

United States Department of the Interior  
National Park Service

NE 1-21-04

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, Mandeville

other names/site number Sites MI0135, MI0136, and MI0137

2. Location

street & number AR Highway 296, Miller County Road 138, and immediately southeast of ☐ not for publication  
current US 67

City or town Mandeville ☒ vicinity

state Arkansas code AR County Miller code 091 zip code 71854

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐  
request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic  
Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property ☒ meets ☐  
does not meet the National Register criteria. I recommend that this property be considered significant  
☐ nationally ☐ statewide ☒ locally. (See continuation sheet for additional comments.)

Cathie Matthews 11/20/83  
Signature of certifying official/Title 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, Mandeville

Name of Property

Miller 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 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**

1929-1954

**Significant Dates**

1929

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

McGuire & Cavender (Texarkana, Texas), Builder

**Narrative Statement of Significance**

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

**9. Major Bibliographical References****Bibliography**

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

**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

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

Name of repository: Arkansas Highway and Transportation Dept.

Old US 67, Mandeville  
Name of Property

Miller County, Arkansas  
County and State

## 10. Geographical Data

Acreage of Property Approx. 6.75 acres

### UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>408065</u>	<u>3703086</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>409025</u>	<u>3703671</u>

3	<u>15</u>	<u>411286</u>	<u>3705550</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>411576</u>	<u>3706099</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	<u>Ralph S. Wilcox, National Register &amp; Survey Coordinator</u>				
organization	<u>Arkansas Historic Preservation Program</u>	date	<u>August 8, 2003</u>		
street & number	<u>1500 Tower Building, 323 Center Street</u>	telephone	<u>(501) 324-9787</u>		
City or town	<u>Little Rock</u>	state	<u>AR</u>	zip code	<u>72201</u>

### 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.

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## National Register of Historic Places Continuation Sheet

Section number 7 Page 1

### SUMMARY

The abandoned 1929 alignment of US 67 in the Mandeville vicinity is a two-lane concrete highway. It follows a straight alignment to the west of the current Union Pacific Railroad line and to the east of the current US 67. The southwest portion of the 1929 alignment travels along the southeast side of Mandeville while the current US 67 alignment, constructed in 1954, travels along the northwest side of Mandeville. In addition, the 1929 alignment being nominated retains two original 1929 reinforced concrete deck girder bridges, one crossing McKinney Bayou and the other crossing Paup's Spur Bayou. The highway retains its original 1929 concrete pavement throughout, although small portions have been patched. The highway retains its original roadway width.

### ELABORATION

#### HIGHWAY

This abandoned section of 1929 alignment of US 67 is approximately 5.5 miles long and begins at the intersection of AR Highway 296 and AR Highway 237 southwest of Mandeville and proceeds in a northeasterly direction along the southeast side of Mandeville before ending at Miller County Road 63 northeast of Mandeville. It is located just to the northwest of the Union Pacific Railroad line along its entire route and just to the southeast of the current US 67 for the northeastern half of its route.

The 1929 alignment of US 67 has a width of 18 feet for two lanes of travel. The section of the alignment that is currently designated AR Highway 296 has asphalt shoulders while the rest of it 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 either 36, 50, or 54 feet long, and is composed of a tan stone aggregate mixed in the concrete. The pavement is referred to as Bates Type concrete, which means that it also contains welded wire reinforcement in the concrete.

#### BRIDGES

The 1929 alignment of US 67 contains two reinforced concrete deck girder bridges, one crossing McKinney Bayou and one crossing Paup's Spur Bayou, both northeast of Mandeville. The designs of the two bridges are the same, except for the fact that the bridge spanning Paup's Spur Bayou is skewed, 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. Both bridges have excellent integrity.

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### INTEGRITY

Overall, the abandoned 1929 alignment of US 67 in the Mandeville vicinity has remarkable integrity. The original 1929 pavement remains throughout the segment, and it retains its original dimensions. Also, the two bridges that were constructed in 1929 during the improvement of this segment remain. Additionally, the part of Miller County where the highway is located retains its rural and small town settings, and the surroundings still reflect the period of significance from 1929-1954.

The pavement of the highway towards the northeastern end is in rough shape and somewhat overgrown. Even so, it is still drivable, and the entire 1929 alignment possesses a strong sense of continuity.

Although some small portions of the highway have been patched, the vast majority of this work was completed prior to the opening of the current alignment of US 67 in 1954. As a result, the modifications are over fifty years old and add to the historic character of the highway.



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## National Register of Historic Places Continuation Sheet

Section number 8 Page 1

### SUMMARY

Old US 67, Mandeville, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old US 67, Mandeville, is the longest and most intact portion of the 1929 alignment of US 67 in Miller County. The Mandeville section of US 67, which is approximately 5.5 miles long, still retains its original 1929 concrete pavement. The highway section was the main automobile route in that part of Miller County from the time of its construction in 1929 until the current US 67 was built adjacent to it in 1954. 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, Mandeville, 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.<sup>1</sup>

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.<sup>2</sup>

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 appropriations bill in 1831, which earmarked \$15,000 for the improvement of the Trail, and also designated it a "National Road."<sup>3</sup> It was at this point in time that what would become the route of US 67 was extended into the Miller County area. The importance of this military road was proven during the War with Mexico in the 1840s.<sup>4</sup>

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

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

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

<sup>4</sup> West, 203.

