

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 U.S. 64, Menifee Segment

other names/site number Site #CN0118, Highway A-1, Canal Road

2. Location

street & number Canal Road proceeding approximately 0.5 miles southeast of U.S. 64

☐ not for publication

city or town Menifee

☒ vicinity

state Arkansas

code AR

county Conway

code 029

zip code 72107

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.)

Cathie Marches
Signature of certifying official/Title

11/17/05
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. Beall
Signature of the Keeper

3/2/06
Date of Action

Old U.S. 64, Meniffee Segment

Name of Property

Conway 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
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)

OTHER/Highway

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 1931 alignment of U.S. 64 in the Meniffee vicinity is a two-lane concrete highway. It follows an alignment to the southwest of the current U.S. 64 curving south out of Meniffee to the former Missouri Pacific Railroad line. The current U.S. 64 alignment, constructed in 1961, follows a straighter route to the northeast of the old highway. The nominated highway retains its original 1931 concrete pavement throughout, although small portions have been patched with either asphalt or concrete. The highway retains its original roadway width.

ELABORATION

This bypassed section of 1931 alignment of U.S. 64 is approximately 0.5 miles long and begins at the intersection of U.S. 64 and Canal Road in Meniffee and proceeds in a generally southeasterly direction from Meniffee to the former Missouri Pacific Railroad line. The concrete pavement of the segment ends as the road begins to parallel the railroad line.

The 1931 alignment of U.S. 64 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 is 9 feet wide and 50 feet long, and is composed of a tan stone aggregate mixed in the concrete.

INTEGRITY

Overall, the bypassed 1931 alignment of U.S. 64 in the Meniffee vicinity has remarkable integrity. The original 1931 pavement remains throughout the segment, and it retains its original dimensions. The pavement of the highway has been patched with asphalt or concrete in some locations, but it is still drivable, and the entire 1931 alignment possesses a strong sense of continuity. Additionally, the part of Conway County in which the highway is located retains its rural and small town settings, and the surroundings still reflect the period of significance from 1931-1956.

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

1931-1956

Significant Dates

1931-1956

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

Ziegler Construction Company (Nashville, TN), 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 U.S. 64, Meniffee Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 64, Meniffee Segment, is the longest and most intact portion of the 1931 alignment of U.S. 64 in Conway County. The Meniffee segment of U.S. 64, which is approximately 0.5 miles long, still retains its original 1931 concrete pavement. The highway section was the main automobile route in that part of Conway County from the time of its construction in 1931 until the current U.S. 64 was built to the northeast of it in 1961. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old U.S. 64, Meniffee 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

Some of the earliest settlement in Conway County began southeast of the Meniffee vicinity in the Cadron Creek Valley. In 1778 John Standlee and some others explored the area near the mouth of Cadron Creek, and he selected a place that he wished to return to to live. He eventually returned to the site in 1814 and lived there until his death in August 1820. Settlement continued in the area in the 1810s and 1820s with the arrival of John C. Benedict and his family in the spring of 1818 and B. F. Howard who settled on the Arkansas River above the mouth of Cadron Creek in 1828.¹

By the 1820s there were enough people in the area for the creation of Conway County, which occurred in October 1825. Conway County was named for the Conway family, and at the time of its creation by the Territorial Legislature, included parts of Faulkner, Van Buren, Pope, Perry and Yell counties. The first county seat was at Cadron.²

As settlement increased in the area, the need to travel between settlements and communities became more important. The beginnings of a transportation network were in place through the present Meniffee area by 1839 with a road that linked Cadron with Little Rock to the east and Lewisburg to the west.³ Transportation through the area was further aided with the completion of the Little Rock and Fort Smith Railroad through

¹ *Historical Reminiscences and Biographical Memoirs of Conway County, Arkansas*. Little Rock, AR: Arkansas Historical Publishing Company, 1890, p. 20.

² *Ibid*, p. 11.

