

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 11, Kauffman Road Segment

other names/site number Kauffman Road, Stuttgart-South Road, Site #AR0207

2. Location

street & number Kauffman Road ☐ not for publication

city or town Stuttgart ☒ vicinity

state Arkansas code AR county Arkansas code 001 zip code 72160

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.)

Debbie Meadows
Signature of certifying official/Title

7/31/06
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:) _____

for
Edson H. Ball
Signature of the Keeper

Date of Action

Old Arkansas 11, Kauffman Road Segment
Name of Property

Arkansas 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
2	structures
	objects
2	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)

OTHER/Highway

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.)

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

SUMMARY

The bypassed c.1916 alignment of Arkansas 11 in the Stuttgart vicinity is a bituminous surfaced highway with grass shoulders. The segment consists of a series of 90-degree turns that appear to follow the boundaries of quarters of the northwest quarter of Section 3. Although the exact age of the surviving pavement is unknown, it was laid down between c.1930 and c.1955 when the segment was bypassed. The highway retains its original roadway width.

ELABORATION

Highway

This bypassed section of old Arkansas 11 is approximately one mile long and begins at the Cobb Road, Kauffman Road and U.S.165 intersection and proceeds in a southerly and easterly direction before ending at the Kauffman Road and U.S. 165 intersection. The entire portion of the highway is flat and consists of a series of 90-degree turns that appear to follow the boundaries of quarters of the northwest quarter of Section 3.

The old alignment of Arkansas 11 has a width of approximately 12 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

The old alignment of Arkansas 11 contains one small stream crossing over an unnamed stream just west of the southeastern end of the segment. The bridge is an approximately 25-foot long concrete deck truss with concrete abutments. The bridge originally had metal guardrails, but they have been removed to allow wide vehicles to cross the bridge.

Integrity

Overall, the bypassed alignment of Arkansas 11 in the Stuttgart vicinity has good integrity. The pavement on the section was laid prior to the segment's c.1955 bypassing, and it retains its original dimensions. Additionally, the part of Arkansas County where the highway is located retains its rural setting, and the surroundings still reflect the period of significance from c.1916-c.1955.

The weakest area of integrity centers on the segment's bridge. However, even though the guardrails have been removed, the majority of the bridge's original design and construction is still apparent.

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.1916-c.1955

Significant Dates

c.1916-c.1955

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:

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 11, Kauffman Road 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 11, Kauffman Road Segment, is the longest and most intact portion of the c.1916 alignment of Arkansas 11 in the Stuttgart vicinity of Arkansas County. The highway section was the main automobile route in that part of Arkansas County from the time of its construction in c.1916 until the current U.S. 165 (originally Arkansas 11) was built adjacent to it in c.1955. Old Arkansas 11, Kauffman Road 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

The first European settlers in Arkansas County were the French, who established a post at Arkansas Post in 1686. Another colony, consisting of Germans and founded by John Law, was also established in the Arkansas Post vicinity in the 1720s. Other early settlers came into the area from Kentucky and Tennessee, settling in the eastern part of the county and eventually moving further west.¹

In October 1878, the Reverend Adam Buerkle and twelve families of German immigrants founded a settlement at the former Gum Pond Plantation on the Grand Prairie in Arkansas County. The next year the small colony was joined by sixteen additional families and in 1880, Adam Buerkle petitioned for a post office named Stuttgart, after Buerkle's old home in Germany.² The establishment of Stuttgart and the increased settlement in the Stuttgart area meant that a good transportation network, including roads, would have been an important need for the area's residents.

The development of roads in Arkansas County began at least before 1839 when a road was present following the north side of the Arkansas River from New Gascony southeast to Arkansas Post.³ By 1854, another road traveled southeast across Arkansas County connecting Brownsville in Prairie (now Lonoke) County with Arkansas Post. Additional roads went northeast from Arkansas Post through Lagrew Springs to Crockett's

¹ *Biographical and Historical Memoirs of Eastern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 634, and James E. Scott and Dwight Pitcaithley. "Arkansas Post, Arkansas County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1979.

² Trice, Ruth Ann. "U.S. Post Office, Stuttgart, Arkansas County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2003.

³ Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Bluff on the White River.⁴ Although railroads went south from the Stuttgart area by 1895, specifically the Stuttgart & Arkansas River Railroad, roads were still a rarity.⁵

Part of the reason that roads were few and far between in Arkansas County was explained in the *Third Biennial Report of the Department of State Lands, Highways, and Improvements*, which stated that “there is no good road material in Arkansas county [sic]. The surface is level. The soil is not adapted to road building and the maintenance of earth roads is difficult. ... The only solution for the road problem in this county is the construction of hard surface roads with imported material...”⁶

In order to address the need for good roads around the state, measures began to be taken in the early 1910s by the state legislature to help in road construction, specifically Act 302 in 1913 that established the State Highway Commission and also created the State Highway Department as an affiliate of the Department of State Lands. As a follow-up to Act 302, the legislature enacted Act 338, also known as the Alexander Road Law, in 1915, which among other things, clarified the qualifications which had to be met to form a road improvement district.⁷

According to the *Historical Review: Arkansas State Highway Commission and Arkansas State Highway and Transportation Department, 1913-1992*, “the Alexander Road Law clearly specified the procedure to be followed to create a road improvement district and fixed the amount of money that could be raised against real property as 30% of the total assessed value of the property within the district. The result was that neighbors along a particular route could form a road improvement district, contract out for the construction, borrow the money to finance the project, and in effect, mortgage their property as a debt guarantee.”⁸

By 1918, a road improvement district “is in process of organization” in Arkansas County and “efforts [were] being made” to improve the county’s roads.⁹ The Alexander Road Law allowed funding to be used for road construction in Arkansas County including 5.53 miles of asphaltic macadam road between Goldman and Stuttgart and 5.60 miles of gravel road between Humphrey and Goldman.¹⁰

⁴ Colton’s *Railroad & Township Map of Arkansas Compiled from the U.S. Surveys and Other Authentic Sources*. Map. Unknown Publisher, New York, 1854.

⁵ Cram’s *Township and Rail Road Map of Arkansas*. Map. Chicago, George Franklin Cram, 1895.

⁶ *Third Biennial Report of the Department of State Lands, Highways, and Improvements*. Publisher unknown, c.1918, p. 19.

⁷ Arkansas State Highway and Transportation Department. *Historical Review: Arkansas State Highway Commission and Arkansas State Highway and Transportation Department, 1913-1992*. Little Rock: Arkansas State Highway and Transportation Department, 1992, p. 20.

⁸ *Ibid*, p. 24.

⁹ *Third Biennial Report of the Department of State Lands, Highways, and Improvements*. p. 19.

¹⁰ *Ibid*.

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Money from the Alexander Road Law was also used for the construction of the "Stuttgart-South" Road, which includes the portion of Old Arkansas 11 being nominated. The Stuttgart-South Road consisted of 13.43 miles of gravel road with an estimated cost of \$92,838.80. The construction of the road south from Stuttgart represented some of the earliest efforts of road construction in that part of the county and greatly aided transportation south of Stuttgart.

The route was designated Arkansas 11 and first appeared on the state highway map in 1926.¹¹ Although the road became part of the state highway system, it remained a gravel road until c.1930. Since the highway paving does not appear in the highway department's list of projects for the period, it is believed that the paving was done using county funds.

This particular section of highway, which consists of a series of 90-degree turns that appear to follow the boundaries of quarters of the northwest quarter of Section 3, would have been a very dangerous section of highway, especially given its narrow width of approximately 12 feet. As a result, by the 1950s, it was decided to straighten out the section. A new route for the highway, built to the northeast of this alignment, was constructed c.1955, and remains in use today.¹²

Today, the route of Arkansas 11, now designated U.S. 165, is the main highways between Little Rock and Dumas in southeast Arkansas (and on to Alexandria and Lake Charles, Louisiana), 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.1916 alignment of Arkansas 11 in the Stuttgart vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Arkansas County.

STATEMENT OF SIGNIFICANCE

Old Arkansas 11, Kauffman Road 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 11, Kauffman Road Segment, is the longest and most intact portion of the c.1916 alignment of Arkansas 11 in the Stuttgart vicinity of Arkansas County. The highway section was the main automobile route in that part of Arkansas County from the time of its construction in c.1916 until the current U.S. 165 (originally Arkansas 11) was built adjacent to it in c.1955. Old Arkansas 11, Kauffman Road 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."

¹¹ Arkansas State Highway Commission. *Map of State of Arkansas Showing System of State Highways*. Map. 1926.

¹² Arkansas State Highway Commission. *Official Highway Map of Arkansas*. Maps. 1954 and 1955.

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National Park Service

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Section number 9 Page 1

BIBLIOGRAPHY

Arkansas State Highway and Transportation Department. *Historical Review: Arkansas State Highway Commission and Arkansas State Highway and Transportation Department, 1913-1992*. Little Rock: Arkansas State Highway and Transportation Department, 1992.

Arkansas State Highway Commission. *Map of State of Arkansas Showing System of State Highways*. Map. 1926.

Arkansas State Highway Commission. *Official Highway Map of Arkansas*. Maps. 1954 and 1955.