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## National Register of Historic Places Continuation Sheet

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The military road into the area also opened up the land that would become Miller County to settlement. Maps from 1850 and 1854 show a trail along the route of current US 67 through the area, although Mandeville had yet to be settled.<sup>5</sup> As people in Alabama, Georgia, and other eastern states heard about the area's natural wealth in bottomlands, lumber, and game, they flocked to the area to squat on any unoccupied land and grow cotton or corn. The influx of settlers led to the creation of Miller County from Lafayette County on December 22, 1874.<sup>6</sup>

As the construction of railroad lines began in earnest in Arkansas after the Civil War, the railroad line also utilized the corridor that the military road had used in Miller County. In about 1856, the Cairo & Fulton Railway was surveyed through Arkansas, which included the portion from Fulton to Texarkana. Historic railroad maps of the area show that a railroad line was in the planning stages in 1864 and 1872.<sup>7</sup> However, it was not until the fall of 1873 that the line was completed, and trains began running on the line that December.<sup>8</sup> The railroad line became the St. Louis, Iron Mountain & Southern in 1874.<sup>9</sup> The arrival of the railroad further increased settlement in that part of Miller County, and the town of Mandeville came into existence by 1895.<sup>10</sup>

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.<sup>11</sup> 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.<sup>12</sup>

The contract for improvement of US 67 in Miller County went to McGuire & Cavender of Texarkana, Texas. According to the *Ninth Biennial Report of the Arkansas State Highway Commission*, the nature of the work included in the contract was grading, drainage structures, and concrete pavement. Their proposal for the

<sup>5</sup> Map of the route surveyed from the Mississippi at Lake Providence in Louisiana to the great bend of Red River at Fulton in Arkansas. Map. Baltimore, W. H. Sidell, 1850 and Colton's railroad & township map of Arkansas. Map. New York, D. F. Shall, 1854.

<sup>6</sup> Biographical and Historical Memoirs of Southern Arkansas, 182-183.

<sup>7</sup> Railway and county map of the Southern States. Map. Cincinnati, E. Mendenhall, 1864 and Maps showing Arkansas Central, the Helena & Corinth, and the Pine Bluff & Southwestern Railroads together forming the Texas & Northeastern Railway. Map. New York, G.W. & C. B. Colton & Co., 1872.

<sup>8</sup> Ibid, 184.

<sup>9</sup> W. E. McLeod. "Old Roads in North Arkansas." *Lawrence County Historical Society Quarterly*, Spring 1978.

<sup>10</sup> Cram's Township and Rail Road Map of Arkansas. Map. Chicago, George Franklin Cram, 1895.

<sup>11</sup> Oman, A1.

<sup>12</sup> 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.



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project was received June 19, 1929. For the entire 15.602 miles from Texarkana to Fulton (State Job #309), which includes the section at Mandeville being nominated, they submitted a bid of \$327,740.35, and estimated that it would take 250 calendar days to finish the project. The final payment, however, was \$351,801.30.<sup>13</sup>

Although the *Ninth Biennial Report of the Arkansas State Highway Commission* does not specify, the pavement used for the 1929 alignment of US 67 in the Mandeville vicinity is Bates Type pavement. Bates Type pavement includes welded wire reinforcement in the concrete, and parts of the wire are visible in some locations on the pavement surface. Although the first large-scale application of welded wire reinforcement in 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.<sup>14</sup>

Once US 67 was completed in the Mandeville vicinity, it made travel in the area a lot easier. The fact that this portion of US 67 was the main route between Little Rock and Texarkana, and ultimately Dallas, meant that it was also a highly traveled road for both automobile and truck traffic. The amount of traffic using US 67 ultimately led to the construction of the current US 67 immediately to the northwest of the 1929 alignment. The new highway was opened to traffic in 1954.<sup>15</sup>

Today the southwestern half of the 1929 alignment of US 67 is still in use as AR Highway 296 and Miller County Road 138. In fact, the portion comprising AR Highway 296 is possibly the oldest section of pavement in Arkansas in continuous use as a state or federal highway. The northeastern half of the 1929 alignment is abandoned and unused, but clearly visible immediately to the southeast of the current US 67. Even though the northeastern section is currently abandoned, it is still possible to drive the entire Mandeville portion of the 1929 alignment being nominated. Remarkably, all of the alignment retains the original 1929 concrete pavement, although some portions have been patched. However, it occurred prior to the alignment's abandonment in 1954, and retained the width of the original concrete pavement.

Along with Interstate 30, US 67 is currently one of the main highways between Little Rock and Dallas, Texas, and has been for many years. Due to the amount of traffic that uses the highway, much of the road

<sup>13</sup> Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 184-185.

<sup>14</sup> *Welded Wire Reinforcement: Celebrating a 100 Year Anniversary*. From the website of the Wire Reinforcement Institute at [www.wirereinforcementinstitute.org](http://www.wirereinforcementinstitute.org). 25 November 2002.

<sup>15</sup> Robert W. Scoggin, Telephone conversation with the author, July 1, 2003.

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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 alignment of US 67 in the Mandeville vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Miller County.

