



Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

National Register Evaluation Guidance:

Civilian Conservation Corps, Public Works Administration, and Works Progress Administration Isolated Road-Related Features, 1933-1943

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Introduction

This guidance on the National Register evaluation of isolated road-related features built by the workers of the Civilian Conservation Corps (CCC) and the Public Works Administration (PWA) and the Works Progress Administration (WPA) in Pennsylvania between the years these programs were in active operation (1933 and 1943) has been developed by the Pennsylvania State Historic Preservation Office (PA SHPO) in conjunction with the Pennsylvania Department of Transportation (PennDOT). This document is intended to assist in the identification of historic properties as part of the Section 106 review process for projects involving such isolated road-related features.

Summary of Background Research

Given the breadth of programs, projects and built resources, establishing eligibility guidelines for isolated road related features with a suspected association with the New Deal era is both necessary and helpful. The guidance offered in this document is based on a careful examination of known historic roads ([Appendix A](#)), known resources on the New Deal ([Appendix B](#)), information on previously identified resources in the PA SHPO files ([Appendix C](#)), and established New Deal contexts from Pennsylvania and other states ([Appendix D](#)).

Substantial research into the topic in Pennsylvania and elsewhere has been done and is readily available online. Many of the sources and contexts consulted in the development of this guidance document contain detailed information about a variety of New Deal programs, including the Public Works Administration (PWA) and the Works Progress Administration (WPA), both of which produced numerous transportation and other public improvement projects. The context studies included in [Appendix B](#) and [Appendix D](#) identify property types likely to meet National Register significance standards. Suggestions on the use of identified research tools is detailed in the survey methodology provided in this document.

Historic Background and Themes

The CCC in Pennsylvania (1933-1942)

The CCC was only one of many federal programs introduced as part of the New Deal legislation and was an important and effective national conservation and recreation effort with a profound impact on Pennsylvania's parks and forests. Pennsylvania was uniquely poised to implement the CCC program due to the forward-thinking conservation policies put into place in the 1920s by PA Forestry Commissioner and later Governor Gifford Pinchot. Due to the state's already established system of state parks and forests, Pennsylvania had the second highest number of active CCC camps in the country – 151 - with only California having more.

The primary goals of the CCC program were two-fold: to offer support and employment to unemployed young single men and to pursue a vigorous program of natural resource conservation and restoration. CCC conservation efforts included reforestation, the prevention of soil erosion and forest fires, the construction of flood control systems, and creation and enhancement of outdoor recreational facilities. The CCC was established within one month of Franklin Delano Roosevelt's inauguration in January 1933 and continued until 1942. The most significant and enduring accomplishments of the CCC in PA included the planting of nearly 50,000,000 trees, the building of over 6,300 miles of roads and trails through woodlands and parks, the building of 98 small dams and 86 lookouts, and the development of 14 new state parks and enhancement of 14 existing parks.

CCC workers also played an important role in the restoration and reconstruction of historic buildings at sites in public ownership. The CCC was instrumental in the restoration of Hopewell Furnace National Historic Site administered by the National Park Service (NPS). The 4,200-acre Hopewell Furnace property was acquired by the federal government to serve as the French Creek Recreational Demonstration Area in the 1930s just as the NPS was expanding its mission to include the development and management of historic sites. CCC workers worked to stabilize structures and helped to recreate the iron making village of Hopewell Furnace. They were also involved in improving roads and visitor access to the historic site. CCC and WPA workers played a role in the preservation of historic properties throughout the state.

A helpful overview of the work of the CCC in Pennsylvania, including a list of identified historic districts is provided in the 1986 context for *Emergency Conservation Work Architecture in Pennsylvania State Parks, 1933 – 1943, Thematic Resources* developed for the PA SHPO in conjunction with the Department of Conservation and Natural Resources (DCNR) Bureau of State Parks. The twenty-four historic districts identified in this context tend to be very small and focused on remaining CCC constructed buildings or architecture of the state parks and forests, consistent with the title of the study. Several individual buildings not included in historic districts were determined eligible as well. Larger eligible historic districts which demonstrate the CCC involvement, planning, conservation, and recreation significance of the parks are likely present, but undocumented as recent research efforts at Laurel Hill State Park have revealed. The boundaries of those larger yet to be identified or evaluated districts could include other CCC-built elements such as landscaping, roads, trails, as well as small scale features such as signage, bridges, culverts, retaining walls and overlooks located inside state or national parks and forests. The report is available online via PASHARE at: <https://share.phmc.pa.gov/pashare/landing> as Report # 1986RP00041.

National Register Eligible Districts/Resources Identified in the 1986 *Emergency Conservation Work: Architecture in Pennsylvania State Parks, 1933-1943*

- Black Moshannon State Park, Centre County: three historic districts, day use district, family cabin district, maintenance district.
- Cherry Springs State Forest Picnic Area, Potter County: one double picnic pavilion.
- Clear Creek State Park, Jefferson County: two historic districts, family cabin area district, day use district.
- Colton Point State Park, Tioga County: one historic district, boundary is entire park including day use area.
- Cook Forest State Park, Clarion and Forest County: two historic districts, Indian Cabin family cabin district, River Cabin family cabin district.
- Cowans Gap State Park, Fulton County: one historic district, family cabin area district.
- French Creek State Park, Berks County: Recreation Demonstration Area, two historic districts, CCC Camp SP 17 historic district, Six Penny Lake Day Use Historic District.
- Greenwood Furnace State Park, Huntingdon County: Greenwood Lake Dam individually eligible.
- Kooser State Park, Somerset County: one historic district, family cabin historic district.

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- Laurel Hill State Park, Somerset County: Recreational Demonstration Area, one historic district, district include all remaining CCC Camp buildings for CCC SP 8 and CCC SP15, maintenance area, four group camps, and three day use areas.
- Linn Run State Park, Westmoreland County: one historic district, family cabin area district.
- Parker Dam state Park, Clearfield County: two historic districts, one individual nomination, family cabin area district, Parker Dam district, octagonal lodge individually eligible.
- Promised Land State Park, Pike County: two historic districts, family cabin district, Whittaker Lodge district.
- R. B. Winter State Park, Union County: individual property, Halfway Lake Dam.
- Raccoon Creek State Park, Beaver County: Recreation Demonstration Area, one historic district containing office/maintenance area and three organized group camps.
- Ravensburg State Park, Clinton County: one historic district encompassing the entire park including a day use area.
- S. B. Elliott State Park, Clearfield County: two historic districts, day use area district and family cabin area district.
- Whipple Dam State Park, Huntingdon County: one historic district for day use area
- Worlds End State Park, Sullivan County: one historic district for family cabin area.

The PWA (1933-1943) and WPA (1935-1943) in Pennsylvania

The PWA was in existence from 1933 - 1943, but after 1939, its focus changed from public improvement projects to World War II preparations. The PWA did not hire the unemployed, instead it provided loans and grants to state and local governments as well as some federal agencies. This approach allowed state and local governments to choose the projects and dictate the designs.

By contrast, the WPA (first called the Works Progress Administration and later the Works Projects Administration) offered work to the unemployed building roads, bridges, airfields, parks, water lines and public buildings. The WPA was created in 1935 and functioned until 1943 and served as the largest and most diverse of the New Deal public works programs. The majority of WPA projects were infrastructure-related, but it also included programs to support the arts, libraries, public schools, and scientific research.

WPA projects began at the local level with cities and counties submitting proposals to the WPA state office for submission to the WPA headquarters in Washington, DC. Thus, all WPA projects had substantial local involvement in conception, design, and execution. For transportation-related projects, the PA Department of Highways (DOH) played a major role in project design and execution leading to the creation of resources which met established state standards. For this reason, many WPA created properties are often indistinguishable from those built solely by the PA DOH in the same era. Also, the type of stonework that characterizes CCC/PWA/WPA projects is common to other resources created in the late 19th and early 20th century. Laid or set stone retaining walls, steps, culverts and bridges were a preferred and common design choice in this era. Thus, without clear marking or documentation of New Deal program involvement, it is difficult to ascertain the association of resources of this era to these programs.

While it is possible that CCC and PWA funded or WPA workers could have worked together on some projects, it would be difficult to document specific instances where such cooperation occurred. The use of workers from multiple New Deal public works programs would not confer greater significance to the property or feature to be evaluated. A better approach might be to acknowledge that public improvement projects created by federal programs within in the New Deal era used the same principles of design and materials. Thus, while the program priorities and organizational details were different, the CCC and PWA and WPA produced similar small-scale transportation features to meet state Department of Highways design standards, in rare cases utilizing locally sourced natural materials and some degree of hand work.

New Deal era projects were designed in cooperation with other federal and state agencies, so they often featured common designs. The Department of Highways (DOH) played an active role in designing transportation projects and coordinating the use of WPA workers to pave and widen existing roads, build up shoulders, improve drainage, build bridges, and plant trees and flowers to beautify roadsides. Bridges built with WPA assistance often followed standard DOH designs and in these cases are indistinguishable from non-WPA built bridges of the same era.

In the period from 1931 to 1940, the state highway system expanded from over 10,000 miles of roadway to over 40,000 miles and more than tripled the number of state-maintained bridges. In 1930, the Department of Highways maintained about 4,300 bridges and by 1940 was responsible for building and maintaining over 18,000 bridges (PA Dept. Of Highways. Biennial Report, 1939-1940). Consequently, there are a great number of 1930s era bridges and transportation projects with possible or known WPA involvement remaining in Pennsylvania. PennDOT has undertaken a statewide bridge survey and noted those easily identifiable as WPA through the use of physical identifiers such as plaques or locally sourced natural materials and hand work, but no comprehensive study of New Deal created bridges has been done in Pennsylvania. The PennDOT bridge survey does not offer any registration requirements for eligible New Deal related bridges.

The PWA/WPA was responsible for the creation of a great number of other highly significant public improvements including the construction of schools, libraries, post offices, and other public buildings. The distinctive stonework of the public works projects of the era is visible in community amenities like local parks, monuments, fountains, stream channelization projects, and public stairs in hilly neighborhoods. Decorative roadside stone retaining walls of varying size, scale and complexity of design are hallmarks of New Deal era construction throughout the state.

Less visible is the PWA/WPA work to improve public water systems, although some WPA-built water treatment facility buildings and dams remain. Like CCC workers, WPA workers played a direct role in the preservation and restoration of historic properties. The circa 1812 octagonal stone Sodom School near Montandon, Northumberland County was renovated by WPA workers. For the purposes of this guidance document, only PWA- or WPA-created road-related or adjacent resources will be addressed.

Location

The resources identified for this study will be located within or adjacent to the road right of way in the Commonwealth of Pennsylvania. For association with the CCC, road -related resources must be within or adjacent to state parks or forests or national forests.

Significance

CCC, PWA or WPA resources have the potential to possess National Register significance primarily under Criterion A for government, social history, recreation, conservation, and transportation and/or Criterion C for architecture and/or design significance. For Criterion C significance, resources must serve as good examples of the distinctive characteristics and method of construction that marks CCC or WPA involvement and/or display fine craftsmanship and high artistic value. For a resource to be eligible under Criterion D, it would need to yield information about the CCC, PWA or WPA. Criterion D significance would be more likely for CCC camps or complexes and less likely for transportation related resources.

Given the enormous number of buildings, roads, bridges, dams, parks, and other public facilities constructed under the auspices of the New Deal, there are many associated property types identified to aid in evaluation of significance. The statewide New Deal contexts consulted for this document suggest isolated road related features like retaining walls and small culverts would not be individually eligible for the National Register under Criterion A for association with the CCC/WPA due to their limited scope and size.

Usually simple in design, these smaller isolated features usually do not possess significance under Criterion C, with some notable exceptions illustrating exceptional design and workmanship. Isolated road related features can be individually eligible if they are of significant size and scale and contain notable design features including ornamentation or plaques. Examples of eligible resources include overlooks with turrets, parking, crenelated parapets, stairways, and retaining walls. While most CCC/PWA/WPA related resources are not marked, the most obvious design features reflecting CCC, PWA, or WPA construction are plaques or program initials built into the resource.

New Deal resources would most likely contribute to larger historic resources such as districts unless they possess evidence of significant design or workmanship reflecting the goals and practices of the CCC, PWA, and WPA programs. New Deal era bridges may also be significant for their engineering as examples of important bridge design types.

Period of Significance

Built resources created with CCC/PWA/WPA funding or labor in Pennsylvania were constructed within the period of significance (POS) of 1933 to 1943, the period of active operation of these New Deal programs. For CCC/PWA/WPA resources built and used as part of larger historic districts, such as roadways, parks or forests, the period of significance may extend beyond 1943 to include the significant period of time associated with districts. WPA work often enhanced or substantially rebuilt existing structures such as the incorporation of a historic building into a WPA recreational park or the reconstruction of public amenities such as stairs. For this reason some National Register eligible CCC/PWA/WPA resources may have a period of significance that begins before 1933 with the initiation of the programs.

