

United States Department of the Interior
National Park Service

NR 9/24/04

**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 U.S. 67, Biggers to Datto

other names/site number Site #RA0105, Biggers-Reyno Road, First Street, Clay County Road 111

2. Location

street & number Biggers-Reyno Road, First Street, and Clay County Road 111

☐ not for publication

city or town Biggers (see Continuation Sheet)

☒ vicinity

state Arkansas code AR county Randolph & Clay code 121 & 021 zip code 72413

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.)

Casimir Matthews
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. 67, Biggers to Datto

Name of Property

Randolph & Clay counties, Arkansas

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in count.)

Contributing

Noncontributing

	buildings
	sites
1	structures
	objects
1	Total

Name of related multiple property listing

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

Arkansas Highway History and Architecture, 1910-1965

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER/Highway

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other CONCRETE

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

1928-1954

Significant Dates

1928-1954

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

Philpot Construction Company (Pine Bluff, Arkansas)

Phoenix Construction Company (Fort Smith, Arkansas)

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 U.S. 67, Biggers to Datto

Name of Property

Randolph & Clay counties, Arkansas

County and State

10. Geographical Data

Acreage of Property Approximately 27.5 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>693728</u>	<u>4019281</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>694690</u>	<u>4021682</u>

3	<u>15</u>	<u>695041</u>	<u>4021743</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>699761</u>	<u>4025222</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 June 3, 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.

Old U.S. 67, Biggers to Datto

Name of Property

Randolph & Clay counties, Arkansas

County and State

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LOCATION

This bypassed section of the 1928-1930 alignment of U.S. 67 begins southwest of Biggers in Randolph County (ZIP Code 72413), proceeds northeast through Reyno (ZIP Code 72462), and ends north of Datto in Clay County (ZIP Code 72424).

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SUMMARY

The bypassed 1928-1930 alignment of U.S. 67 in the Biggers, Reyno, and Datto vicinity is a two-lane concrete highway. It follows an alignment to the northwest of the current U.S. 67 and the former location of the St. Louis Southwestern Railroad (Cotton Belt) line. The 1928-1930 alignment follows a general northeasterly route through Biggers and Reyno before making a turn to the north to pass through Datto. To the north of Datto, the alignment curves to the east to intersect and join the current route of Highway 211. The current U.S. 67 alignment, constructed in 1958, follows a straighter route to the southeast of the old highway, and bypasses Biggers, Reyno, and Datto. The nominated highway retains its original 1928-1930 concrete pavement throughout, although portions have been patched. The highway retains its original roadway width.

ELABORATION

This bypassed section of 1928-1930 alignment of U.S. 67 is approximately 11.3 miles long and begins at the intersection of U.S. 67 and Biggers-Reyno Road southwest of Biggers and proceeds in a northeasterly through Biggers and Reyno before making a turn to the north to pass through Datto. To the north of Datto, the alignment curves to the east to intersect and join the current route of Highway 211.

The 1928-1930 alignment of U.S. 67 has a width of 18 feet for two lanes of travel. The section has no paved shoulders. (For comparison, the current American Association of State Highway and Transportation Officials Green Book indicates that a lane width of 11 feet 9 inches is desirable.) Each section of pavement is 9 feet wide and 50 feet long, and is composed of a tan stone aggregate mixed in the concrete.

INTEGRITY

Overall, the bypassed 1928-1930 alignment of U.S. 67 in the Biggers, Reyno, and Datto vicinity has remarkable integrity. The original 1928-1930 pavement remains throughout the segment, and it retains its original dimensions. The pavement of the highway has been patched with asphalt in some locations, but it is still drivable, and the entire 1930 alignment possesses a strong sense of continuity. Additionally, the part of Randolph and Clay counties in which the highway is located retains its rural and small town settings, and the surroundings still reflect the period of significance from 1928-1954.

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SUMMARY

Old U.S. 67, Biggers to Datto, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 67, Biggers to Datto, is the longest and most intact portion of the 1928-1930 alignment of U.S. 67 in Randolph and Clay counties. The Biggers to Datto section of U.S. 67, which is approximately 11.3 miles long, still retains its original 1928-1930 concrete pavement. The highway section was the main automobile route in that part of Randolph and Clay counties from the time of its construction in 1928-1930 until the current U.S. 67 was built to the southeast of it in 1958. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old U.S. 67, Biggers to Datto, 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

Although permanent settlement did not occur in the Randolph County area until the early nineteenth century, exploration in the area began in the sixteenth century. Nineteenth century settlers uncovered coins and other artifacts associated with an expedition of Spanish explorers led by Hernando De Soto that passed through the area in 1541. By the 1600s, French explorers were passing through the area, including Marquette in 1673, LaSalle in 1682, and DeTonti in 1686. Some Native American occupation occurred in the 1700s, primarily by bands of Osage, Shawnee, and Delaware, but their occupation was transitory in nature.¹

In 1819, the Arkansas Territory was formed and approximately two-thirds of the northern part of the state was part of Lawrence County of the Missouri Territory, including present day Randolph County. Lawrence County was divided several times to form other counties in the area, and Randolph County was created on October 29, 1835, and comprised the area's oldest settlements. Arkansas would become a state the following year.²

Early land records indicate that by the late 1700s and early 1800s several Frenchmen had settled in the area. Randolph County possessed several features that made it attractive to early settlers. The county has many streams and rivers that could provide water, and they were the way that many of the early settlers arrived in the area. The old animal and Native American trace that entered Randolph County where the Missouri state line crossed the Current River and ran along the Ozarks foothills also made travel in the area easier than in other parts of the state. The trace was known by a number of names, including the Southwest Trail, the Watchitoches Trail, and the National Road. In addition, by 1803, William Hicks was operating a ferry on the

¹ Joan Gould (ed.) *Early Arkansas Settlement Study, 2003-2004*. Privately published report in the files of the Arkansas Historic Preservation Program, 2004, p. 1.