### STATEMENT OF SIGNIFICANCE

Old US 67, Mandeville, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old US 67, Mandeville, is the longest and most intact portion of the 1929 alignment of US 67 in Miller County. The Mandeville section of US 67, which is approximately 5.5 miles long, still retains its original 1929 concrete pavement. The highway section was the main automobile route in that part of Miller County from the time of its construction in 1929 until the current US 67 was built adjacent to it in 1954. 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, Mandeville, is being submitted to the National Register of Historic Places under the multiple property listing "Arkansas Highway and Transportation Era Architecture, 1910-1965" in conjunction with the historic context "Arkansas Highway History and Architecture, 1910-1965."

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### BIBLIOGRAPHY

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

Arkansas State Highway 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.

*Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Company, 1890.

*Colton's railroad & township map of Arkansas*. Map. New York, D. F. Shall, 1854.

*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.

*Map of the route surveyed from the Mississippi at Lake Providence in Louisiana to the great bend of Red River at Fulton in Arkansas*. Map. Baltimore, W. H. Sidell, 1850.

*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.

*Railway and county map of the Southern States*. Map. Cincinnati, E. Mendenhall, 1864

*Welded Wire Reinforcement: Celebrating a 100 Year Anniversary*. From the website of the Wire Reinforcement Institute at [www.wirereinforcementinstitute.org](http://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.

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## National Register of Historic Places Continuation Sheet

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### ADDITIONAL UTM's:

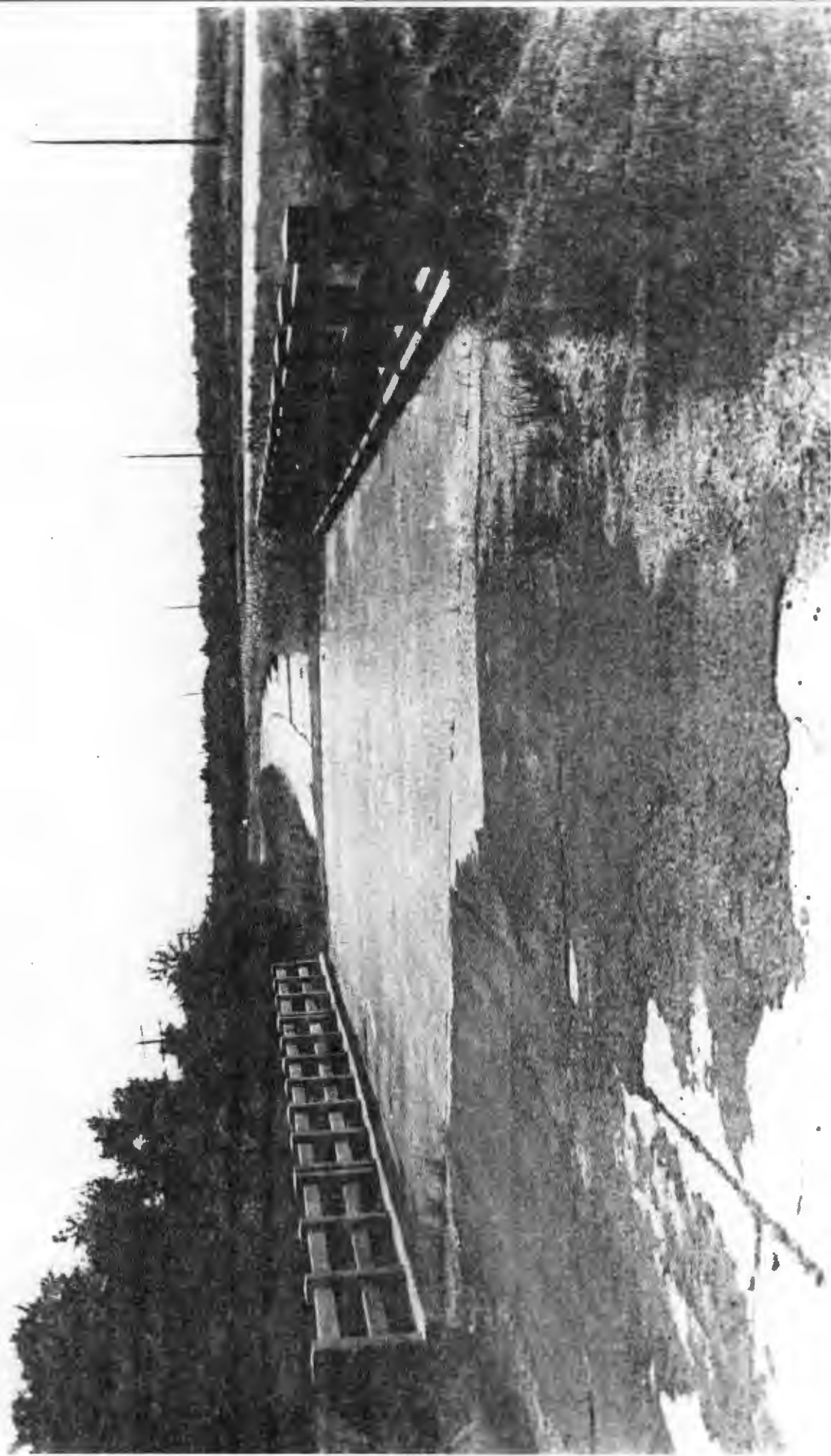
- 5) 15 414232E 3709192N
- 6) 15 411667E 3706221N (McKinney Bayou Bridge)
- 7) 15 412332E 3706993N (Paup's Spur Bayou Bridge)

