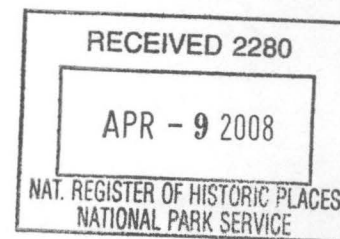


United States Department of the Interior
National Park Service

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 *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 Old Arkansas 2, Mayton Segment

other names/site number Site #MI0241

2. Location

street & number Miller County Roads 122 & 123

☐ not for publication

city or town Garland

☒ vicinity

state Arkansas code AR county Miller code 091 zip code 71839

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.)

Cecilia MacArthur
Signature of certifying official/Title

3/14/08
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

Patrick Andrews

5/16/2008

Old Arkansas 2, Mayton Segment

Name of Property

Miller County, Arkansas

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☐ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☐ building(s)
☐ district
☐ site
☒ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in count.)

Contributing

Noncontributing

_____	buildings
_____	sites
3	structures
_____	objects
3	Total

Name of related multiple property listing

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

Arkansas Highway History and Architecture, 1910-1965

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other OTHER – Bituminous Surfacing

Narrative Description

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

SUMMARY

The bypassed c.1931 alignment of Arkansas 2 in the Garland vicinity is a bituminous surfaced highway with grass shoulders. The segment consists of a series of 90-degree curves that appear to follow the boundaries of quarters of the northeast quarter of Section 1. Although the exact age of the surviving pavement is unknown, it was laid down between c.1931 and 1948 when the segment was bypassed. The highway retains its original roadway width.

ELABORATION

Highway

This bypassed section of old Arkansas 2 is approximately 0.75 miles long and begins at the Miller County Road 122 and U.S. 82 intersection and proceeds in a southerly and easterly direction before ending at the Miller County Road 123 and U.S. 82 intersection. The entire portion of the highway is flat and consists of a series of 90-degree curves that appear to follow the boundaries of quarters of the northeast quarter of Section 1.

The old alignment of Arkansas 2 has a width of approximately 10 feet and no paved shoulders. (For comparison, the current American Association of State Highway and Transportation Officials Green Book indicates that a lane width of 11 feet 9 inches is desirable.) The pavement is composed of bituminous surfacing.

Bridge & Culvert

The old alignment of Arkansas 2 contains two small stream crossings over ditches just south of the northwestern end and just north of the southeastern end of the segment. The bridge is an approximately 10-foot long concrete deck truss with concrete abutments. The culvert is an approximately 5-foot long concrete culvert, also with concrete abutments.

Integrity

Overall, the bypassed alignment of Arkansas 2 in the Garland vicinity has good integrity. The pavement on the section was laid prior to the segment's 1948 bypassing, and it retains its original dimensions. Additionally, the part of Miller County where the highway is located retains its rural setting, and the surroundings still reflect the period of significance from c.1931-1948.

The weakest area of integrity centers on the segment's curve on Miller County Road 122, where the road is gravel. However, it appears that the actual road is located under the hay bales stored at the location.

Although the bituminous surfacing has cracked throughout the segment, it is still possible to recognize the original materials, which are in excellent condition, and the pavement retains its original dimensions. As a result, it is still easy to recognize the segment's historic construction.

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:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B.** removed from its original location.
- ☐ **C.** birthplace or grave of a historical figure of outstanding importance.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

Transportation

Engineering

Period of Significance

c.1931-1948

Significant Dates

c.1931-1948

Significant Person (Complete if Criterion B is marked)**Cultural Affiliation** (Complete if Criterion D is marked)**Architect/Builder****Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ Previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering
Record # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☐ Other

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

Old Arkansas 2, Mayton Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its association with the development of Arkansas highway culture. Old Arkansas 2, Mayton Segment, is the longest and most intact portion of the c.1931 alignment of Arkansas 2 (now U.S. 82) in the Garland vicinity of Miller County. The highway section was the main automobile route in that part of Miller County from the time of its construction in c.1931 until the current U.S. 82 was built adjacent to it in 1948. Old Arkansas 2, Mayton Segment, is being submitted to the National Register of Historic Places under the multiple property listing "Arkansas Highway and Transportation Era Architecture, 1910-1965" in conjunction with the historic context "Arkansas Highway History and Architecture, 1910-1965."

