

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 Arch Bridge
Other names/site number TDOT #36-A0446-00.43; Indian Creek Bridge
Name of related multiple property listing N/A
(Remove "N/A" if property is part of a multiple property listing and add name)

2. Location

Street & Number: Arch Loop
City or town: Olive Hill State: Tennessee County: Hardin
Not For Publication: N/A Vicinity: N/A Zip: 38475

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 forth 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 at the following level(s) of significance:

national statewide local

Applicable National Register Criteria: A B C D

Signature of certifying official/Title: **Date**
Deputy State Historic Preservation Officer, Tennessee Historical Commission
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of Commenting Official: **Date**

Title: **State of Federal agency/bureau or Tribal Government**
Government

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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

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

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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: Concrete Arch Bridge

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete

Narrative Description

The Arch Bridge spans across Indian Creek on Arch Loop, just east of Olivehill, Tennessee. Arch Loop is an approximately one-half mile remnant of the historic Tennessee State Route 15/U.S. Highway 64 roadway. Construction of the bridge was completed in March 1926. The bridge is representative of one of the earliest designs used by the Tennessee State Highway Department and includes decorative elements not often found in later designs. The closed spandrel, one span bridge is one-hundred twenty-six feet long and twenty feet wide from curb to curb. State Route 15 was realigned in 1964 and the segment now known as Arch Loop became a county road. The bridge retains its historic integrity.

Setting

The Arch Bridge is situated on the west end of Arch Loop, a rural county road. Arch Loop is approximately one-half mile long and approximately twenty feet wide. The surface is original concrete, with asphalt patches. One residential building stands approximately fifteen yards from the northeast corner of the bridge and is outside of the nominated boundaries. The bridge spans Indian Creek on a southeast to northwest axis. The surrounding land is mostly agricultural or forested. The small rural community of Olivehill, Tennessee is to the west of the bridge. As of the 2010 Federal Census Olivehill had a population of 680. It is within

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Hardin County, in the southwest region of Tennessee. The bridge is located just off Tennessee State Route 15, which historically connected Memphis to Chattanooga. Olivehill is approximately 127 miles east of Memphis, Tennessee. Both ends of Arch Loop connect to the four lane Tennessee State Route 15/U.S. Highway 64 that was constructed in 1964.

Arch Bridge, 1925-1926, Contributing Structure

The Arch Bridge is a single arch, closed spandrel, reinforced concrete bridge. The bridge has decorative elements that are not often found in later bridges of similar design. Decorative elements include spindle railing; bush hammered depressed panels on each end post; a decorative line formed by the delineated extrados; and bush hammered, triangular shaped depressions, with curved lines along the arch, within the spandrels. The bridge is one-hundred twenty-six feet long and has an out to out width of twenty-three feet. Construction of the bridge began in 1925 and ended in March 1926. The bridge has been routinely inspected throughout the years to insure stability. Other than roadway resurfacing with asphalt, the bridge has not been altered since its construction. On the south side of the bridge a portion of the extrado, near the apex of the arch, has fallen away. The rails show signs of deterioration. Rebar is showing in some sections of the top rails. In the depressed panel on the north end post, at the western end of the bridge, the Tennessee Department of Transportation identifier for the bridge, 36-AD0446-00.43, is painted in fading red paint.

Integrity

The bridge has been unaltered or modified since its construction, save for newer layers of asphalt on the roadbed. Its rural setting has changed little since it was opened for public use in 1926. In 1964 State Route 15 was rerouted and developed into a four-lane highway. The new route and bridge were constructed approximately 150 yards to the south of the Arch Bridge. Much of the new road is blocked from view by foliage. However, the 1964 bridge is visible from the south side of the historic Arch Bridge. The approximately half mile portion of road that the bridge was part of was converted into a county road known as Arch Loop. The approaches to the bridge on the east and west end of the bridge have changed little since construction. Arch Loop connects to the current State Route 15 on both the east and west end. The bridge retains integrity of location, setting, feeling, association, design, material and workmanship.

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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.)

Property is:

N/A

- 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 significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

ENGINEERING

Period of Significance

1925-1926

Significant Dates

1926

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Tennessee State Highway Department

Clanton, V.W.

