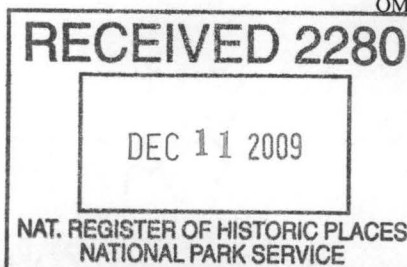


United States Department of the Interior
National Park Service

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, Van Buren Segment

other names/site number Site #CW0403, Oak Lane

2. Location

street & number Oak Lane north of U.S. 64

☐ not for publication

city or town Van Buren

☐ vicinity

state Arkansas code AR county Crawford code 033 zip code 72956

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.)

Cochie Marchas
Signature of certifying official/Title

10/30/09
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
Signature of the Keeper

Date of Action

Edson H. Beall

1-21-10

Old U.S. 64, Van Buren Segment

Name of Property

Crawford 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)

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.)

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 64, Van Buren Segment

County and State: Crawford County, Arkansas

Name of multiple property listing (if applicable): Arkansas
Highway and Transportation Era Architecture, 1910-1965

Section number: 7 Page: 1

SUMMARY

The bypassed 1928 alignment of U.S. 64 in Van Buren is a two-lane concrete highway. It follows an alignment to the north of the current U.S. 64 curving north away from the current U.S. 64, and proceeding northeasterly before ending at the I-540 right-of-way. The current U.S. 64 alignment, constructed in 1968, follows a straighter route to the south of the old highway. The nominated highway retains its original 1928 concrete pavement throughout, although a small portion has been removed at the Oak Lane/Alma Boulevard/28th Street intersection. The highway retains its original roadway width.

ELABORATION

This bypassed section of 1928 alignment of U.S. 64 is approximately 0.65 miles long and begins at the intersection of U.S. 64 and Oak Lane in Van Buren and proceeds in a generally northeasterly direction from Van Buren to the I-540 right-of-way. The concrete pavement of the segment dead ends at the I-540 right-of-way.

The 1928 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 1928 alignment of U.S. 64 in Van Buren has good integrity. The original 1928 pavement remains throughout the segment, and it retains its original dimensions. Although a small portion of the concrete pavement has been removed at the Oak Lane/Alma Boulevard/28th Street intersection, the segment is still drivable, and the entire 1928 alignment possesses a strong sense of continuity.

The biggest change to the integrity of the segment has been the changes to the segment's setting. When the segment was first paved, this part of Van Buren would have still been relatively rural being on the east side of the city. However, in the past few decades since the segment was bypassed and a new four-lane U.S. 64 was built along with an interchange for I-540, there has been a lot of sprawl in the area. Much of the sprawl is to the south of the segment. The north side of Oak Lane, however, still maintains the residential feel that it would have had originally giving drivers a sense of the original setting of U.S. 64 in the area.

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)

Engineering

Transportation

Period of Significance

1928-1960

Significant Dates

1928

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

Shultz Construction Company, 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: _____

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 64, Van Buren Segment

County and State: Crawford County, Arkansas

Name of multiple property listing (if applicable): Arkansas
Highway and Transportation Era Architecture, 1910-1965

Section number: 8 Page: 1

SUMMARY

Old U.S. 64, Van Buren Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 64, Van Buren Segment, is the longest and most intact portion of the 1928 alignment of U.S. 64 in Van Buren. The Van Buren segment of U.S. 64, which is approximately 0.65 miles long, still retains its original 1928 concrete pavement. In fact, the Van Buren segment of U.S. 64 was the first concrete-paved road in Crawford County. The Van Buren segment of U.S. 64 was the main automobile route in that part of Crawford County from the time of its construction in 1928 until the current U.S. 64 was built to the south of it in 1968. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of highway infrastructure in Crawford County in the first part of the twentieth century. Old U.S. 64, Van Buren 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."

