

United States Department of the Interior
National Park Service

NR 1/29/08

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 Marr's Creek Bridge
other names/site number Bridge #1871 / Site # RA0109

2. Location

street & number U.S. Highway 67 / South Bettis Street not for publication
city or town Pocahontas vicinity
state Arkansas code AR county Randolph code 121 zip code 72455

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.)

Cedric Matthews 11/29/07
Signature of certifying official/Title 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 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

Marr's Creek Bridge

Name of Property

Randolph County, Arkansas

County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

Category of Property (Check only one box)

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

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

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

Contributing Noncontributing

Table with 2 columns: Contributing, Noncontributing and 4 rows: buildings, sites, structures, Total. Value 1 is entered in Contributing for structures and Total.

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

"Historic Bridges of Arkansas"

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions (Enter categories from instructions)

TRANSPORTATION/road-related/bridge

Current Functions (Enter categories from instructions)

TRANSPORTATION/road-related/bridge

7. Description

Architectural Classification (Enter categories from instructions)

OTHER/Reinforced Concrete spandrel arch bridge

Materials (Enter categories from instructions)

foundation Reinforced Concrete

walls N/A

roof N/A

other Reinforced Concrete

Narrative Description

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

Marr's Creek Bridge

Name of Property

Randolph County, Arkansas

County and State

8. Statement of Significance

Qualifiable National Register Criteria

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

- Criteria A, B, C, D with checkboxes and descriptions.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

Engineering

Transportation

Period of Significance

1934

Significant Dates

1934

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

N. B. Garver/Luten Bridge Company

Criteria Considerations

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

Property is:

- Criteria A through G with checkboxes and descriptions.

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):

- Documentation checkboxes: preliminary determination, previously listed, designated landmark, recorded by survey, recorded by engineering.

Primary location of additional data:

- Location checkboxes: State Historic Preservation Office, Other State Agency, Federal Agency, Local Government, University, Other.

Name of repository:

Arkansas Transportation & Highway Dept.—Bridges Division

Marr's Creek Bridge
Name of Property

Randolph County, Arkansas
County and State

10. Geographical Data

Acreage of Property Less than one

UTM References
(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>682194</u>	<u>4014477</u>
	Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>

3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing
4	<u> </u>	<u> </u>	<u> </u>

See continuation sheet

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

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

11. Form Prepared By

name/title	<u>Van Zbinden, National Register Historian</u>
organization	<u>Arkansas Historic Preservation Program</u>
street & number	<u>1500 Tower Building, 323 Center Street</u>
city or town	<u>Little Rock</u>
state	<u>AR</u>
zip code	<u>72201</u>
date	<u>22 June 2007</u>
telephone	<u>(501) 324-9880</u>

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	<u> </u>
street & number	<u> </u>
city or town	<u> </u>
state	<u> </u>
zip code	<u> </u>
telephone	<u> </u>

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.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Summary

Marr's Creek Bridge spans Marr's Creek near its confluence with the Black River in Pocahontas, Arkansas. The Marr's Creek Bridge is 135 feet in length and carries U.S. Highways 62 and 67, as well as South Bettis Street over Marr's Creek. It was constructed as part of the Public Works Administration programs in Arkansas in 1934.

Elaboration

Marr's Creek Bridge is a reinforced concrete bridge that has an overall length of 135 feet. It spans Marr's Creek near its confluence with the Black River in Pocahontas, Arkansas. The bridge is 24 feet wide and is a reinforced concrete, open spandrel, concrete deck bridge. The bridge consists of six spans and is approximately 20 feet above the water in Marr's Creek. The main span is supported by an open concrete arch. On the east and west sides of the bridge there is a concrete handrail supported by equally spaced reinforced concrete balusters with a pointed arch design.

Luten Bridge Company's Little Rock office won the contract for the construction of the bridge and N. B. Garver served as the lead design engineer. The project for a bridge for Highway 67 over Marr's Creek began in 1933 as part of the larger project of rebuilding and shifting sections of U.S. Highway 67. Marr's Creek Bridge was U.S. Public Works Project NRM-269-E.

Integrity

The bridge was widened by the Arkansas Highway Transportation Department in 1950 to add additional width and a slight curve on the south side of the bridge. This addition consisted of adding reinforced concrete supports and additional width on the east lanes of the bridge. The original handrail was removed and replaced along the east curb with reinforced concrete of design equal to that of the original. Additionally, on the west side of the bridge, the sidewalk was removed to the outside of the bridge and a metal guardrail installed as the handrail. During the 1950 modification the original bronze plaques were removed and replaced with bronze plaques reading, "Marr's Creek/C. H. Atkinson Paving Company Contractor/Arkansas/State Highway Commission/and the/ Department of Commerce/Bureau of Public Roads/1950"

These changes do not detract from the integrity or style of the bridge as the original work remains in place with little change. The bridge is in good condition and is regularly inspected by the Arkansas Highway and Transportation Department.

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Summary

The Marr's Creek Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as a good example of a 1930s reinforced concrete, open spandrel arch bridge. The Marr's Creek Bridge is also being listed under **Criterion A** for its association with the activities of the Public Works Administration (PWA) in Randolph County during the 1930s and for its association with the growth of transportation in Randolph County. The Marr's Creek Bridge is being submitted to the National Register of Historic Places under the multiple property listings "Historic Bridges of Arkansas."

