

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Nix Creek Bridge

Other names/site number: Site #MI0429

Name of related multiple property listing:

N/A

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

2. Location

Street & number: U.S. 71 over the Nix Creek

City or town: Texarkana State: Arkansas County: Miller

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

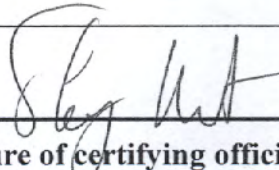
I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B ___ C ___ D

	<u>11-9-21</u>
Signature of certifying official/Title:	Date
<u>Arkansas Historic Preservation Program</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<hr/> Signature of commenting official:	<hr/> Date
<hr/> Title :	<hr/> State or Federal agency/bureau or Tribal Government

Nix Creek Bridge
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	_____	Total

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)

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER/Reinforced Concrete Deck Girder Bridge

Materials: (enter categories from instructions.)

Principal exterior materials of the property: CONCRETE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Nix Creek Bridge is a 93-foot-long, multi-span reinforced-concrete deck girder bridge that spans the Nix Creek on US-71; a local stream in the southeastern part of the city of Texarkana, Miller County, Arkansas. The bridge was built by the Ottinger Brothers Construction Company of Oklahoma City, Oklahoma, between 1939 and 1940. The bridge has a total of three spans supported by cast-concrete piers and rests on cast-concrete abutments. The guardrails on the bridge consist of evenly-spaced cast-concrete uprights connected by inset panels of shallow lancet-arch-shaped openings. The guardrails have solid concrete ends located at the northern and southern ends of the bridge, which have Art Deco stylistic influences to them.

Narrative Description

The Nix Creek Bridge is a 93-foot-long, multi-span reinforced-concrete deck girder bridge that spans the Nix Creek on US-71; a local stream in the southeastern part of the city of Texarkana, Miller County, Arkansas. The bridge's deck has an approximate width of 40 feet. Due to its urban location, the Nix Creek Bridge has sidewalks on both sides of the road.

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The bridge was built by the Ottinger Brothers Construction Company of Oklahoma City, Oklahoma, between 1939 and 1940. The Nix Creek Bridge is a three-span bridge that is 93 feet long and approximately 40 feet wide, including the street and sidewalks. The bridge's deck is constructed out of reinforced concrete. The bridge rests on cast-concrete piers and cast-concrete abutments. In addition, there are Art Deco-inspired guardrail ends at the northern and southern ends of the bridge.

The guardrails on the bridge consist of evenly-spaced cast-concrete uprights connected by inset panels of shallow lancet-arch-shaped openings. The bridge also has a metal plaque set into the northwest end of the guardrails with information about the bridge name, builder, and date of construction, reading: "NIX CREEK / OTTINGER BROTHERS / GENERAL CONTRACTOR. / ARKANSAS STATE HIGHWAY COMMISSION / AND THE / FEDERAL WORKS AGENCY / PUBLIC ROADS ADMINISTRATION / 1939 / BRIDGE NO. _____"¹

Integrity

The Nix Creek Bridge retains excellent integrity. The bridge is virtually unaltered from the time of its construction in 1939-1940. The bridge still exhibits its original construction and still possesses all of its original characteristics. The setting around the bridge still has an urban character like it would have had when the bridge was built in the late 1930s and early 1940s. The largest change to the bridge is that it has been paved with asphalt.

¹ Although there is a space on the plaque for a bridge number, it was left blank.

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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

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

- 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 old or achieving significance within the past 50 years

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Areas of Significance
(Enter categories from instructions.)
TRANSPORTATION

Period of Significance
1939-1940

Significant Dates
1939, 1940

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Ottinger Brothers

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Nix Creek Bridge, which was built between 1939 and 1940 by the Ottinger Brothers Construction Company to carry traffic on College Hill Road (now US-71) over the Nix Creek in Texarkana, is being nominated to the National Register of Historic Places under **Criterion A** with **local significance** for its associations with the efforts during the 1920s and 1930s to provide updated highway infrastructure around the state. Even today, as one of the major highway crossings over the Nix Creek, the Nix Creek Bridge is an important part of the city's transportation infrastructure.

The Nix Creek Bridge is being nominated with a period of significance beginning in 1939 to coincide with when official work on the project including the construction of the Nix Creek Bridge began, and ending in 1940 when the bridge was finished.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

HISTORY OF THE PROPERTY

Settlement of the area now known as Miller County, Arkansas, by people of non-Native heritage predates the founding of the state of Arkansas. Although the exact date of the first settler arriving is unknown, there were already some settlers in the area by the 1820s.²

Most of these early inhabitants were, in fact, the overseers and slaves of wealthy plantation owners in the eastern U.S., sent to squat on unoccupied land and raise cotton and corn to send east.³ Although many became permanent inhabitants, antebellum growth was marginal – in 1860, only 3,000 people were estimated to live in the area; and 2,000 of them had no choice in the matter, being slaves.⁴ It would not be until 1874, after the Civil War, that the county's modern borders were even delineated and the county formally established.⁵

Ironically, the founding of Miller County's largest city, Texarkana, predates the establishment of the county by a little over one year. When the realization came after the Civil War that the large tracts of virgin timber in Arkansas could be exploited via railroads, the timber industry and railroads developed hand in hand throughout the state. This railroad construction boom greatly

² *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 182.

³ *Ibid.*

⁴ *Ibid.*, p. 185.