HISTORY OF THE PROPERTY

Crawford County was created by an act of the Territorial Legislature on October 24, 1820, only two years after David Boyd, the first white settler, arrived in Van Buren. The new county, which was named for William H. Crawford, Secretary of the Treasury under James Monroe, encompassed most of the land now occupied by Yell, Logan, Johnson, Franklin, Scott, and Sebastian counties. The first county seat was temporarily located at the house of John Jay on the south side of the Arkansas River near the site of the Old Crawford Court House. The county seat was eventually moved several times, ending up in Van Buren in 1838.¹

Initially, the Arkansas River played a large role in the settlement and commerce in Crawford County. However, in the second half of the nineteenth century, the railroad became the supreme mode of transportation in the area. The Little Rock and Fort Smith Railroad, which was organized in 1853, acquired a vast amount of land in the area, including "alternate even sections for six miles on each side of the track." Work began on the line in 1869 and by August 1871 120 miles of track were completed. Finally, on June 24, 1876, the first train entered Van Buren.²

Although railroad travel would have been important in Van Buren and Crawford County for traveling longer distances, roads would have been important for traveling in the immediate vicinity. In the early nineteenth century few roads traversed the Van Buren area. By 1839, a "cross road" connected Van Buren and Fort Smith, and a "4 Horse Mail Post Coach Road" connected Van Buren with Cotocton on Frog Bayou to the east in

¹ *Biographical and Historical Memoirs of Northwestern Arkansas*. Chicago, Nashville, and St. Louis: The Goodspeed Publishing Co. 1890, pp. 495 and 498.

² *Ibid*, pp. 502-503, and *Maps showing the Connections of the Little Rock and Fort Smith Railroad and its Land Grant*. Map. New York, G. W. & C. B. Colton & Co., 1873.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 64, Van Buren Segment

County and State: Crawford County, Arkansas

Name of multiple property listing (if applicable): Arkansas
Highway and Transportation Era Architecture, 1910-1965

Section number: 8 Page: 2

Crawford County and Pleasant Hill and Ozark in Franklin County. The same road connected Van Buren with Vineyard, Cane Hill, and Fayetteville to the north.³

Road construction continued in Crawford County throughout the early nineteenth century. By 1854 more roads connected the Van Buren area with points to the north, but the original "4 Horse Mail Post Coach Road," which roughly followed the current route of U.S. 64, was still the only road that connected Van Buren to points east.⁴ (The mountains in the northern part of Crawford County would have made road construction in the nineteenth century in that part of the county very difficult. The route of U.S. 64, closer to the Arkansas River Valley, would have been a much easier route to travel.)

Although the roads that were built during the 1800s were sufficient in many cases for the horses and wagons that were the main means of travel in the nineteenth century, road requirements in the first part of the twentieth century were very different. By the early twentieth century, as automobiles became more prevalent, it was necessary to provide good roads for easier travel. Since the route of U.S. 64 east from Van Buren was an important route connecting Van Buren with counties to the east and Arkansas's capital at Little Rock, it would have likely been one of the first roads in the county to be improved.

The need for and importance of good roads in Crawford County was something that was recognized by the local residents, and they also realized that the county's varied geography brought about myriad challenges in road construction. The *Third Biennial Report* stated:

The surface of this county varies from river bottoms to mountains and hence the road problems are varied.

The main roads are being rapidly improved by grading and draining, and are as a whole in fairly good condition. Steel bridges are being built over the streams as rapidly as funds can be secured.

There is a strong sentiment throughout the county for better and more permanent roads.⁵

When road improvement began in earnest in Crawford County in the late 1910s, the route of U.S. 64 was the first large-scale project that was looked at. By 1918, it was reported that "Plans, specifications and estimates

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

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 *Third Biennial Report of the Department of State Lands, Highways and Improvements.* Publisher unknown, c.1918, p. 33.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 64, Van Buren Segment

County and State: Crawford County, Arkansas

Name of multiple property listing (if applicable): Arkansas
Highway and Transportation Era Architecture, 1910-1965

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have been furnished for [a] shale and macadam road, 35.43 miles long from Van Buren via Alma to Winslow. This is to be a part of a system of roads from Fort Smith through Crawford, Washington and Madison counties. Estimated cost, \$110,893.46 State aid allotted, \$34,801.40.” This proposed road includes portions of present day U.S. 64 and U.S. 71.⁶