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Statement of Significance Summary Paragraph

The Arch Bridge is significant under Criterion A in the area Transportation, at the local level of significance. The bridge is associated with the “Good Roads Movement” of the late nineteenth and earlier twentieth centuries. The “Good Roads Movement” improvements, also referred to as “farm to market” roads, was an outgrowth of late nineteenth century populism and emphasized giving farmers wider, and easier, access to markets. The Arch Bridge, and Arch Bridge Loop, is one of the last remaining original sections of State Route 15/U.S. Highway 64, the main route between Memphis & Chattanooga in the first half of the twentieth century. The Arch Bridge is also significant under Criterion C in the area of Engineering at the local level of significance. Constructed from 1925 to 1926, the Arch Bridge carried State Route 15/U.S. Highway 64 over Indian Creek just east of Olive Hill in rural east Hardin County. The Arch Bridge exemplifies the single span, closed spandrel reinforced concrete arch bridge design. The entirety of the bridge’s design is extant including its arch form, concrete deck, concrete rails, and abutments. The Arch Bridge is the only extant example of its design in Hardin County. The Period of Significance is 1925-1926, the years of the bridge’s construction.

Narrative Statement of Significance

History of Olive Hill and Hardin County

The history of Hardin County began well before its boundaries were created by the Tennessee General Assembly in November 1819. Before being settled by white European Americans in the late eighteenth century, the area was inhabited by Native Americans from the prehistoric to the Woodland periods. The rich bottom land, dense forests, hilly terrain and waterways was attractive to settlers that began arriving in the area in the late eighteenth century.

The first whites known to have arrived in the area was in 1780, when John Donelson’s river party landed near Pittsburg Landing, near the present-day Shiloh National Military Park. In 1783 land in West Tennessee was designated by the North Carolina legislature for settlement by veterans of the Revolutionary War. The land was ideal for the Jeffersonian idea of a republic of small yeoman farms. Not only was the bottom land rich for subsistence farming, but the Tennessee River provided access to transportation and trade. By 1815 most of the veterans claiming the land grants had settled near present day Savannah. Hardin County was created by the Tennessee General Assembly in 1819, after the Jackson Purchase. By 1823 the boundaries of the county were established, after Shelby, Fayette and McNairy Counties were created by the General Assembly.¹

Settlers continued to arrive in Hardin County, settling along the many branches of the Tennessee River. The land around present-day Olive Hill was settled by 1820. Settlement in the region remained light throughout the first half of the nineteenth century. Loyalties of Hardin County citizens were divided during the Civil War. Troops movements across the county took place throughout the war. In April 1862 Union and

¹ Keith P. Schumann, “Changed by Time: The Olive Hill Community in Tennessee.” (master’s thesis, Middle Tennessee State University, 2013), 1-6. James B. Phillips, “Hardin County,” Tennessee Encyclopedia, accessed February 22, 2020, <https://tennesseencyclopedia.net/entries/hardin-county/>.

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Confederate armies engaged in one of the bloodiest battles of the Civil War near Pittsburg Landing and Shiloh Church, twenty-two miles west of Olive Hill. Despite the devastation of the battle, Hardin county remained mostly agrarian and dependent on waterways and rough-hewn roads for travel and transport of goods to markets. By 1880 the population of Savannah was nearly 1,000. By then there was a growing demand for better roads for farmers to get their goods to market quicker and safer.²

Good Roads Movement & the Federal Highway Act of 1916

In the decades before and after the Civil War emphasis was placed on railroads and riverboats for transportation, rather than roads. By the 1880s roads in Hardin County, as well as most of the other rural counties across the nation, were rough, and at times impassable. The operation of stores, schools, churches and the like were often interrupted or adversely affected by roads that were often bogged down by rain and inclement weather. As Howard Preston wrote, many rural Southerners asked, “Of what use are schools and churches in county districts if for five or six months out the year county roads are so impassable that they cannot be attended?”³ Spring and Fall rains left the roads muddy. In the winter ice made the roads slick, and though drier in the summer, roads bore deep ruts.

