[Form 10-900

(Oct. 1990)

OMB No. 10024-0018

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 Cleveland to Charleston Concrete Highway

other names/site number Chattanooga-Athens-Knoxville Concrete Highway; Market Street; Old Lee Highway

2. Location

street & number Market Street and Water Street N/A☐ not for publication

city or town Charleston N/A☐ vicinity

state Tennessee code TN county Bradley code 011 zip code 37310

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.)

Signature of certifying official/Title Date

State Historic Preservation Officer, Tennessee Historical Commission
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:

Signature of the Keeper Date of Action

- ☐ 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:)

Cleveland to Charleston Concrete Highway
Name of Property

Bradley County, TN
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☒ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
		buildings
		sites
2		structures
		objects
2		Total

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

N/A

Number of Contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: road-related (vehicular)

Current Functions
(Enter categories from instructions)

TRANSPORTATION: road-related (vehicular)

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation Concrete
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.)

See Attached Sheets.

Cleveland to Charleston Concrete Highway — Bradley County, TN

Name of Property — County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

1927-1940

Criteria Considerations NA

(Mark "x" in all the 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.

Significant Dates

1927, 1940

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Feigel, J.R., and Company (paving)

Cook, A.M. (grading and drainage)

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
- [x] Other

Name of repository:

Cleveland Public Library History Branch and Archives

Cleveland to Charleston Concrete Highway
Name of Property

Bradley County, TN
County and State

10. Geographical Data

Acreage of Property 7.5 acres

Charleston, Tenn. 119 NE

UTM References

(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	16	703587	3906178	3			
2	16	704486	3907026	4			

☐ 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 Paul Archambault
organization Southeast Tennessee Development District date May 23, 2007
street & number 535 Chestnut Street, 3rd Floor telephone 423-424-4266
city or town Chattanooga state TN zip code 37402

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.)

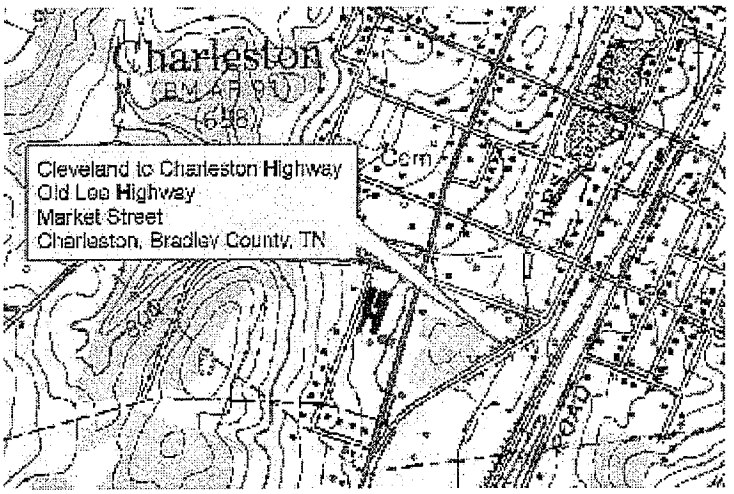
name City of Charleston c/o Mayor Walter Goode
street & number City Hall, P.O. Box 431 telephone (423) 336-3592
city or town Charleston state TN zip code 37310

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.

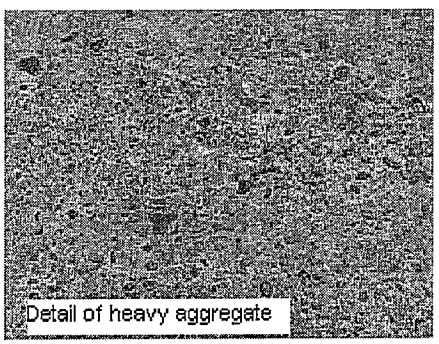
VII. Description

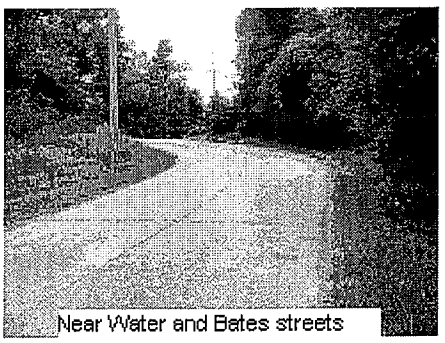
The Cleveland to Charleston Concrete Highway, located directly east of U.S. 11 (Lee Highway) and State Route 2, is located in Charleston, Bradley County, Tennessee south of the Hiwassee River. The original heavy aggregate concrete road, located along Market Street and Water Street, was completed in 1927 and served as the Cleveland to Charleston link of the Lee Highway, completing a 21-mile north-south passage in Bradley County from the Hamilton County line (south) to the McMinn County line (north) at the Hiwassee River in the Town of Calhoun. The section of concrete road in Charleston is the longest remaining original concrete link of the Old Lee Highway in Bradley County. It served as the primary thoroughfare in Charleston from 1927 until 1940.[1]