⁵ *Ibid.*, p. 183.

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influenced settlement patterns across Arkansas.⁶ Some towns that had thrived on river trade and travel vanished, while new towns sprang to life along the railroad lines⁷ – including Texarkana.

The city of Texarkana grew out of two construction camps set up at the western end of the Cairo & Fulton Railroad and the eastern end of the Texas & Pacific Railroad (both now part of Union Pacific). The close proximity of the two camps led railroad officials to realize the site was an ideal place for a town; and on December 8th, 1873, the Texas & Pacific held a sale of building lots on the Texas side of the state line – as such, this is commonly given as the town's founding date. The Cairo & Fulton, not to be outdone, was quick to follow suit by selling off lots on the Arkansas side of the border.⁸ The first building constructed on the Arkansas side of the city was built at the junction of Pine Street and State Line Avenue.⁹ Growth was such that when the Arkansas State Legislature established modern Miller County, they chose Texarkana as the county seat.¹⁰

It would prove to be a smart choice. Although early Texarkana had a reputation for lawlessness due to law enforcement being handicapped in pursuing suspects across the state line, it did not take long for the city to shake free of such criminal influence and become a vital social and economic hub.¹¹ The Arkansas side of Texarkana was incorporated as a town in August of 1880, and commercial links quickly arrived.¹² In 1882, the Texas & St. Louis Railway swung through and opened up the area's timber, while the Kansas City Southern linked Texarkana to Kansas City and the Gulf Coast in 1897.¹³

By the turn of the twentieth century, Texarkana had firmly established itself as a key city of the U.S. southwest. The area's cotton and timber industries had led to a wide range of buildings being constructed in the city, while Texarkana's excellent transportation facilities allowed it to grow with the country.¹⁴

That transportation network began to change substantially as the rise of the automobile took the United States by storm. The arrival of another method of transport for both goods and people undoubtedly benefitted the cotton gins and sawmills of Texarkana, which needed such networks in order to get their goods to larger cities around the state, including Pine Bluff and Little Rock.

⁶ Wilcox, Ralph. "Rison Overpass, Rison, Cleveland County, Arkansas", National Register of Historic Places Registration Form. In the files of the Arkansas Historic Preservation Program, 2021.

⁷ West, Elliot. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p.55.

⁸ *Ibid.*, p. 198.

⁹ *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890., p. 186.

¹⁰ West, Elliot. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 198.

¹¹ *Ibid.*

¹² *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 187.

¹³ West, Elliot. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 199.

¹⁴ *Ibid.*

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Having adequate highway infrastructure was thus an important necessity for the city of Texarkana and the surrounding area, including improved roads and sufficient bridges to handle Texarkana's traffic.¹⁵

During the late 1920s and 1930s, due to the rise to preeminence of the automobile and the increasing use of roads throughout Arkansas, the State Highway Commission embarked on a large-scale campaign to upgrade Arkansas' roads. As a result, many miles of road were paved or rebuilt and many bridges were constructed. During this time, the Commission examined the issue of railroad grade crossings, which were becoming increasingly dangerous with the increased number of automobiles using the state's highways.¹⁶

The dangers inherent with railroad crossings was an issue that the Highway Commission had already been looking at by the early 1920s. In the *Sixth Biennial Report*, in the section on traffic rules and regulations, railroad crossings were addressed.¹⁷ The *Biennial Report* noted that:

Certain Vehicles to Stop at Railway Crossings. The operator of any motor vehicle carrying passengers for hire; the operator of any school bus; and the operator of any motor truck carrying explosive substances or explosive or inflammable liquids as a cargo or part of a cargo, when upon a State Highway, shall, before crossing at grade, the track or tracks of any steam or interurban railway, bring his vehicle, bus, or truck to a full and complete stop within not less than ten feet and not more than fifty feet from the nearest rail or the track nearest to the front of such vehicle and after such stop and while so stopped shall both look and listen in both directions along such track or tracks for approaching trains, engines, cars, or vehicles using such tracks.¹⁸

By the mid-1920s, the railroads and Highway Commission were already teaming up to build overpasses or underpasses at some crossings.¹⁹ In their *Ninth Biennial Report*, the Arkansas State Highway Commission wrote:

Careful and continued study is being given to this problem not only by the State Highway Commission but by the railroad companies as well, who have rendered cordial support and assistance in practically all instances where grade separations have

¹⁵ Wilcox, Ralph. "Rison Overpass, Rison, Cleveland County, Arkansas", National Register of Historic Places Registration Form. In the files of the Arkansas Historic Preservation Program, 2021. The same was also true for other cities and towns with large timber and cotton industries, like Rison, Arkansas.

¹⁶ *Ibid.*

¹⁷ *Ibid.*

¹⁸ *Sixth Biennial Report of the Department of State Lands, Highways and Improvements*. Conway, AR: Conway Printing Co., 1924, p. 136.

¹⁹ Wilcox, Ralph. "Rison Overpass, Rison, Cleveland County, Arkansas", National Register of Historic Places Registration Form. In the files of the Arkansas Historic Preservation Program, 2021.

