

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 Arkansas Highway 22
other names/site number _____

2. Location

street & number Part of AR 197, AR 197 Loop, and Rainwater Loop not for publication
city or town New Blaine vicinity
state Arkansas code AR county Logan County code 083 zip code 72851

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.)

[Signature] OSHP 8/11/03
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:

<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet	Signature of the Keeper	Date of Action
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:)	_____	_____

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	
0	0	buildings
0	0	sites
2	0	structures
0	0	objects
2	0	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

N/A

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

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

1929-1953

Significant Dates

1929

1930

Significant Person (Complete if Criterion B is marked)

N/A

Cultural Affiliation (Complete if Criterion D is marked)

N/A

Architect/Builder

Cook & Ransom- Ottawa, Kansas (grading and bridge)

Schultz Construction Co.-Ft. Smith, Arkansas (concrete paving)

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 Arkansas Highway 22
Name of Property

Logan County, Arkansas
County and State

10. Geographical Data

Acreage of Property Approx. 8 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>462492</u>	<u>3905082</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>462030</u>	<u>3905148</u>

3	<u>15</u>	<u>461659</u>	<u>3904727</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>461325</u>	<u>3904417</u>

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

(See continuation sheet.)

Boundary Justification

(See continuation sheet.)

11. Form Prepared By

name/title Zac Cothren- Survey Historian
organization Arkansas Historic Preservation Program date 6/20/03
street & number 1500 Tower Bldg. 323 Center St. telephone (501)324-9880
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.

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SUMMARY

The 1930 alignment of Arkansas Highway 22 in New Blaine is a two-lane concrete highway that was bypassed in the mid 1960s, yet still serves local traffic as part of Arkansas Highway 197 Loop. The section has a length of approximately 1.5 miles including the Little Shoal Creek Bridge. The eastern section (roughly three-fourths) of Old AR 22 lies to the north of present day AR 22 while the western section is located south of the modern highway. The bypassed section of AR 22 begins at the intersection of present day AR 22 and AR 197 then serpentine west crossing present AR 22 and makes a sweeping curve before blending back into the present highway.

ELABORATION

The bypassed section of the 1930 alignment of AR 22 is approximately 1.5 miles long and begins at the intersection of present day AR 22 and AR 197. The historic road segment is part of AR 197 until AR 197 veers north toward Lake Dardanelle. Old AR 22 then serpentine west crossing Little Shoal Creek and is known as AR 197 Loop until crossing present day AR 22. After crossing the present AR 22 it becomes Rainwater Loop that makes a sweeping curve before blending back into the present highway. The curves were added to the road not only to accommodate the landscape, but also to allow the road to cross the creek at a 90 degree angle.

The New Blaine section of bypassed AR 22 was the last section of AR Highway 22 to be completed. The road is 18 feet wide for two lanes of traffic with no paved shoulders. Each section of pavement is 9 feet wide and 50 feet long, and is composed of a tan stone aggregate mixed in the concrete.

Little Shoal Creek Bridge

The Little Shoal Creek Bridge is a reinforced concrete deck girder bridge that has an overall length of 255 feet. The bridge spans Little Shoal Creek, a small body of water only a short distance upstream from Lake Dardanelle on the Arkansas River, which covers Logan County's northeastern corner. The bridge's decking measures 20 feet wide and its overall width is 24 feet. Six reinforced concrete piers support the bridge's concrete decking. The guardrail on the bridge consists of evenly-spaced concrete uprights connected by two rows of horizontal concrete beams. A metal plaque at each end of the bridge list the major players involved in the construction process. The plaque has the following information: LITTLE SHOAL CREEK/COOK & RANSOM/CONTRACTORS/ARKANSAS/STATE HIGHWAY COMMISION/DWIGHT H. BLACKWOOD, COMMISIONER/C.S. CHRISTIAN, ENGINEER/1929/BRIDGE NO.52.

