

NR Listed: 5-18-03

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 US 67, Alicia to Hoxie

other names/site number Sites LW0081, LW0082, LW0083, and LW0084

2. Location

street & number First Street, Lawrence County Roads 747 and 549, and immediately east of ☐ not for publication
current US 67

City or town Alicia (see Continuation Sheet) ☒ vicinity

state Arkansas code AR County Lawrence code 075 zip code 72410

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.)

Cecilia Hooten
Signature of certifying official/Title

4/2/03
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 US 67, Alicia to Hoxie

Name of Property

Lawrence 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
4	structures
	objects
4	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 CONCRETE

OTHER – Bituminous Surfacing

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

Engineering

Period of Significance

1929-1952

Significant Dates

1929

1930

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

see Continuation Sheet

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ Previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☒ Other State Agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☐ Other

Name of repository: Arkansas Highway and Transportation Dept.

Old US 67, Alicia to Hoxie

Name of Property

Lawrence County, Arkansas

County and State

10. Geographical Data

Acreage of Property Approx. 27.5 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>672922</u>	<u>3973683</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>673832</u>	<u>3975400</u>

3	<u>15</u>	<u>673801</u>	<u>3975943</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>674284</u>	<u>3976177</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 3, 2003

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.

Old US 67, Alicia to Hoxie

Name of Property

Lawrence County, Arkansas

County and State

United States Department of the Interior

National Park Service

National Register of Historic Places Continuation Sheet

Section number 2 Page 1

LOCATION

This abandoned section of the 1929-1930 alignment of US 67 begins in Alicia (ZIP Code 72410), proceeds northeast through Minturn (ZIP Code 72445), and ends in Hoxie (ZIP Code 72433).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

SUMMARY

The abandoned 1929-1930 alignment of US 67 between Alicia and Hoxie is a two-lane concrete highway with "super-elevated" curves. It follows a straight alignment to the west of the current Union Pacific Railroad line and to the east of the current US 67, except where it approaches the Village Creek Relief crossing. Near Village Creek Relief, the road has broad sweeping "super-elevated" curves in order to cross the Relief at a 90 degree angle. Additionally, at this area, it crosses to the west of current US 67 south of the Relief, and then recrosses to the east of US 67 north of the Relief. In addition, the 1929-1930 alignment retains three original 1930 reinforced concrete deck girder bridges except that the Village Creek Relief bridge is partially destroyed. The highway retains its original 1930 concrete pavement throughout, although small portions have had a coarse aggregate asphalt layer placed over them, and other portions have been patched. The highway retains its original roadway width.

ELABORATION

HIGHWAY

This abandoned section of 1929-1930 alignment of US 67 is approximately 11.25 miles long and begins at the intersection of First Street and Main Street in Alicia and proceeds in a northeasterly direction through the village of Minturn before ending at SE Hickory Street in Hoxie. For the majority of the distance it is located just to the east of the current alignment of US 67 and just to the west of the Union Pacific Railroad line. The exception is in the vicinity of the Village Creek Relief crossing where the highway sweeps to the west of the current US 67 in order to cross Village Creek Relief at a 90 degree angle. The 1929-1930 alignment then recrosses the current US 67 just to the northeast of the Relief.

The 1929-1930 alignment of US 67 was paved in two sections with Minturn to Hoxie being paved first and Alicia to Minturn being paved second. From Minturn to Hoxie, the roadway has a width of 18 feet for two lanes of travel 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.) Each section of pavement is 9 feet wide and 50 feet long, and is composed of a tan stone aggregate mixed in the concrete. The pavement from Minturn to Hoxie is referred to as Bates Type concrete, which means that it also contains welded wire reinforcement in the concrete.

The highway from Alicia to Minturn is also paved in concrete, but documentation indicates that it is not Bates Type pavement. The roadway is slightly narrower, with a width of 16 feet for two lanes of travel and no paved shoulders. Each section of concrete is 8 feet wide and 50 feet long. Like the pavement from Minturn to Hoxie, it is composed of a tan stone aggregate mixed in the concrete.