Elaboration

As the twentieth century began there was an increasing demand for roadways suitable for automobile travel. The magazine *Good Roads* appeared as early as 1892 and by 1903 the National Good Roads Association (founded 1900), the American Automobile Association (founded 1902), and the American Road Builders Association (founded 1903) all urged a larger, better maintained network of roadways.¹ Initially, those who clamored for better roads and broader networks were the wealthy primarily interested in automobile touring. At the turn of the century, auto touring was quickly becoming the pastime de rigueur.

Automobile touring promoters such as Charles Henry Davis of the National Highways Association, as well as organizations like the Southern Good Roads Association and the United States Good Roads Association all touted the drive itself as the highlight of the trip. No longer would the end point be the draw, as railroads advertised, the trip itself would be the purpose—an experience. To enhance the drive, these promoting groups also argued for increased Federal funding of roads and for a national network of highways. In Arkansas, one of the earliest groups to support automobile touring and Good Roads was the Ozark Trails Association organized by W. H. Harvey. Their first convention, held in Jonesboro in 1913, attracted over 2,000 delegates.²

¹ George B Tindall, *The Emergence of the New South, 1913-1945* (Baton Rouge: Louisiana State University Press, 1967), 255.

² *Ibid.*, 255, 256; See also Clara B. Kennan, "The Ozark Trails and Arkansas' Pathfinder Coin Harvey," *Arkansas Historical Quarterly* VII (1948), 299-316. Interestingly the Ozark Trails Association assisted with the selection of the route for U.S. Highway 66.

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Throughout the early 1900s there was an increasing argument across the United States for better roads, a more cohesive highway network, and federal funding of an interstate highway system. The federal government consistently refused, however, to fund significant highway improvement or expansion projects, leaving the funding to the states. Even the Federal Highway Acts of 1916 and 1921 failed to fund projects for more than seven percent of all roads in a state. Though they funded only small portions of interstate highway projects, the Federal Highway Acts of 1916 and 1921, along with the earlier funding provided by Southern legislators in 1912, increased the interest in moving toward building highway networks.

The popularity of the Good Roads movement across the South and an increasingly strong desire among the people of the Southern states led to increased support by Southern states' governments for better roadways. As the historian George B. Tindall notes, "Between 1906 and 1917 all the Southern states created highway commissions; between 1912 and 1924 each designated a highway system."³ The hope for economic growth from increased better and wider road networks was so great that between 1920 and 1929 funding for state administered highways in Southern states grew 156 percent. Outside of the South, funding for state administered highways grew by an equally significant 123 percent. By 1930, the miles of surfaced rural roads in the South grew to 209,880, up from 69,797 in 1921.⁴

The dramatically increasing popularity and availability of the automobile was also increasing the pressure on Southern state legislators. Marguerite S. Shaffer notes in her book, *America First: Tourism and National Identity, 1880-1940*, that in 1920 there were eight million cars registered in the United States. By 1930 that number had grown to almost twenty-three million.⁵ Southern legislators and state governments responded by starting ambitious road programs.

In the state of Arkansas, as directed by legislation passed in 1915, local and statewide road networks were administered by local road associations who had the ability to set taxes and issue bonds. There were over 500 of these local road associations by the early 1920s. Many of these associations exceeded their capitalization, beginning projects for which they did not have, or could not raise, money to complete. As a result the state legislature decided in 1927 to set a statewide gasoline tax and to assume the burden of the road associations. The newly assumed debt equaled \$70.5 million dollars, and the law also allowed for the issuance of another \$13 million dollars in future road bonds. As one historian noted, this was disastrous for the state.⁶

³ Tindall, 256.

⁴ Ibid., 257.

⁵ Marguerite S. Shaffer, *See America First: Tourism and National Identity, 1880-1940* (Washington: Smithsonian Institution Press, 2001), 161.

⁶ Arkansas Highway Commission, *Twelfth Biennial Report of the Arkansas State Highway Commission* (Little Rock: Arkansas Highway Commission, 1936), 10; hereafter referred to as Twelfth; Ben F. Johnson, III, *Arkansas in Modern America, 1930-1999* (Fayetteville: University of Arkansas Press, 2000), 8; Tindall, 258.

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U.S. Highway 67 became part of Arkansas' highway network in 1923 when the Harrelson Road Law created the state highway system. It was also one of the first of nine Arkansas highways selected to be a U.S. Highway under the plan set in place by the Joint Board of U.S. Highways in 1925. The highway quickly became the main route between St. Louis, MO, and Little Rock, AR.⁷ Automobile and truck traffic along the route increased rapidly through the late 1920s and early 1930s requiring additional construction and improvement work to the highway.⁸

The section of Highway 67 between Walnut Ridge and Pocahontas, as late as 1934, was gravel surfaced roadway. Between 1932 and 1934 the Arkansas Highway Transportation Commission finished surfacing the Pocahontas to Walnut Ridge section of Highway 67; the majority of work occurring in 1933. As a part of this larger modernization project, the Marr's Creek Bridge was part of a plan to re-route and rebuild Highway 67 into Pocahontas. Design of the bridge began in 1933 with N. B. Garver as the lead engineer (See Figure 1). Luten Bridge Company's Little Rock office won the contract to build the bridge in 1934. The contract for State Job 5132, PWA job NRM-269-E, was for \$12,653.49 dollars.⁹

