

United States Department of the Interior  
National Park Service

1047



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 Market Street Bridge

other names/site number Chief John Ross Bridge; 33-SR008-09.53; Million Dollar Bridge

2. Location

street & number Market Street over the Tennessee River NA  not for publication

city or town Chattanooga NA  vicinity

state Tennessee code TN county Hamilton code 065 zip code 37402

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.)

E. Patrick McInnis

11/2/10

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:

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:)

Signature of the Keeper

Date of Action

Edson H. Beall

12-20-10

Market Street Bridge  
Name of Property

Hamilton 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
1	0	structures
_____	_____	objects
1	0	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**

0

### 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)

OTHER: Double-Leaf Bascule lift Span Bridge

**Materials**  
(Enter categories from instructions)

foundation concrete

walls Steel truss

roof N/A

other N/A

### Narrative Description

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

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Continuation SheetSection number 7 Page 1 Market Street Bridge  
Hamilton County, Tennessee**VII. Architectural Description**

The Market Street Bridge, located in Chattanooga, Hamilton County, Tennessee, spans the Tennessee River connecting Chattanooga's downtown riverfront with the city's North Shore commercial district on Frazier Avenue in North Chattanooga. Constructed from 1914-1917, the steel and concrete bridge features a 310-foot double-leaf bascule lift steel span, which at the time of its construction was the largest of its kind in the world.<sup>1</sup> At completion, Chattanooga's newspapers said that the bridge's six concrete arches flanking the bascule lift made the Market Street Bridge the largest concrete bridge in the South.<sup>2</sup> It originally served as the south terminus for U.S. Highway 127 traffic connecting Market Street with Signal Mountain in Hamilton County. The bridge experienced repairs and replacements in the late 1940s, mid-late 1970s, mid-1980s, and most recently, from 2005-2007. Original features on the bridge include the double-leaf bascule lift span, counterweights/mechanical devices, and the bascule lift span's metal pedestrian railing and balustrades. The concrete obelisks, balustrade, and arched approach supports were replaced in 2005-2007. The substructure was repaired at the same time. In addition, new light fixtures were placed on the obelisks and the sidewalk expanded from 6- to 9-feet. The bridge retains its integrity.

The Market Street Bridge spans approximately 2,000 feet from its south terminus to north terminus; excluding the concrete approach at the south, the bridge is 1,895 feet. It has a 310-foot steel double-leaf (truss) bascule lift span in the center. South of this, there are three concrete arches at 184-, 194-, and 187-feet and north of the bascule lift are three concrete arches at 188-, 194-, and 174-feet. There are also ten concrete deck girders.<sup>3</sup> The bridge also features modern concrete obelisks with replacement lighting fixtures; four pylons; concrete sidewalks; a 4 ½-foot high concrete balustrade lining the outer edge of the sidewalks; and a paved four lane road. The roadway is 36-feet wide (curb to curb) with nine-foot sidewalks on both sides of the roadway and an 18-foot vertical clearance underneath the counterweights on the bascule lift span. The double-leaf bascule lift span stands approximately 70-feet above the water.

The south end of the Market Street Bridge is located next to the Tennessee Aquarium and the Passage, a site with markers, steps, and water symbolizing the Trail of Tears, directly to the west. Before passing the first set of concrete tall, thin obelisks at the start of the span, there are semi-arched, three-foot high concrete walls with concrete benches situated on both sides of Market Street.<sup>4</sup>

A second set of obelisks are larger and rest on wide decorative bases both featuring bronze tablets. The tablet on the southeast side of the bridge is a dedication marker for the completion of the bridge in 1917. The writing on the bronze tablet reads the following:

<sup>1</sup> Martha Carver, *Tennessee's Survey Report for Historic Bridges* (Nashville: Ambrose Printing Company, 2008), 236. In 1940, a 333 foot double leaf bascule was built in Ohio and in 1941 a 336 foot double leaf bascule was built in Michigan.

<sup>2</sup> *Ibid.*, 471.

<sup>3</sup> *Ibid.*

<sup>4</sup> The semi-arched concrete walls and benches at the south end of Market Street Bridge were constructed during the restoration work from 2005-2007.

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Hamilton County, Tennessee

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MARKET STREET BRIDGE  
CHATTANOOGA HAMILTON COUNTY  
CONSTRUCTION COMMENCED 1914  
FINISHED 1917  
WILL CUMMINGS-COUNTY JUDGE

TENNESSEE RIVER BRIDGE COMMISSION  
THEO F. KING-CHAIRMAN  
J.B. RAGON H.F. LAWRENCE  
WALTER CUMMINGS  
L.B. BRYAN-SECRETARY AND COUNTY ENGINEER

ENGINEERS  
CONSULTING ENGINEERS  
B.H. DAVIS J.E. GREINER  
RESIDENT ENGINEERS  
ELLIS SOPER W.C. SPIKER  
INSPECTORS  
GEO. PENDERGRASS J.E. LAWTON

SCHERZER ROLLING LIFT BRIDGE COMPANY  
CONTRACTORS  
VANG CONSTRUCTION COMPANY  
CUMBERLAND, MD  
FOR CONCRETE BRIDGE  
TOLEDO BRIDGE & CRANE COMPANY  
TOLEDO OHIO  
FOR STEEL MOVABLE SPAN

The bronze tablet on the southwest side of the bridge was presented to Robert Bruce Ross, grandson of Chief John Ross, by the Society of the Daughters of the American Revolution (D.A.R.) and the City of Chattanooga on March 20, 1930 marking the location of Ross's Landing. The tablet reads the following:

THIS TABLET MARKS THE SITE OF ROSS' LANDING. HERE A CHEROKEE TRADING STATION WAS MAINTAINED BY JOHN AND LEWIS ROSS DURING THE EARLY PART OF THE NINETEENTH CENTURY.

FROM THIS POINT IN 1813, GENERAL JOHN COCKE LED THE EAST TENNESSEE TROOPS THROUGH THE CHEROKEE NATION TO GENERAL ANDREW JACKSON IN THE CREEK WAR.

ROSS' LANDING WAS DESIGNATED AS ONE OF THE PLACES OF RENDEZVOUS FOR THE REMOVAL OF THE CHEROKEES, IN FEBRUARY, 1838. A FERRY WAS OPERATED AT THIS PLACE AND AROUND IT GREW UP A FLOURISHING VILLAGE CALLED ROSS' LANDING. ON NOVEMBER 14, 1839, THE NAME WAS CHANGED TO CHATTANOOGA.

ERECTED BY CHICKAMAUGA, JUDGE DAVID CAMPBELL, NANCY WARD AND JOHN ROSS CHAPTERS, DAUGHTERS OF THE AMERICAN REVOLUTION.

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The remainder of the south section of the bridge leading to the bascule lift span includes eight tall, thin obelisks resting on the 4 ½-foot high concrete balustrade featuring four square, block balusters in each section. The obelisks are spaced approximately 30-feet apart. Each obelisk includes metal, green replacement light fixtures that were added during the bridge's restoration in 2005-2007.

