

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NR

9/23/04

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. 70, Union Valley Segment

other names/site number Sites #LN0148-LN0151, Highway A-1

2. Location

street & number Immediately north and south of US 70 from the S28/S29 boundary line in R9W west to the S26/S27 boundary line in R10W ☐ not for publication

city or town Union Valley ☒ vicinity

state Arkansas code AR county Lonoke code 085 zip code 72086

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.)

Cosette Tharrel
Signature of certifying official/Title

7/7/04
Date

Arkansas Historic Preservation Program

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☐ entered in the National Register.
☐ See continuation sheet

☐ determined eligible for the
National Register.
☐ See continuation sheet

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

Other, (explain:) _____

Signature of the Keeper

Date of Action

Old U.S. 70, Union Valley Segment

Name of Property

Lonoke County, Arkansas

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in count.)

Contributing

Noncontributing

	buildings
	sites
3	structures
	objects
3	Total

Name of related multiple property listing

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

Arkansas Highway History and Architecture, 1910-1965

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

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

CONCRETE

Narrative Description

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

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

Period of Significance

c.1913-1931

Significant Dates

c.1913-1931

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: _____

Old U.S. 70, Union Valley Segment

Name of Property

Lonoke County, Arkansas

County and State

10. Geographical Data

Acreage of Property Approx. 9.75 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>592755</u>	<u>3847282</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>591952</u>	<u>3847297</u>

3	<u>15</u>	<u>591500</u>	<u>3847343</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>591332</u>	<u>3847307</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 April 23, 2004

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 7 Page 1

SUMMARY

The bypassed c.1913 alignment of U.S. 70 in the Union Valley vicinity is a bituminous surfaced highway with grass shoulders. Generally, it follows a straight alignment with the exception of curves just east of Highway 15 in order to bypass Baker's Bayou and approximately one mile west of Highway 15 in order to cross the two small creeks at 90-degree angles. The highway retains its c.1913 pavement towards the eastern and western ends, although time has caused it to weather into gravel in some locations. The middle portion of the segment has become overgrown with grass, although the location of the roadbed is visible. The highway retains its original roadway width.

ELABORATION

HIGHWAY

This bypassed section of old U.S. 70 is approximately four miles long and begins at the Section 28/Section 9 boundary line in Township 2 North, Range 9 West and proceeds in a westerly direction before ending at the Section 26/Section 27 boundary line in Township 2 North, Range 10 West. Almost the entire portion of the highway is flat and straight, with doglegs just east of Highway 15 and approximately one mile west of Highway 15 being the only exceptions.

The old alignment of U.S. 70 has a width of approximately 10 feet and no paved shoulders. (For comparison, the current American Association of State Highway and Transportation Officials Green Book indicates that a lane width of 11 feet 9 inches is desirable.) The pavement is composed of bituminous surfacing.

BRIDGES

The old alignment of U.S. 70 contains two small stream crossings, both over unnamed streams approximately one mile west of Highway 15. The easternmost bridge is a 25-foot long concrete deck truss with concrete abutments. The bridge originally had metal guardrails, and only the ones on the north side remain, although they have been bent down to allow wide vehicles to cross the bridge.

The westernmost crossing is a 16-foot long concrete deck truss also with concrete abutments. However, unlike the eastern bridge, it has low concrete guardrails.

INTEGRITY

Overall, the bypassed alignment of U.S. 70 in the Union Valley vicinity has good integrity. The pavement on this section was laid prior to the segment's bypassing in 1931, and it retains its original dimensions. Additionally, the part of Lonoke County where the highway is located retains its rural setting, and the surroundings still reflect the period of significance from c.1913-1931.

United States Department of the Interior

National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

The weakest area of integrity centers on a one-mile long section of the highway just west of the U.S. 70 and Highway 15 intersection. This portion of the alignment has become overgrown with grass, and except in a very small area, no longer retains any visible pavement. However, the right-of-way and roadbed of that portion of the highway segment are still discernible, and it is still possible to gain a sense of travel and continuity throughout the entire segment.

Although the bituminous surfacing has deteriorated in some areas to gravel, the pavement retains its original dimensions and it is possible to recognize the original materials. As a result, it is still easy to recognize the original c.1913 construction.