³ David. H. Burr. *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

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National Register of Historic Places

Continuation Sheet

Section number 8 Page 2

Conway County in 1872, which had stops at Meniffee, Plumerville (Plummers on some maps), Morrilton, Ward's Switch, Germantown, and Blackville.⁴

It was likely the construction of the Little Rock and Fort Smith Railroad through the area that brought about the settlement of Meniffee. According to the *Historical Reminiscences and Biographical Memoirs of Conway County, Arkansas*, "Meniffee is a station on the Little Rock and Fort Smith Railroad, near the eastern line of the county. It derives its name from Dr. Meniffee, who made a settlement in that section years ago. A post office was established in 1880, with J. A. Mattingly, Postmaster; he was also a merchant at that place. Business is conducted there now by a colored man, who is also Postmaster."⁵ Since its founding, Meniffee has remained a small community. In fact, it was not until 1965 that Meniffee was incorporated as a town with a Mayor/Alderman form of governance. In 1966, the town hired its first town marshal and established the Meniffee Waterworks and in the 1970s the town's gravel lanes became paved streets with street signs.⁶

By 1924, the highway through Meniffee was designated Highway A-1, which connected Fort Smith on Arkansas's western border with Marion on the east side of the state. (Today, the route of Highway A-1 is comprised of AR 365 and U.S. 64 west of Little Rock and U.S. 70 east of Little Rock.) The highway was redesignated U.S. 64 by 1926.⁷ The *WPA Guide to 1930s Arkansas* described U.S. 64, in general, as "...the most direct route across the middle of Arkansas. From the Delta it runs directly west to intersect US.. 67, which it follows southwest for some 30 miles. It then turns west again, reaches the Arkansas River near Conway, and follows the northern valley wall to Fort Smith."⁸ With respect to the section of highway west of Conway, which included the road through Meniffee, the guide stated that, "Between Conway and Fort Smith US 64 runs along the north valley wall of the Arkansas River, a natural westward path that was used for centuries by Indians and white hunters and trappers before the first trading towns sprang up along it and steamboats began to ascend the river."⁹

During the late 1920s and early 1930s, the Arkansas State Highway Commission began a concerted effort to upgrade and improve many of the state's highways to asphalt or concrete pavement, and U.S. 64 was no

⁴ *Historical Reminiscences and Biographical Memoirs of Conway County, Arkansas*, p. 18, and *Maps showing Arkansas Central, the Helena & Corinth, and the Pine Bluff & Southwestern Railroads together forming the Texas & Northeastern Railway*. Map. New York, G.W. & C. B. Colton & Co., 1872.

⁵ *Historical Reminiscences and Biographical Memoirs of Conway County, Arkansas*, p. 39.

⁶ Jerry Coleman. "Meniffee High School Gymnasium, Meniffee, Conway County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2001, section 8, page 1.

⁷ Arkansas State Highway Commission road maps of Arkansas, 1924 and 1926. In the files of the Arkansas State Highway and Transportation Department and the files of the Arkansas Historic Preservation Program.

⁸ Elliot West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 237.

⁹ *Ibid*, p. 244.

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exception. Initially, U.S. 64 between Plumerville and the Conway area was upgraded to asphalt paving, with the work completed by the Newell Contracting Company of Little Rock late in 1929.¹⁰ By the early 1930s, U.S. 64 between Plumerville and Meniffee was once again targeted for improvement with upgrading to concrete pavement.

The portion of the highway between Plumerville and Meniffee was referred to as Section 7 of U.S. 64 by the State Highway Commission at the time. The State Highway Commission advertised for proposals in 1931, and hired Ziegler Construction Company of Nashville, Tennessee, for the job, which was State Job No. 8154. (Like many paving projects of the time, the paving of U.S. 64 in the Meniffee area was also a Federal Aid Project [FAP], and was FAP #51 and 261-A.) Ziegler Construction Company's proposal, which was received February 27, 1931, quoted a price of \$104,042.31 for 5.704 miles of concrete pavement, grading, and drainage structures between Plumerville and Meniffee. In addition, the State proposed to provide an estimated \$34,446.50 worth of material for a total estimated cost of \$138,488.81. Ziegler Construction Company also estimated that it would take 150 calendar days to complete the work. Although it is not known how long the paving actually required, it is known that the state's final payment to Ziegler Construction was \$101,790.36 with the cost of material provided by the state totaling \$27,782.61 for a final cost of only \$129,572.97.¹¹