² Gould (ed.), p. 1-2.

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Current River where the Southwest Trail crossed it. (It would later be known by the Arkansas Road or Arkansas Trace by some of the early government surveyors in the area.)³

By 1803, immigrants started pouring into the area, mainly from Tennessee, Kentucky, North Carolina, and Virginia. The immigrants accessed the area via the many waterways in the area. The earliest river transportation in the area was on canoes, flatboats, or keelboats. It would not be until 1829 that steamboats came to the area with the arrival of the *Laurel* on the Black River. Many of the early towns in the Randolph County area came about as a direct result of river travel, including Lawrence (later Davidsonville) and Bettis Bluff (later Pocahontas) on the Black River, and Biggers on the Current River.⁴

Settlement in the Clay County area began c.1832 when John J. Griffin settled on the Black River. However, settlement was slow for approximately twenty years until the 1850s. The subsequent settlement boom, though, was short-lived and ended with the onset of the Civil War. By the early 1870s, however, there were enough people in the area for the creation of the county. An act of the General Assembly approved March 24, 1873, organized Clayton County, which was named after either John M. or Powell Clayton. However, on December 6, 1875, the name was changed to Clay County in honor of Henry Clay.⁵

Of the three towns that currently exist along the route of Old U.S. 67, Biggers to Datto, Reyno is the oldest. It is not known exactly when the community was established, but it is known that the name was changed from Cherokee Bay to Reyno in 1886.⁶ (Even so, the community of Cherokee Bay was still found on some maps until around the turn of the twentieth century.⁷) By 1889, the *Biographical and Historical Memoirs of Northeast Arkansas* stated that, "Reyno, in the eastern extremity, contains a postoffice [sic.], four general stores, one drug store, two saloons, one millinery store, one livery stable, one hotel, a saw- and grist-mill, a church and schoolhouse."⁸ Today, Reyno remains a small community servicing the surrounding rural area.

Settlement occurred in the Biggers area in the mid-1800s, most notably with Thomas Drew who owned a farm at the current location of the community, and became the third governor of Arkansas in 1844. His farm was the northernmost point of navigation for boats on the Current River in the nineteenth century.⁹ However, Biggers did not really establish itself as a community until c.1900, likely with the construction of the Cotton Belt railroad line through the area. A post office was established in Biggers in 1902, and it was

³ *Ibid*, p. 2.

⁴ *Ibid*, p. 3.

⁵ *Biographical and Historical Memoirs of Northeast Arkansas*. Chicago: Goodspeed Publishing Co., 1889, pp. 191-192.

⁶ Russell Pierce Baker. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988, p. 188.

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

⁸ *Biographical and Historical Memoirs of Northeast Arkansas*. Chicago: Goodspeed Publishing Co., 1889, p. 371.

⁹ Gould (ed.), p. 3.

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named after postmaster Thomas Biggers.¹⁰ The establishment of Biggers also eventually sounded the death knell for the nearby community of Peru, which was located in the vicinity of the U.S. 67 and Bigger-Reyno Road (Old U.S. 67) intersection. Established in 1878, the community, which had a post office and store, was not located on the railroad line, and the post office was closed in 1911 with the mail being routed to Biggers.¹¹ Today, no remnants of the community exist. Like Reyno, Biggers remains a small community servicing the surrounding rural area.

Datto, like the other communities along the route of Old U.S. 67, was likely established as a result of the construction of the Cotton Belt's line. A post office was established in the community in 1900, but little else is known.¹² The town has always been a small community servicing the surrounding rural area.

The route of U.S. 67 was a natural corridor through Arkansas due to the state's geography, and its history goes back many centuries. U.S. 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 Native Americans who picked out a route that avoided the hills and swamps, and crossed the many rivers at their easiest fording locations.¹³

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 Randolph County, proceeded through Little Rock and ended at the Red River in Fulton in Arkansas's southwest corner.¹⁴ The importance of the Southwest Trail was also recognized by Andrew Jackson who signed an appropriations bill in 1831 that earmarked \$15,000 for the improvement of the Trail and also designated it a "National Road."¹⁵ The importance of this military road was proven during the War with Mexico in the 1840s.¹⁶

As the construction of railroad lines began in earnest in Arkansas after the Civil War, the railroad line also utilized the corridor through that part of Randolph and Clay counties. Although portions of the railroad line along the U.S. 67 corridor were built in the 1870s, specifically in Lawrence County to the southwest, the Cotton Belt's line through the Biggers to Datto area was not constructed until around the turn of the twentieth century.

¹⁰ Baker, p. 21.

¹¹ Baker, p. 174, and *Biographical and Historical Memoirs of Northeast Arkansas*, p. 371.

¹² Baker, p. 59.

¹³ Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 203.

¹⁴ Noel E. Oman. "Progress in Slow Lane on Upgrade of U.S. 67." *Arkansas Democrat-Gazette*, 23 August 1999: A1.

¹⁵ Ray Hanley. *A Journey Through Arkansas: Historic U.S. Highway 67*. Charleston, SC: Arcadia Publishing, 1999, p. 7.

¹⁶ West, 203.