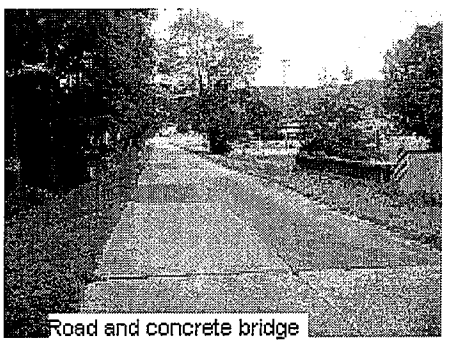
The nominated property includes one mile of concrete road on Market Street and Water Street, and a concrete slab bridge located near the intersection of Market Street and Worth Street. The original, heavy aggregate concrete roadway branches away from U.S. Highway 11 (Lee Highway) in an east/northeast direction intersecting Worth Street, Wool Street, Cass Street, and Depot Street. At the intersection of Market Street and Water Street near the bank of the Hiwassee River, the road continues east along Water Street underneath a concrete overpass and intersects with Railroad Street and Bates Street until it ends at the crest of the hill along the river. At this point, the historic integrity of the road had been lost. Originally, the road continued over a bridge (non- extant) spanning over the Hiwassee River north to Calhoun in McMinn County.



The concrete road, mixed with stone cement, is 18 feet in width and originally included 3-foot gravel shoulders. The original shoulders of the road are non-extant, as they have either been paved or overgrown with grass. The thickness of the road is 8 inches on the sides and 6 inches in the center with an inch and a half crown. Some modern repairs were made to the road near the intersection of Water Street and Market Street, the intersection of Railroad Street and Water Street, and the concrete slab bridge near the intersection of Worth Street and Market Street.


Detail of heavy aggregate

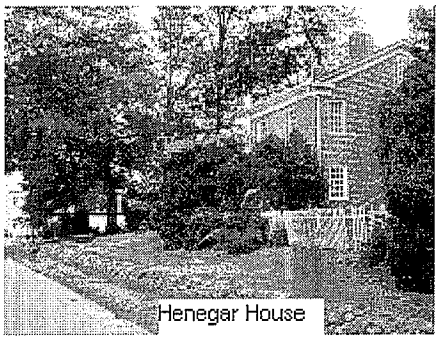

Near Water and Bates streets


Road and concrete bridge

Most of the structures on Market Street , adjacent to the roadway, were constructed before 1940. The Henegar House (N.R. listed 1976), erected in the 1840s, is located between Cass Street and Depot Street on the east side of Market

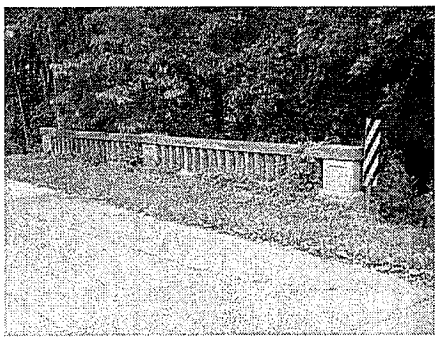
[1] Note: In 1939-1940, the Lee Highway was re-routed to its present location when a steel truss bridge over the Hiwassee River was erected and a new route was graded and paved. See also, "Work on Bridge Will Start Soon," *Cleveland Herald*, 20 Jan. 1939, Vol. 67, No. 3, p. 1, and "Charleston Bridge To Open April 24," *Cleveland Herald*, 5 April 1940, Vol. 68, No. 14, p. 1.

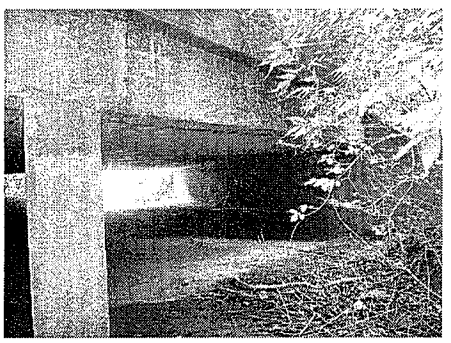
Street. Other structures along Market Street between Wool Street and Market Street include Queen Anne and Craftsman Style homes, a circa 1930s filling station, and a commercial, brick building. Most of the post-1955 dwellings mixed with earlier architecture are located between Worth Street and Wool Street.


Henegar House

Near historic service station

The concrete slab bridge (photos below) is located on the southwest end of the concrete road between U.S. Highway 11 and Worth Street. The bridge spans a creek and is approximately 20 feet in length. It retains its original integrity with concrete rails, railing, and wing walls. Built circa 1926-27 when this segment of the road was constructed, these types of bridges were prevalent along roads, especially in the 1920s and 1930s in rural areas.