In Arkansas, U.S. 64 was the main highway between Conway and Fort Smith across the west central part of the state. The fact that this portion of U.S. 64 was the main route between Conway (and later Marion) and Fort Smith, and ultimately Teec Nos Pos, Arizona, meant that it was also a highly traveled road for both automobile and truck traffic.¹² The amount of traffic using U.S. 64 ultimately led to the construction of the current U.S. 64 to the northeast of the 1931 alignment. The new highway was opened to traffic in 1961.

Today the 1931 alignment is still used as a county road and it is also still possible to drive the 1931 alignment for its entire length. Remarkably, all of the alignment retains the original 1931 concrete pavement, although small portions have been patched with asphalt or concrete in some locations. The entire 1931 alignment still possesses a strong sense of continuity.

¹⁰ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 190-191.

¹¹ Arkansas State Highway Commission. *Tenth Biennial Report of the Arkansas State Highway Commission, 1931-1932*. Russellville, AR: Russellville Printing Company, 1933, pp. 80-81.

¹² From 1926-1930, U.S. 64 connected Conway, Arkansas, with Capulin, New Mexico. In 1930, the eastern terminus was changed to Marion, Arkansas. In 1932, the termini were moved again and U.S. 64 then connected Chattanooga, Tennessee, with Santa Fe, New Mexico. In 1933, the eastern terminus was moved yet again to Ft. Landing, North Carolina, and then moved for the final time in 1951 to near Nags Head, North Carolina. U.S. 64's western terminus was moved to Farmington, New Mexico, in 1974 and then ultimately to Teec Nos Pos, Arizona, in 1989.

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U.S. 64 is currently one of the main highways between Conway and Fort Smith, 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 1931 alignment of U.S. 64 in the Meniffee vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Conway County.

STATEMENT OF SIGNIFICANCE

Old U.S. 64, Meniffee Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 64, Meniffee Segment, is the longest and most intact portion of the 1931 alignment of U.S. 64 in Conway County. The Meniffee segment of U.S. 64, which is approximately 0.5 miles long, still retains its original 1931 concrete pavement. The highway section was the main automobile route in that part of Conway County from the time of its construction in 1931 until the current U.S. 64 was built to the northeast of it in 1961. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old U.S. 64, Meniffee 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."

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BIBLIOGRAPHY

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

Arkansas State Highway Commission. *Tenth Biennial Report of the Arkansas State Highway Commission, 1931-1932*. Russellville, AR: Russellville Printing Company, 1933.

Arkansas State Highway Commission road maps of Arkansas, 1924 and 1926. In the files of the Arkansas State Highway and Transportation Department and the files of the Arkansas Historic Preservation Program.

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

Coleman, Jerry. "Meniffee High School Gymnasium, Meniffee, Conway County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2001.

Historical Reminiscences and Biographical Memoirs of Conway County, Arkansas. Little Rock, AR: Arkansas Historical Publishing Company, 1890.

Maps showing Arkansas Central, the Helena & Corinth, and the Pine Bluff & Southwestern Railroads together forming the Texas & Northeastern Railway. Map. New York, G.W. & C. B. Colton & Co., 1872.

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

Old U.S. 64, Meniffee Segment

Name of Property

Conway County, Arkansas

County and State

10. Geographical Data

Acreage of Property Approximately 1 acre.

