

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 05000803

Date Listed: August 7, 2005

Property Name: Reuynoldsburg-Paris Road

County: Benton

State: Tennessee

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for David J. V. [Signature]
Signature of the Keeper

August 7, 2005
Date of Action

Amended Items in Nomination:

Section 10. Geographic Information

The verbal boundary justification is hereby revised to read as follows: The boundary for the Renyoldsburg-Paris Road includes the 1.3-mile section of intact road running from near the Tennessee River to Chestnut Hill Road that was traversed by the Barge detachment in early November of 1838. The boundaries encompass the entire roadbed and all of the multiple tracts associated with the road.

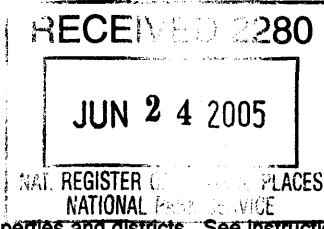
[This change was made in consultation with and approved by the National Register staff of the Tennessee SHPO.]

The Tennessee State Historic Preservation Office was notified of this amendment.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Reynoldsburg-Paris Road
other names/site number N/A

2. Location

street & number Five miles northeast of Camden off Chestnut Hill Road not for publication N/A
city or town Camden vicinity
state Tennessee code TN county Benton code 005 zip code 38320

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Harriet L. Hays 6/23/05
Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that the property is:
 entered in the National Register.
 See continuation sheet
- determined eligible for the National Register.
 See continuation sheet
- determined not eligible for the National Register
- removed from the National Register.
- other,
(explain:)

Edson Beall 8/7/05
Signature of the Keeper Date of Action

Reynoldsburg-Paris Road
Name of Property

Benton, Tennessee
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in count)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

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

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of Contributing resources previously listed in the National Register

NA

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION-Road Related

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE
RECREATION AND CULTURE-Outdoor Recreation

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A
walls N/A
roof N/A
other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations N/A

(Mark "x" in all boxes that apply.)

Property is:

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

Areas of Significance

(Enter categories from instructions)

ETHNIC HERITAGE/Native American
SETTLEMENT

Period of Significance

November, 1838

Significant Dates

November, 1838

Significant Person

(complete if Criterion B is marked)

N/A

Cultural Affiliation

NA

Architect/Builder

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

National Park Service, Long Distance Trails Office
Santa Fe, New Mexico

Reynoldsburg-Paris Road
Name of Property

Benton, Tennessee
County and State

10. Geographical Data

Acreeage of Property 16.7 acres

UTM References Johnsonville 30 SW
(place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>413105</u>	<u>3995065</u>	3	<u>16</u>	<u>411455</u>	<u>3995165</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>16</u>	<u>412255</u>	<u>3995555</u>	4	<u>16</u>	<u>410985</u>	<u>3995285</u>

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Philip Thomason/Teresa Douglass
organization Thomason and Associates date April 5, 2005
street & number P.O. Box 121225 telephone 615-385-4960
city or town Nashville state TN zip code 37212

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 Or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO) or FPO for any additional items

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Nathan Bedford Forrest State Park, c/o Tennessee Department of Environment and Conservation – TN State Parks
street & number 401 Church Street telephone 615-532-0037
city or town Nashville state TN zip code 37243

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Reynoldsburg-Paris Road
Benton County, Tennessee

DESCRIPTION

The section of the Reynoldsburg-Paris Road included within this nomination is a 1.3 mile length of abandoned roadbed located in Benton County, Tennessee. The roadbed consists of an early 19th century road that connected the town of Reynoldsburg in Humphreys County with Paris, the Henry County seat. The ferry at Reynoldsburg was an important crossing point on the Tennessee River until the 1850s. By the late 19th century Reynoldsburg had been largely abandoned and this roadbed was no longer extensively used. It continued to be used as a local farm road until the mid-20th century. In 1929, this property was purchased by the State of Tennessee as a park commemorating the Battle of Johnsonville and Confederate General Nathan Bedford Forrest. Over a mile of this roadbed is now utilized as a hiking trail within the park.