Today, Old AR 22 and the Little Shoal Creek Bridge are traveled across as they have been for 74 years. Although they have been in continuous use, both remain remarkably well intact. The road, although narrow by today's standards, is still a well designed and viable transportation corridor. The materials and construction was obviously excellent as the road shows very few signs of aging. The design of the bridge was a standard design commonly used in Arkansas during the 1920s and 1930s, but as highways are widened and bridges are updated to withstand the larger size of vehicles and increased traffic volume, this type of bridge is

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becoming increasingly rare. The highway's current designation as part of Arkansas Highway 197 Loop, rather than still being part of Arkansas Highway 22, has greatly lessened the amount of traffic that travels across the bridge. This will help preserve the bridge as it will likely not fall victim to any future highway expansion projects.

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SUMMARY

Old AR 22 located in New Blaine, Logan County, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. The section of Old AR 22 in New Blaine is the longest and most intact portion of the 1930 alignment of AR 22 in Logan County. The New Blaine section of Old AR 22, which is approximately 1.5 miles long, still retains its original 1930 concrete pavement. As the first paved automobile route through New Blaine and as a well preserved section of the first fully paved State Highway in Arkansas, it is eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old AR 22 in New Blaine 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 road that leads through present day New Blaine was one of the earliest roads cut through the western part of Arkansas. The military road was a direct result of the establishment of Fort Smith military post at Belle Point on Arkansas's western boundary in 1817. The fort, originally established to keep peace among warring Indian tribes, would play a vital role in both military and civilian activities along the frontier throughout the 1800s. Until the establishment of the fort, the only transportation routes through the area of present day New Blaine were overgrown paths.

Not until 1835 did the military begin to construct a road from Dardanelle, Arkansas, to Fort Smith. The task of surveying the road fell upon Lieutenant Jefferson Davis. The road was being built to be used for the removal of Indian populations. The route, part of which was incorporated into modern Arkansas Highway 22, brought travelers from the Arkansas River at Dardanelle west to Fort Smith and into Indian Territory. The road paralleled the Arkansas River for some distance and gave access to what would become the town of Blaine in Shoal Creek Township. By 1839 the route had helped lead to the formation of a post office at Shoal Creek. Steadily improving access in the form of revamped roads brought increased settlement and better communication with the outside world past the immediate area of the river.

The road continued to be an important aspect in the settlement of the area of present day New Blaine. Soldiers from both the Union and Confederate Army marched on the road during the Civil War. After the war's end settlers continued to come into the area via the road. The post-war increase in new residents resulted in the formation of small communities branching from pioneer settlements. Naturally, the needs of expanding numbers led to the establishment of commerce centers within the county. By 1884 the community of Blaine on the Military Road had been established and had received a post office by the same name. The weatherboard buildings of Blaine lay north and south of the Military Road on the west bank of Little Shoal Creek, which was spanned by a wooden bridge.

Blaine's commercial center thrived for several years and it remained a noteworthy business location for the township being situated as it was on a main thoroughfare. By the beginning of the twentieth century the first

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change for the little community was in the air as Arkansas slowly began to recover from the Civil War and the effects of the Panic of 1873. A result of this recovery was that more inroads to the state and to Logan County were created in the form of increased railroad miles. The Arkansas Central Railway, contracted to run from Fort Smith to Paris in 1897, experienced a rocky start and went into receivership in 1898 before the line was completed. It was not until 1900 that it finally reached Paris. The Secretary of State gave his permission for the Ft. Smith, Subiaco & Eastern to finance a twenty-three mile extension of the line to Dardanelle, where it would connect with the Dardanelle, Ola & Southern, which in turn connected with the Rock Island at Ola. Upon completion the line would provide unbroken access from Fort Smith to Little Rock. However, the events of World War I wreaked havoc on Arkansas railroad financing and stalled the construction of the line by 1917. The Ft. Smith, Subiaco & Eastern was sold in 1918 and reorganized as the Ft. Smith, Subiaco & Rock Island. Work on the rail extension resumed from Dardanelle with a new charter in 1919 and the city launched the first locomotive to Fort Smith in 1920.

The line passed one half-mile north of Blaine and made a stop there at a small rock depot constructed in 1920 on the north bank of Silver Smith Branch. The depot was a harbinger of things to come at the future location of New Blaine. The city center of Blaine was concentrated in its original location until about 1922. The future seemed bright with the introduction of the railroad and a movement quickly began for the incorporation of a town called New Blaine. Railroad developers had a townsite surveyed north of the tracks and the depot in 1921 and Blaine retailers slowly began moving toward the tracks into new rock commercial buildings on lots that were originally part of the Richard Harrison estate. The move was not total, as Birkhead's cotton gin remained on the shore of Little Shoal Creek until the 1930s and the New Blaine School held classes in its original locale until consolidation closed it down in the 1960s. Blaine and New Blaine essentially coexisted until the new post office was established in 1923 with the name of New Blaine.