Associated Property Types

Historic Districts

State and National Parks and Forests

Due to the structure and focus of the CCC program on natural resource conservation and recreation, all likely related historic properties associated with the CCC are located in state parks or national and state forests, reflecting the priorities of the program and its primary accomplishments.

Historic districts with integrity to convey the breadth of the CCC's major goals in state parks and forests are the best way to recognize the great societal impact of this program in Pennsylvania. Historic resources found within the boundaries of already identified state park or forest historic districts will be considered to serve as contributing properties to such districts if they were built within the POS and share significance with the larger district. It is possible CCC-built features on state lands, particularly in state forests, were not already documented and evaluated as part of historic districts or were not included in previously identified districts.

Other Planned Landscapes

Like the CCC program, the significant accomplishments of the PWA and WPA were so prolific throughout the state, that most will only be eligible if they were created as part of a more comprehensive planned public improvement effort.

Those resources built by the PWA and WPA as part of planned public landscapes such as local parks or overlooks along a creek or river or primary road have potential National Register significance as examples of New Deal era public improvements. These planned landscapes may include retaining walls with terraces, steps, overlooks, culverts and bridges and channelized streambeds or dams. While previously identified historic districts can be documented as part of the resource identification process, it is very possible that new historic districts will be discovered during field investigations and subsequent research and evaluation. Significant public parks displaying extensive landscape design, fine craftsmanship and high artistic value were identified in the course of this research in Allentown, Nazareth and Reading.

Historic Roadways

Retaining walls, overlooks, pedestrian stairs, culverts, bridges, drainage ditches, and other small landscape features located along identified scenic byways, heritage corridors or historic roads should be evaluated to determine if they can contribute to a larger linear historic resource. A list of all such recognized historic, scenic or heritage routes or corridors is supplied as Attachment A. Few of these routes have been fully evaluated for the National Register, so determinations of eligibility have not taken place and contributing segments which retain sufficient integrity have not been identified.

These features may also be contributing resources within larger identified historic districts, such as urban or rural villages, if they fall within the boundary and the defined areas and period of significance.

Isolated Resources

Isolated CCC/PWA/WPA-built resources located outside National Register listed or eligible historic districts are unlikely to convey significance unless they are of substantial size and scale or feature notable craftsmanship or design features to convey significance.

Among the more sizeable of the identified historic properties and often those with the greatest levels of craftsmanship are bridges, scenic overlooks, public stairs, and roadside monuments. Retaining walls of substantial size and scale and integrity of design and workmanship may also possess individual eligibility. Public pedestrian stairs have the potential for individual eligibility for their design and workmanship; however, most

will be eligible when constructed as part of a larger scenic landscape made up retaining walls and terraces and viewing platforms.

Isolated resource types built with CCC/PWA/WPA labor or funding identified for evaluation in this study are listed below:

- Bridges: structures built to carry roadways, often designed to the specifications of the PA Department of Highways , photos 1 - 10
- Channelized streams: natural streambeds lined with native stone as a means of flood control, photos 11-12
- Culverts: structures whose opening is 21 feet or less that allow water to flow under a road, railroad, or trail, photos 13-17
- Drainage Ditches or Swales: manmade water channel conveyances meant to carry off excess water away from a roadway, photo 18
- Pedestrian Steps: structures usually built into a hillside to provide pedestrian access to roadways or sidewalks at a steep grade, photos 19 -24
- Retaining Walls: support structures built along roadways or hillsides to prevent soil erosion or serve as guardrails or decorative landscape features, photos 25 - 38
- Roadside Monuments: structures and/or objects built adjacent to public roads to commemorate New Deal programs, local history, or communities, photos 39 - 40
- *Scenic Overlooks: elevated locations created to permit the viewing of natural or manmade landscapes, often used to enhance local, state, or national parks or support auto tourism, photos 41 - 46

*It is important to note that of this list of isolated resources, some state New Deal contexts (such as Minnesota, North Dakota and South Dakota—see Appendix D) identify only scenic overlooks, scenic byways, or waysides as potentially individually eligible under Criterion A for transportation for enhancement of auto tourism.

Previously Identified (but unmapped) Scenic Overlooks Constructed by CCC in PA-SHARE:

- Colton Point State Park, Tioga County: three overlooks
- Hyner View State Park, Route 144 Drive, Chapman Township Clinton County: CCC monument- Iron Mike
- Loyalsock Canyon Vista, Worlds End State Park, Sullivan County
- Pine Creek Gorge Overlook, Leonard Harrison State Park, Tioga County
- Rimrock Overlook in Allegheny National Forest, Warren County
- High Knob Overlook, Loyalsock State Forest, Sullivan County
- Buchanan State Forest/State Park, Franklin County
- Wyalusing Rocks Scenic Overlook, Route 6, Bradford County: stonework with “Warriors Path” Pennsylvania Historical Marker (Historical Marker # 1949HM00012).
- Tuscarora State Forest, Cumberland, Franklin Huntingdon, Juniata, Mifflin Perry Counties: six CCC camps, scenic overlooks

Previously Identified Scenic Overlooks Associated with PWA or WPA in PA-SHARE:

- Marie Antoinette French Azilum Overlook, Resource # 2006RE00479, Old Route 6, near Wyalusing, Bradford County: mapped but unevaluated.

- Route 307 Overlook, Scranton, Lackawanna County: unidentified in PA-SHARE, unevaluated.

Integrity

Resources that are National Register eligible must retain evidence of federal relief workers' labor and skill through workmanship as well as design and materials and proximity to a roadway. Evaluation of resource integrity and setting will play an important role in the identification and evaluation process. If an isolated road related feature is identified as constructed by a New Deal program, is observed to retain good integrity from the initial period of construction, is of substantial size and scale, features notable workmanship, or is part of a visibly larger CCC/PWA/WPA created landscape, there is greater likelihood of National Register eligibility.

Each of the specific aspects of integrity and their importance in assessing National Register eligibility is outlined below.

- Workmanship: Hand labor was commonly used by the New Deal program as part of an effort to provide jobs and teach technical skills. Therefore, resources built by the CCC, PWA, or WPA should retain physical evidence of workmanship and illustrate the aesthetic principles and technological trades associated with federal relief programs.
- Design: Design includes the original form, materials, and style of a resource. Textures and colors of the original surface materials should be intact, and the amount of ornamentation should reflect the original design. For landscape features or groupings of related resources, the original arrangement should remain intact.
- Materials: Resources constructed by the CCC, PWA, and WPA may be built of all materials, although masonry (concrete and stone) is the most common. The predominant building materials used often reflect those materials most easily accessible to the area; thus, the widespread use of local stone. Concrete was common to engineered structures or those designed by the PA DOH. To be eligible a resource must retain the key materials from the period of significance. If a resource has been rehabilitated, historic materials should remain.
- Setting: A resource's setting should reflect its original environment including topography and the relationship between the resource and other constructed features. Integrity of setting will be most critical to the evaluation of facilities that were defined by their natural environment and landscape. Proximity to state parks, forests, historic districts, and sites should be noted in the evaluation of such resources. Unless of significant size and scale and containing notable design features, isolated road related resources must be located in a setting that is visibly part of a larger CCC/PWA/WPA created landscape to be considered eligible. New construction or the removal of historic features has the potential to affect integrity of setting and the relationship between an isolated feature and other road related features.
- Location: A careful examination of a feature's location is required to ensure that the common resource types identified in this study are not contributing elements to a larger New Deal created or enhanced landscape. When a group of features were constructed by the CCC, PWA or WPA it is important that the relationship between multiple elements remains intact.
- Association: For association with the CCC, PWA or WPA, road-related resources must date to the 1933-1943 period of significance and exhibit design features suggesting CCC, PWA or WPA

involvement. Integrity of association is not always visually apparent, especially among more common resources, and may require further investigation, as outlined in the survey methodology.

- Feeling: When taken together, integrity of design, materials, workmanship, and setting may evoke a sense of construction dating to the New Deal, especially in cases where state-standard designs were not used, and hand craftsmanship was employed.

Survey Methodology for CCC/PWA/WPA Isolated Roadway Features

While many CCC, PWA or WPA resources are present in Pennsylvania, only a small percentage have associated written documentation. Fewer still retain physical features which convey a CCC/PWA/WPA association, such as plaques or date stones. Therefore, identification of road related New Deal resources will be dependent upon a combination of efforts involving both research and field observation. The goal is to determine if a road related feature could demonstrate association with an important New Deal goal or objective and larger CCC/PWA/WPA-related resource or could possess high artistic value.

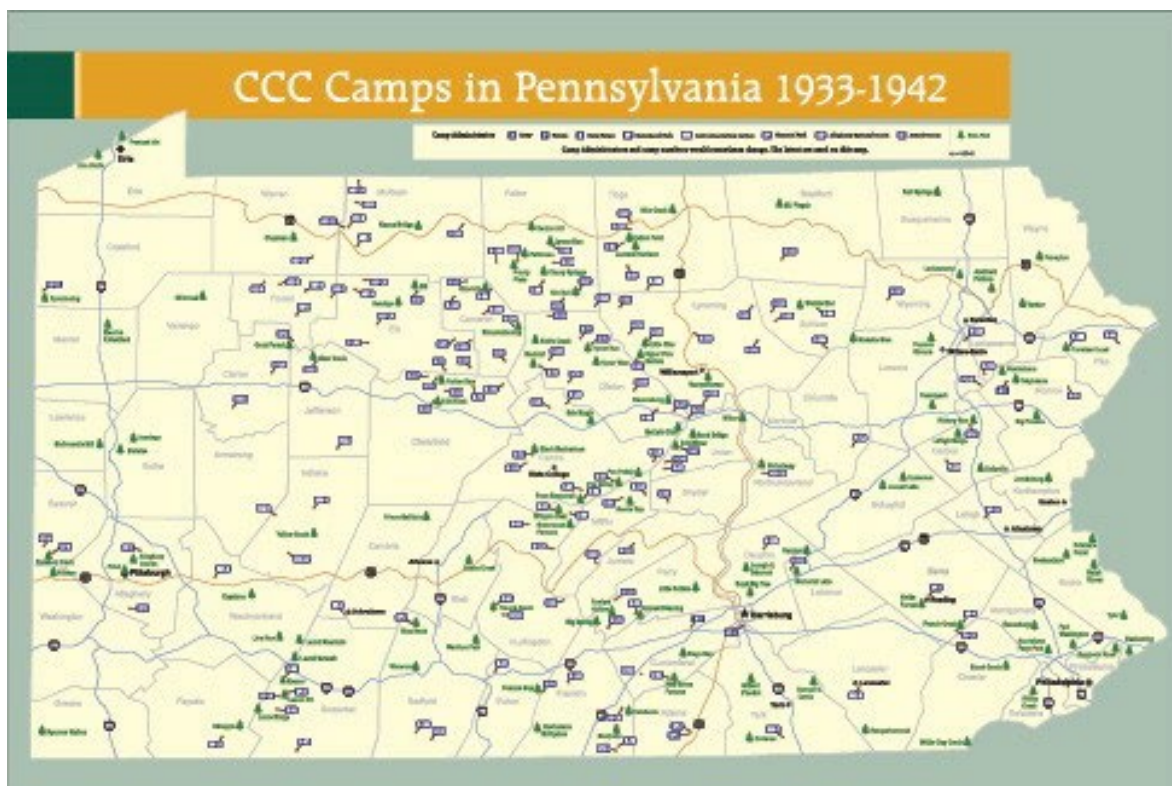
Research

Research into PennDOT District records or municipal records and other suggested sources may yield documentation of New Deal program association. Your research effort should include a review sources of New Deal project information listed below and also included in [Attachment B](#) of this document. Given the inconsistency in reporting and record keeping it is anticipated that physical features may be the only means of identifying such resources in many instances.

1. Examine original plans for bridges and structures if available in PennDOT District office or local municipality offices.
2. If plans are not available, check historic maps that might show features to determine if they were present during the Period of Significance (1933-1943). This should include [Dept. of Highways maps from 1930 \(Tourist Map of PA\) and 1940 \(Official Road Map of PA\)](#) or Sanborn maps in cities and boroughs. Sanborn maps are available online free of charge from a variety of sources. A Google search by location provides a list of available Sanborn maps as well as other historic online maps.
3. Determine if the feature could be considered to be part of a historic road, heritage corridor or scenic byway. See [Attachment A](#) of this document for a list of roadways that were present by 1933.
4. Check PASHARE for historic resources districts or individual properties mapped in the vicinity of the project. Search for similar resources or those in the same area, using the PASHARE search feature www.pashare.pa.gov
5. Look for historic images of road-related resources such as scenic overlooks, bridges, state parks using online searches for historic postcards of roadside features. The Pennsylvania State Archives has online files of photographs and postcards organized by county and location.
6. Check the www.livingnewdeal.org website for properties in Pennsylvania on the pages of identified resources sorted by state. This organization gathers and shares information related to New Deal history, programs, and projects.
7. If you suspect a CCC association, you could also consult the following tools to determine if the CCC was working in the area:

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- a. Compare location of the feature to map of CCC camp locations in and near state parks and forests using DCNR's online mapping tool found at http://elibrary.dcnr.pa.gov/GetDocument?docid=1738650&DocName=PennsylvaniaCCCCamp_Map.pdf.



