoor plumbing (West Tennessee Delta Heritage Center). Flagg Grove was attended by as many as 50 to 60 students at a time split into two groups. (West Tennessee Delta Heritage Center). At this time, "African Americans saw education as the key to opportunity and success," in a country defined by Jim Crow segregation laws (West Tennessee Delta Heritage Center). The schoolhouse was moved to Brownsville in 2012 and was restored to be opened as the Tina Turner Museum in 2014.

Henning, Tennessee

Henning is a small town located at the intersection of SR-209 and SR-87. It was established by Dr. D.M. Henning in 1873 (Town of Henning, TN Adopted Master Plan, 2025). That same year, Henning's first sawmill, gristmill, and cotton gin opened. In the 1870s, Henning became Lauderdale County's first train depot (Town of Henning, TN Adopted Master Plan, 2025). The town subsequently grew, and new businesses were established. According to Dr. D.M. Henning, by 1882 the town already had "about a dozen dry goods store, houses, offices, and shops in full blast, and several more in the course of erection," (Memphis Daily Appeal Jun 16, 1882, Page 1). Henning was incorporated in 1883. (Town of Henning, TN Adopted Master Plan, 2025). While Main Street (also identified as SR-209) was once Henning's thriving commercial center, nearly all businesses have since closed.

Henning remained a relatively small town throughout the rest of the 19th and 20th centuries. The surrounding area was, and continues to be, heavily rural, with fertile lands that support Lauderdale County's successful agricultural economy. The main cash crops that continue to be grown include cotton, corn, soybeans, and wheat (Town of Henning, TN Adopted Master Plan, 2025).

Henning was also the hometown of author Alex Haley, who wrote two best-selling books: *The Autobiography of Malcolm X* (1964) and *Roots* (1976). According to Haley, he was brought up by his mother, grandmother, and various aunts in Henning and his experiences with them created the foundation for *Roots* (Marius, Alex Murray Palmer Haley).

Figure 7: View of Downtown Henning ca. 1908, facing north from Main St.
Photo Courtesy of the Looking Back at Tennessee Photograph Collection, 1890-1981*, Tennessee Virtual Archives.*

Figure 8: View of Downtown Henning, 2025, facing north from Main St.

Fort Pillow, Tennessee

Bridges 48 and 49 are located near Fort Pillow, approximately eight miles west of Henning and approximately 7 miles east of the Mississippi River. Fort Pillow, named after Major General Gideon Pillow, who ordered its construction in 1861, was abandoned by 1862 as the fighting moved out of West Tennessee and into Alabama and Mississippi (Cimprich, Fort Pillow, and History at Fort Pillow, Tennessee State Parks). The 13th US Cavalry, the 6th US Colored Heavy Artillery, and Battery D of the 2nd US Colored Light Artillery occupied Fort Pillow within that same year with Major Lionel Booth serving as commander. (History at Fort Pillow, Tennessee State Parks). On April 12, 1864, Confederate Forces attacked the fort, resulting in what was later termed the “Fort

Pillow Massacre," (History at Fort Pillow, Tennessee State Parks). Though US troops laid down their arms in surrender after being pushed to the banks of the Mississippi, Confederate forces continued to kill them, triggering a subsequent congressional investigation (History at Fort Pillow, Tennessee State Parks).

Today, the 1,642 acre fort features well-preserved breastworks, reconstructions, and a museum that displays Civil War artifacts and interpretive history of Fort Pillow. The area of Fort Pillow became a State Park in 1971 and was designated as a Wildlife Observation Area. The Fort Pillow State Historic Park preserves the legacy of the United States Colored Troops (USCT), a Union Army regiment, and serves as "a reminder of the barbarity of war and the dehumanizing results of the institution of slavery," and of the "added dangers the USCT faced in their fight for freedom," (History of Fort Pillow, Tennessee State Parks).

Figure 9: The Fort Pillow Massacre, Kurz and Allen, 1892.
Courtesy of the Fort Pillow State Historic Site website.

20th Century Transportation in Tennessee

Until the late 19th century, state transportation efforts prioritized railroads rather than highways. The first train in Tennessee was exhibited in 1842 and by 1860, the state had over 1,100 miles of operational tracks (Sellers, TDOT:1915-2015). Once the automobile was invented, and as it became more commonplace in the early 20th century, the lack of adequate roads needed to be addressed. Additionally, efforts began to emphasize transportation corridors rather than just isolated projects (Tennessee's Survey Report for Historic Highway Bridges). Before 1915, each Tennessee county only haphazardly conducted road and bridge construction "with little regard for how each project might fit into a larger transportation linkage system," (Tennessee's Survey Report for Historic Highway Bridges). While the 1910s saw a push for the Good Roads Movement nationwide, part of a Progressive Era reform to correct roadway deficiencies, the task of building large statewide road networks was too much for the individual counties of Tennessee to handle alone (Sellers, TDOT:1915-2015). In 1915, the Tennessee General Assembly created a six-member Highway Commission appointed by the Governor (Sellers, TDOT:1915-2015). Subsequently, the Federal-Aid Highway Act of 1916 required that State Highway Departments establish a Federal Aid Highway system (Sellers, TDOT:1915-2015). Funding for road and bridge construction decreased significantly during World War I, however Congress passed another Federal-Aid Highway Act in 1921 which required that federal money be matched by an equal amount with state funds. The 1921 Act provided an average of $75 million each year. Actions at the federal and state level served

as a catalyst for an increased amount of bridge and road construction between 1923 and 1931. After World War Two while the state was responsible for bridges on major roads, the counties oversaw bridge construction on secondary roads.

State Route 87 was constructed between 1924 and 1930 (see Figure 10) and has remained in its current alignment ever since (Biennial Report of the Commissioner of the Department of Highways and Public Works, State of Tennessee, 1923-1924). State Route 371 branches out southwest from SR-87 and reconnects SR-87 at Cherry. The earliest topographic map of the project area available to JMT architectural historians indicates that SR-371 was named SR-87A until 1986 (Topographic Maps: 1956 and 1986 Blytheville, AR). This suggests that the road was improved and constructed as SR-371 ca. 1985. While the roadway has existed in its current location since 1937 (see Figure 11), “SR-180” does not appear on maps until 1986. Prior to this, the road is labeled “Forked Deer Road.” This suggests that the road was improved and constructed as SR-180 ca. 1985.

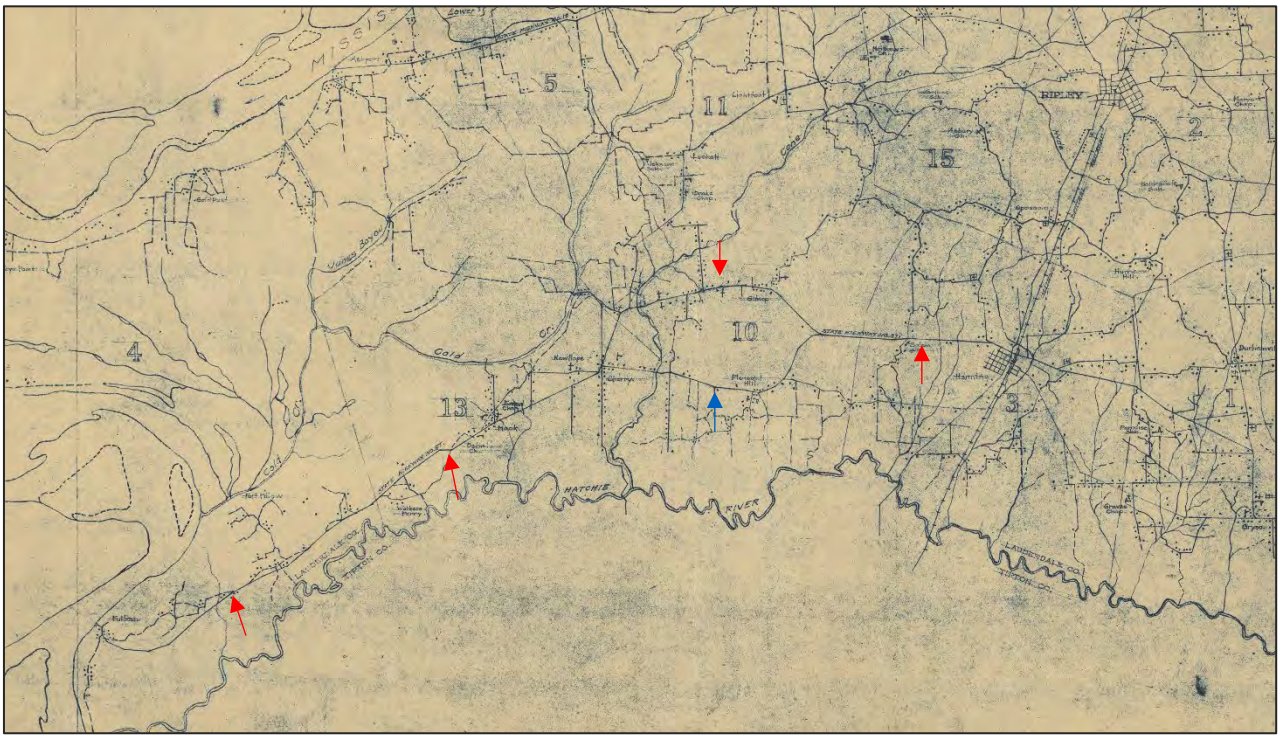


Figure 10: Cropped view of a map of Lauderdale County, 1930.
Red arrows indicate SR-87 and blue arrow indicates SR-371.
Courtesy of the TSLA MAP Collection from the Tennessee Virtual Archives.

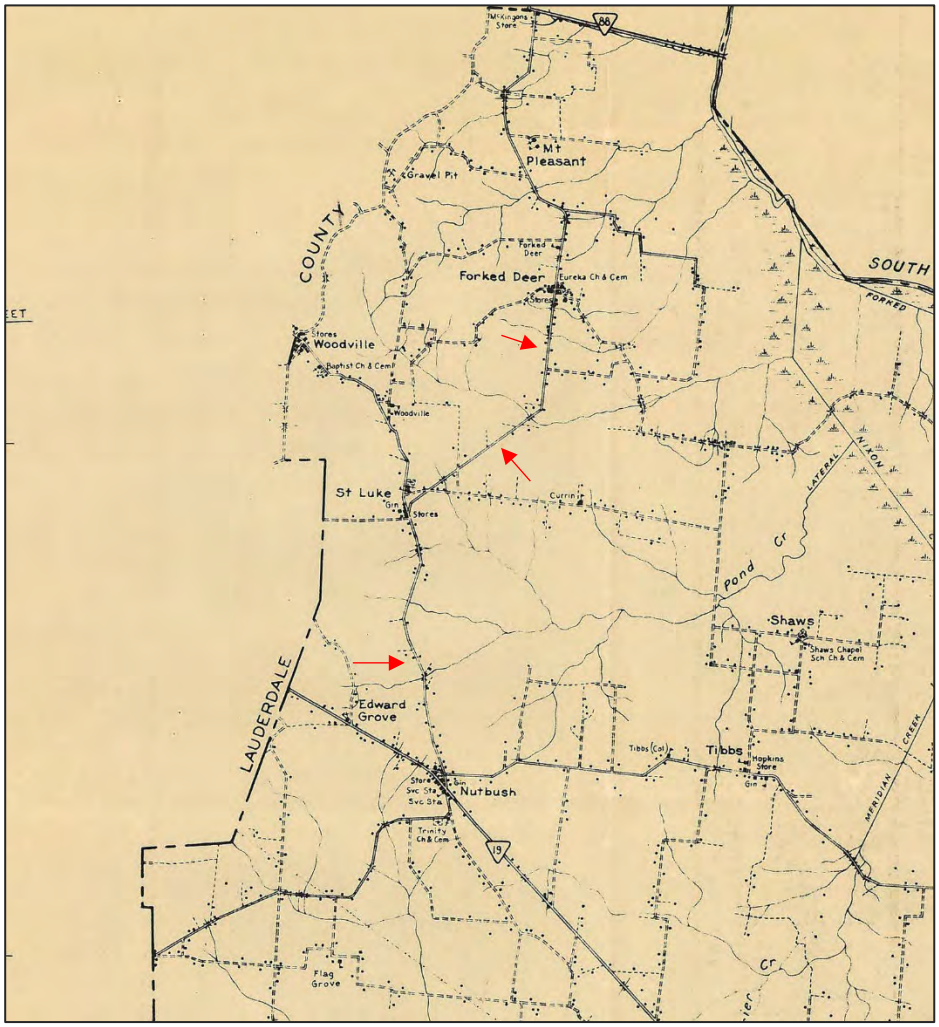


Figure 11: Cropped view of a map of Haywood County, 1937. Red arrows indicate SR-180. Courtesy of the TSLA MAP Collection from the Tennessee Virtual Archives

Periods of Significance

Since its founding, Haywood County's economy has been focused on agriculture, which has shaped the character of the project area. The historically rural setting of the project area along SR-180 has retained its integrity because there have been no major housing or commercial developments. The main use for the fields interspersed between residences continues to be agricultural, as it has been since the county's origins. As such, the period of significance for agriculture in the project area extends from the founding of Haywood County in 1823 to the historic age cutoff date of 1980.

Communities such as Henning were established in response to the construction of the railroad that connected rural areas to large cities. Henning developed a commercial district which serviced both the surrounding rural community and passersby, first by train, and later, by automobiles traveling along SR-209. Henning's commercial center rapidly developed after it became Lauderdale County's first train depot. The town's current Main Street does not reflect the cultural landscape it once had and as such, it does not emphasize downtown Henning's historic commercial significance. As such, the period of significance for commercial development in Henning extends from the establishment of the train depot ca. 1870 to the historic age cutoff date of 1980.

Advances in transportation were vital for the development of commercial agriculture for Haywood County, particularly in rural areas. SR-180 was an important road that connected rural farmers to larger cities, allowing them to transport their goods in larger quantities and at faster rates. While these rural routes started off as small-scale roads, their importance can be seen through the subsequent improvements, such as grading, paving, and widening. Bridges allowed for easier transportation across waterways that such routes crossed, however, the bridges were reconstructed throughout the years according to the need of the road which they carried, such as a higher traffic volume. The period of significance for transportation in the project area extends from the construction of SR-87 in ca. 1924 to the historic age cutoff date of 1980.

Architectural Overview

Much of rural Tennessee's architecture falls within in the category of "vernacular architecture." Vernacular architecture encompasses structures that were constructed without a specific architectural style and instead incorporates various features and methods using whatever material and craftsmanship was readily available. Vernacular architecture in the project area was "produced by industrialization and cultural standardization," (Stager, Vernacular Domestic Architecture).

The commonality of rural vernacular architecture is due to the fact that the "high style" seen in homes and businesses that depict ornate details required the skill of architects and artisans that were not affordable for many of the small farming communities found in Haywood and Lauderdale Counties (Stager, Vernacular Domestic Architecture). Early 20th century standardization of lumber size, millwork, and conventional plans shaped most of the architecture within the study area, which adapted to the availability of local building materials and builders.