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occurred. Where the elimination of a grade crossing has necessitated a structure, agreements have generally been reached with the railroad that the cost of construction be shared equally with the state.²⁰

It was because of this collaboration between railroad companies and the Arkansas State Highway Commission that the Nix Creek Bridge was constructed. Correspondence between the St. Louis Southwestern Railway and the State Highway Commission in January of 1939 indicates that the bridge grew out of the Railway's desire to extend their Texarkana track facilities northward so that they could handle traffic to and from their rail yard more efficiently – a move they had been planning to make for “some years”.²¹

The Nix Creek Bridge was not the main focus of either the Railroad or the State Highway Commission in their planned project – indeed, it was rather an afterthought. The main goal was the construction of a double-track underpass that would carry motor traffic under the newly extended railroad lines;²² and it was only because the Nix Creek had to be rerouted into a new channel to allow for this that the Bridge was even included as a part of the project.²³

For a time, it seemed likely that even that inclusion would disappear. In August 1939, J. A. Elliott, a District Engineer, sent letters to J. M. Page, Senior Highway Engineer at the Public Roads Administration office in Little Rock, requesting further investigation into the need to construct the Bridge at all.²⁴ It took the Chief Engineer of the project, W. W. Zass, writing to Page at length and explaining that the only practical alternative to a bridge made no sense from an engineering perspective – and would cost almost as much – to convince all involved the Bridge should be built.²⁵

This issue resolved, the State Highway Commission turned its attention to finding the project's contractors. Although the plans for the Nix Creek Bridge had been approved in August of 1938,²⁶ it was not until September of the next year that official notice of the project, “Texarkana Underpass and Bridges”, was published for road and bridge contractors to make bids on.²⁷

²⁰ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p. 32.

²¹ Hanley, W. S. “Letter to N. B. Garver, Principal Highway Engineer (Bridge), Arkansas State Highway Commission”, January 10, 1939. In the files of the Arkansas Department of Transportation.

²² *Ibid.*

²³ Zass, W. W. “Letter to J. M. Page, Senior Highway Engineer, Public Roads Administration”, August 22, 1939. In the files of the Arkansas Department of Transportation.

²⁴ Elliott, J. A. “Letter to J. M. Page, Senior Highway Engineer”, August 21, 1939. In the files of the Arkansas Department of Transportation.

²⁵ Zass, W. W. “Letter to J. M. Page, Senior Highway Engineer, Public Roads Administration”, August 22, 1939. In the files of the Arkansas Department of Transportation.

²⁶ Elliott, J. A. “Letter to J. M. Page, Senior Highway Engineer”, August 23, 1938. In the files of the Arkansas Department of Transportation.

²⁷ Zass, W. W. “Letter to Construction News”, September 19, 1939. In the files of the Arkansas Department of Transportation.

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The bid process unfolded quickly; and by the end of September, Ottinger Brothers Construction Company, based out of Oklahoma City, had beat out P&B Construction Company and Austin Bridge Company (of Fort Worth and Dallas, respectively) for the right to be the contractors on the project.²⁸ The two Ottinger brothers, Jack and Clyde, were the sons of Swedish immigrants and were prolific road and bridge contractors, primarily active in their home state of Oklahoma, but with some work in surrounding states, including Texas and Arkansas.²⁹

The State Highway Commission signed off on the awarding of the bid to the Ottinger Brothers on October 2nd, 1939;³⁰ and work on State Job No. 3263 began a month later, on November 6th, 1939, with a 200 working day construction period budgeted.³¹ Twenty men were employed in the building process,³² and the total estimated cost of the entire project when it began was \$90,000.³³

Many of the bridges that were constructed during the 1930s were partially funded by the Federal government, specifically through relief through the various New Deal programs.³⁴ Per the Emergency Relief Appropriation Act of 1935, Arkansas was allotted \$3,574,060 for grade separation projects³⁵ – money that was used for the underpass and the Nix Creek Bridge, among many other projects. According to records for Federal Aid Project Number 214-E (which included the Nix Creek Bridge), by March 18, 1940, the total estimated cost of State Job 3263 was \$140,650; of which \$139,062 would be covered by Federal money.³⁶

Although work on the “Texarkana Underpass and Bridges” project began on November 6th, 1939, it was not until January 5th of the following year that the first piles were driven for the Nix Creek Bridge.³⁷ However, once work had begun, it appears to have unfolded at a relatively rapid clip. By March 5, piles had been driven for all three piers of the Bridge and both its abutments.³⁸

Throughout the construction process, the task of turning the plans for the Nix Creek Bridge into reality seems to have unfolded relatively smoothly. In fact, the only problem the Bridge is recorded as having faced was a shortage of white oak timbers of proper length for the floor of the

²⁸ Zass, W. W. “Job 3263”, September 28, 1939. In the files of the Arkansas Department of Transportation.

²⁹ Garret, Sarah. *The Ottinger Construction Company*. In the files of the Arkansas Historic Preservation Program.

³⁰ Elliott, J. A. “Letter to W. W. Zass, Chief Engineer,” October 2, 1939. In the files of the Arkansas Department of Transportation.

³¹ Zass, W. W. “Letter to J. M. Page, Senior Highway Engineer”, November 7, 1939. In the files of the Arkansas Department of Transportation.

³² Goodman, Ward. “Letter to District Engineer Bureau of Public Roads”, November 6, 1939. In the files of the Arkansas Department of Transportation.

³³ “Preliminary Estimates of Cost Job No. 3263”. In the files of the Arkansas Department of Transportation.

³⁴ Wilcox, Ralph. “Rison Overpass, Rison, Cleveland County, Arkansas”, National Register of Historic Places Registration Form. In the files of the Arkansas Historic Preservation Program, 2021.