- b. To determine if feature could be part of a larger historic district, compare feature location to the list of 24 CCC-related historic districts identified in *Emergency Conservation Work Act of 1933 in PA State Parks*. DCNR provides an online list of historic districts at http://elibrary.dcnr.pa.gov/GetDocument?docid=1753256&DocName=dcnr_20033052.pdf.
- c. Compare feature location to list of identified CCC/PWA/WPA features included in [Attachment C](#) to determine if the resource is located in proximity to other previously identified features.
- d. The Pennsylvania Lumber Museum (<http://lumbermuseum.org/>) maintains files pertaining to the CCC in PA and non-digitized photo collections, primarily of CCC workers and camps, not completed projects. It may be a good source of background information especially for projects in northern PA.

Field Observations

Attentive field view observations of the feature will enable documentation and assessment of aspects of design, workmanship, and materials. In addition to an examination of the isolated feature, a careful examination of a feature's setting and location is required to ensure that isolated resources are not part of a larger New Deal created or enhanced landscape. Proximity to state parks, forests, historic districts, and sites should be noted in

the evaluation of such resources. Finally, for an assessment of significance, it is important to compare the identified feature with similar features within the region or PennDOT district.

Through observation, notes, and photographs, it is important to document and consider these aspects of an isolated road related feature during field work. If a road related feature is part of a larger planned New Deal landscape, then it is also important to document the adjacent features and assess their potential for National Register eligibility as part of a larger historic district. Therefore, the following approach to field work is recommended for isolated roadway features.

Specific considerations during field work include:

1. Size and scale: Document and assess size and scale of the feature. Compare to other previously identified New Deal resources in the region or PennDOT district. Is this feature of greater length or larger size or scale in comparison to other features of its type, such as a retaining wall with a notable WPA plaque that extends hundreds of feet along a roadway?
2. Setting: Document and assess setting, specifically proximity to other road related features of the same era. Was this feature built to function with or compliment other New Deal era features, such as a retaining wall that was constructed alongside a channelized stream and bridge?
3. Design: Document and assess design intention of the feature. Was this feature built with greater artistic consideration? Was the feature designed as part of a group of historically or physically related resources?
4. Workmanship: Document and assess workmanship of the feature, noting if it illustrates hand work beyond standard New Deal construction, such as plaques, notable stonework, or ornamentation.
5. Materials: Document and assess use of materials, noting if the feature reflects use of local materials and if it is constructed of same material to compliment other adjacent New Deal era features.

Conclusions and Recommendations

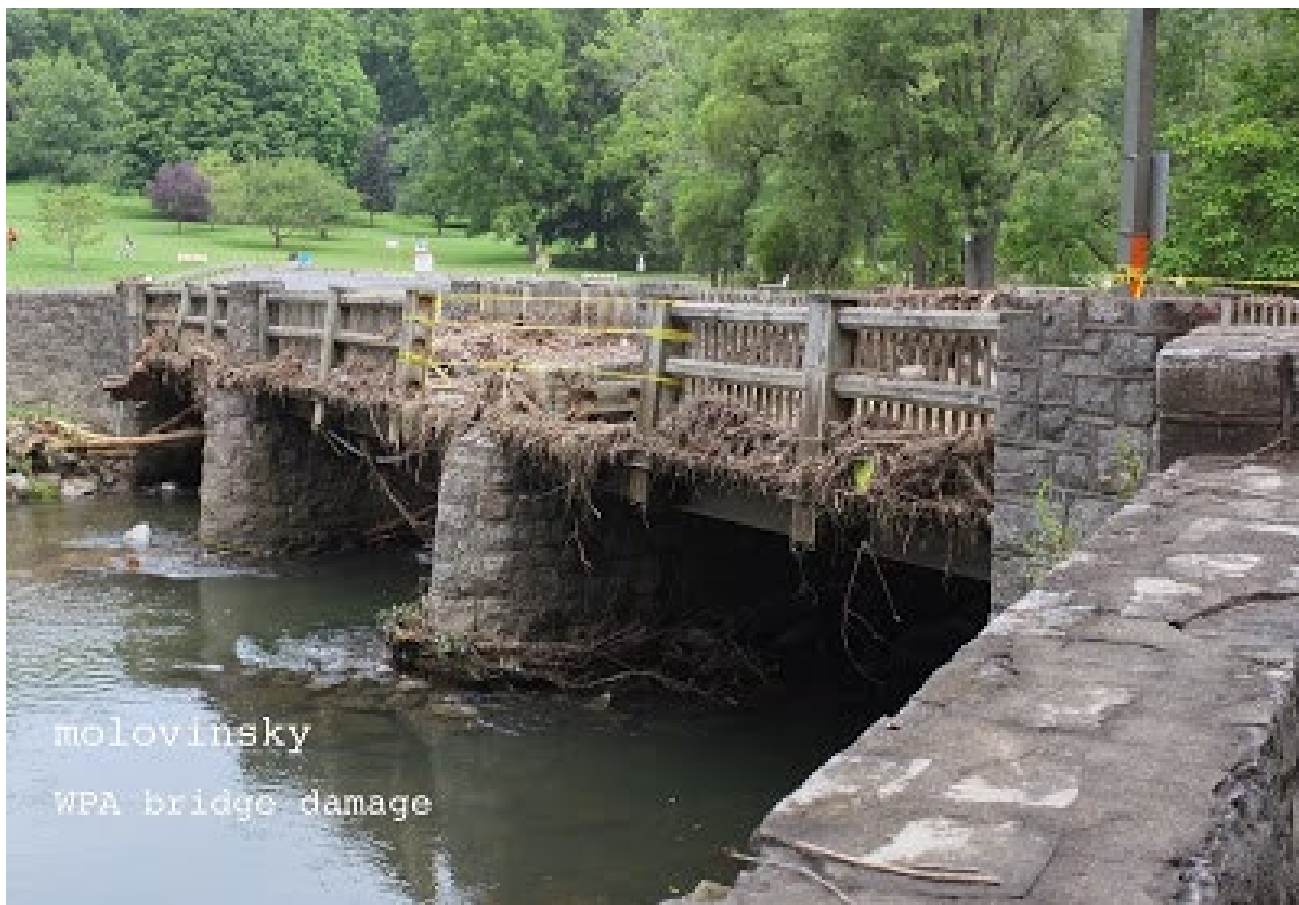
To summarize the results of this investigation, National Register eligibility checklists for the evaluation of isolated road related features built in the New Deal era (1933 – 1943) and suspected to have an association with the CCC/WPA/PWA programs follows. It is the recommendation of this white paper that suspected or known examples of New Deal road related resources, identified below during the course of this study, be advanced for assessment of National Register eligibility using this checklist below and the survey methodology outlined above.

Application of the methodology and [checklist](#) will allow for further refinement and usefulness on future transportation projects.

CCC/PWA/WPA Isolated Features Previously Identified Examples

All evaluated resources can be found in PASHARE using the SEARCH feature by entering the resource number. Unevaluated resource photos include those found online without sufficient background information for a determination of eligibility and have thus not been entered into PASHARE.

Bridges



Photograph 1. Robin Hood Bridge (1941), Lehigh Parkway, Allentown, Lehigh County. (Resource # 1981RE00713) as part of larger transportation network. District includes earlier resources not related to the CCC involvement. Photo posted on livingnewdeal.org by molovinskyonallentown.blogspot.com/2020/08/robin-hood-bridge-decimated-in-storm.html. Mapped and determined National Register eligible in 1981 as contributing to the Saltzburg Historic District/Little Lehigh Watershed.



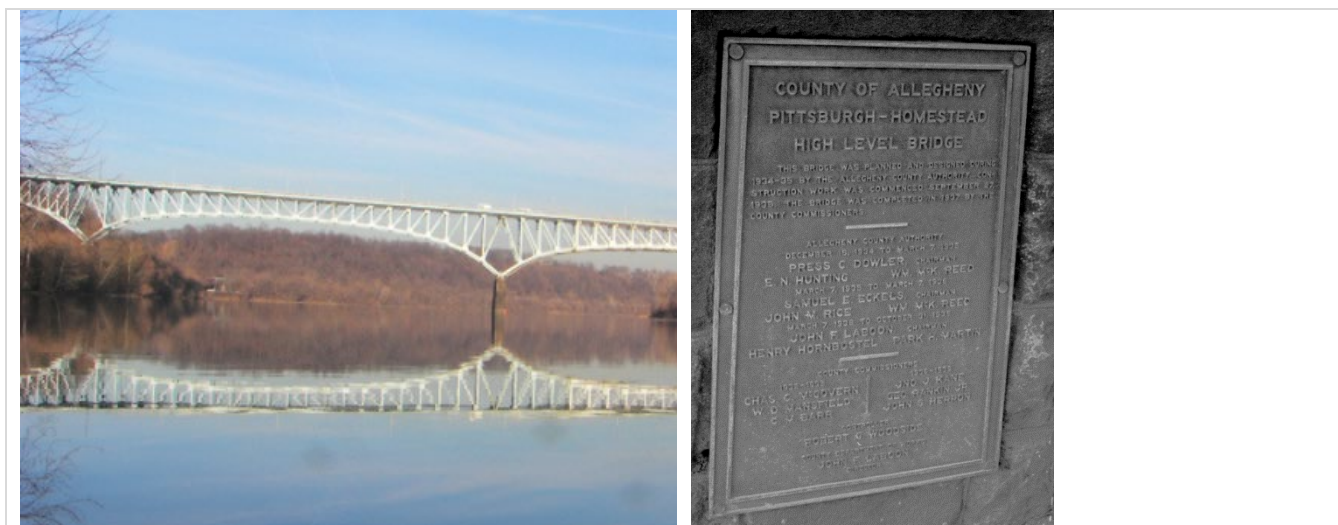
Photographs 2 and 3. Pond Creek Bridge (1938) on Bear Lake Road, State Route 2016, just outside Lackawanna State Forest, Thornhurst. Lackawanna County. Resource # 1983RE00725. Documented by HAER, HAER # PA-499, and described as significant. Photo source is HAER records. Mapped, but determined not eligible in 1983.

*Despite small size recommend this previous determination of eligibility be revisited given the notable workmanship include date stone, stonework, and raised WPA lettering.



Photograph 4. Jerome Street Bridge (1939), LR 392, McKeesport, Westmoreland County. Resource # 1986RE00922. Significant for engineering as a two hinged through arch bridge. CCC involvement not noted in National Register listing. Photo from livingnewdeal.org. Mapped and National Register listed in 1986.

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Photographs 5 and 6. Homestead Grays Bridge (1939), Pittsburgh. Resource # 1985RE00097. CCC involvement noted in nomination, but not reflected on plaque. Significant for engineering as a Weichert Truss bridge. Photo from livingnewdeal.org and PA SHPO files. Mapped and National Register listed 1985.



Photograph 7. Bridge in Monocacy Creek Park, Bridge, Bethlehem. Substructure (1937) modern replacement bridge superstructure. Monocacy Creek Park, Resource # 2022RE00637, was determined NR eligible for criteria A and C.

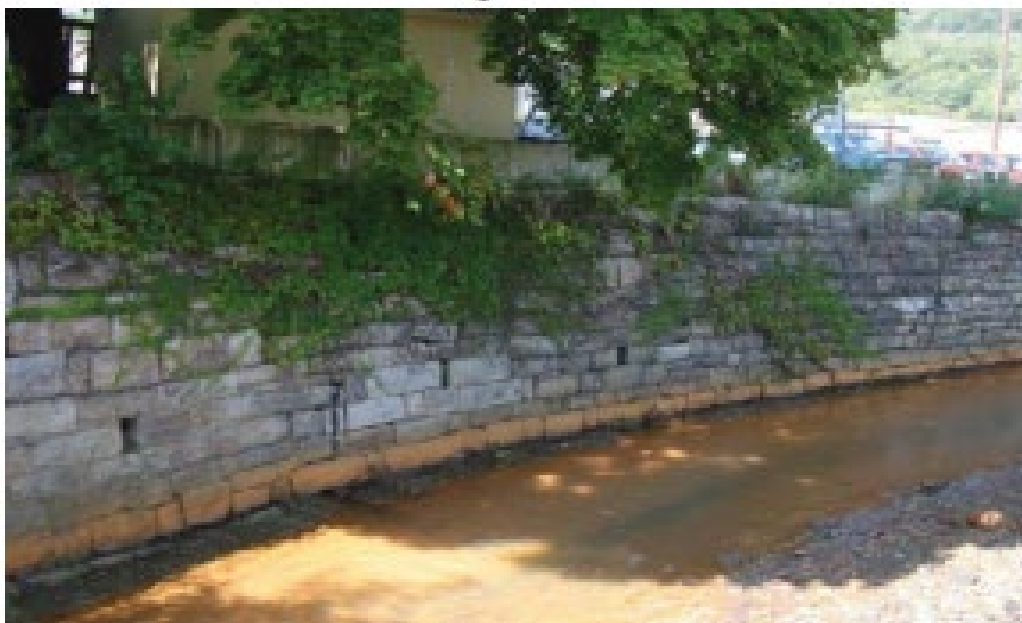


Photographs 8 and 9 . Nazareth Borough Park Bridge and Footbridge (1939) Market Street, Nazareth. Resource # 2022RE00309, determined eligible for Criteria A and C. Nazareth Borough Park is located outside of National Register listed Nazareth Historic District.