The “Good Roads Movement” began, oddly enough, with the actions of cyclists. The bicycles of the late 1800s had evolved from the heavy “pedal velocipede” to the much lighter “penny-farthing” with its chest high front wheel and knee-high rear wheel. The popularity of bicycles brought about demand for better roads. The League of American Wheelmen (LAW) became the leading organization calling for the improvement of roadways. Initially farmers were not involved with the movement, fearing that paved roads may lead to unpaid work for them. In 1891 LAW published *The Gospel of Good Roads: A Letter to the American Farmer*. The pamphlet emphasized the positive economic impact of good roads for the American farmer. LAW followed the pamphlet in 1892 when they began publishing a new monthly magazine, *Good Roads*. The magazine focused its attention on its rural readers, reemphasizing the economic benefits of good roads to farmers. Isaac Potter, LAW official, and magazine publisher, wrote that, “a bad road is really the most expensive thing in your agricultural outfit.”⁴ The magazine routinely pointed out the adverse effects of bad roads on the farmer’s bottom line. For instance, to get goods to market when roads were near impassable required more horsepower to pull wagons. As Margaret Guroff wrote, “pulling loaded wagons through muck or over ruts required extra horsepower, American farmers owned and fed at least two million more horses than they would need if the roads were smooth.”⁵ The results of the public relations campaign by LAW, and others, resulted in the formation of the National League of Good Roads in 1892. The following year the federal government opened the Office of Road Inquiry. Within the next two decades the demand for and construction of, good roads rapidly escalated, including calls for transcontinental highways and farm to market roads.

² Schuman, 1-6.
Phillipps

³ Howard L. Preston, *Dirt Roads to Dixie: Accessibility and Modernization in the South, 1885-1935* (Knoxville: University of Tennessee Press, 1991), 17.

⁴ Quoted in, Margaret Guroff, “American Drivers Have Bicyclists to Thank for a Smooth Ride to Work,” *Smithsonian Magazine*, September 12, 2016, <https://www.smithsonianmag.com/travel/american-drivers-thank-bicyclists-180960399/>.

⁵ Guroff

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The Good Roads Movement took root in Tennessee in the early twentieth century. Like the rest of rural America, Tennessee's roads left much to be desired. Proponents of the Good Roads Movement claimed that the poor roads and river ferries were detrimental to Tennessee's progress. In Tennessee, as well as other southern states, the fear was that young people were fleeing the rural areas in favor of the cities. Good roads, they argued, would both prevent the exodus of youth, as well as provide easier access to markets for farmers. "Farm to market" roads would eliminate the seasonally impassable roads and river ferry delays. As the message spread, "Good Road" associations sprouted across the state. In the first decade of the 1900s, not only were local associations for good roads forming across the state, but the federal government became more involved in the debate for improved roads and highways. Still, much of the work would remain focused on the state and local level.⁶

In Hardin County, like much of the rest of Tennessee, roads remained mostly unimproved despite the growing debate and demand for good roads. The corn, wheat, hay and cotton grown in and around Olive Hill were the staples of agrarian economy of the area. Grist mills were constructed along creeks and rivers to process the crops, yet the poor roads and slow river ferries made getting the crops to market difficult and overly laborious and so it remained throughout the nineteenth century. By the 1900s Olive Hill and all of Hardin County were on board with the call for improved "farm to market" roads. By 1910 cars were becoming more affordable with the introduction of Henry Ford's Model T. Still, even with the growing number of cars, the roads remained mostly unimproved. The harrowing and frustrating experiences on such bad roads resulted in growing support for the Good Roads Movement. As Leland Johnson wrote, "Experiences on Tennessee Roads sent motorists flocking into local automobile clubs and Good Roads Associations, which supported the construction of all-weather roads."⁷

In 1913 the Corinth, Shiloh, Savannah Turnpike Company constructed a private road connecting Savannah Tennessee to Corinth, Mississippi. The turnpike allowed trucks to begin to compete with river traffic in shipping goods to market. However, it was not long before the state and federal government began playing a more critical role in the construction and improvement of roads and bridges. In 1907 the United States Supreme Court ruled that the federal government had the right to play a role in highway development to oversee interstate commerce. In 1915 the Tennessee Highway Department was established by the Tennessee General Assembly in anticipation of a federal highway bill. The following year the United States Congress passed the Federal Highway Act of 1916. The act provided matching federal funds to states that had highway departments that had engineers to design road projects that met federal standards. Despite this, it was several years before Hardin County secured the funding to build a new road. In 1919 Hardin County was granted \$150,000, along \$75,000 in matching state funds to begin construction of what would become State Route 15/ U.S. Highway 64. However, Tennessee's government was bogged down and ineffective. By

⁶ Dan Pierce, "Good Roads Movement," Tennessee Encyclopedia, accessed February 12, 2020, <https://tennesseencyclopedia.net/entries/good-roads-movement/>. Tommy Sellers & Holly Barnett, *The Tennessee Department of Transportation: A Century of Achievement and Progress, 1915-2015* (Nashville: Tennessee Department of Transportation, 2015), 10-30. Susan Croce Kelley, "Good Roads Movement," Encyclopedia Britannica, accessed March 2, 2020, <https://www.britannica.com/event/Good-Roads-movement>.

