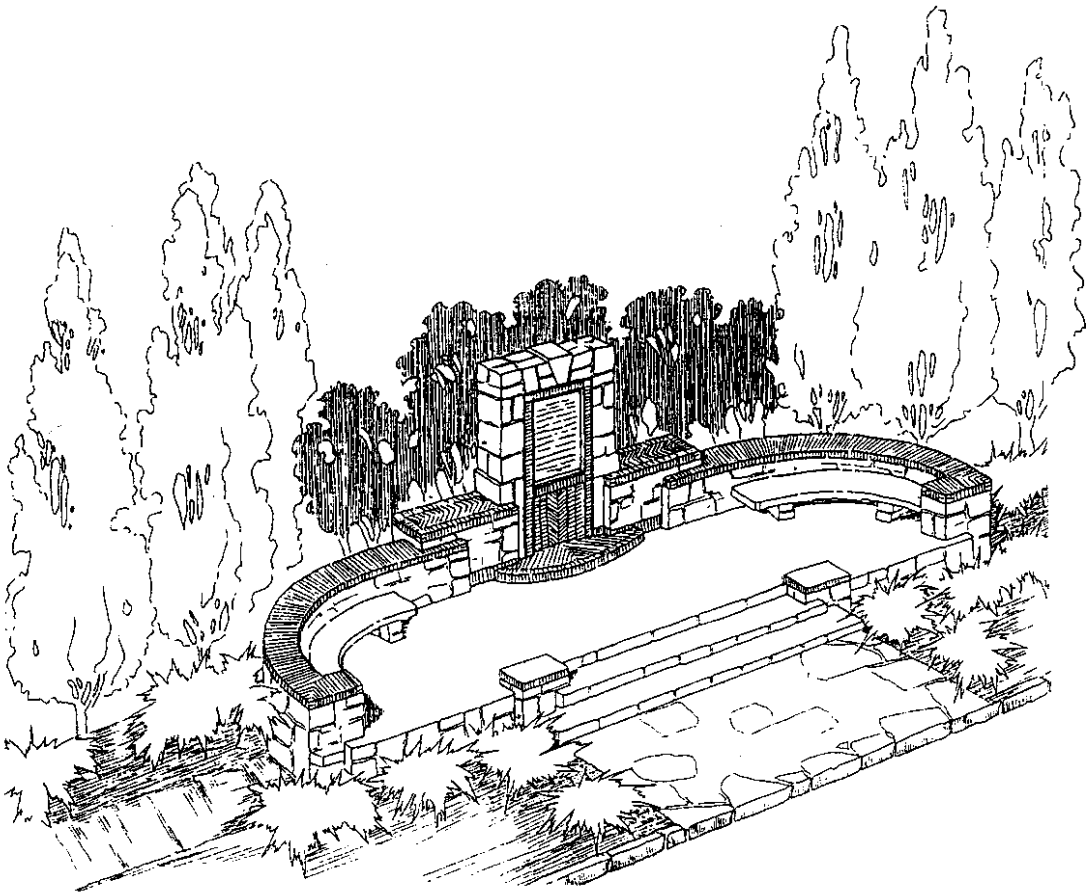
MINNESOTA DEPARTMENT OF TRANSPORTATION
DECEMBER 1998



HISTORIC ROADSIDE DEVELOPMENT STRUCTURES ON MINNESOTA TRUNK HIGHWAYS

PREPARED BY
SUSAN GRANGER, SCOTT KELLY AND KAY GROSSMAN
GEMINI RESEARCH - MORRIS, MINNESOTA

50272-101

REPORT DOCUMENT PAGE	1. REPORT NO.	2.	3. Recipient's Accession No.

4. Title and Subtitle
Historic Roadside Development Structures on Minnesota Trunk Highways

5. Report Date
December 1998 (Date of Completion)

6.

7. Author(s)
Susan Granger, Scott Kelly, and Kay Grossman

8. Performing Organization Report No.

9. Performing Organization Name and Address
Gemini Research
15 East Ninth Street
Morris, MN 56267

10. Project/Task/Work Unit No.

11. Contract (C) or Grant (G) No.
Contract # 70976 (w.o. 5)
Contract # 77174

12. Sponsoring Organization Name and Address
Minnesota Department of Transportation
395 John Ireland Blvd.
St. Paul, MN 55155

13. Type of Report & Period Covered
Final : July 1996 through December 1998

14.

15. Supplementary Notes
Authorized and funded by the Minnesota Department of Transportation and the Federal Highway Administration

16. Abstract (Limit 200 words)

A cultural resources study of historic roadside development properties was conducted in 1996-1998 by Gemini Research for the Minnesota Department of Transportation (Mn/DOT). The study's goal was to inventory all roadside development properties on current Mn/DOT right-of-way that contain pre-1961 standing structures and to evaluate the National Register eligibility of the sites. A total of 102 properties were inventoried. Eleven of the properties are listed on the National Register or located within a National Register historic district. The study recommends that 51 individual properties and 1 historic district containing 7 properties meet the registration requirements of the historic context entitled "Roadside Development on Minnesota Trunk Highways, 1920-1960" and are therefore eligible for the National Register under this context. A set of 102 inventory files and this final report are included among the study's final products.

17. Document Analysis a. Descriptors

b. Identifiers/Open-ended Terms

c. COSATI Field/Group

18. Availability Statement:	19. Security Class (This Period)	21. No. of Pages
release unlimited	unclassified	
	20. Security Class (This Page) unclassified	22. Price

(see ANSI-Z39.18)

OPTIONAL FORM 272 (4-77)
(Formerly NTIS-35)
Department of Commerce

Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
St. Paul, Minnesota 55155-1899

May 16,2000

To the Reader:

Mn/DOT s Historic Roadside Development Structures Inventory was conducted during an 18-month period from July 1996 through December 1998. Although the report identifies and evaluates each property for National Register eligibility, there are some limits to its use.

Formal boundaries for many of the sites have not been determined, but are expected to be forthcoming. Please be advised that some of the properties described in this report (for example, scenic overlooks) may have adjacent acreage that forms a viewshed or provides a setting that is integral to a property's integrity and significance. Please be aware that in some cases, acreage that is not owned by Mn/DOT may be considered to be a significant part of the property.

Readers should also be advised that the physical condition of some properties may have changed since December of 1998. For example, several properties located along T.H. 100 in Robbinsdale, Golden Valley, and St. Louis Park are expected to be lost to the upcoming reconstruction of T.H. 100. Plans for highway improvements in other parts of the state may have affected other properties as well.

Finally, this report examines the architectural and historical significance of roadside development properties, but does not address archaeological resources that may be located within or adjacent to these sites.

Therefore, Mn/DOT personnel are advised to contact the Mn/DOT Cultural Resources Unit for information on the status of any site discussed in this report before initiating a cultural resource review.

Sincerely,

Jackie Sluss

Jackie Sluss
Cultural Resource Unit Historian

HISTORIC ROADSIDE DEVELOPMENT STRUCTURES ON MINNESOTA TRUNK HIGHWAYS

Submitted to the
Minnesota Department of Transportation
December 1998

Authorized and funded by the
Minnesota Department of Transportation
and the Federal Highway Administration
Contract 70976 (work order 5), Contract 77174

Prepared by
Susan Granger, Scott Kelly, and Kay Grossman
Gemini Research, Morris, Minnesota

ABSTRACT

A cultural resources study of historic roadside development properties was conducted in 1996-1998 by Gemini Research for the Minnesota Department of Transportation (Mn/DOT). The study's goal was to inventory all roadside development properties on current Mn/DOT right-of-way that contain pre-1961 standing structures and to evaluate the National Register eligibility of the sites. A total of 102 properties were inventoried. Eleven of the properties are listed on the National Register or located within a National Register historic district. The study recommends that 51 individual properties and 1 historic district containing 7 properties meet the registration requirements of the historic context entitled "Roadside Development on Minnesota Trunk Highways, 1920-1960" and are therefore eligible for the National Register under this context. A set of 102 inventory files and this final report are included among the study's final products.

Front cover: Perspective view of proposed Pine Bend Historic Marker (S.P. 1907-03), November 1939, drawing attributed to A. R. Nichols.

TABLE OF CONTENTS

LIST OF ILLUSTRATIONS

LIST OF ABBREVIATIONS USED IN THIS REPORT

CCC	Civilian Conservation Corps
CS	Control Section
CSAH	County State Aid Highway
FERA	Federal Emergency Relief Administration
MHD	Minnesota Department of Highways
MHS	Minnesota Historical Society
MnDNR	Minnesota Department of Natural Resources
NPS	National Park Service
NYA	National Youth Administration
RA	Rest Area
RPA	Roadside Parking Area
SERA	State Emergency Relief Administration
SHPO	State Historic Preservation Office
SP	State Project
TH	Trunk Highway
WPA	Works Progress Admin. and Work Projects Admin.

INTRODUCTION

> . . . It is becoming more and more imperative to provide turnouts, overlooks, and roadside parking areas where the tourist may rest and enjoy the scenery with full degree of safety. . . . These roadside areas, when carefully planned and developed, can be convenient, restful, and impressive. They become an asset to the traveling public -- A. R. Nichols, 1940.

This inventory of historic roadside development structures was conducted by the Minnesota Department of Transportation (Mn/DOT) in 1996-1998. The project was a joint venture of Mn/DOT's Office of Technical Support (Site Development Unit and Cultural Resources Unit) and Office of Environmental Services (Environmental Services Unit).

The primary purpose of the study was to identify roadside development properties on current Mn/DOT right-of-way that are eligible for the National Register of Historic Places. Understanding the cultural significance of these resources will help Mn/DOT make informed decisions regarding their rehabilitation, improvement, or replacement, and will streamline Mn/DOT's environmental review process.

This study examined roadside development properties on current Mn/DOT right-of-way that contain pre-1961 standing structures -- that is, permanent, above-ground buildings, structures, and objects. (The study did not inventory landscapes without structures, or archaeological features such as burial mounds and oxcart trails.) A total of 102 properties were included in the inventory. The largest group of inventoried properties was built during the 1930s and early 1940s, which were formative years for the Minnesota Department of Highway's Roadside Development Division. These sites include scenic overlook walls, stone picnic tables, interpretive markers, small bridges, and other features that were designed to provide highway safety and beautification while blending with, or enhancing, their natural setting. Many sites were planned to provide the users of Minnesota's trunk highways with safe places to rest, eat, and stretch their legs during the drive. Small bridges and culverts were built as functional structures that also enhanced the scenic qualities of the highway. Historical and geological markers were erected to make the traveling experience more informative, and overlooks and small parks were built to provide public access to some of Minnesota's most compelling scenery.