The residential resources in the survey area depict modest versions of their respective architectural styles and have undergone significant alterations. Character defining features such as building footprints, rooflines, materials, and window configurations and sizes have been altered on many of the recorded properties. In many cases, the original windows have been replaced with vinyl sash windows and the wooden exterior fabric of the resources has been replaced by vinyl siding.

Nineteen buildings were surveyed across all of the project areas represented in this report. This distribution included 15 residential resources, three commercial resources, and one agricultural resource. In addition to the 11 timber bridges, one additional transportation-related structure was recorded, a concrete railroad bridge and tunnel located in the town of Henning in Haywood County.

Most (8) residential resources recorded in the project areas are Ranch style dwellings. By the middle of the 20th century, an increase in economic prosperity made it financially feasible for some Americans to purchase larger homes (McAlester and McAlester, 2015). The preference began to shift towards the increasingly popular Ranch style (1935-1975). Ranch style homes were constructed throughout the United States and their ornamentation and detail vary greatly; however, they are usually one story with an elongated rectangular footprint, moderate to wide roof overhangs, a sheltered entry, and an integrated carport or garage. (McAlester and McAlester 2015). Many Ranch houses also include fixed decorative window shutters and grouped or picture windows.

Six residential resources in the project area are examples of vernacular residential architecture dating from the turn of the century to the mid-20th century. Many of the older vernacular houses found in the project area have had their original siding and windows replaced with modern materials, such as vinyl or aluminum.

One residential resource is a Minimal Traditional house known as a Cape Cod. The Minimal Traditional style became popular around 1945 and were constructed through the 1950s and is characterized by their one story, compact forms with side gabled roofs, and narrow eaves (McAlester and McAlester 2015).

All three commercial resources were recorded within the Town of Henning. Two of these resources are former service stations, characterized by their flat roofed awnings that would have sheltered gas pumps when the

stations were still in operation. The third commercial resource was originally constructed to serve as Henning's City Hall in 1953, as noted on a plaque. All commercial resources surveyed are masonry construction.

One agricultural resource, a deteriorated wood frame barn, was recorded as an individual resource because it lacked association with a nearby house. Other agricultural buildings within the project areas are associated with a dwelling and therefore recorded as outbuildings.

Survey Results

The survey documented a total of 32 historic resources within the APE. These include 21 newly identified properties constructed in or prior to the survey cutoff date of 1980, and Bridges 41, 29, 30, 31, 32, 46, 47, 48, 49, 50, and 51. Bridges 29, 30, 31, 32, and 41 have been previously determined not eligible for listing in the NRHP. The remaining bridges have not been previously evaluated for NRHP eligibility.

Surveyors collected baseline data for each resource constructed prior to 1980 within the APE in order to meet the minimum survey requirements established by the Survey123 application and provided recommendations on the individual eligibility of each resource.

PIN 136185.01

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 41 NBI 38SR0870001	35.62431 N, 89.43092 W	Not Eligible	Not Eligible
01	8647 Fulton Rd.	N/A	Not Eligible
02	8348 Fulton Rd.	N/A	Not Eligible
03	8229 Fulton Rd.	N/A	Not Eligible

PIN 136185.02

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 29 NBI 38S80460001	35.63094 N, 89.41094 W	Not Eligible	Not Eligible
04	6931 Fulton Rd.	N/A	Not Eligible

PIN 136185.03

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 30 NBI 38S80460003	35.63178 N, 89.41308 W	Not Eligible	Not Eligible

PIN 136185.04

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 31 NBI 38S80510003	35.73350 N, 89.41408 W	Not Eligible	Not Eligible
05	2405 Forked Deer Rd.	N/A	Not Eligible
06	2455 Forked Deer Rd.	N/A	Not Eligible
07	2507 Forked Deer Rd.	N/A	Not Eligible

PIN 136185.05

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 32 NBI 38S80510005	35.73458 N, 89.41450 W	Not Eligible	Not Eligible

PIN 136185.08

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 46 NBI 49S80460003	35.67236 N, 89.57269 W	N/A	Not Eligible
08	135 S. Main St.	N/A	Not Eligible
09	115 S. Main St.	N/A	Not Eligible
10	105 S. Main St.	N/A	Not Eligible
11	35°40'21.34"N, 89°34'23.11"W	N/A	Not Eligible
12	163 E. McFarlin Ave.	N/A	Not Eligible
13	165 E. McFarlin Ave.	N/A	Not Eligible
14	105 Morris Ferry Rd.	N/A	Not Eligible
15	200 E. McFarlin Rd.	N/A	Not Eligible

PIN 136185.09

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 47 NBI 49SR0870013	35.63608 N, 89.80658 W	N/A	Not Eligible

PIN 136185.10

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 48 NBI 49SR0870017	35.64539 N, 89.78808 W	N/A	Not Eligible
16	13666 HWY 87	N/A	Not Eligible
17	13632 HWY 87	N/A	Not Eligible

PIN 136185.11

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 49 NBI 49SR0870025	35.68061 N, 89.70639 W	N/A	Not Eligible
18	8528 HWY 87	N/A	Not Eligible
19	8324 HWY 87	N/A	Not Eligible
20	8259 HWY 87	N/A	Not Eligible

PIN 136185.12

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 50 NBI 49SR0870033	35.68100 N, 89.59478 W	N/A	Not Eligible

PIN 136185.13

Resource ID	Address	Previous Eligibility Status	Survey Recommendation
Bridge 51 NBI 49SR0872003	35.67483 N, 89.68422 W	Not Eligible	Not Eligible
21	115 Pipkin Rd (nearest address)	N/A	Not Eligible

Evaluation of Resources

BRIDGE 41: NBI 38SR0870001
35.62431 N, 89.43092 W

Description: Bridge 41 is a two-lane bridge that carries SR-87 over a river branch, approximately five miles southwest of Nutbush, Tennessee. The bridge superstructure features a concrete pre-cast panel deck and an asphalt surface. Reinforced concrete pile caps flank the deck and support metal guardrails. Timber pile abutments on either side of the bridge feature horizontal wood plank backing walls.

Eligibility: The extant structure of NBI# 38SR0870001 was constructed in 1990 and post-dates the established historic period cut-off date of 1980. Therefore, Bridge 41 is not eligible under Criteria A, B, C, or D due to not being of historic age.

Figure 12: View of Bridge 41, facing southwest from SR-87

Figure 13: View of Bridge 41, facing southwest from SR-87.

Figure 14: View of Bridge 41, timber pile abutments, facing west from SR-87.

RESOURCE 01
8647 FULTON RD.

Description: Resource 01 is located on the south side of SR-87 and consists of a dwelling constructed ca. 1974. The resource is a one story, Ranch-Style, brick dwelling with an asphalt shingle, side-gable roof on a rectangular footprint. The gable ends of the roof are clad in vinyl siding. The front (northwest) elevation features a partial-width front porch with a masonry deck and a shed roof extension supported by two square columns. The main entryway features a single door with a metal storm door. This front elevation also features four vinyl sash windows flanked by modern decorative shutters. These windows replaced metal sash windows ca. 2025. The northeast corner of the resource features an integrated carport with two square columns supported on a brick base. The northeast and northwest elevations of this carport each contain a single door. The southwest elevation features three vinyl sash windows. The resource features an interior brick chimney that pierces through the center of the roof.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location and setting because it has not been moved from its rural setting since its construction. While the resource lacks overall integrity of materials and workmanship due to the replacement roof, windows, columns, and doors, it retains its overall integrity of design, feeling, and association. The resource's Ranch style is not a noteworthy example of a type, style, or method of construction, nor is it the work of a master or exhibiting high artistic value. The resource is recommended not eligible under Criterion C. Resource 01 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 15: View of Resource 01, facing southwest from SR-87.

Figure 16: View of Resource 01, facing southeast from SR-87.

RESOURCE 02
8348 FULTON RD.

Description: Resource 02 is located on the northwest side of SR-87 and consists of a dwelling constructed ca. 1940, however it does not appear on aerial images until ca. 1971, suggesting that it was relocated. The resource is a one-story, Massed Plan style dwelling with a side-gable, metal roof and a pier foundation on a square footprint. The exterior is clad in vinyl vertical panels. The front (southeast) elevation features a centered entryway with a metal storm door flanked by two sash windows flanked by modern decorative shutters. One of the windows is composed of wood and vinyl and the other is vinyl. The main entryway is sheltered by a shed roof extension that is supported by metal poles. An interior concrete chimney pierces through the center of the roof. Vegetation obscured all other details from the ROW at the time of the survey.

Eligibility: Haywood County tax assessor data indicates that the resource is associated with the adjacent parcels and is therefore associated with agriculture. Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location and setting cannot be determined due to its possible relocation. It retains its overall integrity of materials, workmanship, design, feeling, and association and is able to convey its historic character. The resource's Massed Plan style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 02 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

RESOURCE 03
8229 FULTON RD.

Description: Resource 03 is located on the southeast side of SR-87 and consists of a dwelling constructed ca. 1966. The property also contains a trailer from 1998, a carport from 2007, and a shed from ca. 2017. The resource is a one-story, Ranch-style brick dwelling with an asphalt shingle, hipped roof on a rectangular footprint. The front (northwest) elevation features a partial-width, recessed porch with decorative metal columns. This elevation also features four vinyl sash windows flanked by modern decorative shutters. The northeast corner is clad in vinyl siding, indicating the previous existence of an integrated carport, through the date of the alteration cannot be determined. The southwest elevation features four vinyl sash windows.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location, setting, workmanship, association, and feeling, however it does not retain integrity of materials and design due to the enclosed carport, replacement windows, and the construction of several modern outbuildings and structures. The resource's Ranch style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 03 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 17: View of Resource 03, facing east from SR-87

Figure 18: View of Resource 03, facing southeast from SR-87.

BRIDGE 29: NBI 38S80460001
35.63094 N, 89.41094 W

Description: Bridge 29 is a two-lane, triple-span bridge constructed in 1960 that carries Fulton Road over Lagoon Creek, approximately four miles south of Nutbush, Tennessee in Haywood County. The bridge superstructure features a concrete precast panel deck, an asphalt surface, and metal guardrails. Bridge 29 is supported by concrete headers upon timber piers. The material of the pile caps were unobservable beneath the water of Lagoon Creek. The sloping abutments are located on either side of the bridge lack wing walls or other reinforcements. Bridge 29 is in fair condition.

Eligibility: Per the *Survey Report for Historic Highway Bridges* completed by the Tennessee Department of Transportation (TDOT) in 2008, there are no NRHP Eligible or Listed bridges in the entirety of Haywood County. Research does not indicate that this bridge has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The bridge is a typical example of its respective type that does not represent a particular evolution of a style or type or a noted variation, either transitional in nature or fully formed and is therefore recommended not eligible under Criterion C. Background research did not indicate that the bridge is associated with prominent architects or engineers, and its commonly understood building techniques are unlikely to yield new information about American building technology, 20th century construction, bridge typologies, community development, or other topics. As such, Bridge 29 is not recommended eligible under Criterion D.

Although Bridge 29 is recommended Not Eligible for the NRHP, it retains integrity of location, feeling, and setting in rural western Tennessee. The bridge conveys integrity of workmanship and association with the Tennessee Department of Transportation (TDOT). The overall design has remained unchanged since construction save for the addition of reinforcing materials and resurfacing of the asphalt. Its material integerity is largely intact, although some timber used to construct the bridge substructure appears to have been replaced. Overall, Bridge 29 retains sufficient aspects of integrity.

Figure 19: View of Bridge 29, facing northwest from SR-87.

Figure 20: Bridge 29, facing west from SR-87.

Figure 21: View of Bridge 29, concrete girder and timber bent and piers facing northwest from SR-87.

RESOURCE 04
6931 FULTON RD.

Description: Resource 04 is located on the southwest side of SR-87 and consists of a dwelling constructed ca. 1977. The property also contains a modern shed constructed ca. 2007. The resource is a one-story, Ranch-style, brick dwelling with an asphalt shingle, side gable roof with boxed eaves on a rectangular footprint. The front (northeast) elevation features a partial-width, projecting porch with a gable roof extension with boxed eaves and decorative metal columns. The gable end of this roof extension is clad in vinyl siding. This front elevation also features four vinyl sash windows flanked by modern decorative shutters. The northwest elevation is clad in vinyl siding and contains two vinyl sash windows and the southeast elevation features an integrated carport. These elevations were constructed ca. 1998. The southeast elevation features a patio addition that is enclosed in lattice panels. The resource features an exterior brick chimney that pierces through the roof over the carport.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location, setting, materials, workmanship, association, and feeling, however it does not retain integrity of design due to the construction of the carport and the expansion on the northwest elevation. The resource's vernacular style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 04 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 22: View of Resource 04, facing southwest from SR-87.

Figure 23: View of Resource 04, facing southeast from SR-87.

BRIDGE 30: NBI 38S80460003 (HAYWOOD CO)
35.63178 N, 89.41308 W

Description: Bridge 30 is a two-lane, single-span bridge constructed in 1960 that carries Fulton Road over Branch Creek and located 0.1 mile south of SR 19 in Haywood County. The bridge superstructure is a concrete precast panel deck, an asphalt surface, and metal guardrails. Bridge 30 is supported by timber piers. The abutments located on either side of the bridge are supported by wooden wing walls reinforced with stone. Bridge 30 is in fair condition.

Eligibility: Per the *Survey Report for Historic Highway Bridges* completed by the Tennessee Department of Transportation (TDOT) in 2008, there are no NRHP Eligible or Listed bridges in the entirety of Haywood County. Research does not indicate that this bridge has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The bridge is a typical example of its respective type that does not represent a particular evolution of a style or type or a noted variation, either transitional in nature or fully formed and is therefore recommended not eligible under Criterion C. Background research did not indicate that the bridge is associated with prominent architects or engineers, and its commonly understood building techniques are unlikely to yield new information about American building technology, 20th century construction, bridge typologies, community development, or other topics. As such, Bridge 30 is not recommended eligible under Criterion D.

Although Bridge 30 is recommended Not Eligible for the NRHP, it retains integrity of location, feeling, and setting in rural western Tennessee. The bridge conveys integrity of workmanship and association with the Tennessee Department of Transportation (TDOT). The overall design has remained unchanged since construction save for the addition of reinforcing materials and resurfacing of the asphalt. Its material integerity is largely intact, although some timber used to construct the bridge substructure appears to have been replaced. Overall, Bridge 30 retains sufficient aspects of integrity.

Figure 24: View of Bridge 30, facing east from SR-87.

Figure 25: View of Bridge 30, concrete caps and timber pile abutments, facing east from SR-87.

Figure 26: View of Bridge 30, timber pile abutments, facing west from SR-87.

BRIDGE 31: NBI 38S80510003 (HAYWOOD CO)
35.73350 N, 89.41408 W

Description: Bridge 31 is a two-lane, triple-span bridge constructed in 1960 that carries Forked Deer Road over Otter Creek, located approximately 0.1 mile west of Tulom Road in Haywood County. The bridge superstructure consists of a precast concrete panel deck, an asphalt surface, and a metal and concrete guardrail. Bridge 31 is supported by rounded timber piers with squared timber bents. The pile caps are made of concrete. A stone abutment is located on each side of the edges of the bridge with no wing wall supports. Overall, Bridge 31 is in fair condition.