The fundamental character of New Blaine as a small farming community did not undergo drastic change with the introduction of the railroad. Further improvements in access to the county were on the way and would mean yet another change for New Blaine. The military roads that had provided passage to the west through Logan County were the next area of the state's transportation network to receive attention during the early twentieth-century.

By 1917 the state began to designate highways with a numbering system and aggressively pursue road improvement. Increasing automobile ownership made road enhancement programs a priority. Though the Martineau-Parnell road program was rife with corruption and on a fast track to disaster, state highway mileage was increased substantially under the tenures of Governor John E. Martineau (1926) and subsequent governor, Harvey Parnell (1928). The new State Highway 22 was lauded in 1929 as the gateway for development in the western section of the state as it would open up the previously hard-to-reach area isolated by geographic obstacles. The new highway was to largely follow the route of the 1835 military road, which had been designated the Jefferson Davis highway in 1923 and was the first state highway to be completely paved end-to-end. The highway would be approximately 82 miles long and shorten the distance from

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Dardanelle to Ft. Smith by 11 miles. The total cost of the highway was in the neighborhood of \$2.5 million, or roughly \$40,000 a mile.

Work started on AR 22 in 1927 with grading and drainage. By June of 1928 all grading and earth moving had been completed. The next phase of construction was the building of bridges. A total of thirty bridges were built between November 1927 and August 1929. The highway required an unusually large amount of bridges. Located just south of the Arkansas River, the highway's route would have to cross all streams that drain into the south side of the river. The final phase of construction, paving, was begun on July 2, 1929. In late July 1930, Arkansas 22 was finally completed from Ft. Smith to Dardanelle, the first State Highway to be hard surfaced from beginning to end.

The first contracts awarded for highway construction in the area of New Blaine went to Cook & Ransom of Ottawa, Kansas, for grading and drainage structures. Their proposal for the project was received November 6, 1927. For 13.913 miles of work (State Job #801) they submitted a bid of \$108,763.08, and estimated that it would take 275 days to finish the project. The final payment, however, was way over budget at \$159,305.80. The work through New Blaine was delayed for a period of time due to a dispute over the right-of-way. This dispute delayed grading in New Blaine until April of 1929 when County Judge C.C. Sadler intervened in the matter. He was able to resolve the problem, but the delay may have been one reason the project cost went so far over budget. The delay would also mean that the New Blaine section of road would be the last along the entire highway to be completed.

Little Shoal Creek Bridge was built as part of a larger contract for nine bridges along AR 22 in Logan County. The bridge proposal was received for State Job #865 on July 18, 1928, and once again went to Cook & Ransom. The total length of the project was 3060 feet. The project was to take 350 days and cost \$78,485.64. The final cost of the project overran the proposal and the company was paid \$81,921.15. Although there is not specific information as to the individual cost of the Little Shoal Creek Bridge, the contractual information gives insight into the overall scope of the project.

Although paving began on the AR 22 on July 2, 1929, the New Blaine portion of the highway wasn't paved until nearly a year later. In fact, the New Blaine portion of AR 22 was the very last section to be completed. This was probably a direct result of the right-of-way dispute that had delayed the construction process during the grading phase of the project. The contract for the final phase of the paving was awarded to Shultz Construction Company of Ft. Smith, Arkansas, and given State Job #8121. Their proposal, which was received on March 18, 1930, proposed a cost of \$107,888.43, for the 4.889 mile section of highway, and an estimated completion time of 80 days. Final cost for the paving was slightly over budget at \$109,145.79.

