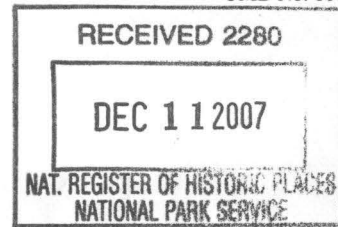


United States Department of the Interior
National Park Service



1438

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 22, Dardanelle Segment

other names/site number Site #YE0130

2. Location

street & number Curve In Road

☐ not for publication

city or town Dardanelle

☒ vicinity

state Arkansas code AR county Yell code 149 zip code 72834

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.)

Carrie Maceas

10/31/07

Signature of certifying official/Title

Date

Arkansas Historic Preservation Program

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See Continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☒ entered in the National Register.

☐ See continuation sheet

☐ determined eligible for the National Register.

☐ See continuation sheet

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

Signature of the Keeper

Edson D. Beall

Date of Action

1-24-08

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
1	structures
	objects
1	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 CONCRETE

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 1929 alignment of Arkansas 22 near Dardanelle is a two-lane concrete highway. It follows an alignment to the north of the current Arkansas 22, curving northwest away from Arkansas 22 before turning southwest and rejoining the current highway. The current Arkansas 22 alignment, constructed in 1963, follows a straighter route to the south of the old highway. The nominated highway retains its original 1929 concrete pavement throughout, although small portions have been patched with either asphalt. The highway retains its original roadway width.

ELABORATION

This bypassed section of 1929 alignment of Arkansas 22 is approximately 0.25 miles long and begins at the intersection of the current Arkansas 22 and Curve In Road northwest of Dardanelle and proceeds in a generally northwesterly direction before turning southwest and rejoining the current highway.

The 1929 alignment of Arkansas 22 has a width of 18 feet for two lanes of travel. The section has 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.) Each section of pavement comprising the straight sections is 9 feet wide and 50 feet long, and is composed of a tan stone aggregate mixed in the concrete.

INTEGRITY

Overall, the bypassed 1929 alignment of Arkansas 22 near Dardanelle has remarkable integrity. The original 1929 pavement remains throughout the segment, and it retains its original dimensions. The pavement of the highway has been patched with asphalt in some locations, but it is still drivable, and the entire 1929 alignment possesses a strong sense of continuity. Additionally, the area near Dardanelle in which the highway is located retains its rural and small town settings, and the surroundings still reflect the period of significance from 1929-1958.

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

1929-1958

Significant Dates

1929-1958

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

Grady Garms, 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:

Arkansas Highway and Transportation Department

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

Old Arkansas 22, Dardanelle Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old Arkansas 22, Dardanelle Segment, is the longest and most intact portion of the 1929 alignment of Arkansas 22 in Yell County. The Dardanelle segment of Arkansas 22, which is approximately 0.25 miles long, still retains its original 1929 concrete pavement. The highway section was the main automobile route in that part of Yell County from the time of its construction in 1929 until the current Arkansas 22 was built to the southwest of it in 1963. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old Arkansas 22, Dardanelle 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

Settlement in the area that became Yell County began in the 1820s with the arrival of Pearson Brearly in 1827. He was followed by Joseph H. Brearly in 1831 and then by other families including the Stinnets, Hensleys, Wickers, and Beattys. Enough people were in the area to necessitate the creation of Yell County on December 5, 1840, from parts of Pope and Scott counties. The county was named for Arkansas's first Congressman and second governor, Archibald Yell. A temporary county seat was established for Yell County in the home of William Pevy until it was decided that the seat of power should be near the geographic center of the county. The Town of Danville was laid out and a courthouse was established. Due to the size of the county and the distribution of the population, an appeal was made for a second county seat to be established at Dardanelle in the northeast part of the county. The town of Dardanelle was laid out by Dr. Joseph Brearly in 1843 and was incorporated as a town on January 17th, 1855. Brearly was the son of Col. David Brearly, an Indian agent of the area and the grandson of David Brearly who signed the Constitution of the United States as a delegate from the state of New Jersey. The Dardanelle District of Yell County was established in 1875.¹

In the earliest days of Yell County's settlement, roads were virtually nonexistent. By 1839, the only road in the area proceeded southwest from Dardanelle to the settlement of Petite Jean [sic] in far northeastern Scott County, and then went southwest to Booneville, also in Scott County at the time.² By 1854, however, as more communities sprang up in the area, roads became much more numerous, crisscrossing the region and providing a much more comprehensive transportation network. Roads fanned out from Dardanelle to the

¹ *A Reminiscent History of the Ozark Region*. Chicago: Goodspeed Brothers, Publishers, 1894, p. 40, and Ferguson, Todd. "Yell County Courthouse, Yell County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1992.

² Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

north, east, south, southwest, and roughly following the route of Arkansas 22 to the west, connecting the town with the surrounding counties.³

By 1917 the state began to designate highways with a numbering system and aggressively pursue road improvement. Increasing automobile ownership made road enhancement programs a priority. Though the Martineau-Parnell road program was rife with corruption and on a fast track to disaster, state highway mileage was increased substantially under the tenures of Governor John E. Martineau (1926) and subsequent governor, Harvey Parnell (1928). The new State Highway 22 was lauded in 1929 as the gateway for development in the western section of the state as it would open up the previously hard-to-reach area isolated by geographic obstacles. The new highway was to largely follow the route of the 1835 military road, which had been designated the Jefferson Davis highway in 1923 and was the first state highway to be completely paved end-to-end. The highway would be approximately 82 miles long and shorten the distance from Dardanelle to Ft. Smith by 11 miles. The total cost of the highway was in the neighborhood of \$2.5 million, or roughly \$40,000 a mile.⁴

Work started on Arkansas Highway 22 in 1927 with grading and drainage. By June of 1928 all grading and earth moving had been completed. The next phase of construction was the building of bridges. A total of thirty bridges were built between November 1927 and August 1929. The highway required an unusually large amount of bridges. Located just south of the Arkansas River, the highway's route would have to cross all streams that drain into the south side of the river. The final phase of construction, paving, was begun on July 2, 1929. In late July 1930, Arkansas 22 was finally completed from Ft. Smith to Dardanelle, the first State Highway to be hard surfaced from beginning to end.⁵

The work to upgrade the Dardanelle segment of Arkansas 22 began in 1929 with the solicitation of bids to complete concrete pavement on the 7.5-mile long Section 5 of Arkansas 22, also known by the State Highway Commission as the Fort Smith – Dardanelle Road. Proposals were received on May 15, 1929, for the work and the proposal of Grady Garms of Little Rock, Arkansas, which had a proposed cost of \$142,659.30 and an estimated completion time of 150 calendar days, was selected. The project was State Job No. 875. However, the final payment to the contractor of \$143,975.24 ran slightly over the original estimate.⁶

³ Colton's *Railroad & Township Map of Arkansas Compiled from the U.S. Surveys and Other Authentic Sources*. Map. Unknown Publisher, New York, 1854.

⁴ Cothren, Zac. "Old Arkansas Highway 22, New Blaine, Logan County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2003.

⁵ *Ibid.*

⁶ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 184-185.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Arkansas 22 provided an important transportation route for people in the Arkansas River Valley and remains an important route today. In the mid-1960s parts of the eastern portion of Arkansas 22 had to be changed in order to accommodate the building of Lake Dardanelle, including the Dardanelle segment, which was bypassed in 1963.⁷ At this same time most of the rest of the highway was updated with wider lanes and shoulders and modifications and improvements to the road continued to occur through the 1970s. The modernization process also replaced many bridges and straightened many unnecessary curves, such as the sharp curve on this segment. Although there are visible remains of old Arkansas 22 that can be seen along different parts of modern Arkansas 22, the Dardanelle segment is the longest most pristine section in Yell County. It is also still possible to drive the entire bypassed 0.25 miles of the segment, which is still in use as a local road. Remarkably, all of the section retains the original 1929 concrete pavement.

STATEMENT OF SIGNIFICANCE

Old Arkansas 22, Dardanelle Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old Arkansas 22, Dardanelle Segment, is the longest and most intact portion of the 1929 alignment of Arkansas 22 in Yell County. The Dardanelle segment of Arkansas 22, which is approximately 0.25 miles long, still retains its original 1929 concrete pavement. The highway section was the main automobile route in that part of Yell County from the time of its construction in 1929 until the current Arkansas 22 was built to the southwest of it in 1963. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old Arkansas 22, Dardanelle 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."