Eligibility: Per the *Survey Report for Historic Highway Bridges* completed by the Tennessee Department of Transportation (TDOT) in 2008, there are no NRHP Eligible or Listed bridges in the entirety of Haywood County. Research does not indicate that this bridge has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The bridge is a typical example of its respective type that does not represent a particular evolution of a style or type or a noted variation, either transitional in nature or fully formed and is therefore recommended not eligible under Criterion C. Background research did not indicate that the bridge is associated with prominent architects or engineers, and its commonly understood building techniques are unlikely to yield new information about American building technology, 20th century construction, bridge typologies, community development, or other topics. As such, Bridge 31 is not recommended eligible under Criterion D.

Although Bridge 31 is recommended Not Eligible for the NRHP, it retains integrity of location, feeling, and setting in rural western Tennessee. The bridge conveys integrity of workmanship and association with the Tennessee Department of Transportation (TDOT). The overall design has remained unchanged since construction save for the addition of reinforcing materials and resurfacing of the asphalt. Its material integrity is largely intact, although some timber used to construct the bridge substructure appears to have been replaced. Overall, Bridge 31 retains sufficient aspects of integrity.

Figure 27: View of Bridge 31, facing northwest, from SR-180.

Figure 28: View of Bridge 31, concrete caps, facing northwest from SR-180.

Figure 29: View of Bridge 31, timber pile bents, facing north from SR-180.

BRIDGE 32: NBI 38S80510005 (HAYWOOD CO)
35.73458 N, 89.41450 W

Description: Bridge 32 is a two-lane, four-span bridge constructed in 1960 that carries Forked Deer Road over Overview Creek, located 1 mile southwest of Holccom Road in Haywood County. The bridge superstructure is a concrete precast panel deck with an asphalt surface. The metal guardrails are attached to the concrete girder with metal supports. Square timber headers support the deck, which are in turn supported by rounded timber piers. A stone abutment is located on each side of the edges of the bridge with no wing wall supports. Overall, Bridge 32 is in fair condition.

Eligibility: Per the *Survey Report for Historic Highway Bridges* completed by the Tennessee Department of Transportation (TDOT) in 2008, there are no NRHP Eligible or Listed bridges in the entirety of Haywood County. Research does not indicate that this bridge has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The bridge is a typical example of its respective type that does not represent a particular evolution of a style or type or a noted variation, either transitional in nature or fully formed and is therefore recommended not eligible under Criterion C. Background research did not indicate that the bridge is associated with prominent architects or engineers, and its commonly understood building techniques are unlikely to yield new information about American building technology, 20th century construction, bridge typologies, community development, or other topics. As such, Bridge 32 is not recommended eligible under Criterion D.

Although Bridge 32 is recommended Not Eligible for the NRHP, it retains integrity of location, feeling, and setting in rural western Tennessee. The bridge conveys integrity of workmanship and association with the Tennessee Department of Transportation (TDOT). The overall design has remained unchanged since construction save for the addition of reinforcing materials and resurfacing of the asphalt. Its material integrity is largely intact, although some timber used to construct the bridge substructure appears to have been replaced. Overall, Bridge 32 retains sufficient aspects of integrity.

Figure 30: View of Bridge 32, facing northwest from SR-180.

Figure 31: View of Bridge 32, timber bents and concrete caps, facing north from SR-180.

Figure 32: View of Bridge 32, facing northwest from SR-180.

RESOURCE 05
2405 FORKED DEER RD.

Description: Resource 05 is located on the west side of SR-180 and consists of a dwelling, which was constructed ca. 1952, according to tax assessor data; however, it does not appear on aerial maps until 1980. The property also contains a modern shed constructed ca. 2015. The resource is a one-story, vernacular-style, frame dwelling that is clad in vinyl siding with an asphalt shingle, front-gabled roof with a pier foundation on a rectangular footprint. The front (east) elevation features a full-width projecting porch with a gable roof extension supported by wood posts and a wooden deck with steps and a railing. Before ca. 2010 this porch was only partial width. The main entryway contains a half-light, paneled wood door that is flanked by two vinyl sash windows which are flanked by modern decorative shutters. The north elevation features two vinyl sash windows, and the south elevation features three vinyl sash windows.

Eligibility: The resource is associated with the adjacent agricultural land; however, research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource's integrity of location and setting cannot be determined and due to extensive alterations, including the replacement of the roof, windows, and siding, and the alteration of the front porch, the resource no longer retains integrity of materials, workmanship, design, association, and feeling. The resource's vernacular style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 05 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 33: View of Resource 05, facing northwest from SR-180.

Figure 34: View of Resource 05 and modern shed (ca. 2015), facing southwest from SR-180.

RESOURCE 06
2455 FORKED DEER RD.

Description: Resource 06 is located on the west side of SR-180 and consists of a dwelling constructed ca. 1975. The property also contains a modern shed and dwelling constructed ca. 2022 and a modern dwelling constructed ca. 2001 with a detached garage and trailer home on the south side of the property. The resource is a one-story, Ranch-style, brick building with a side-gable roof on a rectangular footprint. The roof features boxed eaves and vinyl siding on the gable ends. The front (east) elevation featured a partial width, projecting front porch with a concrete deck and gable roof extension supported by square posts. This front elevation features a centered entryway with a storm door flanked by two vinyl windows. The southeast corner of the home features an integrated carport supported by brick columns. The south side of the resource features a vinyl sash window. The north elevation features two vinyl slider windows. An interior brick chimney pierces through the south side of the roof line.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. Though the property contains new construction, the resource itself retains all aspects of integrity and is still able to convey its historic character. The resource's vernacular style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 06 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 35: View of resource 06, facing northwest from SR-180.

Figure 36: View of Resource 06, facing southwest from SR-180.

Figure 37: View of modern dwelling and shed (ca. 2022), facin

RESOURCE 07
2507 FORKED DEER RD.

Description: Resource 07 is located on the west side of SR-180 and consists of a dwelling constructed ca. 1966 and a detached garage constructed ca. 1980. The property also contains a woodshed constructed ca. 1998 and a vinyl shed constructed ca. 2008.

The dwelling is a one-story, Ranch-style, brick building with an asphalt shingle, side gable roof on a rectangular footprint. The front (east) elevation features an entryway with masonry steps and metal railings. This elevation features two metal sash windows and a tripartite configuration with a picture window flanked by metal sash windows. The north elevation features two metal sash windows. All windows are flanked by modern decorative shutters. The south corner features an integrated carport with a metal decorative column.

The garage is of frame construction clad in vinyl siding and features an asphalt shingle gable and shed roof. The east elevation features a single, half-light, paneled door flanked by two roll-up garage doors. The south elevation features two sash windows and a window opening without a pane. The north elevation features three sash windows.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains all aspects of integrity as it has not been moved since its construction and has not undergone any major alterations or additions. The resource's Ranch style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 07 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 38: View of Resource 07, facing east from SR- 180.

Figure 39: View of Resource 07, dwelling (ca. 1966) facing southwest from SR-180.

Figure 40: View of Resource 07, detached garage (ca. 1980), facing northwest from SR-180.

BRIDGE 46: NBI 49S80460003
35.67236 N, 89.57269 W

Description: Bridge 46 is a two-lane bridge that carries SR-87 (McFarlin Ave.) over a drainage ditch in Henning, Tennessee. The bridge superstructure features a concrete pre-cast panel deck and an asphalt surface. Reinforced concrete pile caps flank the deck and support metal guardrails. Timber pile abutments on either side of the bridge feature horizontal wood plank backing walls. There is a wooden pedestrian bridge located on the southwest side of Bridge 46 that was constructed ca. 2012.

Eligibility: The extant structure of NBI# 49S80460003 was constructed in 1992 and post-dates the established historic period cut-off date of 1980. Therefore, Bridge 46 is not eligible under Criteria A, B, C, or D due to not being of historic age.

Figure 41: View of Bridge 46, pedestrian bridge, and Resource 11, facing northwest from SR-87.

Figure 42: View of Bridge 46, concrete pile caps with metal guardrails and timber pile abutments, facing south from SR-87.

Figure 43: View of pedestrian bridge (ca. 2012), facing northwest from SR-87.

Figure 44: View of connection between Bridge 46 and pedestrian bridge, facing south from Bridge 46.

RESOURCE 08
135 S. MAIN ST.

Description: Resource 08 is located on the southeast side of SR-209 and consists of a commercial building constructed ca. 1930. The resource is a one-story, vernacular style brick building that operated as a service station. The resource features an asphalt shingle, hipped roof with a flat metal framed canopy supported by metal posts on the front (northwest) elevation. There is a decorative metal post used for signage that is anchored to the top of this canopy. This elevation also features a centered entryway with a transom window that is flanked by two windows with security bars all. The northeast and southwest ends of this front elevation previously featured garage doors, however they have been infilled with wood siding. The date of this alteration cannot be determined. The garage door opening on the southwest side features a window that has also been infilled with plywood. There is a single door adjacent to the northeast garage opening. All doors and windows of this elevation have been boarded up with plywood. The southwest end of this elevation features a patio with a shed roof that has been attached to the resource. The patio is enclosed with lattice panels and was constructed ca. 2006. The rear (southeast) elevation features a garage door that has been infilled with wood siding, two window openings that have been infilled with concrete block and wood siding that has infilled an opening.

Eligibility: The resource was associated with the commercial district of Henning during the period of significance; however, research does not indicate that Resource 08 is associated with events or persons that significantly contributed to local, state, or national history and is therefore recommended not eligible under Criteria A or B. The resource retains its integrity of location and setting, as it has not been moved since its construction and functioned as a commercial building in Henning until 2023. While the windows and garage doors have been boarded up and the enclosed patio with lattice panels was constructed outside the period of significance, several of the resource's features, such as the brick, the canopy with the sign post, and the configuration of the doors and windows still convey its historic character. Its commercial vernacular style is not a noteworthy example of architecture, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 08 is not likely to yield important information regarding pre-history or history and is recommended not eligible for listing under Criteria D.

Figure 45: View of Resource 08, facing southeast from SR-209.

Figure 46: View of Resource 08, facing south from SR-209.

Figure 47: View of metal sign post on Resource 08.

Figure 48 :View of Resource 08, rear elevation, facing north from SR-209.

RESOURCE 09
115 S. MAIN ST.

Description: Resource 09 is located on the southeast side of SR-209 and consists of a commercial building constructed ca. 1952. The resource is a one-story, vernacular style building that operated as a service station. The northeast half of the building is constructed of concrete block while the southwest half is constructed of brick. This suggests that the concrete half was constructed after 1952. While the exact date of this alteration cannot be determined, both halves appear in aerial images from 1956. The resource features a flat roof with a parapet and a flat metal framed canopy supported by metal posts on the front (northwest) elevation. There is a metal post used for signage that is anchored to the top of this canopy. The northwest side of the front elevation features two garage openings that have been infilled with board and batten siding. The center of the front (northwest) elevation features a bay projection clad in board and batten siding with three windows: one is missing the pane, one features a vinyl sash window, and the other features a single pane. The front elevation also features an entryway with a single, half-light wood door with a transom and a metal display window. The door and the display window are sheltered by a flat meal awning. The southwest elevation is clad with board and batten siding, is sheltered by a flat metal awning, and features an infilled window and door that has been boarded up with vertical wood planks. The rear elevation of the southwest half features three vinyl sash windows.

Eligibility: The resource was associated with the commercial district of Henning during the period of significance; however, research does not indicate that Resource 09 is associated with events or persons that significantly contributed to local, state, or national history and is therefore recommended not eligible under Criteria A or B. The resource retains its integrity of location and setting, as it has not been moved since its construction and functioned as a commercial building in Henning until ca. 2013. The resource has not undergone any significant alterations outside of the period of significance and is still able to convey its historic character. As such, the resource retains its overall integrity of design, materials, workmanship, association, and feeling. Its commercial vernacular style is not a noteworthy example of architecture, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 09 is not likely to yield important information regarding pre-history or history and is recommended not eligible for listing under Criteria D.

Figure 49: View of Resource 09, facing east from SR-209.

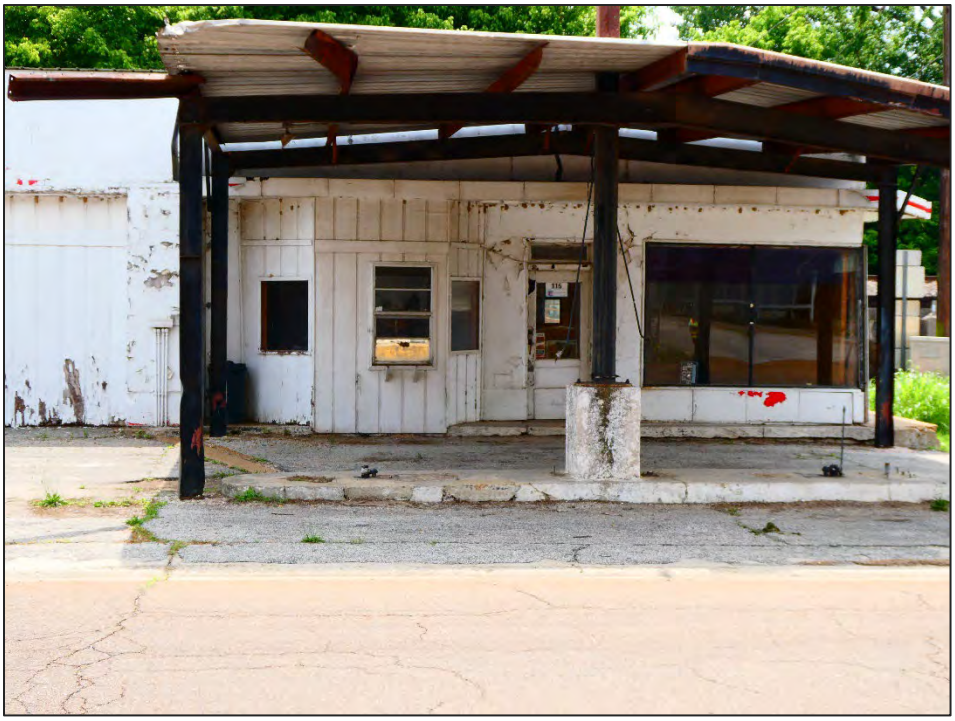


Figure 50: View of Resource 09, southwest portion, facing southeast from SR-209.

Figure 51: View of Resource 09, rear elevation, facing north from McFarlin Ave.

RESOURCE 10
105 S. MAIN ST.