Improvements to U.S. 64 continued into the 1920s, first with grading, building of drainage structures, and putting down gravel surfacing in 1925. The State Highway Commission received bids on May 29, 1925, to complete the work on the Van Buren-Alma Road. For completing the grading, structures, and gravel surfacing on 6.25 miles of the road, which was Federal Aid Project #216-A, J. A. Burke or Fort Smith, Arkansas, submitted a bid of \$37,696.03.⁷

The completion of the grading, drainage structures, and gravel surfacing would have improved travel on U.S. 64 in the Van Buren area, but more improvements were on the horizon. Standards of highway construction were changing in the late 1920s, so much so that the State Highway Commission reported in 1930 that “Improved roads prior to 1927 have since come to be classed as unimproved roads and in a great many instances the improved roads of that period have necessitated new location and construction in order to bring them to the present standards.”⁸

The changes in the standards affected several aspects of highway design and construction, including location and material construction. The *Ninth Biennial Report* elaborated on the changes as follows:

Probably the greatest change of standards has been in location. Due to the Road Improvement District System the improvements prior to 1927 were for local traffic only, and these locations seldom fitted any primary system of highways that could be laid out. This fact has also been magnified by the change in the demands of traffic. More through traffic now demands shorter distances between points of traffic concentration. More commercial traffic now demands easier grades. Higher speed traffic now demands more clearance on the roadway, more sight distance, less curvature, and curves of greater radius.

The change in standards of construction has been of a different nature. Although there has been a steady development of the standards of construction, the big change in this phase of the work has been from one class of construction to another. The present day traffic, instead of demanding a gravel road which will carry traffic in all seasons, now demands a high speed and dustless riding

⁶ *Ibid.*, p.34

⁷ *Seventh Biennial Report of the Department of State Lands, Highway and Improvements*. Conway, AR: Conway Printing Co., 1926, p. 67.

⁸ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p.96.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 64, Van Buren Segment

County and State: Crawford County, Arkansas

Name of multiple property listing (if applicable): Arkansas
Highway and Transportation Era Architecture, 1910-1965

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surface. And from the standpoint of both location and construction there is now a far greater tendency toward the elimination of grade crossings with railroads.⁹

Work to improve the Van Buren segment of U.S. 64 and bring it up to the new standards began in 1928. The State Highway Commission solicited bids for grading, new drainage structures and concrete pavement on 7.591 miles of the Van Buren-Alma Road (Section 2 of U.S. 64), which was state job #438. Bids were received on April 18, 1928, and Shultz Construction Company of Wichita, Kansas, with a bid of \$143,004.87, and an estimated timeline of 200 days. In addition, the state was going to furnish \$30,532.27 worth of material for a total projected cost of \$173,537.14. However, by the time that the work was done, the contractor was paid \$158,701.38 and the state had furnished \$32,305.68 for a total final cost of \$191,007.06.¹⁰

Once the improvements to U.S. 64 in Crawford County were completed, the State Highway Commission touted how the upgrading of the road to the new standards had improved it. They reported that "In Crawford County, Route 64 from Van Buren east to the Franklin County line has been shortened from 21.7 miles to 19.2 miles and four grade crossings have been eliminated by new location. The class of construction has been raised from earth and gravel surfacing to concrete."¹¹

A first-class highway upgraded to the latest standards was an important asset to Van Buren and the entire Arkansas River Valley, just as the route had been for over a century. The importance of the highway and the number of products that were shipped on it were included in a description of the highway in *The WPA Guide to 1930s Arkansas*, which described the highway by saying:

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.

Throughout most of the Arkansas Valley are prosperous cotton plantations, cornfields, and livestock farms. In the region between Clarksville and Mulberry, however, the Ozark ridges, blue shapes to the north along the entire route, roll down to the river's edge; and here field crops tend to give way to peaches, grapes, and other fruits and vegetables. Deposits of coal and natural gas have been developed in the Clarksville area.¹²

⁹ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 96-97.

¹⁰ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 164-165.

¹¹ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p. 97.