### VERBAL BOUNDARY DESCRIPTION

Beginning at the northeast side of the AR Highway 296 and AR Highway 237 intersection southwest of Mandeville, the 1929 alignment follows AR Highway 296 northeast where it becomes Miller County Road 138 at the Miller County Road 138 and AR Highway 296 intersection. The alignment continues northeast on Miller County Road 138 until the Miller County Road 138 and US 67 intersection. The alignment is then located immediately southeast of the current US 67, and follows the current highway northeast for approximately 3 miles to the US 67 and Miller County Road 63 intersection northeast of Mandeville. The width of the boundary includes 10 feet on either side of the 1929 highway centerline.

### BOUNDARY JUSTIFICATION

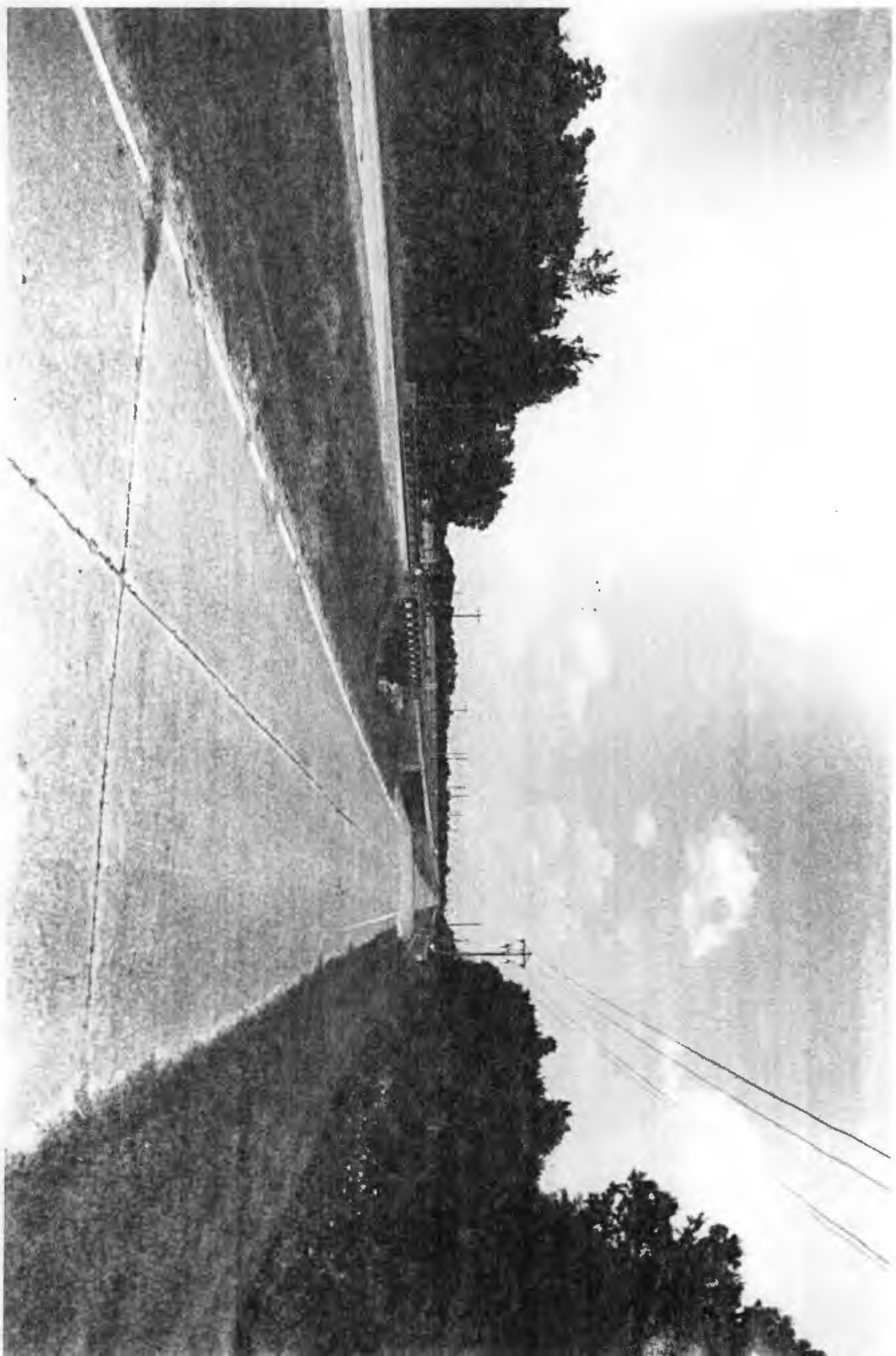
This boundary contains the most intact portion of the 1929 US 67 highway alignment in the Mandeville vicinity.











