

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 Shady Lake CCC Bridge #2
other names/site number PL0285

2. Location

street & number Shady Lake Campground loop road over the East Fork of the Saline River not for publication
city or town Athens vicinity
state Arkansas code AR county Polk code 113 zip code 71971

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 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	_____	_____
<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

1			
1			

buildings
sites
structures
objects
Total

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

Facilities Constructed by the Civilian Conservation Corps in
Arkansas, 1933-1942

**Number of Contributing resources previously listed
in the National Register**

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/road-related(vehicular)

Current Functions
(Enter categories from instructions)

TRANSPORTATION/road-related(vehicular)

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER/masonry arch

Materials
(Enter categories from instructions)

foundation STONE
walls STONE

roof N/A
other N/A

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.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- Criteria A through G with checkboxes and descriptions.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

Engineering
Transportation

Period of Significance

1936

Significant Dates

1936

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

CCC, builder
James F. Harp, 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):

- Criteria for previous documentation on file (NPS).

Primary location of additional data:

- Criteria for primary location of additional data.

Name of repository:

U.S. Forest Service

Shady Lake CCC Bridge #2
Name of Property

Polk County, Arkansas
County and State

10. Geographical Data

Acreage of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>405484</u>	<u>3803108</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </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 Clint Pumphrey, National Register Historian
organization Arkansas Historic Preservation Program date February 19, 2010
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9789
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 United States Forest Service
street & number P.O. Box 1270 telephone 501-321-5202
city or town Hot Springs state AR zip code 71902

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 Shady Lake CCC Bridge #2 spans the East Fork of the Saline River on the northern edge of Shady Lake in rural Polk County, Arkansas. The bridge was built in 1936 by the Civilian Conservation Corps (CCC). While the bridge and guardrails are mostly constructed of native fieldstone, the two spans over the creek are supported by arched, corrugated steel culverts.

ELABORATION

The Shady Lake CCC Bridge #2 spans the East Fork of the Saline River on the northern edge of Shady Lake in rural Polk County, Arkansas. The bridge is located about 3.7 miles north of Arkansas Highway 246 on the Shady Lake Campground loop road, which services the Shady Lake camping area. This section of road, which skirts the north shore of Shady Lake, was originally part of Forest Service Road 38 before crews built a bypass to reduce traffic through the campground. The bridge's setting is the wooded slopes of the Ouachita Mountains.¹

Constructed by the CCC in 1936, the bridge was part of a greater effort to develop the area for recreation. It now carries traffic to 97 camping units, a picnic area, swimming area, boat dock, and other amenities.

Shady Lake CCC Bridge #2

The Shady Lake CCC Bridge is a double-span bridge that is approximately 60 feet long and 20 feet wide. The arched span is supported by a corrugated steel culvert. The bridge is traversed by Polk County Road 604, a gravel road protected by native-stone guardrails on each side. These are comprised of seven square posts connected by three slightly shorter and thinner panels.

Integrity

The Shady Lake CCC Bridge #2 retains excellent integrity and is unaltered from the time of its construction in 1936. The bridge still exhibits its original workmanship and materials. The setting around the bridge also reflects its period of significance. The Shady Lake Recreational Area continues to serve visitors seeking a secluded place to camp, fish, or swim, and many of the facilities originally constructed by the CCC are still in use today. The surrounding area remains rural and wooded, much like it was when the CCC first constructed the bridge.

¹ Meeks Etchison, Forest Service Archeologist, phone interview by author, 16 June 2010.

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SUMMARY

The Shady Lake CCC Bridge #2 is being nominated to the National Register of Historic Places under **Criterion A** with **local significance** for its association with the work of the Civilian Conservation Corps (CCC) in Polk County. The bridge, completed by crews from Camp Shady in December 1936, was constructed as a part of the Shady Lake Dam project begun in October 1935. The CCC originally developed the area for recreational purposes, and the bridge and the road that traverses it still services numerous camping and picnicking sites around the lake.

The Shady Lake CCC Bridge #2 is also being nominated to the National Register of Historic Places under **Criterion C** with **local significance** as a good example of CCC native-stone bridge construction. The double-span structure is supported by two arched, corrugated steel culverts and crosses the East Fork of the Saline River.

Because of the bridge's association with the CCC, it is being nominated within the historic context "Facilities Constructed by the Civilian Conservation Corps in Arkansas, 1933-1942."