⁷ Scoggin, Robert. E-mail to the author. 9 May 2007.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

A Reminiscent History of the Ozark Region. Chicago: Goodspeed Brothers, Publishers, 1894.

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

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 Compiled from the U.S. Surveys and Other Authentic Sources. Map. Unknown Publisher, New York, 1854.

Cothren, Zac. "Old Arkansas Highway 22, New Blaine, Logan County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2003.

Ferguson, Todd. "Yell County Courthouse, Yell County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1992.

Scoggin, Robert. E-mail to the author. 9 May 2007.

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 north side of the Arkansas 22 and Curve In Road intersection northwest of Yell County Road 704 northwest of Dardanelle, the 1929 alignment follows Curve In Road for approximately 0.25 miles to the northwest and southwest to the point where it rejoins Arkansas 22. The width of the boundary includes 11 feet on either side of the 1929 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the 1929 Arkansas 22 highway alignment in the Dardanelle vicinity.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Old Arkansas 22--Dardanelle Segment
NAME:

MULTIPLE Arkansas Highway History and Architecture MPS
NAME:

STATE & COUNTY: ARKANSAS, Yell

DATE RECEIVED: 12/11/07 DATE OF PENDING LIST: 1/03/08
DATE OF 16TH DAY: 1/18/08 DATE OF 45TH DAY: 1/24/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07001438

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: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 1-24-08 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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 22, DARDANELLE SEGMENT

YELL COUNTY, ARKANSAS

RALPH S. WILCOX

MAY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW NORTHWEST AT LOCATION #1,



OLD ARKANSAS ZZ, DARDANELLE SEGMENT

YELL COUNTY, ARKANSAS

RALPH S. WILCOX

MAY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW WEST AT LOCATION #2



OLD ARKANSAS ZZ, DARDANELLE SEGMENT

YELL COUNTY, ARKANSAS

RALPH S. WILCOX

MAY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTHEAST AT LOCATION #2.



OLD ARKANSAS ZZ, DARDANELLE SEGMENT

YELL COUNTY, ARKANSAS

RALPH S. WILCOX

MAY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTHWEST AT LOCATION #3.

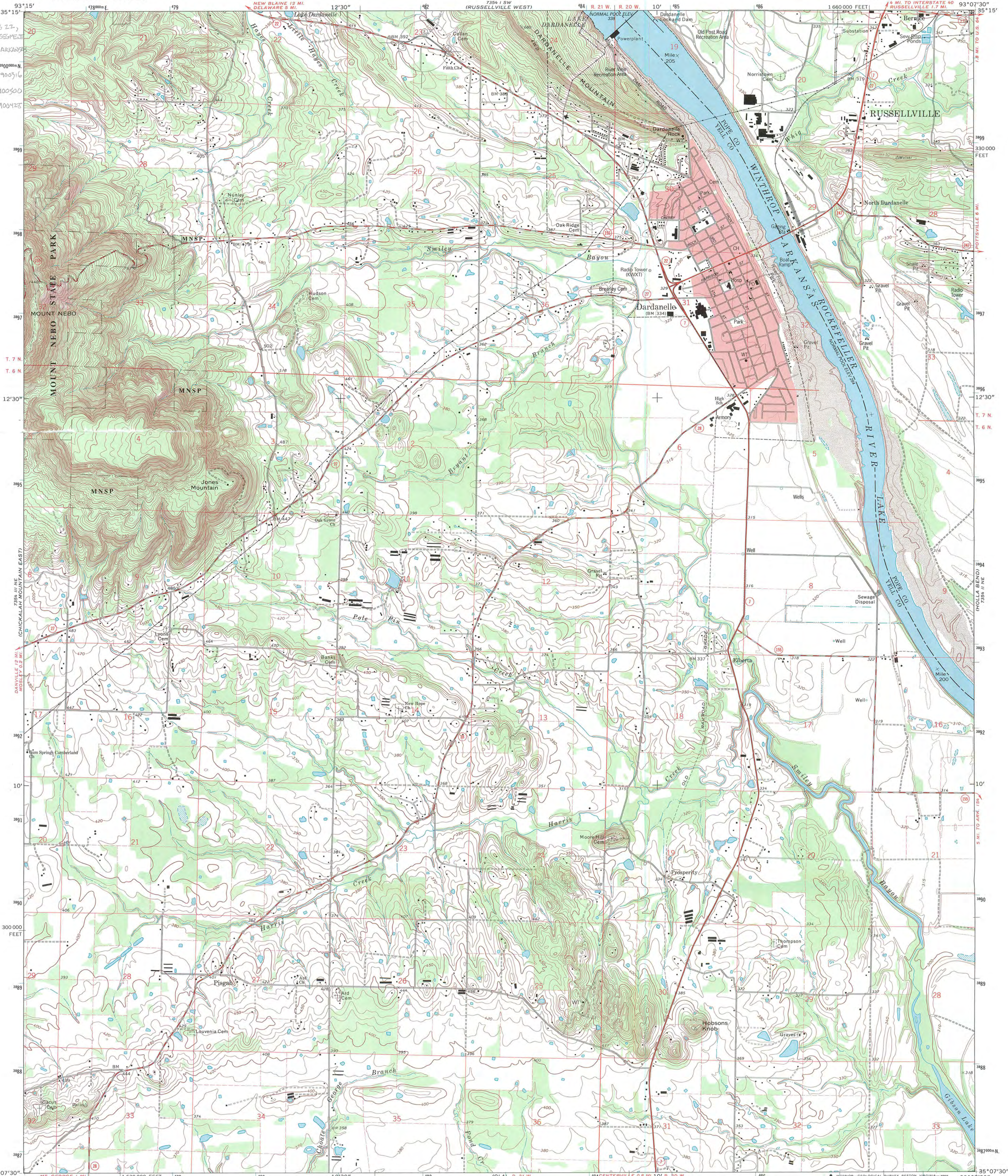
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