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. 70, Union Valley 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 U.S. 70, Union Valley Segment, is the longest and most intact portion of the c.1913 alignment of U.S. 70 in Lonoke County. The Union Valley section of U.S. 70, which is approximately four miles long, still retains its c.1913 bituminous surfacing. The highway section was the main automobile route in that part of Lonoke County from the time of its construction in c.1913 until the current U.S. 70 was built adjacent to it in 1930-1931. Old U.S. 70, Union Valley 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

Lonoke County, which is located in Central Arkansas, was created on April 16, 1873, with land taken from Pulaski and Prairie counties. It was named for the "lone oak" tree that stood at the site of the Town of Lonoke, the county seat.¹ The earliest settlement in the area that is now Lonoke County occurred beginning in the 1820s. Early settlements in Lonoke County included the Eagle settlement and Old Austin, both located in the northwestern part of the county near the Moss Prairie.²

By 1839, a road was in place roughly following the route of U.S. 70 east from Little Rock, although the only settlement in the vicinity was Bayou Meteo [sic.] in the vicinity of present-day Jacksonville.³ However, in its early days the road was not much more than a "stump-studded path wandering through the wilderness."⁴

Settlement and development in the western part of Lonoke County would greatly increase once a railroad line reached the area in the early 1850s. The construction of the Memphis and Little Rock Railroad, which was granted a charter on January 10, 1853, was completed through the area that would become Lonoke County by 1854.⁵ Unlike other parts of the state where the railroad line and early highways shared the same corridor, the railroad line west of Lonoke was built approximately 1.5 miles north of the road's route. By 1872, the

¹ Information on Lonoke County found at <http://www.rootsweb.com/~arlonoke/>.

² *Biographical and Historical Memoirs of Pulaski, Jefferson, Lonoke, Faulkner, Grant, Saline, Perry, Garland, and Hot Spring Counties, Arkansas*. Chicago: The Goodspeed Publishing Co., 1889, p. 577.

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 Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 220.

⁵ Hull, Clifton E. *Shortline Railroads of Arkansas*. Norman, OK: University of Oklahoma Press, 1969, p. 3, and *Colton's Railroad & Township Map of Arkansas Compiled from the U.S. Surveys and Other Authentic Sources*. Map. Unknown Publisher, New York, 1854.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

settlements of Kerrs and Bayou Meto (now Meto) had developed to the northwest of Union Valley on the railroad line.⁶

However, virtually nothing is known about the history of Union Valley. It was apparently not named in 1936, and also never had a post office.⁷ It appears to have been just a name for the crossroads, and still remains a crossroads today.

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. 70 through Union Valley was an important route connecting Lonoke County with Little Rock, it would have likely been one of the first roads in the county to be improved. In fact, during the 1910s, Lonoke was at the forefront of highway improvement in Arkansas. According to the *Second Biennial Report of the Department of State Lands, Highways and Improvements*, which was published c.1917, "Lonoke County has about finished a complete road system. More water-bound macadam roads have been built in this county in the last three years than any other county in the State."⁸

It is likely that the Union Valley segment of the highway was initially a water-bound macadam road. A detailed explanation of the construction of this type of road was included in the 1924 *Yearbook of the Department of Agriculture*.

Water-bound macadam surfaces are made of crushed rock, the particles of which are angular in form, differing in this regard from the stony material of gravel surfaces. They are generally built in two main courses, each of which is compacted separately by rolling with a road roller. The product of the rock crusher is screened into three sizes, the coarsest of which passes through holes $2\frac{1}{3}$ or 3 inches in diameter, the intermediate size through holes $1\frac{1}{4}$ or $1\frac{1}{2}$ inches in diameter, and the smallest size through holes one-half or five-eighths inch in diameter. ...

The macadam road surface depends for its stability largely upon the wedging or interlocking of the angular stone fragments of which it is composed, but these are held together by the cementing properties of the stone dust in the fine material which is flushed into the compacted surface layer by sprinkling the surface of the road. The integrity of the road depends upon the

⁶ 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.

⁷ Arkansas State Highway Commission. *General Highway and Transportation Map, Lonoke County, Arkansas*. 1936, and Russell Pierce Baker. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988.