The Luten Bridge Company was begun by Daniel Luten. Luten was born near Grand Rapids, MI, in 1869. He received his engineering training at the University of Michigan. Originally a professor of Civil Engineering and Survey at Michigan, Luten also taught at Purdue University. Not satisfied with academic work, Luten moved to Los Angeles and started the National Bridge Company. In its first year of operation the National Bridge Company built seventeen bridges in California, Michigan, and Indiana. Immediately successful, Luten moved the headquarters of his National Bridge Company to Indianapolis in 1902. Between 1902 and 1911 Luten received seven patents including the steel-tied arch, the ring-stiffening spandrel, and the arch-ring reinforcing method. By 1915, Luten held 39 U.S. Patents and designed over 6,000 bridges in the U.S., Mexico, and Canada.¹⁰

⁷ Ralph Wilcox, "Old US 67, Biggers to Datto, (September 2004)" RA0105, National Register of Historic Places Nomination, Copy on file Arkansas Historic Preservation Program, Little Rock.

⁸ Block, 35, 36.

⁹ Arkansas Highway Commission, *Eleventh Biennial Report of the Arkansas State Highway Commission* (Little Rock: Arkansas Highway Commission, 1934), 68, 69; hereafter referred to as *Eleventh*.

¹⁰ Jayne H. Feigle, *Andrew J. Sullivan Memorial Bridge, Spanning Cumberland River, Williamsburg vicinity, Whitley County, KY*, Historic American Engineering Record No. KY-31 (July 2000), http://memory.loc.gov/ammem/collections/habs_haer/ [Accessed 06/21/2007]

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Construction on the Marr's Creek Bridge began in 1934 (See Figures 2 and 3). The bridge is a reinforced concrete, open spandrel arch bridge (See Figure 4). During the 1932 to 1934 funding biennium, new construction funding came only from the federal government.¹¹ As with so many projects funded by the Public Works Administration, this project was designed to enhance the transportation network of the state and the nation while simultaneously providing work.

In this regard the Marr's Creek Bridge was an important part of the New Deal recovery programs in the state of Arkansas. The Arkansas Highway Commission strongly urged allocation of highway matching funds in light of "the benefits accruing to the state through the expenditure [of road matching funds] result not only in betterments to the highway system but in increased employment with its consequent returns to the various communities."¹² The National Industrial Recovery Act was the U.S. legislature's answer to unemployment and the need to enhance public works. The act served as a funding source for PWA projects and appropriated a total of \$6,748,335 dollars for highway construction in Arkansas. Of these, and other federal funds, over \$1,000,000 dollars was spent on upgrading U.S. Highway 67 during the 1933-34 road building program.¹³

Marr's Creek Bridge was completed in late 1934. It served, unaltered, until 1950 when the Arkansas Highway Transportation Department modernized the bridge to meet traffic demand and new federal highway standards. This included adding additional reinforced concrete structural supports and beams on the east side of the bridge. They also reconstructed the east lanes of the bridge and reconstructed to original specifications the pointed arch concrete baluster and handrail. In the process of working on the bridge they left intact the open spandrel arch supporting the original width of the bridge.

The Marr's Creek Bridge is one of the few Luten Bridge Company open spandrel arch bridges remaining in the state. Several Luten designed bridges in Arkansas have been nominated to the National Register of Historic Places and several others have been studied for the Historic American Engineering record. Only one of these bridges is of the open spandrel type with open balusters—that being the Harp Creek Bridge on state Highway 7—the others are of the Luten favored filled spandrel and solid handrails.¹⁴

¹¹ Eleventh, 14.

¹² Ibid., 15.

¹³ Ibid., 18, 48. See also, Holly Hope, "An Ambition to be Preferred: New Deal Recovery Efforts in Arkansas, 1933-1943" (Little Rock: Arkansas Historic Preservation Program, 2006).

¹⁴ See Burney B. McClurken, *Ouachita River Bridge, Spanning Lake Hamilton on U.S. 70, Hot Springs, Garland County, AR*, (unknown), Historic American Engineering Record No. AR-56, http://memory.loc.gov/ammem/collections/habs_haer/ [Accessed 06/21/2007]; Kathryn Steen, *Illinois River Arch Bridge, Spanning Illinois River at Benton County Road 3, Siloam Springs, Benton County, AR* (July 1988), Historic American Engineering Record No. AR-28, http://memory.loc.gov/ammem/collections/habs_haer/ [Accessed 06/21/2007]; Sean O'Reilly, *Harp Creek Bridge, Spans Harp Creek at State Highway 7, Harrison vicinity, Newton*

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Statement of Significance

The Marr's Creek Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as a good example of a 1930s reinforced concrete spandrel arch bridge. The Marr's Creek Bridge is also being listed under **Criterion A** for its association with the activities of the Public Works Administration (PWA) in Randolph County during the 1930s and for its association with the growth of transportation in Randolph County. The Marr's Creek Bridge is being submitted to the National Register of Historic Places under the multiple property listings "Historic Bridges of Arkansas."