The original Reynoldsburg-Paris Road crossed at the site of Reynoldsburg and extended through the bottom areas of the Tennessee River and Cypress Creek before entering the mouth of Chester Hollow. When the Tennessee River was impounded in 1944 for Kentucky Lake, this bottom area along with a section of the roadbed was submerged. The nominated section of the Reynoldsburg-Paris Road begins where it first appears at the mouth of Chester Hollow at an elevation of 375 feet above sea level (Photo 1). The roadbed then continues west 0.6 mile through Chester Hollow at the base of ridgeline (Photo 2). Through Chester Hollow the roadbed is approximately ten feet in width and has embankments on the ridge slope of two to three feet in height. The definition of the roadbed becomes more pronounced as it leaves Chester Hollow and ascends to the top of a 640' high ridge. On the eastern slope of this ridge the roadbed is fifteen to eighteen feet in width with embankments ranging up to six feet in height (Photos 3, 4 and 5). As the roadbed reaches the top of the ridge the roadbed temporarily splits into two parallel roadbeds or tracks.

On top of the ridgeline the roadbed merges into one road again, continues west and then turns to the northwest for 0.1 mile. Along the top of this ridgeline the roadbed continues to be fifteen to eighteen feet wide and has embankments of two feet in height (Photo 6). The roadbed then turns west and proceeds 0.4 mile before splitting into two tracks (Photo 7). At this point the roadbed leaves state park property and enters private land. The roadbed continues for 0.2 mile and splits again into three distinct tracks. The roadbed and its parallel tracks then end where they intersect the paved and improved Chester Hill Road. Although possibly National Register eligible, the 0.1 mile section of roadbed beyond the park property is not included within the boundary because it was not accessible and therefore was not assessed.

Throughout its 1.3 mile length, this section of the Reynoldsburg-Paris Stage Road has a dirt surface, widths of ten to eighteen feet and varying embankment heights. The road extends through woodlands within the Nathan Bedford Forrest State Park and there are no buildings or structures adjacent to the road throughout this length. Some sections of this roadbed are now used as part of the park's hiking trail system.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Reynoldsburg-Paris Road
Benton County, Tennessee

STATEMENT OF SIGNIFICANCE - SUMMARY

This section of the Reynoldsburg-Paris Road is significant under National Register criterion A for its association with the Cherokee Trail of Tears of 1837-1839. Under criterion A this roadbed was used by a detachment of 1,200 Cherokee as it traveled west from Reynoldsburg to Paris in early November of 1838. Conducted by John Benge, this detachment left Alabama in October and traveled for three months through Tennessee, Kentucky, Missouri, and Arkansas before disbanding in the Indian Territory on January 11, 1839. The majority of the roads used by this detachment have been paved or altered in the 20th century. This section of roadbed has never been paved and is now either abandoned or used as a hiking trail.

The roadbed is significant under criterion A for its direct connection and association with the routes taken by the Cherokee detachments. The roadbed provides a physical link and sense of time and place of the actual Cherokee experience. They provide an understanding of the difficulties inherent in overland travel in the 1830s and the challenges faced by the Cherokee on a daily basis. The Reynoldsburg-Paris Road is also significant for the information it conveys about the type of road conditions and characteristics experienced by the Cherokee. It provides information on construction techniques, design elements, and use patterns of early 19th century roads and highways in the region. Roads of the early 19th century varied in widths, materials, and maintenance, and roadbeds used by the Cherokee have the potential to explain why certain routes were taken and the difficulties involved in their use. This nomination only addresses the Reynoldsburg-Paris Road within the context of the Cherokee Trail of Tears. Additional research may also identify the roadbed as eligible under additional state and local contexts for its role in 19th century transportation and settlement patterns.