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When the Arkansas State Highway System was formed in 1923, U.S. 67 was one of the original highways included. It was also one of the first nine Arkansas highways to become part of the U.S. highway system two years later in 1925.¹⁷ 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.¹⁸

By the late 1920s, the Arkansas State Highway Commission was involved in a concerted effort to upgrade and improve the major highways across the state, and U.S. 67 was one of the highways targeted. The Clay County portion of the highway (referred to as Section 22 of U.S. 67 by the State Highway Commission at the time) was the first portion of this segment to be paved. The State Highway Commission advertised for proposals in 1928, and hired Philpot Construction Company of Pine Bluff, Arkansas, for the job, which was State Job No. 10111. (Unlike many paving projects of the time, the paving of U.S. 67 in the Biggers to Datto area was not a Federal Aid Project.) Their proposal, which was received July 18, 1928, quoted a price of \$232,641.64 for 11.358 miles of concrete pavement between Reyno and Corning. Philpot Construction also estimated that it would take 20 calendar days to complete the work. Although it is not known how long the paving actually required, it is known that the project ultimately cost more than the initial estimate with a final cost of \$242,580.08.¹⁹

Although the Clay County portion of the highway was paved in 1928, it would be another two years until the Randolph County portion (referred to as Section 21 of U.S. 67 by the State Highway Commission) was paved. The State Highway Commission advertised for proposals in 1930, and hired Phoenix Construction Company of Fort Smith, Arkansas, for the job, which was State Job No. 10147. Their proposal, which was received June 18, 1930, quoted a price of \$102,556.73 for 6.798 miles of concrete pavement between the Current River and Reyno. Phoenix Construction also estimated that it would take 130 calendar days to complete the work. Unfortunately, it is not known how long the project took or how much the paving ultimately cost.²⁰

Once U.S. 67 was completed in the area from Biggers to Datto in 1930, it quickly became the main highway between those two locations. The fact that this portion of U.S. 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

¹⁷ Oman, A1.

¹⁸ 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.

¹⁹ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 170-171.

²⁰ *Ibid*, pp. 202-203.

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of traffic using U.S. 67 ultimately led to the construction of the current U.S. 67 to the southeast of the 1928-1930 alignment. The new highway was opened to traffic in 1958.

Today the 1928-1930 alignment is still used as a county road in the rural areas and as streets through the towns along the route. It is also still possible to drive the 1928-1930 alignment for its entire length. Remarkably, all of the alignment retains the original 1930 concrete pavement, although some sections have been patched. However, the patches have retained the width of the original concrete pavement.

U.S. 67 is currently one of the main highways 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 1928-1930 alignment of U.S. 67 from Biggers to Datto remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Randolph and Clay counties.

STATEMENT OF SIGNIFICANCE

Old U.S. 67, Biggers to Datto, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 67, Biggers to Datto, is the longest and most intact portion of the 1928-1930 alignment of U.S. 67 in Randolph and Clay counties. The Biggers to Datto section of U.S. 67, which is approximately 11.3 miles long, still retains its original 1928-1930 concrete pavement. The highway section was the main automobile route in that part of Randolph and Clay counties from the time of its construction in 1928-1930 until the current U.S. 67 was built to the southeast of it in 1958. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old U.S. 67, Biggers to Datto, 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

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

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ADDITIONAL UTM's

- 5) 15 699862E 4025234N
- 6) 15 700045E 4025426N
- 7) 15 702232E 4027067N
- 8) 15 703499E 4029240N
- 9) 15 703620E 4032027N
- 10) 15 703833E 4032144N