ELABORATION

White settlement in Polk County began around 1830 near Dallas, a town located about three miles south of present-day Mena. Pioneers--mainly from Illinois, Tennessee, and Kentucky--constructed log cabins in the remote and mountainous countryside where they attempted to make a living from abundant wild game and timber resources. On December 30, 1844, the state's General Assembly approved the formation of Polk County from parts of Sevier County, with the county seat at Dallas. The county government remained there until 1898 when residents voted to move the seat to the newly-platted town of Mena.²

Traveling in Polk County's rugged terrain has always been challenging, and the expansion of transportation has played a significant role in the development of the county. In the nineteenth century, Dallas served as a major stagecoach stop on Long's Trail, which connected to the Butterfield Overland Express trail to the north and traveled west into what is now Oklahoma. Such trails served as the main access into Polk County until August 19, 1896, when the Kansas City, Pittsburg, and Gulf Railroad constructed a line through the area. Just months earlier, the KCP&G platted the town of Mena and began selling lots along the proposed railroad route. Incorporated on September 18, 1896, Mena--the county's seat of government and largest city--owes its existence to this new transportation corridor.³

² *The Goodspeed Biographical and Historical Memoirs of Eastern Arkansas* (Chicago: Goodspeed Publishing Co., 1890), 439; Roy Vail, "Polk County." *The Encyclopedia of Arkansas History and Culture*. February 24, 2010.

<http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=800>. Accessed May 27, 2010.

³ Vail, <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=800>.

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Crews had hardly laid the railroad tracks before the automobile began to appear in Polk County. The popularity of this new form of transportation meant that the area's rough horse and buggy roads had to be improved to handle the speedier automobile. By 1916 the county had a number of primitive highways, including what would become U.S. Highway 71, which connected the towns of Acorn, Mena, Cove, and Wickes. While this highway closely followed the railroad line, other highways branched off to places like Ink, Board Camp, and Shady. State crews maintained about 120 miles of Polk County highway by 1930, but none of it had yet been paved; roads were either gravel, graded earth, or unimproved. It wasn't until 1931 that the county got its first paved highway, a six-mile stretch between Mena and Acorn surfaced with bituminous material. When crews began work on the Shady Lake CCC Bridge #1 in 1936, total highway mileage and paved mileage had not changed over the previous five years.⁴

While highway construction in Polk County remained stagnant in the early 1930s, the newly-formed Civilian Conservation Corps (CCC) began to build or update other infrastructure in the area. The federal government instituted this program in 1933, when the United States was in the deepest throes of the worst economic depression in its history. Unemployment stood at 25 percent of the civilian workforce, up from just three percent in 1929. Young people were jobless at a rate even higher than that of the general population, and many of the nation's legislators began to worry about the potential risk posed by large numbers of jobless youth. Upon his election in 1932, Franklin Roosevelt quickly proposed a new federal program that would not only put these unemployed young Americans to work, but would also promote his conservation ethic. On March 31, 1933, the President signed the Federal Unemployment Relief Act, which set up the Emergency Conservation Work (ECW), as the CCC was officially called.⁵

The immediate goal of the ECW was to put people to work. The original legislation stipulated that applicants had to be fit, single men aged 18 to 25; enrollment was expanded to men aged 17 to 28 in 1935. These men had to have been unemployed for six months and could not be on probation or parole. Of their \$30 a month salary, \$25 was sent home to their families on public relief rolls. Though CCC workers were only able to keep the remaining \$5 of their monthly pay, the federal government provided them with shelter, food, clothing, medical care, and hospitalization. Applicants enrolled for a six month term with the possibility of re-enrollment. The first camp began operation on April 17, 1933, in Luray, Virginia, making the ECW the only one of Roosevelt's emergency relief programs to begin operation in his first 100 days. By July 1, 34,000 young men were employed at CCC camps across the country. At the agency's peak in 1935, this number grew to 505,782 men housed in over 2,000 camps. Enrollment steadily declined to about 80,000

⁴ State Highway Commission, *Road Map of Arkansas*, 1916; Arkansas State Highway Commission, *Official Highway Service Map*, 1931; Department of State Lands, Highways, and Improvements, *Eighth Biennial Report*, 1930, 27; State Highway Commission, *Tenth Biennial Report*, 1932, 32; Arkansas State Highway Commission, *Twelfth Biennial Report*, 1936, 44.

⁵ John C. Paige, *The Civilian Conservation Corps and the National Park Service, 1933-1942: An Administrative History* (National Park Service, Department of the Interior, 1985), 1-10.