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>540453</u>	<u>3889639</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>540560</u>	<u>3889482</u>

3	<u>15</u>	<u>540616</u>	<u>3889121</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>540687</u>	<u>3889019</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 Ralph S. Wilcox, National Register & Survey Coordinator

organization Arkansas Historic Preservation Program

date

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

VERBAL BOUNDARY DESCRIPTION

Beginning at the south side of the U.S. 64 and Canal Road intersection in Meniffee, the 1931 alignment follows Canal Road for approximately 0.5 miles to the southeast to the end of the concrete pavement. The width of the boundary includes 10 feet on either side of the 1931 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the 1931 U.S. 64 highway alignment in the Meniffee vicinity.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY US 64, Menifee Segment, Old
NAME:

MULTIPLE Arkansas Highway History and Architecture MPS
NAME:

STATE & COUNTY: ARKANSAS, Conway

DATE RECEIVED: 1/17/06 DATE OF PENDING LIST: 2/03/06
DATE OF 16TH DAY: 2/18/06 DATE OF 45TH DAY: 3/02/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 06000071

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 3/2/06 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 U.S. 64, MENIFEE SEGMENT

CONWAY COUNTY, AR

HOLLY HOPE

DECEMBER 2002

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTHEAST FROM LOCATION #1.



OLD U.S. 64, MENIFEE SEGMENT

CONWAY COUNTY, AR

HOLLY HOPE

DECEMBER 2002

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTHEAST FROM LOCATION #2.



OLD U.S. 64, MENIFEE SEGMENT

CONWAY COUNTY, AR

HOLLY HOPE

DECEMBER 2002

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW SOUTHEAST FROM IN BETWEEN LOCATIONS #2 AND #3.



