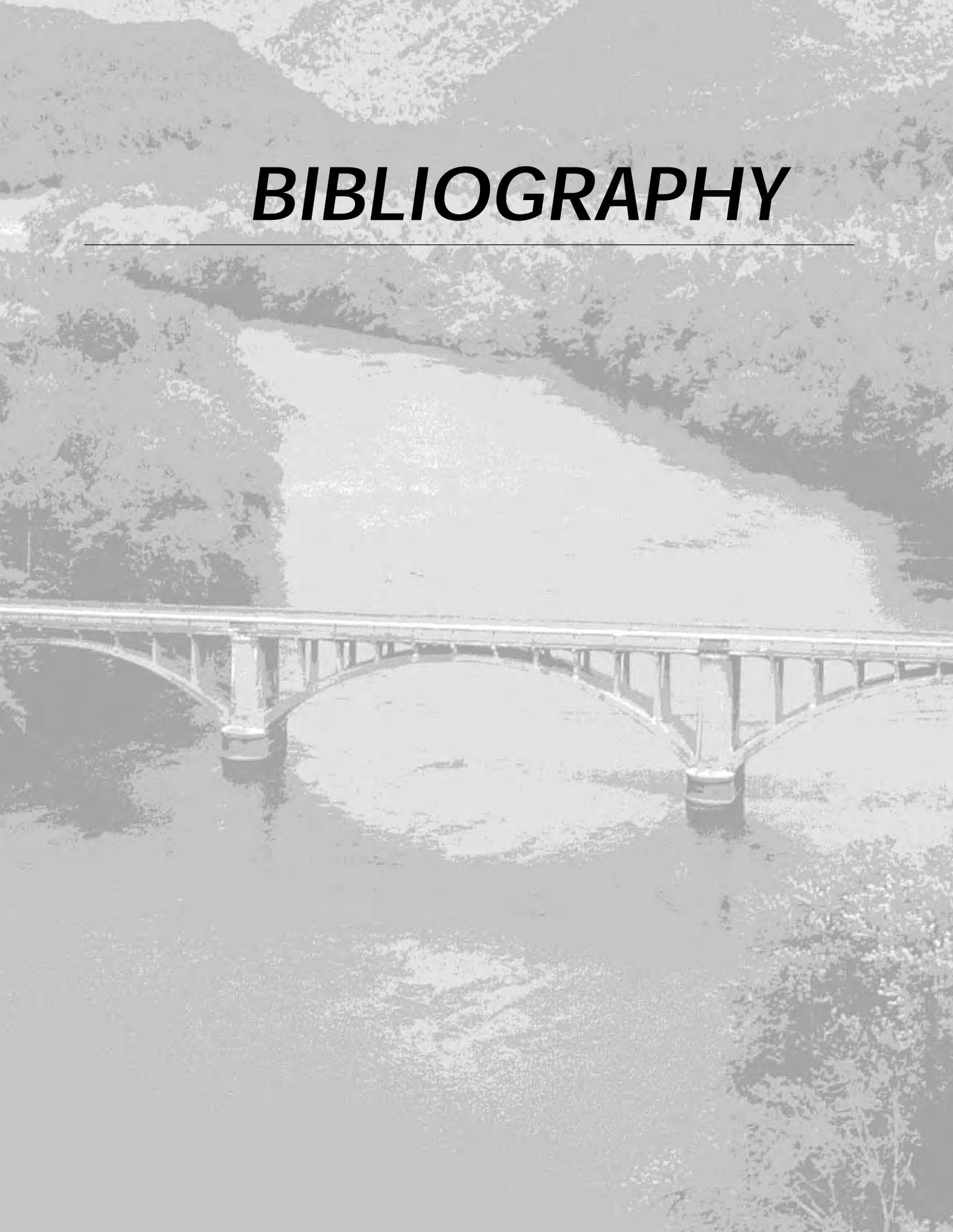


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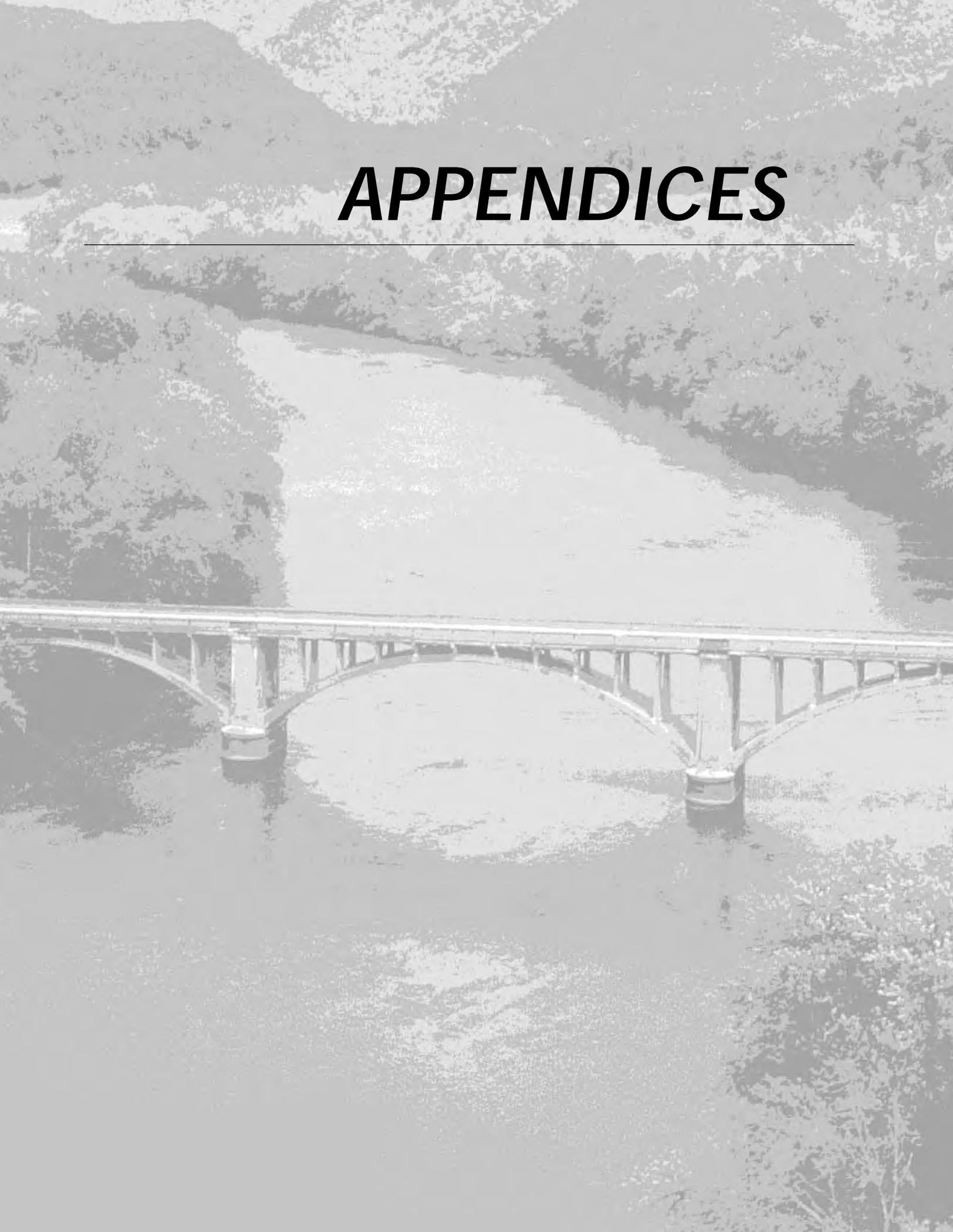
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APPENDICES



ABUTMENT: A portion of the substructure; supports end of a single span bridge or the end of a multispan structure; typically retains approach fill. Major elements are the foundation, the cap which rests over the foundation, and the backwall which is the wall rising from the middle part of the abutment and is distinct from the wingwalls

APPROACH SPAN: Secondary spans connecting the roadbed to the primary bridge span(s)

ARCH BARREL (SOFFIT): Inside lining of the arch; the arch's exposed undersurface

ARCH RING: Primary structural member of an open spandrel arch; often composed of intrados and extrados; in masonry arches, a row of radiating voussoirs forms the ring

ARCHIVOLT: Ornamental molding along outside edge of arch (along extrados)

BALUSTER: One of a series of short vertical members which make up the balustrade; can be of any shape such as round, square, or more elaborate forms like urns

BALUSTRADE: Entire railing along edge of bridge; includes top rail, individual balusters and sometimes bottom rail

BASCULE LIFT: Movable bridge in which the roadbed (deck) is counterbalanced by a weight that swings upwards and backwards to lift the span; spans may be single-leaf or double-leaf

BEARING DEVICES: Bearing devices rest on the substructure and support the superstructure but are not considered part of either

BELT COURSE: Horizontal band extending across spandrel wall of an arch, usually at road level

BENT: A type of pier in which members are placed at right angles to the stringer forming a box-like structure; used under light approach spans; can mean a bridge pier that is not in water

BOSS: Projecting and usually richly carved ornament at the intersection of ribs, groins, beams, etc.

