

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 of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Harp Creek Bridge
other names/site number HAER No. AR-9

2. Location

street & number State Highway 7, spanning Harp Creek not for publication N/A
city, town Jasper vicinity
state Arkansas code 05 county Newton code 101 zip code 72641

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	_____ Total

Name of related multiple property listing:
Historic Bridges of Arkansas

Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official _____ Date _____
Arkansas Historic Preservation Program
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this 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 _____

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Road-Related

Current Functions (enter categories from instructions)

Transportation/Road-Related

7. Description

Architectural Classification

(enter categories from instructions)

Other: Open Spandrel, Deck Arch

Materials (enter categories from instructions)

foundation concrete

walls concrete

steel

roof _____

other _____

Describe present and historic physical appearance.

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SUMMARY

Located in the Ozark Mountain region of north-central Arkansas, the Harp Creek Bridge is an open spandrel, reinforced-concrete deck arch. Its single span supplies access across Harp Creek, a small tributary of the Buffalo River, on State Highway 7 approximately 1.5 miles north of the small town of Pruitt. It is in good condition and unaltered.

ELABORATION

The 117 foot long, 23 foot wide bridge is supported by two arched ribs 16 feet apart. The 69 foot long arches spring from two piers 24 feet from the masonry abutments at either end of the bridge deck. The ribs thicken slightly toward the haunches from a two foot thickness at the crown. The arches are connected by beams midway from the springline to the crown.

Eight reinforced concrete spandrel columns and a pilaster at each pier, square in section with caps and bases, rise from each arch rib to support ten floor girders. Four stringers carry the load from the reinforced concrete slab deck to the girders. The outer stringers are directly over the ribs and hide the two spandrel columns nearest the arch crown. The other two stringers are five feet inside the ribs.

The arch of the bridge is continued as a motif in a pattern on the outer face of each pier and on the posts on the deck directly above each pier. The original plans also called for a shallow arch motif between the verticals to echo the basic form of the bridge. Instead the stringers were made deeper, and a straight edge separates each vertical. A reinforced concrete balustrade with arched openings serves as a handrail.

The Harp Creek Bridge is currently in good condition and is being maintained by the Arkansas Highway and Transportation Department.

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SUMMARY

The Harp Creek Bridge is an excellent example of the smaller, single span, reinforced-concrete, open spandrel, deck arch bridge type. Erected as one of two bridges in a Newton County road project, Harp Creek Bridge is an example of the more architectural of the small Highway Department bridges. It was built in 1928 by the Little Rock branch of the Luten Bridge Company, a company which, after its renowned founder Daniel B. Luten, specialized in reinforced concrete arch bridges. Harp Creek remains today as one of only ten unaltered open spandrel deck arches in Arkansas and is reflective of the Arkansas Highway and Transportation Department Era: 1923-1939. As such, it is nominated under Criteria A and C with state wide significance.

ELABORATION

The bridge over Harp creek on Route 7 in Newton County was built in 1928 as part of a single project involving two bridges on that route.¹ The bridge, a concrete deck arch of 65 feet with two approach spans, was let to contractors together with a second bridge, over Mill Creek, which consisted of three 31-foot deck girder spans.²

The project was undertaken to improve the scenic Highway No. 7, "a connection between No. 65 at Harrison and No. 70 near Hot Springs through Russellville, crossing the backbone of the Boston Mountains."³ However, the improvement of Highway No. 7 was not the sole reason for undertaking the construction of these bridges. In a letter from Division Engineer W. M. Mitchell, to the bridge engineer of the State Highway Department, N. B. Garver, it was noted that "to date we have nothing going in this county except a small state project and it is very imperative we get some work underway."⁴ Clearly, an appreciation of the balance of road projects throughout the state of Arkansas was an important if hardly decisive factor in deciding which route developments should be undertaken.

