

United States Department of the Interior
National Park Service

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Old U.S. 71 - Little River Approach

other names/site number Ashley Camp Road, Sites #SV0090 - SV0095

2. Location

street & number Ashley Camp Road from the north bank of the Little River to just south of the ☐ not for publication
old U.S. 71 and old AR Highway 27 intersection

city or town Ben Lomond ☒ vicinity

state Arkansas code AR county Sevier code 133 zip code 71823

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 Macdonald
Signature of certifying official/Title

3/11/04
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

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
6	structures
	objects
6	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

1934-1954

Significant Dates

1934

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

Kochtitzky & Johnson, Inc. (Forrest City, Arkansas), Builder
W. P. McGeorge (Pine Bluff, Arkansas), 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 U.S. 71 - Little River Approach

Name of Property

Sevier County, Arkansas

County and State

10. Geographical DataAcreage of Property Approx. 6.75 acres**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>394035</u>	<u>3738770</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>394081</u>	<u>3738922</u>

3	<u>15</u>	<u>393964</u>	<u>3739491</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>394184</u>	<u>3741546</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 Byname/title Ralph S. Wilcox, National Register & Survey Coordinatororganization Arkansas Historic Preservation Programdate November 20, 2003street & number 1500 Tower Building, 323 Center Streettelephone (501) 324-9787city or town Little Rockstate ARzip 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 Reductions Projects (1024-0018), Washington, DC 20303.

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SUMMARY

The abandoned 1934 alignment of U.S. 71 as it approaches the Little River in the Ben Lomond vicinity is a two-lane concrete highway. It follows a mostly straight alignment to the east of the current U.S. 71 alignment. The Little River Approach segment of the 1934 highway begins at the north bank of the Little River, and proceeds north to the old U.S. 71 and old AR Highway 27 intersection. In addition, the 1934 highway being nominated retains five original 1934 bridges, one that is a reinforced concrete deck girder bridge and four that are reinforced concrete decks on metal girders. All five bridges cross reliefs of the Little River. The highway retains its original 1934 concrete pavement throughout, although small portions have been patched. The highway retains its original roadway width.

ELABORATION

HIGHWAY

This abandoned section of 1934 alignment of U.S. 71 is approximately 2.75 miles long and begins at the north bank of the Little River and proceeds in a northerly direction to the east of the current U.S. 71 before ending just south of the old U.S. 71 and old AR Highway 27 intersection. It is located to the east of the current U.S. 71 along its entire route.

The 1934 alignment of U.S. 71 has a width of 18 feet for two lanes of travel. The highway has no paved shoulders, and is built entirely on fill to raise the road above the flood plain of the Little River. (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. Additionally, a 4.5 inch-wide gap is present along the entire centerline of the segment, except on the bridges. The pavement is referred to as Bates Type concrete, which means that it also contains welded wire reinforcement in the concrete.

BRIDGES

The 1934 alignment of U.S. 71 contains five original bridges, including one reinforced concrete deck girder bridge and four reinforced concrete decks on metal girders. Since the highway segment is built on fill due to its close proximity to the Little River, all five bridges provide relief for the Little River during periods of flooding. The four northernmost bridges are built to the same design, which includes a reinforced concrete deck on metal girders resting on concrete piers. The guardrails on the bridges consist of evenly-spaced cast concrete uprights connected by one row 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 Arkansas State Highway Department.

The southernmost bridge is unique. It is built in a long sweeping curve, and is built with flat reinforced concrete deck girders resting on concrete piers. The guardrails on the bridge consist of evenly-spaced cast

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concrete uprights connected by two rows of horizontal concrete beams. The bridge also had 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, although it has been removed. All five bridges on the segment have excellent integrity.

INTEGRITY

Overall, the abandoned 1934 alignment of U.S. 71 as it approaches the Little River in the Ben Lomond vicinity has remarkable integrity. The original 1934 pavement remains throughout the segment, and it retains its original dimensions. Also, the five bridges that were constructed in 1934 during the improvement of this segment remain. Additionally, the part of Sevier County where the highway is located retains its rural and small town settings, and the surroundings still reflect the period of significance from 1934-1954.

Although some very 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 U.S. 71 in 1965, and the pavement retains its original dimensions. As a result, it is still easy to recognize the original 1934 construction.