The concrete road is presently used for residential and local traffic. Although the road has not been subject to threats of demolition or rehabilitation because of local traffic use, it may be endangered by future street or sewer work if the importance of the concrete road is not recognized.

VIII. Statement of Significance

Statement of Significance

The Cleveland to Charleston Concrete Highway is being nominated to the National Register under criterion A for its local significance in transportation. The one-mile segment is located along Market Street and Water Street in Charleston (pop.630), directly east of U.S. Highway 11 (State Route 2). The heavy aggregate concrete highway is an excellent example of the early efforts to construct roads. It served as a link of the Lee Highway, which went from Bristol to Chattanooga in Tennessee. There were numerous private and public groups promoting the construction of a road in this part of the state. Some of these groups focused on roads for farm-to-market use and other focused on tourism. All of the groups hoped to improve the regions' economic base. Beginning in 1924, state bonds were used to construct a concrete road from the Bradley – Hamilton county line to the Bradley-McMinn county line and the nominated segment was built circa 1926-27. The existing concrete roadway in Charleston retains its integrity and serves as the longest stretch of the historic highway remaining in Bradley County.

Background

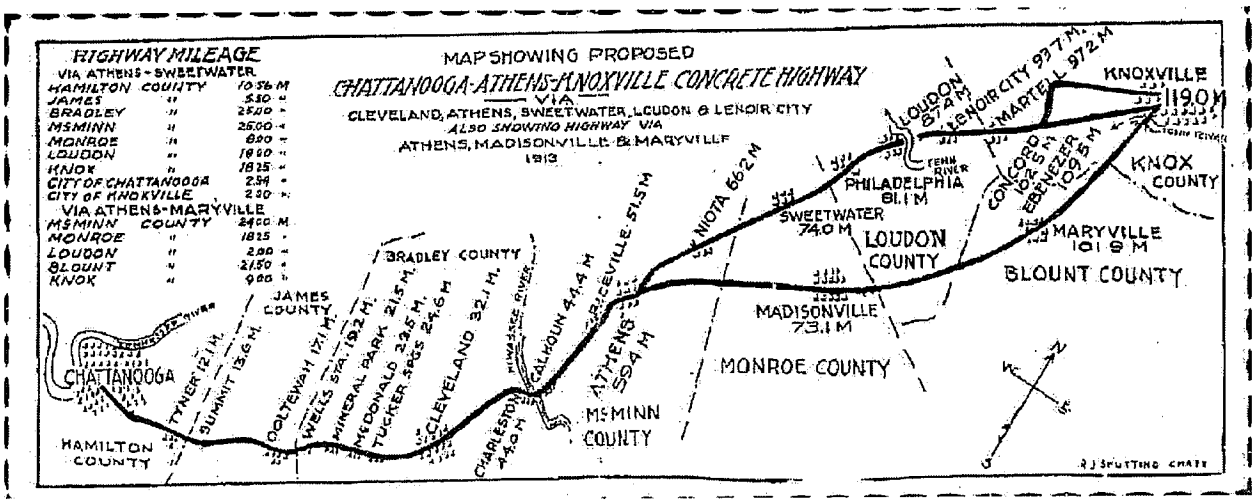
Several factors in the first quarter of the twentieth century led to the construction of state highway roads in Tennessee and the concrete highway in Charleston in the mid-1920s. The Good Roads Movement, begun by bicycle enthusiasts, promoted a better transportation infrastructure. Automobiles became more popular, and eventually inexpensive, so new groups of enthusiasts began to promote the construction of adequate roads in their local towns, cities, and counties. Until the 1920s, federal funding toward road construction was limited, so local road clubs were established to create grass roots efforts to build roads.

In April of 1913, discussions about building a concrete highway from Chattanooga to Knoxville via Cleveland and Athens took place in East Tennessee. Hamilton County, James County, and Bradley County hoped to play a major role in the development of this highway. Major hubs of interest for the road were located in Chattanooga and Cleveland in southeast Tennessee. However, smaller communities would also benefit from a new road. In 1913, the estimated cost for construction for a concrete highway from Chattanooga to Cleveland was $1.25 million. Local citizens believed the establishment of permanent roads would increase property values and greatly assist the farmers' businesses in small towns.[2]

Large support for a concrete highway, known as the "Chattanooga-Athens-Knoxville Concrete Highway," began during the summer of 1913. Local campaigns in towns and cities in Hamilton, Bradley, James, McMinn, Monroe, Loudon, Blount, and Knox counties helped the process of raising money for this permanent road. McMinn County and Blount County showed serious efforts toward the construction of a concrete highway. In fact, McMinn County made the decision to build one mile of concrete highway along the proposed route to show their dedication to this effort and to show the durability of concrete versus a macadam or dirt road. Mr. S.H. Thompson, a resident of Athens and president of the Chattanooga-Athens-Knoxville

[2] "Concrete Highway," *Cleveland Herald*, 24 April 1913, Vol. 40, No.19, p.1. See also, "Experience of Many Cities Shows That Good Pavements Add Greatly to All Property Values. Read This Evidence," *Cleveland Herald*, 31 December 1914, Vol. 42, No. 4, p.3. Note: James County is now part of Hamilton County. James County was organized In 1871 and remained in existence until 1919.