The 310-foot, steel double-leaf bascule lift span features counterweights on both leaf ends with 25-horsepower motors in each. The bascule lift span was designed so that the motor initiated the movement until the counterweights could take effect.<sup>5</sup> Each bottom corner of the bascule leaf trusses features curved arches allowing each leaf to roll back and raise it up to a 45-degree angle with the help of two large mechanical wheels in the upper corners of both leaves. When closed, the bascule leaves form a central arch with the rest of the span featuring vertical and horizontal steel beams with diamond and X-shaped designs. The floor of the bascule lift span is a steel grid in-filled with concrete aggregate which was added in 1948-1949. A bascule lift span is a variation of a truss bridge – a truss bridge that moves. This type of bridge could be expensive to build but it was the preferred form for navigable streams. Without a moveable span, the bridge would need to be constructed higher and with steep approaches.<sup>6</sup>

At the southeast corner of the bascule lift span, is the operator's control room, which rests on concrete support arches and is covered by a pyramid metal roof. The control room includes a door on its south elevation and sets of six narrow windows on the east, north, and west elevations. Metal ladders lead to the operator's house and wood deck platforms, which allow access to the gears/counterweights/motors located at all four corners of the bascule lift span. Wood platform decks with metal railings are located at all four corners approximately 20-feet above the span's floor. A large electrical control box is located at the northeast corner of the bascule lift span.

On both sides of the bascule lift structure are wood plank pedestrian walkways that were replaced between 2005 and 2007. The walkway features original metal railings with balustrades on the outer edge, and replacement metal lighting fixtures on the inner edge of the walkway attached to the sides of the steel truss.

The north section of the bridge features 17 tall, thin obelisks separated in the middle by a larger obelisk with a wide, decorative base that features a bronze bridge dedication tablet identical to the tablet on the southeast end of the bridge. Six replacement lamps and posts are located on both sides at the end of the bridge. Underneath the north section of the bridge are nine arched approach supports (sets of three) that were replaced between 2005 and 2007. The supports resemble the original approach supports.

The bridge terminates near the intersections of Market Street, Frazier Avenue, and Cherokee Boulevard, which is Chattanooga's North Shore Commercial District. On the west side of the bridge is the recently

<sup>5</sup> The double-leaf bascule span was originally green until it was painted blue in 1997 along with Chattanooga's other bridge over the Tennessee River. See "Market Street Bridge Project" at: <http://www.marketstbridge.com/facts.html>

<sup>6</sup> Carver, *Tennessee's Survey Report for Historic Bridges*, 284.

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Hamilton County, Tennessee

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completed Renaissance Park, and located on the east side is Coolidge Park, which is situated between the John Ross Bridge and Walnut Street Bridge.

The Market Street Bridge is significant for its 310-foot double-leaf bascule lift span and engineering design. Although it has experienced replacements on its concrete superstructure and substructure, it maintains its original 1917 appearance.

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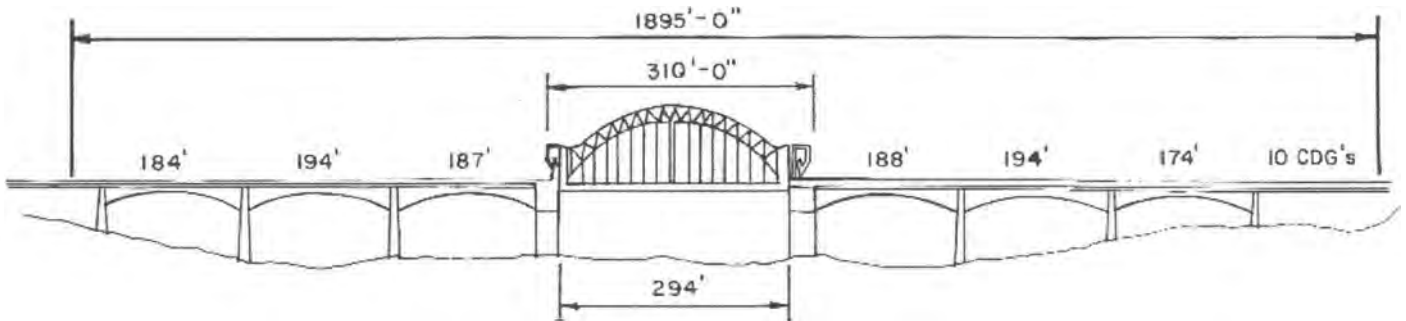


Figure 1. Market Street Bridge. From *Tennessee's Survey Report for Historic Bridges*

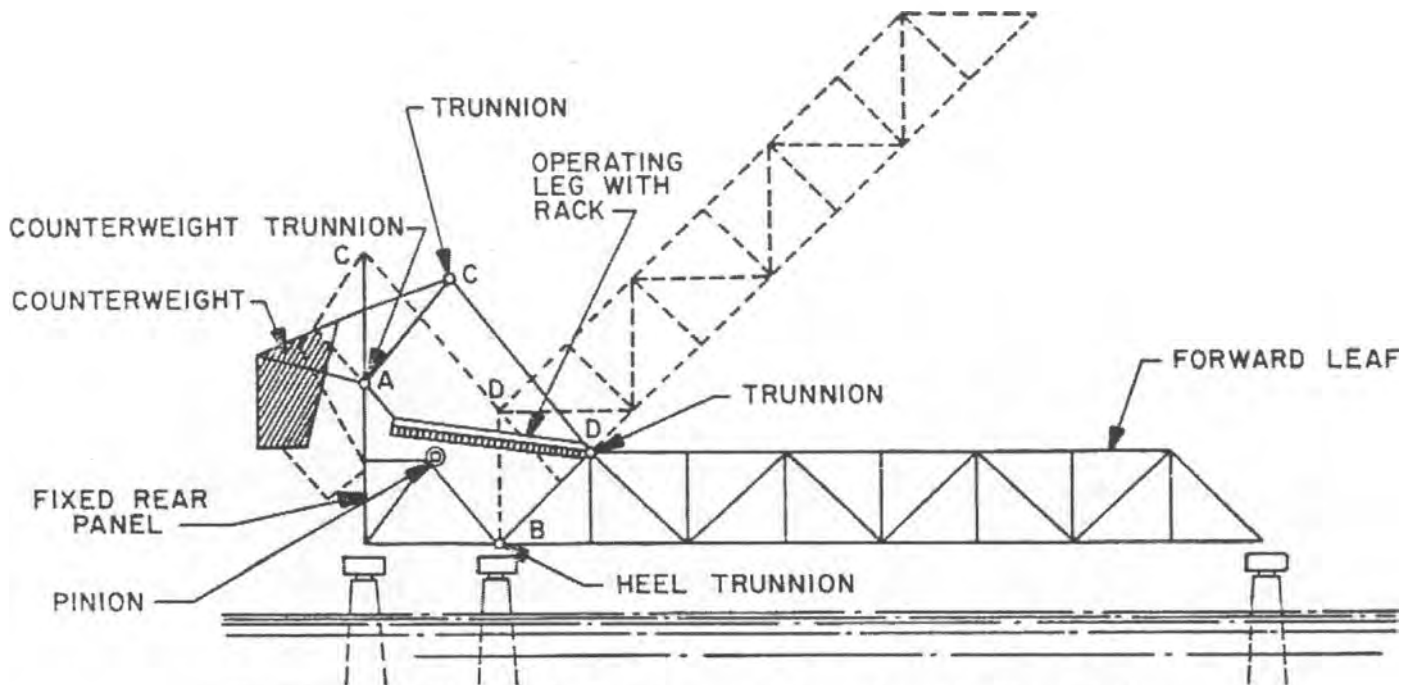


Figure 2. Bascule lift schematic. From *Tennessee's Survey Report for Historic Bridges*.  
(A trunnion is a pin or pivot that allows something to be rotated or tilted.)