The photographs in this report do not fully convey the universal appeal of many of these structures, or the beauty of their settings. Many of the sites were designed by Arthur R. Nichols, one of Minnesota's most important early landscape architects. Many represent excellent examples of the "National Park Service Rustic Style," a movement in American architecture and landscape design that produced appropriately-scaled, well-crafted structures of stone, concrete, and log that were designed to harmonize with the environment, rather than to dominate it.

Many of the properties were built during the difficult days of the Depression by unemployed Minnesotans who sought work through such federally-funded programs as the Civilian Conservation Corps (CCC) and the Works Progress Administration (WPA). Not only did these properties fulfill the objectives of roadside development, but they are the legacy of a broad public effort to reduce poverty by providing meaningful work for the unemployed and, at the same time, invest in needed public facilities that would serve future generations.

Today, decades after they were built, most of the roadside development properties in this inventory are still used, appreciated, and admired by thousands of travelers each year. The combination of Rustic style design, rare craftsmanship, and, for many, New Deal origin makes these publically-owned resources a distinctive collection that is historically significant and increasingly rare in the state. Most properties are still under the stewardship of Mn/DOT's Site Development Unit and Districts.

About half of the 102 properties in this inventory were determined to be eligible for the National Register. Many of the remaining properties, even though they do not meet the relatively strict National Register criteria, nonetheless possess compelling historical and architectural qualities that should be taken into consideration by Mn/DOT when making future management decisions.

During the next several years, Mn/DOT anticipates that many of its historic roadside development facilities will require repair, rehabilitation, improvement, or possible removal. Many have received little repair and maintenance and are in poor condition. Some are located on sections of trunk highway that are now so busy that access to the sites is difficult. It was the goal of the current project to cost-effectively inventory and evaluate the properties so that both immediate decisions and long-range plans will be based on accurate information and a good understanding of the significance of the sites.

The study was conducted by Gemini Research, an historical preservation consulting firm, which worked under contract with Mn/DOT. Special thanks are extended to research assistant Jocelyn Heltemes, historian Rolf Anderson, and to Mn/DOT staff members Roy Allen, Bob Bobleter (Retired), Carol Braun, Allyson Brooks, Barb Holm, Joe Hudak, Clem Kachelmyer (Retired), Glen Kruize, Godfrey Love (Retired), Ken Madole (Retired), Linda Moline, Greg Pates, Jim Reierson, Karl Weissenborn, and Rob Williams.

PROJECT OBJECTIVES AND METHODS

▪ PROJECT OBJECTIVES

The primary goal of the project was to inventory all roadside development properties on current Mn/DOT right-of-way that contain pre-1961 standing structures and to evaluate the National Register eligibility of the sites.

Studying the properties as a group and evaluating their National Register eligibility is designed to streamline the review process that Mn/DOT and the State Historic Preservation Office (SHPO) undertake when changes are proposed to the sites. Assessing the cultural significance of the properties will assist Mn/DOT in making decisions regarding their future rehabilitation, improvement, or replacement. Similarly, collecting information about the number, type, location, and physical characteristics of the properties will assist Mn/DOT in planning both routine and long-term maintenance and management.

▪ PREVIOUS RESEARCH

There has been no previous, comprehensive, cultural resource study of historic roadside development structures in Minnesota and no previous historic context development that focuses on this type of property. Several of the properties in the inventory had been the subject of previous cultural resource surveys or reviews by Mn/DOT and the State Historic Preservation Office (SHPO). Where possible, the consultants used this information to avoid duplication of previous work.

Historian Rolf Anderson has conducted surveys, research, and historic context development focussing on state park structures in Minnesota that were built by New Deal federal relief programs such as the Civilian Conservation Corps (CCC). Some of Anderson's documentation briefly mentions roadside development properties, but its greater value is in providing excellent background and technical information about state park structures that were designed and built by the same historical forces that created many roadside development properties. Copies of most of Anderson's work is available at the SHPO.

Linda Flint McClelland, an historian for the National Register within the National Park Service, wrote the documentation for an historic context that is used by the Park Service to evaluate landscape architecture and park structures within national parks. McClelland's work also provides detailed background and technical information that is applicable to roadside development properties built in the 1930s and 1940s. Publications by McClelland are listed in the "References" section of this report.

▪ PROJECT METHODS

The survey area for this project encompassed the entire state. Susan Granger of Gemini Research served as Principal Investigator.

HISTORIC CONTEXT DEVELOPMENT

For the purposes of this project, roadside development properties are defined as structures and landscapes that were designed, built, or used for what are broadly termed "roadside development" purposes. Roadside development is a field of landscape architecture and highway design that is concerned with improving highway safety and aesthetics. Working within the highway design process, roadside development engineers blend roadways into the natural environment, control erosion, increase driver visibility, erase road construction scars, screen ugly views, and enhance scenic vistas. They design wayside rests and scenic overlooks that enhance public access to natural areas, provide safe places for travelers to enjoy outstanding views, and create facilities in which drivers can rest. Roadside development staff also design structures such as bridges and retaining walls that beautify roadways while at the same time serving engineering functions. Roadside development is often linked to urban design improvements, the promotion of recreational travel and tourism, and other economic development activities.

In accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (1983), this project included the development of an "historic context" to help identify, understand, and evaluate the inventoried properties. The context is entitled "Roadside Development on Minnesota Trunk Highways, 1920-1960." The time frame of the context begins with the establishment of the state trunk highway system in 1920. The time frame ends in 1960, after which the Minnesota Department of Highways (MHD) built and acquired fewer trunk highway rest areas and, instead, shifted its attention for the next several years to the development of the interstate highway system.

Two documents were written for the new roadside development historic context. The first is an "Historic Context Narrative" that provides background information on the historical forces, patterns, and individuals that helped create roadside development properties. (The narrative begins on page 3.1 of this report.) The second document is a list of "Registration Requirements" that are used to evaluate the National Register eligibility of the properties within the historic context. While the historic context narrative helps us understand the properties, the registration requirements help determine their significance. (The registration requirements begin on page 6.1 of this report.)

DEVELOPMENT OF THE INVENTORY

Preliminary planning by Mn/DOT personnel and historical research conducted during the project refined the scope of the types of properties that would be included in the inventory. It was decided that the project would inventory all properties on current Mn/DOT right-of-way that appeared to have been developed or acquired by the Minnesota Department of Highways for roadside development purposes and that contain pre-1961 standing structures. Roadside development properties that do not contain any pre-1961 standing structures were excluded from the inventory.

Highway bridges and culverts that were either clearly designed for roadside development purposes (e.g., designed by the MHD Roadside Development Division) or are located within a larger roadside development property were included in the inventory. Another

distinct group of roadside development properties known as state line markers was excluded from the inventory because they had already been the subject of a recent Mn/DOT study that evaluated their National Register eligibility. (See Appendix K of this report.)

Roadside development properties that are not on current Mn/DOT right-of-way were not inventoried. These include roadside development properties that were developed by cities and counties and are located on local or county roads, as well as state-built roadside development properties that have left the trunk highway system for one reason or another. Some of the latter group of properties are located on segments of trunk highway that have been redesignated as county or local roads. Others are located on parcels of land that Mn/DOT has relinquished or sold. (In many cases, the National Register eligibility of sites that are not on current Mn/DOT right-of-way can be evaluated using the registration requirements that begin on page 6.1 of this report, or a modification thereof.)

Identifying properties to include in the inventory was a time-consuming process, in part because current Mn/DOT records do not contain a comprehensive list of historic roadside development sites. The consultants used current and historic Mn/DOT files, information supplied by Mn/DOT District office staff, historical photographs, the SHPO statewide historic properties inventory, Minnesota Historical Society (MHS) historic marker information, and final reports issued by New Deal agencies such as the National Youth Administration (NYA) to identify possible candidates for the inventory. Dozens of properties were added, and later deleted, from the master list as research revealed that they had been razed, were no longer on current right-of-way, or had no pre-1961 standing structures. Another 21 properties were excluded from the inventory after a field visit revealed no pre-1961 structures. The final inventory list comprised 102 properties.

FIELDWORK AND SITE RESEARCH

Fieldwork was conducted to photograph and record the 102 properties according to the specifications of Mn/DOT's Cultural Resources Unit and the SHPO. All permanent standing structures on each inventoried property were recorded with the exception of some ubiquitious (and relatively minor) modern site furnishings such as lampposts, bollards, and fencing.

Background research on individual sites was conducted using various primary and secondary sources including highway department records in the State Archives, historical photographs, the records of state and federal relief agencies, and the holdings of county historical societies. Two important sources were not tapped by this project due to budget constraints. The first is the National Archives in Washington D.C., which hold a large collection of materials from federal relief programs such as the CCC. The second source is the back issues of local newspapers, many of which undoubtedly covered the construction of roadside development properties in news or feature articles. (Because these newspapers are usually not indexed, research using this source is time-consuming.)

EVALUATION OF NATIONAL REGISTER ELIGIBILITY

The National Register eligibility of the inventoried properties was evaluated by the consultants using the "Registration Requirements" that were prepared as part of this study, and the National Register Criteria for Evaluation (listed in Appendix L of this report). The registration requirements, and the results of the evaluation, appear in the section of this report entitled "Evaluation of National Register Eligibility."

FINAL PRODUCTS

The final products of this study consist of three major items, listed below. It is recommended that users of the inventory consult all three items for information on particular sites, since each of the three contains unique information.

1. An inventory file was prepared for each property. (An abbreviated, duplicate set of materials was also prepared for the SHPO.) Each inventory file contains:

    - a several-page inventory form
    - original construction plans (if available)
    - a sketch map (if the current site differs from available plans)
    - a USGS topographical map
    - a right-of-way map (for National Register-eligible sites only)
    - black and white prints
    - color slides
    - photocopies of historical photographs
    - photocopied documentation from previous cultural resource reviews
    - photocopies of historical background information

    Appendix I of this report contains a "Guide to the Inventory Form" that describes and defines each item on the inventory form.

2. Two sets of historic Mn/DOT photo albums (totaling eight volumes) were organized and indexed as part of this project. The albums are described in Appendix J of this report.

3. The consultants prepared this final report, which describes the study's objectives, methods, and results. The report includes important comparative information on the inventoried properties.

With one exception, all final products are on file at the Site Development Unit within the Mn/DOT Office of Technical Support. The negatives for the black and white photographs taken during this project, however, have been archived in the Minnesota Historical Society (MHS) photo collection. (Photo reprints can be ordered from MHS by referencing the "MHS Photo #" on each inventory form.)

All methods and final products were designed to meet the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (1983) and the specifications of "Guidelines for SHPO Architecture/History Projects" (1993).

- **LIMITS OF THE PROJECT**

The 102 properties in this inventory were identified using the method described under "Development of the Inventory" above. It is probable that a small number of Mn/DOT-owned, roadside development properties with pre-1961 standing structures were missed in this process. It is recommended that the National Register eligibility of these properties be evaluated using the registration requirements contained in this report.