Biographical and Historical Memoirs of Eastern Arkansas. Chicago: The Goodspeed Publishing Co., 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 Compiled from the U.S. Surveys and Other Authentic Sources. Map. Unknown Publisher, New York, 1854.

Cram's Township and Rail Road Map of Arkansas. Map. Chicago: George Franklin Cram, 1895.

Scott, James E. and Dwight Pitcaithley. "Arkansas Post, Arkansas County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1979.

Third Biennial Report of the Department of State Lands, Highways, and Improvements. Publisher unknown, c.1918.

Trice, Ruth Ann. "U.S. Post Office, Stuttgart, Arkansas County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2003.

Old Arkansas 11, Kauffman Road Segment

Name of Property

Arkansas County, Arkansas

County and State

10. Geographical Data

Acreage of Property Approximately 1.25 acres.

UTM References

(Place additional UTM references on a continuation sheet.)

1	15	633940	3806498
	Zone	Easting	Northing
2	15	633945	3805914

3	15	634346	3805919
	Zone	Easting	Northing
4	15	634346	3805508

☒ 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 Ralph S. Wilcox, National Register & Survey Coordinator

organization Arkansas Historic Preservation Program

date June 19, 2006

street & number 1500 Tower Building, 323 Center Street

telephone (501) 324-9787

city or town Little Rock

state AR

zip code 72201

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

street & number telephone

city or town state zip code

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 Reduction 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

ADDITIONAL UTM's:

5) 15 634742E 3805508N

VERBAL BOUNDARY DESCRIPTION

Beginning at the Cobb Road, Kauffman Road and U.S.165 intersection, the alignment proceeds south along Kauffman Road from the current U.S. 165, and follows Kauffman Road south and east for approximately one mile to the Kauffman Road and U.S. 165 intersection. The width of the boundary includes 10 feet on either side of the c.1916 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the c.1916 alignment of Arkansas Highway 11 in the Stuttgart vicinity of Arkansas County.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Arkansas 11, Old, Kauffman Road Segment

MULTIPLE NAME: Arkansas Highway History and Architecture MPS

STATE & COUNTY: ARKANSAS, Arkansas

DATE RECEIVED: 8/07/06 DATE OF PENDING LIST: 8/25/06
DATE OF 16TH DAY: 9/09/06 DATE OF 45TH DAY: 9/20/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 06000834

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 9.20.06 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 II, KAUFFMAN ROAD SEGMENT

ARKANSAS COUNTY, AR

ELIZABETH JAMES

MARCH 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW WEST FROM PHOTO LOCATION #1



OLD ARKANSAS II, KAUFFMAN ROAD SEGMENT

ARKANSAS COUNTY, AR

ELIZABETH JAMES

MARCH 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW NORTHWEST FROM PHOTO-LOCATION #2



OLD ARKANSAS II, KAUFFMAN. ROAD SEGMENT

ARKANSAS COUNTY, AR

ELIZABETH JAMES

MARCH 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTH FROM PHOTO LOCATION #2