THE SITES

The sites of the two projected bridges, over Mill Creek and Harp Creek, were surveyed early in September, 1927.⁵ As neither site was bridged at that time, the survey was necessary to determine the required specifications of the bridges. Both sites, set in the mountainous region of northern Arkansas, had solid rock available for the foundations of the bridges. The character of the Mill Creek site permitted the use of simple deck girder spans. In contrast, the Harp Creek site required the construction of a more substantial bridge and, consequently, a bridge with greater architectural pretensions.

DESIGN, LETTING AND CONSTRUCTION

Designs for the projected bridge over Harp Creek were commenced on November 22, 1927, and completed on December 19.⁶ The bridge design, for construction in reinforced concrete, was a simple deck arch with open spandrels containing vertical posts which carried the deck. An elaborate range of arch motifs adorned the surface, and though simplified in actual construction, the bridge, as built, retained the architectural character of the original designs. The bridge contract originally was intended for letting on January 15, 1928. However, the bridge contract was assigned in an apparently unscheduled letting on December 30, 1927.⁷ The Little Rock offices of the Luten Bridge Company gained the contract for a low bid of \$8,706.12, some \$300 less than the cost estimated by the State Highway Department.⁸

On January 10, 1928, N.B. Garver gave notice to the Luten Bridge Company "to commence work on this project," a project which was to remain under Garver's own supervision.⁹ Despite Garver's reminder that

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work should be commenced" within ten days of the date of this order," that is, by January 20,¹⁰ work on the bridge did not begin until January 31. However, no complications arose due to the delay and, as far as can be ascertained, the project was completed within the contract time of 110 days.¹¹