³⁵ Langmyer, Michael. “Arkansas Department of Transportation Historic Bridge National Register Eligibility Evaluation Form for the Rison Overpass.” In the files of the Arkansas Department of Transportation. July 7, 2020.

³⁶ “Combined Estimate State Job No. 3263”, March 18, 1940. In the files of the Arkansas Department of Transportation.

³⁷ Zass, W. W. “Letter to J. M. Page, Senior Highway Engineer”, January 5, 1940. In the files of the Arkansas Department of Transportation.

³⁸ Zass, W. W. “Letter to J. M. Page, Senior Highway Engineer”, March 5, 1940. In the files of the Arkansas Department of Transportation.

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Bridge – a problem that was experienced on several other projects “within the past year”, according to correspondence.³⁹ Zass’s solution was the same as what had been done with the other affected projects: two timbers of approximate half-length with a steel plate bolted over the butt joints were used instead (with the approval of the Public Roads Administration).⁴⁰

No other major problems appear to have been encountered during construction, and work was officially declared completed on the Bridge on December 11th, 1940; with the state officially accepting the work nine days later on the 20th.⁴¹ From that time of acceptance through the present day, the only recorded change to the bridge (aside from paving it with asphalt) occurred in April of 1946, when the State Highway Commission authorized the removal of a traffic dividing strip on the Bridge that was failing to work as intended, with traffic driving over the dividing strip “as if it were not there”.⁴²

Since the completion of the Nix Creek Bridge in 1940, it has remained an important and heavily traversed crossing in southern Texarkana. It also serves as a reminder of the role of the Arkansas State Highway Commission in upgrading and improving highway infrastructure during the 1930s.⁴³

For a structure that came very close to never having been built at all, the Nix Creek Bridge has had a tremendous run. As of this writing, it has carried traffic through Texarkana and its environs for close to a century and, barring an expansion of U.S. 71, seems likely to continue to do so for many years to come. Mr. Zass no doubt would be proud of his work.

SIGNIFICANCE OF THE PROPERTY

When it opened in 1940, the Nix Creek Bridge was an important part of Texarkana’s street system.⁴⁴ The Bridge provided a new and improved crossing of the Nix Creek in its relocated channel. It also replaced an existing bridge in the same location – according to the original blueprints for the Nix Creek Bridge, the new bridge was more than double the size of the first one; no doubt a reflection of the increase in automobile traffic by the 1930s and the need for better infrastructure to support it.

The Nix Creek Bridge, which employs concrete construction and a modern design, played an easily overlooked but important role in Texarkana’s infrastructure system after its completion, helping to ferry traffic over the Nix Creek and onto the overpass over the rail yard in downtown Texarkana as well as through the underpass to its south. Even today, it remains the largest and

³⁹ Zass, W. W. “Letter to J. M. Page, Senior Highway Engineer, Public Roads Administration”, June 10, 1940. In the files of the Arkansas Department of Transportation.

⁴⁰ *Ibid.*

⁴¹ “Questionnaire to Accompany Final Estimate, Job No. 3263, Federal Aid Project FAGM 214-E-(1)”. In the files of the Arkansas Department of Transportation.

⁴² Oliver, F. A. “Letter to W. W. Zass, Chief Engineer”, April 16, 1946. In the files of the Arkansas Department of Transportation.

⁴³ Wilcox, Ralph. “Rison Overpass, Rison, Cleveland County, Arkansas”, National Register of Historic Places Registration Form. In the files of the Arkansas Historic Preservation Program, 2021.

⁴⁴ *Ibid.*

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most important crossing over the Nix Creek on the Arkansas side of the city of Texarkana, as it is the only Arkansas crossing of the Nix Creek on a state highway and the only one that leads directly to Texarkana's downtown.

Due to its importance in the transportation history of Texarkana, the Nix Creek Bridge, which was built in 1940 by the Ottinger Brothers Construction Company to carry College Hill Road (now US-71) over the Nix Creek, is being nominated to the National Register of Historic Places under **Criterion A with local significance**. The Nix Creek Bridge is being nominated with a period of significance beginning in 1939, to coincide with when work on the Bridge was first allowed to begin, and ending in 1971. Since the Bridge still plays an important part in transportation in Texarkana, the period of significance ends in 1971 to reflect the guidance in *National Register Bulletin 16a*.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Co., 1930.

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“Combined Estimate State Job No. 3263,” March 18, 1940. In the files of the Arkansas Department of Transportation.

Elliott, J. A. “Letter to J. M. Page, Senior Highway Engineer”, August 23, 1938. In the files of the Arkansas Department of Transportation.

Elliott, J. A. “Letter to W. W. Zass, Chief Engineer”, October 2, 1939. In the files of the Arkansas Department of Transportation.

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Sixth Biennial Report of the Department of State Lands, Highways and Improvements.
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Zass, W. W. "Letter to Construction News", September 19, 1939. In the files of the Arkansas Department of Transportation.

Zass, W. W. "Job 3263", September 28, 1939. In the files of the Arkansas Department of Transportation.

Zass, W. W. "Letter to J. M. Page, Senior Highway Engineer", November 7, 1939. In the files of the Arkansas Department of Transportation.

Zass, W. W. "Letter to J. M. Page, Senior Highway Engineer", January 5, 1940. In the files of the Arkansas Department of Transportation.