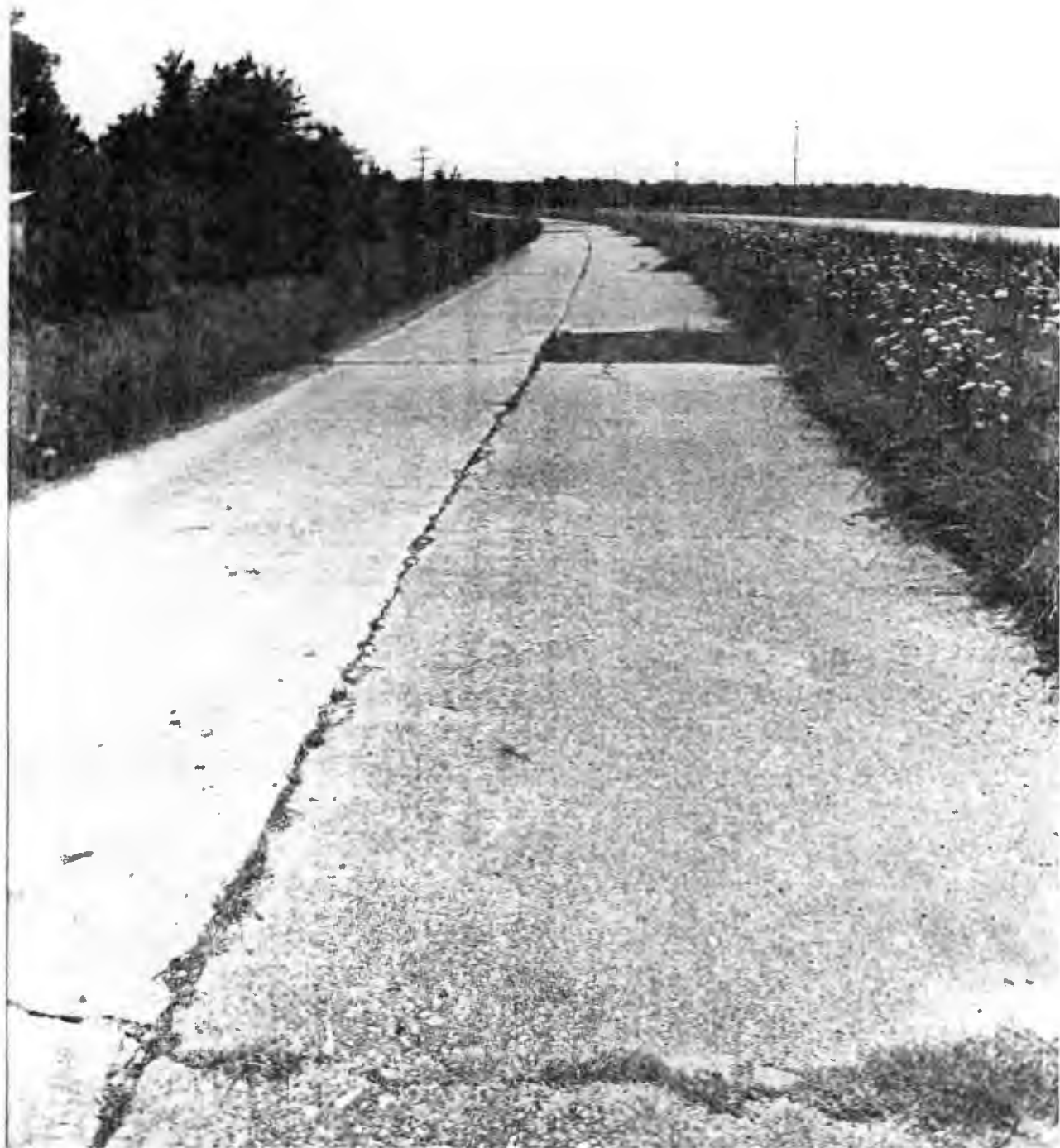














# GEOLOGICAL SURVEY

94°00'  
33°30'

408000m. E.

409

410

57°30'

FULTON 12 MI.

R. 28 W. 412

FULTON 12 MI. 725.  
HOMAN 4.6 MI. (HC)

Clark Lake

67

H O M

Bayou

3706000m. N.