United States Department of the Interior

National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

BRIDGES

The 1929-1930 alignment of US 67 contains three reinforced concrete deck girder bridges, one crossing Black Spice Ditch just north of Alicia, one crossing Village Creek Relief approximately one mile north of Alicia, and one crossing Village Creek at Minturn. The designs of the three bridges are the same with flat reinforced concrete deck girders resting on concrete piers. The guardrails on the bridges consist of evenly-spaced cast concrete uprights connected by two rows of horizontal concrete beams. Each bridge also has a metal plaque with information about the body of water crossed, builder, date of construction, and names of the officials of the Arkansas State Highway Department.

Of the three bridges, the Black Spice Ditch Bridge is the most intact. The Village Creek Bridge at Minturn has had its western guardrail damaged from an apparent impact. The Village Creek Relief Bridge has lost its center span.

INTEGRITY

Overall, the abandoned 1929-1930 alignment of US 67 between Alicia and Hoxie has remarkable integrity. The original 1930 pavement remains throughout the segment, and it retains its original dimensions. Also, the three bridges that were constructed in 1930 during the improvement of this segment remain. Additionally, the part of Lawrence County where the highway is located retains its rural setting, and the surroundings still reflect the period of significance from 1929-1952.

The weakest areas of integrity center around the Village Creek Relief Bridge and around the section of highway now designated Lawrence County Road 747, which goes from the northern town boundary of Alicia to the current US 67. As stated previously the center span of the Village Creek Relief Bridge has been demolished. The pavement of the highway from the northern town boundary of Alicia to the current US 67 is in rough shape and quite overgrown. Even so, it is still drivable, and the entire 1929-1930 alignment possesses a strong sense of continuity.

Although some small portions of the highway have had a very coarse aggregate asphalt layer placed over them at a later date and other portions have been patched, the vast majority of this work was completed prior to the opening of the current alignment of US 67 in November 1952. As a result, the modifications are over fifty years old and add to the historic character of the highway.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

BUILDERS

J. B. McCrary Engineering Corporation, Atlanta, Georgia (Concrete paving, Alicia to Minturn)
Porter Construction Company, Tulsa, Oklahoma (Concrete paving, Minturn to Hoxie)
Richardson Ayres, Hope, Arkansas (Bridges and earth approaches, Alicia to Hoxie)
Newell Contracting Company, Little Rock, Arkansas (Grading and drainage structures, Alicia to Hoxie)

SUMMARY

Old US 67, Alicia to Hoxie, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old US 67, Alicia to Hoxie, is the longest and most intact portion of the 1929-1930 alignment of US 67 in Lawrence County. The Alicia to Hoxie section of US 67, which is approximately 11.25 miles long, still retains its original 1930 concrete pavement. The highway section was the main automobile route in that part of Lawrence County from the time of its construction in 1929-1930 until the current US 67 was built adjacent to it in 1952. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old US 67, Alicia to Hoxie, is being submitted to the National Register of Historic Places under the multiple property listing "Arkansas Highway and Transportation Era Architecture, 1910-1965" in conjunction with the historic context "Arkansas Highway History and Architecture, 1910-1965."

ELABORATION

The route of US 67 was a natural corridor through Arkansas due to the state's geography, and its history goes back many centuries. US 67 roughly divides Arkansas into two triangles with the Ozarks to the northwest and the Delta with its associated swampland to the southeast. The ease of travel in this corridor was first taken advantage of by the Native Americans, who picked out a route that avoided the hills and swamps, and crossed the many rivers at their easiest fording locations.¹

At the time of the Louisiana Purchase in 1803, the Southwest Trail was developed along the route. It predated the Memphis to Little Rock Road of 1826, and was the earliest land route into Arkansas. The route entered into Arkansas at Hix's Ferry, a community northeast of Pocahontas in neighboring Randolph County, proceeded through Little Rock and ended at the Red River in Fulton in Arkansas's southwest corner.²

The development of the Southwest Trail through Arkansas opened up settlement in the areas along its route. Pioneers came into the state from the northeast bringing their cattle, wagon trains, and, occasionally, slaves with them. All along the route, the settlers selected tracts of bottomland, and made clearings in the wilderness. The importance of the Southwest Trail was also recognized by Andrew Jackson who signed an

¹ Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 203.