Photograph 10. CCC stone arch bridge (1936) Gist Road Bridge over Great Meadow Run, Fort Necessity National Battlefield. Photo from PA SHPO files. Mapped and determined eligible in 2004 as a contributing resource in the Fort Necessity National Battlefield Historic District (Resource # 2004RE07508).

Channelized Streams



Photograph 11. Shamokin WPA Waterway Control System Stream Channelization of Coal Run and Shamokin Creek, Shamokin, Northumberland County, 1.23 miles in length, (1935-1941), Resource #2012RE00720. Mapped and determined eligible in 2011.



Photograph 12. Channelized stream WPA masonry wall (1936), 301 Central Avenue, Johnstown, Cambia County. Resource # 1995RE46944. This section is 925' in length and is the only remaining portion of stone wall not covered with concrete. Photo from PA SHPO files. Mapped and determined National Register eligible in 1995 as part of Johnstown flood protection system along the left bank of the Stonycreek River.

Culverts



Photographs 13, and 14 . A group of New Deal era stone culverts identified along Krushka Road, Baer Road and Mountain Road in Union Township, Luzerne County, Resource #2022RE00528 – 000532, are not marked to show WPA association. Due to lack of clear WPA or CCC involvement and reduced integrity due to the application of concrete parging, metal pipes and box culverts, the culverts were determined not eligible and not part of a larger historic district.



Photograph 15. Stone culvert (1922) predates CCC/WPA era -- along SR 61 over Tar Run, Blythe Township, Schuylkill County. Resource # 2002RE013639. Predates New Deal era, construction date 1922. Photo from PA SHPO files. Mapped and determined not eligible due to small size and lack of significance in 2016.



Photograph 16. WPA era culvert (1940) on State Route 61 over Mud Run, Ryan Township, Schuylkill County. Resource # 2002RE02925. Photo from PA SHPO files. Mapped and determined not eligible in 2016 due to loss of integrity associated with removal of stone on opposite elevation.



Photograph 17, CCC Brownstone Culvert/Bridge on Loop Road (1937) a contributing resource to the National Register listed Fort Necessity National Battlefield Historic District (Resource # 1966RE00031).

Drainage Ditches or Swales



Photograph 18, Drainage swale, SR 888, Section AO3, Crawford Township, Clinton County, contributes to Ravensburg State Park Historic District, Resource # 2022RE00693.

Pedestrian Stairs

Additional news article on public stairs, including Shamokin WPA stairs, at:

<https://www.inquirer.com/news/stairs-architecture-shamokin-jim-thorpe-fundraiser-20210410.html>.



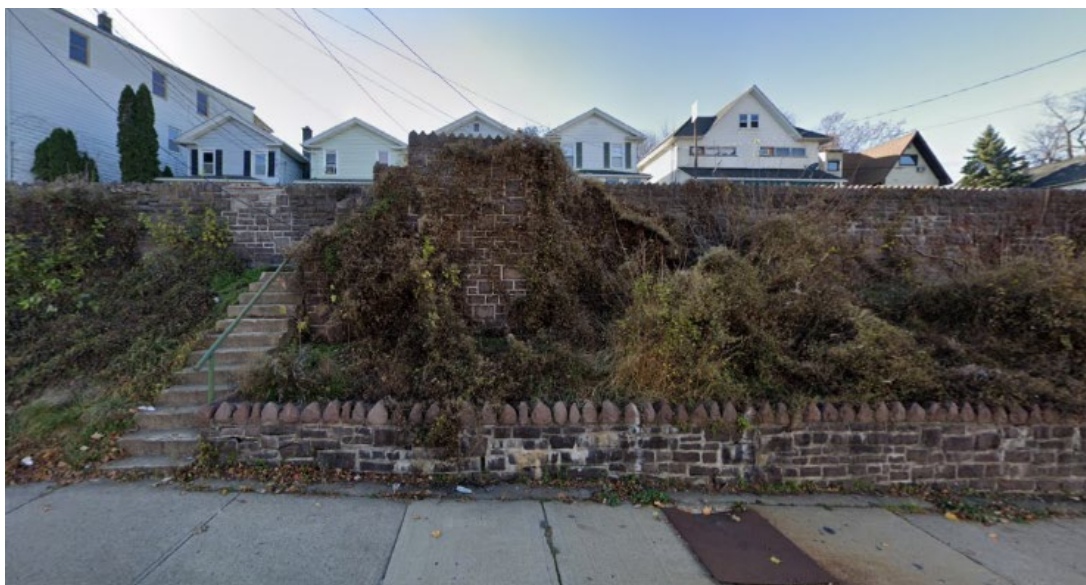
Photographs 19 and 20. The 99 Steps, 150 E. Lincoln St., Shamokin (WPA rebuilt c. 1934). Unmapped and unevaluated for National Register eligibility in PA-SHARE. Outside of National Register eligible Shamokin Historic District.



Photograph 21. Liberty Street Steps, Shamokin (1939). Located inside National Register eligible Shamokin Historic District (Resource # 1987RE00046), considered contributing, but not mentioned in district evaluation documentation. The above photographs of the Shamokin steps can be found online at: <https://digitalcommons.bucknell.edu/cgi/viewcontent.cgi?article=1000&context=student-project-reports>.



Photograph 22. Lawrence Street Stairway, WPA (1936), Lehigh Parkway, Allentown. Photo from Wikimedia Commons. Located in the National Register eligible Lehigh Parkway Historic District (Resource # 1981RE00713). Unmapped, but contributes to the mapped historic district.



Photographs 23 and 24. Hazel Street steps and retaining wall, Wilkes Barre, Luzerne County. Photo from Google street view, November 2020. Resource # 2022RE00307, determined not NR eligible due to construction prior to New Deal era.

Retaining Walls



Photographs 25 and 26, WPA stone retaining wall (circa 1935), Main Street Laflin Township, Luzerne County. Resource # 2020RE01016. Photos from PA SHPO files. Mapped, determined not eligible in 2021 due to short length, lack of craftsmanship and lack of associated road related features.



National Register Evaluation Guidance: Civilian Conservation Corps, Public Works Administration, and Works Progress Administration Isolated Road-Related Features, 1933-1943



Photographs 27, 28, 29 and 30. WPA planned landscape made up of a long curving retaining wall with WPA plaque (1935), stone lined stream wall and overlook, State Route 29, Luzerne County. Connected to concrete bridge with stone abutments shown in photographs 8-9 below. All photos from PennDOT. This planned landscape historic district, Resource # 2022RE00197, was determined NR eligible in 2022 for criteria A and C.



Photographs 31 and 32. Adjacent and connected concrete bridge on State Route 29, Luzerne County. Note DOH 1932 keystone plaque showing both WPA & DOH involvement with same resource. Potentially eligible given size and scale, workmanship, and documented WPA association. All photos from PennDOT. The bridge, previously unevaluated, contributes to this planned landscape.



Photographs 33, 34 and 35. WPA retaining wall, State Route 309, Luzerne County. Photos from PennDOT. Resource # 2022RE00312, determined not NR eligible due to small scale of retaining wall and lack of cohesive design. It is not part of a larger resource.



Photograph 367. CCC stone retaining wall, State Route 514 near intersection with SR 3017 near State Game Lands #12, Granville Township, Bradford County. Resource #1990RE00490. Photo from PA SHPO files. Mapped, determined not eligible in 1999.



Photograph 37. Photograph 16. Retaining wall with stairwell entrance, Lehigh Parkway, Allentown, Lehigh County. Resource # 1981RE00713. Photo from Google street view and the Livingnewdeal.org website. Unmapped, but contributes to the mapped National Register eligible Saltzburg/Lehigh Parkway Historic District.



Photograph 38. CCC built St. John Church retaining wall and steps (1941), Hopewell Furnace National Historic Site, Berks County, Resource # 1994RE0054. Photo from PA SHPO files. Mapped, contributes to National Register listed historic district.

Roadside Monuments



Photograph 39. Mothers Memorial/Hoffman Memorial/Veterans Memorial, State Route 61 and 54, Ashland, Schuylkill County (Resource # 2019RE20461). Photo by Don Giles/PHMC. Mapped and National Register listed 2020.



Photograph 40 , The Flame of Eternal Peace Monument (1938) Mummasburg Road, Gettysburg, Adams County, contributes to the Gettysburg Battlefield Historic District, Resource # 1975RE00197.

Scenic Overlooks



Photographs 41, 42 and 43. Marie Antoinette Overlook with stone turrets, 1931 bronze marker/monument, WPA era (circa 1936). Located on Old State Route 6, Bradford County (Resource # 2006RE00479). Photos from PA SHPO files. Vintage postcard from Pennsylvania State Archives. Determined NR eligible in 2022 for criteria A and C.



Photographs 44, 45 and 46. State Route 307 Overlook, (1938) Scranton, Lackawanna County.
Resource # 2022RE00195, determined eligible in 2022 for criteria A and C.

Attachment A: Roadways in Pennsylvania Previously Identified as Historic

Previously Identified Listed or Eligible Roadway in SHPO files:

- Pennsylvania Turnpike (Resource # 2001RE02130), Eligible
- National Road (Resource # 1999RE01626), Eligible segments, some located in Listed historic districts
- Lincoln Highway (Resource # 2004RE01357), Eligible segments, some located in Listed historic districts

The above documentation is available in PA-SHARE (<https://share.phmc.pa.gov/pashare/landing>) by searching for the resource number. Instructions for how to search for resources and other information in PA-SHARE is available here:

<https://www.phmc.pa.gov/Preservation/About/Documents/Searching%20for%20Resources%20and%20Other%20Information%20in%20PA-SHARE.pdf>

List of Highways Shown as Historic on 1930 PennDOT Tourism Map:

The 1930 map and others can be found online at

<https://www.penndot.gov/ProjectAndPrograms/Planning/Maps/Pages/Historic-Transportation-Maps.aspx>.

Note: Bolding in list below indicates those roads shown in 1930 map legend as “historic”.

Highway	Route	Miles
US RTE 30/LINCOLN HIGHWAY	E Liverpool Ohio to Pittsburgh to Philadelphia to Morrisville/Trenton, NJ	364
US RTE 11/611 LACKAWANNA TRAIL	Binghamton, NY to Scranton to Philadelphia	198
US RTE 22 WILLIAM PENN HIGHWAY	Steubenville, OH to Pittsburgh to Easton to Phillipsburg, NJ	368
US RTE 11/111 SUSQUEHANNA TRAIL	Painted Post, NY to Baltimore, MD	250
US RTE 6/PA RTE 5 LAKES TO SEA HIGHWAY	Erie to Philadelphia	415
US RTE 219 OLD MONUMENT TRAIL	Dubois to Meyersdale to Grantville, MD	148
US RTE 6/ROOSEVELT HIGHWAY	Erie to Milford to Port Jervis, NY	397
US RTE 19, PA RTE 8/WILLIAM FLINN HIGHWAY	Erie to Waynesburg to Morgantown, WV	231
US RTE 20/YELLOWSTONE TRAIL	Cleveland, OH to Girard/Erie to North East to Buffalo, NY	189
US RTE 219/BUFFALO PGH HIGHWAY	Buffalo, NY to Bradford to Pittsburgh	271

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and Works Progress Administration Isolated Road-Related Features, 1933-1943

US RTE 40/ NATIONAL PIKE	Wheeling, WV to West Alexander to Brownsville to Strawn to Cumberland, MD	129
US RTE 1/BALTIMORE PIKE	Philadelphia to Media to Baltimore, MD	105
US RTE 522, PA RTE 16/BUCHANAN HIGHWAY	Mount Union to Waynesboro to Emmitsburg, MD	83
US RTE 522/11, PA RTE 115/LEWISTOWN SCRANTON NARROWSBURG NY	Lewistown to Narrowsburg, NY	178
US RTE 19/PERRY HIGHWAY	Erie to Pittsburgh	131
US RTE 422, 22, PA RTE 17/BENJAMIN FRANKLIN HIGHWAY	Akron, OH to New Castle to Harrisburg to Philadelphia	426
US RTE 220/WILLIAMSPORT TO CUMBERLAND, MD	Williamsport to Bedford to Cumberland, MD	172