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ADDITIONAL INFORMATION

Beginning in June of 1838, the forced expulsion of the Eastern Cherokee began under the orders of President Martin Van Buren. The members of the Eastern Cherokee in North Carolina, Tennessee, Georgia and Alabama were moved from their lands into temporary stockades or forts. From these forts the Cherokee were assembled into three emigration depots, two in Tennessee and one in Alabama. The first detachments of Cherokee were forcibly removed west by steamboat to the Indian Territory in June and July of 1838. The majority of the Cherokee planned to travel west by land but were unable to leave until October 1st due to a prolonged summer drought. From early October of 1838 until March of 1839, some 13,500 Cherokee embarked overland along three major routes. At least one thousand perished due to hunger and exposure along the journey.

John Benge led the one detachment of Cherokee that left from Alabama. They embarked on their long journey on October 4, 1838 from a camp in Wills Valley, approximately eight miles south of Fort Payne, Alabama. Reports to John Ross and General Winfield Scott from the Benge detachment reveal that it crossed the Tennessee River at Gunter's Landing in Alabama and then headed north to Huntsville. From Huntsville, Benge's detachment most likely entered Tennessee south of the community of Ardmore in Giles County along the general route of present day US 31. In Tennessee, the Benge detachment traveled northwest from Pulaski to the small community of Reynoldsburg on the Tennessee River. In 1838, Reynoldsburg was the location of a major ferry crossing on the Nashville to Memphis stage line, and roads on the west bank of the river led to Paris and other communities in

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Reynoldsburg-Paris Road
Benton County, Tennessee

northwest Tennessee (Map 1).¹

In November of 1838, Reynoldsburg was a bustling community on the east bank of the Tennessee River. Founded ca. 1806, Reynoldsburg was designated as the county seat of Humphreys County in 1811.² The town was platted in 1812 and a two-story brick courthouse was completed in 1813. Reynoldsburg was founded at the site where a Native American trail, the Chickasaw Trace, crossed the Tennessee River. Following the Jackson Purchase in 1819, the lands west of the Tennessee River were opened for Anglo-European settlement and a Nashville to Memphis stage road was completed by 1829. In addition to this road, the Reynoldsburg to Paris Road was established by the mid-1820s when Henry County was formed and Paris named the county seat.³

The detachment led by John Benge marched through north Alabama and Middle Tennessee during October and arrived at Reynoldsburg on November 1st or 2nd. Supply agent Theodore Johnson was sent to check on the detachment's condition and reported to Cherokee Chief John Ross that he had caught up with the detachment in Humphreys County. In a letter written a few days later by John Ross to General Winfield Scott, Ross reported that Johnson had overtaken the Benge detachment near Reynoldsburg and continued with it to that town and left the Emigrants crossing the Tennessee River on the 3rd instant that all things were going on well, except sickness, which have prevailed to a greater extent in that detachment on the road than others.⁴

The ferrying of the 1,200 person detachment with their wagons and horses would have taken at least one to two days. The ferry was operated by Thomas K. Wyly who began ferry operations at this location around 1822. It is not known what kind of ferry was operated by Wyly but it was likely a horse ferry that was one of the more popular types of ferry boats in operation on western rivers during the early 19th century. Wyly was from Alabama, reportedly spoke Cherokee, and sold some \$400 worth of provisions to the detachment.⁵

Once across the Tennessee River, the detachment marched along the Reynoldsburg-Paris Road and ascended the ridgeline on the western bank of the river. Once on top of the ridgeline, the detachment marched northwest through Paris and then on to Dukedom on the Kentucky state line.⁶ After passing through the community of Feliciana, Kentucky the detachment continued northwest to the town of Clinton. Exiting Clinton, the route followed an alignment similar to that of present day State Route 58 to Columbus, Kentucky where Benge's detachment crossed the Mississippi River into Missouri. In Missouri, Benge's detachment marched northwest to Charleston and then on to Benton, south of Cape Girardeau. The detachment then took the Natchitoches Military Road southwest to

¹ David Burr *Postal Route Map of Tennessee, 1839*, (Map on file at the Tennessee State Library and Archives, Nashville, Tennessee).