BRIDGE: Structure on, above, or below the roadway which supports traffic; must be 20 feet or longer to be included in Federal inspection program

BIMODAL: Built for two distinct types of traffic such as vehicular and rail

BUILT-UP MEMBER: Truss element assembled from sections of small individual items such as plates, channels, or angles (as opposed to a “rolled” member)

CHEVRON: V-shaped stripe pointing up or down

CHORD: Longitudinal member which extends the length of the truss; in some cases it is one continuous member while in others it is a series of members that extend only across one panel

COMPRESSION MEMBER: Generally heavy stiff members that are often built-up of smaller members which withstand compressive forces that push inward

CONTINUOUS SPAN: Multiple spans which function as one unit but extend across the pier; balances loads in adjoining spans

COUNTER: Tension member in a truss that extends diagonally across a panel

CROWN: Top or central section of arch ring

CULVERT: A drainage structure crossing under a roadway

DEAD LOAD: Total weight of the bridge structure itself without vehicles

DECK: Surface over which traffic crosses; the “roadway” of the bridge; on a deck bridge, the structural elements of the bridge are below the deck

DIAGONAL: Slanting member usually extending across the full width of the panel from the top to bottom chord although in some cases it may extend only to a mid-point on the post

END POST: Last diagonal or vertical member at each end of truss; since it is a compression member, it is made up of heavy members

EXPANSION END: The end of a span or bridge that is tied down in such a way so as to allow movement of the span

EXTRADOS: Upper or outside (convex) curve of arch ring; can be raised or molded to form a decorative line above the arch

FHWA: Federal Highway Administration; FHWA is a part of the U.S. Department of Transportation and is headquartered in Washington, D.C., with field offices across the United States. FHWA provides Federal financial assistance to states to construct and improve the National Highway System, urban and rural roads, and bridges

FILLED SPANDREL OR BARREL ARCH: A solid arch with a fully enclosed spandrel area, the deck is on top of this arch; the interior of the arch (between the deck and the barrel) may be hollow or filled with dirt, stone, concrete, or any combination

FILLED (RIBBED) SPANDREL: Two or more spandrel walls (ribs) lying parallel to each other form the arch; much in appearance like a filled spandrel arch from the side but there is no solid barrel forming the arch barrel

FINIAL: Small ornamental object; on bridges it is typically located atop the end post

FISHBELLIED BOTTOM CHORD: On a truss, the center of the bottom chord is below the floor beams but the ends angle upward to connect at the end joint above the floor beam

FLOOR BEAMS: Cross girders supporting the stringers

FIXED END: End of a span or bridge, which is stationary

GUSSET PLATE: In riveted trusses, the plate at the corner joint where the horizontal and vertical members meet

HAER: Historic American Engineering Record, an agency of the National Park Service/Department of Interior, which is responsible for recording and documenting engineering structures such as bridges

HAMMERED FINISH: Decorative finish in which concrete is roughened by breaking up the top layer, often with a mechanical hammer

HAUNCHES: Side sections of arch ring, next to pier or abutment

INTRADOS: Lower or inside (concave) curve of an arch

JOINT: On a truss, the location where two or more members are connected

KEystone: Center voussoir of the arch ring; usually larger than the other stones in the ring

LATERAL BRACING: Horizontal members connecting the top or bottom of each side truss; provides additional lateral support

LATTICE(D): Work consisting of crossed flat metal bars forming a diagonal or diamond pattern, usually used on cross bracing, knee bracing, verticals, or the railing; "latticed" usually refers to crossed or double latticing while "lattice" may refer to only a single row of lacing on a vertical forming a "Z" pattern

LENGTH: Span is measured between abutments or piers; truss is measured between its end posts

LIVE LOAD: Any weight or load on the bridge structure which is not part of the structure itself such as vehicles, pedestrians, or wind