Description: Resource 10 is located on the southeast side of SR-209 and consists of a building constructed in 1953, originally serving as Henning's City Hall. It is undetermined if this building is still in use. The resource is a one story, vernacular-style, brick building with a flat roof with a parapet with concrete coping and a rectangular footprint. The building originally consisted of the northeast portion and was expanded to the southwest ca. 1980. The front (northwest) elevation of the original portion features a centered entryway with a single door with a metal security door that is flanked by vinyl display windows. The door and display windows are sheltered by a metal framed awning with a metal valance that curves around to the northeast elevation. Staining on the brick of the 1980 addition indicates that it originally had either garage or bay doors, however the openings have been infilled with brick and fitted with a vinyl display window and a single door composed of plywood. The northeast elevation, which is part of the original construction, features a modern, full light, wood door, a single pane wood window with a four-pane side light, and a wood picture window that is sheltered by a metal-framed awning with a metal valance. There was an opening between the door and the window on this elevation that has been boarded up with plywood. The rear (southeast) elevation features three single entryways on the original portion. The center entryway was obscured by dense vegetation, however Google Maps Street Images from March 2023 indicate that the door has been boarded up with plywood. The other two entryways have been infilled with brick, one of which contains plywood on the top half. The 1980 portion of the rear (southeast) elevation features one entryway that has been infilled with brick. A metal garage was attached to the southwest portion of the resource ca. 2007.

Eligibility: The resource was associated with the commercial district of Henning during the period of significance; however, research does not indicate that Resource 10 is associated with events or persons that significantly contributed to local, state, or national history and is therefore recommended not eligible under Criteria A or B. The resource retains its integrity of location and setting, as it has not been moved since its construction. The resource has undergone alterations, particularly the bricked up doors. Though the alterations cannot be determined to date to the period of significance, the resource retains features that convey its historic character such as the configuration of the doors and windows, the parapet roof, and the awnings. As such, the resource retains its overall integrity of design, materials, workmanship, association, and feeling. Its commercial vernacular style is not a noteworthy example of architecture, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 10 is not likely to yield important information regarding pre-history or history and is recommended not eligible for listing under Criteria D.

Figure 52: View of Resource 10, facing east from SR-209.

Figure 53: View of Resource 10, facing southeast from SR-209.

Figure 54: View of Resource 10, facing southwest from SR-209.

Figure 55: View of Resource 10, facing northwest from SR-209.

Figure 56: View of Resource 10, underside of metal awning, facing west.

RESOURCE 11
35°40'21.34"N, 89°34'23.11"W

Description: Resource 11 is a one-way tunnel on the southeast side of SR-209 that routes McFarlin Avenue beneath the Illinois Central Railroad tracks in Henning, Haywood County. Originally established as the Chicago, St. Louis, & New Orleans Railroad that first brought rail access to Henning in the late 1870s, the tunnel was likely first established around ca. 1877 with material replacements made in the 20th century. A concrete girder supports the railroad. The arched tunnel is one car wide and has a clearance of eight feet. The stepped wing walls on either side of the tunnel are constructed of concrete. McFarlin Road is paved asphalt, and one side of the tunnel contains a concrete pedestrian sidewalk.

Eligibility: Resource 11 was established with the coming of the Chicago, St. Louis, & New Orleans Railroad that connected the town of Henning to a wider railway network that extended north-south across the country in 1877. At some point, the original materials of the tunnel were replaced with concrete, resulting in a lack of integrity of design, materials, and workmanship. The resource retains integrity of location, setting, and feeling because it remains in its original location and continues its original use-function. The replacement of materials has impacted the tunnel's association with its original date of construction that would have been concurrent with the establishment of the Chicago, St. Louis, & New Orleans Railroad in 1877. As such, Resource 11 is lacking in historic integrity to successfully convey its association with an important piece of regional transportation history.

Research has associated the resource with the establishment of the railroad through the town of Henning, although replacement materials have obscured this association and is therefore recommended not eligible under Criterion A. Research does not indicate that this resource has associations with people that contributed significantly to local, state, or national history, and is therefore recommended not eligible under Criterion B. The tunnel does not represent a particular evolution of a style or type or a noted variation, either transitional in nature or fully formed and is therefore recommended not eligible under Criterion C. Background research did not indicate that the tunnel is associated with prominent architects or engineers, and its commonly understood building techniques are unlikely to yield new information about American building technology, 20th century construction, railroad bridge typologies, community development, or other topics. As such, Bridge 32 is not recommended eligible under Criterion D.

Figure 57: View of Resource 11, facing southwest from McFarlin Ave.

Figure 58: View of Resource 11, facing east from McFarlin Ave.

Figure 59: View of Resource 11, facing northwest from McFarlin Ave.

Figure 60: View of Resource 11, facing northwest from McFarlin Ave.

RESOURCE 12
163 E. MCFARLIN AVE.

Description: Resource 12 is located on the southwest side of McFarlin Ave and consists of a dwelling constructed ca. 1940. The property also has a modern shed that was constructed ca. 2023. The resource is a one-story, vernacular style, frame dwelling that is clad in vinyl siding and features an asphalt shingle, side-gable roof with a concrete foundation on a square footprint. The front (northeast) elevation features a centered entryway with a single wood door with a storm door that is accessed by masonry steps with modern wood railings and is sheltered by a small, shed roof extension. The door is flanked by two vinyl sash windows that are flanked by modern decorative shutters. These windows replaced the previous metal sash windows ca. 2013. The northwest elevation features an addition that is clad in vinyl siding with an asphalt shingle, side-gable roof, a concrete foundation, and a vinyl sash window that is flanked by modern decorative shutters. This addition was constructed ca. 1985. The southeast elevation features a vinyl sash window flanked by modern decorative shutters.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location and setting as it has not been moved since its construction. While the resource does not retain integrity of material and its addition was constructed outside the period of significance, it retains integrity of workmanship, feeling, design, and association because it is still able to convey its historic character. The resource's vernacular style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 12 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 61: View of Resource 12, facing southwest from McFarlin Ave.

Figure 62: View of Resource 12, facing west from McFarlin Ave.

Figure 63: View of Resource 12 and modern shed (ca. 2023), facing south from McFarlin Ave.

RESOURCE 13
165 E. MCFARLIN AVE.

Description: Resource 13 is located at the intersection of McFarlin Ave. and Morris Ferry Rd. and consists of a dwelling constructed ca. 1900. The resource is a one story, vernacular-style, frame dwelling that is clad in vinyl siding and features an asphalt shingle, cross-gable roof with a brick foundation on an irregular footprint. The resource appears to have originally been constructed in a National Folk style with an L-shaped footprint. The current footprint appears in aerial images as early as 1956, however the front (northeast) has been altered. The date and extent of this alteration cannot be determined. The front (northeast) elevation features a centered bay projection with a gable roof that consists of a half-light, wood door with a flying gable portico and two vinyl sash windows. There are two vinyl sash windows with modern decorative shutters that flank this entryway. The southeast elevation features four vinyl sash windows flanked by modern decorative shutters. The rear (southwest) elevation features a partial width shed extension that was constructed ca. 2013 to shelter a patio. This elevation also features a six-pane, fixed window and two single doors. An interior brick chimney pierces through the center of the roof.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location and setting as it has not been moved since its construction. The resource has undergone extensive alterations that have diminished its integrity of materials, workmanship, and design and as such, it no longer retains integrity of feeling and association. The resource's vernacular style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 13 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 64: View of Resource 13, facing southwest from Morris Ferry Rd.

Figure 65: View of Resource 13, facing northwest from Morris Ferry Rd.

RESOURCE 14
105 MORRIS FERRY RD.

Description: Resource 14 is located on the southwest side of McFarlin Ave. and consists of a dwelling constructed ca. 1940 and a detached garage that was constructed ca. 1960. The property also contains a detached garage that was constructed ca. 2019.

The dwelling from ca. 1940 is a one-story, vernacular style, frame building clad in vinyl siding with a hipped roof that is clad in sheet metal on a rectangular footprint. The front (northeast) elevation features an off-centered entryway with a paneled door with 3-pane sidelights and a vinyl sash window. This elevation also features a full-width projecting porch with a shed roof extension that is supported by square posts. The northwest elevation features a pair of vinyl sash windows with a fan light. A rear (southwest) extension with an asphalt shingle, hipped roof was constructed ca. 2013 and an enclosed porch was constructed onto the southeast elevation ca. 2024.

The detached garage is of frame construction clad in vinyl siding and features an asphalt shingle, side-gable roof. Google Maps Street View Images from 2013 indicate that this garage had undergone alterations with replacement siding, a replacement roof, and a modern garage and single door. The resource was altered extensively ca. 2015 to be used as a residence. The garage door was removed and infilled with plywood and fitted with vinyl sash windows. An addition with a shed roof extension was constructed to the rear (southeast). A metal canopy supported on wood truss posts was constructed onto the northeast elevation in 2023.

Eligibility: Aerial images indicate the previous existence of a residence on the property that fronted McFarlin Ave. that appears as early as 1956. Aerial images from 1960 indicate the existence of a secondary residence that fronted Morris Ferris Rd., located to the northwest of the detached garage. These dwellings were removed by 2010. Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location and setting as it has not been moved since its construction, however the extensive alterations of the detached garage and the dwelling, as well as the removal of historic dwellings have diminished the resource's integrity of design, materials, workmanship, feeling, and association. The resource's vernacular style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 14 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 66: View of Resource 14 (from left to right: ca.1940 dwelling, modern garage, and ca. 1960 detached garage), facing southwest from McFarlin Ave.

Figure 67: View of Resource 14, detached garage (ca. 1960), facing southeast from Morris Ferry Rd.

Figure 68: View of Resource 14, detached garage (ca. 1960) prior to alterations. Google Maps Street View, September 2013.

Figure 69: View of Resource 14, dwelling (ca. 1940) and modern garage (2019), facing southeast from McFarlin Ave.

RESOURCE 15
200 E. MCFARLIN AVE.

Description: Resource 15 is located on the northeast side of McFarlin Ave. and consists of a dwelling constructed ca. 1935. The property also contains a modern shed constructed ca. 2010. The resource is a one-story, vernacular style, dwelling constructed of concrete block and features a front-gable roof with boxed eaves that is clad in sheet metal panels with a brick foundation on a square footprint. The front (southwest) elevation features a partial-width, projecting porch with a gable roof supported by tapered columns. The gable ends of the resource is clad in vinyl siding. The front elevation features a centered entryway with a half-light, paneled, wood door that is flanked by vinyl sash windows with storm windows flanked by modern decorative shutters. The northwest elevation features two wood sash windows. The southeast elevation features two vinyl sash windows. The rear (northeast elevation) contains an addition that is clad in wood siding and features a flat roof that was constructed ca. 1981.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location and setting as it has not been moved since its construction. The resource has not undergone major alterations or additions that diminish its ability to convey its historic character and as such, it retains all aspects of integrity. The resource's vernacular style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 15 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 70: View of Resource 15, facing northeast from McFarlin Ave.

Figure 71: View of Resource 15, facing east from McFarlin Ave.

Figure 72: View of Resource 15, facing north McFarlin Ave.

BRIDGE 47: NBI 49SR0870013 (LAUDERDALE CO)
35.63608 N, 89.80658 W

Description: Bridge 47 is a two-lane, three-span bridge that carries SR-87 over Branch Creek, located approximately 3 miles east of the junction of SR-207 and SR-87 in Lauderdale County. Bridge 47 was constructed in 1925 and rehabilitated in 1971. The bridge superstructure consists of a concrete precast panel deck, asphalt surface, and metal guardrails. Square timber headers support the deck of the bridge, which are in turn supported by rounded timber piers set in concrete footers. The timber piers have been reinforced in places with timber. The abutments are contained by wooden wing walls. Overall, Bridge 47 is in fair condition.

Eligibility: Per the *Survey Report for Historic Highway Bridges* completed by the Tennessee Department of Transportation (TDOT) in 2008, there are no NRHP Eligible or Listed bridges in the entirety of Lauderdale County. Research does not indicate that this bridge has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The bridge is a typical example of its respective type that does not represent a particular evolution of a style or type or a noted variation, either transitional in nature or fully formed and is therefore recommended not eligible under Criterion C. Background research did not indicate that the bridge is associated with prominent architects or engineers, and its commonly understood building techniques are unlikely to yield new information about American building technology, 20th century construction, bridge typologies, community development, or other topics. As such, Bridge 47 is not recommended eligible under Criterion D.

Although Bridge 47 is recommended Not Eligible for the NRHP, it retains integrity of location, feeling, and setting in rural western Tennessee. The bridge conveys integrity of workmanship and association with the Tennessee Department of Transportation (TDOT). The overall design has remained unchanged since construction save for the addition of reinforcing materials and resurfacing of the asphalt. Its material integrity is largely intact, although some timber used to construct the bridge substructure appears to have been replaced. Overall, Bridge 47 retains sufficient aspects of integrity.

Figure 73: View of Bridge 47, facing northwest from SR-87.

Figure 74: View of Bridge 47, concrete caps facing east from SR-87.

Figure 75: View of Bridge 47, concrete caps and timber pile abutments, facing north from SR-87.

Figure 76: View of Bridge 47, timber bents, facing west from SR-87.

BRIDGE 48: NBI 49SR0870017 (LAUDERDALE CO)
35.64539 N, 89.78808 W

Description: Bridge 48 is a two-lane, three-span bridge that carries SR-87 over Branch Creek, located 0.9 miles south of Peters Road in Lauderdale County. Bridge 48 was constructed in 1925 and rehabilitated in 1971. The superstructure of the bridge consists of a precast concrete panel deck, an asphalt surface, and metal guardrails. Square timber headers support the deck of the bridge, which are in turn supported by rounded timber piers set in concrete footers. The abutments are contained by wooden wing walls. Overall, Bridge 48 is in fair condition.

Eligibility: Per the *Survey Report for Historic Highway Bridges* completed by the Tennessee Department of Transportation (TDOT) in 2008, there are no NRHP Eligible or Listed bridges in the entirety of Lauderdale County. Research does not indicate that this bridge has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The bridge is a typical example of its respective type that does not represent a particular evolution of a style or type or a noted variation, either transitional in nature or fully formed and is therefore recommended not eligible under Criterion C. Background research did not indicate that the bridge is associated with prominent architects or engineers, and its commonly understood building techniques are unlikely to yield new information about American building technology, 20th century construction, bridge typologies, community development, or other topics. As such, Bridge 48 is not recommended eligible under Criterion D.

Although Bridge 48 is recommended Not Eligible for the NRHP, it retains integrity of location, feeling, and setting in rural western Tennessee. The bridge conveys integrity of workmanship and association with the Tennessee Department of Transportation (TDOT). The overall design has remained unchanged since construction save for the addition of reinforcing materials and resurfacing of the asphalt. Its material integrity is largely intact, although some timber used to construct the bridge substructure appears to have been replaced. Overall, Bridge 48 retains sufficient aspects of integrity.

Figure 77: View of Bridge 48, facing southwest from SR-87.

Figure 78: View of Bridge 48, concrete caps, timber pile bents, and timber pile abutments, facing west from SR-87.

Figure 79: View of Bridge 48, timber pile bents, facing west from SR-87.

Figure 80: View of Bridge 48, timber pile bents with concrete, facing southeast from SR-87.