The current project did not study properties that are not located on current Mn/DOT right-of-way.

The current project focused only on properties with standing structures (i.e., permanent, above-ground buildings, structures, and objects). Roadside development properties that do not have pre-1961 standing structures were not inventoried.

The current project did not document archaeological features (e.g., burial mounds, oxcart trails) on the inventoried properties.

Exhaustive research was not conducted on each inventoried property. Instead, the properties were researched only to a level sufficient to evaluate their significance within the historic context and to determine their potential National Register eligibility.

ROADSIDE DEVELOPMENT ON MINNESOTA TRUNK HIGHWAYS, 1920-1960

The Minnesota Department of Highway's (MHD) focus on roadside development (a field of engineering and landscape architecture that is concerned with roadway safety and aesthetics) evolved in concert with roadside development theory and practice nationwide. The growth of roadside development was influenced by several related historical events including the rise of auto tourism, the construction of the state trunk highway system, the establishment of state and national parks, and the launching of Roosevelt's New Deal, an ambitious federal initiative that offered federal relief funding, labor, and technical expertise for the construction of both highways and parks. The roadside development program has always garnered a relatively small part of the Minnesota Department of Highways' budget and, had it not been for Depression-era federal relief dollars that propelled the program forward, roadside development may have waited until after World War II, or perhaps the 1960s, to see accomplishments equal to those of the 1930s.

AUTOMOBILE TOURISM

Automobile tourism emerged during the 1910s when cars became affordable to more than the rich. During that decade, ". . . several hundred thousand middle-class families toured the countryside, camping each night in a different spot along the road, sleeping in cars or in tents, [and] cooking meals over smoky campfires" (Belasco 1979:3). Historian Warren Belasco writes that auto tourism became immediately popular because of its wonderful flexibility. Rail travelers had to follow a rigid railroad timetable, visit places accessible only by rail, and sleep in railroad hotels where they were compelled to unpack wrinkled clothes and formally dress for dinner. The auto tourist, on the other hand, could set his own schedule, eat by the roadside, and sleep under the stars (Belasco 1979:44-47). Driving for pleasure became a favorite American pastime and, with 15,150 motor registrations in 1910, Minnesota ranked ninth in the U.S. in the number of vehicles.

The need for adequate facilities for the tourist became critical as travel by car became more popular. Without today's plethora of gas stations, convenience stores, and fast food restaurants, early travelers encountered few public (or even commercial) establishments in which to find drinking water, buy food, or use a restroom. Motorists stopped to picnic in farmers' fields, built campfires in ditches, and pulled off the road to sleep almost anywhere. Belasco writes that, although the U.S. had several thousand public campgrounds and municipal parks by the early 1920s,

> many rural areas had had enough. Roadsides were strewn with garbage, especially with tin cans, the autocamper's emblem, . . . tourists broke off fruit tree branches to decorate their cars or graft at home, picked flowers, corn, apples, and even milked the cows. Schoolyards [which were a popular camping spot] were left a mess (Belasco 1979:74).

Community groups began to urge state governments to pass initiatives in support of recreational highway use. Among those concerned were clubs like the American

Automobile Association (AAA) (founded in 1902) and Minnesota's Ten Thousand Lakes of Minnesota Association (founded in 1918). "Trail blazing" associations like the Minnesota Scenic Highway Association (founded in 1916) were formed to promote auto tourism and local commercial development by naming and marking highway routes in the years before highway numbering became standardized. (The Minnesota Scenic Highway was marked with blue signs with a white star in the center. Another blazed trail, the "Yellowstone Trail" (T.H. 212), was marked with large rocks painted yellow.) Local governments also spoke up. A 1922 article in *Minnesota Municipalities* warned that Minnesota's 150 tourist campgrounds, which had hosted an army of 500,000 automobile tourists during the summer of 1922, were severely short of both safe drinking water and proper waste disposal. The article argued that the state's inability to guarantee sanitary tourist camps also endangered the health of those living near them (Belasco 1979:118).

In the 1930s the State of Minnesota began to require tourist camps to provide safe drinking water and sanitation, and worked to reduce fire hazards in camps (Walsh 1994:138). At the same time, state government began to actively promote tourism and to itself provide roadside drinking water and rest areas. The Minnesota Bureau of Tourism was formed in 1931 under the auspices of the Department of Conservation (predecessor of the Minnesota Department of Natural Resources) to promote tourism and distribute information about travel and recreation in Minnesota. The Minnesota Department of Highways' Roadside Development Division, which would be established the following year, also worked to enhance Minnesota's lucrative tourism industry while improving road safety and building roadside amenities.

ESTABLISHING THE ROADSIDE DEVELOPMENT DIVISION

Local governments in the U.S. have been planting boulevard trees since at least the 1870s. It was not until 1912, however, that highways received similar attention in the country's first roadside development projects. Among the early projects that drew national recognition were roadside improvements in Westchester County and on Long Island, both in New York, and the development of Mount Vernon Memorial Highway near Washington, D.C. (Simonson and Royall 1934:1). Noted American landscape architect Jens Jensen was a "pioneer in highway beautification." Among his designs of the 1920s was a portion of the Lincoln Highway in Indiana that was landscaped with native trees and grasses and a roadside campground with parking areas, a council ring, restrooms, a gas station, and a store (McClelland 1993:36).

In Minnesota, roadside development work by cities and counties began in the 1920s as roads were "beautified" and public picnic and camping areas were created by local initiative. The State became involved in roadside improvement soon after voters approved the Babcock Plan in 1920, which established the trunk highways. The trunk highway system was a collection of 70 numbered routes, containing 7,000 miles of roadway, which was designed to link all county seats and major population centers in the state. The Minnesota Department of Highways (MHD) (established in its modern form in 1925) was at first consumed with simply building, grading, paving, and marking the new and existing roads in the system. By 1929, however, it was the MHD's practice to "preserve native trees along the roads wherever possible," to seed or sod roadside slopes, to

collaborate with the state forestry service to plant roadside trees, and to regulate public utilities within the right-of-way (Bennett 1929:207). Advertising within trunk highway right-of-way had been prohibited by the legislature since circa 1923.

The federal government, through its U.S. Bureau of Roads (precursor of the Federal Highway Administration), was also promoting roadside development by the 1920s and, by the early 1930s, was requiring it. The bureau first allowed federal highway funds to be used for roadside planting in 1928, although few states actually used their federal funds for this purpose. In 1933 the federal government *required* that a minimum of one-half of one percent of all federal highway funds be spent on roadside development. This requirement was increased to one percent the following year.

According to the Bureau of Roads, eligible roadside development in the early 1930s included such work as:

> the selective cutting or pruning of existing growth, the removal of stumps, dead material, etc.; the obliteration of borrow pits, traces of old roads and other construction scars; the flattening of slopes; the rounding of slope intersections; the seeding or sodding of shoulders and slopes; and the planting of a sufficient amount of suitable material to accomplish a reasonably comprehensive roadside improvement. The planting of trees at regular intervals without regard to their environment or the composition of adequate plant growth will not be considered as satisfactory roadside improvement work (Simonson and Royall 1934:4).

The required roadside development could occur on either new or existing roadways, but the bureau encouraged the improvement of well-traveled highways near major population centers, in part so they could serve as demonstration projects of roadside development work. The use of properly trained landscape architects and horticulturists was urged by the bureau. Illustrated publications, such as the bureau's *Roadside Improvement* (1934), recommended purchasing adequately-wide rights-of-way, selectively cutting roadside trees to achieve a parklike appearance, creating shoulders with natural contours, storing roadside topsoil during construction for reuse, and softening with plants the harsh line between the road cut and surrounding vegetation (Simonson and Royall 1934).

The bureau urged state highway departments to give roadside landscaping a "regular place in highway construction." It also confirmed the link between roadside development and tourism, suggesting:

> For those who desire a direct return on every [roadside development] investment, there is the tourist traffic to be considered. This traffic will seek the routes of greatest beauty, as it always has been in the past, and leave money behind in payment for gasoline, meals, lodgings, garage services, and incidental expenditures (Simonson and Royall 1934:3).

The Minnesota Department of Highways established its Roadside Development Division in 1932, anticipating the 1933 federal mandate. Harold E. Olson, an engineer who had been with the MHD for ten years, was appointed to head the new division. (See Fig.

2.) Roadside development received early support from highway officials such as S. Rex Green (Engineer of Lands and Right-of-Way), O. L. Kipp (Construction Engineer), and Walter F. Rosenwald (Maintenance Engineer). Green and Kipp, in particular, were ardent conservationists and strong champions of roadside development's mission. In 1938 the MHD stated it "subscribed wholeheartedly and looked with great favor on the federal stipulation" for roadside development (*An Appraisal* 1938:2).

At least three of the Roadside Development Division's long-standing employees were also among its original staff. Harold E. Olson, head of the division, began with the division in 1932 and worked in Roadside Development for 30 years until 1963. Engineer and landscape architect Fred Vogt joined Olson in May of 1933, and worked for Roadside Development for 22 years (interrupted by a six-year leave of absence during World War II). Similarly, Bertie Kraft, the division's head secretary, began to work for the MHD (presumably in Roadside Development) in February of 1933. She worked in Roadside Development until at least 1963, and retired from the MHD in 1966. (See Fig. 1.) (See "Individuals Associated With This Historic Context" near the end of this chapter.)

Arthur R. Nichols, a 52-year-old landscape architect with a well-established practice in Minneapolis, became Roadside Development's Consulting Landscape Architect in 1932. (See Fig. 3.) Nichols consulted frequently for the division through 1940. He is believed to have designed most of the division's scenic overlooks, picnic areas, and historical markers during the 1930s, and helped formulate the division's early policies and goals. Fred Vogt, the division's staff landscape architect, undoubtedly worked closely with Nichols. Unlike many landscape architects who worked for state highway departments in the early 1930s, both Nichols and Vogt were trained in engineering and highway design, as well as in landscape architecture. The competence of these men, as well as the accomplishments of other MHD staff including Harold E. Olson, Green, Kipp, and Rosenwald, helped integrate roadside development more completely into the highway design process and helped make Minnesota a national leader in the field.

During its first decades, the Roadside Development Division worked to improve some of the state's earliest highways, many of which had been laid out by engineers who were trained to build railroads. These early engineers typically planned roads by using the shortest and straightest distance between two points, placed the roads within narrow cuts with steep side slopes, and allowed roads to be lined with deep ditches that were not filled unless abundant fill material was readily available nearby. The result was a road system with narrow driving surfaces, blind curves, encroaching vegetation, collapsing embankments, damaging erosion, and poor drainage -- all problems that the MHD and its Roadside Development Division worked to correct.