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations** 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)

TRANSPORTATION  
ENGINEERING

**Period of Significance**

1917-1959

**Significant Dates**

1917 (Bridge completion/opening), 1950 (officially  
Changed to Chief John Ross Bridge)

**Significant Person**

(complete if Criterion B is marked)

NA

**Cultural Affiliation**

NA

**Architect/Builder**

Davis, Benjamin H. & Soper, Ellis (Bridge Designers)  
Vang Construction Company/Toledo Bridge and Crane Company  
(Builder)

**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:

Chattanooga-Hamilton County Bicentennial Library; TDOT



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Hamilton County, Tennessee**VIII. Statement of Significance**

The Market Street Bridge, located in Chattanooga, Tennessee, spans the Tennessee River connecting the city's downtown riverfront with North Shore Commercial District on Frazier Avenue. It is eligible for the National Register of Historic Places under criterion C for its state and local significance in engineering. Designed by Benjamin H. Davis and Ellis Soper and constructed by Vang Construction Company, the bridge was completed in 1917. The double-leaf bascule lift steel span carries both automobiles and pedestrians. It represents a rare engineering marvel in the southeast United States region. At 310-feet, the double-leaf steel bascule lift was the largest span of its kind in the world when the bridge opened for traffic. The six concrete arches made it the largest concrete bridge in the South at that time. Under criterion A, the bridge is significant for its association with Chattanooga's involvement with improved transportation, especially interstate routes such as the Dixie Highway. The period of significance for the property is from 1917 when the bridge was completed, until 1959 when the Olgiate Bridge was constructed and served as the new connector for U.S. Highway 127 traffic.

Led by Hamilton County Judge Will Cummings, the demand for a new bridge across the Tennessee River evolved in the early 1910s with increasing residential development in North Chattanooga. The Walnut Street Bridge, completed in 1891 (NR 2/23/90), had insufficient capacity to transport a growing volume of vehicular traffic across the Tennessee River. It was designed for streetcars, horse-drawn vehicles, and pedestrians. The proposed new bridge would serve as a link to U.S. Hwy 127 (State Route 8) traffic and provide improved access to Market Street from the north shore, since it was Chattanooga's primary commercial corridor.

Increased development in North Chattanooga was not the only reason another bridge was needed across the Tennessee River. The Good Roads Movement, promoting both farm-to-market roads and interstate routes, was well established. The Chattanooga Automobile Club was a major force in organizing the Dixie Highway Association, which was headquartered in Chattanooga. The Market Street Bridge would be on the new interstate Dixie Highway route. At the same time that World War I requisitioned materials considered strategic to defense and the war effort, making major non-war construction difficult, it also revealed the need for improved transportation. By the 1920s, there were twelve well-known interstate routes through Tennessee. The Market Street Bridge would become part of not only the Dixie, but also the Dixie Air Line Highway (Cincinnati-Lookout Mountain Air Line Highway), and the Taft Highway. The named highways eventually became part of the larger numbered state and federal systems.

In 1913 the county was authorized to pass a \$500,000 bond to construct the bridge and the county court approved funding in January 1914. Hamilton County was one of only five counties in the state that passed bond issues just to build a bridge.<sup>7</sup> Cummings, still a county judge, was also a supporter of the Good Roads Movement and a member of the Dixie Highway Association and the Chattanooga Automobile Club. He had

<sup>7</sup> Carver, *Tennessee's Survey Report for Historic Bridges*, 57. Note: Hamilton, Hawkins, Roane, and Davidson were the other counties.

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a bridge committee appointed that consisted of Theodore King, J.B. Ragon, H.F. Lawrence, J. Walter Cummings, and L.B. Bryan. The metal Walnut Street Bridge had maintenance issues and was one of the reasons that the committee decided it preferred a concrete bridge. The War Department had height and span clearance requirements and a concrete bridge would not meet these requirements so they decided to try a design with a moveable center section along with concrete arches.

Requests for proposals were sent out nationally and the committee received over a dozen responses. They chose the design by Benjamin H. Davis of New York City. Davis brought experience in constructing large concrete bridge spans. Before his project in Chattanooga, Davis designed the Penn Street Bridge in Reading, Pennsylvania and Lehigh Valley Bridge in Allentown, Pennsylvania.<sup>8</sup> Both bridges, still extant, are approximately 2,000-feet in length with a 125-foot width. Like the Market Street Bridge, they both featured concrete arches, obelisks, and balustrades.<sup>9</sup> Ellis Soper of Chattanooga and W.C. Spiker of Atlanta were construction engineers.

The double-leaf bascule lift span that was designed for the Market Street Bridge was purchased from the Scherzer Rolling Lift Bridge Company in Chicago, Illinois and installed by the Toledo Bridge and Crane Company. William Scherzer founded the company in the late nineteenth century and designed many of the bridges that span the Chicago River. He is known for his many rolling lift bascule bridge designs which carry automobiles or trains. Much of his work may be found in the Midwestern United States. Scherzer-designed bascule lift bridges were operated by 25- to 30-horsepower motors allowing the bridge to lift with counterweights rolling up on tracks (generally two to four tracks).<sup>10</sup>

Bascule lift bridges were popular among engineers in the mid-to-late nineteenth century. Bascule is French and translated to mean seesaw or balance. Bascule lift bridges feature counterweights above the bridge or below the deck of the bridge allowing the leaf or double-leaf to move up and down. These types of bridges allow for automobile traffic, pedestrian traffic, and can open for river traffic. It is one of three basic types of moveable bridge types. The other two are: a lift bridge with towers at the ends and the ability to move up and down and a swing bridge where a central pier supports trusses that swing horizontally.<sup>11</sup> In addition to the three different modes of transportation, the Market Street Bridge included an electric streetcar line in the center when first built (removed).

Work on the new bridge in Hamilton County started on November 16, 1914 after several hundred workers applied for a job on the bridge. The Vang Construction Company of Cumberland, Maryland was hired for the concrete work. They began with a seemingly insurmountable task of pouring tons of concrete to construct

<sup>8</sup> Probably the Albertus L. Meyers Bridge over the Lehigh in Allentown, NR 6/22/88.

<sup>9</sup> Market Street Bridge TDOT Documents PDF Files. Tennessee Department of Transportation; Nashville, Tennessee.

<sup>10</sup> Albert Scherzer, *Scherzer Rolling Lift Bridges* (Chicago: The Scherzer Rolling Lift Bridge Company, 1908), 12-36 and Terry L. Koglin, *Movable Bridge Engineering* (Hoboken, NJ: John Wiley & Sons, 2003), 52-73.

<sup>11</sup> Carver, *Tennessee's Survey Report for Historic Bridges*, 284.