With the New Blaine section paved, AR 22 became the first State Highway to be paved from beginning to end. AR 22 provided an important transportation route for people in the Arkansas River Valley and remains an important route today. In the mid 1960s AR 22 had to be changed in various sections to accommodate the building of Lake Dardanelle. At this same time most of the rest of the highway was updated with wider lanes

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and shoulders. The modernization process also replaced many bridges and straightened many unnecessary curves. It was during this process that a new bridge was built across Little Shoal Creek and the old section of AR 22 was bypassed in New Blaine. Although there are visible ruminants of Old 22 that can be seen along different parts of modern AR 22, the New Blaine section is the longest most pristine section in Logan County. It is also still possible to drive the entire bypassed 1.5 miles of old AR 22 in New Blaine. Remarkably, all of the section retains the original 1930 concrete pavement, including the portions that serve today as AR 197 and AR 197 Loop. The Little Shoal Creek Bridge is also remarkably intact and is traveled across on a daily basis.

STATEMENT OF SIGNIFICANCE

Old AR 22 located in New Blaine, Logan County, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. The section of Old AR 22 in New Blaine is the longest and most intact portion of the 1930 alignment of AR 22 in Logan County. The New Blaine section of Old AR 22, which is approximately 1.5 miles long, still retains its original 1930 concrete pavement and one of the last remaining original bridges, if not the only, along the entire highway. As the first paved automobile route through New Blaine and as a well preserved section of the first fully paved State Highway in Arkansas, it is eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old AR 22 in New Blaine 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.

Carter, Joe. "Paving the Way Sixty Years Later." *Wagon Wheels*, Summer 1989, Vol. 9, #2.

Hope, Holly. *The History and Architectural Heritage of New Blaine, Arkansas: 1920-1940*. Multiple Resource Nomination. From the files of the Arkansas Historic Preservation Program, 2002.

"3 Years Spent in Construction of Highway 22", *Paris Express*, 19 June, 1920.

"Highway 22 Follows State's Oldest Trail." *The Paris Express* 19 June 1930.

"New Highway Opens Historic Area in County." *The Paris Express*, 19 September, 1929.

"Newest State Road Opens Historic Area in Valley." *The Paris Express*, 17 April 1930.

"Road Order is Made for Highway No. 22." *The Paris Express*, 4 April 1929.

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Section number 10 Page 1

ADDITIONAL UTM's:

5) 15 460912E 3904549N

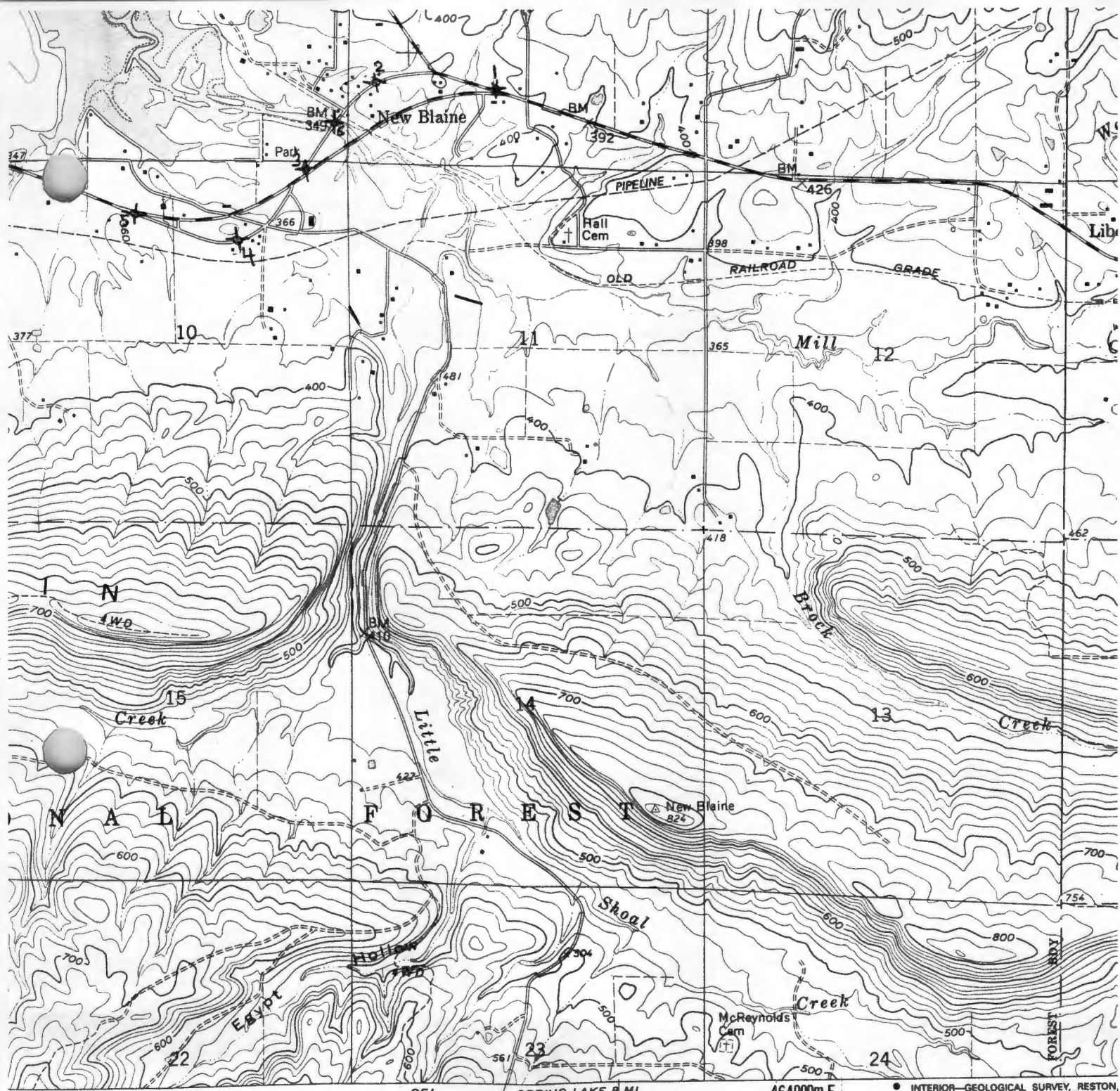
6) 15 461801E 3904940N (Little Shoal Creek Bridge)