ELABORATION

Miller County was first organized on April 1, 1820, and included a large portion of the southwest corner of the Arkansas Territory and a portion of Texas. The county was named after Territorial Governor James Miller. However, during the 1820s and early 1830s, as more counties were formed in the southwest part of the state, Miller County became part of Lafayette County, which was organized on October 15, 1827. By the 1870s when the railroad arrived in the area, an act was approved to establish the "County of Miller" on December 22, 1874. The act stated "that all that portion of territory now lying and being in the county of Lafayette, situate and lying south and west of the main channel of Red River, be, and is hereby formed into a separate and distinct country to be known and designated as the county of Miller."¹

The development of the Southwest Trail through Arkansas opened up settlement in the areas along its route. Pioneers came into the state from the northeast bringing their cattle, wagon trains, and, occasionally, slaves with them. All along the route, the settlers selected tracts of bottomland, and made clearings in the wilderness. The importance of the Southwest Trail was also recognized by Andrew Jackson who signed an appropriations bill in 1831, which earmarked \$15,000 for the improvement of the Trail, and also designated it a "National Road."² It was at this point in time that what would become the route of U.S. 67 was extended into the Miller County area. The importance of this military road was proven during the War with Mexico in the 1840s.³

Besides the Southwest Trail, early roads in Miller County were nonexistent. In 1839, no roads were shown west of the Red River south of Fulton and by 1854 only one road had appeared, which went southwest from

¹ *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Company, 1890, pp. 182-183.

² Hanley, Ray. *A Journey Through Arkansas: Historic U.S. Highway 67*. Charleston, SC: Arcadia Publishing, 1999, p. 7.

³ West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 203.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Spring Hill in Hempstead County and crossed the Red River northwest of Lewisville.⁴ It was not until the early twentieth century until any extensive road system would be developed in Miller County.

By the time that the State Highway Commission began printing Arkansas road maps in the 1910s, there were several roads criss-crossing Miller County, including one that traveled north and south roughly parallel to the course of the Red River. However, it is hard to tell if it includes what would become the Mayton Segment of Arkansas 2.⁵

However, by December 1924, the Mayton segment of the highway was in place as an unpaved road and had been designated Highway B-2. Highways with a "B" designation were Secondary Federal Aid Roads while highways marked with "C" designations were connecting state roads and highways with "A" designations were Primary Federal Aid Roads.⁶ The highway retained the B-2 designation for only a short period – it was redesignated Arkansas 2 by 1926.⁷

Unfortunately, the biennial reports of the State Highway Commission for the late 1920s and early 1930s do not give any information on the paving of the Mayton segment. However, it is possible to determine from the state highway maps of the period when the paving took place. Between 1930 and 1931, much of Arkansas 2 between Texarkana and the Red River had been paved, except for the far eastern portion, which likely included the Mayton segment of the highway. Highway 2 east of the Red River to Lewisville remained unpaved. However, by 1932 all of Arkansas 2 between Texarkana and Lewisville had been paved. The paving of the highway also brought with it a new designation. By 1933, the highway was redesignated U.S. 82.⁸

This particular section of highway, which consists of a series of sharp sweeping turns that appear to follow the boundaries of quarters of the northeast quarter of Section 1, would have been a very dangerous section of highway, especially given its narrow width of approximately 10 feet. As a result, by the 1940s, it was decided to straighten out the section. A new route for the highway, built roughly through the middle of this alignment, was constructed in 1948, and remains in use today.⁹

⁴ Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839 and *Colton's railroad & township map of Arkansas*. Map. New York, D. F. Shall, 1854.

⁵ Arkansas State Highway Commission. *Road Map of Arkansas*. 1916.

⁶ *Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Progress of Improvements*. Little Rock: Arkansas State Highway Department, 1924.

⁷ *Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Progress of Improvements*. Little Rock: Arkansas State Highway Department, 1926.

⁸ *Official Highway Service Map Issued by the Arkansas State Highway Commission*. Little Rock: Arkansas State Highway Commission, March 1930, June 1, 1931, January 1, 1932, and 1933.

⁹ Scoggin, Bob. E-mail to the author. 27 September 2007.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Today, the route of Arkansas 2, now designated U.S. 82, is the main highways between Texarkana and Lake Village in southern Arkansas (and ultimately connects Alamogordo, New Mexico, with Brunswick, Georgia), and has been for many years. Due to the amount of traffic that uses the highway, much of the road has been upgraded to current highway standards. Early sections of the highway are rare, especially ones that are still drivable. As a result, the c.1931 alignment of Arkansas 2 in the Garland vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Miller County.