MASONRY: Construction of stone or similar materials in which the separate pieces are either placed together with or without mortar; when not separately placed they are encased in a matrix of mortar

MEMBERS: Individual elements that make up a truss

MODILLION: Horizontal bracket or console decorative feature, can be in different shapes such as scroll or plain block

OPEN SPANDREL ARCH: An arch with the spandrel walls open or having bays with columns which support the deck; in theory, the arch may have a solid barrel but in Tennessee all examples have two or more narrow arch rings which are usually connected at intervals by rib struts

PANEL: Area of a truss between two vertical members

PARAPET RAILING: Solid wall-like railing

PIER: Part of the substructure, supports ends of spans of a multi-span superstructure between the abutments

PILASTER: Engaged (built into, not free standing) decorative feature that imitates columns but are usually not structural members

POLYGONAL: Having multiple angles/sides

PONY: Above deck truss (or arch) that has no overhead lateral connections

PORTAL: Entrance/open ends of a bridge facing traffic

POST: Vertical member; on trusses these are in compression except hip verticals

POST AND RAIL RAILING: Railing with vertical posts and horizontal rails

QUATREFOIL: Ornamental feature used on parapet railing; composed of four adjoining lobes around a central motif

RAINBOW ARCH: Open spandrel arch that can be through, semi-deck, or pony level; the term "Marsh Rainbow Arch" refers to a specific patented arch by James Marsh

RAILING: A fence-like construction along edge of roadway or sidewalk to guide the movement of both vehicular and pedestrian traffic

RISE OF THE ARCH: Vertical distance from springline to the crown

ROLLED MEMBER: In a truss bridge, a structural component which consists of only one piece, for instance, an I-beam (as opposed to a "built-up" member)

SECTION 106: Refers to Section 106 of the National Historic Preservation Act which requires Federal agencies to take into account the effects an undertaking will have on a historic property; the Advisory Council on Historic Preservation, whose regulations are codified at 36 CFR 800, administers this program

SECTION 4(f): Refers to a section of the Department of Transportation Act that states that the Department can not approve a project which requires the use of a historic property unless there is no prudent and feasible alternative to that use and that the project includes all possible planning to minimize harm to that site

SHD: State Highway Department

SIMPLE SPAN: Single, self-contained span that functions independently from pier to pier (or abutment)

SKEWBACK: Stone in the pier or abutment, which receives the thrust from the arch ring

SKEWED: The centerline of the bridge forms an oblique angle rather than a right angle

SPALLING: The surface disintegration of concrete or masonry in which the outer layer or layers of material begin to break off or flake away

SPAN: Individual load carrying component (truss, arch, beam, etc.) of the bridge which extends from pier to pier (or abutment); in a "simple" bridge, each span acts independently like a separate entity or bridge, in a "continuous" bridge the spans are not independent but act together

SPAN LENGTH: Distance measured from springline to springline parallel to the roadway

SPANDREL (SPANDREL WALL): An area roughly triangular in shape between the arch ring and deck

SPANDREL ARCH: Bay within an open spandrel arch; the area below the deck can be flat or arched (forming an arcaded appearance)

SPANDREL COLUMN: In an open spandrel arch, the vertical member or column that extends between the arch ring and the deck

SPRINGING OF ARCH (SPRING LINE): Point where line of the intrados intersects the pier

STRINGER: Longitudinal joist under roadway decking

SUBSTRUCTURE: Supports load carrying superstructure of the bridge; composed of abutments, piers, or other supports such as bents; all bridge members below the bearing device

SUPERSTRUCTURE: The load carrying element of the bridge such as a truss or arch; all bridge members above the bearing device

TENSION MEMBER: Slender, lightweight member of a truss bridge that resists forces that pull them apart

THROUGH: Bridge in which traffic moves across the deck through the physical components (top and bottom lateral bracing) of the bridge

TIEROD: Metal tension rod

TDOT: Tennessee Department of Transportation

TN-SHPO: Tennessee State Historic Preservation Office, contained within the Tennessee Historical Commission, which is administratively attached to the Department of Environment and Conservation; responsibilities include adding properties to the National Register of Historic Places and administering the Section 106 process

TREATED: Timber members that have received a coating of a preservative such as creosote

TRUSS: A triangular arrangement of members that distributes compressive and tensile forces in a pattern determined by the specific design of the truss

VIADUCT: Generally, long bridge with numerous spans that maintains an even grade over wide terrain such as valley floors or railroad yards; it can be of any type such as arch, truss, girder etc.