RESOURCE 16
13666 HWY 87

Description: Resource 16 is located on the northwest side of SR-87 and consists of a dwelling constructed ca. 1967. The property also contains a barn and a shed from 1997 and a second shed from ca. 2023. The barn was obscured from the ROW by trailer at the time of the survey. The resource is a one-story, Ranch-style, brick dwelling with an asphalt shingle, side-gable roof with boxed eaves on a rectangular footprint. The gable ends are clad in vinyl siding. The front (east) elevation features a partial-width, projecting porch with a shed roof extension with dentil molding that is supported by round columns. The centered entryway consists of a single, paneled, wood door that is flanked by three vinyl sash windows with storm windows and modern decorative shutters. The south elevation features an integrated garage.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location and setting as it has not been moved since its construction. The resource has not undergone major alterations or additions that diminish its ability to convey its historic character and as such, it retains all aspects of integrity. The resource's vernacular style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 16 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 81: View of Resource 16, facing northwest from SR- 87

Figure 82: View of Resource 16, facing north from SR-87.

Figure 83: View of modern sheds (ca. 1997 and 2023), facing northwest from SR-87.

Figure 84: View of modern barn (ca. 1997) facing north from SR-87.
Google Maps Street View, Apr. 2023.

RESOURCE 17
13632 HWY 87

Description: Resource 17 is located on the northwest side of SR-87 and consists of a dwelling constructed ca. 1900. The resource is a one-story, vernacular style, frame dwelling that is clad in vinyl siding with an asphalt shingle, cross-gable roof and a concrete block foundation on a rectangular footprint. The front (southeast) elevation features an eclosed, full-width, projecting porch with a shed roof extension and a masonry deck. While the projecting porch dates to the period of significance, the date of the enclosure cannot be determined. The centered entryway features a single, half-light door that is flanked by four vinyl sash windows with modern decorative shutters. The northeast elevation features an exterior brick chimney and a vinyl sash window while the southwest elevation features a concrete exterior chimney and two vinyl sash windows.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location and setting as it has not been moved since its construction. The resource has not undergone major alterations or additions that diminish its ability to convey its historic character and as such, it retains all aspects of integrity. The resource's vernacular style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 17 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 85: View of Resource 17, facing north from SR-87.

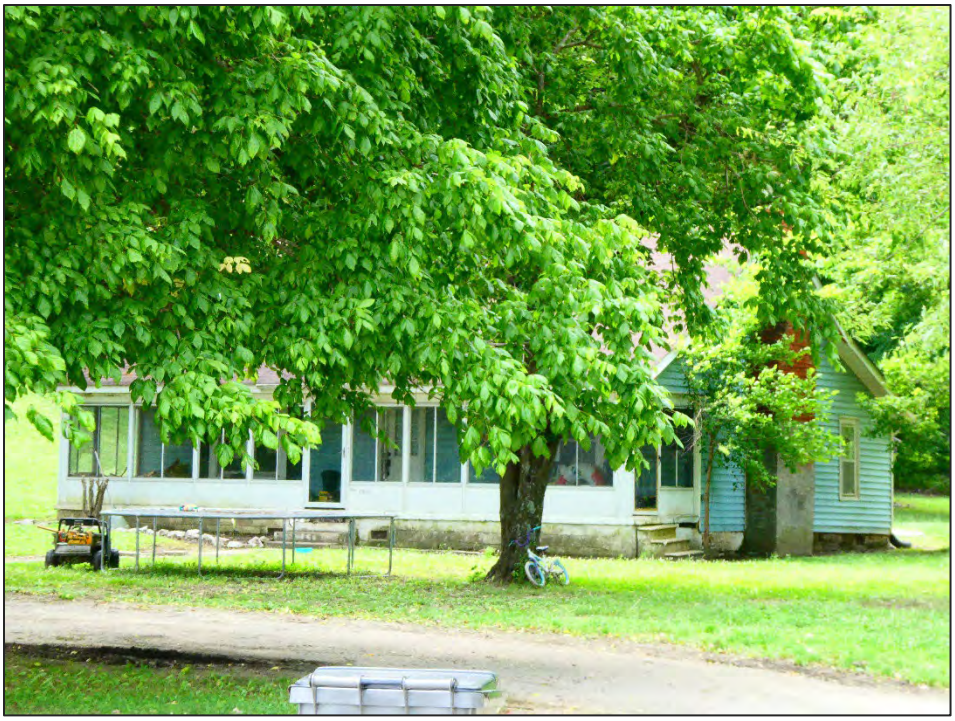


Figure 86: View of Resource 17, facing west from SR-87.

BRIDGE 49: NBI 49SR0870025
35.68061 N, 89.70639 W

Description: Bridge 49 is a two-lane bridge that carries SR-87. According to the National Bridge Inventory of Lauderdale county, the bridge superstructure is composed of timber and an asphalt surface. Reinforced concrete pile caps flank the deck and support metal guardrails. Timber pile abutments on either side of the bridge feature horizontal wood plank backing walls.

Eligibility: The extant structure of NBI 49SR0870025 was constructed in 1986 and post-dates the established historic period cut-off date of 1980. Therefore, Bridge 49 is not eligible under Criteria A, B, C, or D due to not being of historic age.

Figure 87: View of Bridge 49, facing north from SR-87.

Figure 88: View of Bridge 49, facing northeast from SR-87.

RESOURCE 18
8528 HWY 87

Description: Resource 18 is located on the west side of SR-87 and consists of a dwelling constructed ca. 1956 and a garage for agricultural equipment constructed ca. 1971. The property also contains a modern dwelling and shed constructed ca. 2006. The resource is a one-story, compact Ranch-style, brick home with an asphalt shingle, cross-gable roof with boxed eaves on square footprint. The front (east) elevation features a partial-width, recessed porch with a concrete deck and a shed roof extension supported by decorative metal columns. The main entryway consists of a single entry door with a storm door and two vinyl sash windows. The gable-roofed projection on this front (east) elevation features a vinyl sash window. The south elevation features three vinyl sash windows. The north elevation features two vinyl sash windows. The rear (west) elevation features an addition that is clad in vinyl siding and features a shed roof extension that was constructed ca. 1971, with the resource's period of significance.

The garage is of frame construction that is clad in vinyl siding and features a metal gable roof on a rectangular footprint. The front (east) elevation features a centered, modern-roll up garage door and a single entry door.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location and setting as it has not been moved since its construction. The extensive materials replacement of the garage and the construction of modern buildings on the property diminish the resource's integrity of design, however due to the integrity of the dwelling, the resource retains its overall integrity of materials, workmanship, feeling, and association because it is still able to convey its historic character. The resource's vernacular style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 18 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 89: View of Resource 18, facing northwest from SR-87.

Figure 90: View of Resource 18, dwelling (ca. 1956), facing west from SR-87.

RESOURCE 19
8324 HWY 87

Description: Resource 19 is located on the northwest side of SR-87 and consists of a dwelling constructed ca. 1969. The resource also features a carport from ca. 2013. The resource is a one-story, Ranch-style, brick dwelling with an asphalt shingle, side-gable roof with boxed eaves on a rectangular footprint. The front (southeast) elevation features a partial-width projecting porch with a shed roof extension supported by metal decorative columns. The main entryway consists of a single door with a storm door and two vinyl sash windows. This front (southeast) elevation contains two vinyl sash windows. The northeast corner of the resource is clad in vinyl siding. This corner originally featured an integrated carport that was later enclosed. The date of this alteration cannot be determined. The southeast elevation of this alteration features a single entry, and the northeast elevation features two sash windows, through their material could not be determined. The southwest elevation features two vinyl sash windows.

Eligibility: Research does not indicate that this property has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The resource retains integrity of location and setting as it has not been moved since its construction. While the resource retains its integrity of materials, the alteration of the original integrated carport which is a distinguishing feature of Ranch style architecture, diminishes the resource's integrity of design, workmanship, feeling, and association. The resource's Ranch style is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 19 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 91: View of Resource 19, facing northwest from SR-87.

Figure 92: View of Resource 19, facing southwest from SR-87.

Figure 93: View of Resource 19, facing west from SR-87.

BRIDGE 50: NBI 49SR0870033 (LAUDERDALE CO)
35.68100 N, 89.59478 W

Description: Bridge 50 is a two-lane, two-span bridge that carries SR-87 over Branch Creek that was constructed in 1925 and is located 0.54 miles west of the junction of SR-3 with SR-87. The superstructure of the bridge consists of a precast concrete panel deck, an asphalt surface, and metal guardrails. Square timber headers support the deck of the bridge, which are in turn supported by rounded timber piers. The abutments are contained by wooden wing walls. One of the wooden wing walls has begun to collapse inward toward Branch Creek. Overall, Bridge 50 is in fair condition.

Eligibility: Per the *Survey Report for Historic Highway Bridges* completed by the Tennessee Department of Transportation (TDOT) in 2008, there are no NRHP Eligible or Listed bridges in the entirety of Lauderdale County. Research does not indicate that this bridge has any association with events or people that contributed significantly to local, state, or national history, and is recommended not eligible under Criteria A or B. The bridge is a typical example of its respective type that does not represent a particular evolution of a style or type or a noted variation, either transitional in nature or fully formed and is therefore recommended not eligible under Criterion C. Background research did not indicate that the bridge is associated with prominent architects or engineers, and its commonly understood building techniques are unlikely to yield new information about American building technology, 20th century construction, bridge typologies, community development, or other topics. As such, Bridge 50 is not recommended eligible under Criterion D.

Although Bridge 50 is recommended Not Eligible for the NRHP, it retains integrity of location, feeling, and setting in rural western Tennessee. The bridge conveys integrity of workmanship and association with the Tennessee Department of Transportation (TDOT). The overall design has remained unchanged since construction save for the addition of reinforcing materials and resurfacing of the asphalt. Its material integrity is largely intact, although some timber used to construct the bridge substructure appears to have been replaced. Overall, Bridge 50 retains sufficient aspects of integrity.

Figure 94: View of Bridge 50, facing east from SR-87.

Figure 95: View of Bridge 50, timber pile abutments, facing east from SR-87.

Figure 96: View of Bridge 50, timber pile abutments, facing west from SR-87.

Figure 97: View of Bridge 50, timber pile abutments, facing west from SR-87.

Figure 98: View of Bridge 50, timber pile bents, facing southwest from SR-87.

BRIDGE 51: NBI 49SR0872003
35.67483 N, 89.68422 W

Description: Bridge 51 is a two-lane bridge that carries SR-371. The bridge superstructure features a concrete pre-cast panel deck and an asphalt surface. Bridge 51 is supported by bents constructed of timber piles. Reinforced concrete pile caps flank the deck and support metal guardrails. Timber pile abutments on either side of the bridge feature horizontal wood plank backing walls.

Eligibility: The extant structure of NBI 49SR0872003 was constructed in 1991 and post-dates the established historic period cut-off date of 1980. Therefore, Bridge 51 is not eligible under Criteria A, B, C, or D due to not being of historic age.

Figure 99: View of Bridge 51, facing east from SR-371.

Figure 100: View of underside of Bridge 51, facing northeast from SR-371.

RESOURCE 20
115 PIPKIN RD (NEAREST ADDRESS)

Description: Resource 20 is located north of SR-371, on Pipkin Rd and consists of a barn constructed ca. 1980. The resource is a one-story barn constructed with vertical wood planks and a metal gable roof. The resource is heavily obscured by dense vegetation and as such, only the large bay opening on the west elevation was partially visible.

Eligibility: Research indicates that the resource is located on active farmland and continues to be used for agricultural practices. Additionally, the resource appears to retain all aspects of integrity as it has not been moved since its construction and has not undergone any major alterations or additions. The resource does not reflect any particular architecture style, is not a noteworthy example, is not the work of a master, and does not possess high artistic value. The resource is recommended not eligible under Criterion C. Resource 19 is recommended not eligible under Criterion D because it is not likely to yield important information regarding pre-history or history.

Figure 101: View of Resource 20, facing north from SR-371.

Figure 102: View of Resource 20, facing west from Pipkin Rd.

Conclusion

The Tennessee Department of Transportation (TDOT) proposes to replace thirteen (13) timber bridges in Lauderdale and Haywood Counties. This project is studied under the parent PIN 136185.00 and each bridge has been scoped separately as PINs 136185.01-13618.13. This report details the Level I Architectural Survey for the bridges that are scoped as PINs 136185.01-136185.05 and 136185.08-136185.13 (PINs 136185.06 and 136185.07 were detailed in a separate report). These bridges have been identified as Bridges 41, 29, 30, 31, 32, 46, 47, 48, 49, 50, and 51 by TDOT.

JMT completed a Level I architectural survey to identify and document all resources constructed in and prior to the survey cutoff date of 1980 within the Area of Potential Effects (APE). JMT architectural historians used the results of the survey to make recommendations on the identified resources' historic significance and eligibility for listing in the National Register of Historic Places (NRHP).

The survey included conducting preliminary research using a combination of historic maps, historic aerial images, and Haywood County Tax Assessor data to identify historic age properties. This information was used to determine dates of construction, possible relocations, and alterations done to resources. JMT architectural historians also conducted background research to establish a historic context for Lauderdale and Haywood Counties which outlines events and trends that shaped the character of the county's built environment. This historic context determined a period of significance for agriculture that extends from the founding of Haywood County in 1823 to the historic age cutoff date of 1980, a period of significance for commercial activity in the town of Henning from its establishment in 1873 to the historic age cutoff date of 1980, and a period of significance for transportation that extends from the construction of SR-180 ca. 1930 to the historic age cutoff date of 1980.

JMT architectural historians conducted a field survey on June 2-3, 2025, where they documented historic-age resources within the APE that were visible from the public right-of-way. Additionally, surveyors completed digital forms using the Survey123 App to document locational and architectural data of the resources.

JMT architectural historians identified thirty-two (32) historic-age resources within the APE, including the eleven (11) bridges. The bridges have been previously surveyed for eligibility in 1980 and were determined to be not eligible for listing in the NRHP according to TDOT's Inventory and Appraisal Report for bridges in Haywood and Lauderdale Counties. Per the *Survey Report for Historic Highway Bridges* completed by TDOT in 2008, there are no NRHP Eligible or Listed bridges in the entirety of Lauderdale and Haywood Counties.