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the piers and their footing in the unpredictable Tennessee River. Vang Construction Company built their reputation on rebuilding 24 bridges in Ohio that were destroyed due to massive flooding.<sup>12</sup>

Two crews worked tirelessly on either side of the river mixing concrete and delivering 20-gallon buckets of concrete via cable lines that were supported by two, 200-foot steel towers on the north and south bank of the river. The mechanism, designed by Ernest Holmes and Barney Strickland of Holmes and Strickland Pattern Work Company, significantly reduced labor time. In addition, the concrete mixing machines on both sides of the river were created especially for the Market Street Bridge project to produce high quality concrete work in an efficient manner, which was something unheard of at its time.<sup>13</sup>

By mid-September 1915, approximately 70% of the concrete bridge span and pier work was completed. Piers 3 and 4 served as the support for the steel bascule lift span, which had to be placed on the bridge. Problems with pier 5 arose when more digging was necessary to create a solid foundation costing extra money and labor but did not significantly delay construction, which was scheduled for early 1916.<sup>14</sup>

The actual construction was not the only challenge builders encountered on the project. Several floods in 1915 and 1916 caused major delays on the bridge building and resulted in cost overruns. Span 3 of the bridge washed away in December 1915 when a 28-foot flood brought timber and driftwood at a rapid pace down the river. Laborers worked furiously to unleash the jams in an effort to save months of work, but the untamed river prevailed. Total damages were approximated at \$40,000.<sup>15</sup> There were also serious foundation problems that helped increase the bridge's cost from \$500,000 to \$1.1 million. Davis, who had been hired as the consulting engineer by the county, was let go because of the cost overruns and J.E. Griner of Baltimore was hired. Davis sued and, ultimately, in 1920, was vindicated and awarded damages. Davis argued that the added costs due mainly to flooding were unforeseeable and the court concurred.<sup>16</sup> Judge Cummings, who had extensively promoted the construction of the bridge, lost the 1918 election in large part because of the cost overruns for the Market Street Bridge.<sup>17</sup>

In July 1917, work on the bascule lift span of the bridge and the wood block pavement on the two other steel spans was nearly complete.<sup>18</sup> The Toledo Bridge and Crane Company installed the double-leaf bascule lift span. Near the end of the month, the James Supply Company was awarded approximately \$4,000 to furnish

<sup>12</sup> "Work Starts Tomorrow on New County Bridge," *Chattanooga Times*, 15 Nov 1914, 5 and "Being Constructed By Vang Co.," *Chattanooga News*, 14 Dec 1915. Note: News articles extracted from the Chattanooga Bridges-Market Street News Clippings Folder, Local History Department-Bicentennial Library, Chattanooga, Tennessee.

<sup>13</sup> *Ibid.*

<sup>14</sup> "New Bridge in 90 Days: Troublesome Pier No. 5 Now is Above Surface of River," *Chattanooga Times*, 18 Sept 1915, 7. The piers may have been counted starting at the south shore, moving north. No information was found on the bridge numbering and the numbers come from the newspaper articles.

<sup>15</sup> "Bridge Span Disappears: No. 3 Goes Out After Fight Against Flood," *Chattanooga Times*, 20 Dec 1915, 5.

<sup>16</sup> "Hot Reply to Investigators," *Chattanooga Times*, 28 July 1916, 5.

<sup>17</sup> Carver, *Tennessee's Survey Report for Historic Bridges*, 40 and 470.

<sup>18</sup> "Paving of New Bridge," *Chattanooga Times*, 11 Jul 1917, 5.

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the bridge with bronze light fixtures consisting of 28 light posts on the bridge and four pylons (two at each end). Each pylon held eight lamps.<sup>19</sup>

When completed, the 310-foot double-leaf bascule lift span cost the county approximately \$161,000. In early August 1917, the bascule lift span and its mechanisms were put to the test for the first time. With engineers and the bridge commission in attendance, the rolling-lift with two large weights and two, 25-horsepower motors at both ends allowed the bascule lift span to open at 45-degree angles in two minutes. Each leaf featured a 25-horsepower motor.<sup>20</sup> Following the test, the commission held a special meeting in the county engineer's office, when the contract for the concrete paving portion of the bridge was signed with the West Construction Company, who had been awarded the work.<sup>21</sup>

After repeated inspections, the bridge was officially dedicated and opened to the public on November 17, 1917. Three years after the start of construction, the Market Street Bridge was completed at a cost of \$1.1 million. Officials celebrated the opening of the bridge with a parade and allowed the crowd to cross the bridge by vehicle and foot.<sup>22</sup> The first automobile to officially cross the Market Street Bridge was a Hudson Supersix.

Initially termed the "Million Dollar Bridge" after completion, the new double-leaf bascule lift bridge, spanned roughly 2,000 feet over the Tennessee River, stood about 70-feet above normal water level with supporting arches, had a concrete floor slab paved with wood blocks, and featured a double track trolley car line in the center. The roadway, including the electric trolley line, was 36-feet wide with six-foot sidewalks on both sides of the roadway. The 4 ½ -foot high balustrade lining the outer edge of the sidewalks featured posts every ten feet and expansion joints at 40-foot intervals. After the initial inspection of the bridge in October 1917, the officials including engineers, contractors and bridge commission members agreed that the bascule lift was "the most wonderful mechanical device that they had ever seen."<sup>23</sup>

On March 20, 1930 a special ceremony marking the location of Ross's Landing (NR 6/24/74) was held at the south end of the Market Street Bridge by the local chapter of the D.A.R. and the City of Chattanooga. To highlight the marker's dedication, Robert Bruce Ross, grandson of Chief John Ross and resident of Park Hill, Oklahoma, was invited to attend. Robert Bruce Ross, born in Tahlequah, OK in 1845, was honored in front of a crowd of several hundred people on the Market Street Bridge, which was decorated with banners and flags. The site of the marker was chosen because it was the most accurate place of the location of the original trading post owned by John Ross. The marker was erected by the Chickamauga, Judge David Campbell, Nancy Ward, and John Ross chapters of the D.A.R. In addition to Ross, who served as secretary of the

<sup>19</sup> "Lights for New Bridge," *Chattanooga Times*, 24 Jul 1917, 10.

<sup>20</sup> "Final Test of Bascule," *Chattanooga Times*, Aug 3 1917, 8.

<sup>21</sup> *Ibid.*

<sup>22</sup> "New Bridge is Dedicated," *Chattanooga Times*, Nov 18 1917, 5.

<sup>23</sup> "Bridge Cost Reasonable; Engineers Give Opinions During Inspection," *Chattanooga Times*, 27 October 1917, 5

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Cherokee Nation under Chief John Ross, his granddaughter, Goldie Ross, was present to unveil the bronze tablet. The bronze tablet is still there.<sup>24</sup>

Over the next 20 years, the Market Street Bridge experienced heavy usage, because of the declining condition of the Walnut Street Bridge (NR 2/23/90). Circa 1940, the removal of the electric streetcar lines opened up increased vehicular traffic, which included city buses. By 1948-1949, the state highway department began to look at making necessary repairs to the Market Street Bridge, and with the approval by the City of Chattanooga, hired the Hazelet Erdal engineering firm based in Chicago and Louisville to conduct a structural assessment. The major work involved re-flooring the double-leaf bascule lift span with a permanent type steel grid. Other work activities included the replacement of sections of sidewalk and painting the span. The work was completed by the George White Construction Company at a cost of approximately \$123,000.<sup>25</sup>

In January 1950, the Chattanooga City Commission approved a resolution to officially change the name of the Market Street Bridge to the Chief John Ross Bridge. Approximately 20 years after the Chief John Ross tablet dedication ceremony on the Market Street Bridge, a request by the local D.A.R. chapter prompted the City Commission to pay tribute to the Cherokee Chief.<sup>26</sup> Despite the formal name change, the bridge is typically still called the Market Street Bridge.

In April 1950, traffic on the bridge came to a halt late morning when an electrical worker unintentionally touched an electric trigger while greasing the lift release mechanism. As a result, the lift raised suddenly damaging the gears and leaving cars trapped on the bridge until the counter balances could be lowered once again.