STATEMENT OF SIGNIFICANCE

Old Arkansas 2, Mayton Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its association with the development of Arkansas highway culture. Old Arkansas 2, Mayton Segment, is the longest and most intact portion of the c.1931 alignment of Arkansas 2 (now U.S. 82) in the Garland vicinity of Miller County. The highway section was the main automobile route in that part of Miller County from the time of its construction in c.1931 until the current U.S. 82 was built adjacent to it in 1948. Old Arkansas 2, Mayton Segment, is being submitted to the National Register of Historic Places under the multiple property listing "Arkansas Highway and Transportation Era Architecture, 1910-1965" in conjunction with the historic context "Arkansas Highway History and Architecture, 1910-1965."

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

Arkansas State Highway Commission. *Road Map of Arkansas*. 1916.

Biographical and Historical Memoirs of Southern Arkansas. Chicago: The Goodspeed Publishing Company, 1890.

Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839.

Colton's railroad & township map of Arkansas. Map. New York, D. F. Shall, 1854.

Hanley, Ray. *A Journey Through Arkansas: Historic U.S. Highway 67*. Charleston, SC: Arcadia Publishing, 1999.

Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Progress of Improvements. Little Rock: Arkansas State Highway Department, 1924.

Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Progress of Improvements. Little Rock: Arkansas State Highway Department, 1926.

Official Highway Service Map Issued by the Arkansas State Highway Commission. Little Rock: Arkansas State Highway Commission, March 1930, June 1, 1931, January 1, 1932, and 1933.

Scoggin, Bob. E-mail to the author. 27 September 2007.

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

Old Arkansas 2, Mayton Segment

Name of Property

Miller County, Arkansas

County and State

10. Geographical Data

Acreage of Property

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>430765</u>	<u>3695651</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>430831</u>	<u>3695240</u>

3	<u>15</u>	<u>431491</u>	<u>3695123</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>431552</u>	<u>3694813</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>Ralph S. Wilcox, National Register & Survey Coordinator</u>		
organization	<u>Arkansas Historic Preservation Program</u>	date	<u>December 10, 2007</u>
street & number	<u>1500 Tower Building, 323 Center Street</u>	telephone	<u>(501) 324-9787</u>
city or town	<u>Little Rock</u>	state	<u>AR</u>
		zip code	<u>72201</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>	telephone	<u></u>
city or town	<u></u>	state	<u></u>
		zip code	<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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

Beginning at the Miller County Road 122 and U.S. 82 intersection, the alignment proceeds south and east along Miller County Road 122 to its intersection with U.S. 82, thence proceeds along Miller County Road 123 south and east from U.S. 82 to the Miller County Road 123 and U.S. 82 intersection. The width of the boundary includes 10 feet on either side of the c.1931 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the c.1931 alignment of Arkansas Highway 2 in the Garland vicinity of Miller County.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property _____

County and State _____

Section number _____ Page _____

Name of multiple property listing (if applicable) _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 08000440

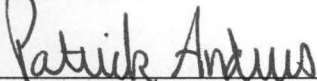
Date Listed: 5/16/08

Property Name: Old Arkansas 2 – Mayton Segment (Arkansas Highway History and
Architecture MPS)

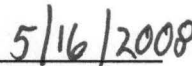
County: Miller

State: AR

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper



Date of Action

=====

Amended Items in Nomination:

Section 8: Area(s) of Significance

Engineering is cited as an area of significance, but the narrative does not address any aspect of engineering for this resource. The nomination is hereby amended to delete Engineering as an area of significance.

Section 10: Acreage

According to the Arkansas SHPO, the acreage of the nominated linear resource is approximately 1.8 acres. The nomination is hereby amended to reflect an acreage of 1.8 acres.