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SUMMARY

Old U.S. 71, Little River Approach, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 71, Little River Approach, is the longest and most intact portion of the old alignment of U.S. 71 in Sevier County. The Little River Approach segment of U.S. 71, which is approximately 2.75 miles long, still retains its original 1934 concrete pavement. The highway section was the main automobile route in that part of Sevier County from the time of its construction in 1934 until the current U.S. 71 was built to the west of it in 1965. 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. 71, Little River Approach, 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 it is not known for sure, it is believed that settlement in Sevier County began approximately 1810 probably in the vicinity of the Rolling Fork and Cassatot River valleys. Sevier County was officially created on October 17, 1828, by an act of the Arkansas Territorial Legislature and the county seat was established at Paraclifta just five days later on October 22.¹ By 1839, one road existed in Sevier County, which entered the county at Ultima Thule on the present Arkansas/Oklahoma border, proceeded southeast through Paraclifta and Pine Woods, before exiting the county just east of the Saline River.²

Since Paraclifta was the county seat of Sevier County initially, as settlement in the area increased throughout the nineteenth-century, additional roads were constructed, and many of them passed through Paraclifta. By 1854, in addition to the road that connected Paraclifta with Ultima Thule to the northwest and Pine Woods to the southeast, roads connecting Paraclifta with Farmington to the northeast, Lion's Beard to the northwest, and Rocky Comfort to the southwest (in what would become Little River County in 1867) had also been constructed.³

The arrival of the railroad into the Paraclifta area also increased the area's settlement and development in the late nineteenth century. By 1895, the Texas and Fort Smith Railroad line had been constructed south out of Paraclifta all the way Texarkana. In addition, both Ben Lomond to the northeast and Wilton, just south of the Little River in Little River County, had been established.⁴

¹ *Geographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, pp. 212, 214.

² David H. Burr. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839. (Paraclifta was located just west of Fall's Chapel, approximately four miles northwest of this highway segment.)

³ *Colton's railroad & township map of Arkansas*. Map. New York, D. F. Shall, 1854.

⁴ *Cram's Township and Rail Road Map of Arkansas*. Map. Chicago, George Franklin Cram, 1895.

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By the early twentieth century, providing good quality roads became a fairly high priority in Sevier County. Judge A. L. Tribble stated in one of his annual reports that:

It is evident to me that we ought to accomplish more for good roads in the county than we are doing. Road ought to be built and crowned with some sort of material that will resist traffic and weather. I believe our roads should be built by contract. ... I do not blame the majority of the road overseers (For failing to build good roads). ... They have little funds.⁵

It would not be long until road construction began in earnest in the County.

In the spring of 1912, the process was begun to have a bridge built across the Little River. Two of the county commissioners, Odo Kolb and James Penney, were appointed to get the bridge built, and in October Judge Tribble reported to the Quorum Court that a contract had been let for a 370-foot long bridge across the Little River at Mills Ferry.⁶ (It is not known for sure where Mills Ferry was, although it is possible that this was the first bridge at the U.S. 71 crossing, which is often referred to as Lanes Ferry. In addition, the Mills Cemetery is approximately one mile south of this crossing in Little River County.)

In 1916, parties of surveyors had arrived in Sevier County to survey a route for the Jefferson Highway, which was to span the country from the Canadian border to the Gulf of Mexico at New Orleans. In the Arkansas area, the Jefferson Highway was to come south from Kansas City to Fort Smith and then on to De Queen and Texarkana before proceeding on to Shreveport, following the current route of U.S. 71 in the northern part of the county and AR Highway 41 in the southern part.⁷ Promoters who were involved with the highway said:

The road extending from Mineral to Greenwood Shoals is to be the best highway in the nation. It is the desire of the commissioners to have the taxpayers of the road improvement district furnish as much of the gravel and labor as possible.

The highway will be 22 feet wide, ditch to ditch. The road will have a gravel crown 14 feet wide. The gravel will have a depth of 8 inches in the center of the road, tapering to 6 inches gravel depth at the edges.

⁵ Betty McCommas. *The History of Sevier County and Her People (1803-1936)*. Dallas: Taylor Publishing Company, 1980, p. 82.

⁶ Ibid.

⁷ Although surveying of the Jefferson Highway took place in Arkansas, along with some road construction, other sources indicate that the route of the highway bypassed Arkansas to the west going through Miami, Muskogee, McAlester, and Durant, Oklahoma, along the current route of U.S. 69, before heading on into Texas.