⁷ Leland R. Johnson, *Memphis to Bristol: A Half Century of Highway Construction, A History of the Tennessee Road Builder's Association, 1928-1978* (Nashville: Tennessee Road Builder's Association, 1978), 29.

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the time Austin Peay was elected in 1923 fewer than 244 miles of road had been constructed. Known as the “Road Building Governor,” Peay replaced the existing highway commission, with a single commissioner, J.G. Creveling. Creveling’s task was difficult, but he, along with a governor focused on road building, was able reorganize the state’s efforts to improve the highway building program. Governor Peay died in office in 1927, yet in his short tenure as governor Peay oversaw the construction of over 4,000 miles of paved roads.⁸

Construction of State Highway 15/U.S. Highway 64 did not begin until 1924 and continued throughout the late 1920s. The road became a main artery through the southern portion of Tennessee, spanning sixteen counties and connecting Memphis to Chattanooga. By 1928 the road spanned the entirety of Hardin County, connecting Olive Hill to the Savannah Ferry Crossing, where a bridge was still under construction. Bridges along State Route 15/U.S. Highway 64 were constructed after much of the roadways had been fully constructed. The new bridge near Olive Hill was to replace an older iron truss bridge constructed in the latter years of the nineteenth century. In January 1925 the state offered V.W. Clanton the contract to construct the bridge across Indian Creek. The bridge itself was designed by engineers with the Tennessee State Highway Department. The design called for the single-span, steel reinforced concrete arch bridge to be one-hundred twenty-six feet long and a curb to curb width of just over twenty feet. The design included decorative features that were left out of future highway department designs. Construction concluded in March 1926.⁹

For Olive Hill the construction of the Highway and the concrete arch bridge was a source of pride and a symbol of progress. The new road embodied the philosophy of the Good Roads Movement by granting farmers better, quicker routes to markets & offered the citizens of Olive Hill and Hardin County expanded access to the outside world. The new highway and bridge, it was hoped, would grant Olive Hill and the surrounding area new economic opportunities.

Engineering Significance

The design of the arch bridge over Indian Creek is one of the first created and used by the Tennessee Highway Department. The closed spandrel, steel reinforced concrete arch bridge mimics the structural utilitarianism of the masonry arch bridges of earlier eras. A closed spandrel bridge, compared to an open spandrel, refers to the enclosed space between the deck and the arch. The closed spandrel arch became

⁸ Dan Pierce, “Austin Peay,” Tennessee Encyclopedia, accessed March 3, 2020, <https://tennesseeencyclopedia.net/entries/austin-peay/>.

Pierce, “Good Roads Movement.”
Sellers & Barnett, 30-45.
Schumann, 10-20.

⁹ Martha Carver, *Tennessee’s Survey Report for Historic Highway Bridges: Pre-1946 Masonry Arch, Timber Truss, Metal Truss, Concrete Arch, Metal Arch and Suspension Bridges* (Nashville: Ambrose Printing Company, 2008), 512. James B. McLaren, “The History of Olive Hill, Tennessee,” *Hardin County Historian* 6 (July-December 2010), 27-33.
Schumann, 20-27.

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popular with the introduction of reinforced concrete from the 1890s until the 1920s, though not as common as the simpler concrete slab and girder bridges.¹⁰

Until the late nineteenth century few bridges were constructed in Tennessee, even fewer were constructed by the federal government. Privately funded turnpikes were the norm up until the 1850s. Water crossings for most turnpikes were ferries, but a few bridges were constructed along more significant routes in major commercial centers like Nashville. The advent of the railroad began to replace the popularity of private turnpikes for transportation. In the latter half of the nineteenth century the construction of bridges expanded in Tennessee. Most of those were constructed by private railroad companies, the majority of those being metal truss of various forms. However, by the 1890s, the use of Portland cement concrete became increasingly popular in the United States.¹¹

While more economical in cost, the strength of concrete depends on the nature of the concrete, the design of the structure, the mixing, forming and placement of the concrete all effect the quality of the structure. When cement, a bonding agent, is mixed with filler it forms a “monolithic bulk” and a “uniform whole that stands alone.”¹² Concrete alone has tremendous compression strength but is weaker in terms of tensile strength. To compensate for the lack of tensile strength reinforcement is added in sections most prone to such weakness. The practice for reinforcing concrete structures with steel rods or forms came into practice in the 1890s but did not become officially standardized until 1911, when “the Committee on Steel, of the American Society for Testing Materials (ASTM) adopted specifications for reinforcing of steel, covering plain, deformed, and cold twisted bars.”¹³