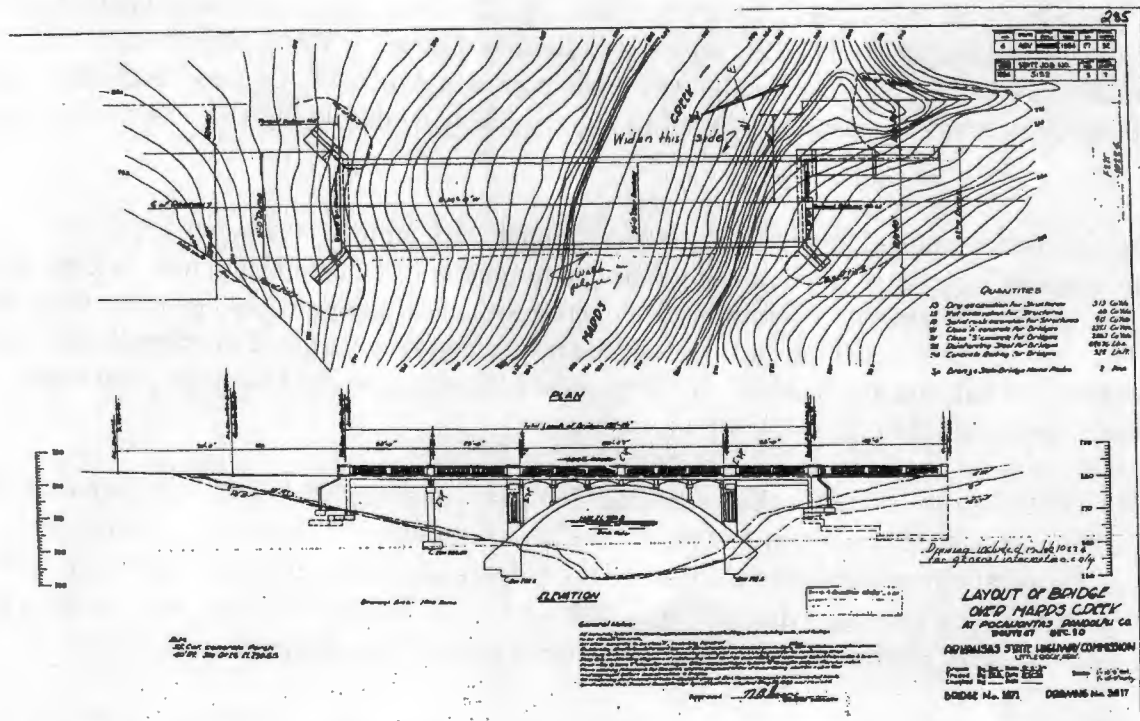


Figure 1: 1934 Blueprint of the Marr's Creek Bridge. Courtesy Arkansas Highway and Transportation Department-Bridges Division.

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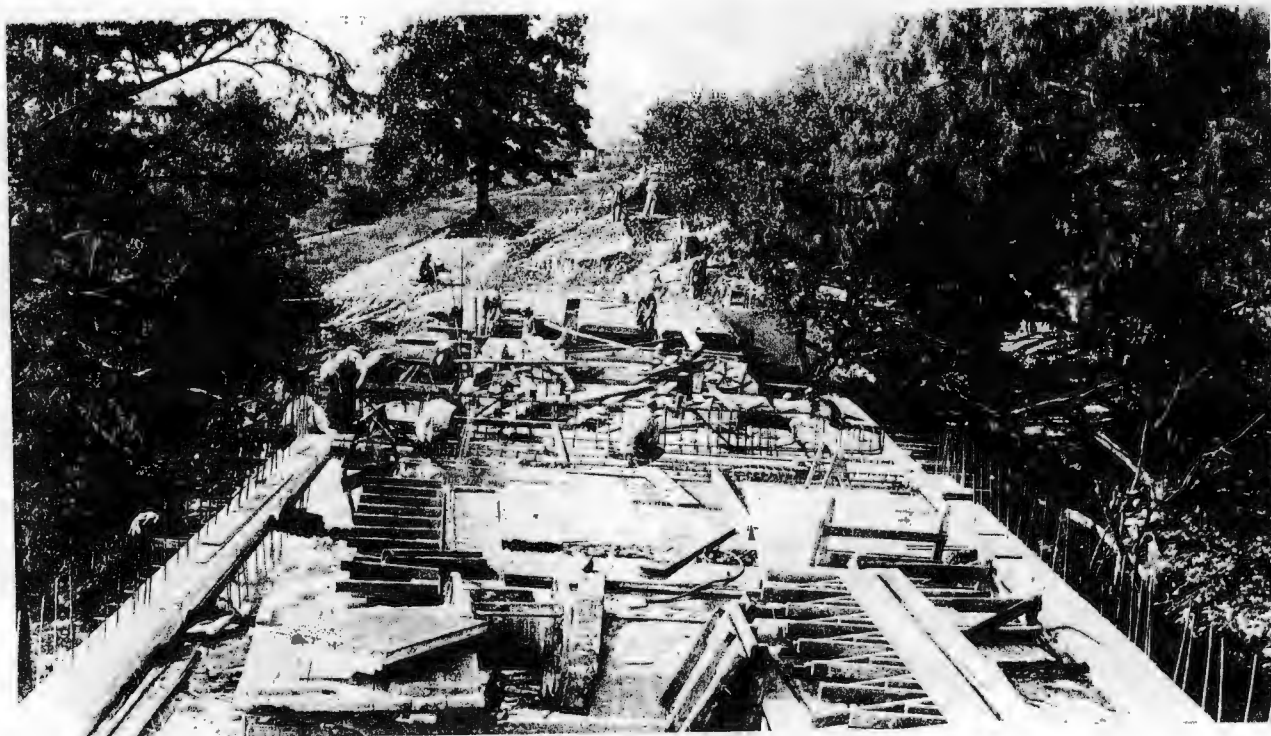