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By March 1917 the highway was under construction.⁸

The contract for the improvement of the Little River approach segment of U.S. 71 and the construction of the five bridges on the segment involved several different contractors. It is unclear exactly who did the concrete pavement on the segment, but it is possible that it was included in the contract for the work done on the Wilton segment in neighboring Little River County (NR listing pending). The contract for the improvement of the Wilton segment of highway went to A. C. Kennedy of Little Rock. According to the *Eleventh Biennial Report of the Arkansas State Highway Commission*, the nature of the work included grading, drainage structures and traffic service gravel, plus 1.5 miles of concrete pavement. The paving work done on the Wilton segment of highway, was not only a state project, but a federal project as well (Projects #NRH-166 Part 1 and #NRM-166 Part 2). Their proposal for the project was received December 12, 1933. For the entire 3.684 miles of road from Ashdown to the Little River (State Job #3199), which includes the section being nominated at Wilton, they submitted a bid of \$58,538.34, and estimated that it would take 100 calendar days to finish the project. In addition, there was an estimated \$5,853.83 in engineering and contingency costs, for a total estimated commitment of \$64,392.17.⁹ Unfortunately, it is not known what the actual cost of the road was.

The contract for the construction of the bridges between Wilton in neighboring Little River County and Lockesburg was awarded to Kochtitzky & Johnson, Inc., of Forrest City, Arkansas. The bridge project, which did not include the bridge spanning the Little River, was not only a state project, but a federal project as well (Projects #NRH-166-C & D and Project #NRH-142-A). Their proposal for seven reinforced concrete and I-Beam girder bridges spanning a total of 1262.58 feet and the construction of .213 miles of embankment was received by the Highway Commission on August 29, 1934. Kochtitzky & Johnson, Inc. estimated a completion time of 225 calendar days and a cost of \$65,395.96. In addition, there was an estimated \$6,539.49 in engineering and contingency costs, for a total commitment of \$71,934.45.¹⁰

The bridge that spanned the Little River, connecting the Wilton segment (NR listing pending) with the Little River Approach segment, was completed in April 1935. The contract for the construction of the bridge was awarded to W. P. McGeorge of Pine Bluff, Arkansas, and was also a federal project (Project #NRH-166-B). The proposal for the bridge (State Job #3217) was received on May 31, 1934, and proposed the construction of a steel truss bridge with reinforced concrete floor spanning a total distance of 902.5 feet. It was estimated that it would take 300 calendar days to complete the bridge and cost \$95,152.07. Again, there was an estimated \$9,515.20 in engineering and contingency costs, for a total commitment of \$104,667.27.¹¹ As with

⁸ McCommas, p. 83.

⁹ Arkansas State Highway Commission. *Eleventh Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, 1934, pp. 56-57.

¹⁰ Ibid, pp. 68-69.

¹¹ Ibid, pp. 66-67.

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the other aspects of the improvement of this highway segment, the actual cost of the bridge is unknown. It is also probable that the bridge at the south end of this segment is a remnant of the Little River Bridge, given its different design, and the fact that all seven Kochtitzky & Johnson bridges have been accounted for in other locations.

The plans for the grand opening celebration, as related in the April 24, 1935, edition of the *Little River News*, were quite elaborate.

A gigantic celebration dedicating the new Little River bridge on Highway 71, between Little River and Sevier counties is being planned for May, it was learned following a meeting of the committee at Ashdown Friday night. It was expected the celebration will be held about May 10, and that at least 4000 persons will attend.

A free barbecue, old fiddlers' contest, entertainment by male quartet, motor boat races, and a brass band are to be featured. Gov. Futrell and Arkansas highway officials will be invited to attend. The Hot Springs Chamber of Commerce will be asked to lend its loud speaking equipment.

J. H. Welch acted as Chairman and appointed committees. The program committee was M. E. Melton, secretary of the Texarkana Chamber of Commerce, J. D. Shaver, Jr., and Ray Kimball of DeQueen. The committee on concessions is C. A. Bishop, C. L. Latimer of DeQueen, M. E. Melton, Burton Kinsworthy of Wilton, and Bob Grady of Lockesburg. Others assisting in the plans include Lon T. Jones, J. W. Coulter, Mayor J. E. Tobin, and C. Slater of DeQueen and Ryman Wallace of Lockesburg.

The celebration of citizens from the town concerned plan to go to Little Rock this week to attend to a few details. After this trip a definite date for the trip will be given.¹²

The construction of this alignment and bridge across the Little River relocated the road 75 feet downstream from the previous 1912 bridge.