T. 14 S.

T. 15 S.

Williams Lake

Wadley Lake

Mandeville

BM 318

OLD U.S. 67, MANDEVILLE  
MANDEVILLE VIC.,  
MILLER COUNTY, AR

UTM #1  
15/408065/3703086

UTM #2  
15/409025/3703671

UTM #3  
15/411286/3705550

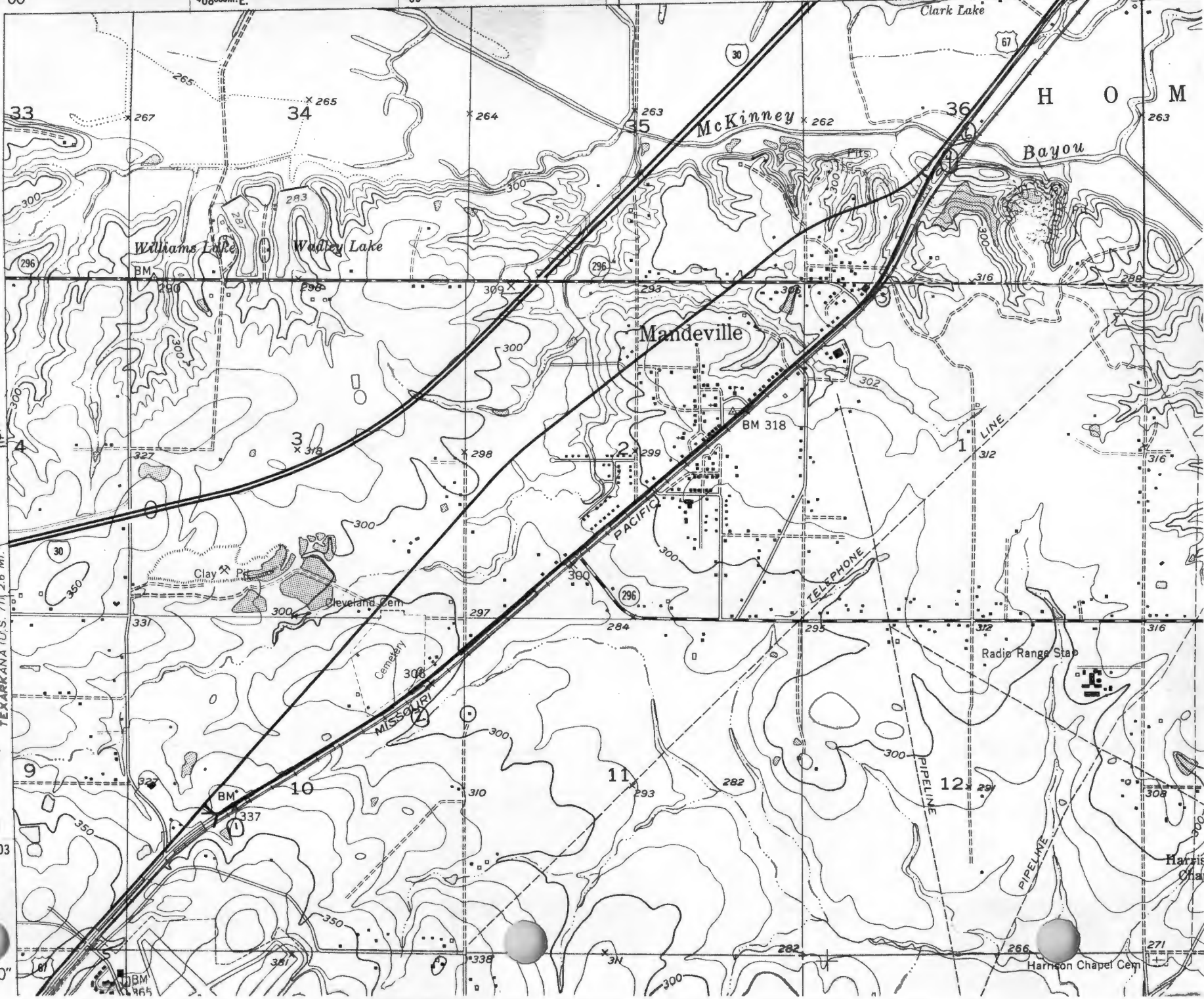
UTM #4  
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UTM #6  
15/411667/3706221

TEXARKANA (U.S. 71) 2.6 MI.