The Arkansas State Historic Preservation Office was notified of this amendment.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Old Arkansas 2--Mayton Segment
NAME:

MULTIPLE Arkansas Highway History and Architecture MPS
NAME:

STATE & COUNTY: ARKANSAS, Miller

DATE RECEIVED: 4/09/08 DATE OF PENDING LIST: 4/28/08
DATE OF 16TH DAY: 5/13/08 DATE OF 45TH DAY: 5/23/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08000440

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT ☐ DATE

STATE & COUNTY: ARKANSAS, Miller
ABSTRACT/SUMMARY COMMENTS:

Significant Roadbed Segment Reflective of early state efforts to create/improve transportation networks statewide. This highway was instrumental in opening S.W. Arkansas to commerce & development. Meets Criterion A in the Area of Transportation at the local level. Meets property type requirements of multiple property submission "Arkansas Highway History & Architecture MPS"

RECOM./CRITERIA Accept Crit A

REVIEWER J. Crabbert

DISCIPLINE Historian

TELEPHONE

DATE 5/15/08

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

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



OLD ARKANSAS 2, MAYTON SEGMENT

MILLER COUNTY, AR

RALPH S. WILCOX

AUGUST 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTH FROM PHOTO LOCATION #1



OLD ARKANSAS 2, MAYTON SEGMENT

MILLER COUNTY, AR

RALPH S. WILCOX

AUGUST 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW OF THE BRIDGE AT LOCATION #1