Highway Association promoted the local fundraising effort. He wanted to show their strong support for the road before the Good Roads convention, which was to be held in August in Chattanooga.[3]



Around the turn of the century road builders promoted various types of surfaces for building new roads. Brick, concrete, and macadam were a few of the popular paving materials under consideration. At least two publications, *Concrete Roads* by the Universal Portland Cement Company and the *Concrete Highway Magazine* by the Portland Cement Association promoted concrete roads and better road systems in general. The Dixie Highway is mentioned in several issues and the Portland Cement Association had an office in Memphis in the 1920s. In an article titled "The Economy of Building a Concrete Highway from Chattanooga to Knoxville" V.D.L. Robinson, the secretary of the Chattanooga-Athens-Knoxville Highway Association noted that the quality of the road and upkeep of it were important factors to consider. Concrete was chosen for the Chattanooga to Knoxville road based on other successful concrete roads having been built and the fact that bridges and buildings constructed of concrete were known to last. Robertson called dirt and macadam the old style of building.[4]

The idea of the Memphis to Bristol Highway, covering 354 miles, evolved in 1911 when a group of road enthusiasts from Nashville gathered for the primary purpose of staking out a route from Nashville to Bristol.[5] When the Paducah-Fulton-Memphis Highway was completed in August of 1915, the same group of Nashville men met again to reinvestigate a route to complete the Nashville to Bristol link of the highway.[6] That same year, Tennessee's state highway department was established. One year later, the first Federal Highway

[3] "Plan Aggressive Fight for Concrete Highway," *Cleveland Herald*, 31 July 1913, Vol. 40, No.33, p.1. Note: McMinn County began work on a 26 mile concrete road in 1920 and completed the work in 1921-1922. Approximately a three-tenths mile of original concrete road remains in the Town of Calhoun. This road served as the link of the Lee Highway on the McMinn County side until a truss bridge was constructed across the Hiwassee River between Charleston and Calhoun and the highway was re-routed in 1940.

[4] Robinson, V.D.L. "The Economy of Building a Concrete Highway from Chattanooga to Knoxville." Old James County Historical Society Magazine (Booster Edition of the *James County Times*: Reprint, 1913)

[5] "Nashville-Knoxville Link," *Cleveland Herald*, 25 November 1915, Vol.42, No.96, p.1.

[6] "Paducah-Memphis Highway Built," *Cleveland Herald*, 5 August 1915, Vol.42, No.61, p.1.

Act was passed in 1916, and the following state roads were designated in southeast Tennessee: Cleveland to Charleston, Cleveland to Georgetown, Cleveland to McDonald, Cleveland to Polk County line near Benton, and Cleveland to state line near Dalton, GA.[7] However, progress on these projects was placed on hold because the state did not have the funding or materials necessary for road building from 1917-1919 because of the country's involvement in Europe during World War I, and as a result, a labor shortage.[8]

During the years 1913 -1915, enthusiasm continued to develop and grow for the construction of highways in the state. Cleveland and Bradley County took advantage of any opportunities that were available to receive priority for road building. G.L. Hardwick, E.H. Thurston, and Jacob Smith represented the county at the American Road Congress in Detroit, Michigan in September of 1913.[9] Two years later, in February of 1915, the Bradley County Good Roads Club was started under the auspices of Cleveland businessman George Hardwick.[10] Soon after, talk of a Dixie Highway, spanning from Chicago to Tampa Bay, developed and excitement grew with a possible route through East Tennessee.[11]

Incorporated in 1915 and headquartered in Chattanooga, the Dixie Highway organization's primary goal was to increase interest in providing adequate roads and national highways.[12] The organization met on May 4, 1915 in Knoxville with representation from 23 Kentucky and Tennessee counties. An eastern route by way of Lexington, the Cumberland Gap, Knoxville, and south through East Tennessee was suggested.[13] More hope for the construction of an adequate local highway continued when Charleston, Tennessee resident, W.H. Crox was appointed to the state highway commission.[14] However, the citizens of Bradley and Hamilton counties remained patient for the next several years because of other road projects that received more priority over the Chattanooga to Knoxville highway, and also, because of minimal funding due to World War I.