MILEAGE LOG OF MAIN HIGHWAYS		
LINCOLN HIGHWAY		
Mi.	U. S. Routes 30-1	
0	East Liverpool, Ohio.....	364
41	Pittsburgh.....	323
72	Greensburg.....	292
102	Jennerstown.....	262
137	Bedford.....	227
171	McConnellsburg.....	193
192	Chambersburg.....	172
217	Gettysburg.....	147
246	York.....	118
270	Lancaster.....	94
296	Coatesville.....	68
334	Philadelphia.....	30
363	Morrisville.....	1
364	Trenton, New Jersey.....	0
LACKAWANNA TRAIL		
U. S. Routes 11 and 611		
0	Binghamton, New York.....	198
63	Scranton.....	135
93	Mt. Pocono.....	105
108	Stroudsburg.....	90
114	Delaware Water Gap.....	84
141	Easton.....	57
171	Doylestown.....	27
198	Philadelphia.....	0
WILLIAM PENN HIGHWAY		
U. S. Route 22		
0	Steubenville, Ohio.....	368
42	Pittsburgh.....	326
116	Ebensburg.....	252
139	Hollidaysburg.....	229
168	Huntingdon.....	200
202	Lewistown.....	166
214	Mifflintown.....	154
261	Harrisburg.....	107
288	Lebanon.....	80
316	Reading.....	52
351	Allentown.....	17
356	Bethlehem.....	12
367	Easton.....	1
368	Phillipsburg, New Jersey.....	0
SUSQUEHANNA TRAIL		
U. S. Routes No. 111, 11, 111		
0	Painted Post, New York.....	250
28	Mansfield.....	222
80	Williamsport.....	170
108	Milton.....	142
120	Northumberland.....	130
127	Selinsgrove.....	123
175	Harrisburg.....	75
200	York.....	50
250	Baltimore, Maryland.....	0
LAKES TO SEA HIGHWAY		
U. S. Route 6—Penna. Route 5—U. S. Routes 19, 322, 219, 322, 220, 22, 11, 22—Penna. Route 5		
0	Erie.....	415
41	Meadville.....	374
70	Franklin.....	345
98	Clarion.....	317
115	Brookville.....	300
161	Clearfield.....	254
200	Tyrone.....	215
220	Huntingdon.....	195
254	Lewistown.....	161
313	Harrisburg.....	102
322	Hummelstown.....	93
374	Ephrata.....	61
382	Downingtown.....	33
390	West Chester.....	25
415	Philadelphia.....	0
OLD MONUMENT TRAIL		
U. S. Route 219		
0	Du Bois.....	148
16	Grampian.....	132
47	Barnesboro.....	101
64	Ebensburg.....	84
82	Johnstown.....	66
112	Somerset.....	36
135	Meyersdale.....	13
148	Grantville, Maryland.....	0
ROOSEVELT HIGHWAY		
U. S. Route 6		
0	Erie.....	397
15	Waterford.....	382
35	Corry.....	362
67	Warren.....	330
96	Kane.....	301
121	Smethport.....	276
156	Coudersport.....	241
201	Wellsboro.....	196
217	Mansfield.....	180
258	Towanda.....	139
298	Tunkhannock.....	99
324	Scranton.....	73
339	Carbondale.....	58
355	Honesdale.....	42
390	Millford.....	7
397	Port Jervis, New York.....	0
WILLIAM FLINN HIGHWAY		
Penna. Rt. 8, U. S. Rt. 19		
0	Erie.....	231
26	Union City.....	205
49	Titusville.....	182
64	Oil City.....	167
73	Franklin.....	158
118	Butler.....	113
153	Pittsburgh.....	78
173	Canonsburg.....	58
180	Washington.....	51
203	Waynesburg.....	28
231	Morgantown, West Va.....	0
YELLOWSTONE TRAIL		
U. S. Route 20		
0	Cleveland, Ohio.....	189
84	Girard.....	105
99	Erie.....	90
114	North East.....	75
189	Buffalo, New York.....	0
BUFFALO—PITTSBURGH HIGHWAY		
U. S. Routes 219, 119, 22		
0	Buffalo, New York.....	271
85	Bradford.....	186
107	Kane.....	164
131	Ridgeway.....	140
161	Du Bois.....	110
182	Punxsutawney.....	89
210	Indiana.....	61
228	Blairsville.....	43
271	Pittsburgh.....	0
THE NATIONAL PIKE		
U. S. Route 40		
0	Wheeling, West Va.....	129
16	West Alexander.....	113
32	Washington.....	97
55	Brownsville.....	74
68	Uniontown.....	61
96	Strawn (Penna.-Md. Line).....	33
129	Cumberland, Maryland.....	0
BALTIMORE PIKE		
U. S. Route 1		
0	Philadelphia.....	105
13	Media.....	92
31	Kennett Square.....	74
105	Baltimore, Maryland.....	0
BUCHANAN HIGHWAY		
U. S. Rt. 522, Penna. Rt. 16		
0	Mt. Union.....	83
39	McConnellsburg.....	44
50	Mercersburg.....	33
61	Greencastle.....	22
69	Waynesboro.....	14
83	Emmitsburg, Maryland.....	0
LEWISTOWN—SCRANTON—NARROWSBURG, N. Y.		
U. S. Routes 522, 11, Penna. Rt. 115 U. S. 309, 11, 6, 106		
0	Lewistown.....	178
32	Middleburg.....	146
43	Selinsgrove.....	135
50	Northumberland.....	128
61	Danville.....	117
70	Bloomsburg.....	108
83	Berwick.....	95
113	Wilkes-Barre.....	65
120	Pittston.....	58
130	Scranton.....	48
147	Carbondale.....	31
163	Honesdale.....	15
178	Narrowsburg, N. Y.....	0
PERRY HIGHWAY		
U. S. Route 19		
0	Erie.....	131
10	Middleboro.....	121
25	Cambridge Springs.....	106
40	Meadville.....	91
70	Mercer.....	61
102	Zelienople.....	29
131	Pittsburgh.....	0
BENJAMIN FRANKLIN HIGHWAY		
Pa. Rt. 17—U. S. Routes 422, 22, 11, 22, 422		
0	Akron, Ohio.....	426
60	New Castle.....	366
89	Butler.....	337
112	Kittanning.....	314
140	Indiana.....	286
169	Ebensburg.....	257
192	Hollidaysburg.....	234
221	Huntingdon.....	205
255	Lewistown.....	171
314	Harrisburg.....	112
341	Lebanon.....	85
369	Reading.....	57
387	Pottstown.....	39
406	Norristown.....	20
426	Philadelphia.....	0
WILLIAMSPORT TO CUMBERLAND, MD.		
U. S. Route 220		
0	Williamsport.....	172
26	Lock Haven.....	146
53	Bellefonte.....	119
88	Tyrone.....	84
108	Hollidaysburg.....	63
141	Bedford.....	31
172	Cumberland, Md.....	0

Source: Back page, *Tourist Map of Pennsylvania*, May 1930. Online at https://gis.pennnet.gov/BPR_PDF_FILES/STATEWIDE/HISTORIC_OTMs/1930bk.pdf.

National Register Evaluation Guidance: Civilian Conservation Corps, Public Works Administration, and Works Progress Administration Isolated Road-Related Features, 1933-1943

PennDOT Scenic Byways (2021):

Includes one Forestry Byway, four FHWA designated National Scenic Byways, and twenty-one Pennsylvania Scenic Byways.

Forestry Byway:

- **Longhouse National Scenic Byway, Allegheny National Forest, McKean County**

National Scenic Byways, As Designated by FHWA:

- Great Lakes Seaway Trail
- Historic National Road
- Journey Through Hallowed Ground
- Brandywine Valley Scenic Byway

Pennsylvania Scenic Byways, As Designated by PennDOT:

Blue Route	Delaware County
Brandywine Valley Scenic Byway	Chester & Delaware Counties
Bucktail Trail/Route 120	Clinton & Elk Counties
Crawford Lakelands Byway	Crawford County
Delaware River Valley Scenic Byway	Northampton County
Exton Bypass	Chester County
Gateway to the Endless Mountains	Wyoming County
Governor Casey Byway	Lackawanna County
Grand View Scenic Byway	City of Pittsburgh, Allegheny County
Great Lakes Seaway Trail	Erie County
High Plateau/PA Route 144 between Snow Shoe & Ren	Clinton & Centre Counties
Historic National Road	Fayette & Somerset Counties
Journey Through Hallowed Ground/Route 15	Adams County
Kinzua Bridge Byway	McKean County
Lake Wilhelm Scenic Byway/Goddard State Park	Mercer County
Laurel Highlands Scenic Byway	Westmoreland & Fayette Counties
Lebanon Cornwall Byway/Route 419	Lebanon County
Conestoga Ridge Road Byway/Route 23	Lancaster County
Viaduct Valley Way/Route 92	Susquehanna County
U.S. 202 Parkway Scenic Byway	Montgomery County
West Branch Scenic Byway	Clearfield County

Attachment B: Selected Annotated Bibliography Sources for CCC/PWA/WPA Data in PA

The guidance offered in this document has been compiled from numerous sources regarding the role and significance of the CCC/WPA/PWA New Deal programs in Pennsylvania and elsewhere. The topic has been well documented by government agencies and explored by numerous researchers, authors, and historians. These sources may be helpful in researching CCC/PWA/WPA features in Pennsylvania.

New Deal Programs Acronym Guide:

Based on an exhibit of WPA Post Office Murals, the State Museum of Pennsylvania provides this helpful online list of New Deal Acronyms (excerpted below): <http://statemuseumpa.org/common-canvas/history.html>.

- AAA (Agricultural Adjustment Administration)
- CCC (Civilian Conservation Corps)
- CWA (Civil Works Administration)
- FERA (Federal Emergency Relief Administration)
- FSA (Farm Security Administration)
- FDIC (Federal Deposit Insurance Corporation)
- NRA (National Recovery Administration)
- NYA (National Youth Administration)
- PWA (Public Works Administration)
- REA (Rural Electrification Administration)
- RFC (Reconstruction Finance Corporation)
- SEC (Securities and Exchange Commission)
- SSA (Social Security Administration)
- TVA (Tennessee Valley Authority)
- WPA (Works Progress Administration).

Emergency Conservation Work Act of 1933 in PA State Parks 1933- 1943, 1986

One of the most helpful documents relating to the CCC in Pennsylvania is a MPDF developed by DCNR in consultation with the PA SHPO in the 1980s entitled *Emergency Conservation Work Act of 1933 in PA State Parks 1933- 1942, 1986*.

This detailed description of the workings of the CCC in PA makes it clear that the program was designed with two primary goals --to conserve and restore forests and soils and enhance outdoor recreational amenities, and to offer employment, food, housing, education, and training to impoverished and unemployed young men in the depth of the Great Depression. Pennsylvania had the second highest number of CCC camp companies in the country (151). Companies were housed in quickly built camps in state and national parks and forests. In PA, only

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a few of those original CCC workers' camps remain, having been repurposed as public camping facilities. CCC work took place exclusively in the vicinity of state and federal parks and forests where all 151 of the CCC companies were located. Each company was designed to accommodate 200 men, but most housed about 170 men.

The context on the Emergency Conservation Work evaluated the National Register eligibility of the CCC-related resources in the state parks and forests and identified twenty-four historic districts and four individual properties located in eighteen state parks and one state forest. The context identified a few remaining former CCC company camps now functioning as organized group camps in the Recreational Demonstration Areas.

The context also identified other CCC built resource types to include group camps, family cabin areas, day use facilities, administrative and maintenance areas, trails, overlooks, dams, bridges, camp furniture, roads, water, sewer, and electric utility systems in state parks. The context analyzed the significance and integrity of CCC resources, determining that the identified resource types best illustrate the significance of the CCC in Pennsylvania. Thus, very few National Register eligible CCC resources would exist outside the boundaries of the state's parks and forests. Other contexts developed by other SHPOs consulted for this guidance document support that view as well. Since the primary focus of the CCC program was the conservation of soil and forests and enhancement of outdoor recreation sites, those places best reflect its most significant contributions.

Available in PA-SHARE: <https://share.phmc.pa.gov/pashare/landing> as Report # 1986RP00041. Guidance for searching PA-SHARE is available at <https://www.phmc.pa.gov/Preservation/About/Documents/Searching%20for%20Resources%20and%20Other%20Information%20in%20PA-SHARE.pdf>.

Historic Context for Transportation Networks in Pennsylvania

1998 PennDOT study. Helpful discussion of WPA-related transportation resources is found on pages 36–45.

Available online at

<https://www.penndot.gov/ProjectAndPrograms/Cultural%20Resources/Documents/2-bridge-survey-context-report.pdf>.

Nationwide Historic Context and Inventory developed to provide information on CCC, PWA, WPA related resources found on Department of Defense sites.

[Nationwide Context, Inventory, and Heritage Assessment of Works Progress Administration and Civilian Conservation Corps Resources on Department of Defense Installations - Part 3 of 8 - Report, 2009 \(Legacy 07-357\)](#)

PA	AF-1 (and ASCS-13)	New Cumberland Depot	DLA	Yes	11-14-41 to 7-30-42	General improvement of airport, roadways for airplanes, general landscaping and tree planting, preparation and transportation of material.
PA	Army-1	Carlisle Barracks	Army	Yes	7/5/1935	Constructing flood walls, grading and drainage, constructing fire lanes, improving water supply, road construction
PA	Army-2	Tobyhanna Artillery Range	Army	Yes	8-35 to July 37	Road construction, timber stand cutting, insect and disease eradication, boundary survey, fire trails, construction of five single story (22 x 33') buildings, forest and roadside cleanup

The Living New Deal website

This website contains helpful information about the array of New Deal programs and lists specific projects created state by state including some transportation-related projects in Pennsylvania:

<https://livingnewdeal.org/us/pa/>.