² Noel E. Oman. "Progress in Slow Lane on Upgrade of U.S. 67." *Arkansas Democrat-Gazette*, 23 August 1999: A1.

United States Department of the Interior

National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

appropriations bill in 1831, which earmarked \$15,000 for the improvement of the Trail, and also designated it a "National Road."³ The importance of this military road was proven during the War with Mexico in the 1840s.⁴

As the construction of railroad lines began in earnest in Arkansas after the Civil War, the railroad line also utilized the natural corridor that the Southwest Trail and military road used in Lawrence County. Historic railroad maps of the area show that a railroad line was under construction by 1872.⁵ The railroad line, which would become the St. Louis, Iron Mountain & Southern in 1874, was completed by 1873.⁶ The arrival of the railroad further increased settlement in that part of Lawrence County, and the towns of Alicia, Minturn, and Hoxie, all came into existence by 1895.⁷

When the Arkansas State Highway System was formed in 1923, US 67 was one of the original highways included. It was also one of the first nine Arkansas highways to become part of the US highway system two years later in 1925.⁸ The creation of the State Highway System was the most important aspect of the Harrelson Road Law of 1923, and it brought all construction and maintenance activities under the jurisdiction of the Highway Commission.⁹

However, the section of US 67 between Alicia and Hoxie did not become a part of the official route until the paving was finished in 1930. Prior to 1930, the route of US 67 went due north from Alicia to the Coffman vicinity, and then proceeded east to Hoxie.¹⁰ Even though the paving was finished in 1930, some maps up until the mid-1930s show US 67 going through Coffman from Alicia to Hoxie, and indicate that the road through Minturn was unimproved.¹¹

Rerouting US 67 to proceed northeast from Alicia through Minturn to Hoxie made sense since the route was more direct and shorter in distance. The work done on the Alicia to Hoxie section of highway, (referred to as Section 18 of US 67 by the State Highway Commission) was not only a state project. It was also divided into

³ Ray Hanley. *A Journey Through Arkansas: Historic U.S. Highway 67*. Charleston, SC: Arcadia Publishing, 1999, p. 7.

⁴ West, 203.

⁵ *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.

⁶ W. E. McLeod. "Old Roads in North Arkansas." *Lawrence County Historical Society Quarterly*, Spring 1978.

⁷ *Cram's Township and Rail Road Map of Arkansas*. Map. Chicago, George Franklin Cram, 1895.

⁸ Oman, A1.

⁹ Arkansas State Highway and Transportation Department. *Historical Review: Arkansas State Highway Commission and Arkansas State Highway and Transportation Department, 1913-1992*. Little Rock: Arkansas State Highway and Transportation Department, 1992, p. 34.

¹⁰ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Department*. Russellville, AR: Russellville Printing Company, 1930, p. 26.

¹¹ *Automobile Green Book Road Reference and Tourists' Guide*. Boston: Scarborough Motor Guide Company, 1933, p. 178.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

two Federal Aid Projects (FAP). The section from Alicia to Minturn was FAP #246-B, and the section from Minturn to Hoxie was FAP #246-A.¹²

The first contracts awarded for improvement of the highway went to the Newell Contracting Company of Little Rock for grading and drainage structures. Their proposals for the project were received March 29, 1929. For 6.122 miles of work from Minturn to Hoxie (State Job #10104) they submitted a bid of \$32,214.56, and estimated that it would take 230 calendar days to finish the project. The final payment, however, was \$34,597.43. For the 6.727 miles of work between Alicia and Minturn (State Job #10126) they submitted a bid of \$27,688.80, and again estimated that it would take 230 calendar days to finish the project. As with the section between Minturn and Hoxie, the final cost overran the proposal, and the final payment was \$33,577.35.¹³

Proposals for bridges on the stretch of highway were received in late 1929. State Job #1014 was awarded to Richardson Ayres of Hope, Arkansas, for the construction of three reinforced concrete deck girder bridges and 263 feet of earth approaches. The total length of the project was 540 feet. Richardson Ayres had estimated in his proposal, which was received by the State Highway Commission on November 20, 1929, that it would cost \$28,794.08, and take 130 calendar days to complete.¹⁴ Unfortunately, the 1931-1932 Biennial Report of the Arkansas State Highway Commission does not record how much the bridges ultimately cost.