OLD ARKANSAS II, KAUFFMAN ROAD SEGMENT

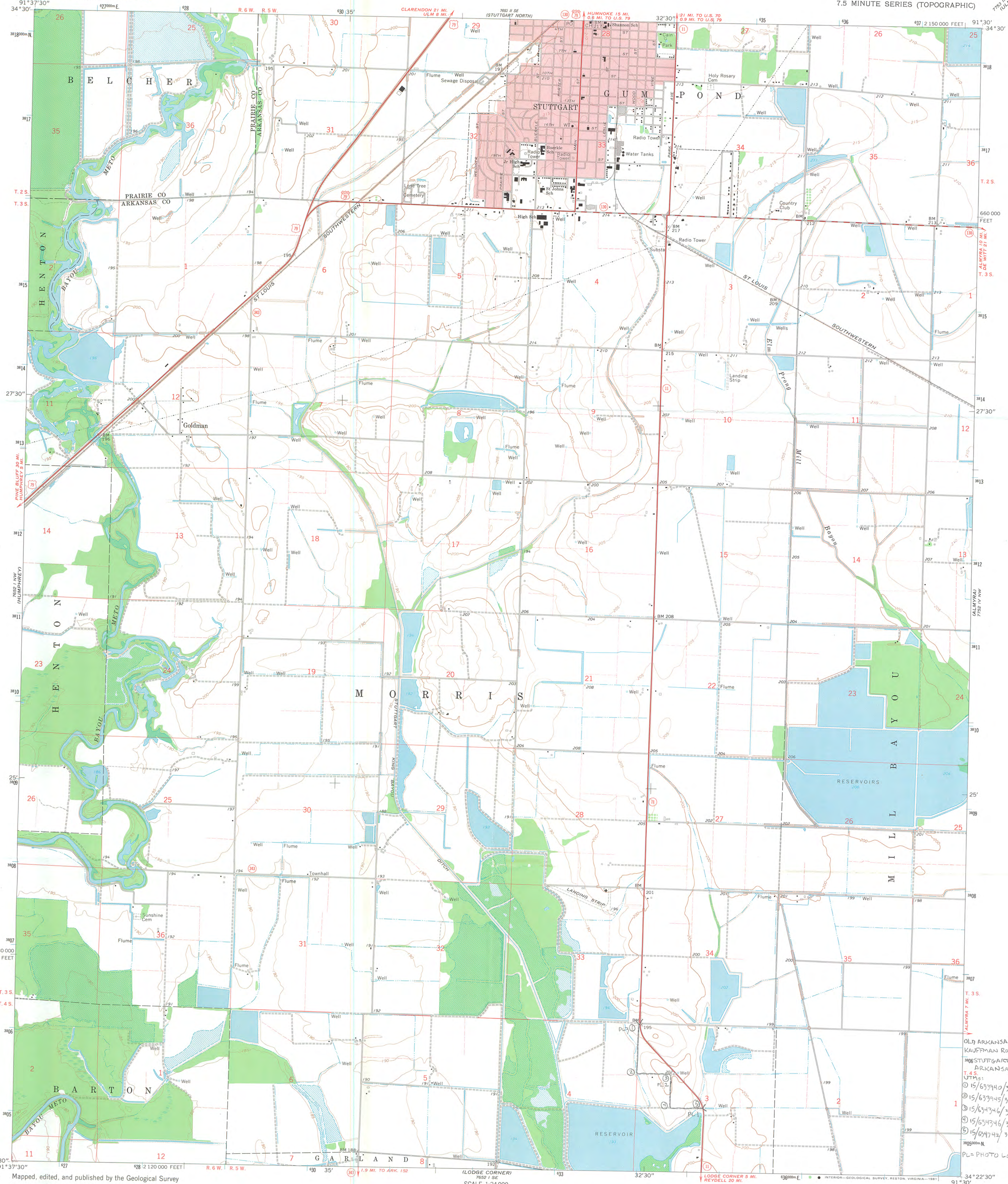
ARKANSAS COUNTY, AR

ELIZABETH JAMES

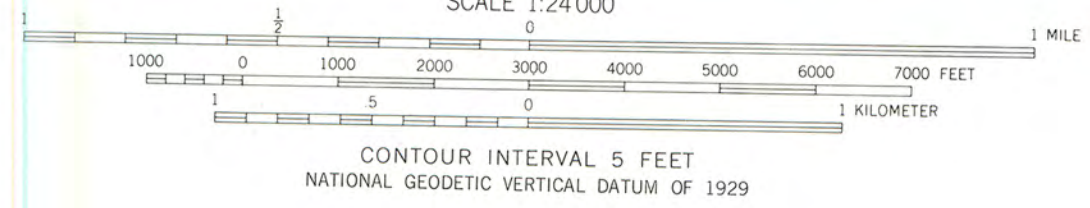
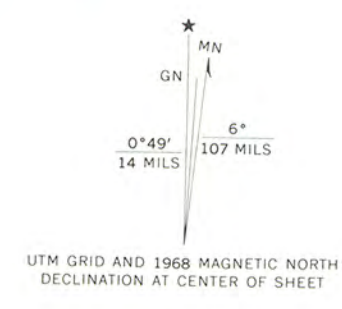
MARCH 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTH FROM PHOTO LOCATION #3



Maped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1966. Field checked 1968
Polyconic projection. 1927 North American datum
10,000-foot grid based on Arkansas coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
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
To place on the predicted North American Datum 1983
move the projection lines 8 meters south and
12 meters east as shown by dashed corner ticks



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
U.S. Route ——— State Route ———

STUTTGART SOUTH, ARK.

N3422.5-W9130/7.5

1968

AMS 7652 I NE-SERIES V884

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
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

OLD ARKANSAS 11,
KAUFFMAN ROAD SEGMENT
#06 STUTTGART VIL.,
ARKANSAS COUNTY
UTHS:
① 15/637940/3806498
② 15/637945/3805914
③ 15/637346/3805919
④ 15/637346/3805508
⑤ 15/63747/3805508
3805500m N
PL= PHOTO LOCATION



The Department of Arkansas Heritage

Mike Huckabee, 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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An Equal Opportunity Employer



August 2, 2006

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 11, Kauffman Road Segment – Stuttgart 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