⁸ *Second Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1917, p.92.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

maintenance of this stone dust bond and the interlocked condition of the stone particles.⁹

However, water-bound macadam roads were not suitable for automobile traffic, as they were for horse-drawn traffic. The *Yearbook* goes on to explain:

Formerly, when traffic was horse-drawn, the horses' hoofs and the steel tires wore off enough dust from the stone particles to keep the supply of binding material replenished, and the rolling of the steel wheel kept the surface compact and firm. But rubber-tired motor vehicles have an entirely different effect. Being driven by their rear wheels these vehicles apply a force to the road surface which tends to dislodge the surface stone; the rapidity of the vehicular movement sets up air currents which draw the dust from the road surface and blow it away; and the rubber tires do not wear off enough dust to replenish the loss, with the result that the surface "ravels."¹⁰

As automobiles became more prevalent in the Union Valley area, and used the road more frequently, deterioration of the road surface apparently became a problem. The *Second Biennial Report of the Department of State Lands, Highways and Improvements* states that, "A part of the Lonoke-Little Rock road by way of Galloway is to be re-surfaced with asphaltic macadam (penetration method)."¹¹ The 1924 *Yearbook of the Department of Agriculture* explained the construction of that road type as follows:

The method of constructing bituminous-macadam surfaces is the same as that employed in the construction of water-bound macadam up to the point of binding the surface course. The surface course being lightly rolled, bituminous material (tar or asphalt, generally hot) is applied to it at the rate of 1 ½ gallons to the square yard and, penetrating between the stones, more or less perfectly coats their surfaces. The wearing course is then covered with a light layer of stone chips and rolled after which another application of bituminous material is spread at the rate of one-half gallon to the square yard to seal the surface voids, and after this application, which is closely followed by another coating of stone chips, the road is completed by thorough rolling. ... It is suited for either horse-drawn or automobile traffic in fairly large

⁹ T. Warren et al. "Highways & Highway Transportation," *Yearbook of the Department of Agriculture*, 1924. Unknown publisher, 1924, pp. 121-122.

¹⁰ *Ibid*, p. 122.

¹¹ *Second Biennial Report of the Department of State Lands, Highways and Improvements*, p.92.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

volumes and for a limited number of light motor trucks. It does not successfully withstand heavy motor-truck traffic.¹²

The importance of the highway as a transportation corridor linking Lonoke with Little Rock, is also illustrated in the bridges that were built on the route. The bridges have a roadway width of eighteen feet, which employed the latest in roadway design for the period. The *Fifth Biennial Report of the Department of State Lands, Highways and Improvements*, which was published c.1922, stated with respect to bridge width that, "In the past it has generally been assumed that a bridge, having a sixteen-foot roadway was ample to take care of all ordinary highway traffic. The impetus given truck transportation by the construction of improved roads has practically forced the construction on main highways of bridges with an eighteen-foot clear roadway and in some cases it has been desirable to make them wider."¹³

The importance of the highway was also noted when the U.S. highway system was created in 1925, and it received the designation U.S. 70. Prior to 1925, at least in the early 1920s, U.S. 70 east of Little Rock was referred to as Highway A-1.¹⁴

By the 1930s, U.S. 70 was a transcontinental highway sometimes referred to as the "Broadway of America" and the Union Valley segment, with its pavement width of ten feet, would have been inadequate to deal with the ever-increasing traffic loads, especially heavy truck traffic, which its bituminous surfacing was not designed to withstand. In addition, in the late 1920s and early 1930s, the Arkansas State Highway Commission started making a concerted effort to pave many of the major highways in Arkansas with concrete, a much more durable material, and U.S. 70 in Lonoke County was one of the highways that they targeted.

Upgrading of U.S. 70 west of Lonoke, which was Section 14 of the highway, began in 1930 with grading the right-of-way and building the drainage structures for the new road (State Job No. 682, Federal Aid Project No. 268-A). D. B. Hill of Little Rock was selected for the project with his July 16, 1930, bid of \$58,761.99. Later in 1930, the Altman Rodgers Company of Oklahoma City was selected to build the bridges on all of U.S. 70 in Lonoke County (State Job No. 6115, Federal Aid Project Nos. 268-B and 264-C). Their November 14, 1930, bid for six reinforced concrete deck girder bridges totaled \$48,774.31.¹⁵

¹² T. Warren et al. pp. 123-124.