Figure 2: Construction of the Marr's Creek Bridge in Pocahontas, 1934. *Courtesy Arkansas Highway and Transportation Department-Bridges Division.*

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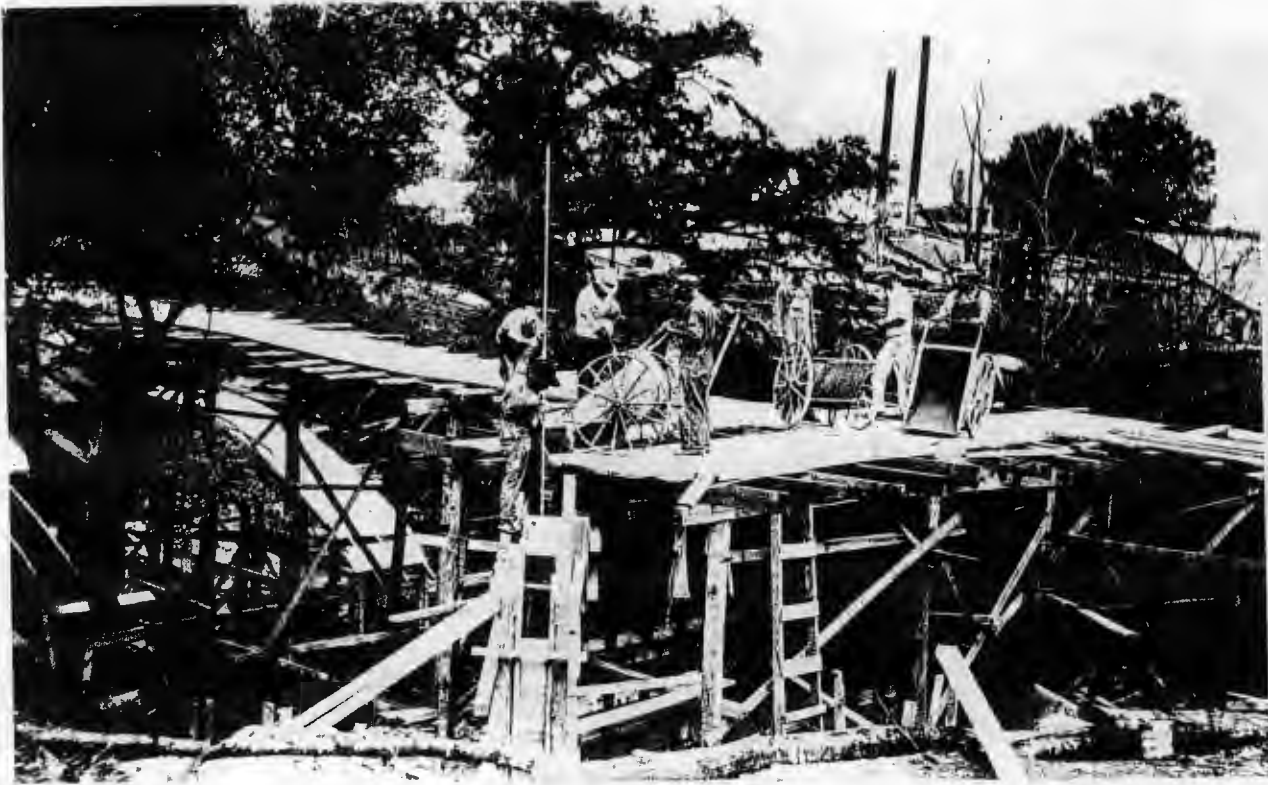


Figure 3: Workers form the abutment for the Marr's Creek Bridge in Pocahontas, 1934.
Courtesy Arkansas Highway and Transportation Department-Bridges Division.