The first reinforced-concrete arch bridge was constructed in 1889. The Alvord Lake Bridge in Golden Gate Park in San Francisco was designed by Ernest L. Ransome. The concrete arch mimicked the masonry arch bridges of previous eras. Soon, concrete arches of various forms, designs and sizes were constructed in greater numbers across the country. The arch equally distributes stress and tension, providing sound structural support. By the 1910s, single arch bridges became increasingly popular, for their durability and economy, as well as for being ideal for short crossings in rural areas. By that time, demand for vehicular bridges expanded, especially in rural counties. By then Henry Ford had introduced his mass-produced Model T, making automobiles more accessible and affordable to the public, creating greater demand for better roads and bridges.¹⁴

¹⁰ “A Context for Common Historic Bridge Types: NCHRP Project 25-25, Task 15. Carver, 236-238

¹¹ “A Context for Common Historic Bridge Types,” 3-65-3-67. Carver, 245-247.

¹² Dr. Robert M. Frame III, “Reinforced-Concrete Highway Bridges in Minnesota,” National Register of Historic Places Multiple Property Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1989), Section E.

¹³ Frame.

¹⁴ “A Context for Common Historic Bridge Types,” 3-65-3-67. Carver, 246 & 247. Frame.

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Though hundreds of reinforced-concrete arch bridges had been constructed across the country by 1910, the type was sluggish to gain popularity in Tennessee. In 1912 the Luten Company of Indianapolis, the nation's preeminent builder of arch bridges at the time, opened an office in Tennessee, first in Nashville then relocating to Knoxville. Shortly after the arrival of the Luten Company, counties across the state contracted to build arch bridges. County governments increasingly sought the construction of concrete arch bridges because they perceived them to be of lower maintenance than metal truss bridges. During the administration of Governor Austin Peay the reorganized Tennessee Highway department designed and constructed numerous bridges along the 4,000 miles of newly constructed roads, including the Arch Bridge in Olive Hill, in Hardin County. By the end of the 1920s the closed spandrel arch bridge type was falling out of favor for open spandrel structures. Open spandrel bridges used less materials and were thus more economical. They also had less bulk and more visual appeal. Still, the closed spandrel, reinforced-concrete arch bridges are significant for their evolution in concrete bridge engineering and construction.¹⁵

Of the 256 closed spandrel arch bridges constructed in Tennessee during the 1920s, only twenty-nine were identified as eligible for listing in the National Register of Historic Places in *Tennessee's Survey of Historic Highway Bridges*. One of those determined as being eligible was the Arch Bridge near Olive Hill, in Hardin County. Particularly interesting to Martha Carver, who conducted the survey and authored the report, was the decorative features of this particular bridge that was missing from subsequent arch bridge designs by the Tennessee Highway Department. "The bridge is one of the early designs by the state and contains decorative features usually omitted on later bridges," Carver writes. She goes on to describe those specific decorative elements that set the Arch Bridge apart, "The bridge has a spindle with bush hammered depressed panels on each end post. The delineated extrados of the arch form a decorative line along the arch. Above the extrados in each spandrel area is a bush-hammered depressed panel roughly triangular in shape..."¹⁶