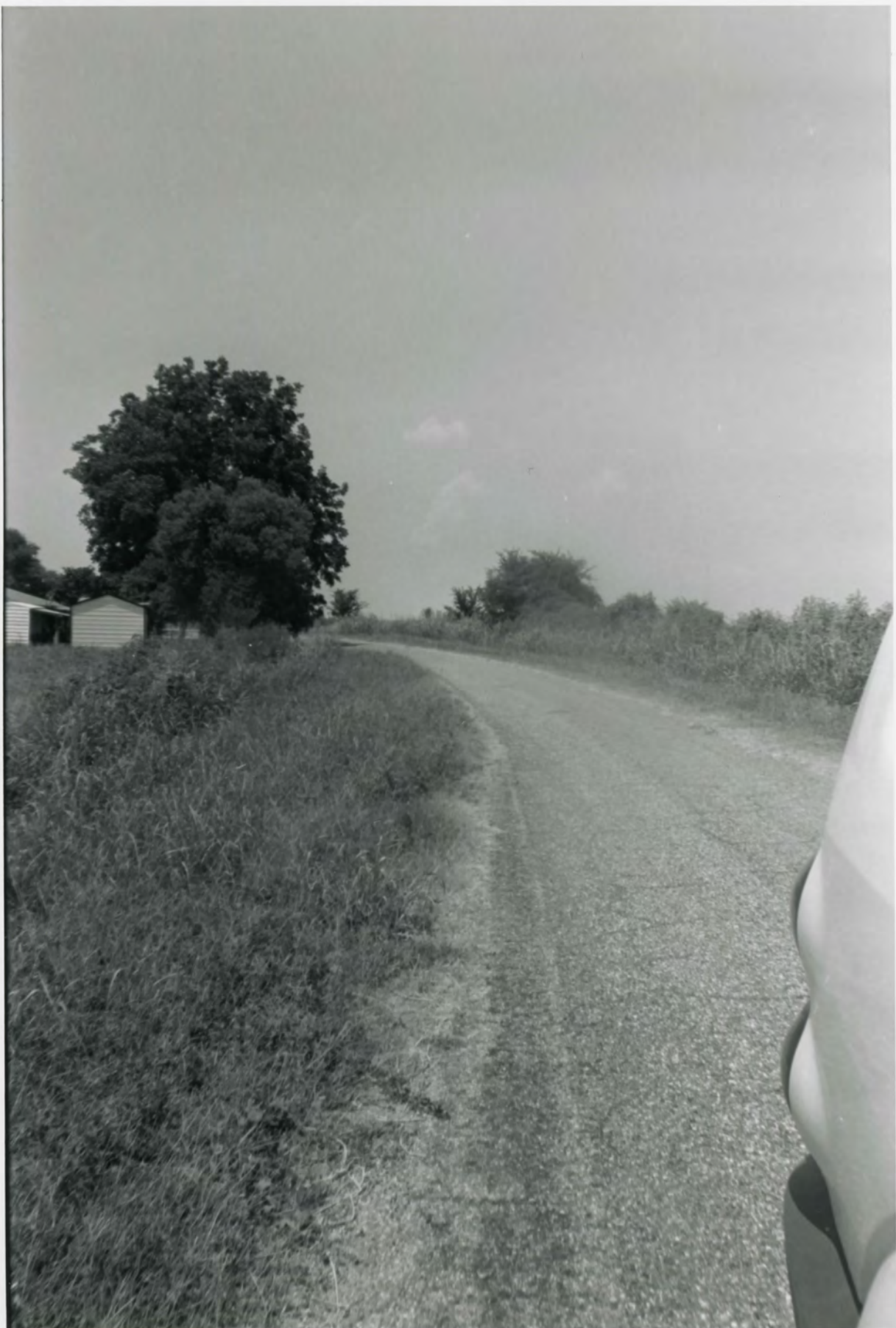
OLD ARKANSAS Z, MAYTON SEGMENT

MILLER COUNTY, AR

RALPH S. WILCOX

AUGUST 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW SOUTHEAST FROM PHOTO LOCATION #2



OLD ARKANSAS 2, MAYTON SEGMENT
MILLER COUNTY, AR
RALPH S. WILCOX

AUGUST 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW NORTHWEST FROM LOCATION #2



OLD ARKANSAS Z, MAYTON SEGMENT
MILLER COUNTY, AR

RALPH S. WILCOX

AUGUST 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW NORTH FROM LOCATION #3



OLD ARKANSAS 2, MAYTON SEGMENT

MILLER COUNTY, AR

RALPH S. WILCOX

AUGUST 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW EAST FROM LOCATION #4



OLD ARKANSAS 2, MAYTON SEGMENT

MILLER COUNTY, AR

RALPH S. WILCOX

AUGUST 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW SOUTHEAST FROM LOCATION #5