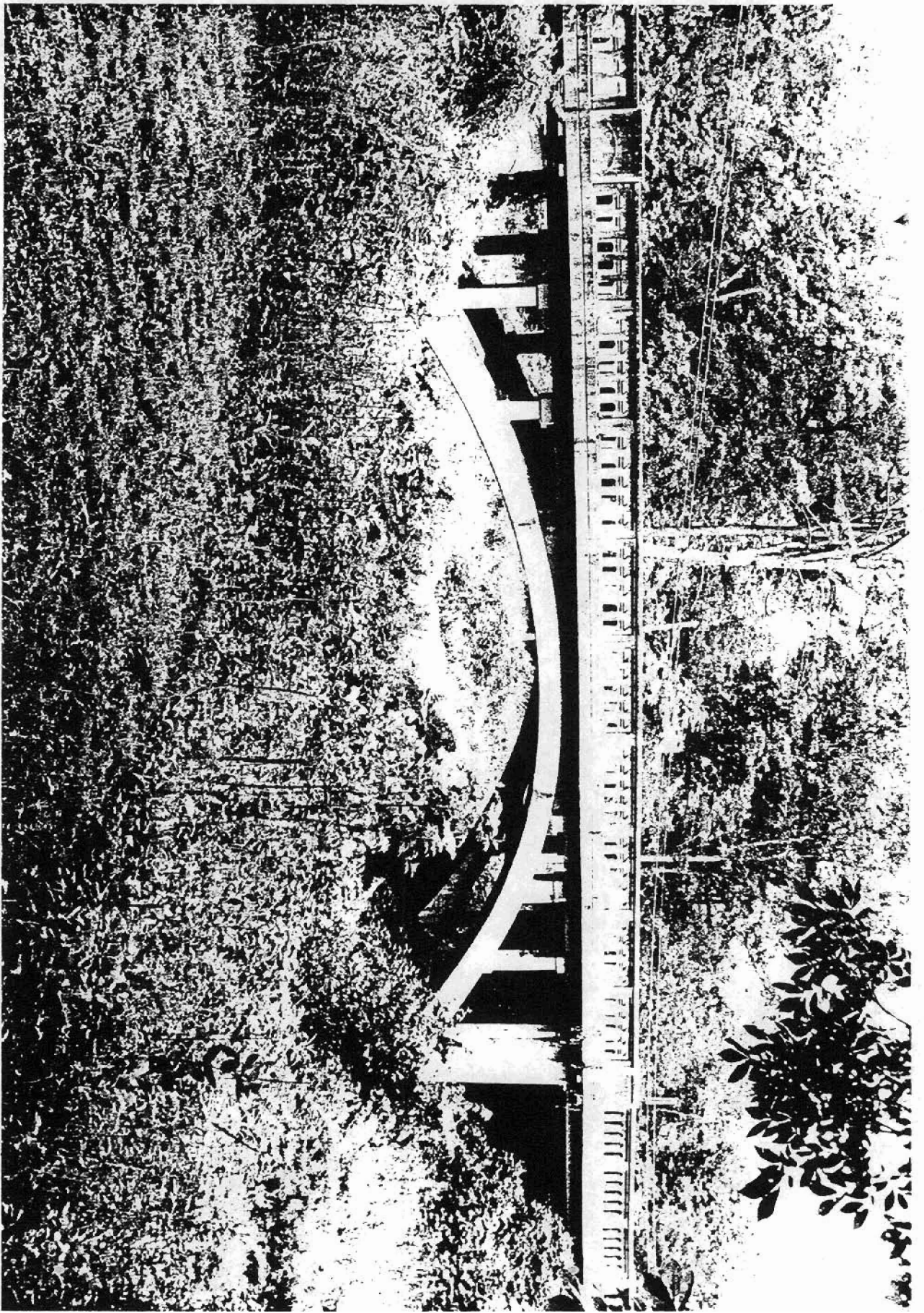
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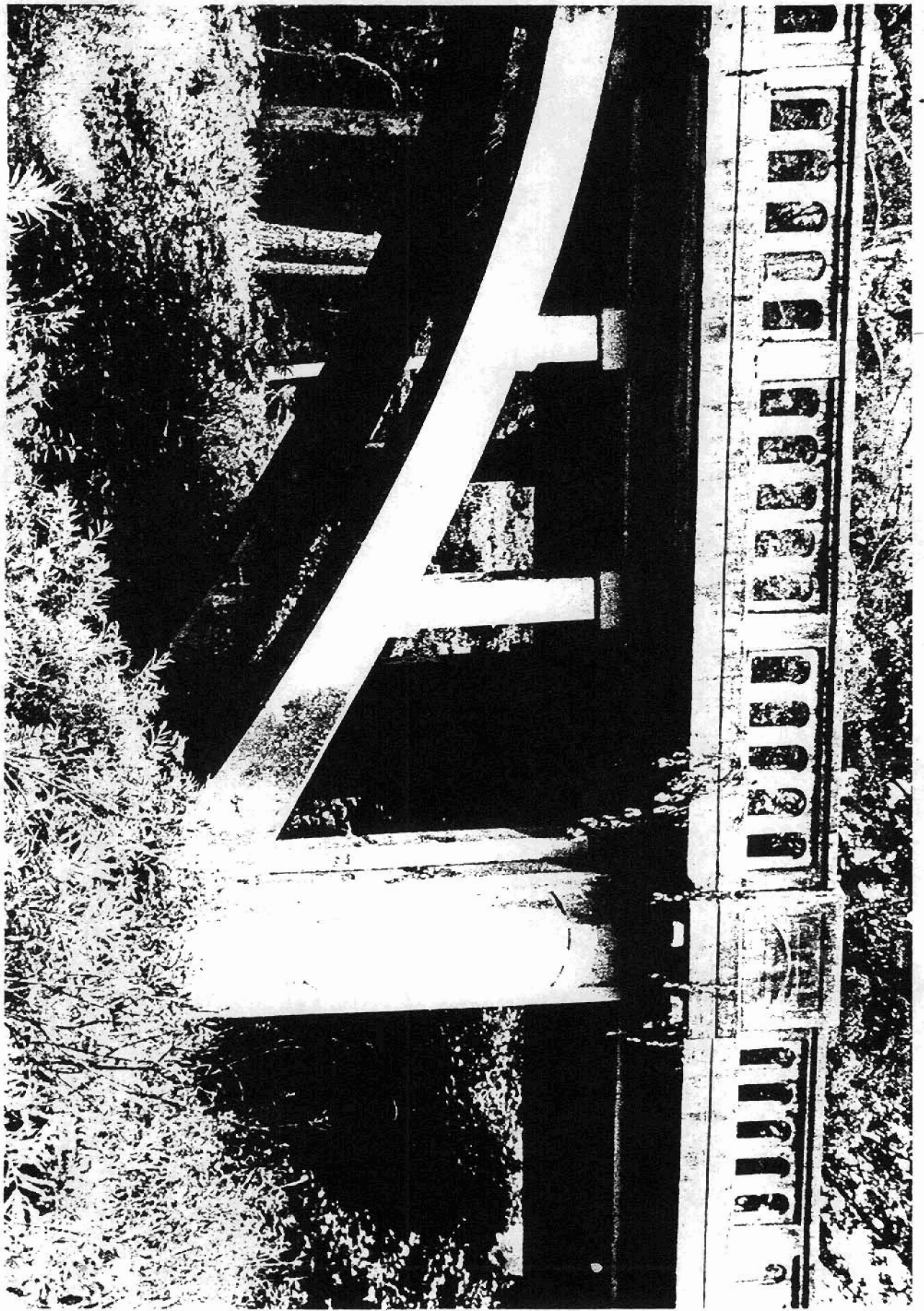