² Carroll Van West ed., *The Tennessee Encyclopedia of History and Culture*, (Nashville: Tennessee Historical Society, 1998), 450.

³ Van West, 418.

⁴ Duane H. King, *"Report on the Cherokee Trail of Tears: Correcting and Updating the 1992 Map Supplement,"* unpublished manuscript, National Park Service, 1999, 79.

⁵ *Ibid*, 80.

⁶ Ben Nance, *"The Trail of Tears in Tennessee: A Study of the Routes Used During the Cherokee Removal of 1838."* (Nashville: Tennessee Division of Environment and Conservation, Division of Archaeology, 2001), 40.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Reynoldsburg-Paris Road
Benton County, Tennessee

Smithville, Arkansas.

From Smithville, there are two logical routes that the Benge detachment might have taken. It is known that at least a portion of the detachment traveled south to Batesville, Arkansas. The *Batesville News* reported that on December 15th a large number of Cherokee passed nearby and several came into the town for supplies.⁷ This group likely rejoined the main detachment near Athens, Arkansas. After Athens the detachment continued west toward Fayetteville, where they joined the main Northern Route into the Indian Territory. This detachment disbanded near the Woodhall Farm west of the Arkansas state line on January 11, 1839. The John Benge detachment recorded a total of 33 deaths during its 768 mile journey and 1,132 persons were reported to have been present at the detachment's disbandment.⁸

In 1835, Waverly was designated as the new county seat of Humphreys County and it soon eclipsed Reynoldsburg as the commercial and governmental center of the county. During the 1850s, the Nashville and Northwestern Railroad was constructed west from Nashville and the new community of Johnsonville formed where the railroad terminated on the east bank of the Tennessee River. Johnsonville was established only 1.5 miles south of Reynoldsburg and it became the most prominent crossing of the river in this vicinity. As a result of these factors, Reynoldsburg declined in the late 19th century and the roads leading to and from the community lessened in use. By the early 20th century the Reynoldsburg-Paris Road was a seldom used farm road as shown on the 1936 USGS quad map of Johnsonville (Map 2).⁹ Nathan Bedford Forrest State Park was established by the State of Tennessee in 1929 and over the next several decades the park expanded to include the property containing the roadbed of the Reynoldsburg-Paris Road.

This section of the Reynoldsburg-Paris Road retains much of its integrity from the 19th century. The Reynoldsburg-Paris Road has been accurately identified as one of the roadbeds used by the Cherokee through historical research, early 19th century maps, and on-site field investigations. The identification of this roadbed as the location of the Reynoldsburg-Paris Road has remained consistent throughout the 19th and 20th century. The road retains physical characteristics typical of an early 19th century roadbed. The roadbed ranges from ten to eighteen feet in width with most of the roadbed around fifteen feet wide. This is typical of category 2 roadbeds of the 19th century which were generally built wide enough to allow two wagons to pass one another. The heavy usage of the road in the 19th century has resulted in a clearly defined roadbed, especially on the eastern slope of the ridgeline that has embankments ranging from two to six feet in height. The roadbed also has two well-preserved sections of multiple tracks that parallel the existing roadbed. The Reynoldsburg-Paris Road has an earth and gravel surface and no modern paving surfaces are visible. There are no modern intrusions along this 1.3 mile section of roadbed and it extends entirely through woodlands.

The Reynoldsburg-Paris Road retains sufficient integrity and significance to meet National Register criteria for its association with the Cherokee Trail of Tears. The road was utilized by some 1,200 Cherokee led by John Benge as they traveled northwest through Tennessee on their way to the Indian Territory. This section of roadbed possesses a strong sense of time and place from the period of the Trail of Tears of 1838.

⁷ King, 81.