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when Congress appropriated funds to terminate the CCC on July 2, 1942. The federal government closed last of the CCC camps by the end of that month.⁶

The CCC played an especially significant role in Arkansas during the 1930s. Nationwide, the Corps was organized into nine districts; Arkansas fell under the jurisdiction of the Seventh Corps District based in Omaha, Nebraska. The Arkansas District headquarters were established April 4, 1933, at East 25th Street and Rock Island Railroad in Little Rock, and subdistricts were created for the northwestern, northeastern, western, and southern regions of the state. Each subdistrict oversaw various camps, the first of which was the 741st Company, established at Crystal Springs, Arkansas, on May 1, 1933. At the height of the CCC presence in Arkansas in 1935, there were 65 camps throughout the state.⁷

Organized on the same day as the Crystal Springs camp, the 742nd Company, located 16 miles southeast of Mena, was the second CCC camp organized in Arkansas. Nestled in the mountains of the Ouachita National Forest, the camp was named "Shady" after a town that once existed two miles to the west. On June 15, 1933, 200 CCC recruits set up tents and began construction on their new camp. They completed the work on July 11, 1933, and began field work the following day.⁸

Camp Shady's project district covered about 133,920 square acres, within which CCC men fought fires and built or improved roads, bridges, dams, and other infrastructure. During the first two years, crews cleared underbrush from 12,026 acres of pine forest in an effort to reduce fire hazard. They also built 80 miles of Forest Service road, including the Shady Truck Trail No. 25, West Boundary Truck Trail No. 176, the Sugar Tree Truck Trail No. 56, the Brushy Truck Trail No. 30, Standing Rock Truck Trail No. 168, Two Mile Truck Trail No. 173, and Cove Truck Trail No. 129. In addition to forest maintenance and road construction, crews built 16 low water bridges, one dam, and two campgrounds.⁹

One of the CCC's major contributions to Polk County--and the rest of the country--was the development of recreational infrastructure. Automobiles like the Ford Model T, produced between 1908 and 1927, made car travel affordable for middle-class Americans and vastly expanded the mobility of the country's population. Federal and state governments rushed to improve rugged thoroughfares, and hotels, restaurants, gas stations, and other roadside amenities began to pop up all over the country. Auto tourism became a favorite pastime for many Americans; whole families would pile into the family automobile for a trip into the nearby countryside or across the nation. With this new breed of recreational Americans came a demand for the

⁶ Sandra Taylor Smith, *The Civilian Conservation Corps in Arkansas, 1933-1942* (Little Rock: Arkansas Historic Preservation Program, 1992), 7; "Congress: End of CCC," *Time*, June 15, 1942; Paige, 16-37.

⁷ Joey McCarty, "Civilian Conservation Corps in Arkansas" (M.A. thesis, University of Arkansas, 1977), 9; Civilian Conservation Corps, *Official Annual 1937 Civilian Conservation Corps Arkansas District Seventh Corps Area*, 1937, 32; Smith, 9.

⁸ CCC, 36.

⁹ *Flashes from Shady Gap*, 26 April 1935.

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development of national, state, and municipal parks, national forests, and other scenic areas. The CCC skillfully embraced this task, developing America's scenic areas with buildings, pavilions, roads, and bridges in their trademark rustic style.

The major tourist area developed by workers at Camp Shady was the Shady Lake Recreation Area in the Ouachita National Forest. When the CCC was first formed, recreational development was approved by the National Park service and was largely limited to state and national parks. On February 7, 1935, CCC Director Robert Fechner approved a memorandum authorizing his crews to complete recreational work in state and national forests. Two days later the Camp Shady newsletter, *Flashes from Shady Gap*, announced the construction of a dam that would form a 25-acre lake at the junction of the Saline River and Blaylock Creek. By October a crew of 25 men had surveyed the dam site and cleared about five acres around the proposed lake.¹⁰

Actual work on the Shady Lake Dam had began by January 1936. The proposed specifications were as follows:

The dam is to be built approximately four miles south of Bard Springs on the Saline River. The dam is of arch type, 150 feet in length, 28 feet in height, and averages 4 ½ feet in thickness. It will contain 550 yards of concrete, which will require about seven car loads of sand, 2800 sacks of cement, and 500 yards of crushed rock. Approximately 20,000 feet of lumber will be needed for forms, etc.¹¹

Work on the dam progressed quickly. By the end of February, crews had cleared the entire basin of the proposed lake. While some men hauled in sand and rock to be used in the dam's concrete span, others began preparing the foundation by jackhammering and blasting into the surrounding novaculite bedrock. Excavation continued until April 23 when crews poured the first stage of concrete which they had to allow to cure before pouring the next stage. On July 10, 1936, CCC men poured the 33rd and final stage of concrete at the Shady Lake Dam. The lake finally filled to capacity in November 1936.¹²

With only finishing touches left to complete on the dam, crews began construction on a road that would encircle the newly-formed lake and service its recreational facilities. Workers had to construct two bridges along the road, one spanning the East Fork of the Saline River and one spanning the South Fork of the Saline River. The CCC hired James F. Harp of Hot Springs to provide technical assistance during construction of the bridge headwalls, which began in July or August 1936. Harp, along with Jack Lewis, were put in charge

¹⁰ Paige, 61-62; *Flashes*, 9 February 1935 and 11 October 1935.