¹² West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 64, Van Buren Segment

County and State: Crawford County, Arkansas

Name of multiple property listing (if applicable): Arkansas
Highway and Transportation Era Architecture, 1910-1965

Section number: 8 Page: 5

An improved highway would have meant that it would have been much easier to ship these products to Van Buren, Fort Smith, and Little Rock.

Although the Van Buren segment of U.S. 64 represented the latest in highway design in the late 1920s, it was not long before highway standards changed again and the road was considered inadequate. This was especially true as Van Buren expanded to the east and suburban sprawl began to affect the area. As a result, when improvements to U.S. 64 were underway in the late 1960s, a new route was chosen for the upgraded road. The new road, which was upgraded to four lanes in order to better handle the increased development and traffic on Van Buren's east side, and also to better tie into the new I-540, was completed in 1968. Old U.S. 64, Van Buren Segment, which is now known as Oak Lane, was relegated to a local road to service the local residents.¹³

Along with Interstate 40, U.S. 64 is currently one of the main highways between Memphis, Tennessee, and Van Buren, 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 1928 alignment of U.S. 64 in Van Buren remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Crawford County.

SIGNIFICANCE OF THE PROPERTY

The importance of Old U.S. 64, Van Buren Segment, is in the fact that it illustrates the development of new highway materials and standards during the 1920s. The 1920s, especially late in the decade, brought about some fundamental changes in the development of highways in Arkansas. As the *Ninth Biennial Report* states:

Due to the Road Improvement District System the improvements prior to 1927 were for local traffic only, and these locations seldom fitted any primary system of highways that could be laid out. This fact has also been magnified by the change in the demands of traffic. More through traffic now demands shorter distances between points of traffic concentration. More commercial traffic now demands easier grades. Higher speed traffic now demands more clearance on the roadway, more sight distances, less curvature, and curves of greater radius.¹⁴

The paving of highways, such as U.S. 64, in Arkansas during the 1920s, illustrates the shift from local roads to long distance highways. These new highways were significant in that they allowed motorists to easily travel beyond their local communities and counties. People in Van Buren and Crawford County could now, via U.S. 64, travel beyond their immediate area including Little Rock. By the late 1920s, because of the extensive

¹³ Scoggin, Bob. E-mail to the author. 14 July 2009.

¹⁴ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p. 96.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 64, Van Buren Segment

County and State: Crawford County, Arkansas

Name of multiple property listing (if applicable): Arkansas
Highway and Transportation Era Architecture, 1910-1965

Section number: 8 Page: 6

network of gravel, asphalt, and concrete highways under construction, one could much more easily travel across the state.

Old U.S. 64, Van Buren Segment, was not only significant for its role in the improvement of automobile transportation in the Van Buren area, but also because it represented a new direction in highway engineering. The concrete highways built in Arkansas during the 1920s and 1930s represented a great improvement over previous roads. With a width of eighteen feet, roads like this segment of U.S. 64 were almost twice as wide as previous paved roads, providing the increased clearance that was needed. Other highway segments that remain from the early 1920s, such as Old U.S. 64, Scotia Segment (NR listed September 19, 2007); Old Arkansas 11, Kauffman Road Segment (NR listed September 20, 2006); and Old U.S. 70, Union Valley Segment (NR listed September 23, 2004), all have pavement widths of approximately ten feet.

Old U.S. 64, Van Buren Segment, was not only significant in its design and that it illustrated the new standards being used for highway construction, but in that it also represented a relatively new material in highway construction. Prior to the late 1920s, very few roads in Arkansas were paved with concrete. However, as the *Ninth Biennial Report* says, "The present day traffic, instead of demanding a gravel road which will carry traffic in all seasons, now demands a high speed and dustless riding surface."¹⁵

Concrete pavement was introduced in road construction in Arkansas in 1913-1914 with the construction of the Dollarway Road (NR listed May 17, 1974), which at the time was the longest continuous stretch of concrete pavement in the nation and the first rural concrete highway built west of the Mississippi River.¹⁶ The first known use of concrete for paving in the 1920s was on Highway A-7 between Marked Tree in Poinsett County and Turrell in Crittenden County. Constructed as part of the development of the Ozark Trail, it was constructed using what is believed to be an experimental method, and sections of the road still exist as Highway A-7, Gilmore to Turrell (NR listed May 12, 2009) and Highway A-7, Tyronza Segment (NR listed May 20, 2009).¹⁷