⁸ Vicki Rozema, *Voices From the Trail of Tears*, (Winston-Salem, North Carolina: John F. Blair, Publisher, 2003), 191.

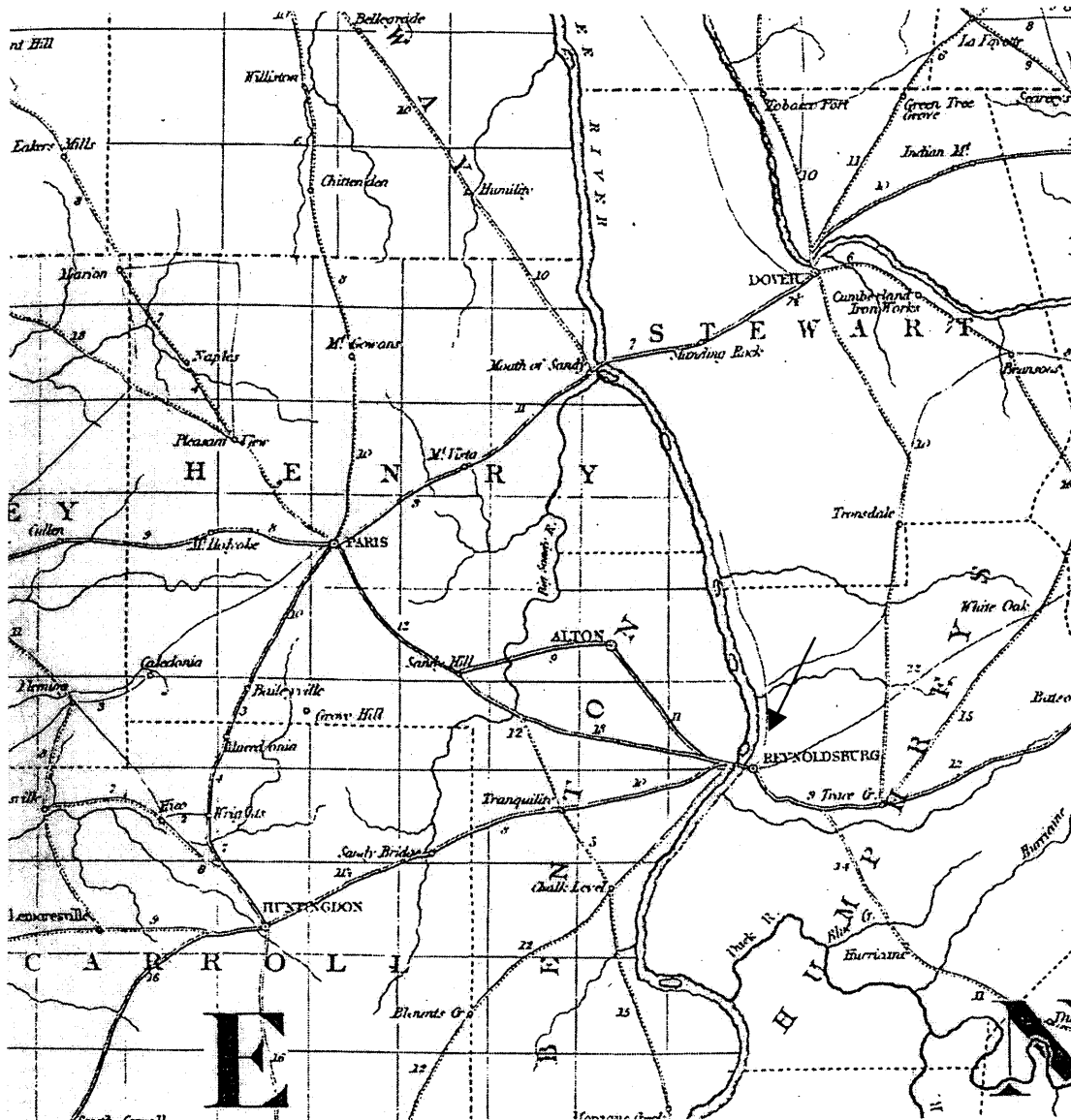
⁹ "Johnsonville, Tennessee," USGS Quad Map, 1936.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Reynoldsburg-Paris Road
Benton County, Tennessee