The newly paved highway was described in *The WPA Guide to 1930s Arkansas* by saying:

Near the Little River bottoms the woods move back to the hills, leaving wide flat fields flanking the road, except for the thickets that now and then line a meandering brook. Cows seek out these sheltered spots in midsummer heat and

¹² Bill Beasley. *Little River County*. Little River Historical Society, 1975, pp. 121-122.

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stand knee deep in cool water, chewing their cuds and switching at flies. Farmhouses on stilts and the elevation of the highway on a long fill indicate the proximity of the river. Brackish backwater stretches away on each side into uncleared forests.

LITTLE RIVER flows under a highway bridge at 159.4 m. between high, washed-out banks that show its uncertain temper. The barge and crane usually visible from the bridge are used in gravel-digging operations.¹³

Although the farmhouses on stilts are gone, the long fill, brackish backwater, and uncleared forests are still present today.

Once U.S. 71 was completed in the vicinity of the Little River, it made travel in the area a lot easier. The fact that this portion of U.S. 71 was the main route between Fort Smith and Texarkana meant that it was also a highly traveled road for both automobile and truck traffic. The amount of traffic using U.S. 71 ultimately led to the construction of the current U.S. 71 to the west. The new highway was opened to traffic in 1965.¹⁴

Today the entire length of the old alignment of the U.S. 71 Little River approach is still in use as Ashley Camp Road, and it is still possible to drive the entire segment of the alignment being nominated. Remarkably, all of the alignment retains the original 1934 concrete pavement, although some small portions have been patched. However, the pavement retains its original dimensions. As a result, it is still easy to recognize the original 1934 construction.

U.S. 71 is currently the main highway between Fort Smith and Texarkana, 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 old alignment of U.S. 71 as it approaches the Little River remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Sevier County.

STATEMENT OF SIGNIFICANCE

Old U.S. 71, Little River Approach, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 71, Little River Approach, is the longest and most intact portion of the old alignment of U.S. 71 in Sevier County. The Little River Approach segment of U.S. 71, which is approximately 2.75 miles long, still retains its original 1934 concrete pavement. The highway section was the main automobile route in that part of Sevier County from the time of its

¹³ Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 321.

¹⁴ Robert Scoggin. E-mail to the author. 2 October 2003.

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construction in 1934 until the current U.S. 71 was built to the west of it in 1965. 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. 71, Little River Approach, 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 Commission. *Eleventh Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, 1934.

Beasley, Bill. *Little River County*. Little River Historical Society, 1975.

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

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

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

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

McCommas, Betty. *The History of Sevier County and Her People (1803-1936)*. Dallas: Taylor Publishing Company, 1980.

Scoggin, Robert. E-mail to the author. 2 October 2003.

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

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ADDITIONAL UTM's

- 5) 15 394065E 3738593N (Little River Relief Bridge #1)
- 6) 15 394055E 3739990N (Little River Relief Bridge #2)
- 7) 15 394075E 3740290N (Little River Relief Bridge #3)
- 8) 15 394136E 3740752N (Little River Relief Bridge #4)
- 9) 15 394192E 3741296N (Little River Relief Bridge #5)

VERBAL BOUNDARY DESCRIPTION

Beginning at the north bank of the Little River, the 1934 alignment of U.S. 71 follows Ashley Camp Road until the north end of Little River Relief Bridge #5 just south of the old U.S. 71 and old AR Highway 27 intersection. The width of the boundary includes 10 feet on either side of the 1934 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the 1934 U.S. 71 highway alignment in the Ben Lomond vicinity.



PL = PHOTO LOCATION
OLD U.S. 71 - LITTLE
RIVER APPROACH
3741 BEN LOMOND VIA
SEVIER COUNTY
UTM # 1:
15/394035/373877
UTM # 2:
15/394081/373892
UTM # 3:
3740 15/393964/373940
UTM # 4:
15/394184/374154
4730" UTM # 5:
15/394065/37385477
UTM # 6:
3738 15/394055/373999
UTM # 7:
15/394005/374029
UTM # 8:
15/394136/3740752
UTM # 9:
15/394142/374129

(SILVER RIDGE)
7.5 (NE)

FALLS CHAPEL QUADRANGLE ARKANSAS

7.5 MINUTE SERIES (TOPOGRAPHIC)

33°52'30"

94°07'30"

1:350,000 FEET R. 29 W

394

R. 30 W

393

LOCKESBURG 6.6 MI.
BELLVILLE 4.5 MI.

10'

23

391

W. (RG)

