Once the proper infrastructure was in place, paving of the highway began in 1930, with the section from Minturn to Hoxie being paved first (FAP #246-A). The contract for the paving was awarded to Porter Construction Company of Tulsa, Oklahoma, and given State Job #10145. Their proposal, which was received on May 14, 1930, proposed a cost of \$87,382.94, for the 6.136 mile section of highway, and an estimated completion time of 90 days. In addition, the State proposed to provide an estimated \$34,472.26 worth of material for a total estimated cost of \$121,855.20. The paving was finished by August 31, 1930, and again, the actual cost exceeded the initial estimates. The final payment to Porter Construction Company was \$88,008.16, and the State furnished \$40,430.42 worth of materials for a final actual cost of \$128,438.58.¹⁵

Unlike the section from Alicia to Minturn, which was paved later, the pavement for US 67 from Minturn to Hoxie was specified to be "Bates Type" pavement. Bates Type pavement includes welded wire reinforcement in the concrete. Although the first large-scale application of welded wire reinforcement in

¹² Arkansas State Highway Commission, pp. 178-179.

¹³ Ibid.

¹⁴ Arkansas State Highway Commission, pp. 192-193.

¹⁵ Arkansas State Highway Commission, pp. 200-201.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

concrete pavement occurred in 1908 with the construction of the Long Island Parkway in New York, it became known as Bates Type pavement after a test of 78 types of pavement in Bates, Illinois, in 1922. After the tests in Bates, the pavement with the welded wire reinforcement was the only section in reasonably good condition after the heavy traffic test. As a result, many states started to specify welded wire reinforcement in their roads.¹⁶

Paving of US 67 from Alicia to Minturn (FAP #246-B) took place later in 1930. The contract for paving that section of highway was awarded to J. B. McCrary Engineering Corporation of Atlanta, Georgia, and given State Job #10148. Their proposal for the 6.776 miles of pavement was received by the State Highway Commission on September 18, 1930. Their proposed cost for the project was \$51,672.79, with an estimated 90 calendar day time of completion. As with the paving from Minturn to Hoxie, the State provided an estimated \$79,349.82 worth of materials for a total estimated cost of \$131,022.61.¹⁷ As with the bridges on the stretch of highway, the final cost for the paving was not recorded in the 1931-1932 Biennial Report of the Arkansas State Highway Commission.

The total summarized expenditures for construction of Section 18 of US 67 from Alicia to Hoxie for the period of March 1, 1927 to August 31, 1930, were as follows:

<i>Contractors Estimates:</i>	\$179,376.29
<i>Day Labor:</i>	4,647.80
<i>Materials:</i>	84,465.18
<i>Construction Engineers Expense & Salaries:</i>	11,633.14
<i>Preliminary Expenses:</i>	3,240.83
<i>Equipment Costs:</i>	2,965.72
<i>Property Damage & Sundry Charges:</i>	2,001.70
<i>Total Expended:</i>	288,330.66
<i>Amount Committed Necessary to Complete:</i>	27,638.81
<i>Total Chargeable to Road:</i>	315,969.47 ¹⁸

Once US 67 was completed from Alicia to Hoxie in 1930, it quickly became the main highway between those two locations. The original route through Coffman fell by the wayside and is now county roads, some of which are still unpaved. The fact that this portion of US 67 was the main route between Little Rock and St. Louis meant that it was also a highly traveled road for both automobile and truck traffic. The amount of

¹⁶ *Welded Wire Reinforcement: Celebrating a 100 Year Anniversary*. From the website of the Wire Reinforcement Institute at www.wirereinforcementinstitute.org. 25 November 2002.

¹⁷ Arkansas State Highway Commission, pp. 204-205.

¹⁸ Arkansas State Highway Commission, p. 139.