Preferable to "repairing" existing roads, however, was the practice of integrating roadside development early into the highway design process. This coupling of early planning, good engineering, and landscaping skills helped design "beauty *into* highways, rather than adding it superficially afterward" (Comment by S. Herbert Hare in Nichols 1940:8, emphasis original). A. R. Nichols was a strong proponent of early roadside planning. He, in fact, discouraged the use of the term "Roadside Beautification" which, in his view, underplayed the field's basis in planning and engineering (Nichols 1937:270).

Minnesota's Roadside Development Division worked to bring a "balance of safety, good construction, economical maintenance, and natural beauty" to Minnesota highways, and to build roads that were in harmony with surrounding views, topography, and vegetation (Nichols 1937:169). One of its major missions was to optimize highway safety by cutting back vegetation to increase visibility, installing ground covers to reduce mud slides and erosion, flattening slopes to allow traffic to safely leave the roadway in emergencies, planting "live snow fences" to reduce blowing snow, and providing rest areas for tired drivers.

Roadside Development's second major mission was to enhance the public's traveling experience by providing attractive rights-of-way and roadside facilities. Roadside development staff worked to "erase" construction scars by naturally rounding slopes and shoulders, and by installing roadside plantings. The division enhanced scenic views by clearing trees to expose or frame vistas. The division used plantings to screen ugly buildings from motorists' view. The division also enhanced views *of* the roadway with plantings, Rustic style bridges, and landscaped bridge approaches. (Mowing and other maintenance of right-of-way landscaping was also for many years within Roadside Development's purview.) The staff encouraged the routing of highways through scenic areas and in accordance with natural topography. It promoted the purchase of rights-of-way that were 200'-400' wide, rather than the traditional 66'-100' (Olson 1933:1-2). The division safely accommodated motorists who wished to stop to experience the scenery or photograph the view by constructing scenic overlooks to bring motorists to optimal vantage points. It developed natural springs and dug wells for roadside drinking water, constructed welcoming signs at state entrances, and erected historic markers. Finally, the designers, engineers, and construction crews worked to ensure that access to all facilities was safely designed, and that the public could enjoy the roadside amenities while staying a safe distance from moving traffic (*Biennial Report* 1935-1936:28). (For more information see "Description of the Inventoried Features" in this report.)

A. R. Nichols and Harold E. Olson wrote most of the documents that survive from Roadside Development's early years and that provide a glimpse of early division philosophy. For example, a 1937 article by Nichols that was published by the Highway Research Board (and illustrated with photographs of Minnesota sites) outlines a set of principles that undoubtedly guided the work of the Roadside Development division:

1. make use of "existing scenic advantages" when determining a new highway route that is intended largely for pleasure traffic.

2. harmonize the road with natural topography.

3. conserve existing vegetation and trees where possible.

4. plant new material primarily to control erosion and to provide a "natural transition between construction and nature."

5. create "outlooks, concourses, parking spaces, picnic areas, historical marker sites, and similar strategic areas where the public can stop for rest and enjoyment."

6. promote the creation of liberal right-of-way.

7. encourage separating commercial from pleasure traffic, "thus permitting parkway emphasis and greater latitude in the design of the pleasure route."

8. control, regulate, and restrict billboards and commercial structures along the highway (Nichols 1937:169).

Nichols promoted public ownership of places of unusual natural beauty. In an article published in 1940 he warned that, "Unless acquired and protected, the areas [of outstanding scenic beauty] become congested with commercial interests completely marring the natural scenic setting." He believed that such areas "logically belong to the public" and that successful roadside development planning "should prevent private interests from capitalizing upon scenery of such public value" (Nichols 1940:4). Nichols also created a several-volume photo album that illustrates many design principles, goals, and accomplishments of roadside development. (See Appendix J.) The albums were designed to be expanded with additional photographs and topics, much like the 1938 National Park Service design guide that helped spread the National Park Service Rustic Style throughout the country (see "NPS Rustic Style" below). Nichols may have intended that the albums serve as a design guide that would help inspire the construction of similar roadside development properties in the future.

By the early 1930s, automobile tourism and park use was flourishing despite (and, in part, because of) the Depression, was creating a growing demand for safe and scenic roadside places. In 1933, for example, an estimated 800,000 visitors spent $32 million in Minnesota, and the state ranked third in the nation in tourist travel behind California and Florida (Olson 1933:1). During the summer of 1938, approximately one million people, 25 percent of whom lived out of state, visited Minnesota's state parks. By 1938 tourism was Minnesota's third most profitable industry.

A. R. Nichols designed many of the dozens of roadside development projects completed by the MHD before World War II. (He was involved in the design of more than half of the 102 properties in this study.) Nichols wrote in 1940 that it is "more and more imperative to provide turnouts, overlooks, and roadside parking areas where the tourist may rest and enjoy the scenery with a full degree of safety," and that roadside development facilities "when carefully planned and developed, can be convenient, restful, and impressive. They become an asset to the traveling public" (Nichols 1940:4).

Several factors influenced the location of early roadside parking areas. Many were situated on oddly-shaped parcels of land that had come within MHD ownership as it acquired right-of-way for highways (Olson 1933:1-2). Many were built as part of larger roadside development projects that were designed to improve several-mile stretches of trunk highway. Such projects were frequently located on highways heavily used by tourists. The location of some roadside parking areas was chosen so that the roadside facilities supplemented rather than duplicated, state parks. Others were located near major cities where a large pool of federal relief workers was available. The location of other facilities was chosen in response to requests from community groups. (See "Partnerships With Other Groups" below.)

MARKING HISTORIC AND GEOLOGICAL SITES

The marking of historic sites in Minnesota by private and civic groups has a long tradition, and visiting markers during recreational travel has equally long precedence. Federal efforts to promote the marking and visiting of historic sites date, in part, from the Antiquities Act which was passed by Congress in 1906. During the Depression, the Historic Sites Act of 1935 strengthened federal commitment to preserving historic places for the education and benefit of future generations.

One of Minnesota's first public efforts to mark historic sites was a series of 23 "state monuments" that were erected by the Minnesota legislature between 1873 and 1929. The earliest of these monuments include ***Camp Release State Memorial Wayside*** (established in 1889 and built in 1894), which is in this inventory. (See Fig. 10.) Like Camp Release, most of the state monuments are tall stone obelisks. About one-half were erected in cemeteries. Many of the others were built in existing parks or on other public land, and some (like Camp Release) were built on specially-created sites. (A few of these sites, like Camp Release, became wayside rests.) Several of the monuments, like Camp Release, remember events of the U.S. Government-Dakota Conflict of 1862 and are located in the Minnesota River Valley. Others are dedicated to forest fire victims and prominent persons. (Another site in this inventory, the ***Floyd B. Olson Memorial Statue***, became a state monument in 1983.)

The Minnesota Department of Highways began to mark historic sites before the Roadside Development Division was established in 1932. In 1929, the MHD joined the Minnesota Historical Society (MHS) in establishing the first joint trunk highway marking program. (MHD Maintenance Engineer Walter F. Rosenwald is credited with generating the idea and organizing the program (Babcock 1930:30).) The program's first markers were a series of 3' by 5' steel signs that were white with black lettering. (See Fig. 28.) MHS chose the sites and wrote the marker texts. Approximately 40 of the markers were erected in 1930, 20 in 1931, and 21 in 1932. No markers were erected in 1933 due to lack of funding, and 27 more were erected between 1934 and 1940.

The steel markers were placed on the "edges of the right-of-way, parallel with the highway" (Babcock 1932:381). Willoughby Babcock of the MHS wrote in 1932 that "To cope with the relatively high speed of normal highway traffic, it was decided to supplement the original marker with two warning markers [reading "Historic Site Ahead"] placed perpendicular to the roadway. . . . The belief is that those who are interested will slow down sufficiently to enable them to read the principal inscription as they pass the marker" (Babcock 1932:381-382).

In 1932 the newly-created Roadside Development Division began to transform some of the marked sites into the smallest of its new roadside parking areas. The division began to widen the shoulder adjacent to the steel markers "to permit a car to draw out of the line of moving traffic and stop" (Babcock 1932:382). Some of the sites featured "a double line of white stones used to form an approach to the sign [that] makes the spot exceedingly attractive" (Babcock 1932:382).

When the Roadside Development Division began to erect large stone, shrine-like historic markers in 1937, most were built at sites that had previously been marked with steel signs. In most cases, the text of the stone marker was identical to the text of the previous steel sign. (For more information see "Markers" in the chapter entitled "Description of the Inventoried Features.")

In 1941 a Minnesota Historic Sites and Markers Commission was established to designate historic sites and to approve the subject, location, and text of proposed historic markers built on state-owned land. The committee was comprised of the state highway commissioner, the director of the State Parks Division of the Minnesota Department of Conservation, and director of the Minnesota Historical Society. For most of the commission's life span (1941-1965), the MHD was represented by Harold E. Olson. By 1962, there were 143 historical markers on trunk highway right-of-way, most of which had been jointly erected with MHS (Olson 1962). The collaboration between the MHD and MHS to erect historic markers along highways continues today.

The MHD cooperated with other statewide organizations, in addition to MHS, in at least two other marking programs. The first was a partnership with the Daughters of the American Revolution (DAR). The DAR erected markers between 1903 and the 1960s, including about 90 markers erected between 1903 and 1941 -- some on trunk highway right-of-way. Three markers in this study (two in Mendota and one in Browns Valley) were erected by local DAR chapters. (See Figs. 9 and 31.) Many DAR markers were brass plaques mounted either on large boulders, on flagpole bases, or on historic buildings or structures. The DAR is a hereditary patriotic society for women that was established in 1890 in Washington, D.C. The club's strict, exclusive membership standards require that its members be women who are directly descended from people who helped establish American independence.

Another MHD partnership was with the Geological Society of Minnesota. The society was organized in 1938 to stimulate and promote interest in the field of geology. In 1949 it established a marker program to interpret local and regional geological features. Approximately 35 geological markers were erected in Minnesota from 1949-1960. Dr. George A. Thiel (Chairman of the geology department at the University of Minnesota) and Dr. George M. Schwartz (Director of the Minnesota Geological Survey) served as technical editors for the markers. The geological markers generally consist of bronze plaques mounted on stone lectern-style pedestals. The plaques were manufactured by the Flour City Ornamental Iron Company of Minneapolis. Most of the markers were erected in cooperation with the MHD, the State Parks Division, or local governments. Most of those on trunk highway right-of-way are either mounted on top of scenic overlook walls or consist of free-standing stone markers in roadside parks. (For Geological Society markers in this inventory, see "General Findings" in this report.)

PARTNERSHIPS WITH OTHER GROUPS

City and county governments, civic clubs, business associations, and other local groups engaged in roadside development work across the state at the same time that the MHD's program was growing. While the scale of local efforts did not approach that

of state government, hundreds of small wayside rests were established by local groups and numerous stretches of roadway were planted and otherwise "beautified."