In January of 1919, the state had one million dollars in state funds and an additional half million in federal funds under the Shackleford Law for road building. Immediate funding was set aside for the upper East Tennessee link of the Memphis to Bristol Highway, as additional funding would be available for other areas of the state. Bradley County moved closer toward attaining state and federal money for a highway when a Pike Road Superintendent office and a pike road tax for the construction, maintenance, and improvement of roads

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[7] "State Roads are Designated," *Cleveland Herald*, 21 February 1916, Vol.42, No.16, p.1. Note: The state highway department and the Tennessee Highway Commission were established in 1915. In 1923, the highway department became the Tennessee Department of Highways and Public Works. Carver, Martha. *Survey Report for Historic Highway Bridges*, TDOT, 2007, p. 106, Unpublished).

[8] "Million for Good Roads Available," *Cleveland Herald*, 30 January 1919, Vol. 46, No.5, p.1.

[9] "To Attend Road Congress," *Cleveland Herald*, 18 September 1913, Vol.40, No.40, p.1.

[10] "Good Roads Association," *Cleveland Herald*, 22 February 1915, Vol.42, No.19, p.1. Hardwick's Cleveland Woolen Mills were listed in the National Register on 4/12/01.

[11] "Will Go After Dixie Highway," *Cleveland Herald*, 1 April 1915, Vol.42, No.29, p.1.

[12] Society for Commercial Archaeology. "Drivin' the Dixie: Automobile Tourism in the South," 1998, p. A-2.

[13] "Knoxville's Bid on Road," *Cleveland Herald*, 6 May 1915, Vol.42, No.39, p.1.

[14] "W.H. Crox Lands Highway Job," *Cleveland Herald*, 26 July 1915, Vol.42, No.62, p.1.

were established in 1919.[15]

Cleveland to Charleston Concrete Highway

A "great road system" in East Tennessee was planned in the spring of 1919 with the prospect of a $50 million bond issue. A highway from Chattanooga to Knoxville via Cleveland, Athens, Sweetwater, Loudon, and Lenoir City became more of a reality when it was announced. Additional routes suggested specific to southeast Tennessee were the following: Knoxville to Georgia state line via Maryville, Madisonville, Englewood, Etowah, Benton, Copperhill (U.S. 411); Kentucky state line to Alabama state line via Byrdstown, Jamestown, Crossville, Pikeville, Dunlap, Whitwell, Jasper, South Pittsburg (U.S. 127).[16] The citizens and taxpayers in Bradley County were supportive of the road bond bill, automobile tax, and improvement of three roads in the county. The designated roads that were proposed to the State Highway Commission for construction with state and federal funds were the Charleston-Chattanooga pike, Cleveland-Benton pike, and the Cleveland-Dayton or Georgetown pike.[17]

Bradley County welcomed the great news in July of 1919 when road committee officials received word from Nashville that $150,000 in state and federal aid was secured for the Charleston-Chattanooga pike. The Bradley County committee was told by the State Highway Commission that the project would be phased over a few years.[18] Surveying by the state highway engineers commenced later that year and continued for much of 1920. Meanwhile, neighboring McMinn County proposed a route through that county, which totaled 26 miles. The county passed a resolution to pay one-third of the cost of construction with the additional costs covered by state and federal funds. The county highway committee proposed a 16-foot wide concrete highway, which would eventually connect with Charleston and Bradley County at the Hiwassee River in Calhoun.[19]

The newly formed Lee Highway Association, also based in Chattanooga, held a meeting in Knoxville in January of 1921. C.H. Huston, former board member of the Dixie Highway Association, was named president of the Lee Highway Association. The association's mission was for travelers to have a route with better roads and scenery, as well as a passage with many historic sites to visit. In addition, a total of $15 million in war property was given to the association and other national organizations for the construction of roads. A new inland route from the New York to Florida via Pennsylvania, Virginia, Tennessee, and Georgia was proposed. In Tennessee, the "Sweetwater Route" from Knoxville to Chattanooga, which included Loudon, Monroe, McMinn, Bradley, and Hamilton counties was suggested.[20] In late 1921 and early 1922, federal funds were set in place to begin the Chattanooga to Charleston link of the concrete highway

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[15] *Ibid.* "New Road Law Applying to County," *Cleveland Herald*, 20 February 1919, Vol.46, No.8, pp.1-2.Note: Missouri Representative D.W. Shackleford and Alabama Senator John Bankhead were influential advocates in the Senate for federal highway funding.

[16] "Auto Owners for Highways," *Cleveland Herald*, 20 March 1919, Vol.46 No.12, p.1. See also, "Great Road System is Planned," *Cleveland Herald*, 3 April 1919, Vol.46, No.13, p.1.

[17] "Steps Taken Toward Road Improvement," *Cleveland Herald*, 10 July 1919, Vol.46, No.28, p.1.

[18] "Road Money is in Sight," *Cleveland Herald*, 17 July 1919, Vol.46, No.29, p.1.

[19] "McMinn Will Build Solid Concrete Highway," *Cleveland Herald*, 30 Oct 1919, Vol.46, No.44, p.1.

[20] "Cleveland Gets Highway," Cleveland Herald, 21 January 1921, Vol.48, No.3, p.1.