JMT architectural historians evaluated all resources for NRHP eligibility according to the National Register Criteria for Evaluation as defined by the U.S. Department of the Interior, National Park Service (NPS). Based on the results of the survey, field survey, and archival research, JMT does not recommend any surveyed property for further evaluation requiring a Level II Architectural survey, nor does it recommend any resource eligible for listing in the NRHP under Criteria A-D. As such, the proposed undertaking will result in a recommended Section 106 determination of ***No Historic Properties Affected.***

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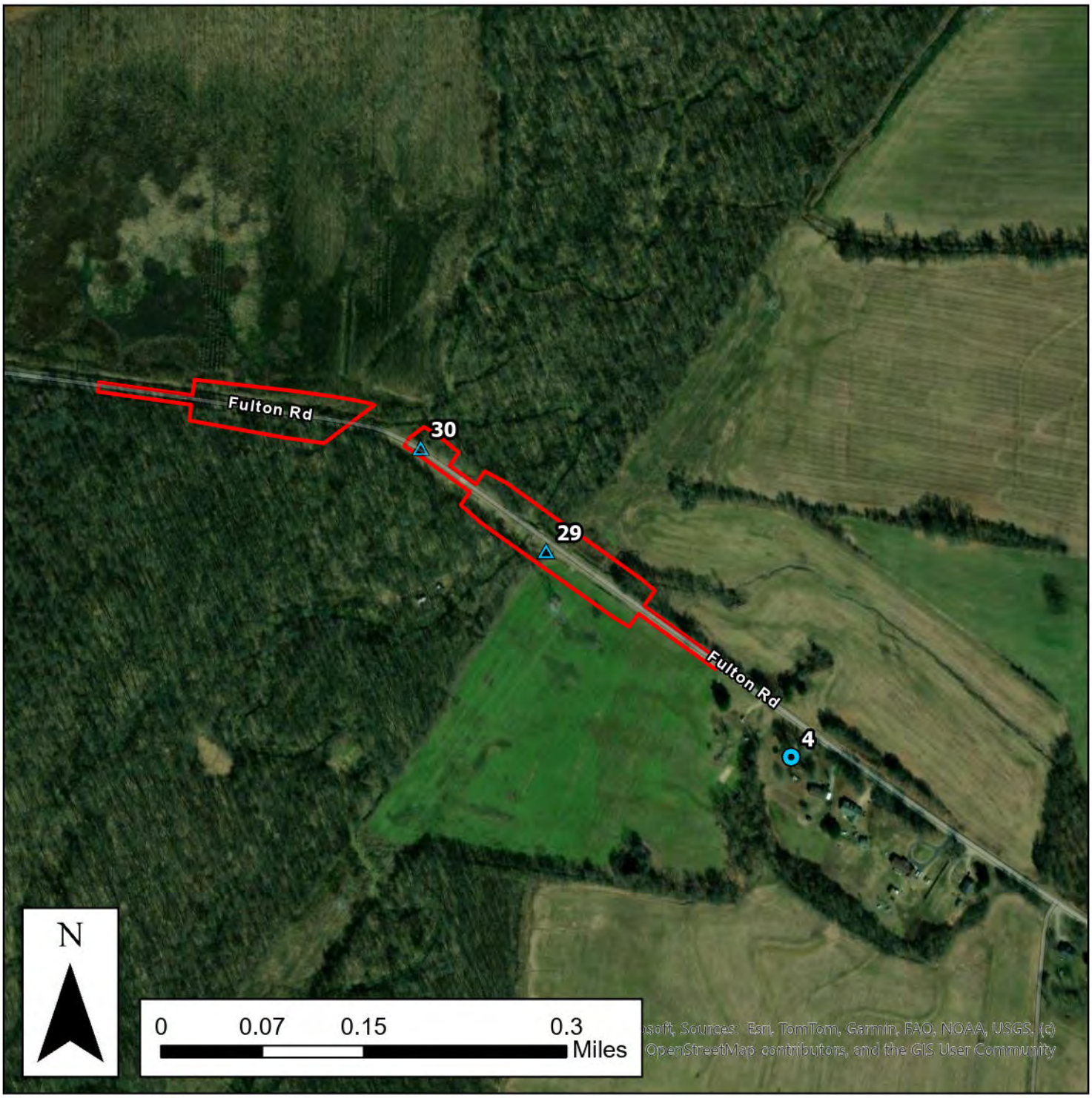
Appendix A: Survey Maps



Legend

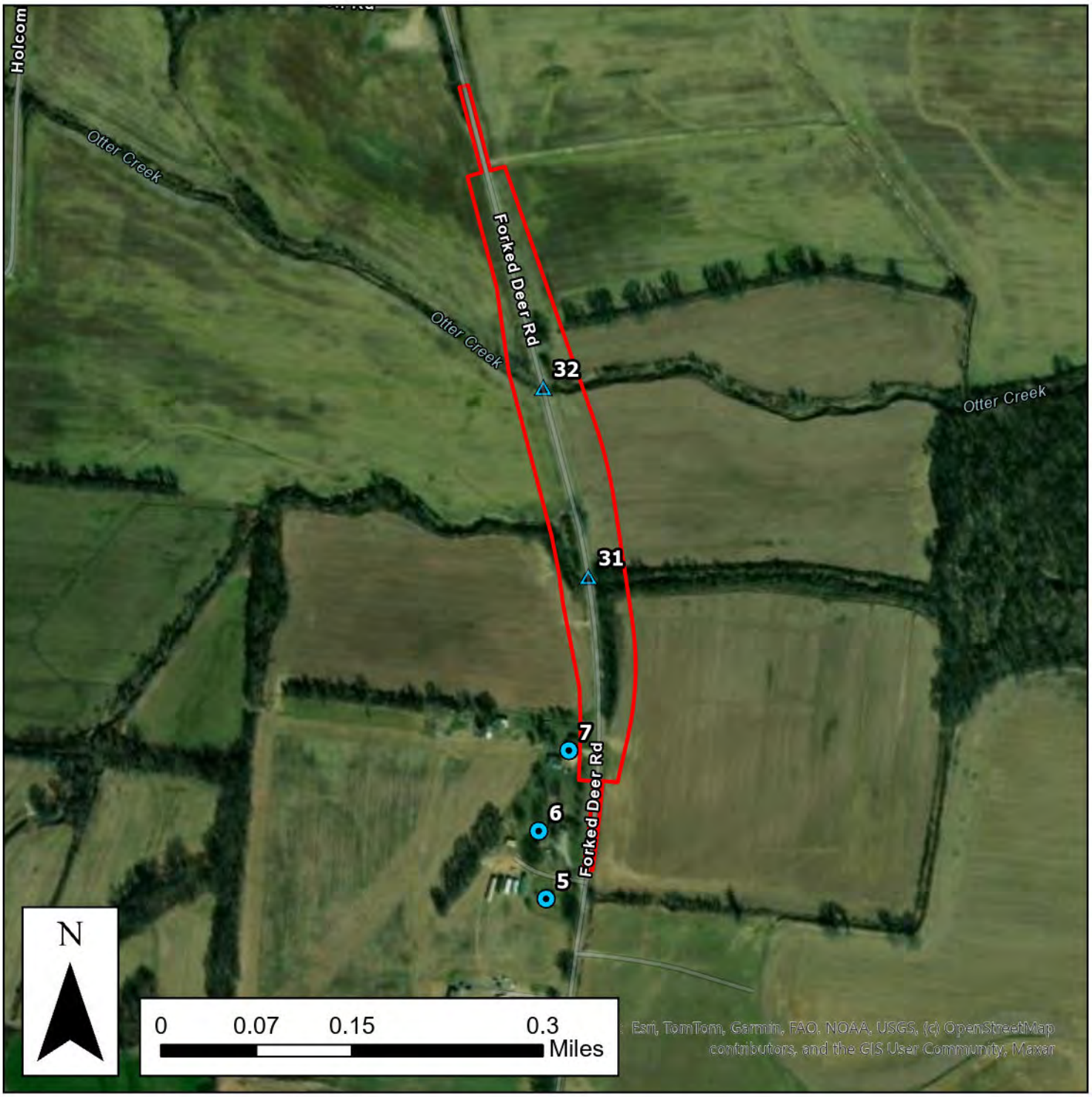
- Timber Bridge Resource
- Surveyed Resource
- Study Area

Bridges 29 and 30: Aerial Map
Haywood & Lauderdale Counties Timber Bridge Replacements

Durhamville USGS Quadrangle 2022

PINs: 136185.01-136185.05 and
136185.08-136185.13

TN TDOT Department of Transportation



Legend

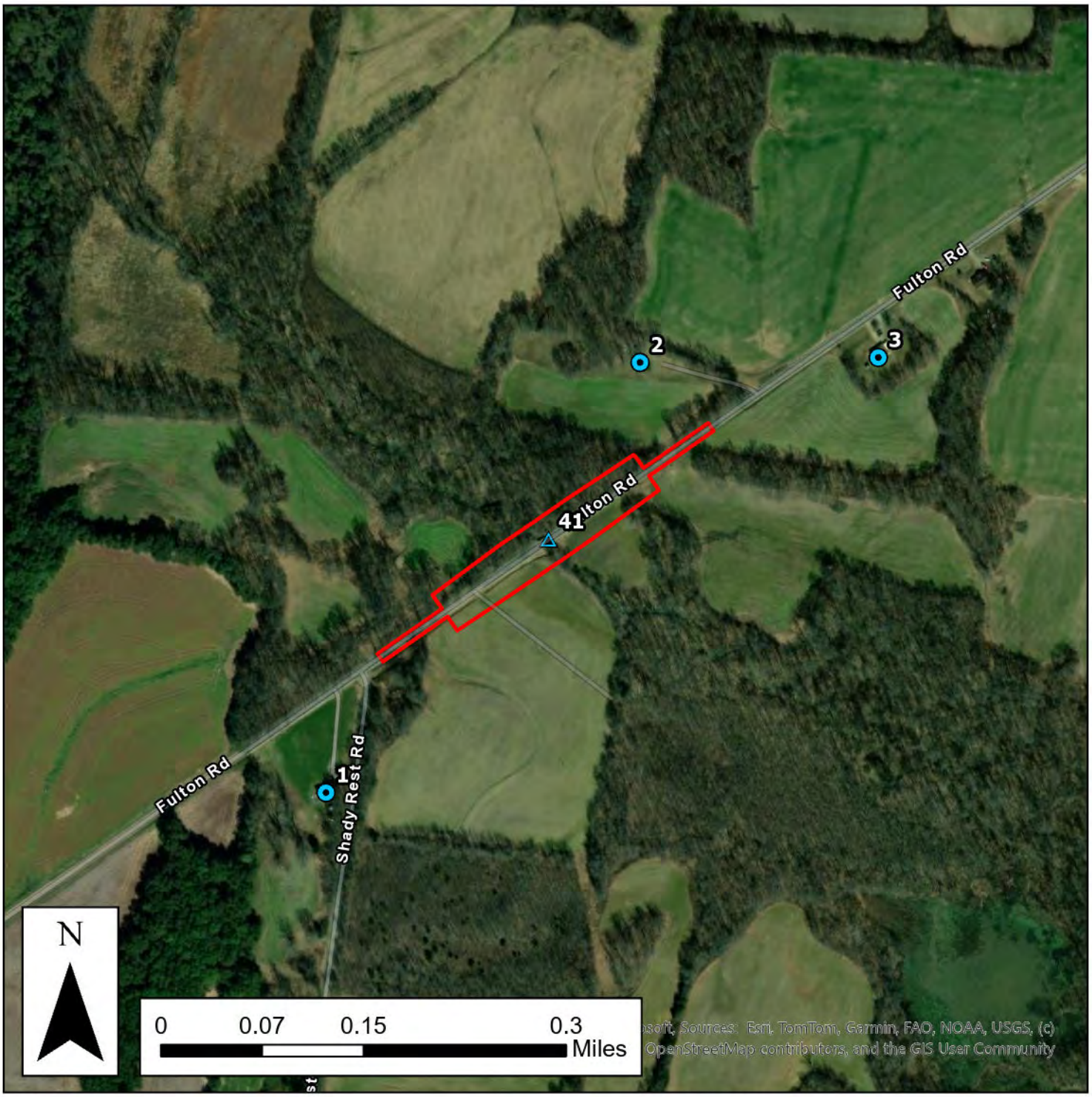
- Timber Bridge Resource
- Surveyed Resource
- Study Area

Bridges 31 and 32: Aerial Map
Haywood & Lauderdale Counties Timber Bridge Replacements

Durhamville USGS Quadrangle 2022

PINs: 136185.01-136185.05 and
136185.08-136185.13

TN TDOT Department of Transportation



Legend

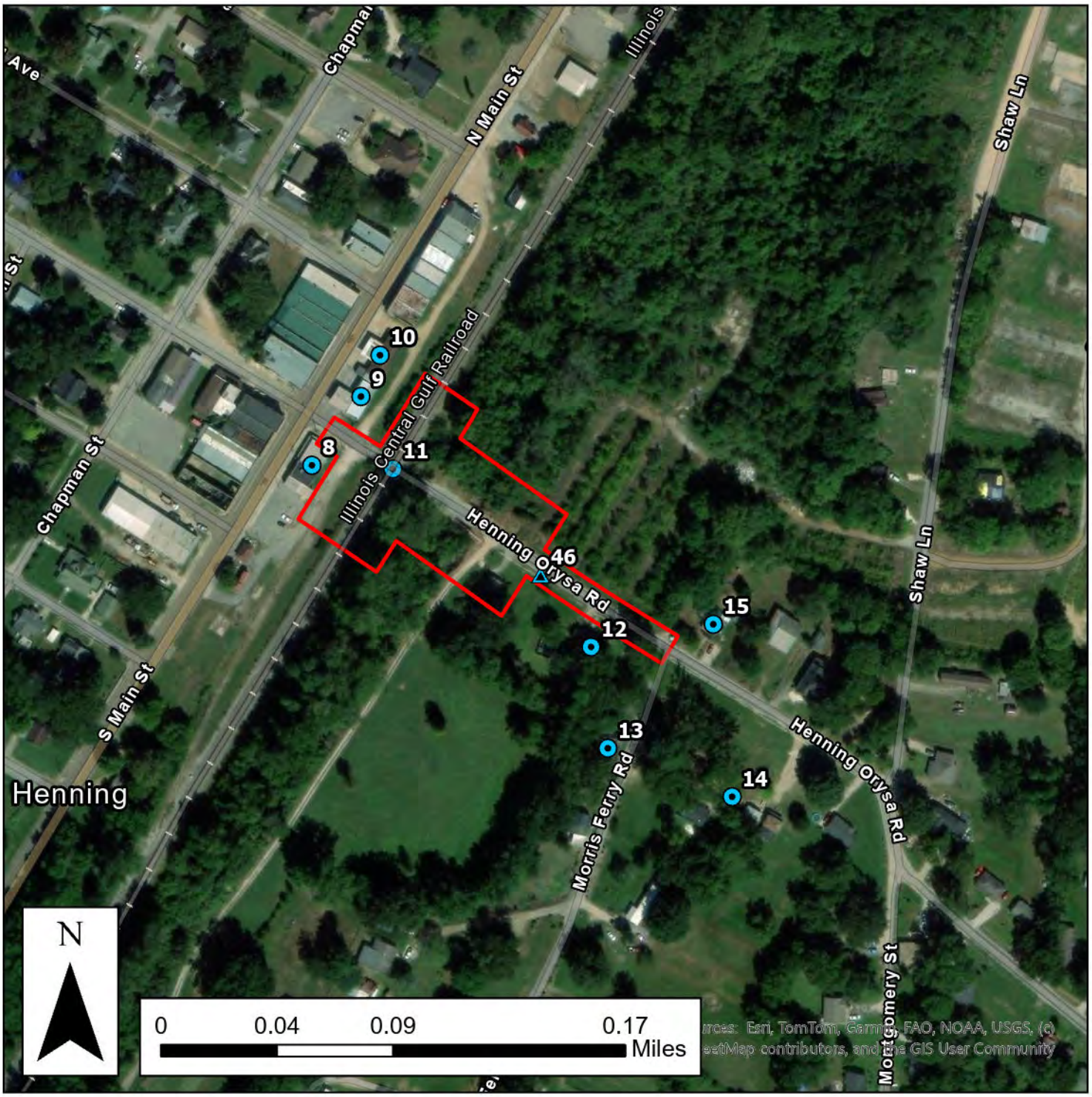
- Timber Bridge Resource
- Surveyed Resource
- Study Area