VOUSSOIRS: In a masonry arch, the individual stones forming the arch ring

WEB (OF TRUSS): Entire area between top and bottom chords

WING WALL: An extension of the abutment; functions as a retaining wall restraining the slope or embankment

NOTE: NO POST-1945 MASONRY ARCH OR VEHICULAR SUSPENSION BRIDGES ARE KNOWN TO EXIST IN TENNESSEE. AN ASTERISK (*) INDICATES TDOT AND THE TN-SHPO EVALUATED THE BRIDGE'S ELIGIBILITY DUE TO A PROPOSED REPLACEMENT PROJECT OR WITHIN THE TVA CONTEXT.

POST 1945 TIMBER TRUSS BRIDGES

Number	Crossing	Date	Builder	Description	Eligibility
84-00810-00.83	ICG RR	1946	ICG RR	1 Kingpost	Unknown
84-A0257-00.12	ICG RR	1946	ICG RR	1 Kingpost	Unknown
63-NonHighway-2	Red River	1978	State	3 Howe/Burr	Unknown

POST 1945 METAL TRUSS BRIDGES

Number	Crossing	Date	Builder	Description	Eligibility
23-SR020-06.89	Obion River	1946	State	1 Pratt Through	Unknown
*73-00653-04.34	Poplar Creek	1946-47	Corps	3 Bailey Pony	Yes
*10-SR067-18.43	Watauga River	1946-48	TVA	1 3-span Continuous Warren Deck	Yes
21-SR026-24.58	Caney Fork River	1948	Corps	5 Parker Through	Unknown
21-SR056-15.71	Caney Fork River	1948-49	Corps	1 4-span Continuous Warren Deck	Unknown
36-SR069-10.06	West Fork Doe River	1949	State	1 Pratt Through	Unknown
38-SR076-08.97	Hatchie River	1949	State	1 Pratt Through	Unknown
47-01124-02.65	Holston River	1949	Virginia Bridge	1 3-span Continuous Warren Through	Unknown
79-I0055-12.00	Mississippi River	1949	State and Modjeski & Masters	1 5-span Continuous Warren Through	Listed
43-SR013-07.72	Duck River	1949-51	State	1 Parker Through	Unknown
20-SR069-04.90	Stewman's Creek	1950	State	1 Pratt Through	Unknown

*82-SR034-28.07	South Holston River	1950	TVA	1 2-span Continuous Warren Through	Yes
41-SR050-16.02	Duck River	1951	State	1 Parker Through	Unknown
33-01151-00.78	Sale Creek	1954	Hamilton County	1 Warren Pony	Yes
95-SR109-10.86	Cumberland River	1954	State	1 3-span Continuous Warren Through PTC	Unknown
37-02604-09.47	Holston River	1955		3 Pratt Through	Unknown
*47-SR009-10.01	Holston River	1958	State	1 3-span Continuous Warren Deck	No
45-I040-14.68	French Broad River	1961	State	2 3-span Continuous Warren Deck	Unknown
79-C106-01.37	Big Creek	1963		1 Warren Pony	Unknown
19-SR045-02.0R	Cumberland River	1967-70	State	1 Parker & 2 Camelback Through	Unknown
23-I0155-00.00	Mississippi River	1974-76	State	1/3 Continuous Warren Through	Unknown

POST 1945 CONCRETE ARCH BRIDGES

Number	Crossing	Date	Builder	Description	Eligibility
28-SR007-09.22	Silver Creek	1948	State	1 Filled Spandrel	Unknown
19-04164-00.37	CSX RR	1951	L & N RR	1 Filled Spandrel	Unknown
19-D0921-00.40	CSX RR	1951	L & N RR	1 Filled Spandrel	Unknown

POST 1945 METAL ARCH BRIDGES

Number	Crossing	Date	Builder	Description	Eligibility
19-I0040-18.84	Lafayette Street	1966	State	1 Steel Arch, Deck	Unknown
79-I0040-00.00	Mississippi River	1967-73	State & Hazelett	2 Tied Steel Arches, Through	Unknown
58-SR156-15.46	Tennessee River	1980-81	State	1 Tied Steel Arch, Through	Unknown

NOTE: All of the bridges listed below have been determined eligible for listing in the National Register of Historic Places with the exception of Old Town Bridge (94-NonHighway125-2) which is listed in the National Register. Bridges located within districts are noted as being Contributing (C) or Noncontributing (NC) to the National Register eligibility of the district. Many older National Register nominations did not enumerate bridges within the roster, and districts across the state may contain bridges not listed below.