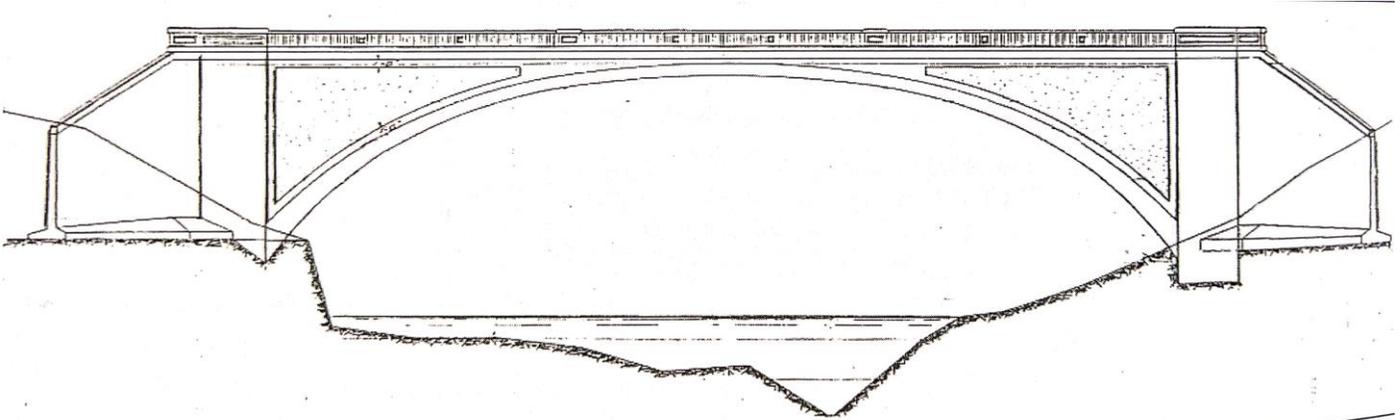


Figure 1: Drawing of Arch Bridge spanning Indian Creek. Courtesy of Tennessee Department of Transportation.

¹⁵ Ibid.

¹⁶ Carver, 512.

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Conclusion

The Arch Bridge in Olive Hill is significant for its association with the Good Roads Movement and the Federal Highway Act of 1916. The Good Roads Movement provided the impetus that led to the political debate on the need for federal involvement in road and bridge construction in the late nineteenth and early twentieth centuries, which eventually led to the passage of the Federal Highway Act of 1916. The funding provided by led to the construction of numerous highways in Tennessee, including State Route 15/U.S. Highway 64. The route became a main connecting highway from Memphis to Chattanooga. For Olive Hill and Hardin County it provided much needed road access to its small farmers to transport goods to market. The bridge and the small section of original roadway connected to it are some of the last portions of those historic highways.

The Arch Bridge in Olive Hill is also significant for its design and engineering. It is the last remaining closed-spandrel, reinforced-concrete arch bridge in Hardin County. It is also significant because it is an example of early standardized design created by the Tennessee State Highway Department. Its decorative features set it apart from other closed spandrel arch bridges designed by the Tennessee Highway Department. Succeeding designs by the state highway department eliminated such decorative elements. Of those bridges identified by Carver as eligible in her survey of Tennessee historic highway bridges, the Arch Bridge in Olive Hill is the only state designed closed spandrel arch bridge in Hardin County that met the eligibility criteria for listing in the National Register of Historic Places. Noted on old quad maps as "Arch Bridge," it is well known landmark and feature in an area that has changed little. The Arch Bridge remains accessible to the public as part of the county road system. Its picturesque setting draws photographers to capture it on film, and people of all ages seek out the waters running beneath it as a cool place to swim and float in the heat of the summer months. The Arch bridge yet remains a nostalgic icon for the people of Olive Hill.

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9. Major Bibliographic References

Bibliography

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Previous documentation on file (NPS):		Primary location of additional data:	
<input type="checkbox"/>	preliminary determination of individual listing (36 CFR 67 has been requested)	<input type="checkbox"/>	State Historic Preservation Office
<input type="checkbox"/>	previously listed in the National Register	<input checked="" type="checkbox"/>	Other State agency
<input type="checkbox"/>	previously determined eligible by the National Register	<input type="checkbox"/>	Federal agency
<input type="checkbox"/>	designated a National Historic Landmark	<input type="checkbox"/>	Local government
<input type="checkbox"/>	recorded by Historic American Buildings Survey #	<input type="checkbox"/>	University
<input type="checkbox"/>	recorded by Historic American Engineering Record #	<input type="checkbox"/>	Other
<input type="checkbox"/>	recorded by Historic American Landscape Survey #	Name of repository: Tennessee Department of Transportation	
Historic Resources Survey Number (if assigned):			

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10. Geographical Data

Acreage of Property Less than 1 **USGS Quadrangle** Olivehill 23-SE

Latitude/Longitude Coordinates

Datum if other than WGS84: N/A

- | | |
|------------------------|-----------------------|
| 1. Latitude: 35.277023 | Longitude: -88.022045 |
| 2. Latitude: 35.276948 | Longitude: -88.021960 |
| 3. Latitude: 35.277315 | Longitude: -88.021606 |
| 4. Latitude: 35.277192 | Longitude: -88.021530 |

Verbal Boundary Description

The nominated property is a rectangular-shaped parcel approximately one-hundred thirty feet long and twenty-three feet wide. The corners of the boundaries correspond to the coordinates noted above. These boundaries are depicted on the enclosed boundary map.

Boundary Justification

The boundaries are drawn to include the entirety of the Arch Bridge, its substructure, superstructure, approaches and abutments and exclude land not historically or currently legally associated with the bridge.