By the mid-to-late 1950s, between 34,000 and 38,000 vehicles used the bridge daily. The construction of the P.R. Olgiati Bridge in 1959 alleviated the traffic pressure on the Market Street Bridge. The new steel girder bridge, located approximately one-quarter mile west of the nominated bridge, spans the Tennessee River carrying U.S. Highway 27 traffic north to Red Bank, Signal Mountain, Hixson, and Soddy Daisy in Hamilton County. U.S. Highway 127, located at the base of Signal Mountain, connects to the interstate U.S. Highway 27, which carries traffic over Walden's Ridge, through the Sequatchie Valley, and over the Cumberland Plateau. The highway extends as far north to Grayling, Michigan.

Continual maintenance was required on the Market Street Bridge the next couple of decades, particularly with the lift mechanism. Due to the construction of the Chickamauga Dam in the 1930s, the lift was used minimally over the next 30 years. Flooding in the early 1970s led to the discovery of the double-leaf bascule

<sup>24</sup> "Chief Ross' Scion Unveils Memorial," *Chattanooga Times*, 21 Mar 1930, Vol. LXI No. 98, 6 and 8.

<sup>25</sup> "State Survey Set on Market Bridge," *Chattanooga Times*, 24 Oct 1948; "Market Bridge Repairs Voted: \$133,200 Cost," *Chattanooga Free Press*, 31 Jan 1949; "Bridge Paving Work Finished: Normal Traffic Flow Relieves Police Load," *Chattanooga Free Press*, 16 Dec 1949.

<sup>26</sup> "Span is Renamed 'Chief John Ross': Market Street Bridge Gets Founder's Title Through Commissioners' Order," *Chattanooga Times*, 4 Jan 1950.

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lift not operating properly to allow river vessels to pass underneath the bridge. K&S Engineering and Contracting Co. of Mount Juliet, Tennessee was hired in 1974 and 1977 to perform work on the bascule lift's control system and four, 25-horsepower motors.<sup>27</sup>

In 1978, the Walnut Street Bridge closed suddenly due to its condition and narrow lanes. As a result, this caused increases in traffic on the Market Street Bridge during morning and evening rush hour.<sup>28</sup> Late that same year, the Chattanooga City Commission developed plans to rehabilitate and beautify the Market Street Bridge. The American Institute of Architects, the Chamber of Commerce, Landmarks Chattanooga Inc. (the local nonprofit preservation organization at that time), engineers, and city officials suggested the following ideas: identify original lighting design and find original/replacement fixtures, restore deteriorating concrete, cover structural steel with protective coating, relocate or protect electrical conduits, conceal wiring for traffic signals and lights, and reduce/improve appearance of signs on bridge. Ted Franklin, a locally prominent architect, recommended improving the visual appeal of the Market Street Bridge. However, in the next six years, the only work on the bridge was an inspection of the lift mechanism by the State Department of Transportation in 1979 and resurfacing in 1980.<sup>29</sup>

The Veterans Memorial Bridge, connecting Georgia Avenue in downtown Chattanooga with Barton Avenue in North Chattanooga, opened in 1984.<sup>30</sup> The new bridge, located less than one quarter mile east of the Market Street and Walnut Street bridges, alleviated traffic pressure on the Market Street Bridge, which reverted back to two-lane use (four lane roadbed) in March 1985. Previously, the bridge allowed for three lanes for inbound morning traffic and three lanes for outbound afternoon traffic.<sup>31</sup>

Discussion about a new bridge on nearby Broad Street started in the summer of 1985. Even though the Market Street Bridge was structurally sound, state and federal agencies argued the bridge did not meet navigational standards for height and span width; its four lane roadbed did not meet standards; and the bascule lift was costly to maintain. In June 1985, the U.S. Coast Guard reported that the bridge's horizontal width between supports did not meet recommended standards, as it was 55-feet under the minimum width. They also determined that the supports did not obstruct or restrict river navigation as stated by Tennessee Transportation Commissioner Robert Farris.<sup>32</sup> Commissioner Farris believed the Market Street Bridge, like the Walnut Street Bridge, would fall into a state of disrepair and replacement would be inevitable. Farris

<sup>27</sup> Vandalism occurred in the control room in July 1977 causing damage to the lift mechanism and thus forcing a closure of the bridge for several days. Young, Jacob. "Footprints Indicate 2 Persons Were Involved In Tampering With John Ross Bridge Mechanism." *Chattanooga Times*, 7 July 1977. Also, Wesco Contracting Company resurfaced the Market Street Bridge in the summer 1971. "Wesco Bids Low on Bridge Paving: Firm Here Would Do Work on John Ross Span for \$9,824." *Chattanooga Times*, 30 June 1971, 3

<sup>28</sup> Cynthia Marcotte, "Chattanooga's 'Tolerance Tester' – The Market Street Bridge Traffic," *Chattanooga News Free Press*, 20 May 1978, B1.

<sup>29</sup> Pat Wilcox, "Commission Plans Bridge Rehabilitation," *Chattanooga Times*, 8 Nov 1978.

<sup>30</sup> "Veterans Memorial Bridge (Chattanooga)," *Wikipedia*, available at: [http://en.wikipedia.org/wiki/Veterans\\_Memorial\\_Bridge\\_\(Chattanooga\)](http://en.wikipedia.org/wiki/Veterans_Memorial_Bridge_(Chattanooga))

<sup>31</sup> "Market Street Bridge Back to 2-Lane Use," *Chattanooga News Free Press*, 26 March 1985, A8.

<sup>32</sup> John Shearer, "Market Street Bridge 'Cleared' Of Restricting River Navigation," *Chattanooga News Free Press*, 26 June 1985, A5.

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Hamilton County, Tennessee

realized the historical significance of the double-leaf bascule lift span and wished to adaptively reuse it at another location in the future.

At the time of the Broad Street Bridge suggestion, the Market Street Bridge was third on the State's federally funded bridge replacement list. Locally, the suggestion was not a popular one because of its historical significance and the carrying capacities of the new Veteran's Memorial Bridge and Olgiati Bridge (1959). The estimated cost for construction of the Broad Street Bridge was between \$17-\$20 million dollars.<sup>33</sup> The Moccasin Bend Task Force, a group responsible for planning the riverfront development in downtown, opposed the plan to replace the Market Street Bridge. They believed it was unnecessary and the proposed site for the new bridge along the riverfront would significantly alter their plans around the Ross's Landing site. Eventually, through various public meetings held in Chattanooga, the idea for a Broad Street Bridge diminished.

In the fall of 1986, K&S Engineering and Construction Co. was again hired to perform work on the Market Street Bridge at a cost of around \$450,000. Work included the following: painting, wood sidewalk repair/replacement, addition of navigational lights, repair of the counterbalance weights, and repair of concrete arch work supports.<sup>34</sup> Structural engineers evaluated the condition of the Market Street Bridge in 2000 in hopes for a complete restoration project. The bridge, according to records that year, carried approximately 20,000 vehicles per day.<sup>35</sup>

In 2001, the Tennessee Department of Transportation began the process for an 18- to 24-month rehabilitation of the Market Street Bridge. Inspections in August 2003 by state inspectors found cracks and deterioration in retaining walls, piers, beams, and the surface of the bridge. The project, estimated at \$10 million, was scheduled to begin in March 2003, but was delayed until 2005 because of multiple road projects that were already underway in Chattanooga. In addition, more preparation time was given for business owners and residents of North Chattanooga.<sup>36</sup>

The renovation of the Market Street Bridge began on September 18, 2005 and included the following activities: addition of light fixtures on obelisks (one on each obelisk); concrete on handrails, arch fascia detail, obelisks, piers, substructure cavities; restoration of operator's house; traffic lane adjustment; three-foot width expansion of sidewalks from six- to nine-feet. The rehabilitation work cost an estimated \$13,060,500 with the design work prepared by Parsons Transportation Group. Mountain States Contractors of Durham, North Carolina did the work.<sup>37</sup>

<sup>33</sup> "The Broad Street bridge business," *Chattanooga Times*, 10 June 1985.