Zass, W. W. "Letter to J. M. Page, Senior Highway Engineer", March 5, 1940. In the files of the Arkansas Department of Transportation.

Zass, W. W. "Letter to J. M. Page, Senior Highway Engineer, Public Roads Administration", June 1940. In the files of the Arkansas Department of Transportation.

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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 # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Arkansas Department of Transportation

Historic Resources Survey Number (if assigned): MI0429

10. Geographical Data

Acreage of Property Less than one acre.

Use either the UTM system or latitude/longitude coordinates.

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. Latitude: _____ Longitude: _____

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- | | |
|--------------|------------|
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 15 | Easting: 404186 | Northing: 3698645 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting: | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at a point 50 feet northwest of the northwestern end of the Nix Creek Bridge at UTM Point 15/404169/3698673, proceed southeasterly to a point 50 feet southeast of the southeastern end of the Nix Creek Bridge at UTM Point 15/404200/3698614. The boundary includes 40 feet on either side of the U.S. 71 centerline.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the Nix Creek Bridge and its immediate surroundings.

11. Form Prepared By

name/title: William Alexander Cameron Crawford, Intern (Summer 2021)
organization: Arkansas Historic Preservation Program
street & number: 1100 North Street

Nix Creek Bridge
Name of Property

Miller County, Arkansas
County and State

city or town: Little Rock state: AR zip code: 72205
e-mail: wacrawford17@gmail.com
telephone: (501) 400-2059
date: July 13, 2021

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5- or 15-minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Nix Creek Bridge

City or Vicinity: Texarkana

County: Miller

State: Arkansas

Photographer: Mason Toms

Date Photographed: June 3, 2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Nix Creek Bridge
Name of Property

Miller County, Arkansas
County and State

- 1 of 13 . Builder's plaque of Nix Creek Bridge, looking southwest.
- 2 of 13 . View of the Nix Creek Bridge, looking southeast.
- 3 of 13 . View of the northwestern wing wall, looking south.
- 4 of 13 . Detailed view of the guard rail, looking northeast.
- 5 of 13 . View of the Nix Creek Bridge, looking north.
- 6 of 13 . View of the Nix Creek Bridge, looking northeast.
- 7 of 13 . View of the southwest side of the Nix Creek Bridge, looking northeast.
- 8 of 13 . View of the underside of the Nix Creek Bridge, looking northwest.
- 9 of 13 . View of the underside of the Nix Creek Bridge, looking northwest.
- 10 of 13 . Detailed view of the underside of the Nix Creek Bridge, looking southeast.
- 11 of 13 . View of the northeast side of the Nix Creek Bridge, looking west.
- 12 of 13 . View of the Nix Creek Bridge, looking northwest.
- 13 of 13 . View of the southwest side of the Nix Creek Bridge, looking east.