Civic groups began to lobby the state highway department for state-built roadside improvements beginning as early as the 1920s. In 1932 several groups lobbied the MHD to organize a statewide "Conference on Roadside Development." The conference was attended by representatives from the American Legion, Minnesota State Nurserymen's Association, Izaak Walton League, Minnesota Federation of Women's Clubs, American Society of Landscape Architects, League of Minnesota Municipalities, Minnesota Department of Conservation, Minneapolis Park Board, and others. Representing the MHD in standing subcommittees formed after the conference were Harold E. Olson, S. Rex Green, O. L. Kipp, and W. F. Rosenwald.

Local organizations played a key role in determining the location of MHD-built roadside development facilities. Tourism associations, sportsmen, resorters' groups, chambers of commerce, private property owners, garden clubs, service organizations, and others requested roadside parking areas and other amenities. The Roadside Development Division depended on local civic organizations to help fund and construct these facilities, especially during its first three decades. During the 1930s through at least the 1950s, the department developed dozens of roadside parks and areas of roadside planting in cooperation with local groups. During the early years, local groups were asked to finance, install, and maintain the plantings in accordance with a planting plan approved by the department (Olson 1933:2-3). When roadside parking areas were located within the boundaries of a town or city, the MHD usually arranged for the local government to maintain the facility.

Veterans' groups, automobile associations, local governments, the state legislature, and other state agencies collaborated with the highway department to designate sections of several Minnesota highways as specially-named routes that commemorate historical figures, war veterans, or Minnesota's natural and geological features. "Floyd B. Olson Memorial Highway" (T.H. 55), for example, was designated in 1937 to commemorate Minnesota's very popular 22nd governor who died in office in 1936 at the age of 45. In the mid-1940s, "Evergreen Memorial Drive" (T.H. 23 in northern Minnesota) and "Victory Highway" (T.H. 22 in southern Minnesota) were dedicated to America's veterans. The "Great River Road" (also known as the Mississippi River Parkway) was established by a consortium of Mississippi River border states beginning in 1938. Harold E. Olson, S. Rex Green, and O. L. Kipp of the MHD all played key roles in the parkway's inception.

STATE AND NATIONAL PARKS

The roadside development movement, both in Minnesota and nationwide, was closely linked to the development of state and national parks in the 1930s. The designation of national parks in the U.S. began in 1872 when Yellowstone was established as the first national park. The National Park Service (NPS) was founded in 1916, formulated many of its policies in the 1920s, and experienced a tremendous increase in funding, staff, land area, and programs during the New Deal of the 1930s.

Minnesota was at the forefront of the state park movement in the U.S. Minnesota's first state park, Minnehaha Park, was established in 1885. (The state park designation was removed shortly thereafter.) Important early state parks also include Itasca State Park (established in 1891) and Interstate State Park (established in 1895 jointly by the states of Minnesota and Wisconsin). (***Taylors Falls Overlook - South***, included in this inventory, is located within Interstate State Park. See Figs. 46 and 47.) By 1925, only four years after NPS Director Stephen Mather convened the first National Conference on State Parks in Iowa in 1921, Minnesota already had 23 state parks and monuments in its growing system (Anderson 1988:E12-E14).

Included among the various parcels of land that comprised the early state park system were several small parcels, located next to major roadways, that were operated as wayside rests and became known as "state waysides." ***Camp Release State Memorial Wayside***, included in this inventory, is among these parcels. (There were eight state waysides in 1939.) By the mid-1930s, state park administrators were recommending that no more of these small parcels be acquired and that some be removed from the system. A few waysides such as Camp Release remained in the state park system as miscellaneous holdings. Camp Release was eventually transferred to the Minnesota Department of Highways in 1973.

Minnesota's roadside development facilities and state parks both profited from ambitious promotional campaigns by the National Park Service in the 1920s and 1930s. Attendance at all parks rose as feature articles in national magazines publicized park development, conservation, camping, and tourism. Park visitation was also advanced in the 1930s by President Roosevelt who was an enthusiastic national park visitor (Swain 1972:317-318).

Minnesota's state parks were operated by various state agencies until 1935 when the Division of State Parks was established as a separate entity within the Department of Conservation. Harold W. Lathrop, who worked closely with Roadside Development's Harold E. Olson, was the State Parks Division's first director. (See Lathrop and Olson in "Individuals Associated With This Historic Context" below.) Among Lathrop's first staff were several landscape architects.

The State Park Division's first comprehensive plan, prepared in 1938-1939 at NPS recommendation, included the Department of Highways' roadside development facilities among the public recreational holdings that the plan examined. The plan included a lengthy discussion of Roadside Development's goals. The highway department's "notable programs of roadside improvement" were "heartily endorsed" in the plan. The plan encouraged the MHD to continue to locate roadside development facilities so that they complemented the state park system, and recommended that the highway department make their park planning expertise available to local governments to encourage the development of public parks and parkways throughout the state (*Minnesota State Park and Recreational Plan* 1939:93,156).

Both the Roadside Development Division and the State Parks Division received considerable technical support and financial assistance from the National Park Service during the Depression. The NPS launched a state park assistance program in the 1930s that was headed by NPS Assistant Director Conrad Wirth, son of Minneapolis Parks Superintendent

Theodore Wirth. NPS landscape architects, engineers, horticulturists, inspectors, and other staff worked with state agencies, local governments, the CCC, and the WPA to design, construct, and improve outdoor recreational facilities across the state. (See "Roadside Development and Federal Relief Programs" below, McClelland 1993, and Anderson 1988 for more information.) Among the properties developed were several of the roadside development properties in this inventory, including those built by CCC camps that were sponsored by the state highway department. (See "General Findings" of this report.)

The design, appearance, and construction of Minnesota's roadside development facilities and state parks were influenced by the National Park Service through its technical assistance program. By the early 1930s when the Roadside Development Division and the State Parks Division were established, the National Park Service had already spent nearly 20 years grappling with how to bring large numbers of visitors in contact with pristine natural areas without unduly disrupting their flora, fauna, and scenic qualities. The NPS urged state and local parks to hire qualified landscape architects for assistance. It distributed recommendations regarding plant materials, trail and road construction, and the design and construction of public facilities. In the 1930s the NPS issued several publications that served as design guides to stimulate the construction of park structures that were sensitive to their settings, as described below. (See also the section on the CCC at the end of this chapter.)

NATIONAL PARK SERVICE RUSTIC STYLE

". . . The absolute foundation of all inspirational outdoor recreation lies in the beauty of the landscape" -- Landscape architect Frank Waugh, 1935 (quoted in McClelland 1993:264).

The "rustic" style of architectural and landscape design that characterizes national park, state park, and roadside development design of the 1930s and 1940s had been in evolution since the 1850s. It drew inspiration from pioneer log cabins, European "folk" or vernacular architecture, lodges and camps built in the Adirondack Mountains in the 1880s and 1890s, and several architectural styles including the Shingle style and the Richardsonian Romanesque. Architects and landscape architects such as A. J. Downing, F. L. Olmsted, Sr., Jens Jensen, and many others worked in the style as it emerged. It became preferred for park structures and landscape work in wilderness areas, and was favored, in part, as a reaction to previous park buildings built in styles like the Classical Revival that had been designed with little regard for their natural setting.

The Rustic style of park design was born of the need to make wilderness or natural park land accessible to large numbers of people, while at the same time preserving its inherent qualities. Rustic style landscape design was predicated on the belief that man-made construction of any type was an intrusion into a natural or wilderness landscape, and so the objective was to "hold these intrusions to a minimum" and to subordinate the structures to the environment (McClelland 1993:258). In 1935 Albert Good of the National Park Service defined "rustic" as a style that,

> through the use of native materials in proper scale, and through the avoidance of rigid, straight lines, and over sophistication, gives the feeling of having been executed by pioneer craftsmen with limited hand tools. . . . It achieves sympathy with natural surroundings and with the past (quoted in McClelland 1993:258-259).

National Park Service publications such as *Park Structures and Facilities* (1935) and the three-volume *Park and Recreation Structures* (1938) were important to disseminating the style. These volumes describe and illustrate hundreds of park structures including picnic shelters, drinking fountains, council rings, fireplaces, scenic overlooks, guardrails, and signs and markers. They were intended to illustrate Rustic style design principles and to inspire the work of the newly-hired NPS landscape architects, as well as local park planners in each state. The books also served as an "honor roll" of good designs, and include illustrations of several Minnesota state park structures.

The NPS recommended the "intelligent use" of the materials that nature's bounty had provided. Designers recommended that materials be "native" in character, but the NPS did not dogmatically suggest that strictly local materials be used, or that they had some inherent value just because they were indigenous (McClelland 1993:260). Locally-quarried stone was often employed, and federal relief programs in Minnesota sometimes reopened quarries that had closed during the Depression (Anderson 1990/1993:E60-E61). Stone was usually combined with logs and timbers in forested regions. The NPS recommended that logs and timbers be peeled (to reduce moisture retention), but not planed. The use of local materials not only harmonized structures with the environment, but also reduced a project's material costs.

Rustic style designers recommended using masonry techniques that gave stone structures naturalistic shapes and uneven, textured surfaces. Straight lines and strongly geometric shapes were discouraged. It was recommended that masons avoid perfectly cut ashlar or concrete blocks of an even, regular size. Stones were not to be too small or too regular in size and shape. It was recommended that stones be laid in a random, rather than coursed, pattern. Long, horizontal mortar joints were avoided, and joints were generally raked deeply to give the walls shadow lines and interest. Battered walls, buttresses, and foundation plantings were used to create the appearance that structures had grown or arisen from the ground (McClelland 1993:126-127, 260).

Within a single park, all structures, objects, and signs were designed to be stylistically compatible. Buildings were designed to serve multiple functions to avoid cluttering the landscape with too many structures. Rustic style structures were designed to be viewed from all sides. They were to be scaled so that they were an integral, not dominant, part of their setting. The structures were generally low-lying, with horizontal design emphasis, and had no extra ornamentation. Roofs on stone and timber buildings were given a heavy appearance with deep overhanging eaves, thick shingles, and heavy purlins. To blend with the environment, paint and stain colors were usually confined to warm browns and grays, with small amounts of light tan (McClelland 1993:260-263). Rustic style park structures, whether they were elaborate buildings or simple guardrails, were designed to be durable and to be maintained at low cost.

Landscapes in the NPS Rustic Style were designed to be experienced in all seasons. The designers conserved existing vegetation where possible and used new plantings that were compatible with existing plants to give the appearance that the vegetation had always naturally grown there. Existing plants were inventoried and growing conditions studied before a planting plan was devised. Plantings were used to integrate structures with their setting, as well as to screen them from view (McClelland 1993:264).