An example of a project listing on the website is shown below:

The screenshot shows the Living New Deal website interface. At the top is a dark blue header with the text "THE LIVING NEW DEAL" in gold. Below the header is a navigation bar with links: "About Us", "Map & Sites", "The New Deal", "Resources", "News", "Press & Events", and "Get Involved". The main content area has a breadcrumb trail "Pennsylvania » Tamaqua" followed by the title "SPRUCE ST. RETAINING WALLS – TAMAQUA PA" in gold. Below the title, it lists "Project type: Flood and Erosion control, Infrastructure and Utilities, Roads, bridges, and tunnels" and "New Deal Agencies: Works Progress Administration (WPA)". A section titled "DESCRIPTION" in gold contains the text: "Stone retaining walls that line streets and highways throughout the region — along Route 611 in Easton, Spruce Street in Tamaqua and Carlton Avenue in Bethlehem — were WPA projects." Below the description are four social media sharing buttons for Facebook, Twitter, Pinterest, and LinkedIn. A section titled "SOURCE NOTES" in gold contains a citation: "http://articles.mcall.com/1999-06-27/news/3245291_1_wpa-monocacy-creek-monocacy-park (accessed Dec. 25, 2017)".

National Archives Catalog, Record Group 69: Digitized Records of the Work Projects Administration (1935-1942) in Pennsylvania available online at:

https://catalog.archives.gov/search?q=*&f.ancestorNalDs=1676887&sort=naldSort%20asc&rows=100&offset=200

This collection does include all counties in PA, but all are not marked clearly in alphabetical order for searching. Files may contain multiple counties but show only one county name in the listing. Typical entries are often not location specific and include only a very generalized project description, but some provide sufficient detail to identify the resource location, especially bridge projects. Most CCC/PWA/WPA related projects are not listed here, but these online files could be helpful to demonstrate use of these New Deal funds for bridge projects.

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13-75	\$5,967	8-28-35	305	10/14/35	318	5,967	65-23-1347
W.P.A. PROJ. NO.	PRIS. APP. AMOUNT	DATE	LETTER NO.	C.G. APP. DATE	WARRANT NO.	OFF. PROJ. AMT.	OFF. PROJ. NO.
AGENCY	BUREAU	Pa. STATE	Carbon COUNTY	Mahoning Twp. CITY			
Construction of 1½ miles of road.							
DESCRIPTION							

9863	\$6,707	3-21-36	1529	3-26-36	1449	6,707	65-23-9446
W.P.A. PROJ. NO.	PRIS. APP. AMOUNT	DATE	LETTER NO.	C.G. APP. DATE	WARRANT NO.	OFF. PROJ. AMT.	OFF. PROJ. NO.
AGENCY	BUREAU	Pa. STATE	Northampton COUNTY	Bethlehem CITY			
Sponsor: County Commissioners: In the City of Bethlehem, Northampton County, in the 16th Ward on the Seidersville Rd. between Creek Rd. in Bethlehem and cross roads in Hellertown. Permanent							
DESCRIPTION							
rehabilitation by reconstruction of County Bridge #19 across the Saucon Creek damaged by flood waters of Saucon Creek, Mar. 17 to 19, 1936. Present structure wooden covered bridge - span 132'-0" width 18'-0", abutments and wing walls - stone masonry; proposed structure steel trusses with concrete and steel deck - span 132'-0", width 18'-0", abutments - old masonry walls extended and reinforced with reinforced concrete. Exclusive of all other projects specifically approved. On County owned property. Work not on Fed. System.							

Historic Resource Survey Form for State Route 4001, Little Pine Creek Road, Cummings Township, Lycoming County. Resource # 2020RE01766.

National Register Evaluation of CCC built road near Little Pine State Park for Environmental Review Project #2020PR00901. The research done for this documentation demonstrates a good methodological approach for evaluating a CCC built road. This includes field documentation, examining historic maps and project specifications on file at the PennDOT district office, and information on the role of the CCC in PA.

Available in PA-SHARE: <https://share.phmc.pa.gov/pashare/landing> by searching on the resource number. Guidance for searching PA-SHARE is available at <https://www.phmc.pa.gov/Preservation/About/Documents/Searching%20for%20Resources%20and%20Other%20Information%20in%20PA-SHARE.pdf>.

PA Department of Highways historic maps

1930 Tourist Map of Pennsylvania (This is the map discussed above in Attachment A):
https://gis.penndot.gov/BPR_PDF_FILES/MAPS/Statewide/Historic_OTMs/1930fr.pdf

1940 Official Road Map of Pennsylvania:
https://gis.penndot.gov/BPR_PDF_FILES/MAPS/Statewide/Historic_OTMs/1940fr.pdf

in 1898. Mount Alto was established as the state's first recreational park in 1902. By 1913, Pennsylvania had already created sixteen state forest parks. The first camping areas in state forests were in place by 1920. When the CCC was proposed in 1933 as part of the Emergency Conservation Work Act, Pennsylvania was well prepared to take full advantage of the new program. The PA Dept of Forests and Waters prepared the scope of work for CCC projects in state parks. The CCC program allowed the state to make great strides in the development of state parks and recreational amenities. Between 1931 and 1940, the state opened 14 new state parks. In the same era, the CCC played a role in developing 28 of the Commonwealth's 41 state parks.

Available online at

<https://drum.lib.umd.edu/bitstream/handle/1903/17184/GuytonFinalProjectDRUM.pdf?sequence=1&isAllowed=y>.

Hendrickson, Kenneth Jr. *The Civilian Conservation Corps in Pennsylvania: A Case Study of A New Deal Relief Agency in Operation*

A well-researched online article on the inner workings of the CCC in Pennsylvania, useful for background information on the workings of the program.

In this article *Civilian Conservation Corps in PA: A Case Study of A New Deal Relief Agency in Operation* by Midwestern State University professor and historian Kenneth Hendrickson Jr., he asserts that "the early camps in Pennsylvania were among the first in the nation to begin operations." They began as hastily erected tent cities devoid of any conveniences which were soon replaced with military style camps made up of utilitarian often prefabricated wooden cabins.

While there was great need for employment in the Black community, the CCC followed a strict segregationist policy of establishing Blacks only camps and limiting the number of applicants for available spots. At the peak of the CCC operations, PA's twelve Black camps housed a maximum of 2,400 men statewide. Two Black camps were located in Gettysburg National Military Park. Other Black camps have been identified by DCNR, include Company 361 at Penn-Roosevelt State Park first known as Camp S-62, Stone Creek Kettle and Company 2312 at Pymatuning State Park in Westford, PA known as Camp NP-11-PA. While CCC camps offered both vocational and academic education to workers, the core function of the program was conservation of forest land and the development of recreational park facilities. "By the end of 1940 CCC workers in PA had planted nearly 50,000 trees and built over 6,300 miles of roads and trails through woodlands and parks and built 98 small dams, 86 lookout towers, numerous small bridges, treated 450,000 acres of forest for diseases, and spent 65,000-man days fighting forest fires." Roughly 75% of all CCC camps were engaged in soil and forest work.

Available online at <https://journals.psu.edu/pmhb/article/download/43217/42938/>.

History of Pennsylvania's State Parks, 1893- 1983. By William C. Forrey

Commonwealth of Pennsylvania, Bureau of State Parks, Office of Resource Management, Department of Environmental Resources.

This history of the state's state parks compiled in 1984 covers the early efforts to establish state parks and state forests in PA through to the 1980s and gives description of the CCC involvement in the 1930s. It provides helpful background on the acquisition of historic properties including the Delaware Division of PA Canal (Roosevelt State Park), Fort Necessity State Park and the Pymatuning Dam. Details on the work of specific CCC camps also provided.

National Register Evaluation Guidance: Civilian Conservation Corps, Public Works Administration, and Works Progress Administration Isolated Road-Related Features, 1933-1943

Available online at <http://paconservationheritage.org/wp-content/uploads/1984-history-of-state-parks-forrey.pdf>.



Clear Creek State Park, 1936 — Left — Entrance to Clear Creek CCC Camp; Right — CCC constructed family cabin

History of Pennsylvania's State Parks 1984-2015. By William C. Forrey

Commonwealth of Pennsylvania, Bureau of State Parks, Office of Resource Management, Department of Environmental Resources.

This is the second volume of the history of PA's state parks covering the period of state park management from the 1980s to 2015 and has no discussion of CCC projects other than commemorations of such. Some photos of CCC resources are included and a table of state park opening dates.



Pymatuning State Park dam was re-dedicated on the 50th anniversary of its completion in 1934.

Available online at <http://1rjpbm2fnuze42zdt72y652p.wpengine.netdna-cdn.com/wp-content/uploads/2015-history-of-state-parks-forrey.pdf>.

Table of state parks opened in the 1930s CCC era

1931 to 1940

Big Spring (1936)	Little Pine (1937)	Reeds Gap (1938)
* Black Moshannon (1937)	Parker Dam (1936)	Roosevelt (1931) (Delaware Canal)
Bucktail (1933)	Penn Roosevelt (1935)	Sand Bridge (1938)
Clear Creek (1934)	Poe Paddy (1935)	Sizerville (1931)
Colonel Denning (1936)	Poe Valley (1935)	Trough Creek (1936)
Colton Point (1936)	Ralph Stover (1935)	Whipple Dam (1936)
* Cowans Gap (1937)	Raymond B. Winter (1933)	Worlds End (1936)
Fowlers Hollow (1935)		

PHMC Archives WPA and New Deal Records

Most record groups are **not available online** but some may appear

here: <https://www.phmc.pa.gov/Archives/Research-Online/Pages/WPA-New-Deal-Records.aspx>

PA State Archives Record Group 13.108 contains the working files, photographs and manuscripts for the NEW DEAL WRITERS' PROJECT "A Guide to the Keystone State" published in 1940 as part of the WPA American Guide Series. The PA volume is 659 pages and highlights the state's history, culture, industries and some cities and places. It also suggests PA auto tours and points of interest including Route 6. A brief article about the Guide including a c.1937 photograph of Wyalusing Rocks in Bradford County appears in the PHMC PA HERITAGE Winter 1918 issue.

Pennsylvania Lumber Museum

Address: 5660 US Route 6 West, Ulysses, PA 16948

Phone: (814) 435-2652

Website/email: <http://lumbermuseum.org/> and palumbermuseum@gmail.com

CCC exhibit, files, photos, and records. Few are available online, so research via phone or visit only. Most photos collected show CCC workers and camps, not projects constructed. Focus on northern region, but some information on CCC camps elsewhere in the state. Consult website for more information:

Records of the Work Projects Administration, National Archives Record Group 69

Records available for onsite research on microfilm at the Washington National Records Center, 4205 Suitland Road, Suitland MD 20746-8001. All visits must be scheduled in advance; check website for opening and availability.

Record Group 69.5 includes the Records of WPA Projects from 1934-1943. Record Group 69 finding aid available online at https://www.archives.gov/research/guide-fed-records/groups/069.html?_ga=2.90743706.1405809280.1631723437-550220108.1631723437.

National Register Evaluation Guidance: Civilian Conservation Corps, Public Works Administration, and Works Progress Administration Isolated Road-Related Features, 1933-1943

69.5 RECORDS OF WPA PROJECTS

1934-43

History: The Division of Engineering and Construction and the Division of Professional and Service Projects administered WPA projects. The majority were planned, initiated, and sponsored by cities, counties, or states. WPA sponsored nationwide projects until 1939.

Women's "CCC" Schools and Camps

Website detailing women's "CCC" schools and camps operating under the Federal Emergency Relief Administration (FERA) and later the National Youth Administration (NYA) which was part of the WPA from 1933-1937. Available online at <https://storymaps.arcgis.com/stories/02050ee5b4d543cf93821f56382367c2>.

Nationwide there were about 90 camps/sites for unemployed women, and not all locations are known. Three sites are known in PA including Camp Arcola in Warren County; the Hideaway Day Camp at 3471 Arcola Road, Collegeville, Montgomery County; and the Central YWCA at 1117- 19 Arch Street In Philadelphia.

Loleta Recreation Area, Millstone Township, Elk County. Resource Number #1994RE00292

National Register listed (2015) CCC recreational project, Former SHPO Key # 102404. Available in PA-SHARE (<https://share.phmc.pa.gov/pashare/landing>) by searching on the resource number. Guidance for searching PA-SHARE is available at

<https://www.phmc.pa.gov/Preservation/About/Documents/Searching%20for%20Resources%20and%20Other%20Information%20in%20PA-SHARE.pdf>.

Public Buildings: A Survey of Architecture of Projects Constructed by Federal and Other Governmental Bodies between the Years 1933 and 1939, with Assistance of the Public Works Administration

Available as a report in PASHARE as **Report # 1939RP00001**.