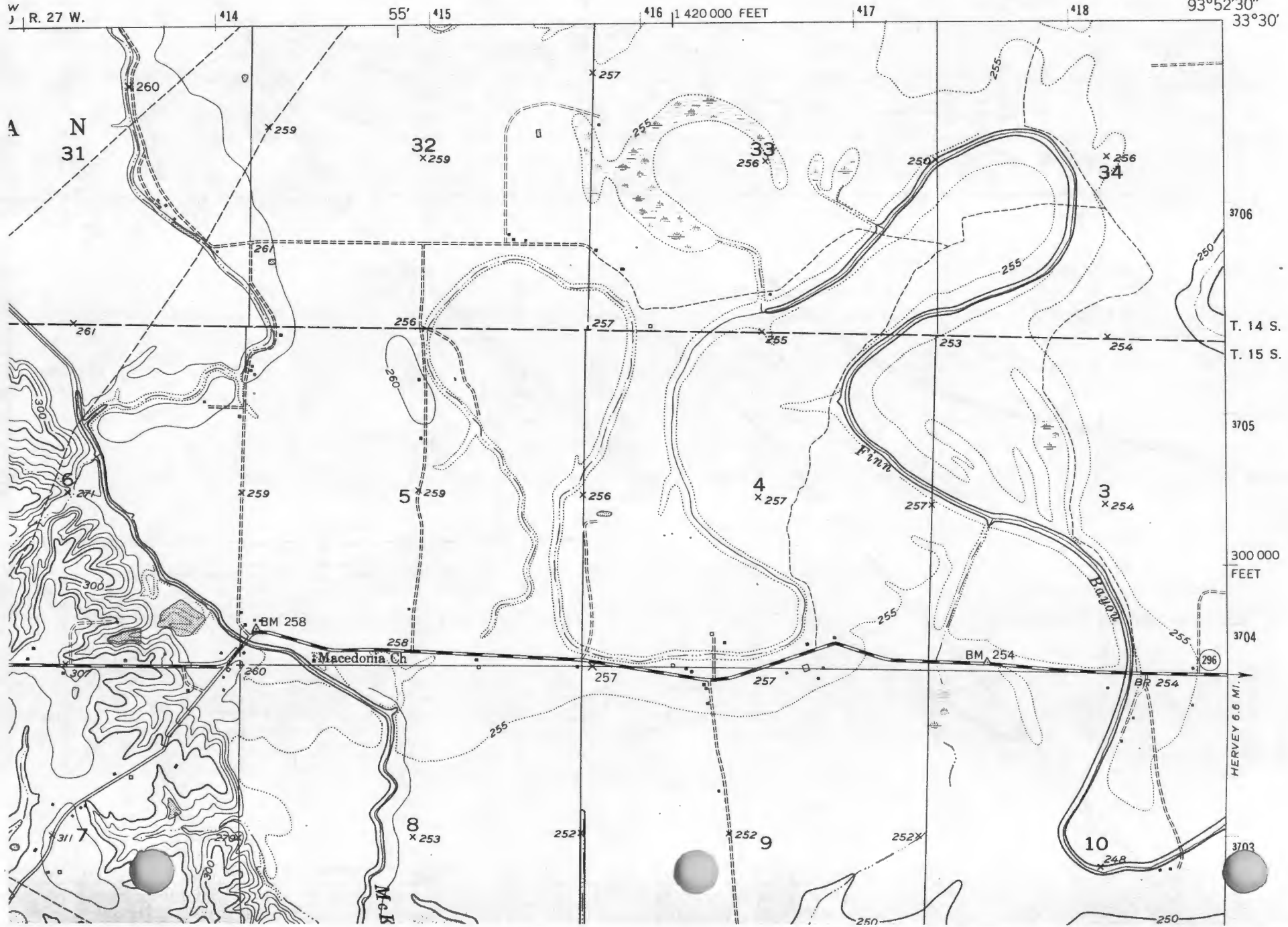
3703

27°30'



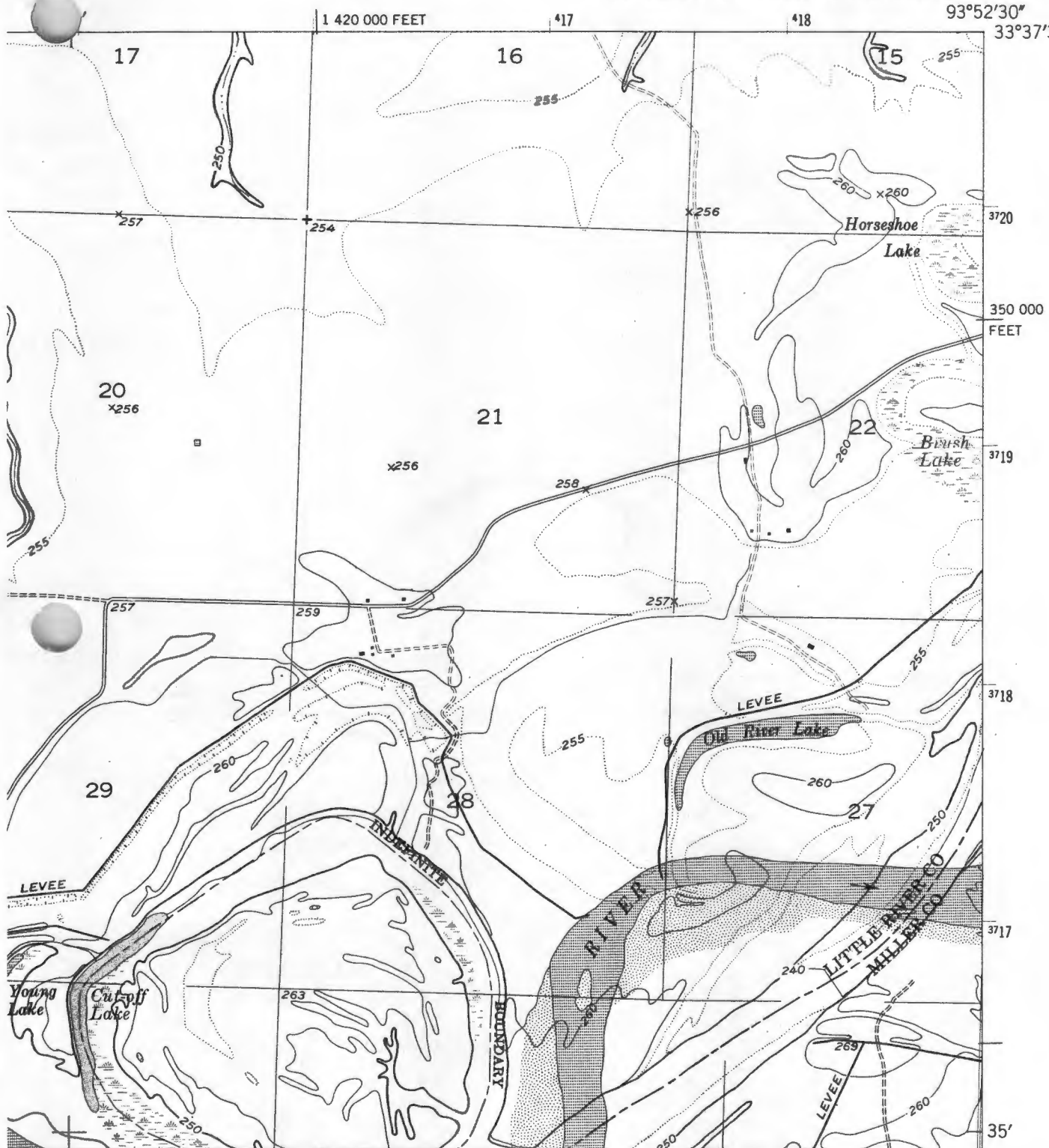
MANDEVILLE QUADRANGLE  
 ARKANSAS-MILLER CO.  
 7.5 MINUTE SERIES (TOPOGRAPHIC)