The significance of the Van Buren segment of Old U.S. 64 is that it represents the earliest known use of concrete highway paving in Crawford County. (Although the *Third Biennial Report* indicated that "Estimates were furnished also for [a] concrete road, 7.55 miles long, from Van Buren to Kibler," it appears that this project was never carried out.¹⁸) The *Ninth Biennial Report* reported that in 1927 there were no miles of concrete pavement in Crawford County, but by 1930 there were 29.2 miles. The construction of concrete

¹⁵ *Ibid*, p 97.

¹⁶ Baxter, Ed. "Dollarway Road." National Register of Historic Places Nomination Form. In the files of the Arkansas Historic Preservation Program, 1974.

¹⁷ Wilcox, Ralph. "Highway A-7, Gilmore to Turrell." National Register of Historic Places Nomination Form. In the files of the Arkansas Historic Preservation Program, 2009, and Wilcox, Ralph. "Highway A-7, Tyronza Segment." National Register of Historic Places Nomination Form. In the files of the Arkansas Historic Preservation Program, 2009.

¹⁸ *Third Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1918, p. 34.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 64, Van Buren Segment

County and State: Crawford County, Arkansas

Name of multiple property listing (if applicable): Arkansas
Highway and Transportation Era Architecture, 1910-1965

Section number: 8 Page: 7

pavement in Crawford County began with U.S. 64, specifically from Van Buren to Alma, and continued shortly afterwards with U.S. 71. This eventually allowed Van Buren to be connected with concrete roads to Little Rock to the east, Fayetteville to the north and Texarkana to the south.

Due to the importance of the Van Buren Segment of U.S. 64 in illustrating the development of improved highway infrastructure in the Van Buren area in the late 1920s and for illustrating the new highway standards being applied across Arkansas in the late 1920s, it is being nominated to the National Register under **Criterion A** with **local significance**. Also, as the first example of concrete highway constructed in Crawford County, a new kind of highway engineering in Crawford County and a relatively new kind of highway engineering in Arkansas, it is being nominated to the National Register with **local significance** under **Criterion C**. Old U.S. 64, Van Buren Segment, is also 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."

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 64, Van Buren Segment

County and State: Crawford County, Arkansas

Name of multiple property listing (if applicable): Arkansas
Highway and Transportation Era Architecture, 1910-1965

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Wilcox, Ralph. "Highway A-7, Gilmore to Turrell." National Register of Historic Places Nomination Form. In the files of the Arkansas Historic Preservation Program, 2009.

Wilcox, Ralph. "Highway A-7, Tyronza Segment." National Register of Historic Places Nomination Form. In the files of the Arkansas Historic Preservation Program, 2009.

Name of Property

County and State

Acreage of Property Approximately 1.5 acres.

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>379208</u>	<u>3922720</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>379353</u>	<u>3923207</u>

3	<u>15</u>	<u>379943</u>	<u>3923361</u>
	Zone	Easting	Northing
4	<u> </u>	<u> </u>	<u> </u>

☐ See continuation sheet

(Describe the boundaries of the property on a continuation sheet.)

(Explain why the boundaries were selected on a continuation sheet.)

name/title Ralph S. Wilcox, National Register & Survey Coordinator

Organization	Arkansas Historic Preservation Program	date	July 20, 2009
street & number	1500 Tower Building, 323 Center Street	telephone	(501) 324-9787
city or town	Little Rock	state	AR
		zip code	72201

Submit the following items with the completed form:

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.

Representative **black and white** photographs of the property.

(Check with the SHPO or FPO for any additional items.)