Nix Creek Bridge
 Name of Property

Miller County, Arkansas
 County and State

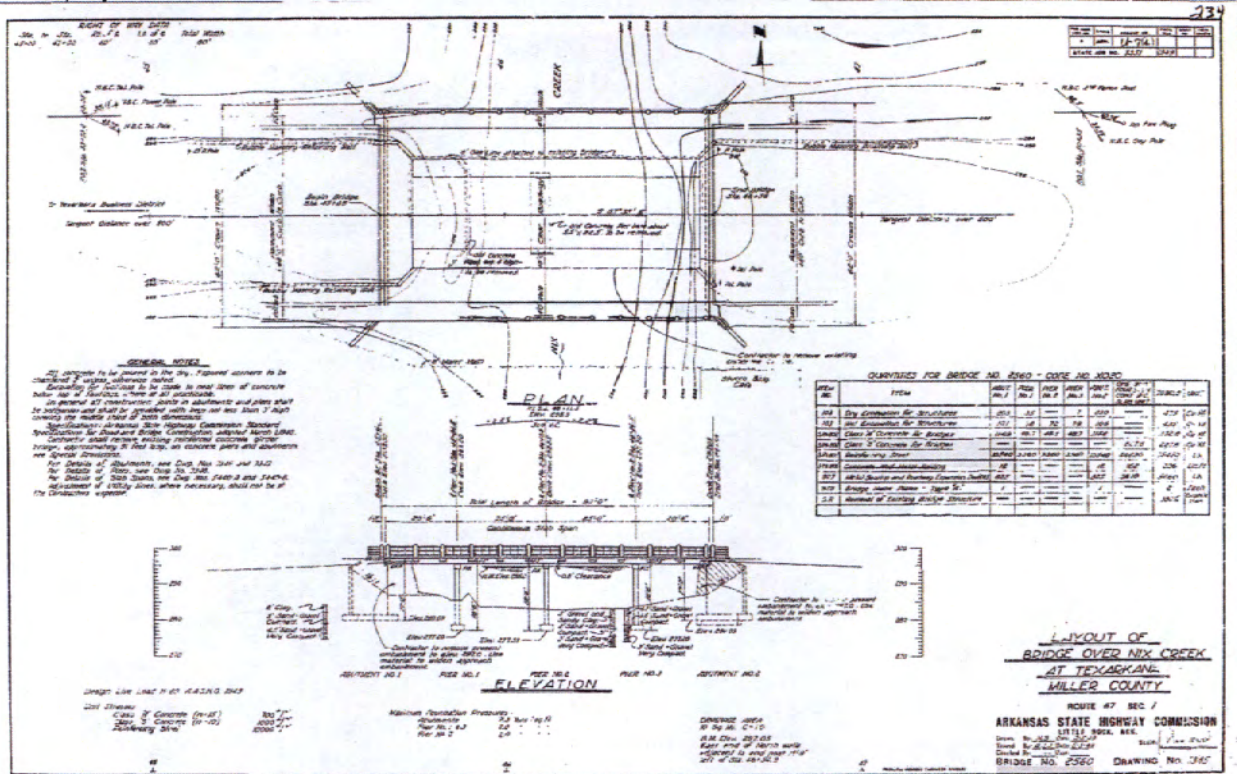


Figure 1: Sheet Number 1 of the plans for the Nix Creek Bridge. (Courtesy of the Arkansas Department of Transportation.)

Nix Creek Bridge
Name of Property

Miller County, Arkansas
County and State

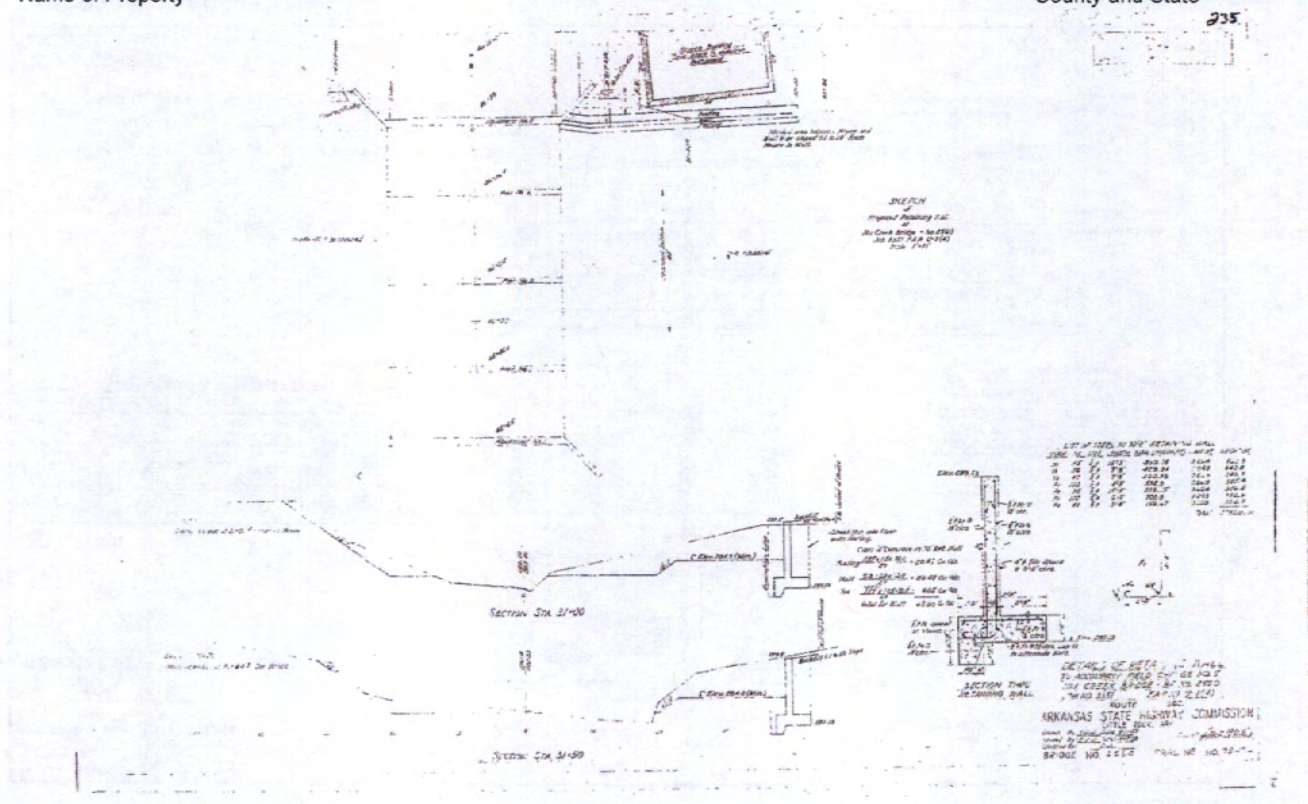


Figure 2: Sheet Number 2 of the plans for the Nix Creek Bridge. (Courtesy of the Arkansas Department of Transportation.)