VERBAL BOUNDARY DESCRIPTION

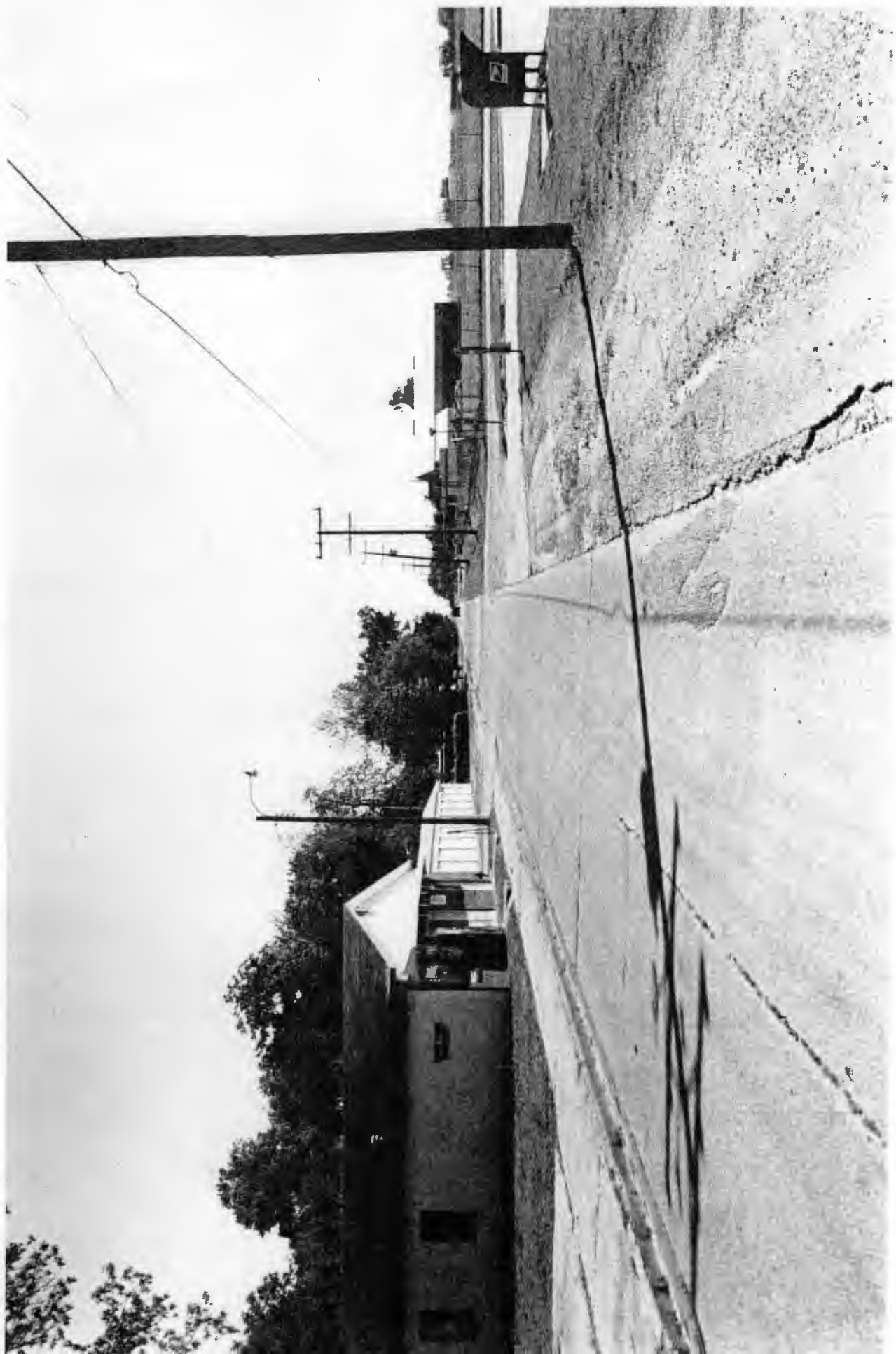
Beginning at the north side of the U.S. 67 and Biggers-Reyno Road intersection southwest of Biggers, the 1928-1930 alignment follows Biggers-Reyno Road northeast where it becomes Clay County Road 111 at the Randolph/Clay County line. The alignment continues northeast on Clay County Road 111 until it curves to the north just outside of Datto. In Datto, the alignment follows First Street north through town before becoming Clay County Road 111 again on the north side of town. Finally, the alignment follows Clay County Road 111 north of Datto until it intersects with Highway 211. The width of the boundary includes 10 feet on either side of the 1928-1930 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the 1928-1930 U.S. 67 highway alignment between Biggers and Datto.