Bridge 41: Aerial Map
Haywood & Lauderdale Counties Timber Bridge Replacements

Turnpike USGS Quadrangle 2022

PINs: 136185.01-136185.05 and
136185.08-136185.13

TN TDOT Department of Transportation



Legend

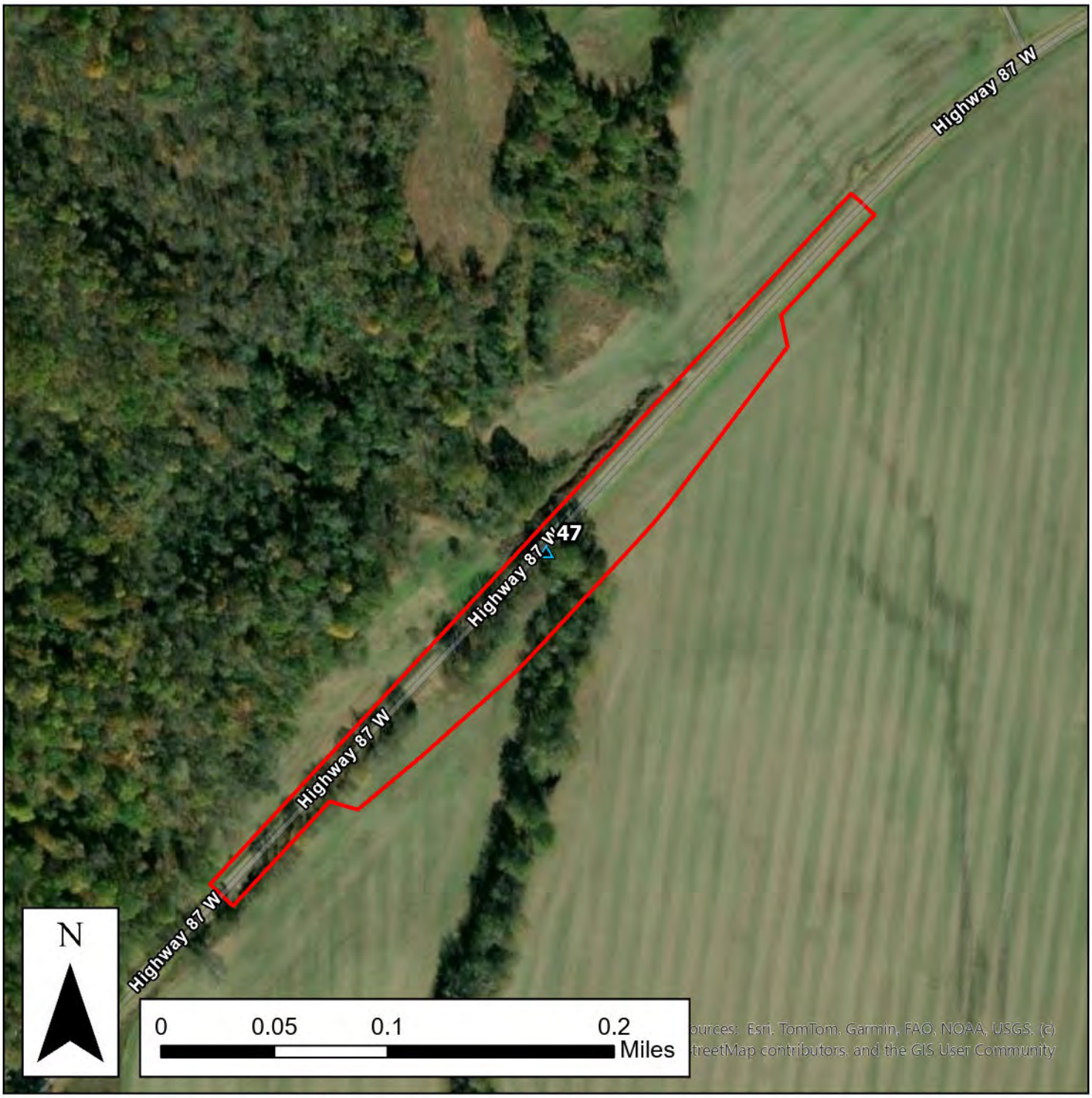
- Timber Bridge Resource
- Surveyed Resource
- Study Area

Bridge 46: Aerial Map
Haywood & Lauderdale Counties Timber Bridge Replacements

Ripley South USGS Quadrangle 2022

PINs: 136185.01-136185.05 and
136185.08-136185.13

TN TDOT Department of Transportation



Legend

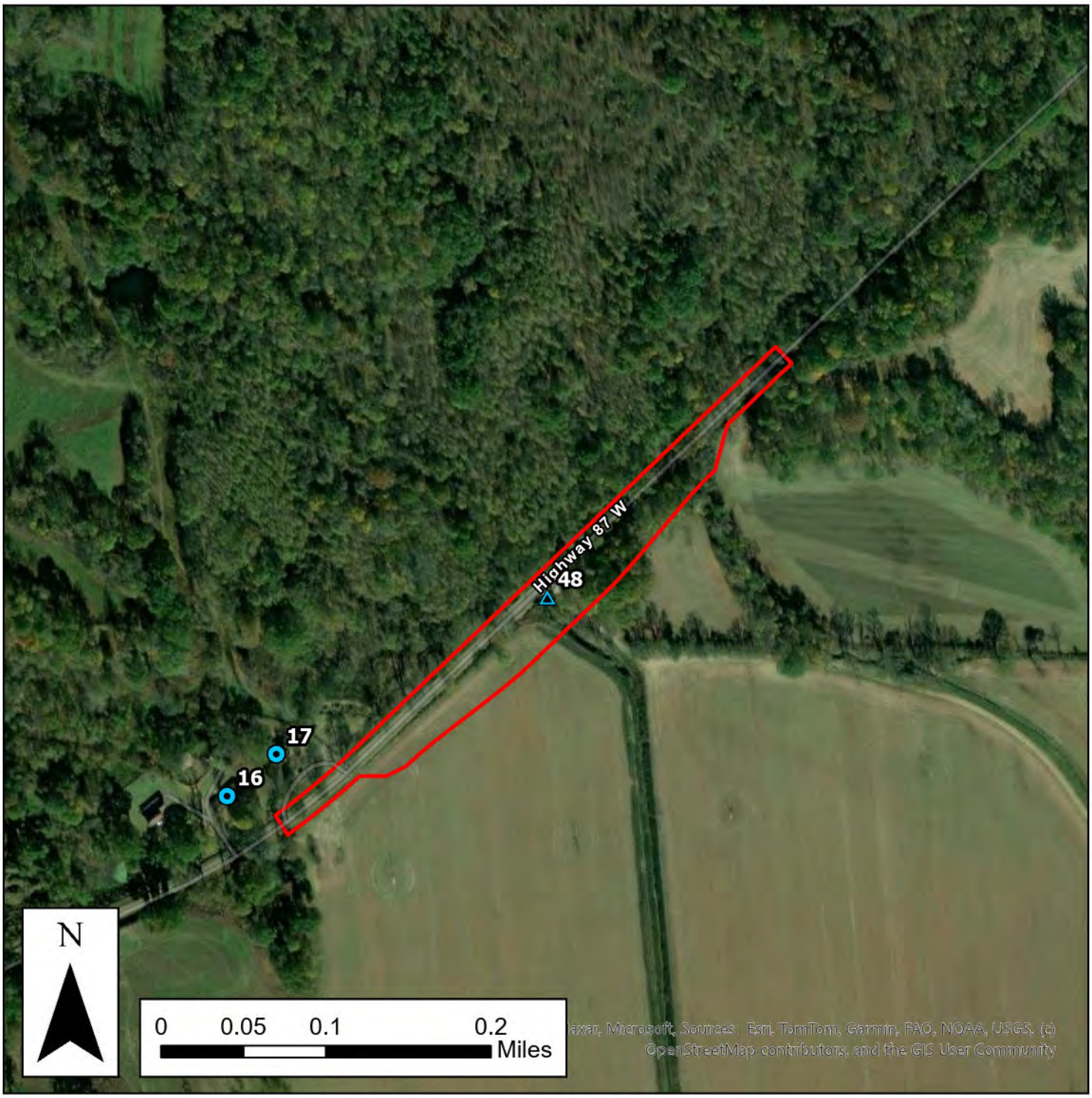
- Timber Bridge Resource
- Surveyed Resource
- Study Area

Bridge 47: Aerial Map
Haywood & Lauderdale Counties Timber Bridge Replacements

Golddust USGS Quadrangle 2022

PINs: 136185.01-136185.05 and
136185.08-136185.13

TN TDOT Department of Transportation



Legend

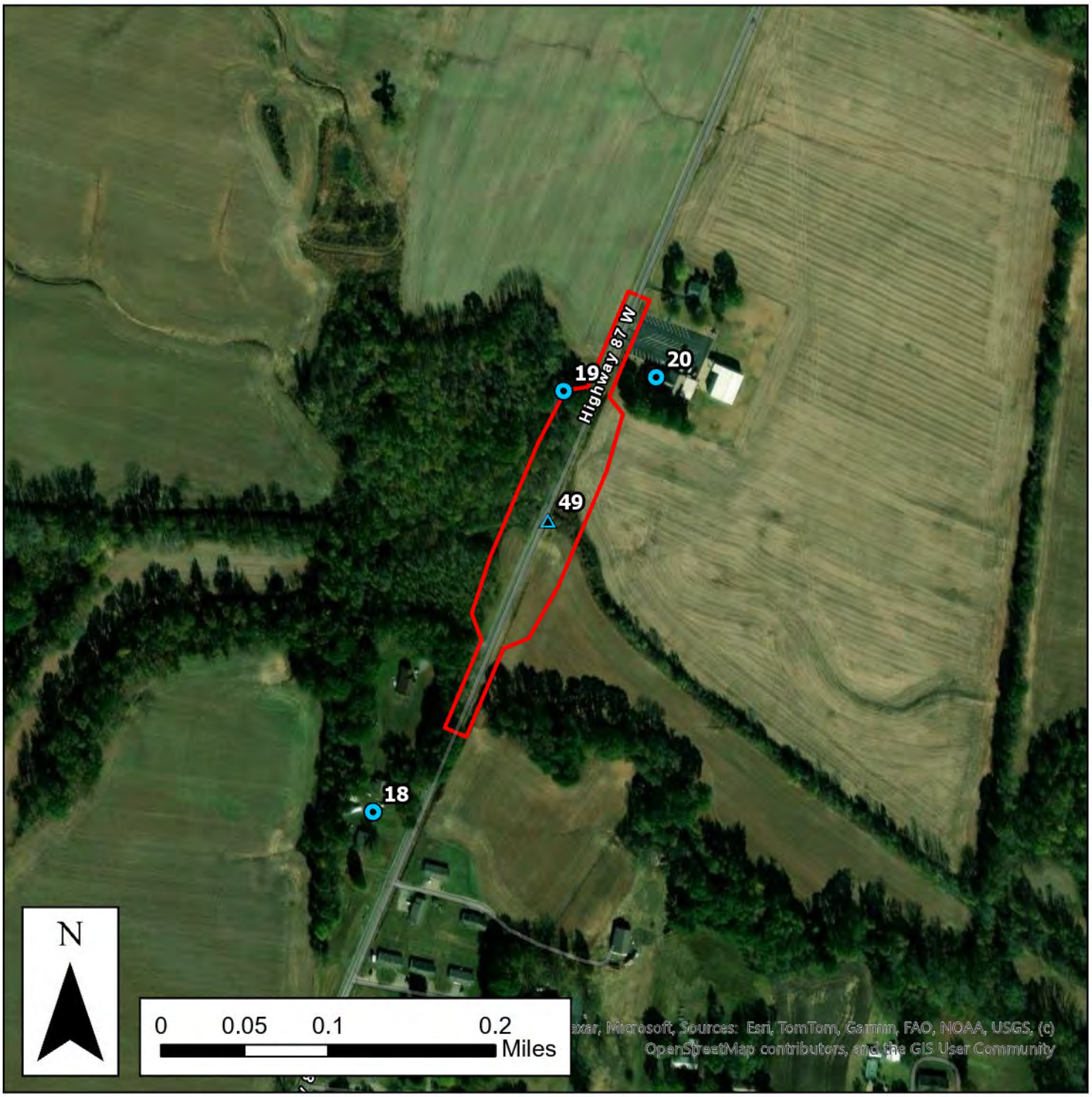
- Timber Bridge Resource
- Surveyed Resource
- Study Area

Bridge 48: Aerial Map
Haywood & Lauderdale Counties Timber Bridge Replacements

Golddust USGS Quadrangle 2022

PINs: 136185.01-136185.05 and
136185.08-136185.13

TN TDOT Department of Transportation



Legend

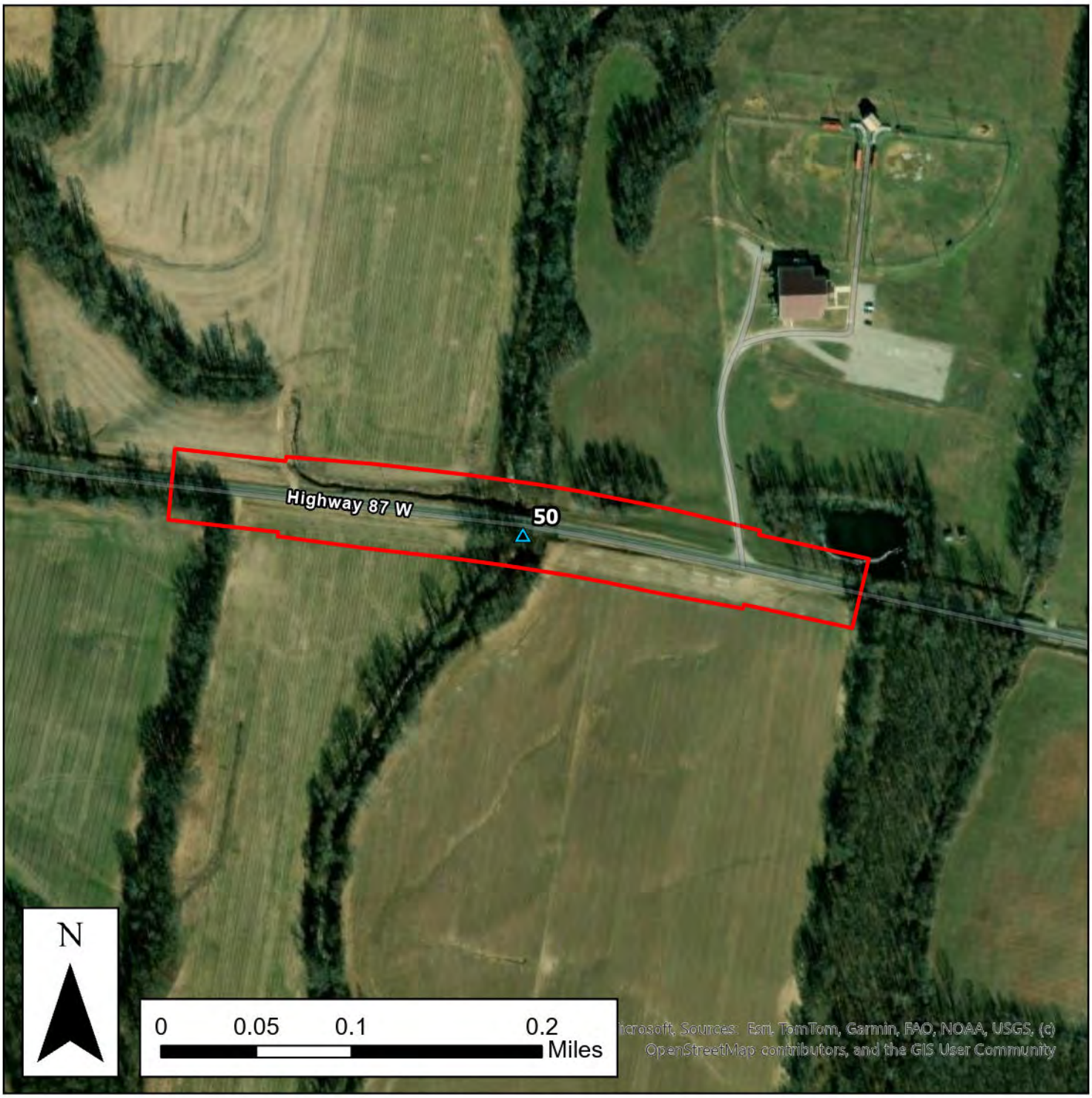
- Timber Bridge Resource
- Surveyed Resource
- Study Area