<sup>34</sup> John Shearer, "Market Street Bridge Gets Good Dust, Polish Job-So To Speak," *Chattanooga News-Free Press*, 19 Oct 1986, B6.

<sup>35</sup> O'Neal, Mike "Landmark downtown bridge will be restored: Market Street span getting structural evaluation," *Chattanooga Times Free Press*, 7 Dec 2000, A1.

<sup>36</sup> Joyner, Chris. "22 unsafe bridges remain in service," *Chattanooga Times Free Press*, 6 Nov 2003, p.A1 and O'Neal, Mike. "Market bridge to be shut for 18 months," *Chattanooga Times Free Press*, 5 Dec 2002, p.A1

<sup>37</sup> Market Street Bridge Project available at: [www.marketsbridge.com/facts.html](http://www.marketsbridge.com/facts.html).

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National Park Service

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Today, the Market Street Bridge continues to receive daily commuter traffic and increased pedestrian usages because of its expanded sidewalks and improved lighting. The double-leaf bascule lift bridge stands as a symbol of Chattanooga's riverfront. It serves as a physical reminder of early twentieth century bridge building and is a rare example of a moveable bridge in the state. Only one other moveable bridge was included in Tennessee's historic bridge survey, a 1916 swing span in Dyer County.<sup>38</sup>

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<sup>38</sup> Carver, *Tennessee's Survey Report for Historic Bridges*, 284.



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National Park Service

# National Register of Historic Places Continuation Sheet

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Hamilton County, Tennessee

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## IX. Bibliography

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- Chattanooga Bridges-Market Street Bridge Newspaper Clippings File Folder. Local History Department, Bicentennial Library: Chattanooga, Tennessee.
- Koglin, Terry L. *Movable Bridge Engineering*. Hoboken, NJ: John Wiley & Sons, 2003.
- Market Street Bridge Project*. Available at: <http://www.marketstbridge.com/facts.html>. Accessed June 9, 2010.
- Market Street Bridge TDOT Documents PDF Files. Tennessee Department of Transportation: Nashville, Tennessee
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Market Street Bridge  
Name of Property

Hamilton County, TN  
County and State

## 10. Geographical Data

**Acreage of Property** Less than two acres USGS Quad: Chattanooga, TN 105 SE

### UTM References

(place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>654202</u>	<u>3881193</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>16</u>	<u>654146</u>	<u>3880623</u>	4	<u>          </u>	<u>          </u>	<u>          </u>
					<input type="checkbox"/>	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 TN Development District date June 2010  
street & number P.O. Box 4757 telephone (423) 424-4266  
city or town Chattanooga state TN zip code 37405

### 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 Tennessee Department of Transportation c/o Gerald Nicely  
street & number 505 Deaderick Street, Suite 900, James K. Polk Building telephone (615) 741-5367  
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

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Hamilton County, Tennessee

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## X. Geographical Data

### Verbal Boundary Description:

The Market Street Bridge is located in downtown Chattanooga, Hamilton County, Tennessee. It is located along Market Street (State Route 8) and spans the Tennessee River connecting Chattanooga's downtown riverfront with the North Shore Commercial District on Frazier Avenue in North Chattanooga. The nominated boundaries include the approximately 2,000 foot concrete span, which includes the 310 foot, steel double-leaf bascule lift span, concrete approach supports, and concrete benches at the south terminus of the bridge. This includes the bridge and approach supports.

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National Park Service

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Hamilton County, Tennessee

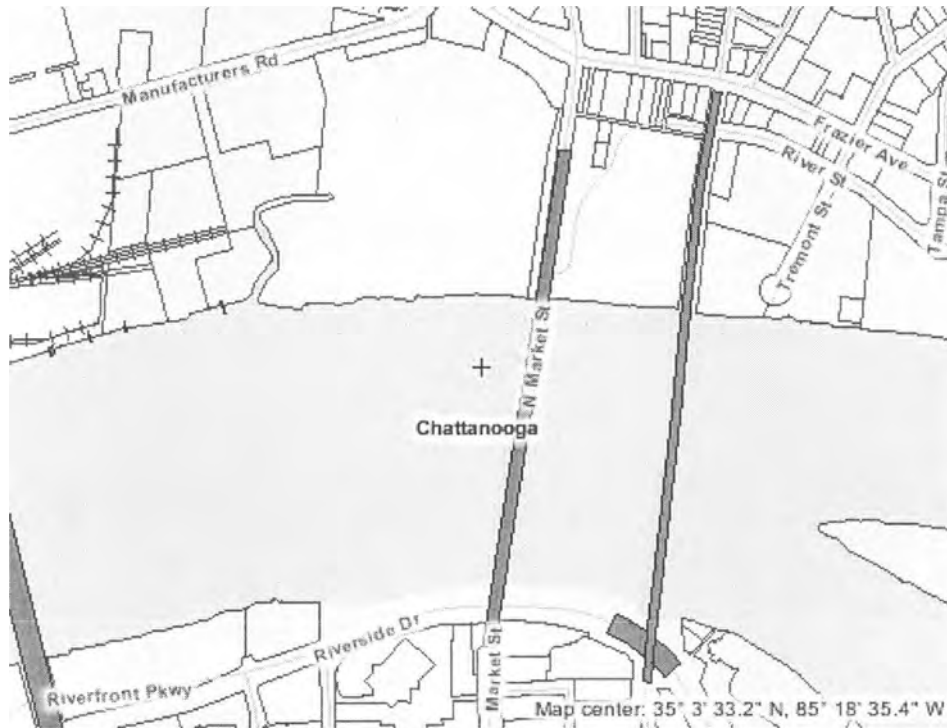


Figure 3. 1" = approximately 750' N ↑

United States Department of the Interior  
National Park Service

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Hamilton County, Tennessee

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## XI. Photographs

Photographs by: Paul Archambault  
Date: June/July 2010  
Digital negative: Tennessee Historical Commission

Photo 1 of 24  
Concrete arch span above Riverfront Parkway

Photo 2 of 24  
Concrete railing, Olgiate Bridge in background

Photo 3 of 24  
Market Street Bridge dedication marker

Photo 4 of 24  
Obelisk and lighting fixture

Photo 5 of 24  
Ross's Landing dedication marker

Photo 6 of 24  
View north of operator and control room

Photo 7 of 24  
View northeast from Riverfront Parkway

Photo 8 of 24  
View northwest of arched concrete approach spans

Photo 9 of 24  
View northwest of bascule span

Photo 10 of 24  
View northwest of bridge from Riverwalk on south shore

Photo 11 of 24  
View of bascule span lift control wheel

Photo 12 of 24  
View of bascule span structure

United States Department of the Interior  
National Park Service

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Hamilton County, Tennessee

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Photo 13 of 24  
View of east elevation