(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.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 64, Van Buren Segment

County and State: Crawford County, Arkansas

Name of multiple property listing (if applicable): Arkansas
Highway and Transportation Era Architecture, 1910-1965

Section number: 10 Page: 1

VERBAL BOUNDARY DESCRIPTION

Beginning at the U.S. 64 and Oak Lane intersection, the 1928 alignment of U.S. 64 follows Oak Lane for approximately 0.65 miles to the end of the road at the I-540 right-of-way. The width of the boundary includes 10 feet on either side of the 1928 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the 1928 U.S. 64 alignment in Van Buren.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Old U.S. 64--Van Buren Segment
NAME:

MULTIPLE Arkansas Highway History and Architecture MPS
NAME:

STATE & COUNTY: ARKANSAS, Crawford

DATE RECEIVED: 12/11/09 DATE OF PENDING LIST: 12/30/09
DATE OF 16TH DAY: 1/14/10 DATE OF 45TH DAY: 1/25/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09001242

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 1-21-10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

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, VAN BUREN SEGMENT

CRAWFORD COUNTY, AR

RALPH S. WILCOX

OCTOBER 2009

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW SOUTHWEST FROM PHOTO LOCATION #1,



OLD U.S. 64, VAN BUREN SEGMENT

CRAWFORD COUNTY, AR

RALPH S. WILCOX

OCTOBER 2009

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



OLD U.S. 64, VAN BUREN SEGMENT

CRAWFORD COUNTY, AR

RALPH S. WILCOX

OCTOBER 2009

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTHWEST FROM PHOTO LOCATION #3.