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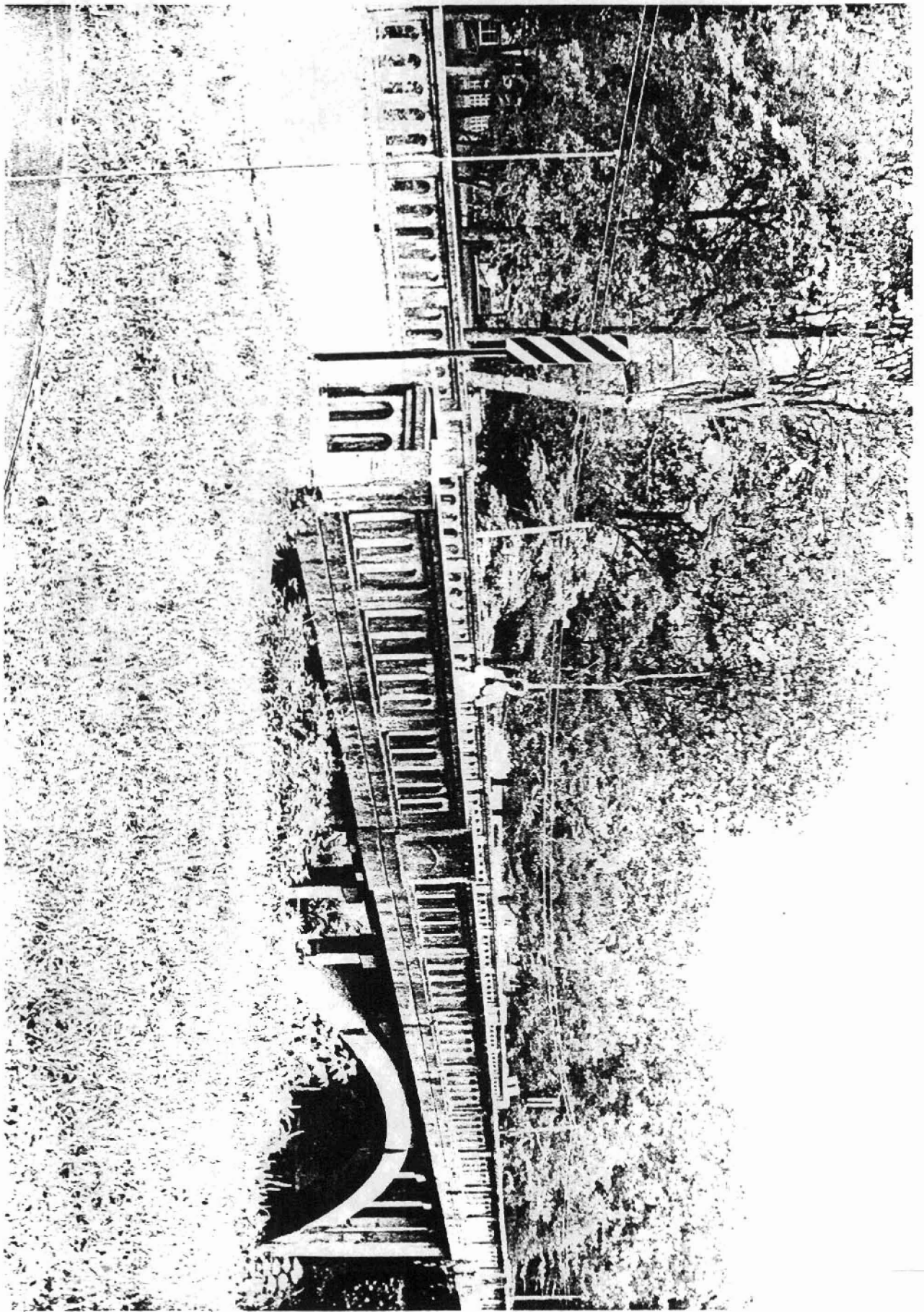
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ENDNOTES