Bridge 49: Aerial Map
Haywood & Lauderdale Counties Timber Bridge Replacements

Fort Pillow USGS Quadrangle 2022

PINs: 136185.01-136185.05 and
136185.08-136185.13

TN TDOT Department of Transportation



Legend

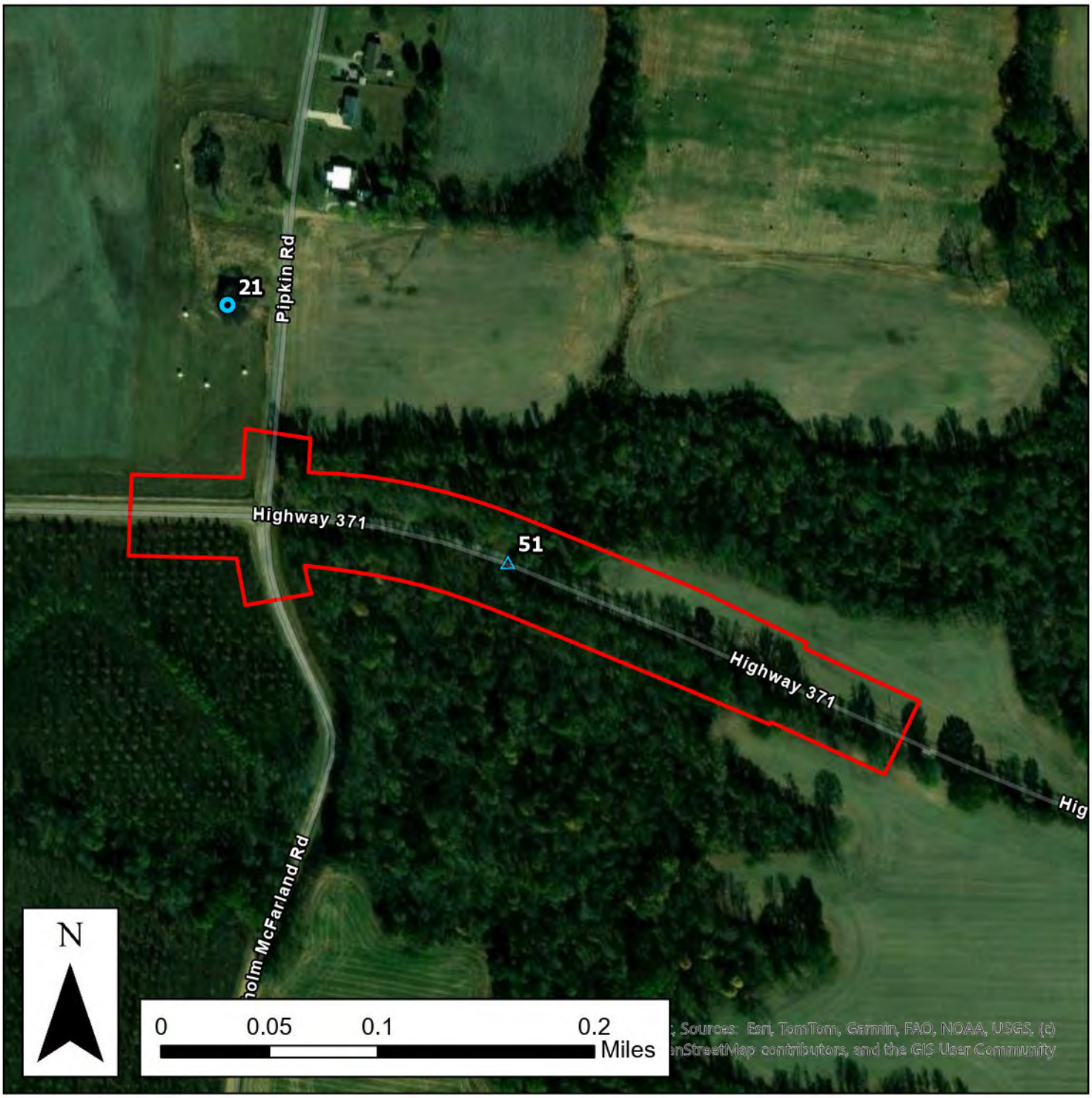
- Timber Bridge Resource
- Surveyed Resource
- Study Area

Bridge 50: Aerial Map
Haywood & Lauderdale Counties Timber Bridge Replacements

Ripley South USGS Quadrangle 2022

PINs: 136185.01-136185.05 and
136185.08-136185.13

TN TDOT Department of Transportation



Legend

- Timber Bridge Resource
- Surveyed Resource
- Study Area

Bridge 51: Aerial Map
Haywood & Lauderdale Counties Timber Bridge Replacements

Fort Pillow USGS Quadrangle 2022

PINs: 136185.01-136185.05 and
136185.08-136185.13

TN TDOT Department of Transportation

Appendix B: Qualifications of Key Staff

Angela Jimenez

Principal Investigator
MA, Historical and Sustainable Architecture
BA, History

Angela Jimenez is an Architectural Historian qualified under the standards set forth by the Secretary of the Interior. She has 7 years of experience working with historic resources within the U.S. and internationally. Her education and professional career have led her to cultivate skills in historic architecture research, documentation, and conservation. Her work throughout various states includes county-wide surveys as well as reconnaissance and intensive level surveys. She has documented a variety of resource types such as single buildings, residential properties, agricultural properties, commercial businesses, and bridges. Angela brings experience with public history and her local Historic Landmarks Commission. Her current responsibilities include in-depth historical research, eligibility determinations, and report writing.

TxDOT Reconnaissance Level Historic Resources Survey, FM 486, MILAM COUNTY, TX. Senior Architectural Historian. TxDOT's proposed improvements of FM 486 required a reconnaissance level survey of historic-age commercial properties in Thorndale, Texas. Angela authored both the Research Design and the Reconnaissance Survey Report after conducting research over the county, the town, and the development of the commercial district as evidenced by its architecture. Supplemented by a variety of resources, Angela's fieldwork documented the condition of all historic-age properties within the project area. This survey resulted in the recommendation of the eligible Thorndale Historic Commercial District. Angela determined the boundaries of the historic districts as well as examined the potential effects of the proposed work on the historic buildings.

TxDOT Intensive Level Historic Resources Survey, Fm 546, Collin County, TX. Senior Architectural Historian. The Texas Department of Transportation proposed improvements to FM 546 in Collin County This project required an intensive level survey to determine the eligibility of historic-age properties within the project area. Angela conducted deed research to trace the historic boundaries and associations of the properties and past residents. She reviewed additional sources such as archival census records and newspapers, historic maps, historic aerial images, and Family Land Heritage Program records. Angela conducted the fieldwork to photograph and document the properties and authored the Intensive Survey Report, which determined the properties' NRHP eligibility.

Torrey C. Brown Trail Historic Bridge Survey, Baltimore County MD. Senior Architectural Historian. JMT was tasked with completing a Determination of Eligibility for five brides that were constructed as part of the North Central Railroad in Maryland. For this DOE, Angela developed a historic context of the historic North Central Railway line and the subsequent rail trail that was created along the route, now called the Torrey C. Brown Trail. By consulting the Maryland Historical Trust's Cultural Resource Information System, Angela assessed the historic integrity of the railway, the surrounding location, and any nearby historic resources that have been previously surveyed. Angela completed a Maryland Inventory of Historic Properties form using this information and provided a determination of eligibility for the bridges.

Carolyn Gimbal

Senior Architectural Historian
MA, Historic Preservation Planning
Graduate Certificate, GIS for Archaeology
BA, Anthropology

Carolyn Gimbal is an Architectural Historian qualified under the standards set forth by the Secretary of the Interior. She has 8 years of experience working with historic resources across the United States. Her education and professional career have led her to cultivate skills in historic architecture research, documentation, GIS, and field archaeology. Her work throughout various states includes county-wide surveys as well as reconnaissance and intensive level surveys. She has documented a variety of resource types such as single buildings, residential properties, agricultural properties, commercial businesses, educational campuses, and bridges. Carolyn's current responsibilities include project management, in-depth historical research, eligibility determinations, and report writing.

NCDOT Historic Structures Survey Report for NC 205 at SR 1115, Stanly County, North Carolina. Senior Architectural Historian. Ms. Gimbal completed a Historic Structures Survey Report (HSSR) to evaluate the National Register of Historic Places (NRHP) significance of three resources within the vicinity of a proposed roundabout near Oakboro, Stanly County for the NCDOT. Ms. Gimbal conducted historic background research at digital and in-person repositories, located at the Stanly County Museum and Stanly County Register of Deeds in Albemarle and the Oakboro Museum in Oakboro. She coordinated a field visit to photograph all properties. She summarized the findings in the HSSR, providing a general history of the area, architectural descriptions, specific histories of the resources, comparative studies of the resources with similar properties in the same geography, and a NRHP significance statement for each property.

NCDOT Historic Structures Survey Report for TIP No. R-5800, Brevard, Transylvania County, North Carolina. Senior Architectural Historian. Ms. Gimbal completed a Historic Structures Survey Report (HSSR) for TIP R-5800 in Brevard, Transylvania County, North Carolina for the NCDOT. Ms. Gimbal photographed two historic age properties, one of which was a college campus, along the project area and interviewed property owners about the history and uses of the properties. She conducted in-person research at the Transylvania County Library and Brevard College. She summarized the results in a HSSR, which extensively described each property, the property's history, comparable properties, and determinations of eligibility for the National Register of Historic Places.

Little River Area Historic Resources Survey, Horry County, South Carolina. Project Manager. Ms. Gimbal completed an architectural survey within the Little River Area in Horry County, South Carolina. Ms. Gimbal first hosted a kickoff meeting with the client and local stakeholders and developed a historic context for the area. She photographed all historic-age resources within the survey boundary. She completed survey forms, summarized the results of the survey in a report, and made recommendations for properties and districts to be listed on the NRHP per guidance from the South Carolina Historic Preservation Office. Ms. Gimbal presented the results of the survey at a public meeting in Little River.

Outlook

Replacement of Timber Bridges/ PINs 136185.01-.05, & .08-.13 - Project # SHPO0007560

From TN Help <tnhelp@service-now.com>
Date Thu 8/21/2025 10:52 AM
To Marley Abbott <Marley.Abbott@tn.gov>
Cc Haley Seger <Haley.Seger@tn.gov>; Kimberly Vasut-Shelby <Kimberly.Vasut-Shelby@tn.gov>

TENNESSEE HISTORICAL COMMISSION
STATE HISTORIC PRESERVATION OFFICE
2941 LEBANON PIKE
NASHVILLE, TENNESSEE 37243-0442
OFFICE: (615) 532-1550
www.tnhistoricalcommission.org

2025-08-21 10:51:05 CDT

Kimberly Vasut-Shelby
TDOT

RE: Federal Highway Administration (FHWA), Architecture Review, Replacement of Timber Bridges/ PINs 136185.01-.05, & .08-.13, Project#: SHPO0007560, Haywood County, Lauderdale County, TN

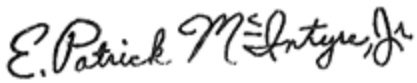
Dear Kimberly Vasut-Shelby:

In response to your request, we have reviewed the architectural survey report and accompanying documentation submitted by you regarding the above-referenced undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicants for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739).

Considering the information provided, we concur that no architectural resources eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act. Please include the Project # when submitting additional information regarding this undertaking. Questions or comments may be directed to Casey Lee, who drafted this response, at Casey.Lee@tn.gov, +16152533163.

Your cooperation is appreciated.

Sincerely,



E. Patrick McIntyre, Jr.
Executive Director and
State Historic Preservation Officer

Ref:MSG17958679_xACqc4F6htq6bTkM2JG

Hazardous Materials

Environmental Study

Technical Section

Section: Hazardous Materials

Study Results

Based on the Environmental Technical Study Areas, no known hazardous materials sites affect these projects as shown, and no additional hazardous material studies are recommended at this time. All asbestos bridge surveys have been completed and project commitments have been submitted in Project Notes. In the event hazardous materials or wastes are encountered within the right-of-way, notification shall be made per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Section 107.08.C. Disposition of hazardous materials or wastes shall be subject to all applicable Federal, State, and local regulations, including the applicable sections of the Federal Resource Conservation and Recovery Act, as amended; the Comprehensive Environmental Response, Compensation, and Liability Act, as amended; and the Tennessee Hazardous Waste Management Act of 1983, as amended. Databases reviewed include Google Earth imagery, EPA National Priorities List, EPA EnviroMapper (Envirofacts), TDEC Registered Underground Storage Tanks Public Data Viewer and Data and Reports, TDEC Division of Water Resources Public Data Viewer and Oil and Gas Wells database, TDEC Division of Remediation Sites Public Data Viewer, TDOT Integrated Bridge Information System, and others, as necessary.

Commitments

Did the study of this project result in any environmental commitments? **Yes**

See Project Search or Project Notes for commitments for each PIN.

Additional Information

Is there any additional information or material included with this study? **No**

Certification

Responder: Kyle Kirschenmann

Title: Statewide Technical Specialist

Signature: 

Digitally signed by Kyle Kirschenmann
Date: 2025.06.17 12:21:38 -04'00'