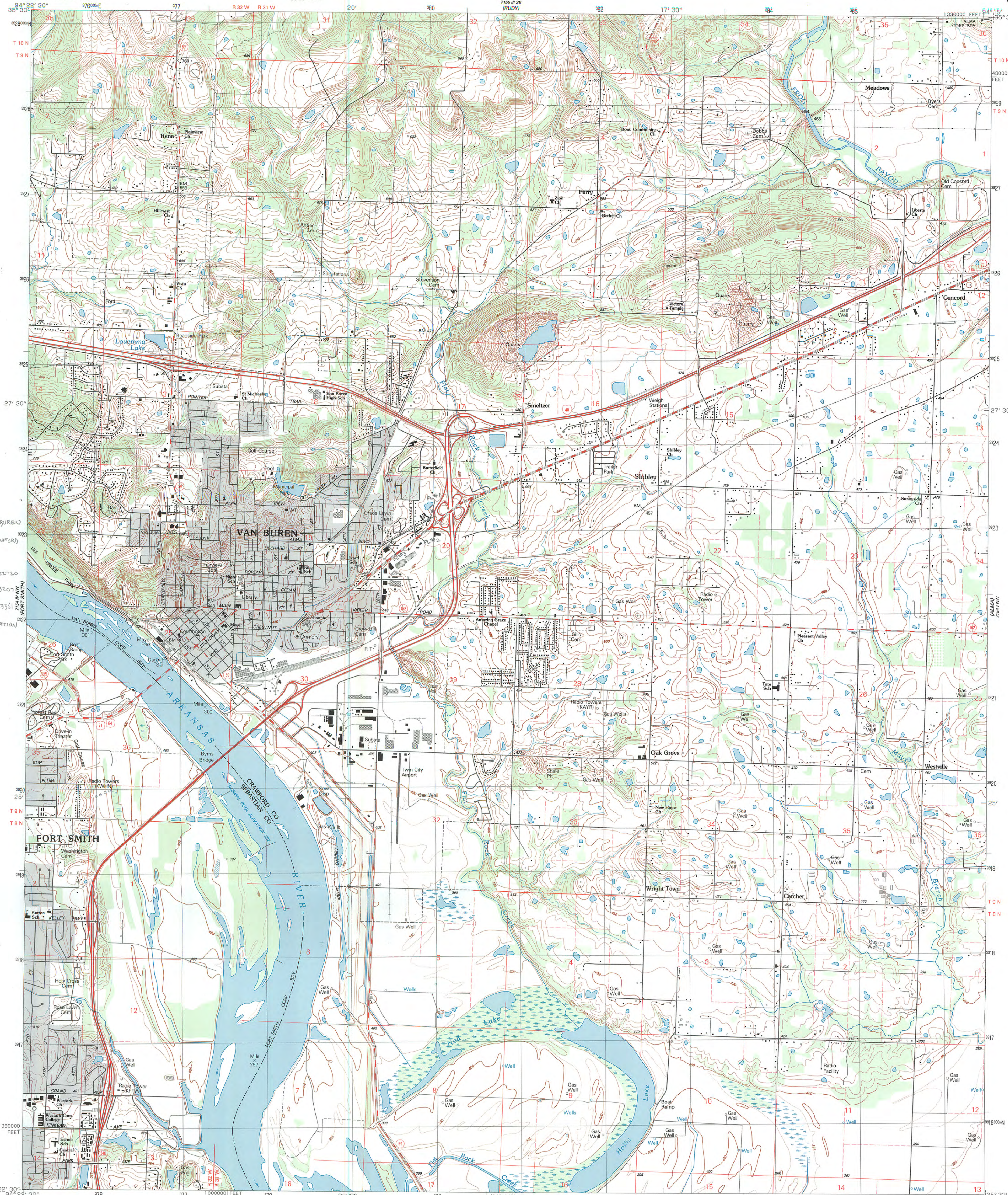
OLD U.S. 64, VAN BUREN SEGMENT

CRAWFORD COUNTY, AR

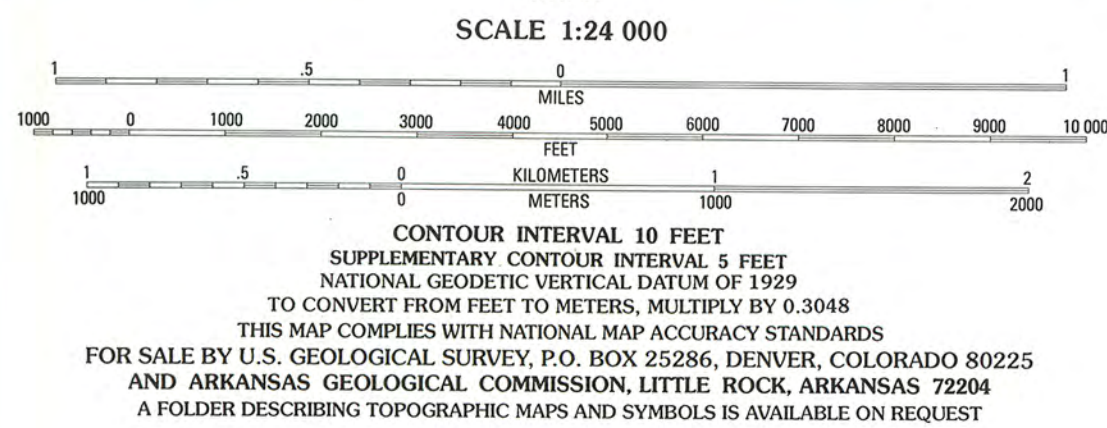
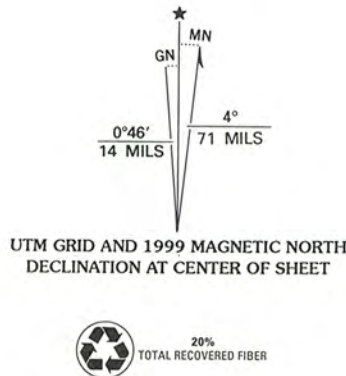
RALPH S. WILCOX

OCTOBER 2009

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW NORTHEAST FROM PHOTO LOCATION #4.



Produced by the United States Geological Survey
Derived from imagery taken 1983 and other sources. Photoinspected using imagery taken 1997; no major culture or drainage changes observed. PLSS and survey control current as of 1985. Boundaries, other than corporate, verified 1999.
North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: Arkansas coordinate system, north zone (Lambert conformal conic).
1000-meter Universal Transverse Mercator grid, 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

VAN BUREN, ARK.

1997

NIMA 7154 IV NE-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

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tdd: (501) 324-9811

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info@arkansaspreservation.org

website:

www.arkansaspreservation.com

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December 2, 2009

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, Van Buren Segment – Van Buren, Crawford
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