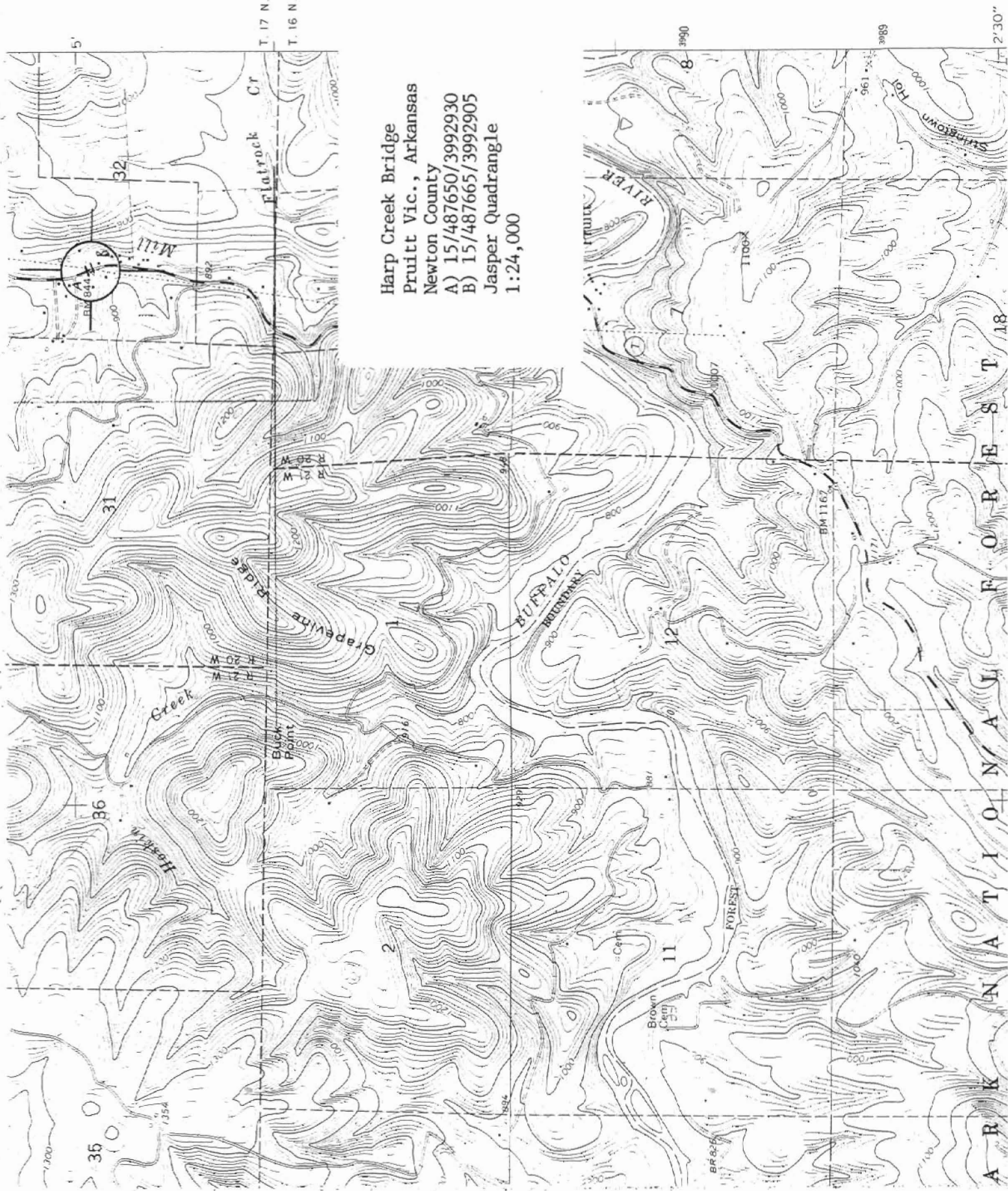
1. Notice to Bridge Contractors Job No. 904, issued by D.H. Blackwood, Chairman State Highway Commission, n.d., AHTD Microfilm Files.
2. *ibid.*
3. Murray, J.C., "State's Fine Transportation Facilities." Arkansas Centennial 1836-1936. Arkansas Democrat, 1936, p. 65.
4. W.H. Mitchell to N.B. Garver, November 30, 1927, AHTD Microfilm Files.
5. Survey Forms for Mill Creek (September 1, 1927) and Harp Creek (September 3, 1927). AHTD Microfilm Files.
6. Bridge 585. Card Index, AHTD. c.f. also "Bridge over Harp Creek" Drawing No. 512. AHTD Drawings.
7. Garver to Mitchell, December 1, 1927. AHTD Micro Film Files. Garver noted that Harp Creek and Mill Creek bridges would not be ready for December 15, 1927 letting, but that they would be completed for January 15, 1928 letting. Bridge 585 Card Index records letting on December 30, 1927.
8. Bridge 585. Card Index, AHTD. The builder's plate reads: "Harp Creek: Luten Bridge Co. Contractor Arkansas State Highway Department: 1928."
9. Garver to Luten Bridge Company, Little Rock, January 10, 1928. AHTD Microfilm Files.
10. Bridge 585. Card Index, AHTD.
11. *ibid.*