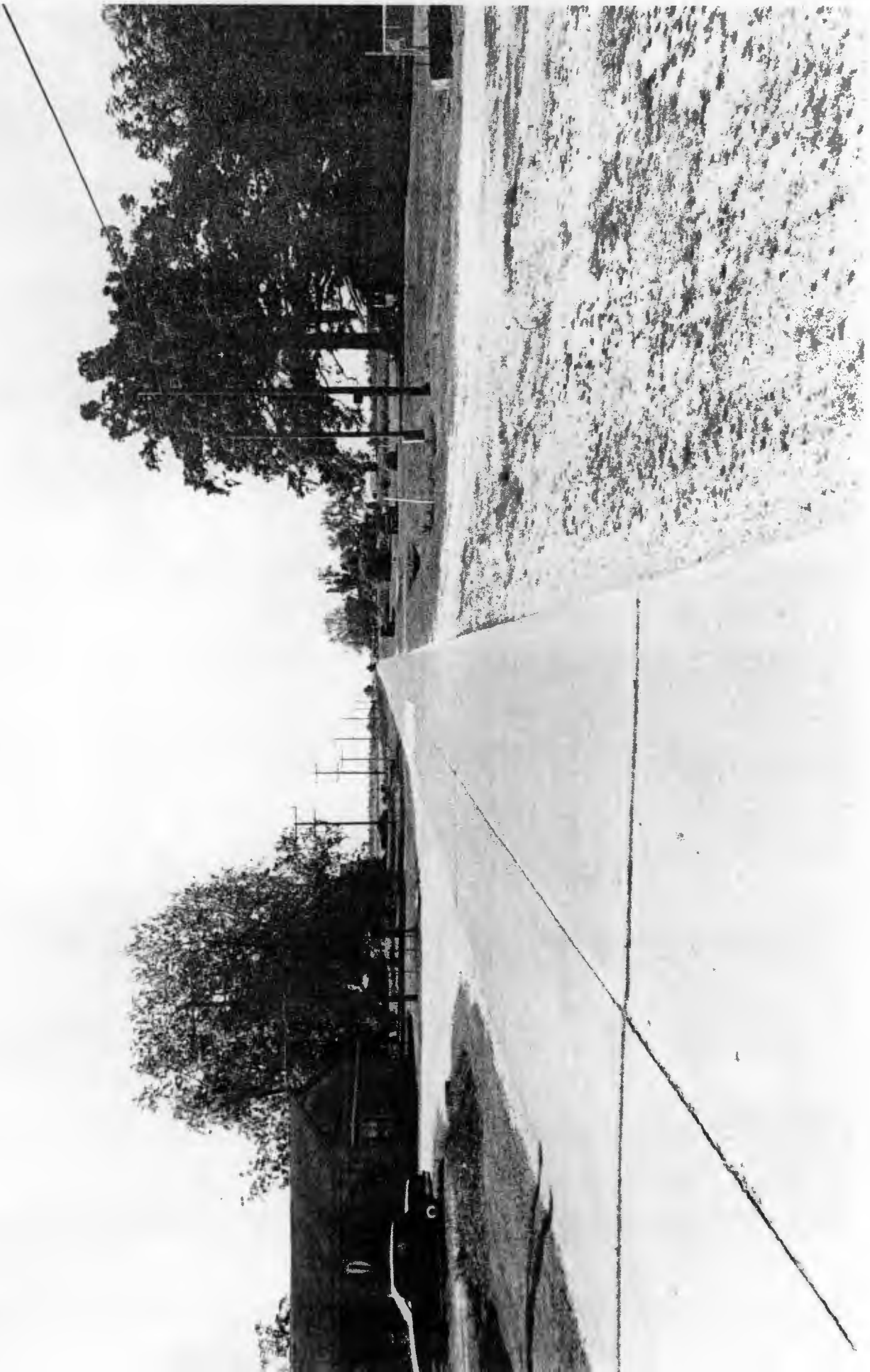














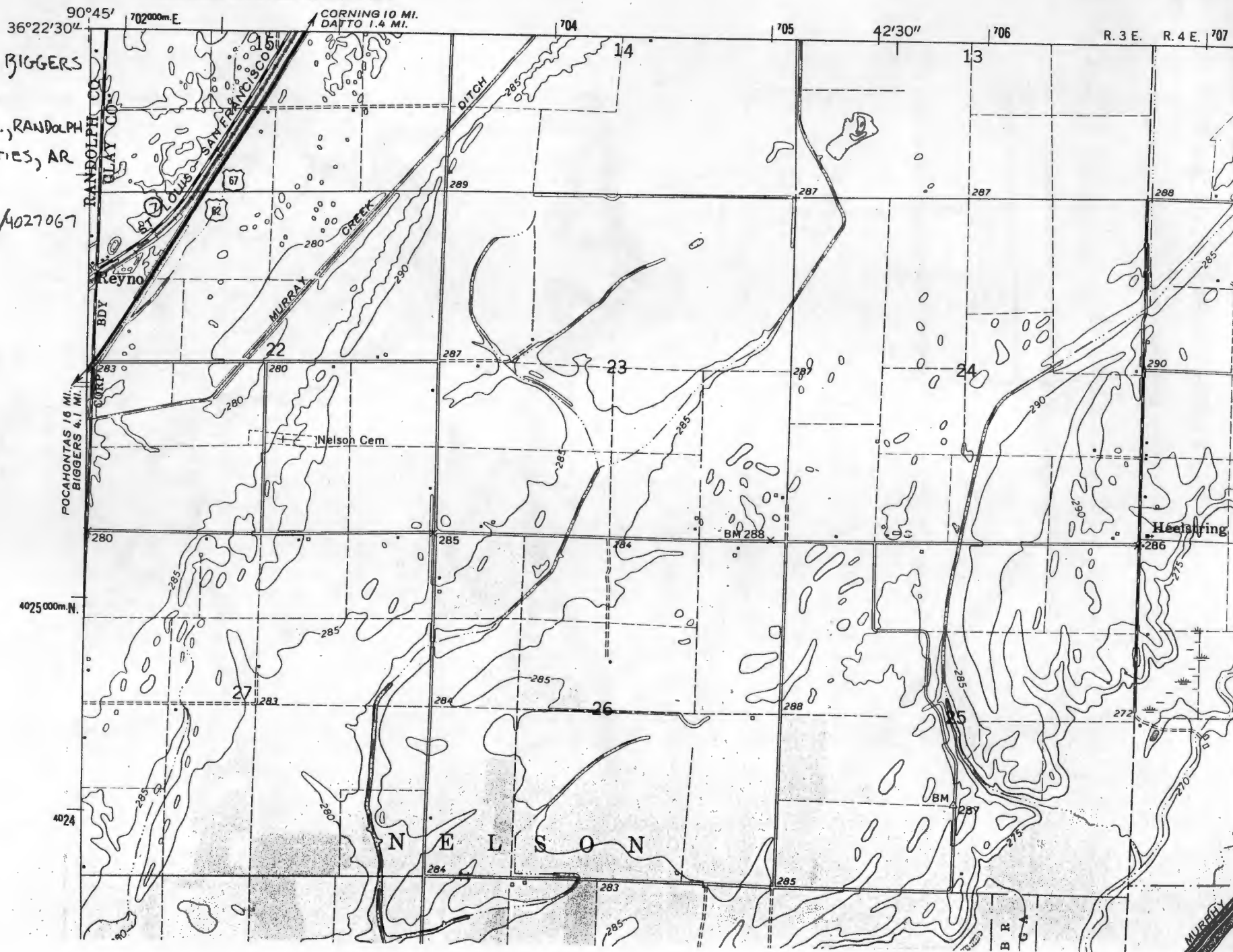
788 IV NE
(SUPPLY)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