Photo 14 of 24  
View of horizontal and vertical support beams on base

Photo 15 of 24  
View of large obelisk with bronze tablet

Photo 16 of 24  
View of operator and control room east elevation

Photo 17 of 24  
View of statue and concrete elliptical bench

Photo 18 of 24  
View of steel grate roadway on bascule span

Photo 19 of 24  
View of west elevation and piers 1 thru 4

Photo 20 of 24  
View south along the concrete span's west sidewalk

Photo 21 of 24  
View south of counterweight

Photo 22 of 24  
View southwest of bascule span from Coolidge Park

Photo 23 of 24  
View west of bascule span from Coolidge Park

Photo 24 of 24  
View west underneath north counterweight

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National Park Service

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Figure 4. Market Street Bridge, no date. From *Tennessee's Survey Report for Historic Bridges*



Figure 5. Market Street Bridge, no date, during routine inspection. From *Tennessee's Survey Report for Historic Bridges*

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National Park Service

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Hamilton County, Tennessee

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Figure 6. Market Street Bridge. From [http://en.wikipedia.org/wiki/Market\\_Street\\_Bridge\\_\(Chattanooga\)](http://en.wikipedia.org/wiki/Market_Street_Bridge_(Chattanooga)), accessed September 1, 2010. Original image from Library of Congress. No date.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Market Street Bridge  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: TENNESSEE, Hamilton

DATE RECEIVED: 11/04/10      DATE OF PENDING LIST: 12/13/10  
DATE OF 16TH DAY: 12/28/10      DATE OF 45TH DAY: 12/20/10  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10001047

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    12-20-10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.









THIS TABLET MARKS THE SITE OF  
ROSS' LANDING

HERE A CHEROKEE TRADING STATION  
WAS MAINTAINED BY JOHN AND LEWIS  
ROSS DURING THE EARLY PART OF THE  
19TH CENTURY.

FROM THIS POINT, IN OCTOBER 1813,  
GENERAL JOHN COCKE LED THE EAST  
TENNESSEE TROOPS THROUGH THE  
CHEROKEE NATION TO JOIN GENERAL  
ANDREW JACKSON, IN THE CREEK WAR.

ROSS' LANDING WAS DESIGNATED  
AS ONE OF THE THREE PLACES OF  
RENDEZVOUS FOR THE REMOVAL OF  
THE CHEROKEES, IN FEBRUARY, 1838.

A FERRY WAS OPERATED AT THIS PLACE  
AND AROUND IT GREW UP A FLOURISHING  
VILLAGE CALLED ROSS' LANDING.

ON NOVEMBER 14, 1839 THE NAME WAS  
CHANGED TO CHATTANOOGA.

ERECTED BY CHICKAMAUGA  
JUDGE DAVID CAMPBELL  
NANCY WARD  
JOHN ROSS CHAPTERS,  
NATIONAL SOCIETY  
OF THE AMERICAN REVOLUTION

1930





































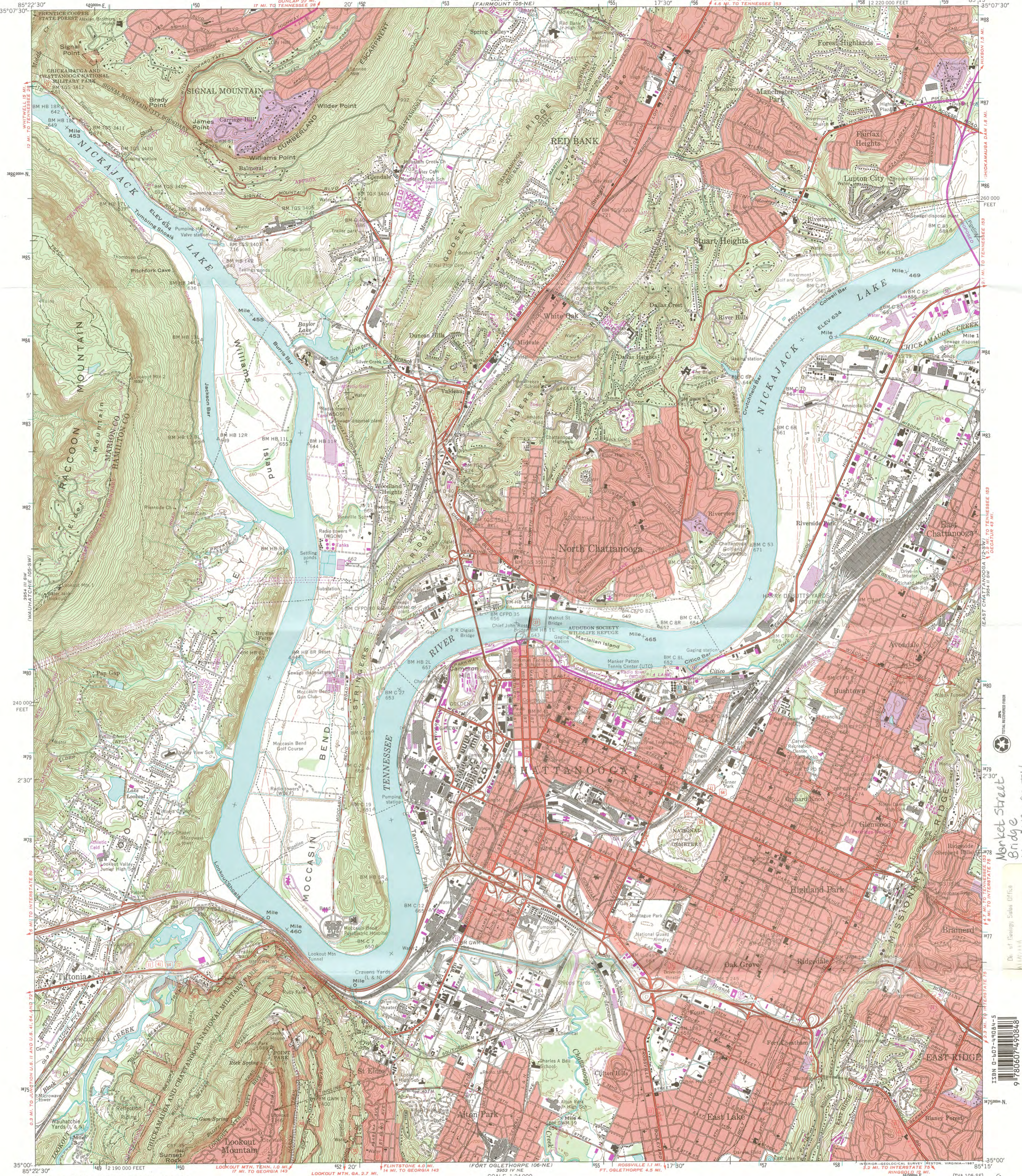


DELTA QUEEN



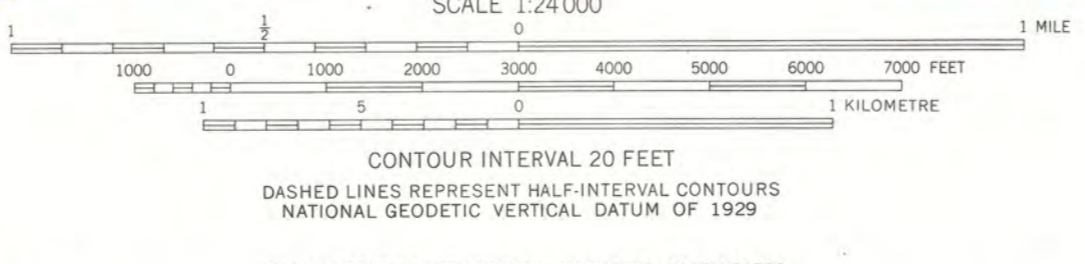






Mapped and edited by Tennessee Valley Authority... Published by the Geological Survey... Control by NOS/NOAA, USGS, CE, and TVA... Revisions shown in purple and recompilation of woodland areas compiled by the Tennessee Valley Authority from aerial photographs taken 1975. This information not field checked.