Like buildings and other structures, trails and roads in Rustic style parks were kept to a minimum. They were laid out in response to, and in sympathy with, existing topography. Ideally, trails were designed so that important views were encountered at turning points in the trail, on rising grade, and when the visitor was facing straight ahead. Trail switchbacks were used so that a scenic feature could be encountered several times. Benches were sometimes placed where visitors could rest and contemplate a view (McClelland 1993:264).

During the Depression, the National Park Service Rustic Style was implemented by hundreds of architects, landscape architects, engineers, and others working throughout the U.S. on federal relief-sponsored park development. Prior to the beginning of the New Deal, landscape architects were rarely used in national and state park design. During the New Deal, the National Park Service became the "largest employer of landscape architects in the history of the profession" (Anderson 1988:E2; Cutler 1985:84-85).

Use of the National Park Service Rustic Style declined in the mid- to late-1940s when a massive federal relief work force was no longer available to carry out the hand-built, labor-intensive designs.

ROADSIDE DEVELOPMENT AND FEDERAL RELIEF PROGRAMS

Roadside development in the U.S., as well as all highway construction in general, was advanced considerably by the Depression. The mileage of surfaced highways in the U.S., for example, doubled between 1930 and 1940, thanks to federal road building. Nearly 80 percent of all federal expenditures on roads during the 1930s came from relief funds and other money designated for Depression recovery (Jakle 1985:126-127). As described above, federal relief programs -- particularly those in which the National Park Service participated -- strongly influenced the number, type, and character of Minnesota's early roadside facilities on these highways.

The federal relief work programs of Franklin D. Roosevelt's "New Deal" began in 1933 when Roosevelt was elected president, and ended in 1943, two years after the U.S. entered World War II. Through its numerous federal programs, the New Deal started a flow of money, labor, and technical expertise to the states. The Minnesota Department of Highways, like other state agencies, energetically participated in the programs and became the "sponsoring agency" for many New Deal federal relief projects.

After the stock market crash of 1929, economic and social conditions in the U.S. had immediately deteriorated -- and then grew even worse. Unemployment had sky-rocketed from roughly 3 percent before the crash of 1929, to 16.3 percent two years later.

By 1933 when Roosevelt took office, 14 million people were unemployed, representing one-fourth of the entire U.S. labor force and 37 percent of the industrial labor force. To make matters worse, approximately 30 percent of those who had a job in 1933 were only working part-time. In agricultural states like Minnesota, there had been serious rural poverty since farm prices fell at the end of World War I. Poverty became pandemic after 1929 and, by 1933, unemployment in Minnesota was 29 percent statewide, and 70 percent on the Iron Range.

Prior to the New Deal, "charity work" in the U.S. had been handled by private institutions, like churches and charitable organizations, and by local government programs, which generally limited their work to operating county "poor farms." By 1932, after nearly three years of struggling to feed and clothe the poor, local governments were completely overwhelmed.

In 1932 under the Emergency Relief and Construction Act, the first federal money was sent to the states. Most went to direct relief, that is, the distribution of food, clothing, fuel, money, and other necessities. Work relief, or creating jobs for the unemployed, was an early and increasingly important part of the federal initiative, however. Roosevelt and many in Congress recognized that most of the millions of Americans who were on "the dole" were able-bodied citizens who wanted to work, but -- through no fault of their own -- were being thwarted by the stagnant economy. The founders of the New Deal were convinced that meaningful work would preserve the recipients' dignity by reducing the stigma of "charity," and would prepare the country for recovery by preserving morale, teaching and conserving work habits and job skills, and stimulating the economy (Tweton 1988:55). At the same time, work relief would allow a tremendous, positive, unprecedented national investment in public infrastructure.

There were dozens of federal relief (or "alphabet") programs. Some were administered by the federal government in partnership with state and local governments, and a few passed funds and control more completely to the local level. Under most federal relief programs, a sponsoring agency (usually an office of state or local government) would apply for federal funding, provide matching resources like materials, and provide most of the planning and supervision. The Minnesota Department of Highway's newly-formed Roadside Development Division, like the rest of the highway department, became an immediate participant in these programs.

The partnership between roadside development and federal work programs was ideal. New Deal work programs were prohibited from competing with private industry and, therefore, could not manufacture, distribute, or sell goods and services. Instead, such programs engaged in work that "would not otherwise be done" such as replacing schools and hospitals, highway grading and paving, laying sewers and sidewalks, modernizing bridges and culverts, conserving soil and forests, and building roadside parks and scenic overlooks (Bremer 1992:208). Highway construction and roadside development were well-suited for the programs because they generally required large numbers of relatively unskilled workers who could be used with little advance training. Such labor-intensive work often meant that most of a project's costs went directly for wages, rather than to purchase materials. Roadside development projects also fit the New Deal's emphasis on public parks and other recreational facilities. Outdoor recreation and physical activity

were seen by New Deal proponents as positive, healthy, leisure-time activities that would help the country overcome the feelings of despair and hopelessness that the Depression had caused.

Four of the dozens of Civilian Conservation Corps (CCC) camps that were established in Minnesota during the New Deal were sponsored by the MHD. The work of all four camps was devoted entirely to roadside development. The four 200-man camps, located on the North Shore, Mille Lacs Lake, and Leech Lake, were supervised by the National Park Service and the highway department's Roadside Development Division. Nine of the properties in this inventory were built by those camps. (See CCC near the end of this chapter for more information.)

Most of Minnesota's roadside development sites have well-built structures of excellent quality. The quality of the work was apparently related largely to the competence of local experienced men (LEMs), foremen, supervisors, and inspectors, rather than to the experience of the CCC, WPA, or NYA crew. During the New Deal, some landscape architects from the National Park Service directed CCC or WPA crews by having them build a sample wall section for the crew to reference when the landscape architect or inspector was no longer on site. In an article on CCC-built structures in Minnesota state parks, C. B. Bylander of the Mn/DNR states, "C's didn't cut corners. They didn't have to. They had plenty of time . . ." (Bylander 1995:26). Bylander also quotes Itasca State Park historian Ben Thoma who explains:

> The local experienced men [LEMs] deserve a lot of credit for the craftsmanship and quality of the buildings. . . . The C's would recommend changes or improvements to [National Park Service Landscape Architect Edward] Barber. And Barber claims he never objected to a one. Why? Because he said the LEMs were usually right. Many were engineers or architects themselves, smart men who due to the Depression were now a dime a dozen (quoted in Bylander 1995:26).

Hundreds of thousands of Minnesotans ultimately participated in New Deal federal relief work programs. For example, 84,000 Minnesotans served in the CCC and, at the peak of the program in 1935, Minnesota ranked ninth in the nation in the number of operating CCC camps (Anderson 1988:E26). Approximately 600,000 Minnesotans worked for the WPA during the program's eight years. In Minnesota alone, 84,000 youth enrolled in the NYA. In April of 1935, one of every five Minnesotans was receiving some form of government relief. Once the federal relief programs were installed, unemployment declined nationwide from 22 percent in 1934 to 14.3 percent in 1937. By 1943, after World War II had begun, unemployment was 1.9 percent (Rose 1994:15-19; Anderson 1990/1993:E11-E12, E41; Bylander 1995:21).

A 1938 highway department report was generally positive in its summary of the department's use of work relief, stating:

> The State of Minnesota, Department of Highways . . . has striven for a balance between the worth of the program to the state in light of both

> present and future needs, and its relative worth to needy unemployed people who are given relief work.
>
> . . . it is felt that . . . there has been a minimum of sacrifice of economy and, in the main, a work of lasting and enduring nature has resulted.
>
> . . . the guiding thought of the executives and the departmental policy has been good workmanship, plus substantial construction, plus the giving of work to the able bodied and needy unemployed. To be sure, in work where skill is required, it has not been the easiest thing in the world to combine business with sentiment . . .
>
> . . . there is a positive, permanent, value and worthwhileness in the program (*An Appraisal* 1938:1-2).

Seven major federal work relief programs in which the highway department participated are briefly described at the end of this chapter.

SNAPSHOT OF THE 1938 CONSTRUCTION YEAR

In 1938 the Roadside Development Division produced an "annual report" that described the accomplishments of the division during the year. The division issued a second annual report in 1939. (These are the only two annual reports known to have been completed in the pre-World War II era.) These typewritten manuscripts contain detailed information about Roadside Development's projects, and provide a snapshot of the division's workload at the height of the New Deal.

The 1938 report briefly describes more than 60 separate projects on which substantial work was completed in 1938. About 11 were built in cooperation with the CCC, 22 with the NYA, approximately 11 with the WPA, 10 as "regular Federal Aid Projects," and 7 as State Direct Labor Projects (projects for which no relief labor was available). The approximately 60 projects had an estimated value of $501,325, which gave the State of Minnesota a three-to-one return on its expenditures, according to the report.

The Roadside Development Division's job of planning, designing, and supervising the construction of the 1938 workload, plus completing all of the follow-up paperwork required by federal and state agencies, must have been staggering. The 60 projects were scattered throughout the state from Orr (about 30 miles south of the Canadian border) to Preston (about 15 miles north of the Iowa state line). Most were located in the eastern half of Minnesota where, presumably, the demand for facilities was high and the need to provide relief work for the unemployed was greater than in the less-well-populated western portion of the state.

The 1938 projects included about 33 roadside parking areas (some with scenic overlooks, historical markers, or spring enclosures), about 17 areas of roadside landscaping without standing structures, and the construction and landscaping of several weigh stations, highway retaining walls, and small bridges and culverts. The 1938 work included the building of more than 9,000 cubic yards of stone wall, nearly 29,900 cubic yards of

flagstone walkway, and more than 7,000 linear feet of stone curbing. The projects required 36 stone picnic tables, 71 wooden picnic tables, nine stone and concrete benches, 77 fireplaces, 10 footbridges, eight council rings, two bathhouses, and nine latrines. Nearly 30,000 trees and shrubs were planted in addition to various ground covers. Approximately 25 of the 102 properties in the current inventory are cited in the 1938 annual report (*Annual Report* 1938).

WORLD WAR II

After Pearl Harbor was bombed in December of 1941, pleasure travel in the U.S. decreased dramatically as the country shifted all available resources to the war effort. The New Deal's eight years of continuous building ended as all non-essential highway construction, including the building of roadside development facilities, was stopped. Work on at least one of the roadside development projects included in this study, ***Whipholt Roadside Parking Area***, ended abruptly when the war began in 1941. (See Fig. 53.) Construction of the Whipholt site had begun in 1941, but the WPA was only able to build a gravel parking area, complete the central section of an overlook wall, and to lay a few courses of the outer wall sections before being ordered to stop. When work ceased in 1941, the wall was only 20 percent complete. The highway department completed the site circa 1951, but abandoned A. R. Nichols' original plan for the wall in favor of a simplified version.