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Hardin County, Tennessee
County and State

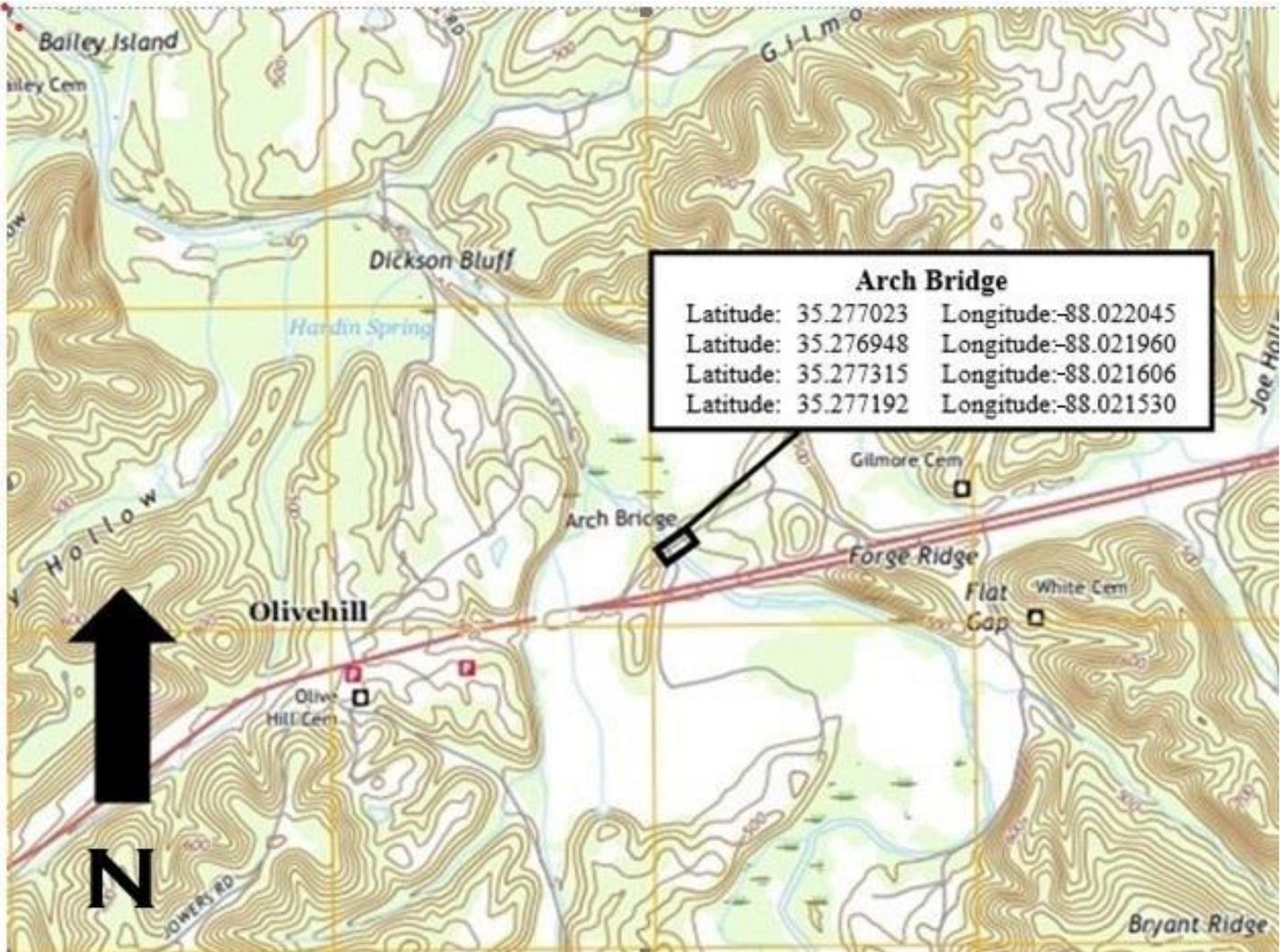


Figure 2: Olive Hill Quadrangle map, 2019. Map is 1:24,000 scale. The location of the Arch Bridge is illustrated with a rectangle.

Arch Bridge
Name of Property

Hardin County, Tennessee
County and State



Figure 3: Aerial view of Arch Bridge location, boundaries outlined in blue. (Courtesy of Google Earth, 2019).