OLD U.S. 67-BIGGERS
TO DATTO
BIGGERS VIC., RANDOLPH
& CLAY COUNTIES, AR

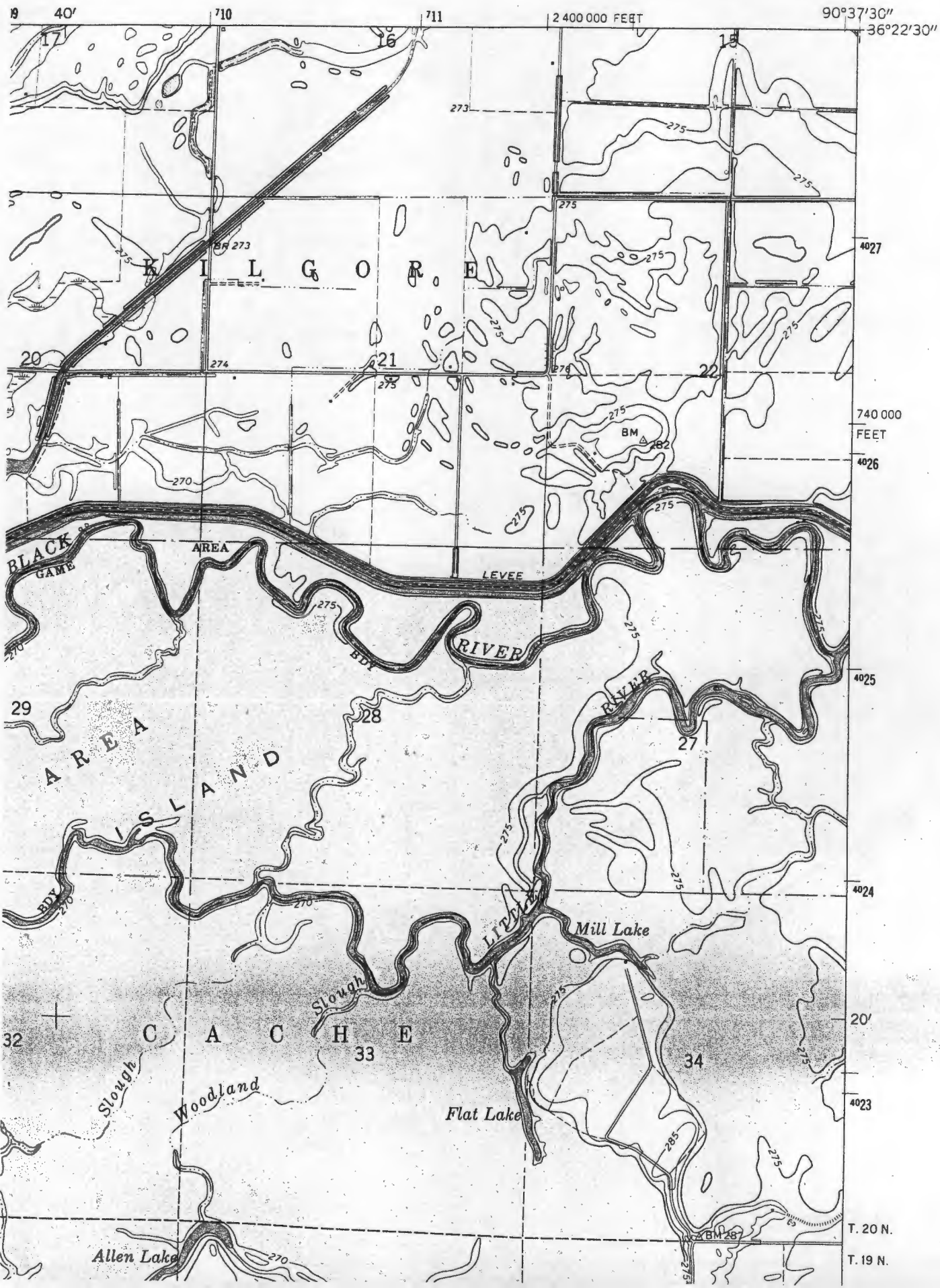
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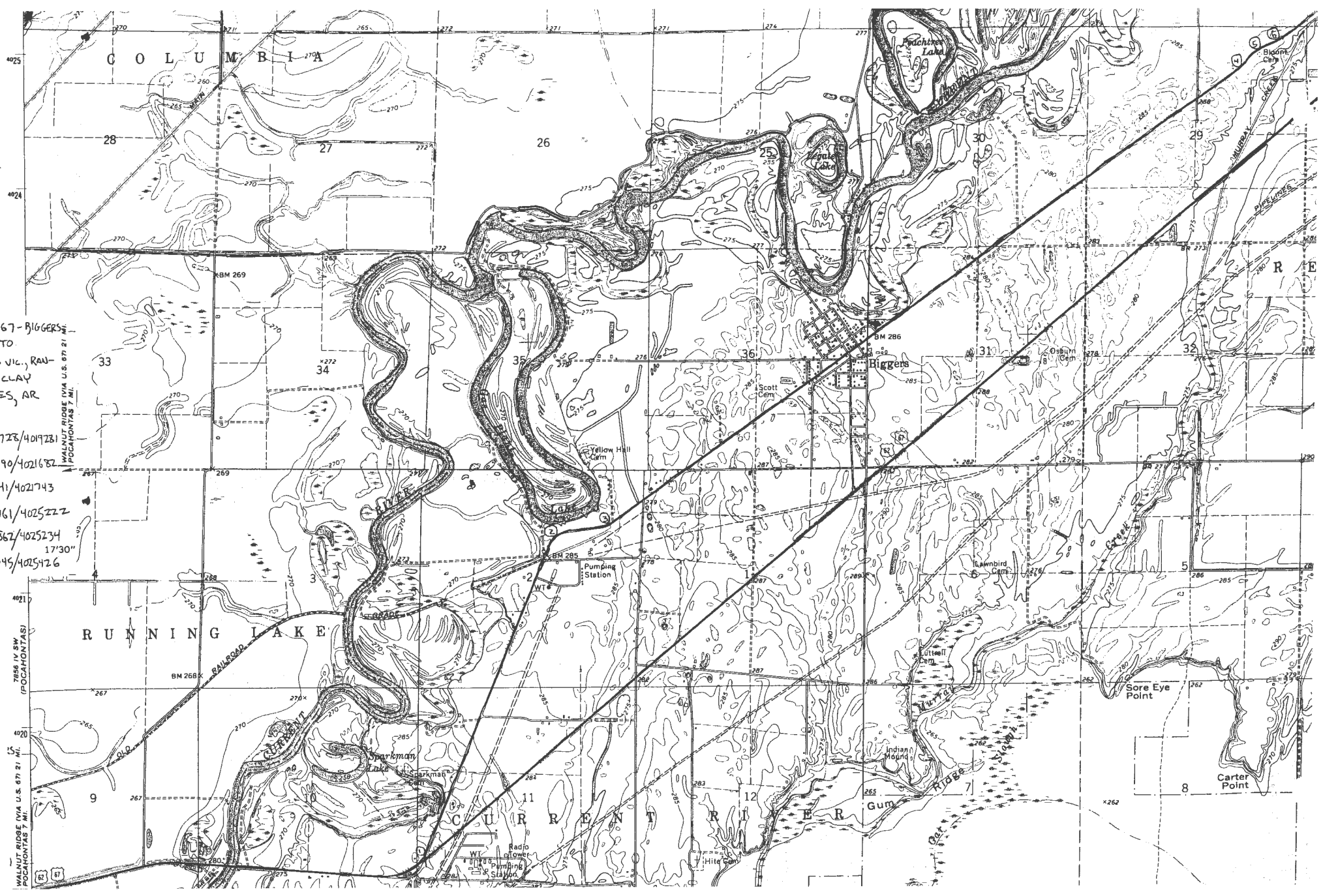
PEACH ORCHARD QUADRANGLE
ARKANSAS
7.5 MINUTE SERIES (TOPOGRAPHIC)