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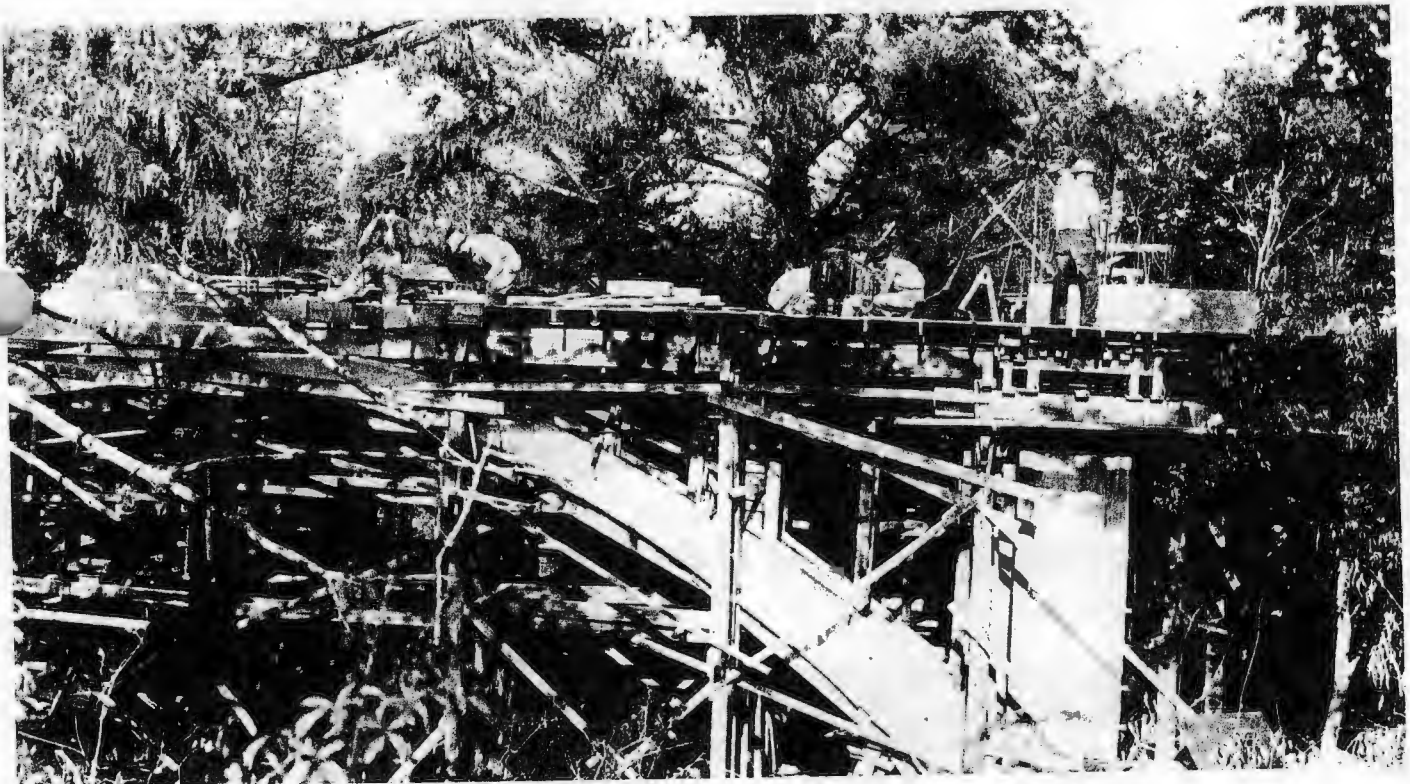


Figure 4: View of the construction of the open spandrel arch on the Marr's Creek Bridge in Pocahontas, Randolph County, AR. *Courtesy Arkansas Highway and Transportation Department-Bridges Division.*

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Section number 9 Page 1

Bibliography

Arkansas State Highway Commission. *Eleventh Biennial Report of the Arkansas State Highway Commission*. Little Rock: Arkansas State Highway Commission, 1934.

_____. *Twelfth Biennial Report of the Arkansas State Highway Commission*. Little Rock: Arkansas State Highway Commission, 1936.

Feigle, Jayne H. Andrew J. Sullivan Memorial Bridge, Spanning Cumberland River, Williamsburg vicinity, Whitley County, KY Historic American Engineering Record, No. KY-31 (July 2000)
http://memory.loc.gov/ammem/collections/habs_haer/ [Accessed 06/19/2007].

Hope, Holly. "An Ambition to be Preferred: New Deal Recovery Efforts in Arkansas, 1933-1943." Little Rock: Arkansas Historic Preservation Program, 2006.

Johnson, Ben F., III. *Arkansas in Modern America, 1930-1999*. Fayetteville: University of Arkansas Press, 2000.

Kennan, Clara B. "The Ozark Trails and Arkansas' Pathfinder Coin Harvey," *Arkansas Historical Quarterly* VII (1948): 299-316.

McClurken, Burney B. *Ouachita River Bridge, Spanning Lake Hamilton on U.S. 70, Hot Springs, Garland County, AR*, (unknown), Historic American Engineering Record No. AR-56.
http://memory.loc.gov/ammem/collections/habs_haer/ [Accessed 06/21/2007].

O'Reily, Sean. *Harp Creek Bridge, Spans Harp Creek at State Highway 7, Harrison vicinity, Newton County, AR* (July 1988) Historic American Engineering Record No. AR-9.
http://memory.loc.gov/ammem/collections/habs_haer/ [Accessed 06/21/2007].

Shaffer, Marguerite S. *See America First: Tourism and National Identity, 1880-1940*. Washington: Smithsonian Institution Press, 2001.

Steen, Kathryn. *Illinois River Arch Bridge, Spanning Illinois River at Benton County Road 3, Siloam Springs, Benton County, AR* (July 1988). Historic American Engineering Record No. AR-28,
http://memory.loc.gov/ammem/collections/habs_haer/ [Accessed 06/21/2007].

Marr's Creek Bridge

Name of Property

Randolph County, Arkansas

County and State

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Tindall, George B. *The Emergence of the New South, 1913-1945*. Baton Rouge: Louisiana State University Press, 1967.