OLD U.S. 64, MENIFEE SEGMENT

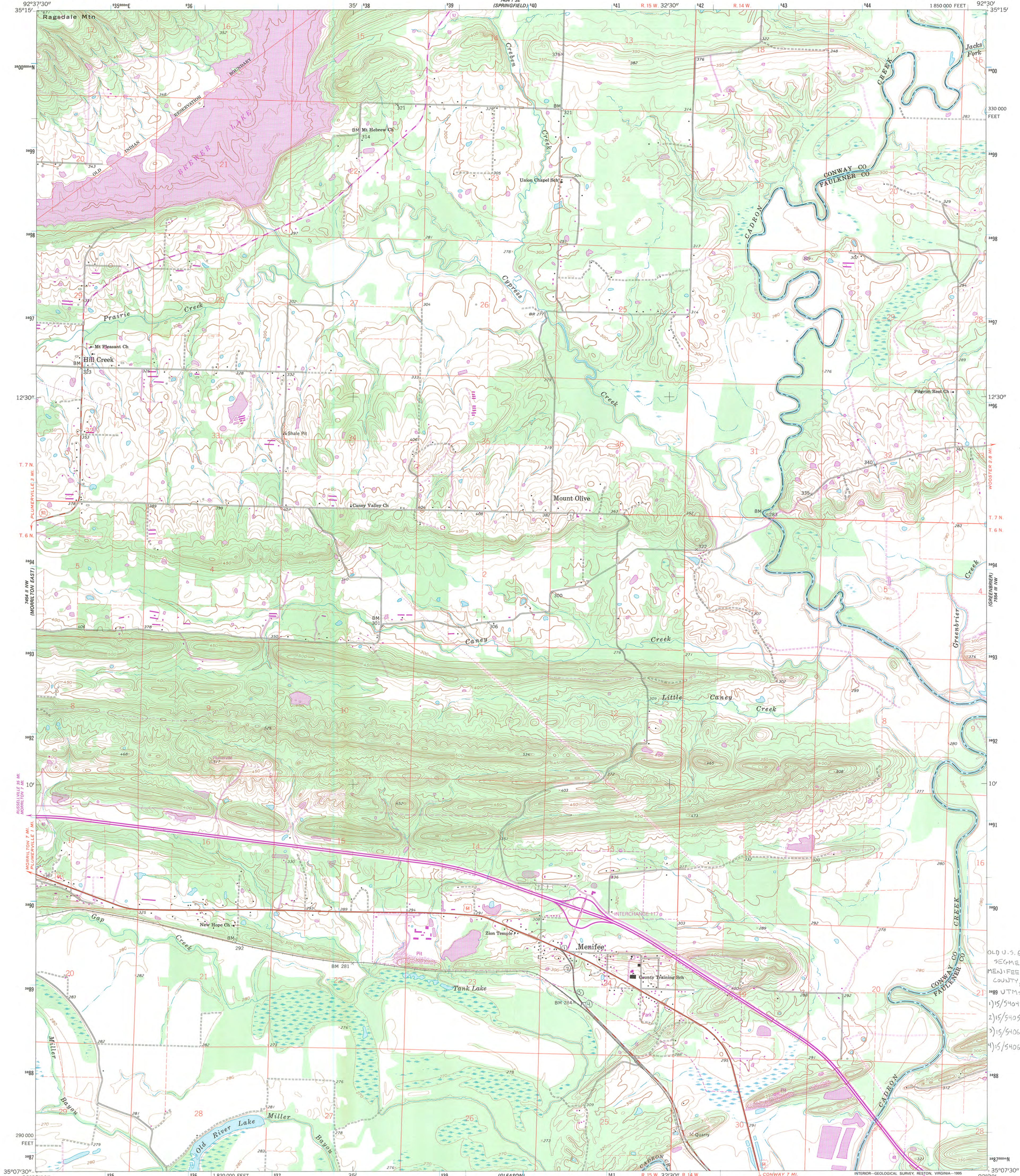
CONWAY COUNTY, AR

HOLLY HOPE

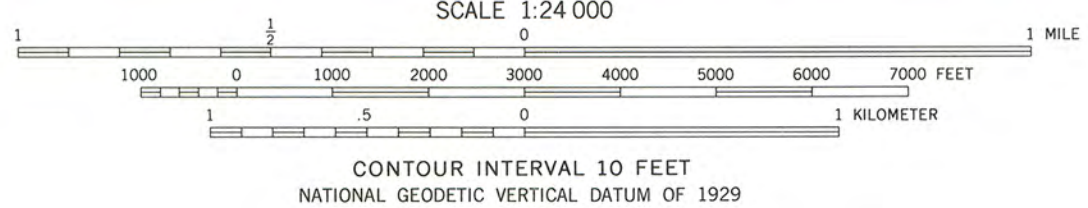
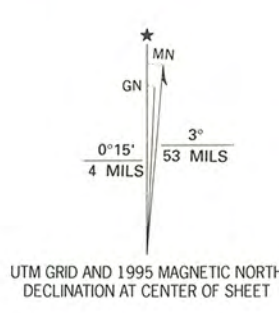
DECEMBER 2002

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW NORTHWEST FROM LOCATION #3.



Produced by the United States Geological Survey
Compiled by photogrammetric methods from imagery dated 1958
Field checked 1961
North American Datum of 1927 (NAD 27). Projection and
10 000-foot ticks: Arkansas coordinate system, north zone
(Lambert conformal conic)
Blue 1000-meter Universal Transverse Mercator ticks, zone 15
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 obtainable from National Geodetic
Survey NADCON software



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

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

Revisions shown in purple compiled in cooperation with
State of Arkansas agencies from imagery dated 1990-91
and other sources. Map edited 1995
Information shown in purple may not meet USGS content
standards and may conflict with previously mapped contours

MENIFEE, AR
35092-B5-TF-024
1991



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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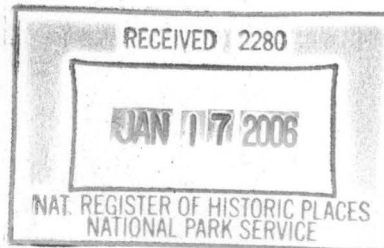
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website:

www.arkansaspreservation.org

An Equal Opportunity Employer



December 7, 2005

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 U.S. 64, Meniffee Segment – Meniffee vic., Conway
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