7858 1 NE
(CORNING)

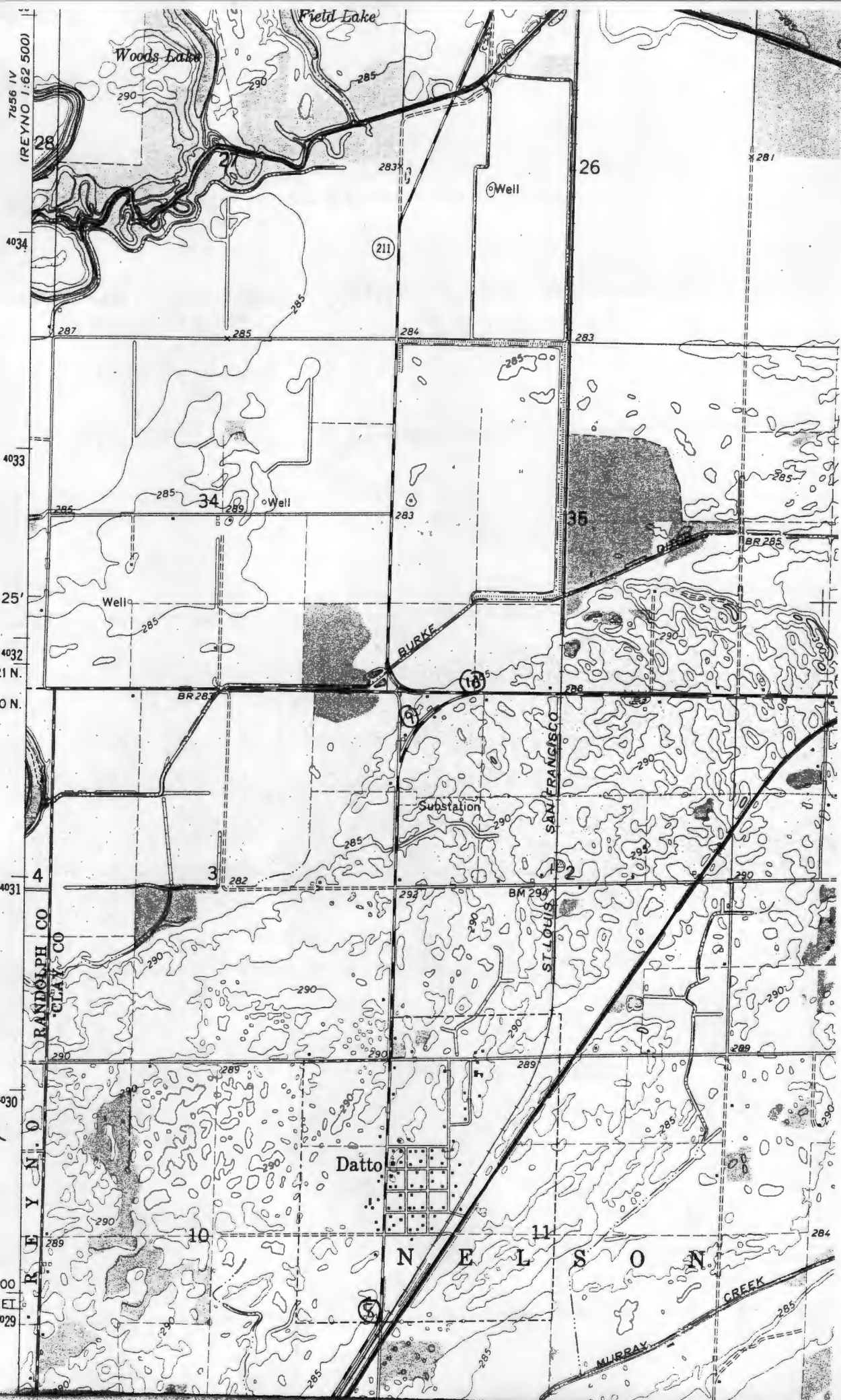


OLD U.S. 67-BIGGERS-
TO DATO.
BIGGERS VIC., RAN-
DOLPH & CLAY
COUNTIES, AR

- UTM:
 1) 15/1493728/4019781
 2) 15/694690/4021682
 3) 15/695041/4021743
 4) 15/699761/4025222
 5) 15/699862/4025234
 6) 15/700045/4025426



TRAIL SW
(POCAHONTAS)
WALNUT RIDGE VIA U.S. 67 21 MI.
POCAHONTAS 7 MI.



OLD U.S. 67-BIGGERS TO
 DATTO
 BIGGERS VIL, CLAY &