VERBAL BOUNDARY DESCRIPTION

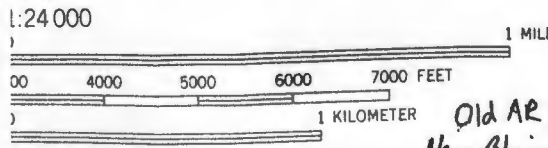
Beginning at the intersection of present day AR 22 and AR 197 in New Blaine, the 1930 alignment of AR 22 follows AR 197 until the intersection of AR 197 Loop where it then follows AR 197 Loop. The alignment curves southwest crossing Little Shoal Creek then continuing as AR 197 Loop until crossing current AR 22. South of AR 22 the 1930 alignment continues as Rainwater Loop until said road merges back into AR 22. The boundary includes approximately 1.5 miles of surfaced road and includes 10 feet on either side of the 1930 highway centerline.

BOUNDARY JUSTIFICATION

This boundary includes all of the original 1930 alignment and associated resources of AR Highway 22 that retains historic integrity and is located within New Blaine.



MTN WEST) 461 25' 464000m.E.



VERTICAL DATUM OF 1929
 HORIZONTAL DATUM OF 1929

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

*Old AR Highway 22
 New Blaine, Logan Co., AR*
 UTM:
 1. 15/462492/3905082
 2. 15/462030/3905148
 3. 15/461659/3904727
 4. 15/461325/3904417
 5. 15/460912/3904549
 6. 15/461801/3904940
 ← (Little Shoal Creek Bridge)



QUADRANGLE LOCATION

ROAD CLASSIFICATION

Primary highway, hard surface.....	Light-duty r improved si
Secondary highway, hard surface.....	Unimprover
	U. S. Route

NEW 35

DMA 73



I began with AR

Zoe Colburn

June 2003

Stamp

Start point of first section looking west.