¹³ *Fifth Biennial Report of the Department of State Lands, Highways and Improvements*. Little Rock: H.G. Pugh & Co., c.1922, p.

¹⁴ *Sixth Biennial Report of the Department of State Lands, Highways and Improvements*. Conway, AR: Conway Printing Co., c.1924, map after p. 24.

¹⁵ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Department*. Russellville, AR: Russellville Printing Company, 1930, pp. 202-205.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Once the necessary infrastructure for the new road was in place, paving the highway could begin. In 1931, J. P. McNulty of Pine Bluff was selected to complete the concrete pavement (State Job No. 6125, Federal Aid Project #268-A). McNulty's March 25, 1931, bid was for \$155,389.91, and the state contributed an estimated \$62,598.59 worth of materials. With an estimated completion time of 130 calendar days, the paving was likely completed late in 1931.¹⁶

By early 1933, the new highway was open, and only the last finishing touches were still necessary. For example, A. L. Hursey of Little Rock was hired for \$2,403.06 to place sod along the new highway, and Batson Bros. of Dardanelle was hired for \$2,552.00 to demolish the old Bayou Meto Bridge.¹⁷ Once the new highway opened, the old road quickly fell by the wayside, and today it is either used as farm access roads or has been slowly reclaimed by nature, becoming a grass-covered path.

Along with Interstate 40, U.S. 70 is currently one of the main highways between Little Rock and Memphis, Tennessee, 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.1913 alignment of U.S. 70 in the Union Valley vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Lonoke County.

STATEMENT OF SIGNIFICANCE

Old U.S. 70, Union Valley 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 U.S. 70, Union Valley Segment, is the longest and most intact portion of the c.1913 alignment of U.S. 70 in Lonoke County. The Union Valley section of U.S. 70, which is approximately four miles long, still retains its c.1913 bituminous surfacing. The highway section was the main automobile route in that part of Lonoke County from the time of its construction in c.1913 until the current U.S. 70 was built adjacent to it in 1930-1931. Old U.S. 70, Union Valley 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."

¹⁶ Arkansas State Highway Commission. *Tenth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Co., c.1933, pp. 82-83.

¹⁷ Arkansas State Highway Commission. *Eleventh Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, 1934, pp. 52-53.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

Arkansas State Highway Commission. *General Highway and Transportation Map, Lonoke County, Arkansas*. 1936.

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

Arkansas State Highway Commission. *Tenth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Co., c.1933.

Arkansas State Highway Commission. *Eleventh Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, 1934.

Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988.

Biographical and Historical Memoirs of Pulaski, Jefferson, Lonoke, Faulkner, Grant, Saline, Perry, Garland, and Hot Spring Counties, Arkansas. Chicago: The Goodspeed Publishing Co., 1889.

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.

Fifth Biennial Report of the Department of State Lands, Highways and Improvements. Little Rock: H.G. Pugh & Co., c.1922.

Hull, Clifton E. *Shortline Railroads of Arkansas*. Norman, OK: University of Oklahoma Press, 1969.

Information on Lonoke County found at <http://www.rootsweb.com/~arlonoke/>.

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.

Second Biennial Report of the Department of State Lands, Highways and Improvements. Publisher unknown, c.1917.

Old U.S. 70, Union Valley Segment
Name of Property

Lonoke County, Arkansas
County and State

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 2

Sixth Biennial Report of the Department of State Lands, Highways and Improvements. Conway, AR:
Conway Printing Co., c.1924

Warren, T., et al. "Highways & Highway Transportation," *Yearbook of the Department of Agriculture*,
1924. Unknown publisher, 1924.

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

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 589244E 3847322N
- 6) 15 588787E 3847236N
- 7) 15 588401E 3847338N
- 8) 15 586213E 3847360N
- 9) 15 588963E 3847244N (Bridge #1)
- 10) 15 588470E 3847280N (Bridge#2)

VERBAL BOUNDARY DESCRIPTION

Beginning at the Section 28/Section 29 boundary line in Range 9 West, the c.1913 alignment of U.S. 70 goes due west for one-half mile and then jogs to the north to bypass around the northern edge of Baker's Bayou. The segment then resumes its westward route for approximately one mile before jogging to the south across U.S. 70 to cross two small unnamed streams at 90-degree angles. The segment then crosses to the north of U.S. 70 and proceeds due west again before ending at the Section 26/Section 27 boundary line in Range 10 West. The width of the boundary includes 10 feet on either side of the c.1913 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the c.1913 U.S. 70 highway alignment in the Union Valley vicinity.