Wilcox, Ralph. "Old US 67, Biggers to Datto, (September 2004)" RA0105. National Register of Historic Places Nomination, Copy on file Arkansas Historic Preservation Program, Little Rock.

Marr's Creek Bridge

Name of Property

Randolph County, Arkansas

County and State

United States Department of the Interior
National Park Service

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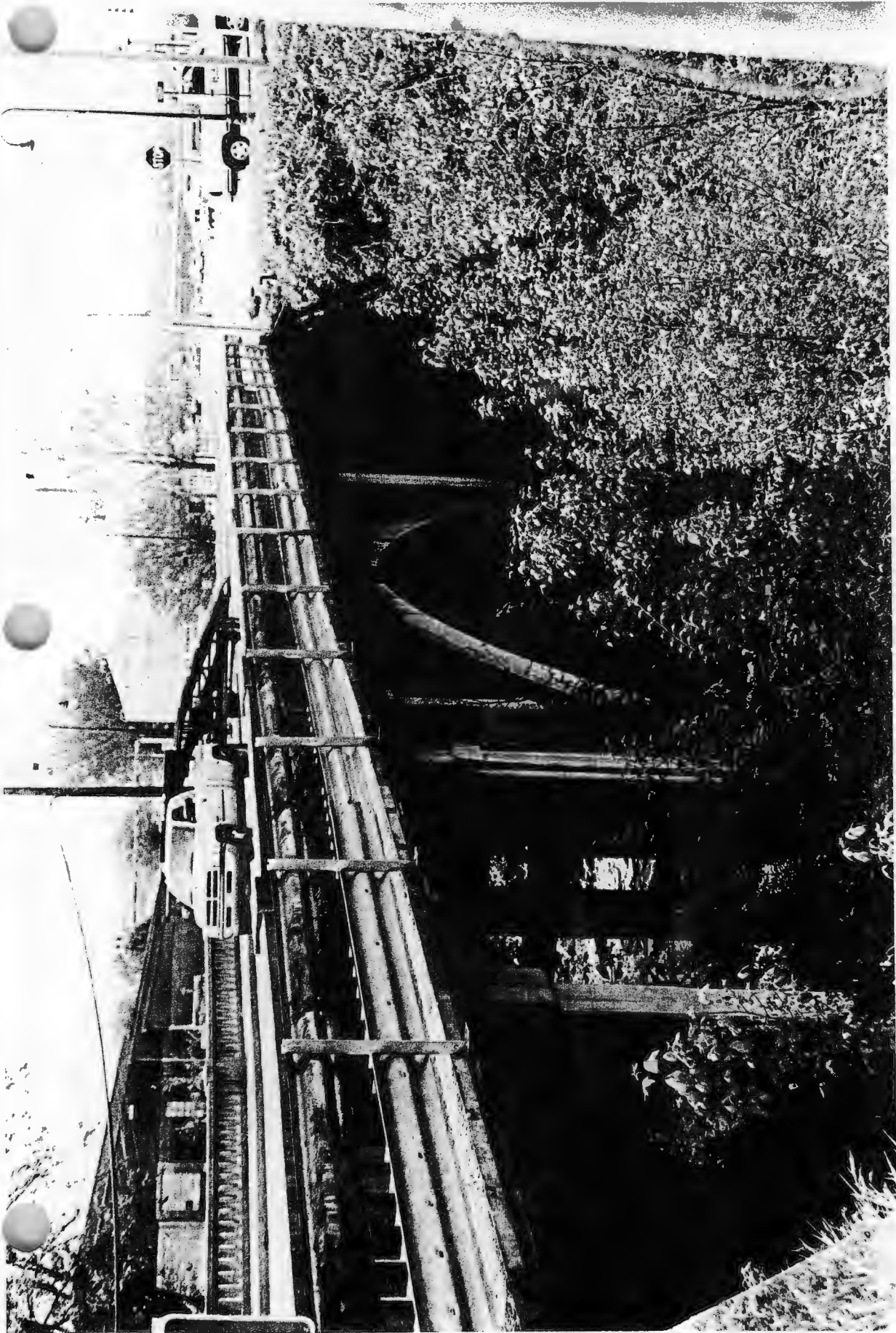
Section number 10 Page 1