United States Department of the Interior

National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

traffic using US 67 ultimately led to the construction of the current US 67 immediately to the west of the 1929-1930 alignment. The new highway was opened to traffic in November 1952.¹⁹

Today the majority of the 1929-1930 alignment of US 67 is abandoned and unused, but clearly visible immediately to the east of the current US 67. It is also still possible to drive a portion of the 1929-1930 alignment from the Main and First Street intersection in Alicia north to the crossing of Village Creek Relief on Lawrence County Road 549. Remarkably, all of the alignment retains the original 1930 concrete pavement, although some sections have had a very coarse aggregate asphalt layer placed over them at a later date, and other portions have been patched. However, it occurred prior to the alignment's abandonment in 1952, and retained the width of the original concrete pavement.

US 67 is currently the main highway between Little Rock and St. Louis, Missouri, 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 1929-1930 alignment of US 67 from Alicia to Hoxie remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Lawrence County.

STATEMENT OF SIGNIFICANCE

Old US 67, Alicia to Hoxie, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old US 67, Alicia to Hoxie, is the longest and most intact portion of the 1929-1930 alignment of US 67 in Lawrence County. The Alicia to Hoxie section of US 67, which is approximately 11.25 miles long, still retains its original 1930 concrete pavement. The highway section was the main automobile route in that part of Lawrence County from the time of its construction in 1929-1930 until the current US 67 was built adjacent to it in 1952. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old US 67, Alicia to Hoxie, 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."

¹⁹ Robert W. Scoggin, E-mail to the author, December 6, 2002.

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

Automobile Green Book Road Reference and Tourists' Guide. Boston: Scarborough Motor Guide Company, 1933.

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

Hanley, Ray. *A Journey Through Arkansas: Historic U.S. Highway 67*. Charleston, SC: Arcadia Publishing, 1999.

McLeod, W. E. "Old Roads in North Arkansas." Lawrence County Historical Society Quarterly, Spring 1978.

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.

Oman, Noel E. "Progress in Slow Lane on Upgrade of U.S. 67." Arkansas Democrat-Gazette, 23 August 1999: A1.

Welded Wire Reinforcement: Celebrating a 100 Year Anniversary. From the website of the Wire Reinforcement Institute at www.wirereinforcementinstitute.org. 25 November 2002.

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 681385E 3989277N
- 6) 15 673136E 3974059N (Black Spice Ditch Bridge, Alicia)
- 7) 15 674050E 3976101N (Village Creek Relief Bridge, Alicia vic.)
- 8) 15 677677E 3982415N (Village Creek Bridge, Minturn)

VERBAL BOUNDARY DESCRIPTION

Beginning at the north side of the Main Street and First Street intersection in Alicia, the 1929-1930 alignment follows First Street northeast where it becomes Lawrence County Road 747 at the Alicia town limits. The alignment continues northeast on County Road 747 until it curves to the north and crosses the current US 67. North of US 67, the 1929-1930 alignment follows Lawrence County Road 549, and it curves to the east to cross Village Creek Relief. East of Village Creek Relief, the 1929-1930 alignment curves to the northeast and crosses back over the current US 67. The alignment is then located immediately east of the current US 67, and follows the current highway northeast for approximately 9.25 miles to SE Hickory Street in Hoxie. The width of the boundary includes 10 feet on either side of the 1929-1930 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the 1929-1930 US 67 highway alignment between Alicia and Hoxie.

ALICIA QUADRANGLE
ARKANSAS
7.5 MINUTE SERIES (TOPOGRAPHIC)

NE/4 ALICIA 15' QUADRANGLE

7856
(WALNUT CREEK)

75 76 2'30" 77 R1W R1E 78 2 290 000 FEET 91°00' 36°00'