This booklet by C. W. Short and Stanley R. Brown was created in 1939 and includes a listing and photographs and floor plans of buildings constructed with PWA funds in Pennsylvania. It includes the major buildings and building related projects financed by the PWA. This publication does not appear to be a fully complete listing, but includes large scale projects broken down by property type such as local government buildings, auditoriums and armories, schools, libraries, armories, hospitals, sewage disposal plants, waterworks, bridges and highways.

Attachment C: Previously Identified CCC/WPA Related Properties in PA Historic Places Inventory/PA-SHARE (December 2020)

While New Deal related resources have been evaluated for the National Register, there is no complete inventory of New Deal projects completed in Pennsylvania and compiling such a list would be a herculean task. Due to differences in resource nomenclature, searching the PA SHPO database for identified properties associated with New Deal programs produces only a partial list of CCC, PWA or WPA related resources, as presented below.

1	Key Num	Inventory	Address	Municipali	County	Primary Hi ER Numbe	National R Tax Parcel	Resource (External V	Bridge	Year Built
2	87282	87186		Howe Tow	Forest	Blue Jay CCC Camp	SHPO: Not Eligible	Building		N	1933;1935
3	88870	88774		Rush Tow	Centre	Black Moshannon Sta	Listed	District		N	1933;1937
4	88871	88775		Rush Tow	Centre	Black Moshannon Sta	Listed	District	Asphalt	N	1933;1937
5	88872	88776		Rush Tow	Centre	Black Moshannon Sta	Listed	District	Wood	N	1933;1937
6	88873	88777		West Bran	Potter	Cherry Springs Picnic	Listed	Building	Wood;Sto	N	1933;1941
7	88874	88778	Colton Ro	Shippen T	Tioga	Colton Point State Pa	Demolished or 100%	Building	Log;Stone		1935;1936;1941
8	88875	88779		Huston To	Clearfield	Parker Dam State Par	Listed	District	Log;Stone		1933;1941
9	88876	88780		Huston To	Clearfield	Parker Dam State Par	Listed	Structure	Wood	N	1933;1941
10	88877	88781		Huston To	Clearfield	Parker Dam State Par	Listed	Building	Log	N	1933;1941
11	88878	88782		Hartley To	Union	Halfway Lake Dam (R	Listed	Structure	Wood;Sto	N	1933;1941
12	88879	88783		Crawford	Clinton	Ravensburg State Par	Listed	Structure	Wood;Stone		1933;1937
13	88880	88784		Pine Town	Clearfield	Elliott, S.B., State Par	Listed	District	Log;Stone	N	1933;1941
14	88881	88785		Pine Town	Clearfield	Elliott, S.B., State Par	Listed	District	Log;Stone	N	1933;1949
15	88882	88786		Barnett To	Jefferson	Clear Creek State Par	Listed	District			
16	88883	88787		Barnett To	Forest	Cook Forest State Par	Listed	District			
17	88884	88788		Jefferson T	Somerset	Kooser State Park Far	Listed	District	Wood;Sto	N	1933;1939
18	88885	88789		Middlecre	Somerset	Laurel Hill State Park	Listed	District			1935;1942
19	88886	88790		Cook Tow	Westmore	Linn Run State Park F	Listed	Structure	Wood;Sto	N	1933;1942
20	88887	88791		Hanover T	Beaver	Raccoon Creek RDA	Listed	District			1937;1939
21	88888	88792		Todd Tow	Fulton	Cowans Gap State Pa	Listed	District	Wood;Sto	N	1933;1941
22	88889	88793		Jackson To	Huntingdc	Greenwood Lake Dar	Listed	Structure			1933;1935
23	88890	88794		Union Tow	Berks	French Creek State Pa	Listed	District	Weatherb	N	1935;1942
24	88891	88795		Union Tow	Berks	French Creek State Pa	Listed	District	Wood		1935;1942
25	88892	88796		Palmyra T	Pike	Promised Land State	Listed	District	Log;Stone	N	1933;1941
26	88893	88797		Palmyra T	Pike	Promised Land State	Listed	District	Log	N	1933;1941
27	88894	88798		Forks Tow	Sullivan	Worlds End State Par	Listed	District		N	
28	88895	88799		Jackson To	Huntingdc	Whipple Dam State P	Listed	Structure	Wood;Stone		1933;1941
29	92345	92249		Barnett To	Forest	Cook Forest State Par	Listed	District		N	
30	92346	92250		Barnett To	Jefferson	Clear Creek State Par	Listed	District		N	

National Register Evaluation Guidance: Civilian Conservation Corps, Public Works Administration, and Works Progress Administration Isolated Road-Related Features, 1933-1943

31	95030	94934		Hillsgrove	Sullivan	Wyoming	1988-0388	Unevaluated	Building		N	1933
32	96838	96739		Granville T	Bradford	CCC Stone Wall		SHPO: Not Eligible	Structure		N	
33	102592	102491	intersecti	Jenks Tow	Forest	Camp ANF-1		SHPO: Elig 1609-106-	District	Wood		1933;1946
34	102602	102501	Old Forge	Quincy To	Franklin	Old Forge Camp		Unevaluated	Structure	Weatherb	N	1933
35	102742	102641	Stillhouse	Hollow Rd.	Franklin	Stillhouse	1993-1156	Demolished or 100%	District	Wood;Asbestos		c1933
36	103831	212006	301 Centre	Johnstowr	Cambria	WPA Masc	1992-1684-021		Structure	Sandstone/Brownsto		1936
37	104994	104893		Hamilton	Mckean	Camp Cornplanter		SHPO: Eligible	Building			
38	107210	106801	Oregon Ro	Wells Tow	Fulton	Civilian Conservation		Unevaluated	Site		N	c1934
39	107958	107236	Railroad R	Utica Boro	Venango	McCmon	1994-0897	SHPO: Not Eligible	Building	Vinyl	N	c1910
40	115369	110614		Cooke Tow	Cumberlar	Camp Michaux, CCC		SHPO: Eligible	Building			1933
41	129247	209580		Wharton T	Fayette	CCC Fireplaces		Contributes to Resou	Structure			1935;1937
42	129247	209581		Wharton T	Fayette	CCC Drinking Fountai		Contributes to Resou	Structure			1935;1937
43	129247	209578		Wharton T	Fayette	CCC Stone Arch Bridg		Contributes to Resou	Structure			1934;1936
44	129247	209575		Wharton T	Fayette	CCC Picnic Shelter (E		Contributes to Resou	Structure	Log		1933;1937
45	129247	209583		Wharton T	Fayette	CCC Stone Culverts		Contributes to Resou	Structure			1933;1937
46	129247	209579		Wharton T	Fayette	CCC Stone Swale		Contributes to Resou	Structure			1934;1936
47	129247	209589		Wharton T	Fayette	CCC Road to Reservoi		Contributes to Resou	Structure			1935;1937
48	129247	115984		Wharton T	Fayette	Civilian Conservation		Unevaluated	Site	Log		1933;1937
49	129247	209586		Wharton T	Fayette	CCC Pump House		Contributes to Resou	Building	Wood;Sandstone/Brc		1935;1937
50	129247	209588		Wharton T	Fayette	CCC Reservoir (B)		Contributes to Resou	Structure			1935;1937
51	129247	209574		Wharton T	Fayette	CCC Picnic Shelter (W		Contributes to Resou	Structure	Log		1933;1937
52	129247	209585		Wharton T	Fayette	CCC Water Station		Contributes to Resou	Structure			1933;1937
53	129247	209584		Wharton T	Fayette	CCC Brownstone Culv		Contributes to Resou	Structure			1933;1937
54	129247	209587		Wharton T	Fayette	CCC Reservoir (A)		Contributes to Resou	Structure			1935;1937
55	155403	133885	State Park	Plumstead	Bucks	CCC Cabin at Ralph St		Unevaluated	Building	Wood;Sto	N	c1935
56	156505	135633	McCracker	Elk Towns	Tioga	Watrous C	2010-1175	SHPO: Not Eligible	Building	Wood	N	c1932;1933
57	157035	136439	Sandstone	Forks Tow	Sullivan	CCC Camp	2012-1627	SHPO: Not 07-059-00	Building	Wood	N	c1933
58	157513	137006		Shamokin	Northumb	Shamokin	2013-6016	SHPO: Eligible	Structure			c1935;c1941
59	200735	200866	3523 Broo	Grove Tow	Cameron	Elk State F	2014-0525	SHPO: Not Eligible	Building	Wood		c1933
60	202892	204578		Highland T	Elk	CCC Fish S	2015-0936	Unevaluated	Structure			
61	203893	206166		Jefferson T	Dauphin	Haldeman State Fore		Unevaluated	District			1902;1917;1953;1982
62	203893	209654		Jackson To	Dauphin	CCC Camp S-123 PA Oil Shed			Structure			1934
63	203900	206204	4205 Little	Cummings	Lycoming	Little Pine State Park		Unevaluated	District			1933;1950
64	203906	206233	86 Hyner F	Chapman	Clinton	Hyner Run State Park		Unevaluated	District			1933;1958
65	203975	219223	1599 Dou	Lower Mif	Cumberlar	Cooking Shelter			Building	Log		1938
66	205794	209103		Union Tow	Berks	CCC Resources at Ho		Unevaluated	District			
67	205794	209115		Warwick T	Chester	Hopewell Furnace Na		Contributes to Resou	Structure	Sandstone/Brownsto		1936
68	205794	209110		Union Tow	Berks	CCC Hiking Trails		Contributes to Resou	Building			1935
69	205794	209113		Warwick T	Chester	Hopewell Furnace Na		Contributes to Resou	Structure	Sandstone/Brownsto		1936
70	205794	209111		Union Tow	Berks	John Church CCC Ret		Contributes to Resou	Building			c1941
71	205794	209106		Union Tow	Berks	Baptism Creek CCC Fi		Contributes to Resou	Object			1936
72	205794	209109		Union Tow	Berks	Baptism Creek CCC V		Contributes to Resou	Object			1936
73	205794	209107		Union Tow	Berks	Baptism Creek CCC Fi		Contributes to Resou	Structure			1936
74	205794	209112		Warwick T	Chester	Lenape CCC Spring H		Contributes to Resou	Structure	Stone		1936
75	205794	209114		Warwick T	Chester	Hopewell Furnace Na		Contributes to Resou	Structure			1941
76	205794	209108		Warwick T	Chester	Hopewell Furnace Na		Contributes to Resou	Building			1936
77	206394	209893		Limestone	Warren	Allegheny	2012-2532	Unevaluated	Object			1933
78	209636	216323		Mcnett To	Lycoming	Civilian Conservation		Unevaluated	Structure	Wood;Stone		c1933;c1938
79	905034	905034	Hemlock I	Portage To	Cameron	CCC Picnic Pavilion		Unevaluat 6-05-0-00	Structure	Log		c1933

Attachment D: CCC/PWA/WPA/New Deal Historic Property Contexts

The PA SHPO and other state SHPOS have created context studies and thematic multiple property nominations to aid in the evaluation of New Deal program related resources. These contexts provide a great deal of detailed information regarding not just the CCC, but the multitude of New Deal programs and projects and their lasting impact on both the built and natural environment. Contexts such as those developed by North and South Dakota document the breadth of New Deal programs and define significance based on both the program's effect on impoverished and unemployed Americans struggling during the Great Depression and the historic and architectural or design merits of the great range of public works created.

Minnesota

MINDOT maintains a listing of Historic Roadside Properties available here:

<http://www.dot.state.mn.us/roadsides/historic/inv-form.html>.

The list includes overlooks, entrance walls, parking areas, historic markers, rest areas, culverts, bridges and retaining walls. A context was developed to evaluate such resources entitled "Roadside Development on Minnesota Trunk Highways, 1920- 1960" All records on this list have been evaluated for National Register eligibility. See example of their documentation form below (first illustration.)

Once identified, historic roadside properties are ranked and placed on a 10-year plan for <http://www.dot.state.mn.us/roadsides/historic/index.html>. See example of their documentation form below (second illustration.)

**MNDOT HISTORIC ROADSIDE DEVELOPMENT
STRUCTURES INVENTORY**

RA-SPC-2928

CS 6220

Point Douglas Road Retaining Wall

Historic Name Other Name	Point Douglas Road Retaining Wall	CS # SHPO Inv #	6220 RA-SPC-2928
Location City/Township County Twp Rng Sec USGS Quad UTM	E side of Point Douglas Rd. just S of Highwood Ave. St. Paul, City of Ramsey 28N 22W Sec 14 St. Paul East Z15 E498870 N4973230	Hwy District Reference	TH 61 Met E 134.2
Designer	Minn Dept of Highways (MHD)	Acres Rest Area Class	NA
Builder	Works Progress Administration (WPA)	SP #	
Historic Use Present Use	Hwy Retaining Wall/ Sea Wall Hwy Retaining Wall/ Sea Wall	SHPO Review #	
Yr of Landscape Design	Ca. 1936	MHS Photo #	013549.06-11
Overall Site Integrity	Intact/Slightly Altered	MnDOT Historic Photo Album	
Review Required	Yes		
National Register Status	Not Eligible, see Statement of Significance		

Identifying and protecting historic roadside properties



Construction, lake side during drought conditions, ca. 1933-37

This historic Garrison Concourse was built in the 1930s during a severe drought. Today the water level of Lake Mille Lacs covers the bottom of the historic wall, increasing the risk of damage from waves and ice.