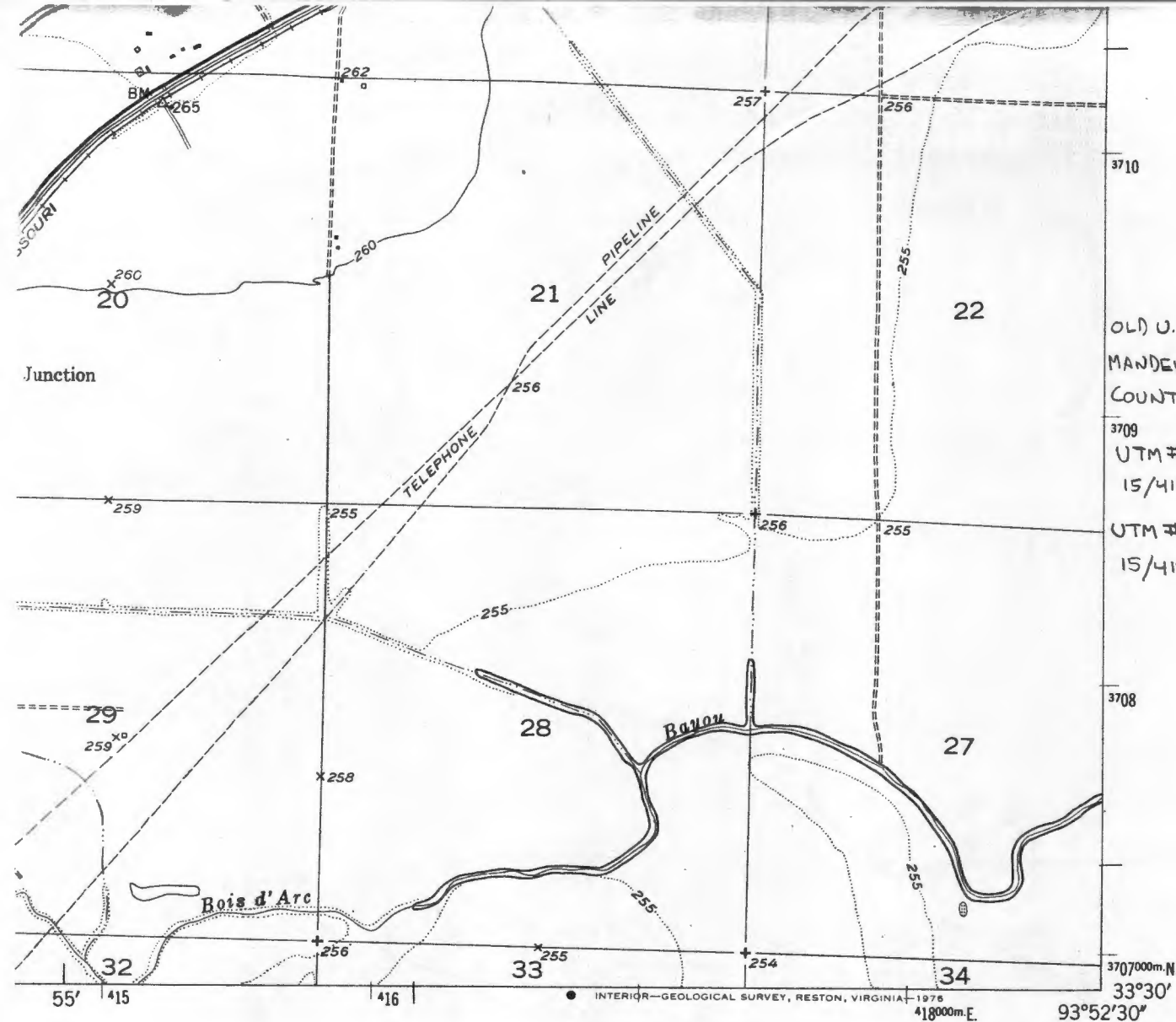
725 III SE  
 (FULTON)



HOMAN QUADRANGLE  
ARKANSAS  
7.5 MINUTE SERIES (TOPOGRAPHIC)

7251 III NE  
(MC NAB)





OLD U.S. 67, MANDEVILLE  
MANDEVILLE VIC., MILLER  
COUNTY, AR

UTM # 5  
15/414232/3709192

UTM # 7  
15/412332/3706993

# ROAD CLASSIFICATION

Heavy-duty .....  
Medium-duty .....  
Light-duty .....  
Unimproved dirt =====

○ Interstate Route    ○ U. S. Route    ○ State Route



HOMAN, ARK.  
N3330—W9352.5/7 5

1951  
PHOTOREVISED 1970 AND 1975  
AMS 7251 III SW—SERIES V884

(FOUKE NE)  
7250 N. NE