INDIVIDUALLY ELEGIBLE OR LISTED BRIDGES

Number & Name	Crossing	Date	Builder	Description
06-A0181-00.85	Harris Creek	1930 est	Steel & Leby	3 Haunched Girders
06-02272-00.02	Chatata Creek	1930 est	Steel & Leby	3 Haunched Girders
47-SR062-16.34	Southern RR & Second Cr	1909	Foster-Creighton-Gould	9 Continuous Deck Girders
50-A0645-00.05	Shoal Creek	1930 est		Concrete Thru Girder
57-01581-02.31	Duffy's Creek	1950	Ross Bryan	First post-tensioned concrete block bridge in US
71-SR135-00.14	Falling Water	1929-30		14 Spans over Dam
76-02451-L.M. Leatherwood Ford	Big South Fork River	1938	CCC	Concrete Low Water
76-A0040-04.83	Pine Creek	1887	Detroit Bridge	2 Built-up Plate Girders
89-A0249-00.01 Caney Fork Dam	Caney Fork River	1916, 1924		18 Spans over Dam
94-NonHighway-2	Brown Creek	1801-03	U.S. Army	1 Pole Span

BRIDGES WITHIN HISTORIC DISTRICTS					
Norris Freeway Historic District, National Register Eligible (Consensus DOE)					
01-SR071-04.79	Buffalo Creek	1934	TVA	1 Haunched Girder	C
01-SR071-08.61	Clear Creek	1934	TVA	1 Concrete Girder	C
01-SR071-09.96	Clinch River	1936	TVA	3 Spans over Dam	C
47-SR071-12.52	Bullrun Creek	1934	TVA	1 Con Deck Girder	C
Southern Terminal and Warehouse Historic District, National Register Listed					
47-03775-01.20	Southern RR	1919-20	S. RR	17 Con Deck Girders	C
Standing Stone State Rustic Park District, National Register Listed					
67-00581-05.10	Mill Crk/Lake	1934	CCC	24 CDGs over Dam	C
Memphis Parkway Historic District, National Register Listed					
79-SR001-04.84	I-240	1967	SHD	4 Con Box Beams	NC
79-SR001-04.94	N. Parkway	RR		1 Span	NC
79-SR001-06.05	Lick Creek	1956		2 Con Box Beams	NC
79-SR023-02.09	East Parkway	1960 ±		3 Con Box Beams	NC
79-SR277-00.70	Southern RR	1950	SHD	23 CDGs	NC
79-SR277-01.67	East Parkway	1950	N.C. & St. L	4 Concrete & Steel Beams	NC
79-02806-06.13	N Parkway	1959 est		1 Con Box Beam	NC
79-02807-01.00	ICG RR	1950 est		3 Concrete Slabs	NC
79-02807-01.17	ICG RR	1950 est		23 CDGs	NC
79-02807-02.73	I-240	1965	SHD	4 Concrete Spans	NC
79-02807-02.79	I-240	1965	SHD	4 Concrete Spans	NC
79-02807-04.52	Cane Creek	1910 est		2 Span Con Box	C
South Bluff Warehouse District, National Register Listed					
79-02842-10.27	ICG RR	1915 est		4 Con & Steel I-Beams	C
79-E0625-00.14	RR	1915 est		1 Span	C

C denotes Contributing; NC Non-Contributing

APPENDIX D: PRE-1945 INVENTORIED BRIDGES ASSESSED IN SURVEY
(INCLUDES POST-1945 BRIDGES ASSESSED DURING REPLACEMENT PROJECTS)

Note: Inventoried one suspension (sus) bridge in Cheatham County and one metal arch (mar) in Hamilton County