After the U.S. entered the war, employees of federal relief work programs, such as the WPA and the NYA, were transferred to tasks that supported defense. Eventually, federal work programs became unnecessary as Americans either entered military or naval service or found jobs in the once-dormant factories that had retooled for defense production. Congress ended the CCC on June 30, 1942, and ended the WPA and the NYA one year later, in June of 1943.

Roadside development work all but ceased during the war. A. R. Nichols had apparently stopped consulting for the Roadside Development Division in late 1940, but may have continued to monitor the construction of projects through 1941. In 1942 the division's staff landscape architect Fred Vogt, like many MHD employees, began a leave of absence to work on defense-related projects. During the next six years Vogt designed site plans and landscaping for army bases, air fields, ordnance plants, housing units, and other (mostly public) facilities. He did not return to Roadside Development until March of 1948.

POST-WORLD WAR II

In 1946 the federal government suspended its requirement that a portion of all federal highway funds be spent on roadside development. The State of Minnesota, however, continued to support the roadside development program without the federal mandate.

Despite this commitment, however, little roadside development work occurred immediately after the war. Instead, the MHD shifted nearly all of its attention to maintenance and construction that had been postponed. Many trunk highways had cracked, worn, 25- to 30-year-old pavement, or were still surfaced with gravel and had not yet been paved.

The highway system needed not only repair, but also immediate improvement to support the increasing traffic being projected. During this period, the Roadside Development Division was restricted to the repair and renovation of existing facilities, and was prohibited from developing any new sites (Love 1998).

After World War II, the automobile's dominance in transportation became unquestioned as railroads continued their pre-war decline. Traffic volume rose steadily and Minnesota began to build an increasing number of divided highways. In 1950 the trunk highway system, now comprised of 11,890 miles, carried 49.5 percent of the state's traffic. Pleasure travel flourished as more and more Americans took regular family vacations, in part to recover from the stresses of the war. Tourism in Minnesota after World War II "became a cultural norm of significant economic impact" that was built upon the foundations laid in the 1920s and 1930s (Walsh 1994:60-61). Tourism continued to influence transportation planning. The Highway Commissioner's 1950-1952 *Biennial Report*, for example, stated: "The state's tourist business, constituting as it does one of Minnesota's largest and most widely distributed industries with a valuation placed at some $200 million a year, is virtually 100 per cent dependent upon the serviceability and dependability of the highways it travels" (*Biennial Report* 1950-1952:25).

During the late 1940s and early 1950s, the design traditions that had been established during the federal relief era still guided the construction of the relatively few roadside development facilities that were built by the MHD. The Roadside Development Division built some wayside rests, such as the ***Wrenshall Overlook*** and a reconstruction of the ***Browns Valley Historical Marker***, from plans that had been drawn during the federal relief era but never executed. (See Fig. 9.) (Browns Valley was designed by A. R. Nichols and Veterans Memorial is attributed to Nichols.) Other roadside parking areas built in the early 1950s, such as the ***Burns Avenue Overlook*** and the ***Birch Coulee Historical Marker***, closely resembled sites from the federal relief era.

Nationwide, the concept of roadside development had become "second nature" to many highway engineers by the early 1950s, but in some states roadside development activities were still minimal. Many roadside development units were still lobbying for the purchase of adequately-wide rights-of-way. The 1950s saw very heavy traffic loads on some highways, increased congestion at access points, and unexpectedly heavy use of some roadside development facilities. Many roadside development units nationwide were promoting ordinances that protected the scenic qualities of highways by restricting excesssive billboards and other blight and by controlling appropriate commercial activities near rights-of-way. In 1952 a national survey of motorists conducted by the Highway Research Board found that roadside development facilities such as wayside rests and scenic overlooks were strongly supported by the public. Eighty-three percent of motorists considered roadside scenic turnouts and rest areas to be a "good or very good idea" and only 3 percent considered them a poor use of tax money (Highway Research Board 1954).

Around 1952 the Roadside Development Division began to construct several new roadside parking areas. The design of both the landscaping and structures of the 1950s sites was simpler and more standardized than the work of the federal relief era. Retired Roadside Development personnel Bob Bobleter, Godfrey Love, and Ken Madole recall

that, after the war, Fred Vogt was Roadside Development's sole landscape architect until 1952 when Bill Chapman joined the division. (See Fig. 1.) Love recounts the division's design and construction process in the early 1950s:

> There was a roadside development foreman on the job. . . . Ken [Madole] and I went and got the contractors. The monuments themselves were built by [our] Roadside people. . . . Fred Vogt was the head landscape architect, and Bill Chapman was an architect in the department. Fred or Bill drew up the plans. The concept was always by them, we probably added to the plans with curbing, gutter, etc. (Love 1998).

Ken Madole provides further details:

> After the [Roadside Development] office drew up the plans, I went out to the site to stake out the job, and to help the foreman working for the department get set up with the right equipment. The project foreman really built the site.
>
> . . . We had field crews, six or seven at that time, employees of the Roadside Development section. We would also hire people locally to help. We had stonemasons within the department because it was difficult to find experienced stonemasons in the area. One was Rudolph Leuer, from Minneapolis. . . . (Madole 1998).

Love describes the work of the division's masons, who included Rudolph Leuer and Edward Dressen (see Fig. 1):

> Those guys cut stone during the winter time and built the decorative monuments. Roadside Development had a shop near Highway 7, and the stonemasons worked there all winter. There were four or five different foremen -- a couple of whom were masons -- all within the unit. . . . They got the limestone from southern Minnesota. The stonemasons picked the pieces that were throw-away in the yards. . . . They would cut shapes out of them and, in the spring if we had a monument project, they would build the monument with the stone they had cut during the winter. It was Kasota stone, soft yellow limestone (Love 1998).

During this period, some of Roadside Development's attention was directed to the development of the Mississippi River Parkway, also known as the Great River Road, which had been designed to be North America's longest scenic parkway. Initiated in 1938-1939, it was planned that the parkway stretch 2,000 miles along the Mississippi from the Gulf of Mexico to Canada. About 27 per cent of the projected route was in Minnesota. Roadside parking areas were to be located at 50-mile intervals and overnight camping areas at 100-mile intervals. In the fall of 1956, Minnesota became the first state to survey its entire section. Harold E. Olson had been active in the planning since 1938. He had become a charter member of the Mississippi River Parkway Planning Commission when it formed in 1939, and was secretary beginning in 1956. (S. Rex Green and O. L. Kipp also held leading offices for the northern section of the

parkway in 1938-1947 and 1947-1955, respectively.) In 1958 Minnesota established a state version of the Commission. Olson served as Secretary from 1958-1963 and then became the commission's first Executive Secretary in 1963. (Mn/DOT is still collaborating today with various state, federal, and local agencies to mark and interpret sections of the Great River Road.)

In the mid-1950s -- at the same time that Roadside Development moved from the MHD's previous headquarters on University Avenue into the new MHD central office building on John Ireland Boulevard -- all resources of the highway department became focused on interstate highway construction. The Federal Aid Highway Act of 1956 allocated money to build the system of interstate highways that Congress had directed in the Federal Aid Highway Act of 1944. The 1956 bill also substantially increased all money to the states for federal aid highways, launching the largest road-building program ever undertaken in the U.S. The interstates became part of the Minnesota trunk highway system in 1957. By November 1963, 38 percent of the national system was open. By 1968, Minnesota had 914 miles of interstate highway. Minnesota's interstate system was substantially completed by the early 1980s.

The Roadside Development Division was reduced in size while the highway department worked closely with the federal government to build the interstate system. Like in the 1930s, outside consultants were used to design many facilities. The care of roadside development properties was decentralized, and responsibility for the repair of each roadside parking area and the maintenance of right-of-way landscaping was placed in the hands of the MHD's nine maintenance districts. With diminished funding for trunk highway rest areas and no centralized program, many of the state's wayside rests were allowed to deteriorate during the late 1950s and early 1960s.

MHD roadside development work in the 1960s tapped a state work program called the Youth Conservation Commission whose initials -- YCC -- are reminiscent of the federal programs of the 1930s. Enrollees of the YCC work program were youth who were on parole or probation from the Red Wing Correctional Facility. A plan to use YCC labor to construct 35 roadside parking areas was launched in 1960, with the construction of 10 sites to be completed that year. Two YCC-built sites are included in this inventory, the ***Taylors Falls Overlook - North*** and the ***Clifton-French River Historical Marker***.

In 1963, Harold E. Olson left Roadside Development after leading the division for 30 years. Landscape Architect Dale T. Wriesner, who joined the MHD circa 1963, became the next head of the reorganized Roadside Environment Section. In January of 1968, Roadside Environment was placed within a newly-created Environmental Services Section headed by Lawrence E. Foote.

In 1965 federal funding for roadside development increased with the passage of the Federal Highway Beautification Act, which provided 100 percent federal funding for constructing new rest areas and improving existing facilities, controlling outdoor advertising, and enhancing highway landscaping. The act was championed from the White House by the First Lady, Claudia "Lady Bird" Johnson, who widely promoted highway beautification. The MHD surveyed its roadside facilities in 1965, documenting approximately

385 wayside rests on trunk highways in the state. The MHD also maintained 45 lake, river, and stream access areas; 138 historical, geological, and state line markers; and 94 scenic overlooks ("A Summary" 1965:1-2).

By 1965 the MHD had begun to construct rest areas on interstate highways. It was originally planned that they would be spaced approximately 30 miles apart. The primary goal was to create safe stopping points that would offer the traveler a comfortable location to rest and relax, thereby reducing driver fatigue. The selection of sites was based on factors such as spacing intervals, natural and topographical site qualities, traffic capacity needs, and desired levels of service. Sites were chosen to exhibit and interpret the natural and cultural scenic beauty adjacent to Minnesota roadsides. The rest area design process included a sequence of site studies, preliminary design work, and final design for parking areas, roadways, site development, user circulation, buildings, structures, and landscaping. In 1967 the MHD decided to construct combined interstate rest areas and tourist information centers at state border entry points. In 1968 the first completed interstate rest area was opened to traffic, and in 1969 the first combined rest area and travel information center was completed. To date, 29 interstate rest areas and six combined interstate rest areas and travel information centers have been built (Reierson 1998).

In 1966 as part of the Federal Highway Beautification program, the MHD also began a program to upgrade selected existing rest areas on trunk highways and to add new rest areas to the system. The new program included 57 rest areas that were scheduled for preliminary design and development. Thirty-five of the 57 were existing rest areas, most of which were scheduled to receive vault or flush-type toilets, new or improved drinking water, and new or improved parking areas and access roads. The first projects were completed in 1969 and 1970 at six sites, five of which are in this study: ***Baudette Rest Area***, ***Daytonport Rest Area***, ***Frontenac Roadside Parking Area***, ***Garrison Rest Area***, and ***St. Croix Boomsite Roadside Parking Area***.