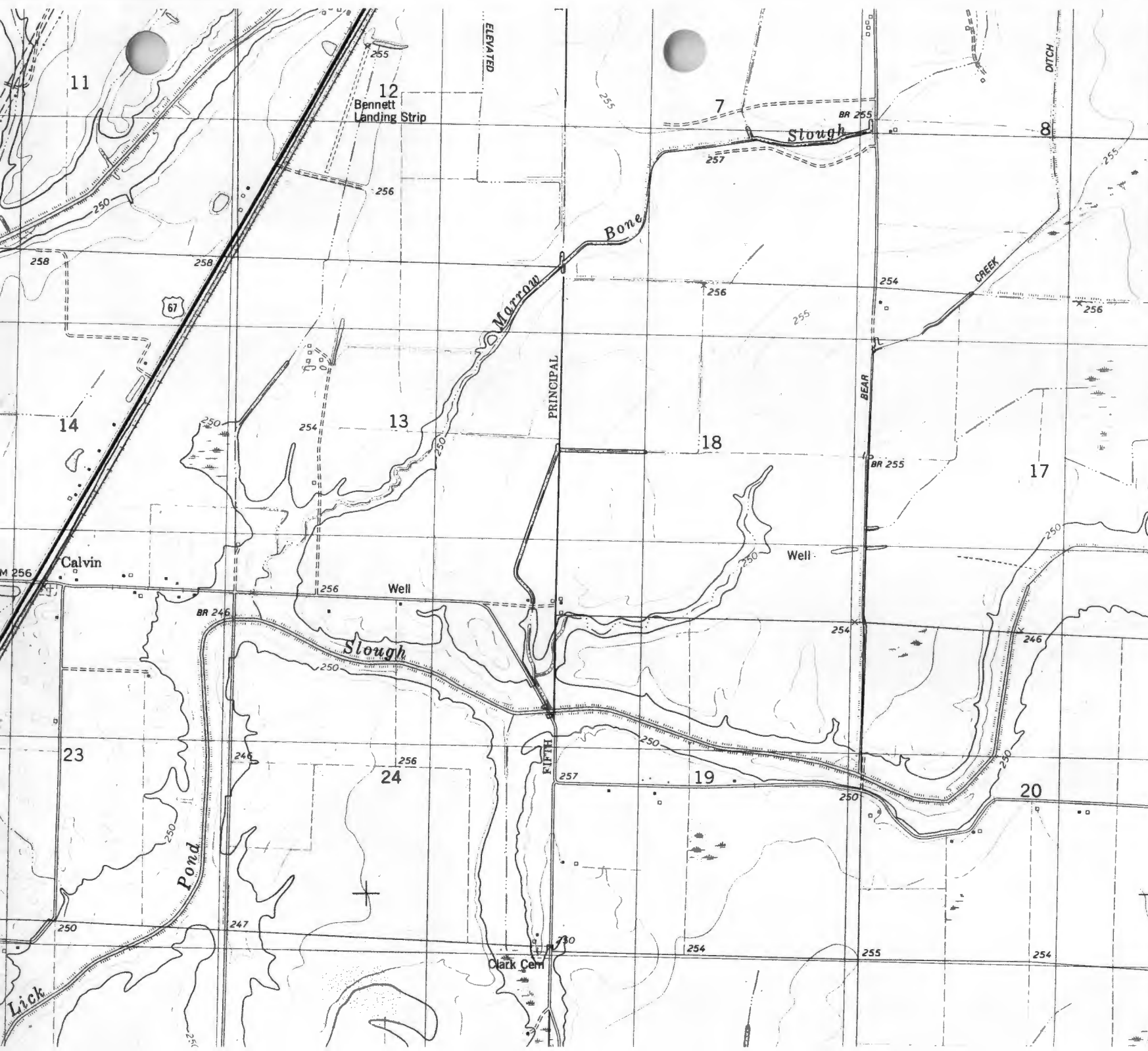


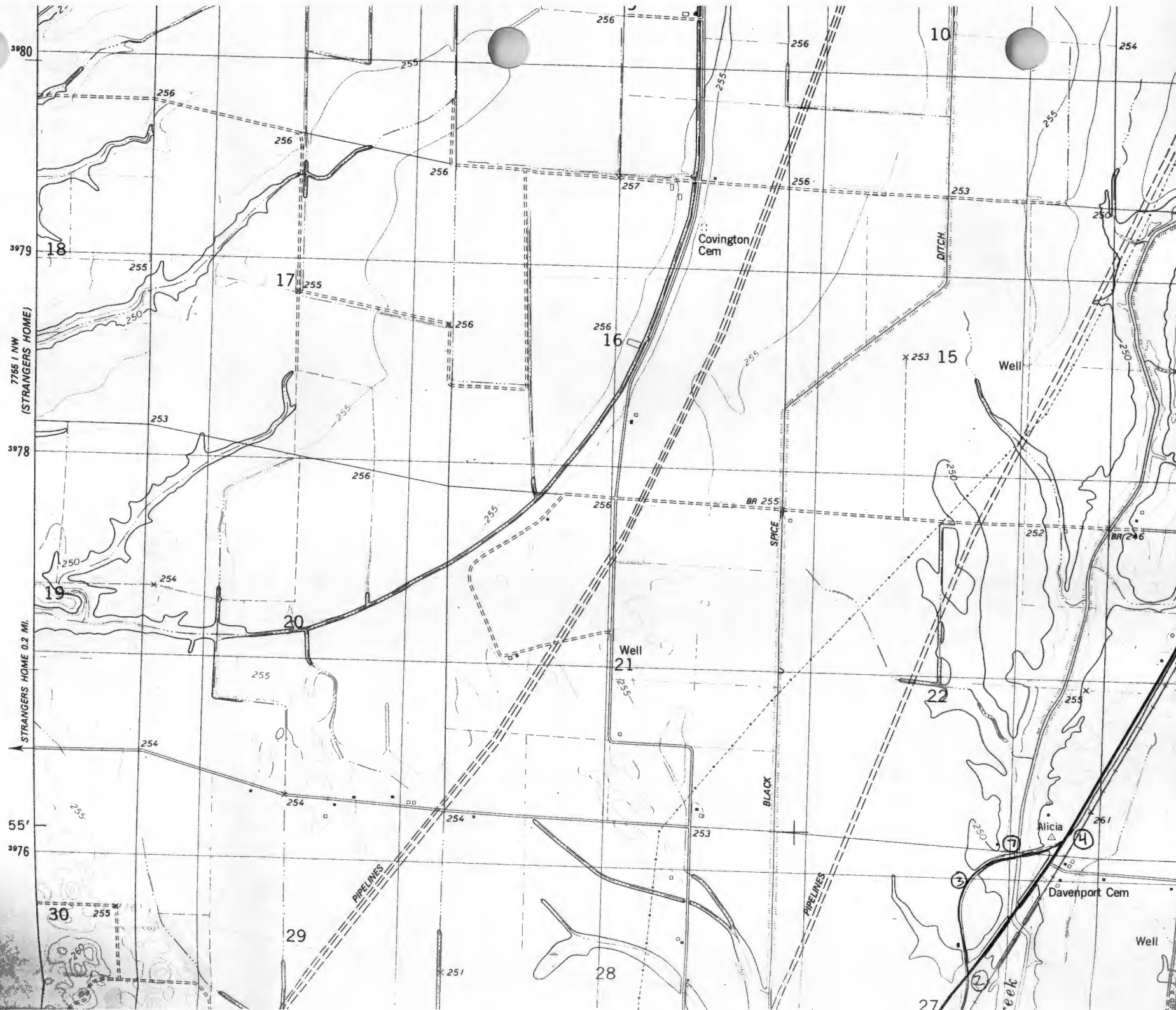
600 000
FEET
3983

T 16 N
T 15 N

3982

3978







3991

2'30"

3990

3989

3988

3987

NEWPORT 3.3 MI.
MINTURN 3.2 MI.