①



1. Old Arkansas Highway 22

2. Logan Co., AR

3. Rae Co. then

4. June 2003

5. AHPP

6. End of 1. location, looking southwest

7. ⑦



1. Old Arkansas Highway 211
2. Logan County, AR
3. Zec 6111
4. June 2003
5. AHP
6. ^{PRESENT} County road section, looking northeast
7. ©



1. OGD Arkansas High, 22

2. Logo Co, AR

3. Ice Cotton

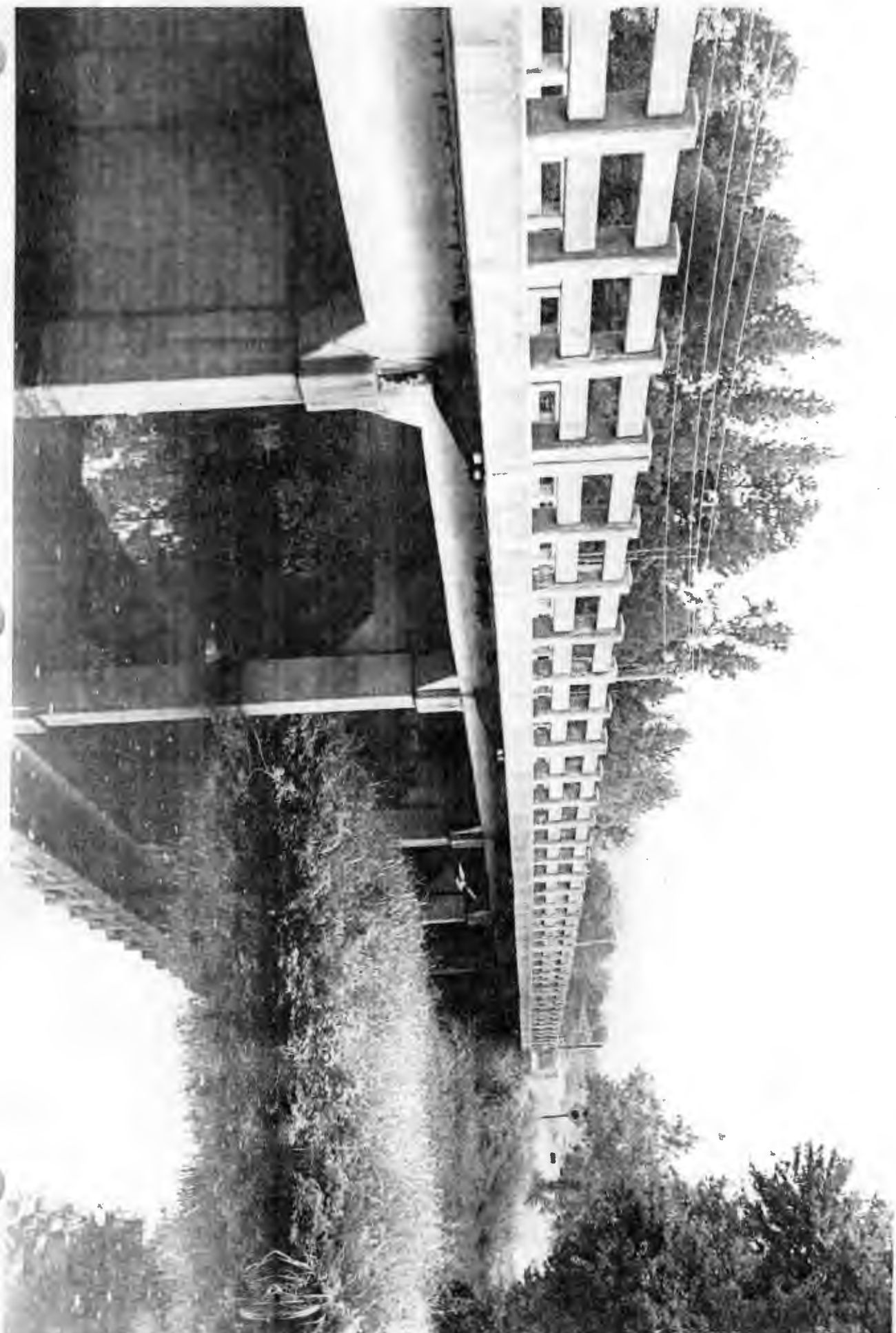
4. - 2 2003

5. AAPP

6. ... like to know if ...

7. ... taking mortgage.

(5)



1. Old Adams Highway 22

2. Laysan, AK

Zoe Collier

June 2003

A HPP

6. 5/1/03 Widy. 2013

7. ④

LITTLE SHOAL CREEK

JOHN & MARION

ARKANSAS

ROUTE HIGHWAY 60 JUNCTION

WRIGHT PLACE CANTON, ARK.