COUNTY	MASONRY ARCH (MA)	TIMBER TRUSS (TT)	METAL TRUSS (MT)	CONCRETE ARCH (CA)	POST 1945 Not Assessed	ELIGIBLE
Anderson	0	2	4	2		1 TT, 1 MT, 2 CA
Bedford	0	0	4	2		1MT
Benton	0	0	2	2		
Bledsoe	0	0	4	0		
Blount	0	2	1	11		1 CA
Bradley	0	0	8	0		3 MT
Campbell	0	1	8	8		1 CA
Cannon	0	0	6	0		
Carroll	0	0	2	0		
Carter	0	1	10	11	1 MT	1 TT, 1 MT, 1 CA
Cheatham	0	0	13	1		1 MT, 1 SUS
Chester	0	0	0	0		
Claiborne	0	0	0	0		
Clay	0	0	2	0		
Cocke	0	0	7	8		1 CA
Coffee	1	0	4	0		1 MT
Crockett	0	0	0	0		
Cumberland	2	0	6	2		2 MA, 1 CA
Davidson	2	0	19	10	1 MT, 2 CA, 1 MAR	2 MA, 7 MT, 2 CA
Decatur	0	0	4	0	1 MT	
Dekalb	0	0	6	4	2 MT	1MT
Dickson	0	0	2	5		1 MT
Dyer	0	0	5	2	2 MT	1 MT

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SURVEY REPORT FOR HISTORIC HIGHWAY BRIDGES

COUNTY	MA	TT)	MT	CA	POST 1945	ELIGIBLE
Fayette	0	0	0	0		
Fentress	0	0	4	0		1 MT
Franklin	1	0	3	2		1 MT, 1MA
Gibson	0	0	4	0		
Giles	0	1	8	11	1 CA	1 TT, 3 MT, 3 CA
Grainger	0	0	7	8		2 MT
Greene	0	1	28	22		1 TT, 2 MT, 2 CA
Grundy	6	0	2	1		3 MA
Hamblen	0	0	2	0		
Hamilton	0	1	10	7		2 MT, 1 MAR
Hancock	0	0	3	0		1 MT
Hardeman	0	0	0	0		
Hardin	0	0	3	1	1 MT	1 MT, 1CA
Hawkins	0	0	5	7	1 MT	1 MT
Haywood	0	0	1	0	1 MT	
Henderson	0	0	0	0		
Henry	0	0	1	0		1 MT
Hickman	0	0	7	1	1 MT	1 MT
Houston	0	0	1	0		
Humphreys	0	0	9	2	1 MT	2 MT
Jackson	0	0	7	0		1 MT
Jefferson	0	0	2	1	1 MT	1 MT
Johnson	0	0	0	0		
Knox	2	1	6	23	1 MT	1 MT, 4 CA
Lake	0	0	1	0		
Lauderdale	0	0	1	2		
Lawrence	0	2	2	1		1 MT
Lewis	0	0	0	0		
Lincoln	2	0	15	0		1 MA, 5 MT
Loudon	0	0	1	5		1 CA
McMinn	0	1	7	0		1 TT
McNairy	0	0	1	0		
Macon	0	0	3	0		
Madison	1	0	7	3		1 MT
Marion	0	0	11	1	1 MAR	2 MT, 1 CA
Marshall	0	0	2	1		
Maury	0	0	8	35		2 MT, 2 CA

COUNTY	MA	TT)	MT	CA	POST 1945	ELIGIBLE
Meigs	0	0	6	0		4 MT
Monroe	0	1	6	5		1 TT, 1 MT
Montgomery	0	0	8	1		2 MT
Moore	0	0	0	0		
Morgan	0	0	15	2		3 MT
Obion	0	1	3	0		1 TT, 1 MT
Overton	0	0	5	0		
Perry	0	0	7	1		2 MT
Pickett	0	0	1	0		1 MT
Polk	0	3	8	4		1 TT, 2 MT, 1 CA
Putnam	0	0	4	0		
Rhea	0	0	4	0		
Roane	0	1	7	5		4 MT, 1 CA
Robertson	1	0	8	0		1 MA, 1 MT
Rutherford	0	0	7	2		
Scott	0	0	6	1		1 MT
Sequatchie	0	0	2	0		1 MT
Sevier	1	1	1	18		1 MA, 1 TT, 8 CA
Shelby	0	1	7	8	1 MT, 1 MAR	2 CA, 3 MT
Smith	0	0	11	2		3 MT, 1 CA
Stewart	0	0	9	1		1 MT, 1 CA
Sullivan	0	0	9	3		3 MT, 1 CA
Sumner	2	1	15	3		1 MA, 3 MT
Tipton	0	1	0	2	2 TT	
Trousdale	0	0	4	0		
Unicoi	0	0	0	5		1 CA
Union	0	0	5	1		1 MT
Van Buren	0	0	3	1		1 MT
Warren	0	0	8	5		1 MT, 1 CA
Washington	0	1	9	3		1 MT
Wayne	0	0	4	0		
Weakley	0	0	1	0		
White	0	1	12	0		1 TT, 1 MT
Williamson	0	0	14	2		
Wilson	0	0	1	30	1 MT	2 CA