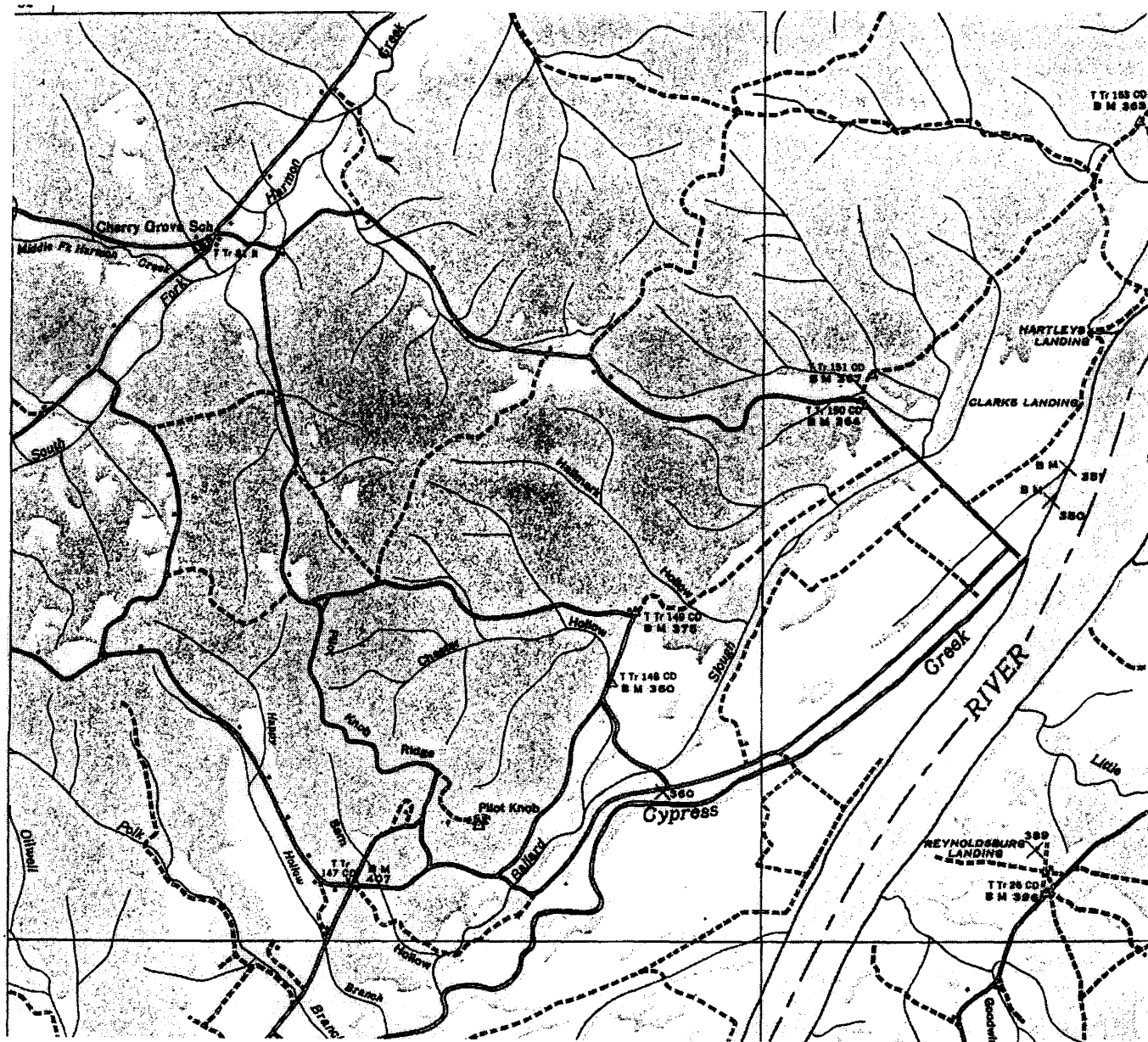
Map 1: The importance of Reynoldsburg as a ferry crossing on the Tennessee River is illustrated on the David Burr Postal Route Map of Tennessee in 1839.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