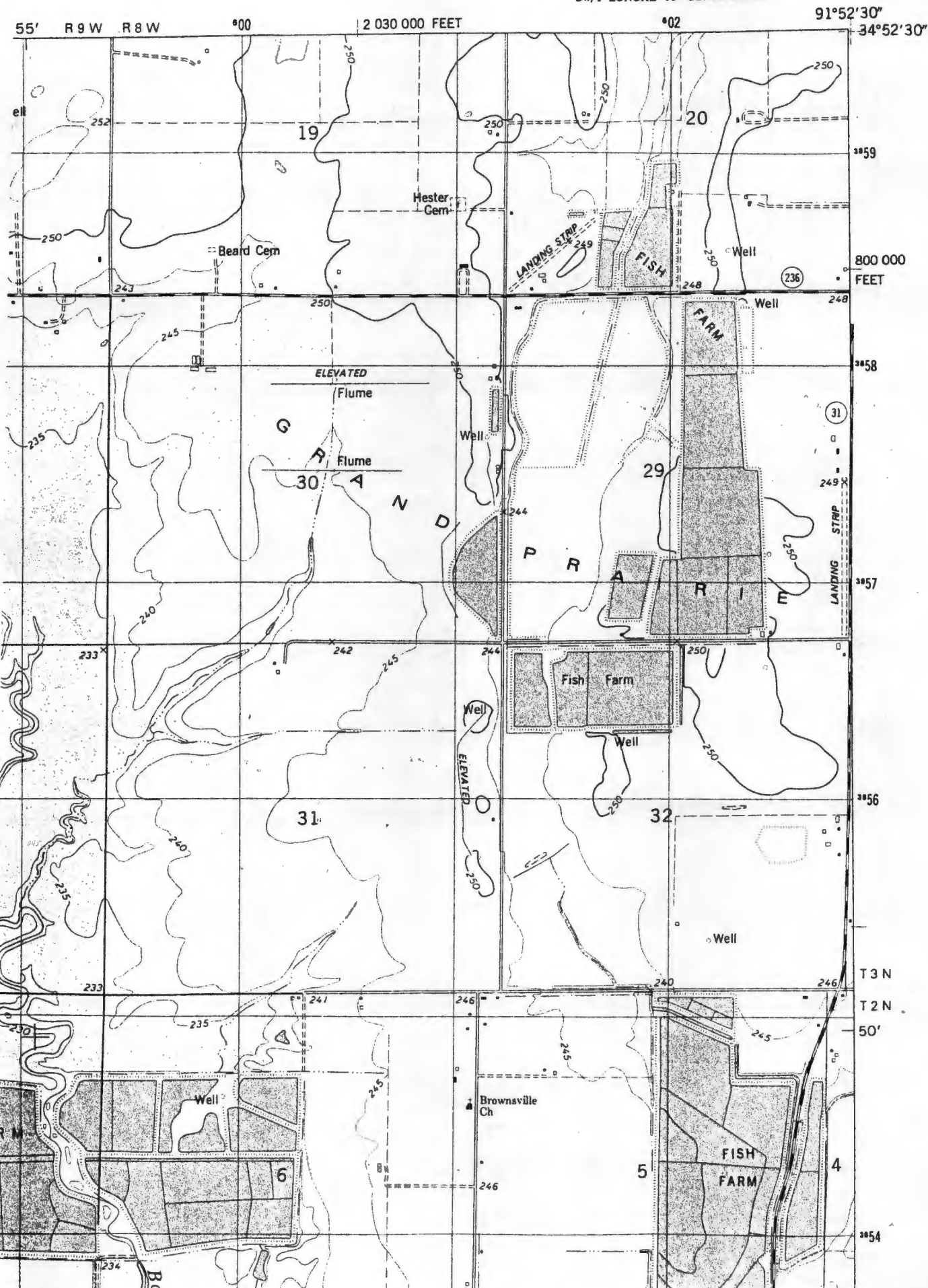


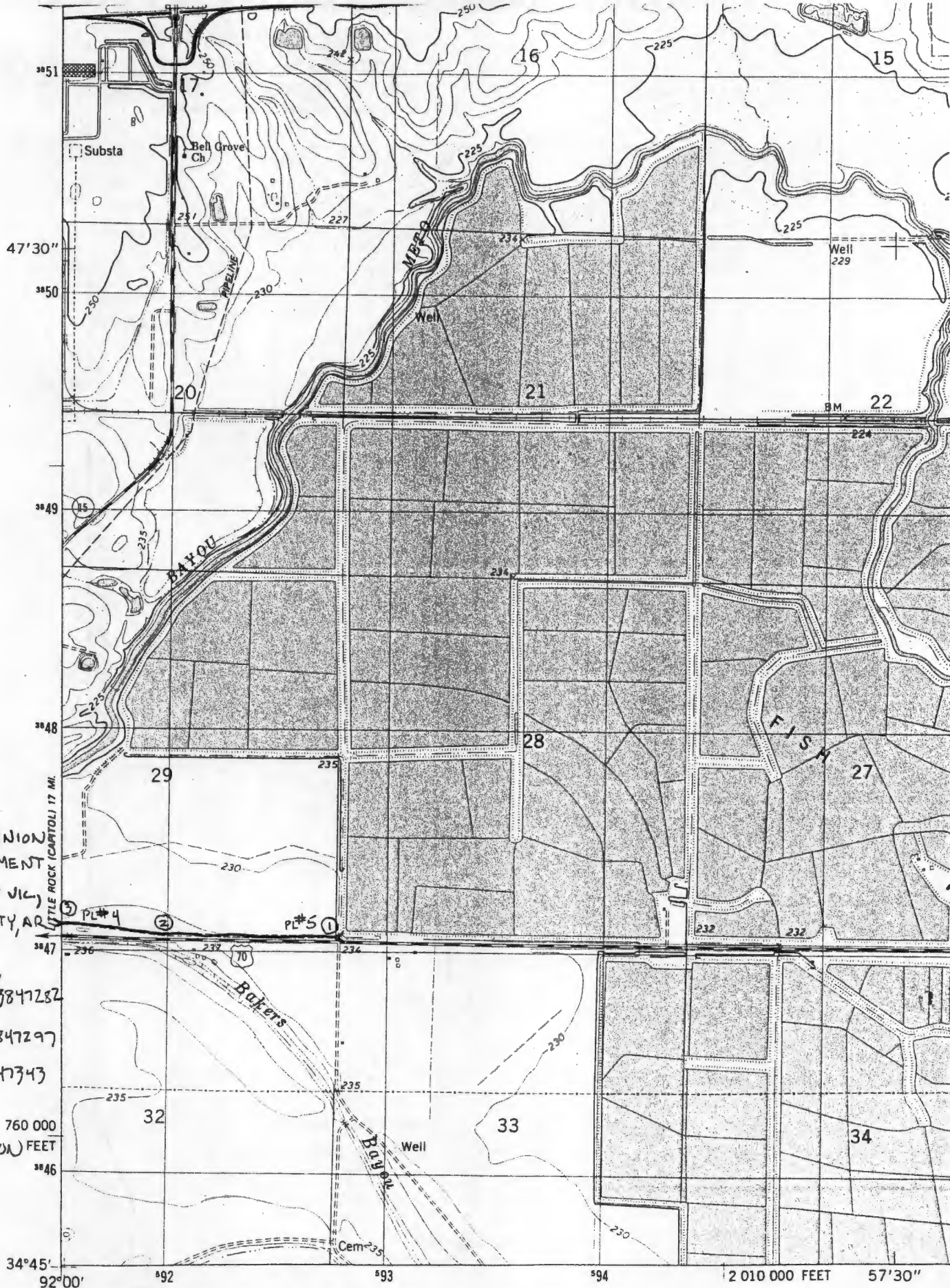


LONOKE QUADRANGLE
ARKANSAS-LONOKE CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

SW/4 LONOKE 15' QUADRANGLE

7033 IV NE
(WATTENSAW)





(SC017)
7553 N NE

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs
taken 1975. Field checked 1977. Map edited 1982

Projection and 10,000-foot grid ticks: Arkansas coordinate
system, south zone (Lambert conformal conic)