Verbal Boundary of Description

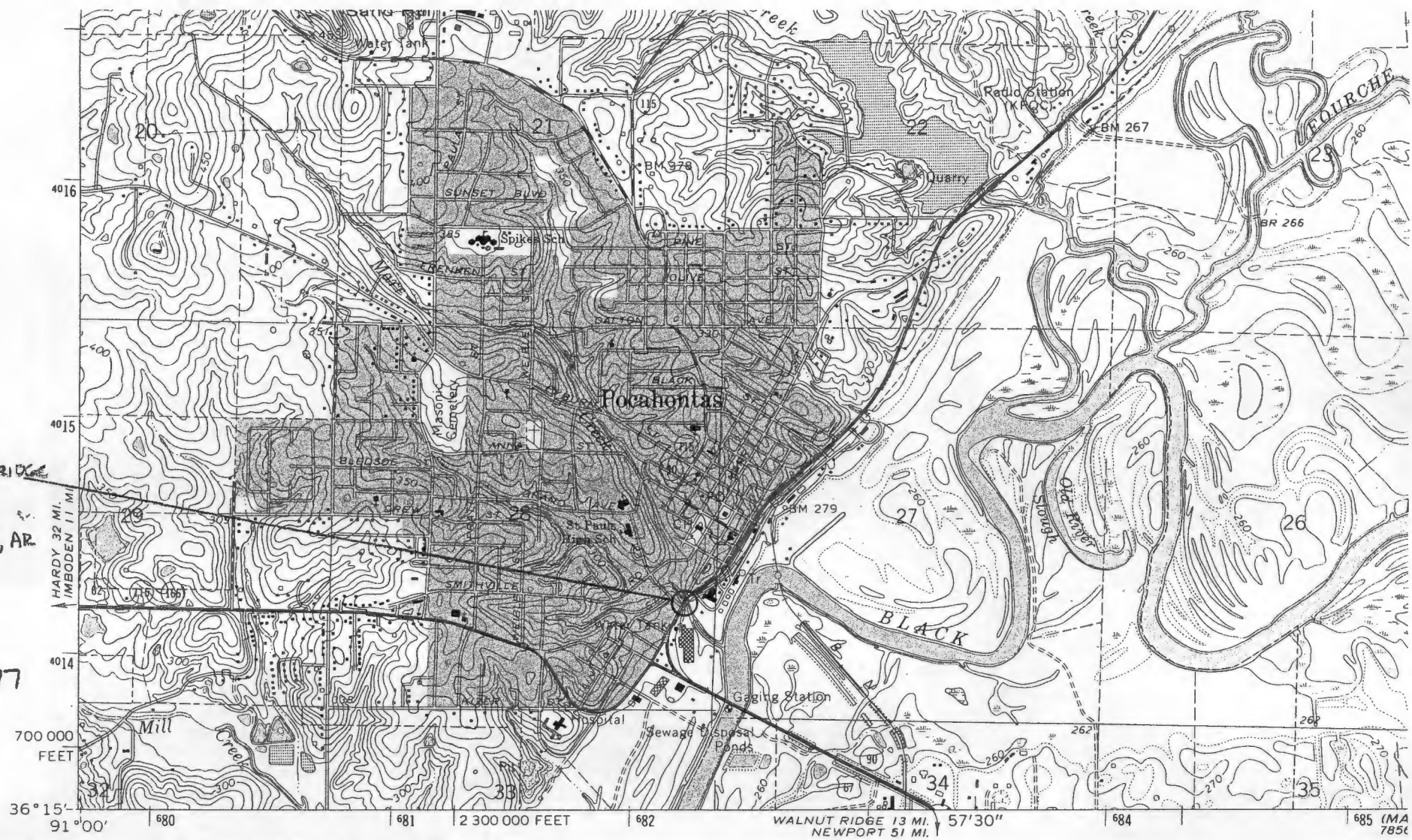
Beginning thirty (30) feet on the south side of Marr's Creek Bridge and running in a north-northeasterly direction for two hundred and thirty-five (235) feet. Extending sixty (60) feet from the centerline to the east and west sides of Marr's Creek Bridge for a total width of One hundred and twenty (120) feet.

Boundary Justification

The boundary encompasses all of the land historically associated with the Marr's Creek Bridge.

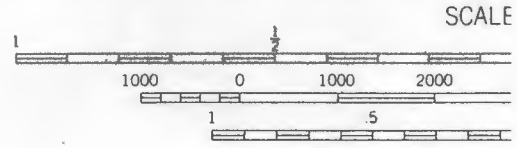
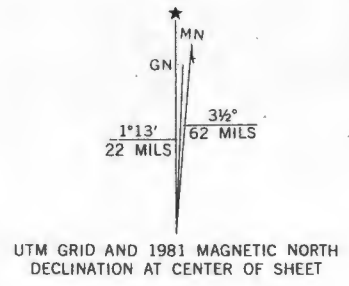


MARR'S CREEK BRIDGE
 POCAHONTAS,
 RANDOLPH CO., AR
 UTM REFERENCE:
 15/682194/
 4014477



(INLAND)
 7766 II NE

Mapped, edited, and published by the Geological Survey
 Control by USGS and USC&GS
 Topography by photogrammetric methods from aerial
 photographs taken 1965 and planetable surveys 1966
 Polyconic projection. 1927 North American datum
 10,000-foot grid based on Arkansas coordinate system, north zone
 1000-meter Universal Transverse Mercator grid ticks,
 zone 15, shown in blue
 Red tint indicates area in which only landmark buildings are shown
 To place on the predicted North American Datum 1983
 move the projection lines 4 meters south and
 11 meters east as shown by dashed corner ticks
 Revisions shown in purple compiled from aerial photographs taken
 1980. Map edited 1981. This information not field checked
 Purple tint indicates extension of urban area



CONTOUR IN
 DOTTED LINES REPRESENT
 NATIONAL GEODETIC
 THIS MAP COMPLIES WITH NAT
 FOR SALE BY U. S. GEOLOGICAL SURVEY, DENV
 AND ARKANSAS GEOLOGICAL COMM
 A FOLDER DESCRIBING TOPOGRAPHIC MA