FEET



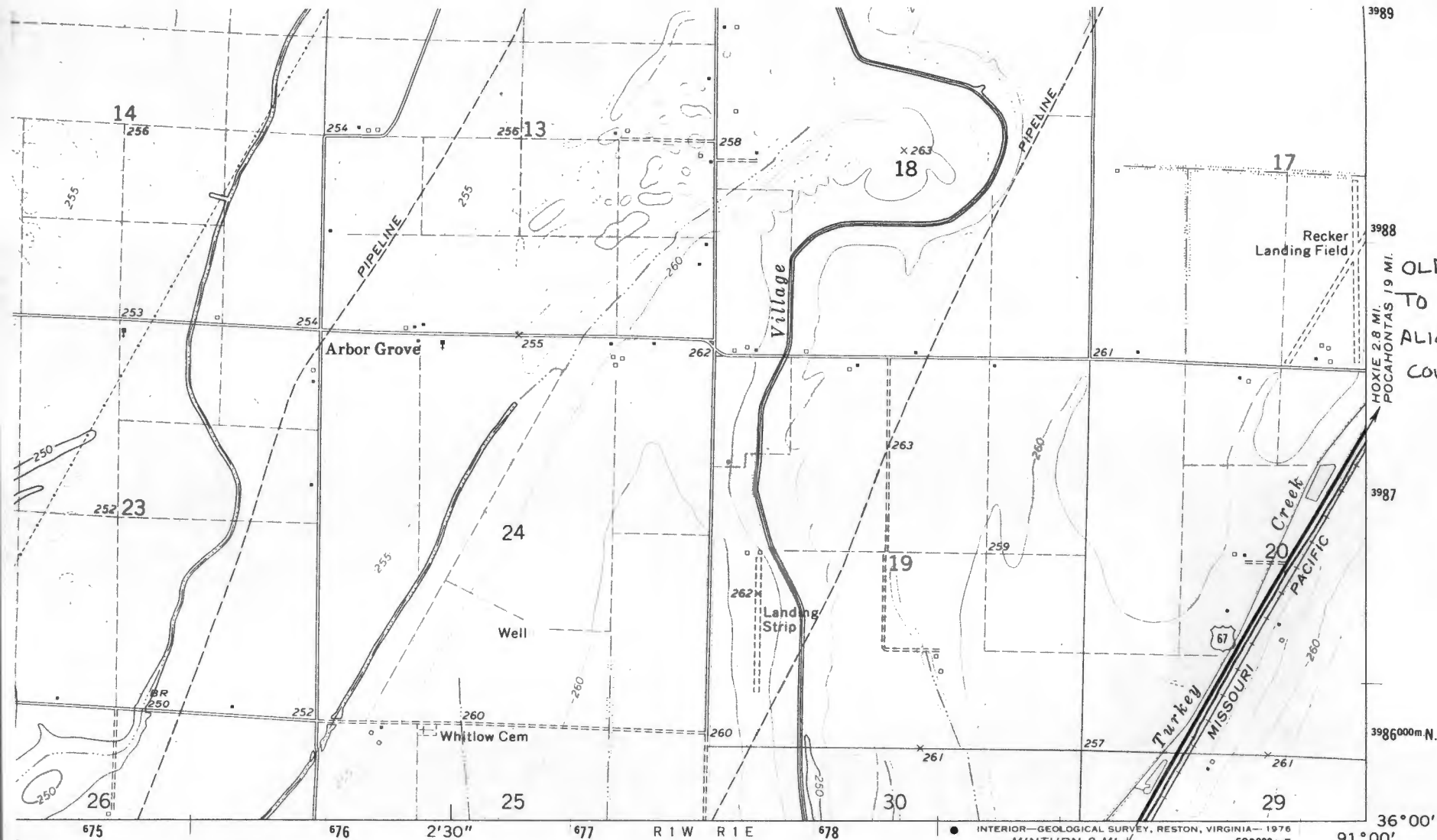
OLD US 67, ALICIA
TO HOXIE
ALICIA VIC., LAWRENCE
COUNTY, AR
UTM # 5:
15/681385/3989277

T. 17 N.
T. 16 N.
3992

3991

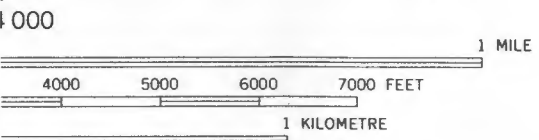
2'30"

3990



OLD US 67, ALICIA
TO HOXIE
ALICIA VIC., LAWREN
COUNTY, AR

(PODO CREEK)
7855 IV NW



AL 10 FEET
5-FOOT CONTOURS
CAL DATUM OF 1929



QUADRANGLE LOCATION

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

MAP ACCURACY STANDARDS
COLORADO 80225, OR RESTON, VIRGINIA 22092
N, LITTLE ROCK, ARKANSAS 72204
D SYMBOLS IS AVAILABLE ON REQUEST

BLACK ROCK, ARK.
SE/4 POWHATAN 15' QUADRANGLE
N3600—W9100/7.5

1974

AMS 7756 II SE—SERIES V884





