Bradley County received word that Tennessee received $1.5 million under the Townsend-Dowell road law after both houses of Congress passed a $75 million bond issue. The law specified that 60 percent of funds were to be spent on interstate roads and 40 percent on inter-county or farm-to-market roads.[21] With the great increase in federal spending for highway construction, 1922 was expected to be the most productive year in road building in American history. Further, a national report of highway road and city street projects stated that there was approximately $243 million in proposed project spending.[22] The Tennessee State Highway Association proposed to complete its county-to-county highway system of 4,000 miles in 7.5 years. They further stated that a bond issue would be necessary to supplement the federal aid to complete this project through the collection of motor license fees and a gasoline tax.[23]

While waiting for the funds, the Bradley County Good Roads Club continued their duties with the promotion of adequate roads, and also began work on grading the Cleveland to Charleston pike in November of 1922. The grading work, which involved 125 people, 20 wagons, and 10 trucks, took place on both ends of the pike.[24] Additional work by the club included repair work on the road from Cleveland to Benton and on the Georgetown pike.[25] Many residents in Meigs County urged Bradley County to complete a link via the Georgetown pike to Cleveland. Farmers in the area were forced to travel a longer distance to Dayton for business due to the lack of an adequate road to market in Cleveland.[26]

In March of 1923, the state senate held a unanimous vote on the passage of a $75 million bond issue that was enacted in October of 1924. This bill proved monumental for the construction of the Chattanooga to Charleston link of the Lee Highway. The recently established state highway system in 1923, under the direction of J.G. Creveling, Jr., called for highway system consisting of 3,000 miles.[27] In addition, Creveling announced that 182 miles of road in East Tennessee was scheduled for construction in 1924. With that welcoming news, approximately 10 miles of concrete road with an 18-foot width was proposed from Cleveland to the Hamilton County line.[28]

A decision was made by a federal engineer in the spring of 1924 to locate the Cleveland to Hamilton County link of the Lee Highway by way of the Payne Gap route, which reduced the time travel significantly when compared to two other suggested routes. This route left Cleveland at 32nd Street and Ocoee Street and proceeded south to southwest through various farms, past the Johnson School, Town of McDonald, and to the Hamilton County line, and west to the Southern Railway.[29] The survey of the Payne Gap route began in mid to late August 1924 and cost $159,000 for the construction of 9.26 miles. Engineers estimated the road pro-

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[21] "$1,500,000 for State Roads," *Cleveland Herald*, Vol.48, No.34, p.1.
[22] "Much Spent on Road Work," *Cleveland Herald*, 20 January 1922, Vol.49, No.3, p.6.
[23] "Would Build Roads Now," Cleveland Herald, 14 July 1922, Vol.49, No.28, p.1.
[24] "Work on Charleston Pike Pronounced Greatest Yet," *Cleveland Herald*, 17 November 1922, Vol.49, p.1. Note: Voluntary grading work was conducted on the Cleveland to Charleston Concrete Highway before federal, state, and local funds were set in place 1924-1925 for the professional grading, drainage, and paving.
[25] "Boom in Highway Building," *Cleveland Herald*, 27 October 1922, Vol.49, No.33, p.3. See also, "Biggest Crowd Yet Assisted on Georgetown Pike Work," *Cleveland Herald*, 1 December 1922, Vol.49, p.1.
[26] "Building Road for Bradley," *Cleveland Herald*, 5 August 1921, Vol.48 No.30, p.1.
[27] "3,000 Miles Good Road," *Cleveland Herald*, 28 November 1923, Vol. I.
[28] "Road Plans Announced," *Cleveland Herald*, 21 December 1923, Vol. I.
[29] "Payne Route is the Choice," *Cleveland Herald*, 30 May 1924, 52nd Yr.

ject would take 160 days to complete.[30]

Earlier that month, the Bradley County Court unanimously voted for a resolution by the State Highway Department that appropriated $350,000 for the county's monetary contribution toward the construction of the Bradley County link of the Lee Highway from the Hamilton County line to the McMinn County line, which totaled 21 miles of cement concrete or concrete with an asphalt-wearing surface. The cost of either concrete surface was estimated at $28,000/mile at an 18 foot width, with grading and draining costing $21,000-$22,000/mile. With the state and federal government set to pay the other two-thirds of the total cost, Commissioner Creveling wished to include the Cleveland to Charleston link in the 1925 road program.[31]

In January 1925 engineers from the State Highway Department began surveying the Cleveland to Charleston link of the Lee Highway. The survey lasted close to four weeks because of the four following possible routes discussed: (1) Walker Valley Pike, which was the road used by most motorists in the mid-1920s; (2) lower end of the Walker Valley Pike with a diversion to the east on the north end, which allowed for a more direct route and eliminated the Charleston Hill; (3) along the Southern Railway right-of-way via the Tasso Road; (4) the Dry Valley route, which followed the old route up the Chatata valley.[32] In March, engineers chose option 2, and in the meantime, decided to use the already existing Dry Valley route as a detour during construction because it was a straight route in the valley and more cost efficient.[33] Contract letting for the Cleveland to Charleston road was set for October, 1925, with the start of roadwork set to begin in November.[34]