Martha Carver has a B.A. in History from David Lipscomb College and a M.A. in Historic Preservation from Middle Tennessee State University. In the 1970s, she worked as a Historic Preservation Planner for the city of Chattanooga. Since 1980, she has been a historian with the Tennessee Department of Transportation. Her areas of expertise and interests include roadside architecture and early interstate highway corridors, and she has written articles for various journals and magazines, as well as speaking at conferences on these topics. In 1998, Ms. Carver served on the Steering Committee for the Society of Commercial Archaeology's annual conference, with the theme *Dixie Highway: Automobile Tourism in the South*, and co-wrote the conference's Tour Guide. She has also prepared articles for *The Tennessee Encyclopedia of History and Culture* and the *Encyclopedia of Appalachia*.

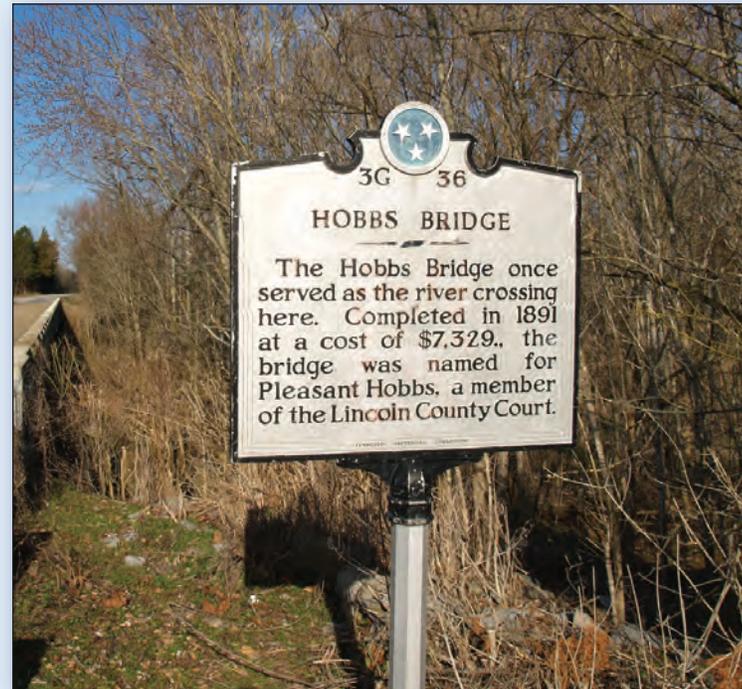
She is co-editor of *Looking Beyond the Highway: Dixie Roads and Culture*, published by the University of Tennessee Press in 2006. The book discusses aspects of the material culture landscape of the Dixie Highway and southern roads, and includes two chapters by Ms. Carver.

Ms. Carver has won TDOT's Award of Excellence and the Millennium Challenge Prize from the American Society of Civil Engineers for her entry, "Dwight D. Eisenhower System of Interstate and Defense Highways."

Ms. Carver is a native Tennessean, having grown up in Macon County, but has resided in Murfreesboro since 1980. She lives there on a farm with her husband and two sons.

Tennessee's SURVEY REPORT for Historic Highway Bridges

HOBBS BRIDGE: Built in 1891 near Fayetteville, the Hobbs Bridge is a rare remaining example of a Baltimore Petit truss. In 1987, TDOT bypassed the bridge, leaving it as a ruin and erected this marker detailing its history.



THE LENOX BRIDGE: The Vincennes Bridge Company erected this pin-connected Pratt pony swing span in 1916 in rural Dyer County. Barricaded in 1973, the bridge continued to deteriorate and partially collapsed in 1977 when a tractor trailer loaded with farm tractors became lost and attempted to cross it. Left as a ruin, its future was uncertain until the 1980s, when as part of a dredging project, the U.S. Army Corps of Engineers relocated this span to its current site northwest of Dyersburg for pedestrian use in a subdivision. Dedication ceremonies were held on June 27, 1988.