DARDANELLE QUADRANGLE
ARKANSAS

7.5 MINUTE SERIES (TOPOGRAPHIC)

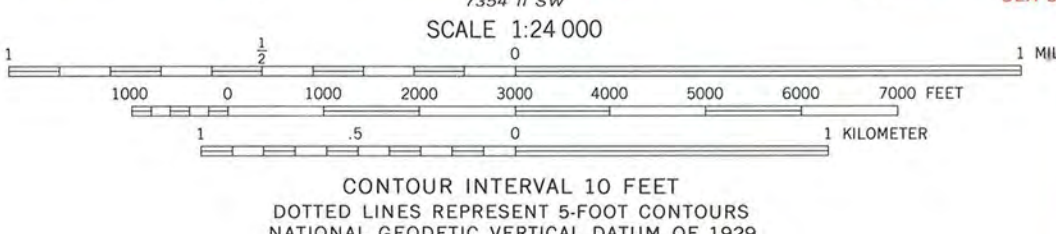
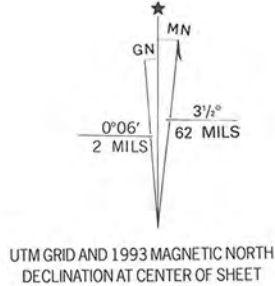
4 MI. TO INTERSTATE 40
1.7 MI. TO U.S. 64
1.8 MI. TO U.S. 64

OLD ARKANSAS 27,
DARDANELLE 28
YELL COUNTY, ARKANSAS
UTM 15
1) 15/482237/3900516
2) 15/481995/3900500
3) 15/481799/3900425



Produced by the United States Geological Survey
Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1971. Field checked 1972. Revised from aerial photographs taken 1989-90. Field checked 1992. Map edited 1993. Projection and 10,000-foot grid ticks: Arkansas coordinate system, north zone (Lambert conformal conic). 1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue. 1927 North American Datum (NAD 27). North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are given in USGS Bulletin 1875. There may be private inholdings within the boundaries of the National or State reservations shown on this map. Red tint indicates area in which only landmark buildings are shown. Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked.



COMPLIES WITH U.S. GEOLOGICAL SURVEY STANDARDS FOR SPATIAL ACCURACY - CLASS 2
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Unimproved road
Light-duty road, hard or improved surface
Interstate Route
U.S. Route
State Route

DARDANELLE, ARK.
35093-82-TF-024

1993

DMA 7354 II NW-SERIES V884



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

1500 Tower Building
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



RECEIVED 2280

DEC 11 2007

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

December 5, 2007

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 22, Dardanelle Segment – Dardanelle vic.,
Arkansas 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