Work on the Cleveland line quickly progressed in the spring of 1926 when the Gamble Construction Company of Chattanooga received the bid for construction of the 9.23 mile Cleveland to Hamilton County section of the Lee Highway for a price of $240,000. The proposed width of the concrete road was 18 feet with a 3-foot chert shoulder on each side. Bradley County paid for one-third of the cost at $80,000 that included the engineering. In addition to this project, the State Highway Department let a contract for 180 additional miles for the road in 1926.[35] Earlier in the year, A.M. Cook, a contractor from Wartburg, TN began the grading and drainage work of the Cleveland to Charleston link, which was a distance of 11.04 miles.[36]

Concrete pouring on the Cleveland to Hamilton County link began in May, 1926. Moving at rate of 600 to 700 feet of paved road per day, the Gamble Construction work crew used machines to mix, pour, and smooth the concrete, with hand finishers providing the final touch on the top surface. Expansion joints were placed every 35 feet with a steel contracting joint situated in the center of the highway. Four and one-half foot shoulders were constructed with an 18-foot width of concrete road making the total width 27 feet instead of

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[30] "Work on New Road Site Will Begin Soon," *Cleveland Herald*, 15 August 1924, 52nd Yr.

[31] "Highway is Now Assured," *Cleveland Herald*, 8 August 1924, 52nd Yr.

[32] "Survey of East Section," *Cleveland Herald*, 30 January 1925, 52nd Yr.

[33] "Valley Road Has Chance," *Cleveland Herald*, 20 March 1925, 52nd Yr.

[34] "Road Building This Fall," *Cleveland Herald*, 14 August 1925, 53rd Yr.

[35] "Cleveland-Hamilton Road Contract Let," *Cleveland Herald*, 26 March 1926, Vol.55, No.12, p.1.

[36] "Wartburg Man is Given Lee Road Contract," *Cleveland Herald*, 18 December 1925, 53rd Yr.

the originally proposed 24 feet. The concrete road was 6 inches thick in the center with an inch and a half crown and 8 inches thick on the sides. It took a total of 3 weeks before each section was fully dried and ready for motor vehicle use.[37] The Cleveland to Hamilton County section of highway was completed by the end of the year.[38]

Grading and culvert work on the Cleveland to Charleston link was fully completed in November of 1926 and was opened for local traffic. Large fill was placed for a half-mile stretch of the road in the low lands at the Charleston end in May, because of concern from flooding of the Hiwassee River. In addition, the Southern Railway constructed a concrete underpass with a 14-foot clearance and 24 foot width.[39] In April of 1927, J.R. Feigel from Evansville, Indiana was selected as the contractor to pave the Cleveland to Charleston highway at a price of $2.26/sq. yd. Feigel and Company, who just completed a project in West Tennessee, underbid Gamble Construction Company by 11 cents. The project was scheduled to take 140 days to complete and the contractor agreed to construct the shoulders at $350/mile.[40]

The concrete pouring on the Cleveland to Charleston link began in June, 1927. Feigel and Company used some of the latest equipment as their machines performed most of the work including the finish. The finishing of the joints and edges was performed with a hand trowel. The concrete road was built the standard width of 18 feet with 4.5-foot shoulders, a 6-inch thickness with an inch and a half crown at the center, and a thickness of 8 inches on the side.[41] In mid-November, 1927, the highway was completed and the Walker Valley Pike, which had been closed for two years for grading and paving, reopened. Feigel and Company also concreted the driveways of Central High and the Charleston School, which were located along the route in the city. This section completed the Bradley County link where it joined the McMinn County link across the Hiwassee River in Calhoun, which was completed in July of 1921.[42]

The final section of the Lee Highway, completing a 12-mile stretch from the Chattanooga to the Hamilton County line, was constructed by J.R. Feigel and Company in 1928-1929 for a cost of approximately $284,000. The first segment included 6 miles of highway number 1 in Hamilton County east of Missionary Ridge along Shallowford Road and Brainerd Road, and 6 miles of construction on highway number 2 in Hamilton County between South Chickamauga Creek and Silverdale.[43]

By 1930, Cleveland served as a main hub in Bradley County with motor vehicle traffic as it was linked to Chattanooga-Athens-Knoxville via the Lee Highway; Dalton, GA via the Dalton Road; Meigs County via the Georgetown Pike; and Benton and Atlanta to Knoxville Highway (U.S. 411) via the Benton Pike. As a result, Bradley County, as well as the surrounding counties, profited immensely from tourists traveling this new