Reynoldsburg-Paris Road
Benton County, Tennessee



Map 2: The 1936 USGS Johnsonville quad map shows the Reynoldsburg-Paris Road remaining in use as a local farm road. Reynoldsburg Landing continues to be shown on the map but the town site of Reynoldsburg contains only two buildings.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 7

Reynoldsburg-Paris Road
Benton County, Tennessee

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 8

Reynoldsburg-Paris Road
Benton County, Tennessee

GEOGRAPHIC INFORMATION

Verbal Boundary Description

The boundary for the Reynoldsburg-Paris Road is shown on the accompanying Benton County tax map 68 which is drawn at a scale of 1" = 1000'. The roadbed is located within parcels 1 and 6 on the map, which are both owned by the State of Tennessee. The roadbed is first visible at the mouth of Chester Hollow as it emerges from the eroded bottomlands along the Tennessee River (Kentucky Lake). The roadbed is readily discernible as it continues west through the hollow and climbs the ridgeline above the river. The roadbed continues west until it leaves state park property approximately 0.1 mile east of Chestnut Hill Road. The boundary for this property includes a corridor 75' in width to include the roadbed, and 30' on either side to include all multiple tracks. The corridor is 1.3 miles in length and contains 16.7 acres

Verbal Boundary Justification

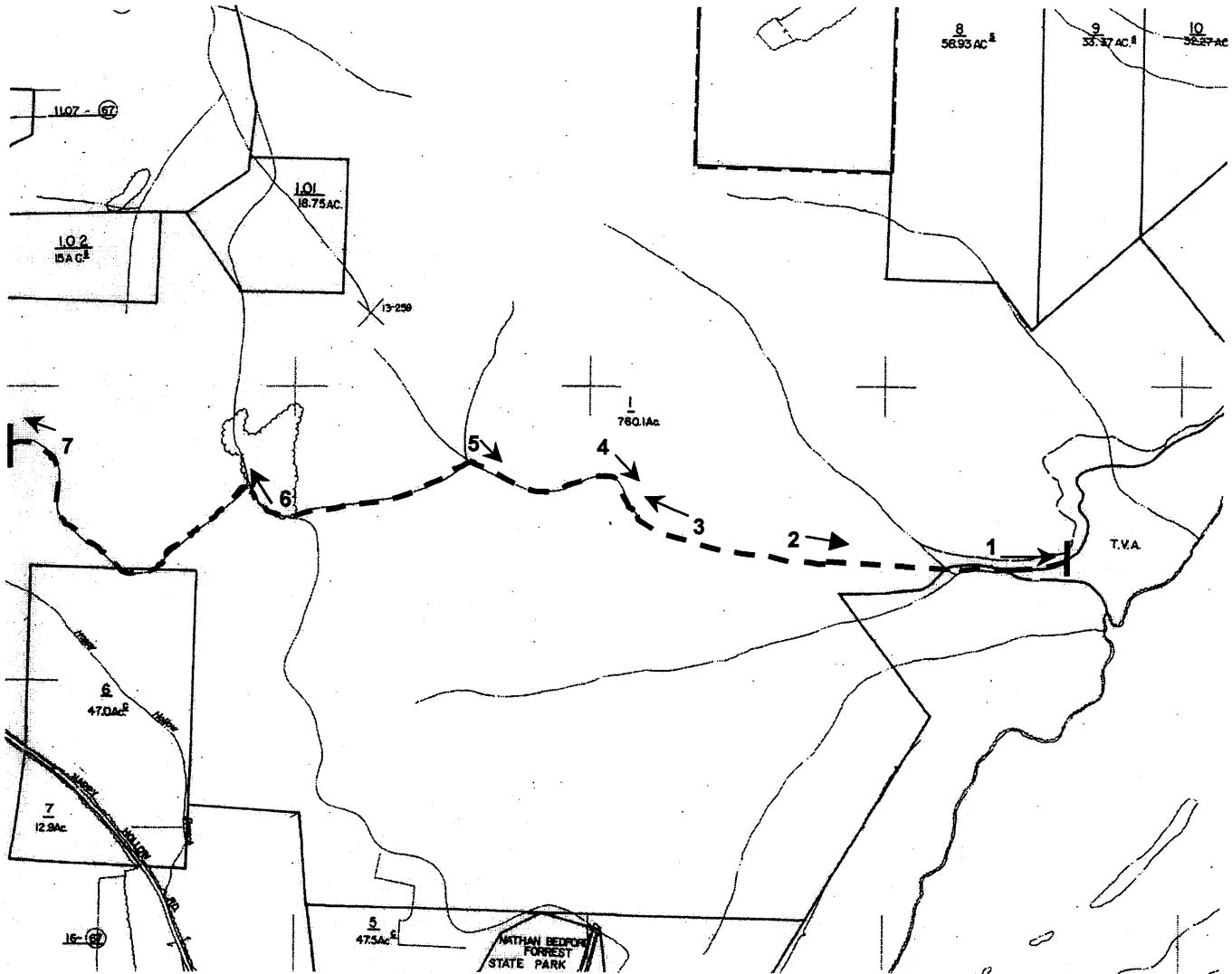
The boundary for the Reynoldsburg-Paris Road includes a continuous section of roadbed remaining intact from near the Tennessee River to its termination at Chestnut Hill Road. The boundary begins at the mouth of Chester Hollow where the roadbed emerges from the bottom areas along the Tennessee River (Kentucky Lake). Frequent flooding and erosion has removed any discernable roadbed to the east of this location. The roadbed is clearly defined as it continues west through Chester Hollow