There are many steps involved in protecting and preserving MnDOT Historic Roadside Properties (HRP). Most of these steps require use of the Secretary of Interior (SOI) Standards for Treatment of Historic Properties including inclusion of SOI qualified professionals. Work is led by the Historic Roadside Property Program Manager.

1. **Identification;** Is it a MnDOT Property, who and when was it built? This information is gathered by the HRP program manager and sent to the Cultural Resource Unit for evaluation.
2. **Evaluation;** Does it fit in an existing Historic Context? Is it significant enough to be Eligible for the National Register? This is written by a SOI qualified historian.
3. **Treatment Plan;** Written by an historic architect, this document details needs for repair, estimated costs

and priorities for preservation.

4. **Project Design;** Designs and specifications for construction are completed by the design team, led by an historic architect, following SOI Standards.
5. **Construction;** Completed by qualified contractors, often using the “Best Value” letting process, supervised by the design team.
6. **Maintenance Plan;** written by the design team, including the restored condition and ongoing inspection and regular maintenance goals.

Properties are also regularly assessed for condition and after reports of damage are received.

Projects are ranked annually on a 10 year prioritization plan approximately using [project selection criteria](#) developed by the HRP Program Manager and are incorporated into the MnDOT State Transportation Improvement Plan (STIP) for funding authorization.

North Dakota and South Dakota

The contexts funded by the National Park Service for both North Dakota and South Dakota are somewhat similar with ample descriptions of various programs including CCC, PWA, WPA, and NYA and discussion of associated New Deal property types. The organization of the South Dakota context which includes more detailed information about transportation related resources makes it more useful for the purposes of this document. A section devoted to “Identification and Evaluation of Related Historic Resources” details both conservation structures and transportation systems.

The context also offers criteria for evaluations resources with a rating system. The SD context evaluation of significance states that “All eligible resources associated with this context will be significant under Criterion A but may have criterion C significance for design or engineering and rarely for criterion B association with individuals or for criterion D significance for ability to yield information about the federal relief construction methods.”

The context also states that “resources built in great numbers – many of which still exist—are usually considered eligible as contributing resources in a larger context such as a district or cultural landscape, but not considered individually eligible unless it is a significant example of or an architectural style, engineering or construction method or the work of a master or the best example of a significant person’s productive life.” The SD context also offers a resource rating system within a district or a city or county, based on integrity and rarity.

North Dakota: Federal Relief Construction in North Dakota, 1931-1943:

<https://www.history.nd.gov/hp/PDFinfo/64501091FedReliefConstruction.pdf>

South Dakota: Federal Relief Construction in South Dakota, 1929-1941

<https://history.sd.gov/preservation/docs/SDFedRelief.pdf>

Kansas

The Kansas context is a statewide thematic nomination and multiple property documentation of New Deal era resources. It includes a variety of buildings, a few parks, and districts, nine bridges and one retaining wall “Lake Nemaha Dam Guardrail” shown below. Available online at:

http://www.kshs.org/resource/national_register/MPS/New_Deal_Era_Resources_Kansas_mps.pdf.

National and State Registers of Historic Places

Lake Nemaha Dam Guardrail

5.12 miles south of Seneca, KS on Hwy 63; 111th Rd.

Seneca (Nemaha County)

Listed in National Register 2008-07-02

Architect: Civilian Conservation Corps

Category: transportation

Thematic Nomination: [New Deal-era Resources of Kansas](#)



The Civilian Conservation Corps (CCC) constructed Lake Nemaha during the 1930s. Highway 63 crosses atop the lake's dam, which features 200 distinctive quarried stone posts or pillars on either side of the road. The freestanding posts along the west side are situated seven feet apart, while those on the east side are set within a stone wall and sit 17 feet apart. The guardrail posts are nominated for their association with the CCC and their distinct reflection of rustic park architecture common to New Deal-era parks.

National and State Registers of Historic Places

Sand Creek Tributary Stone Arch Bridge

2 miles west, 1.4 miles north of La Crosse
La Crosse (Rush County)
Listed in National Register 2014-04-07

Architect: Work Projects Administration
Category: road-related
Thematic Nomination: [New Deal-era Resources of Kansas](#)



The Sand Creek Tributary Stone Arch Bridge was constructed by local men employed by the Works Projects Administration in 1942. This double-arch limestone bridge was one of the last of several New Deal-era construction projects in Rush County. Its limestone construction is typical of structures built in this area and is representative of master stone builders and the craftsmanship of construction workers trained by the WPA. A tributary of Sand Creek flows beneath the bridge during seasonal rains, but remains mostly dry otherwise. The bridge is nominated as part of the "New Deal-Era Resources of Kansas" and "Masonry Arch Bridges of Kansas" multiple property nominations for its local significance in the areas of government, social history, and engineering.

Arkansas

The Arkansas Historic Preservation Office published this context in 2006 does not include any named historic resources or an overview of property types and is primarily a historic background of how the programs worked in Arkansas.

- [An Ambition to be Preferred: New Deal Recovery Efforts and Architecture in Arkansas, 1933-1943](#) (1315 KB)
https://www.arkansasheritage.com/arkansas-preservation/programs/publications/docs/default-source/ahpp-documents/state-wide-historic-contexts/New_Deal_Context_New28f3643c-fc54-4a43-819f-d8b36b09f49c
- [Arkansas Post Offices and the Treasury Department 's Section Art Program,1938-1942](#) (832 KB)
https://www.arkansasheritage.com/arkansas-preservation/programs/publications/docs/default-source/ahpp-documents/state-wide-historic-contexts/Post_Office_Art_Newadab68bf-b952-486d-b360-3dd1dc0fc684
- [The Civilian Conservation Corps in Arkansas,1933-42](#) (273 KB)
<https://ualrexhibits.org/ccc/ccc-in-arkansas/>

Indiana

The Indiana Department of Natural Resources has published several articles online detailing the history of New Deal programs in the state. Information is provided on the history of the CCC in Indiana state parks, but no discussion of historic properties or property types. The weblink to the New Deal Work Relief Projects in St. Joseph county is a multiple property documentation form prepared in 2005 which details property resource types. Resources related to infrastructure – roadwork and water supply systems deemed of highly functional design are generally not considered eligible for the NR.

New Deal created parks have the potential for eligibility and may contain water management features as well as recreational improvements. Culverts and bridges are most often of functional concrete design and construction. More decorative stone versions of culverts, bridges and retaining walls built in parks which have greater potential as contributing properties in eligible historic district resources. Recreational features like golf course, pools or bath houses would also contribute to park districts. Conservation features in parks include fish rearing ponds and planned landscape features. Generally, this context is not as helpful in evaluating road related New Deal resources as others for this document.

- New Deal Resources in Indiana State Parks:
<https://www.in.gov/dnr/state-parks/cultural-resources-and-history/the-new-deal-and-indiana-state-parks/>
- New Deal Work Relief Projects in St. Joseph CO Nomination:
<https://npgallery.nps.gov/GetAsset/2a42a949-d661-43c0-b6c6-73de72ccdf76>

Virginia

The Virginia SHPO has developed a multiple property documentation form for the six CCC designed or built state parks, *Virginia State Parks Built by the Civilian Conservation Corps, 1926-1936*. The document details the development of both state parks and recreation demonstration areas. All six state parks were opened in 1936. Stone culverts and inlets and retaining walls are mentioned as features of the state parks as well as entrances, fountains, and other roadside features. This context would be of use only for the evaluation of CCC built state parks but does not contain the level of detail seen elsewhere in terms of property types and assessing integrity and significance. Basically, all six of the state parks created by the CCC are found eligible and listed with this document.

Virginia State Parks Built by the Civilian Conservation Corps, 1926-1936: [Virginia State Parks Built by the CCC 134-5088](#) or
<https://www.dcr.virginia.gov/state-parks/document/ybc-thec-ccco.pdf>

Colorado

Colorado has two online context documents. The more general Colorado context provides a list of all New Deal related historic properties listed in the National Register and the Colorado State Register as of 2008. The focus is on buildings, although a few parks and districts are included as well. It lists only two bridges and one 36' culvert, but no other transportation related resources. The document focused on the Eastern Plains is a multiple property listing providing a context for evaluation based on a field survey of four eastern Colorado counties. Resources from public works programs – CCC, PWA and WPA date from 1933 to 1943.

New Deal Resources, Colorado's Eastern Plains: <https://www.historycolorado.org/new-deal-resources-colorados-eastern-plains>

The New Deal in Colorado, 1933-1942: properties listed in the National Register:
<https://www.historycolorado.org/sites/default/files/media/document/2017/1622-2.pdf>
<https://www.loc.gov/item/2008397267/>

One of the two bridges historic bridges mentioned in the Colorado New Deal contexts:



Douglas Crossing Bridge

Constructed in 1936 of locally quarried stone by an eight-man Works Progress Administration crew, this filled arch was faced with rusticated stone and features six, 14-foot span, semicircular arches springing from battered piers.

Appendix E: Summary of Survey Methodology & Registration Requirements Checklist – National Register Evaluation Guidance for CCC, PWA & WPA Isolate Road-Related Features

FOR RESOURCES INCLUDING: bridges, channelized streams, culverts, drainage ditches/swales, pedestrian steps, retaining walls, roadside monuments, and scenic overlooks

SURVEY METHODOLOGY:

1. Research

- a. Check for original plans for bridges & structures in PennDOT District or local municipality office.
- b. Check historic maps to ascertain construction during Period of Significance of 1933 to 1943 (Sanborn maps and [Pennsylvania Dept of Highways maps](#)).
- c. Determine if the feature could be considered contributing to a recognized historic road, heritage corridor or scenic byway by consulting the list provided in the guidance.
- d. Conduct online research to identify historic images: Pennsylvania State Archives and <https://livingnewdeal.org/>. Historic postcards available online may contain images of larger features such as overlooks.
- e. Consult the [online DCNR map](#) of PA CCC camps to determine proximity to a state park or forest.
- f. Consult [PA-SHARE](#) and the guidance document ([Appendix C](#)) for a list of previously identified CCC historic districts to determine proximity to features.
- g. Consult USGS maps to look for proximity to state, national or municipal parks or forests to determine if the features under evaluation may be part of a larger transportation, recreational or conservation resource.

2. Field Observations

- a. Document size and scale of the feature in comparison to previously identified New Deal resources.
- b. Document proximity to other road related features of the same era marking locations on an aerial map.
- c. Document any notable design features and workmanship/handwork.
- d. Document use of local materials such as stone.
- e. Survey and document an area large enough to assess the likely presence of a larger CCC/PWA or WPA resource.
- f. Check for any plaques, datestones or marks indicating CCC, WPA or PWA association.

NATIONAL REGISTER ELIGIBILITY FOR INDIVIDUAL ELIGIBILITY UNDER CRITERION C:

☐

Built between 1933 and 1943.

National Register Evaluation Guidance: Civilian Conservation Corps, Public Works Administration, and Works Progress Administration Isolated Road-Related Features, 1933-1943

☐ Evidence of CCC/PWA/WPA involvement: written documentation or datestones, plaques or nearby features.

☐ Feature retains sufficient integrity of design, materials, workmanship, setting, association, and feeling to convey appearance during period of significance.

Feature should have at least three of the following:

☐ locally sourced materials,

☐ substantial size and scale to other examples in the vicinity,

☐ evidence of handwork and craftsmanship (i.e., laid stone, hand carved plaques), and

☐ demonstration of high artistic value (i.e., decorative details ornamentation) and sufficient integrity to reflect Architecture and design as the relevant area of National Register significance.

CHECKLIST FOR NATIONAL REGISTER ELIGIBILITY AS CONTRIBUTING FEATURE IN A DISTRICT OR LINEAR RESOURCE:

☐ Built between 1933 and 1943. Some features may predate the New Deal period, and have multiple periods of significance, but integrity to the 1933-1943 period is required.

☐ Evidence of CCC/PWA/WPA involvement: written documentation or datestones, plaques or nearby features.

☐ Feature is located in proximity to other identified CCC/PWA/WPA built historic districts or linear resources (historic roadway, heritage route or scenic highway).

☐ Feature reflects goal(s) and accomplishments of CCC/PWA/WPA and meets National Register Areas of Significance:

Criterion A: significance for Conservation, Recreation, Transportation, or Politics/Government

Criterion C: significance for Architecture as example of the distinctive characteristics and methods of construction of the WPA or CCC or fine craftsmanship and high artistic value in the design and execution of specific elements.

☐ Feature retains sufficient integrity of design, materials, workmanship, setting, association and feeling to convey appearance during period of significance.