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[37] "Concrete Work in Progress on West End," *Cleveland Herald*, Vol.55, No.18, p.1.
[38] "Cement Surface on Highway Near Complete," *Cleveland Herald*, 8 October 1926, Vol.55, No.40, p.1.
[39] "Concrete Work is in Progress on West End," *Cleveland Herald*, 7 May 1926, Vol.55, No.18, p.1. See also, "New Highway Grading Finished," *Cleveland Herald*, 19 November 1926, Vol. 55, No.44, p.1.
[40] "Charleston End Highway Let at Big Saving," *Cleveland Herald*, 15 April 1927, Vol.56, No.14, p.1.
[41] "Road Building is Moving Rapidly," *Cleveland Herald*, 3 June 1927, Vol.56, No.21, p.1.
[42] "Work on Lee Highway Soon," *Cleveland Herald*, 22 July 1921, Vol.48, No.28, p.1.
[43] "Cement Surface on Highway Near Complete," *Cleveland Herald*, Vol.55, No.40, p.1. See also, "Hamilton Highway Contracts Let," *Cleveland Herald*, 20 January 1928, Vol. 57, No.3, p.1. (These may be State Route 1 and State Route 2.)

state highway system in East Tennessee. In April of 1930 the State Highway Department announced the highway system totaled 7,009 miles with road materials ranging from Portland cement to bituminous macadam and concrete.[44]

The concrete road along Market Street and Water Street in Charleston was used as a main thoroughfare until 1940 when a bridge was erected across the Hiwassee River between Charleston and Calhoun. In 1939-1940, the Rea Construction Company constructed a four-lane, 241 foot, Parker steel truss bridge and a 60 foot wide and 2.1 mile long new highway, beginning at the Charleston High School and proceeding north to a point in Calhoun west of the concrete railway underpass. This new route was necessary because of the sharp, dangerous curves around the railway underpasses in Charleston and Calhoun. The project took approximately one year to complete at a cost of $281,132. The bridge was officially dedicated by Governor Cooper in April of 1940.[45]

The one mile section of the Cleveland to Charleston Concrete Highway in Charleston, Tennessee along Market Street and Water Street is the longest original link of the Lee Highway in Bradley County. This stretch of concrete road serves as a physical reminder of the road building techniques in the 1920s and the effort of the State Highway Department to create a state highway system in the late 1920s.

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[44] "7,009 Miles of State Highway," *Sequachee Valley News*, 17 April 1930, Vol.37, No.40, p.1.

[45] "Work on Bridge Will Start Soon," *Cleveland Herald*, 20 Jan. 1939, Vol. 67, No. 3, p.1, and "Charleston Bridge To Open April 24," *Cleveland Herald*, 5 April 1940, Vol. 68, No. 14, p. 1. See also, TDOT Bridge Evaluation (No. 06-2-2113 over Hiwassee River).

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10. GEOGRAPHICAL DATA

Verbal boundary description:

The Cleveland to Charleston Concrete Highway (Old Lee Highway) is located directly east of U.S. 11 (Lee Highway) and State Route 2. It is located in Charleston, Bradley County, Tennessee south of the Hiwassee River and the Town of Calhoun in McMinn County. It begins on the south end at the split from U.S. Highway 11 and proceeds east/northeast along Market Street through the intersections of Worth Street, Wool Street, Depot Street, and Cass Street, and continues east at the intersection of Water Street and Market Street to the crest of the hill near the intersection of Water Street and Bates Street.

Boundary Justification:

The nominated boundary includes one mile of original concrete highway from the U.S. 11 Highway split on the south end to the intersection of Market Street and Water Street and north to the intersection of Water Street and Bates Street at the crest of the hill. It also includes a concrete slab bridge associated with the highway on the south section of the highway near the intersection of Market Street and Worth Street. The above specified boundary is the most intact area of the historic roadway.

CHARLESTON CONCRETE HIGHWAY

PHOTOGRAPHS

Photographs by: Paul Archambault
Southeast Tennessee Development District
Date: January 2007, July 2007
Negative: Tennessee Historical Commission

Photo 1 of 14
View NE at the U.S. Hwy 11 and Market Street road division

Photo 2 of 14
View SW at the Market Street and Worth Street intersection

Photo 3 of 14
View SW at the concrete slab bridge

Photo 4 of 14
Concrete slab bridge (view east)

Photo 5 of 14
Concrete slab bridge (view west)

Photo 6 of 14
View N between Worth Street and Wool Street

Photo 7 of 14
View S at Market Street and Depot Street intersection

Photo 8 of 14
View N at Market Street and Cass Street intersection

Photo 9 of 14
View N between Cass Street and Water Street

Photo 10 of 14
View S between Cass Street and Wool Street

Photo 11 of 14
View N between Wool Street and Cass Street

Photo 12 of 14
View E along Water Street between Market Street and Bates Street

Photo 13 of 14
View W of concrete railway underpass

View 14 of 14
View of concrete road center