Nix Creek Bridge
Name of Property

Miller County, Arkansas
County and State

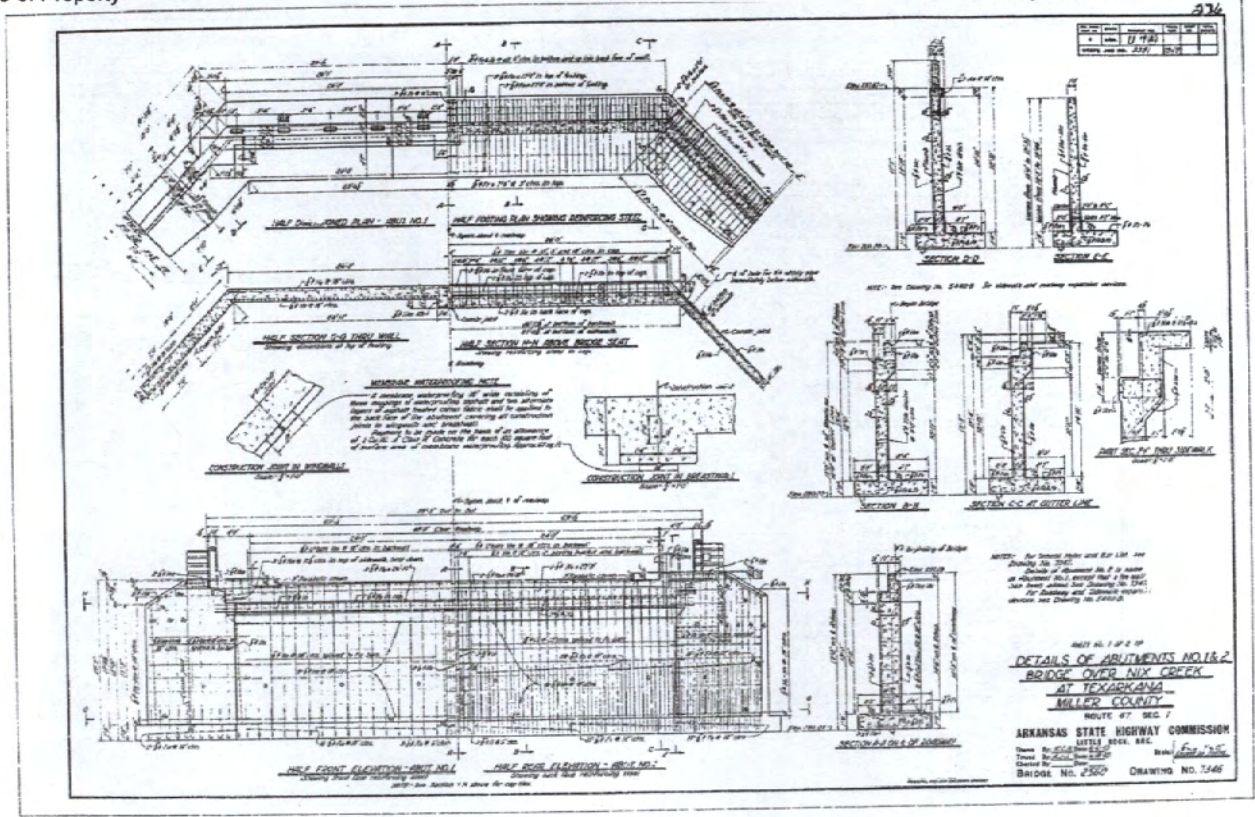


Figure 3: Sheet Number 3 of the plans for the Nix Creek Bridge. (Courtesy of the Arkansas Department of Transportation.)

Nix Creek Bridge
 Name of Property

Miller County, Arkansas
 County and State

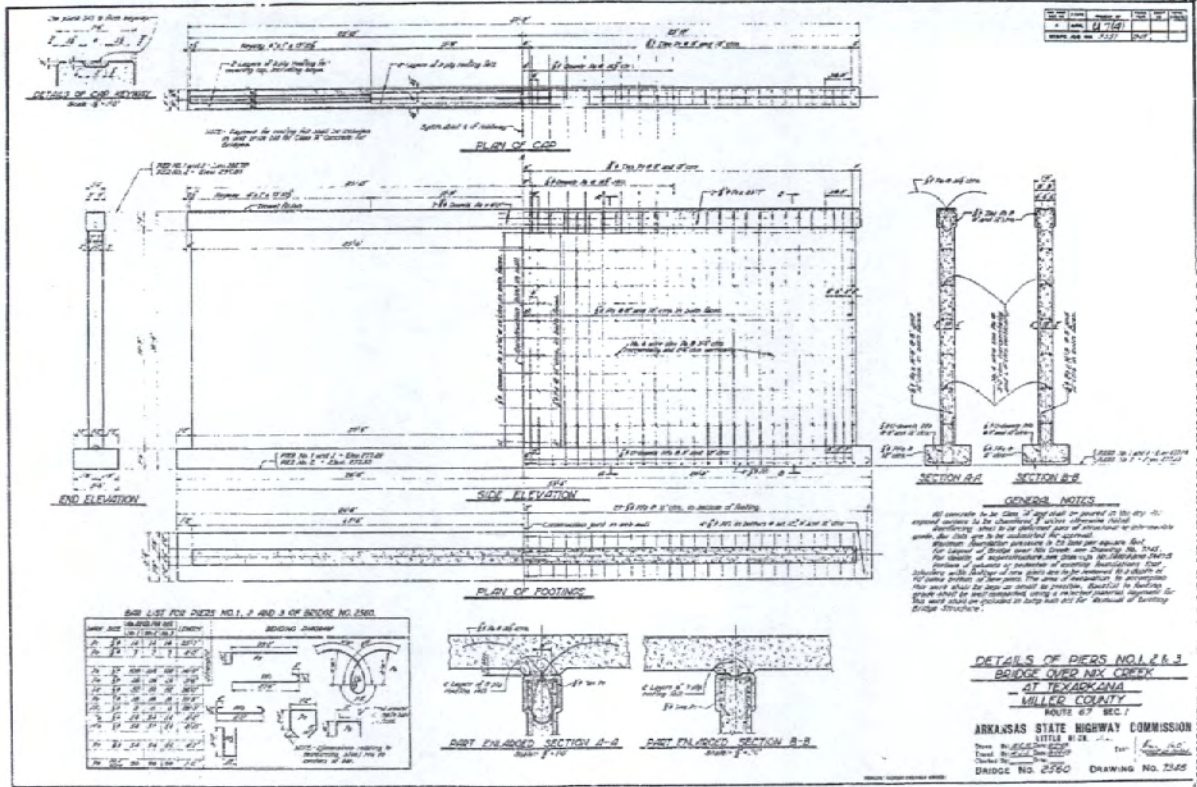


Figure 5: Sheet Number 5 of the plans for the Nix Creek Bridge. (Courtesy of the Arkansas Department of Transportation.)