and then ascends the ridgeline overlooking the river. The roadbed turns west on top of the ridge and terminates at the western boundary of the state-owned property. The roadbed remains readily visible for an additional 0.1 mile until it terminates at the paved Chestnut Hill Road. This section of the roadbed is not included within the nomination due to owner objection. The boundary includes the roadbed and thirty feet on either side to include all of the multiple tracks associated with the road. No other properties associated with this roadbed have been identified.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 9

Reynoldsburg-Paris Road
Benton County, Tennessee



Property boundary of the Reynoldsburg-Paris Road on Benton County tax map 68. All of this property is within the Nathan Bedford Forrest State Park. Also shown is the photo key. (Scale 1" = 1,000').

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Section number _____ Photos _____ Page 10

Reynoldsburg-Paris Road
Benton County, Tennessee

PHOTOGRAPHS

Photo by: Thomason and Associates

Date: March 15, 2003

Location of Negatives: Tennessee Historical Commission, Nashville, TN

Photo 1: Reynoldsburg-Paris Road where it emerges from the Tennessee River bottomlands at the mouth of Chester Hollow, view to the east.

Photo 2: Reynoldsburg-Paris Road as it extends through Chester Hollow, view to the east.

Photo 3: Reynoldsburg-Paris Road as it ascends the ridgeline from Chester Hollow, view to the northwest.

Photo 4: Reynoldsburg-Paris Road as it reaches the top of the ridgeline northwest of Chester Hollow, view to the northwest.

Photo 5: Reynoldsburg-Paris Road as it reaches the top of the ridgeline northwest of Chester Hollow, view to the southeast.

Photo 6: Reynoldsburg-Paris Road on top of the ridgeline, view to the north.

Photo 7: Reynoldsburg-Paris Road as it splits into two tracks near the state park boundary, view to the west.