¹¹ *Flashes*, 10 January 1936. The May 29th issue of *Flashes from Shady Gap* suggested that the dam would be 32 feet high and 206 feet long. The issue also said that the thickness at the center of the base would be 6 feet, 4 inches, and the thickness at the top would be 3 feet, 6 inches.

¹² *Flashes*, 10 January 1936, 28 February 1936, 29 May 1936, November 1936.

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of the crew building the Shady Lake CCC Bridge #2--the double-arch bridge spanning the East Fork of the Saline River. They completed the bridge in December 1936. By July 1937 crews had finished most of the heavy machine work like dam building, bridge erection, and road construction. With these large projects completed, they focused more on the development of recreation amenities like campgrounds, parking areas, fireplaces, wells, trails, and beaches.¹³

Shady Lake Recreation Area continues to serve as a popular tourist attraction in the Ouachita National Forest. According to the National Forest Service, the site now offers:

- 5 camping loops
- 97 camping units
- Group camping unit
- Group picnic unit
- Playground
- Amphitheater
- Volleyball
- Horseshoes and ping pong
- Water hydrants, flush toilets and warm-water showers
- Swimming area and diving platform
- Boat and fishing dock
- Interpretive trail (0.5 mile)
- Hiking trail (3.2 miles) and mountain biking¹⁴

Amenities like these at Shady Lake are what draw an estimated 1.25 million visitors to the Ouachita National Forest each year. Had it not been for the 742nd Company at Camp Shady, which constructed the dam, bridges, and other infrastructure at the site, the Shady Lake Recreation Area would not exist today.¹⁵

SUMMARY

The Shady Lake CCC Bridge #2 is being nominated to the National Register of Historic Places under **Criterion A** with **local significance** for its association with the work of the Civilian Conservation Corps (CCC) in Polk County. The bridge, completed by crews from Camp Shady in December 1936, was constructed as a part of the Shady Lake Dam project begun in October 1935. The CCC originally developed

¹³ *Flashes*, August 1936, December 1936, July 1937; CCC, 37.

¹⁴ Forest Service, U.S. Department of Agriculture, "Shady Lake Recreation Area," August 2005.

<http://www.encyclopediافarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=800>. Accessed 8 June 2010.

¹⁵ Forest Service, U.S. Department of Agriculture, "National Visitor Use Monitoring Results: Ouachita National Forest," August 2001. http://www.fs.fed.us/recreation/programs/nvum/reports/year1/R8_Ouachita_final.htm. Accessed 8 June 2010.

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the area for recreational purposes, and the bridge and the road that traverses it still services numerous camping and picnicking sites around the lake.

The Shady Lake CCC Bridge #1 is also being nominated to the National Register of Historic Places under **Criterion C** with **local significance** as a good example of CCC native-stone bridge construction. The double-span structure is supported by arched, corrugated steel culverts and crosses the East Fork of the Saline River.

Because of the bridge's association with the CCC, it is being nominated within the historic context "Facilities Constructed by the Civilian Conservation Corps in Arkansas, 1933-1942."

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Etchison, Meeks, Forest Service Archeologist. Phone interview by author, 16 June 2010.

Flashes from Shady Gap, 26 April 1935-July 1937.

Forest Service, U.S. Department of Agriculture. "National Visitor Use Monitoring Results: Ouachita National Forest." August 2001.

http://www.fs.fed.us/recreation/programs/nvum/reports/year1/R8_Ouachita_final.htm. Accessed 8 June 2010.

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Smith, Sandra Taylor. *The Civilian Conservation Corps in Arkansas, 1933-1942*. Little Rock: Arkansas Historic Preservation Program, 1992.

State Highway Commission. *Road Map of Arkansas*, 1916.

Shady Lake CCC Bridge #1
Name of Property

Polk County, Arkansas
County and State

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National Park Service

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Section number 9 Page 2

Vail, Roy. "Polk County." *The Encyclopedia of Arkansas History and Culture*, 24 February 2010.
<http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=800>. Accessed 27
May 2010.