Harp Creek Bridge
Pruitt Vic., Arkansas
Newton County
A) 15/487650/3992930
B) 15/487665/3992905
Jasper Quadrangle
1:24,000



8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation
Engineering

Period of Significance

1928-1939

Significant Dates

1928

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Architect: Arkansas Highway & Transportation

Builder: Lutten Bridge Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References

See Historic Bridges of Arkansas, Multiple Property Nomination, Section H.

Previous documentation on file (NPS):

- 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 # HAER No. AR-9

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

U.S. Library of Congress

10. Geographical Data

Acreage of property Less than one acre

UTM References

A

1	5
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4	8	7	6	5	0
---	---	---	---	---	---

3	9	9	2	9	3	0
---	---	---	---	---	---	---

Zone Easting Northing

B

1	5
---	---

4	8	7	6	6	5
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3	9	9	2	9	0	5
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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description

Beginning at a point approximately 1,850 feet north of the intersection of County Road at bench mark 892 and State Highway 5, the Harp Creek Bridge boundary starts here at the south end of the south approach, continues north across Harp Creek for approximately 117 feet, and terminates at the end of the north approach.

See continuation sheet

Boundary Justification

The boundary includes the main span, approach spans, piers and abutments that are historically associated with this property.

See continuation sheet

11. Form Prepared By

name/title Text by Sean O'Reilly & Corinne Smith; edited by Michael Swanda

organization Arkansas Historic Preservation Program date February 5, 1990

street & number 225 East Markham telephone (501) 371-2763

city or town Little Rock state Arkansas zip code 72201