1929

LITTLE ROCK

67

1. Old Arkansas High # 12

2. Lyon Co., AR

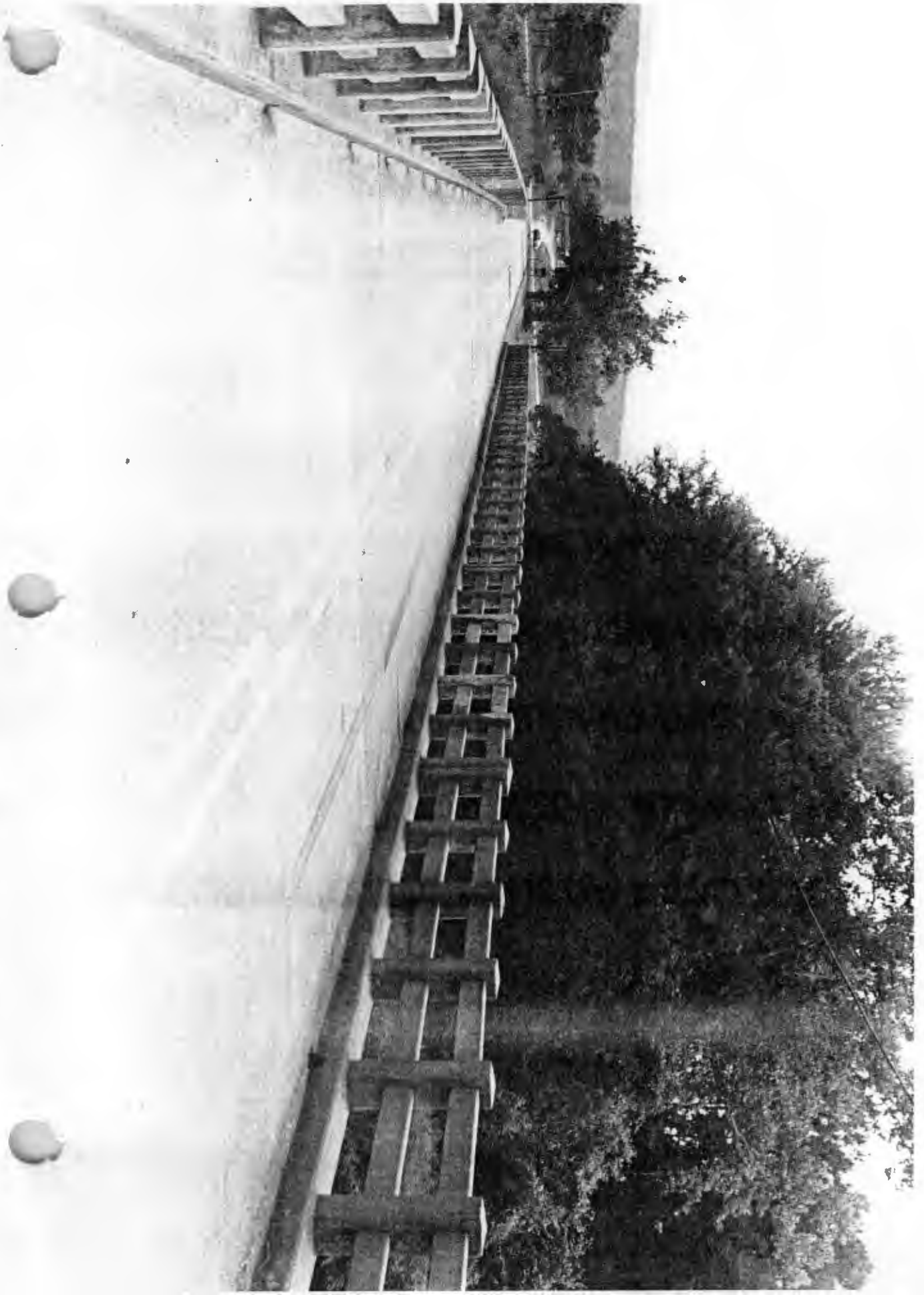
3. Joe Golden

4. June 2003

5. AHPP

6. Close up of bridge photo.

7. ③



1. Old Arkansas Highway RR
2. Logan Co., AR
3. E. P. Collier
4. June 2003
5. AHAC
6. Little Stand Creek Lodge Locking - west
7. ②