Shady Lake CCC Bridge #2

Name of Property

Polk County, Arkansas

County and State

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National Park Service

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VERBAL BOUNDARY DESCRIPTION

Beginning at a point in the center of Polk County Road 604, 20 feet north of the north end of the Shady Lake CCC Bridge #2, the boundary includes the area within 20 feet of each side of the centerline of Polk County Road 604 to an ending point 20 feet south of the south end of the Shady Lake CCC Bridge #2.

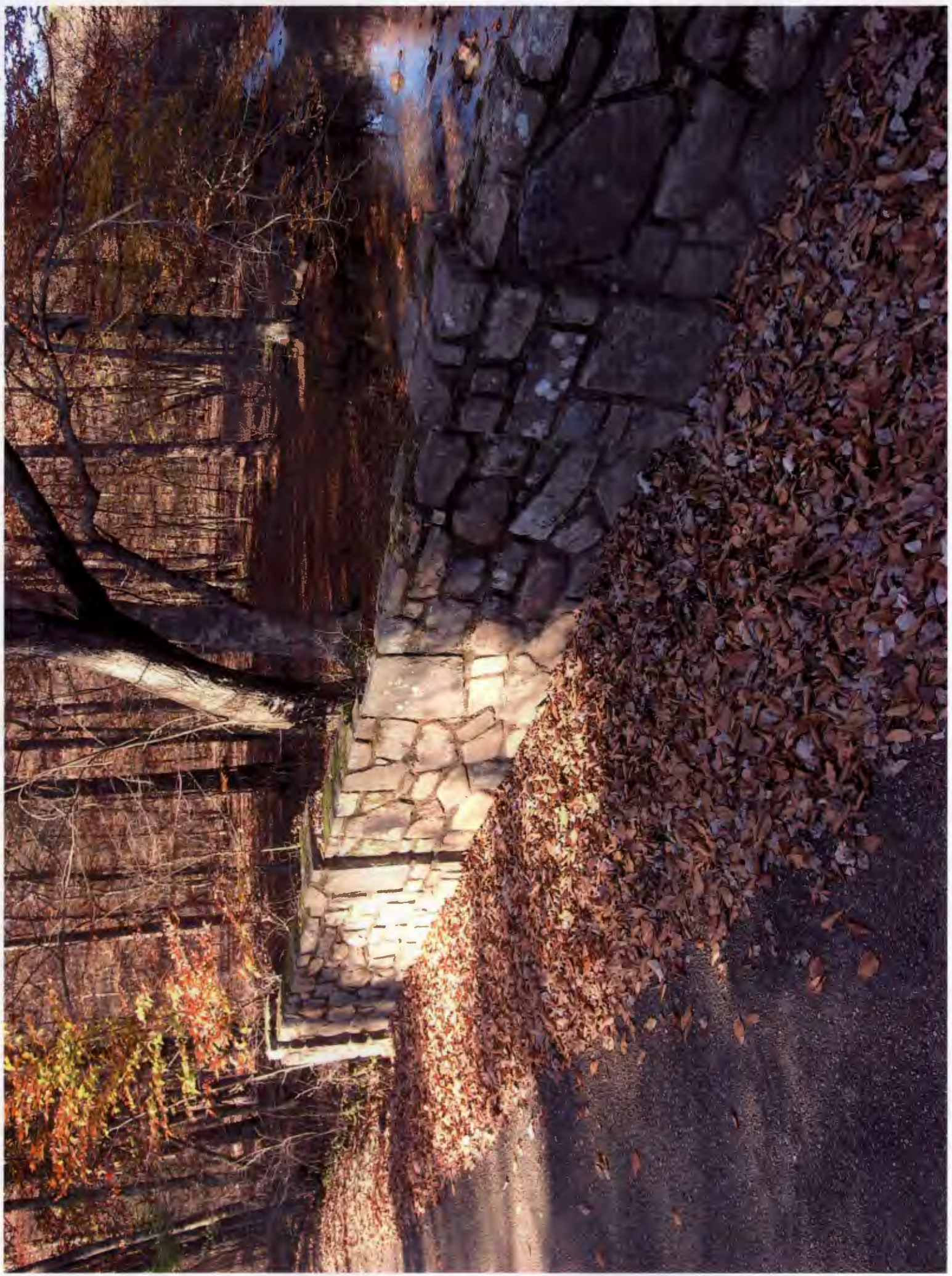
BOUNDARY JUSTIFICATION

This boundary includes the Shady Lake CCC Bridge #2 and its immediate setting.









PL0785