 RANDOLPH COUNTIES, AR

UTMS:

8) 15/703499/4029240

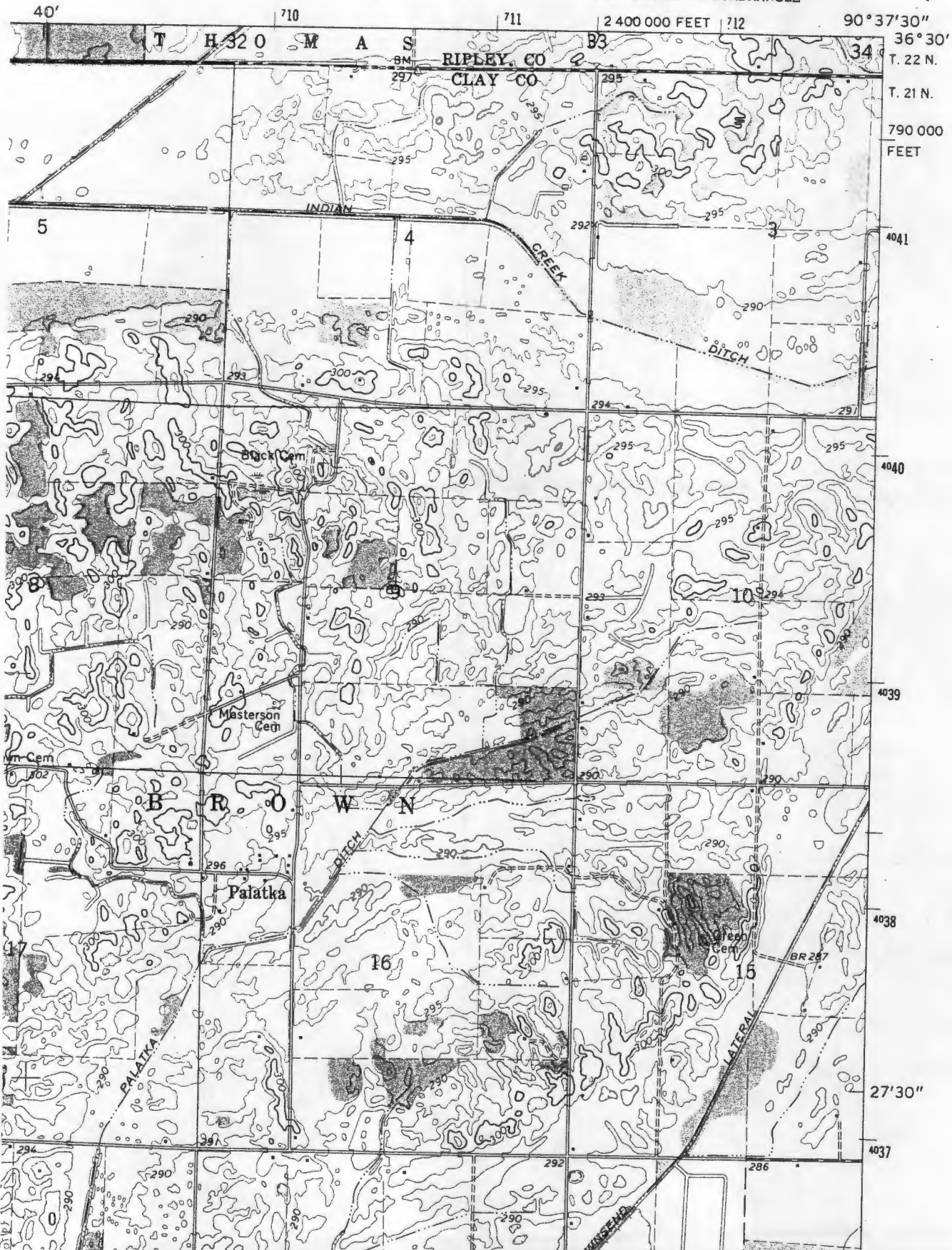
9) 15/703620/4032027

10) 15/703833/4032144750000

FEET
 4029

DATTO QUADRANGLE
 ARKANSAS-MISSOURI
 7.5 MINUTE SERIES (TOPOGRAPHIC)
 NW/4 KNOBEL 15' QUADRANGLE

7857 11
 (NAYLOR 1:62 500)



REYNO QUADRANGLE
ARKANSAS
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 REYNO 15' QUADRANGLE

7856 1 NW
(DATTO)