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 listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



|-----659 feet-----|

Nix Creek Bridge
Texarkana, Miller County, Arkansas

UTM: 15 404186E 3698645N

↑
North



|-----1377 feet-----|

Nix Creek Bridge
Texarkana, Miller County, Arkansas

UTM: 15 404186E 3698645N

↑
North

NIX CREEK
OTTINGER BROTHERS
GENERAL CONTRACTOR
STATE HIGHWAY COMMISSION
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
1989
BRIDGE NO. []





71.2
14.37

W. H. BROWN
SUPERVISOR OF HIGHWAYS
STATE OF MISSISSIPPI
BRIDGE NO. 1437
RIVER ROAD BRIDGE
1933



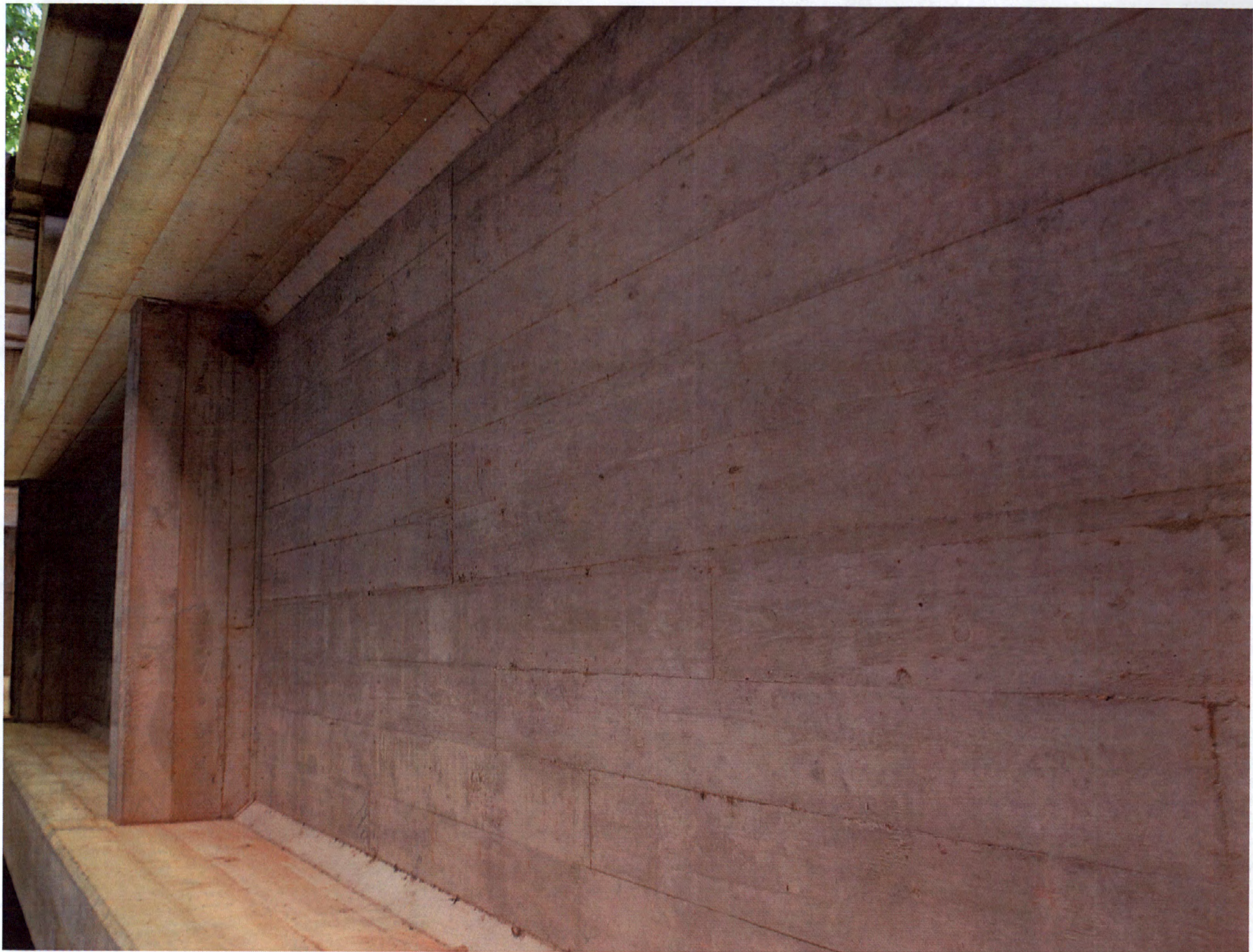






7 FT 5 IN









T 9 IN
7 FT 5 IN



AVAILABLE

14.37