Revisions shown in purple and recompilation of woodland areas compiled by the Tennessee Valley Authority from aerial photographs taken 1975. This information not field checked. Purple tint indicates extension of urban areas.



ROAD CLASSIFICATION table with symbols for Heavy-duty, Medium-duty, Light-duty, Interstate Route, U.S. Route, and State Route.

CHATTANOOGA, TENN. 35085-A3-TF-024 1969 PHOTOREVISED 1976 DMA 3954 III SE-SERIES V84I

Market Street Bridge Hamilton Co. TN 1-16/654202/388193 2-16/654146/3880623



**CERTIFIED LOCAL GOVERNMENT NATIONAL REGISTER REVIEW**

**CLG:** Chattanooga  
**PROPERTY:** Market Street Bridge  
**ADDRESS:** Market Street Bridge over Tennessee River

**CHIEF ELECTED OFFICIAL EVALUATION**

**NAME OF OFFICIAL:**  
**TITLE:**  
 **ELIGIBLE FOR THE NATIONAL REGISTER**  
 **NOT ELIGIBLE FOR THE NATIONAL REGISTER**

**REASONS FOR ELIGIBILITY OR NON-ELIGIBILITY:**

For over 90 years, the Market Street Bridge has been the quintessential icon of the South's golden age of transportation and American ingenious industrialism for Chattanoogaans. It should be included because of its importance as an enduring link across the river as well as an architectural gem. It is easily one of the most recognizable structures in the SE United States. Today, it continues as an essential arterial connection between the Northshore community and downtown Chattanooga as well as a scenic walk from shore to shore for citizens and visitors across the mighty Tennessee River. I agree with the THC staff evaluation and the attached supporting documents.

**SIGNATURE:**

**TITLE:** Mayor



**DATE:** 08/09/10

**THC STAFF EVALUATION**

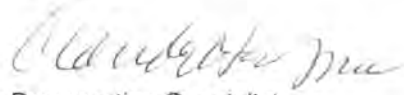
**ELIGIBLE FOR THE NATIONAL REGISTER**  
 **NOT ELIGIBLE FOR THE NATIONAL REGISTER**

**REASONS FOR ELIGIBILITY OR NON-ELIGIBILITY:**

The Market Street Bridge is eligible for the National Register of Historic Places for its state and local significance in engineering. Designed by Benjamin H. Davis and Ellis Soper and constructed by Vang Construction Company, the double-leaf bascule lift bridge when completed in 1917, was the largest concrete bridge in the U.S. South. The 310-foot double-leaf bascule lift steel span carries both automobiles and pedestrians. The bridge is also significant for its association with Chattanooga's involvement with improved transportation, especially interstate routes such as the Dixie Highway. The period of significance for the property is from 1917 when the bridge was completed, until 1959 when the Olgiate Bridge was constructed and served as the new connector for US Highway 127 traffic.

**SIGNATURE:**

**TITLE:** Historic Preservation Specialist



**DATE:** 8/2/10

**PLEASE COMPLETE THIS FORM AND RETURN BEFORE: September 15, 2010**

**RETURN FORM TO:**

**CLAUDETTE STAGER  
TENNESSEE HISTORICAL COMMISSION  
2941 LEBANON ROAD  
NASHVILLE, TENNESSEE 37243-0442**

**CERTIFIED LOCAL GOVERNMENT NATIONAL REGISTER REVIEW**

**CLG:** Chattanooga  
**PROPERTY:** Market Street Bridge  
**ADDRESS:** Market Street over Tennessee River

**HISTORIC PRESERVATION COMMISSION EVALUATION**

**NAME OF COMMISSION:**  
**DATE OF MEETING:**  
**HOW WAS THE PUBLIC NOTIFIED OF THE MEETING?**

- ELIGIBLE FOR THE NATIONAL REGISTER  
 NOT ELIGIBLE FOR THE NATIONAL REGISTER

**REASONS FOR ELIGIBILITY OR NON-ELIGIBILITY:**

*The Market Street Bridge, with its unique design and engineering has played a significant role in Chattanooga's and The United States' history.*

**SIGNATURE:** *M. Stager*  
**TITLE:** *CHAIRMAN of CHATT. HISTORIC ZONING COMM.*

**DATE:** *19 AUG 2010*

**THC STAFF EVALUATION**

- ELIGIBLE FOR THE NATIONAL REGISTER  
 NOT ELIGIBLE FOR THE NATIONAL REGISTER

**REASONS FOR ELIGIBILITY OR NON-ELIGIBILITY:**

The Market Street Bridge is eligible for the National Register of Historic Places for its state and local significance in engineering. Designed by Benjamin H. Davis and Ellis Soper and constructed by Vang Construction Company, the double-leaf bascule lift bridge when completed in 1917, was the largest concrete bridge in the U.S. South. The 310-foot double-leaf bascule lift steel span carries both automobiles and pedestrians. The bridge is also significant for its association with Chattanooga's involvement with improved transportation, especially interstate routes such as the Dixie Highway. The period of significance for the property is from 1917 when the bridge was completed, until 1959 when the Olgiate Bridge was constructed and served as the new connector for US Highway 127 traffic.

**SIGNATURE:** *Claudette Stager*  
**TITLE:** Historic Preservation Specialist

**DATE:** *8/2/10*

**PLEASE COMPLETE THIS FORM AND RETURN BEFORE:** September 15, 2010

**RETURN FORM TO:**

**CLAUDETTE STAGER  
TENNESSEE HISTORICAL COMMISSION  
2941 LEBANON ROAD  
NASHVILLE, TENNESSEE 37243-0442**



**TENNESSEE HISTORICAL COMMISSION**  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
2941 LEBANON ROAD  
NASHVILLE, TN 37243-0442  
(615) 532-1550

November 2, 2010

Carol Shull  
Keeper of the National Register  
National Park Service  
National Register Branch  
1201 Eye Street NW  
8<sup>th</sup> floor  
Washington, DC 20005

Dear Ms. Shull:

Enclosed please find the documentation to nominate the *Market Street Bridge* to the National Register of Historic Places.

If you have any questions or if more information is needed, contact Claudette Stager at 615/532-1550, extension 105 or [Claudette.stager@tn.gov](mailto:Claudette.stager@tn.gov).

Sincerely,

E. Patrick McIntyre, Jr.  
State Historic Preservation Officer

EPM:cs

Enclosures



# United States Department of the Interior


NATIONAL PARK SERVICE

1849 C Street, N.W.  
Washington, D.C. 20240

December 20, 2010

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45<sup>th</sup> day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

Edson Beall   
Historian  
National Register of Historic Places  
Phone: 202-354-2255  
E-mail: [Edson\\_Beall@nps.gov](mailto:Edson_Beall@nps.gov)  
Web: [www.nps.gov/history/nr](http://www.nps.gov/history/nr)