OLD ARKANSAS Z, MAYTON SEGMENT

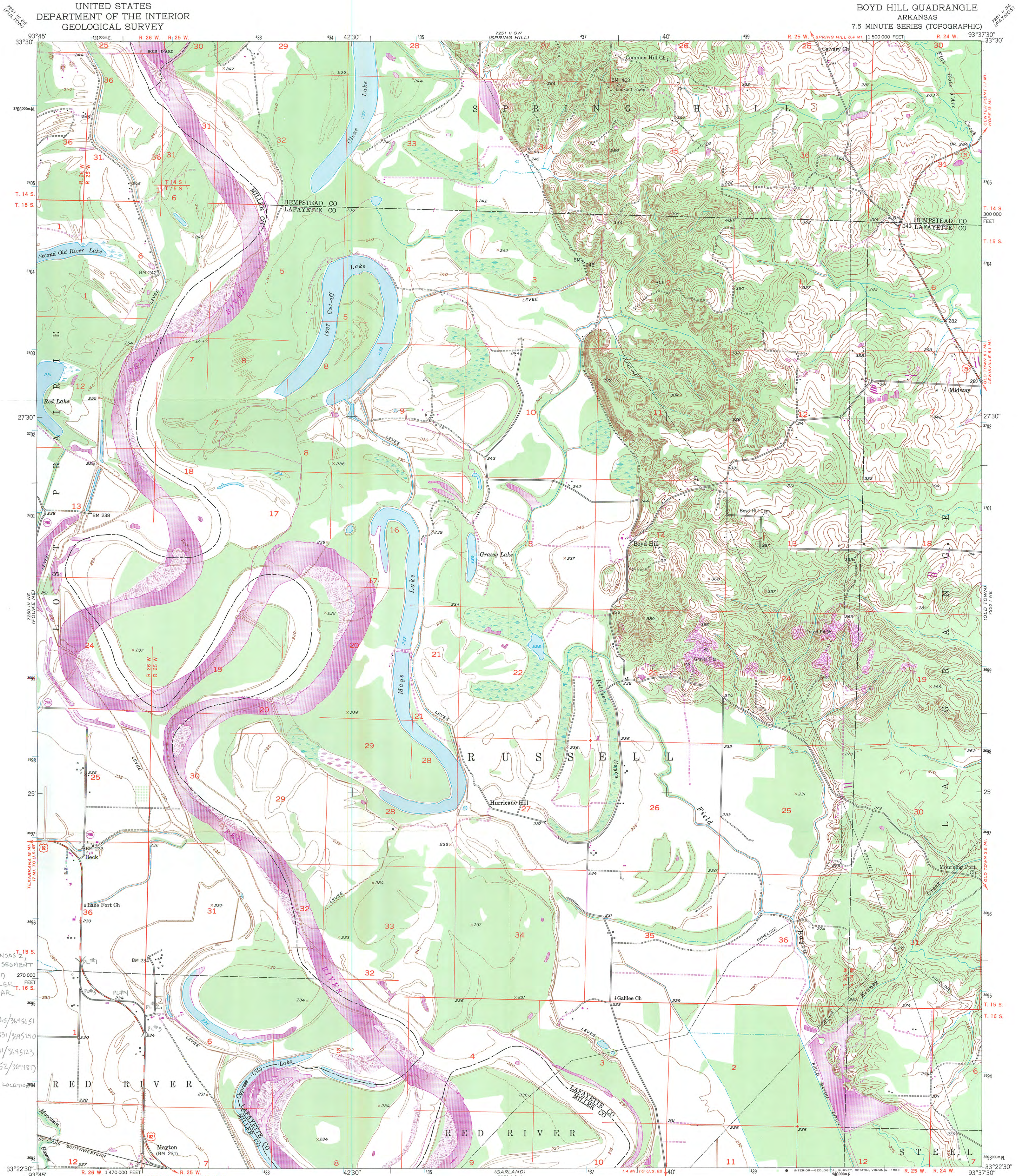
MILLER COUNTY, AR

RALPH S. WILCOX

AUGUST 2007

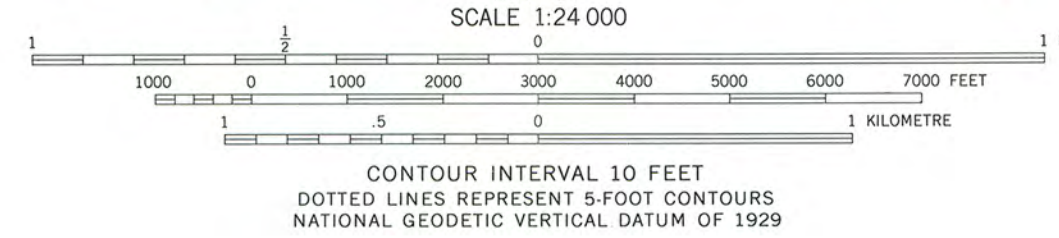
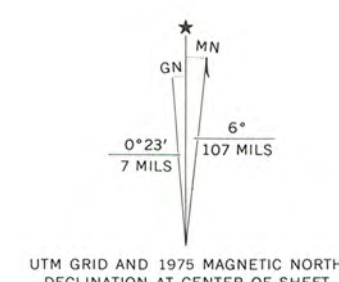
ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW NORTHWEST FROM LOCATION #5



OLD ARKANSAS T. 15 S.
MAYTON SEGMENT
GARLAND
VIC., MILLER
COUNTY, AR
UTMS:
1) 15/430763/3695651
2) 15/430831/3695240
3) 15/431441/3695123
4) 15/431552/3694817
PL = PHOTO LOCATION

Maped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and USCE
Culture and drainage in part compiled from aerial photographs
taken 1948. Topography by plane-table surveys 1952
Polyconic projection. 1927 North American datum
10,000-foot grid based on Arkansas coordinate system,
south zone
1000-metre Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Revisions shown in purple compiled from aerial photographs
taken 1975. This information not field checked
To place on the predicted North American Datum 1983,
move the projection lines 10 meters south and
17 meters east as shown by dashed corner ticks



ROAD CLASSIFICATION	
Heavy-duty	4 LANE, 16 LANE
Medium-duty	4 LANE, 16 LANE
U. S. Route	State Route

BOYD HILL, ARK.
33093-D6-TF-024
1952
PHOTOREVISED 1975
DMA 7250 I NW-SERIES Y884



The Department of
**Arkansas
Heritage**

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council

*

Arkansas Natural Heritage
Commission

*

Delta Cultural Center

*

Historic Arkansas Museum

*

Mosaic Templars
Cultural Center

*

Old State House Museum



Arkansas Historic
Preservation Program

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323 Center Street
Little Rock, AR 72201
(501) 324-9880
fax: (501) 324-9184
tdd: (501) 324-9811

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.com

An Equal Opportunity Employer



April 3, 2008

Dr. Janet Matthews
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
8th Floor
1201 Eye Street, NW
Washington, DC 20005

RE: Old Arkansas 2, Mayton Segment – Garland vic., Miller
County, Arkansas

Dear Dr. Matthews:

We are enclosing for your review the above-referenced nomination. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

If you need further information, please call Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Cathie Matthews
State Historic Preservation Officer

CM:rsw

Enclosure