Arch Bridge
Name of Property

Hardin County, Tennessee
County and State

11. Form Prepared By

Name Christopher Kinder
Organization Tennessee Historical Commission
Street & Number 2941 Lebanon Pike Date
City or Town Nashville Telephone 615-770-1090
E-mail Christopher.Kinder@tn.gov State TN Zip Code 37214

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 map.
- **Photographs** (refer to Tennessee Historical Commission National Register *Photo Policy* for submittal of digital images and prints)
- **Additional items:** (additional supporting documentation including historic photographs, historic maps, etc. should be included on a Continuation Sheet following the photographic log and sketch maps)

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.

Arch Bridge
Name of Property

Hardin County, Tennessee
County and State

Photo Log

Name of Property: Arch Bridge
City or Vicinity: Olive Hill
County: Hardin State: Tennessee
Photographer: David Cagle
Date Photographed: August 16, 2019

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

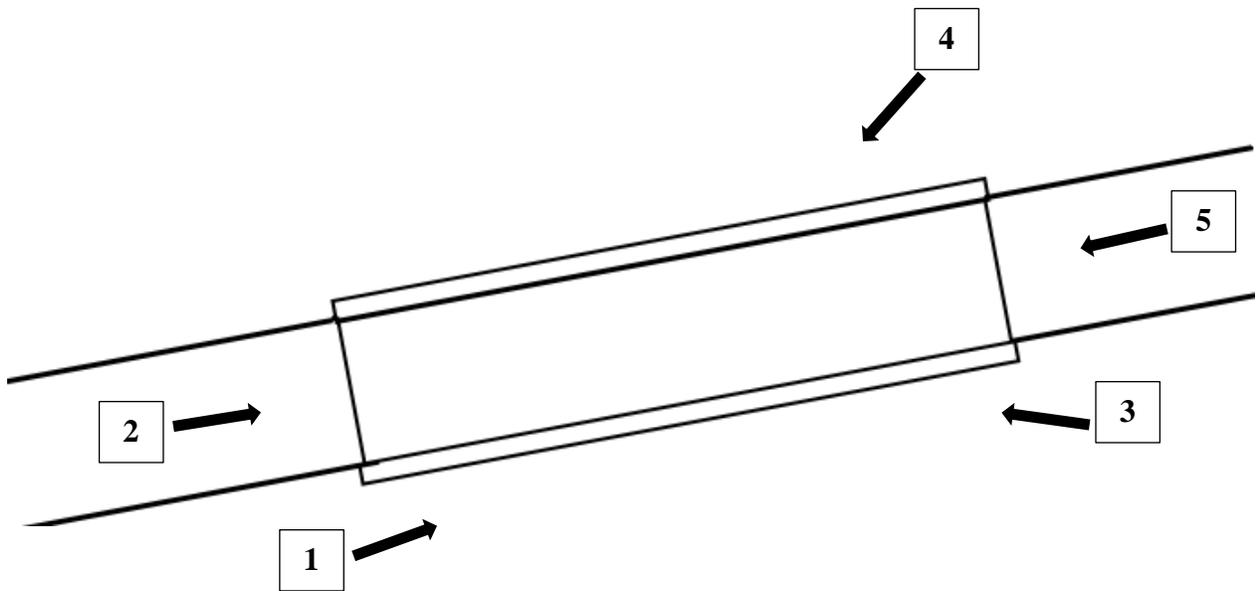
- 1 of 5. Arch Bridge, Photographer facing northeast.
- 2 of 5. Deck of the Arch Bridge. Photographer facing northeast.
- 3 of 5. Arch Bridge. Photographer facing northwest.
- 4 of 5. Arch Bridge. Photographer facing south.
- 5 of 5. Deck and Rails of the Arch Bridge. Photographer facing southwest.

Arch Bridge
Name of Property

Hardin County, Tennessee
County and State

Site Plan Photo Key

Not to scale



Property Owner:

(This information will not be submitted to the National Park Service, but will remain on file at the Tennessee Historical Commission)

Name	State of Tennessee		
Street & Number	312 Rosa L. Parks Ave	Telephone	N/A
City or Town	Nashville	State/Zip	37243

For Owner Notification, notify:

John Hull, Deputy Commissioner
Department of General Services
312 Rosa L. Parks Ave, 24th Floor
Nashville, TN 37243-0349

Ann McGauran, State Architect
Office of the State Architect
Andrew Jackson Building, 13th Floor
502 Deaderick Street
Nashville, TN 37243-0349

Clay Bright, Commissioner
Tennessee Department of Transportation
James K. Polk Building, Suite 700
500 Deaderick Street
Nashville, TN 37243-0349