By 1991, the highway department -- which had been known as the Minnesota Department of Transportation (Mn/DOT) since 1979 -- operated more than 270 rest areas. Most of the responsibilities of the former MHD Environmental Services Section were divided between the Office of Environmental Services and the Office of Technical Support. The rest area program, which had been placed within the Office of Technical Support about 1980, was led by Landscape Architect James Reierson, who had been with the MHD since 1967.

▪ INDIVIDUALS ASSOCIATED WITH THIS HISTORIC CONTEXT

The following is a list of early roadside development staff, engineers, landscape architects, and others who may be significant to this historic context. The list was developed during background research for this study, and is not meant to be exclusive.

MINNESOTA DEPARTMENT OF HIGHWAYS STAFF

Bobleter, Robert

Robert Bobleter was on the staff of the Roadside Development Division in the 1950s. (See Fig. 1.) Bobleter worked for the MHD a total of 35 years, from 1950-1985. He began his MHD career in Roadside Development as a stonemason, installing stone curb and gutter and repairing stonework at several roadside parking areas. Among the many sites that Bobleter worked on are ***Blazer Park***, ***Christmas Lake Roadside Parking Area***, ***Garrison Concourse***, ***Garrison Rest Area***, ***Graeser Park***, and ***St. Croix Boomsite Roadside Parking Area***. Bobleter helped expand the ***Dickinson Spring Roadside Parking Area*** (another site included in this study), and also helped carve several of the division's wooden "Roadside Parking Area" signs. (See Fig. 5.) In 1958, he left Roadside Development for highway maintenance. He retired in 1985 as Maintenance Superintendent for District 5 (Bobleter 1998).

Bobleter's father, Joseph W. Bobleter, was a general foreman for the Roadside Development Division. Bob Bobleter indicates that his father worked as general foreman during the original construction of the roadside parking areas on T.H. 100 west of Minneapolis in the 1930s, working closely with Carl Graeser, who was instrumental in the design and construction of the "Lilac Way," as T.H. 100 was called. Bob Bobleter relates that many years later, as Maintenance Superintendent for District 5, he was in charge of closing some of the same T.H. 100 roadside parking areas that his father had helped build (Bobleter 1998).

Chapman, Bill

Bill Chapman was a landscape architect with the Roadside Development Division from October of 1952 to May of 1956. (See Fig. 1.) Engineers Godfrey Love and Ken Madole recall that Chapman worked under the supervision of Fred Vogt. After he left the MHD, Bill Chapman became a planner for the City of St. Paul's Housing and Redevelopment Authority. He eventually became a principal in the landscape architecture and planning firm Nason, Wehrman, Knight, and Chapman (later Wehrman, Chapman Associates) (Kachelmyer 1998).

Graeser, Carl F.

Civil engineer Carl F. Graeser (1875-1944) was the "individual primarily responsible for the building of T.H. 100" (the "Lilac Way") and was called the "Father of the Belt Line." Graeser "developed the concept, promoted funding, and supervised construction" of T.H. 100, which was patterned after autobahns in Graeser's native Germany (Meyer et al. 1995:79). Graeser had become a Project Engineer with the MHD in 1922. He took several of the historical photographs of T.H. 100 roadside development sites that appear in the historic photo albums maintained by the Roadside Development Division (see Appendix J).

Green, S. Rex

S. Rex Green (b. 1885) was one of the highway department officials who strongly supported the creation and early work of the Roadside Development Division. As head of right-of-way acquisition for the MHD, Green was influential in choosing sites for wayside rests. Green had attended Iowa State College. He worked for the MHD for more than 40 years (from 1918-1951), primarily as Engineer of Lands and Right-of-Way. During the 1930s Green visited many of the department's roadside development facilities as they were being constructed, and many of the historic photographs of roadside development structures in the division's historic photograph albums were taken by Green (see Appendix J). He was a leader in the planning and construction of T.H. 61 along the North Shore from Duluth to Grand Portage in the 1920s and 1930s, and in the formation of the Mississippi River Parkway (also known as the Great River Road) in 1938. He was co-chair of the Mississippi River Parkway Commission from 1938-1947. Like his personal friends O. L. Kipp, Harold E. Olson, Harold W. Lathrop, and Theodore Wirth (Superintendent of the Minneapolis parks system), Green was an avid outdoorsman and conservationist. He was a member of the Minnesota group Conservation Unit No. 1, the Engineers' Society of St. Paul, the Mississippi River Parkway Commission, and other organizations. Green retired to the town of Lutsen on the North Shore in the 1950s ("Biographical Sketch" Green Papers, MHS).

Kipp, Orin L.

Orin L. Kipp (1885-1958) was an early advocate for roadside development within the Minnesota Department of Highways. A civil engineer, he attended Cornell College and Iowa State College. He began working for the MHD in 1916 and, in the 1930s, he was Construction Engineer. He was a leader in the formation of the Mississippi River Parkway (also known as the Great River Road) in 1938 and, from 1947-1955, was vice chairman of the Mississippi River Parkway Commission. Kipp retired from the MHD in 1955 as Assistant Commissioner and Chief Engineer. He was a member of the Engineers' Society of St. Paul, the Highway Research Board (serving on the Executive Committee in 1954), the American Association of State Highway Officials, and other groups. O. L. Kipp State Park, located on T.H. 61 in Winona County, was established in his honor in 1963 (*Minneapolis Star*, Feb. 18, 1958; Meyer 1991:262-265).

Kraft, Bertie

Bertie Kraft was the longtime secretary for the Roadside Development Division. (See Fig. 1.) She began working for the MHD in February of 1933, probably in Roadside Development. Kraft worked closely with Harold E. Olson, head of Roadside Development, for many decades. She retired in April of 1966 as an Executive I.

Leuer, Rudolph

Rudolph "Rudy" Leuer was a stonemason for the Roadside Development Division from 1950-1963. (See Fig. 1.) Engineer Ken Madole recalls that Leuer worked on the stone entrance marker at Pipestone National Monument and several of the state line entrance monuments (Madole 1998; Love 1998).

Love, Godfrey

Godfrey Love was an engineer in the Planning and Design department of the MHD from 1949 to circa 1952, and then transferred to Roadside Development. (See Fig. 1.) Love indicates that few new sites were developed during his tenure in Roadside Development in the 1950s because most highway funding was being channeled into the development of the interstate system. Love helped supervise construction of at least one site included in this study -- the ***Vineland Historical Marker***. (See Fig. 52.) He also recalls working on the Knife Lake Public Boat Landing near Mora. After working in Roadside Development, Love left the MHD and joined the Walter Butler Company of St. Paul around 1956 (Love 1998).

Madole, Kenneth

Kenneth Madole was a field engineer for the Roadside Development Division from 1948 to 1956. (See Fig. 1.) He helped supervise construction of at least two sites included in this study -- the ***Vineland Historical Marker*** and the ***Split Rock Lighthouse Overlook***. (See Figs. 43 and 52.) He also helped repair the ***Gooseberry Falls Concourse*** and worked on modifications to the ***Frontenac Roadside Parking Area/Maiden Rock*** site. He also recalls working on projects such as a spring outlet near Hokah, a curved wall near a cemetery in Albert Lea, the entrance to Pipestone National Monument, the Knife Lake Public Boat Landing near Mora, and a rest area at Baptism River. In 1956, Madole was promoted to Project Engineer and, in 1965, to Office Engineer in the Construction Division. He was transferred to the Right-Of-Way Division in 1968 and, in 1970, to District 8 in Willmar where he served as District Engineer until his retirement in 1986 (Madole 1998).

Olson, Harold E.

Harold E. Olson, the Minnesota Department of Highway's first Roadside Development Engineer, began his long career with the department circa 1922 as a project engineer. (See Fig. 1.) In 1932, he was appointed head of the newly-created Roadside Development Division, a position he held for 31 years until 1963. During his tenure, over 170 roadside parking areas and nearly 150 historical markers were erected, and hundreds of miles of right-of-way were landscaped for erosion control and beautification.

As head of the division at the time when new roadside development offices were being established in state highway departments across the country, Olson was active in the emerging roadside development field. He was an active member of the Roadside Development Committee of the Highway Research Board of the National Research Council, for example. Olson worked to garner support for the roadside development movement within the MHD and across the state, and became a key spokesman representing roadside development to public officials, local governments, civic groups, the business community, and members of the public.

In 1933, in addition to establishing a new department (i.e., hiring personnel, establishing policies, and long-range planning), Olson was soon immersed in negotiating with the various New Deal federal agencies with which Roadside Development would collaborate

over the next ten years. Olson joined officials of the National Park Service, the Minnesota Department of Conservation's State Parks Division, various federal relief agencies, and local governments and civic groups to plan and construct dozens of roadside development facilities during the New Deal.

Olson was the division's primary ambassador to national and state conservation groups, civic groups, local governments, tourism organizations, and other state agencies with whom the MHD cooperated to establish wayside rests and other roadside development initiatives. For example, in 1947, the Roadside Development Division, several community groups, World War II veterans, and others lobbied the legislature to designate a portion of T.H. 23 in northern Minnesota as Evergreen Memorial Drive (now Veteran's Evergreen Memorial Drive). (It was billed as one of the most scenic highways in the state.) Olson was a member of the Minnesota Historic Sites and Markers Commission (established in 1941), which was a committee of representatives from the state highway department, state historical society, and state parks department that approved the siting and text of historical markers in the state. Olson was also instrumental in planning and developing the Great River Road (Mississippi River Parkway) beginning with its inception in 1938. Olson was secretary of the Mississippi River Parkway Commission from 1956 to at least 1963. In 1958 he was one of the founding members of the Minnesota's Mississippi River Parkway Commission and, in 1963, became its first Executive Secretary.

Olson served on many committees and received numerous awards for his involvement in the field of roadside development. In 1958, he received a distinguished service award from the Mississippi River Parkway Planning Commission, the first such award ever presented. He received the St. Paul Kiwanis Club's Public Service Award in 1963 for his contributions to the development of roadside parking areas in Minnesota, and for his involvement with garden clubs and other organizations that supported and promoted highway beautification. Olson served as president of the Minnesota Society of Professional Engineers, and as a director of the National Society of Professional Engineers. He was also active in organizations such as Keep America Beautiful, Keep Minnesota Green, the Metropolitan Area [Twin Cities] Park Planning Committee, the White House Conference on Children and Youth, the American Legion, the Minnesota Chapter of the American Youth Hostel Association, the Minnesota Motorists Service Committee, and several highway engineering and professional organizations.

In 1963, Olson retired from Roadside Development and became a special staff assistant to the Commissioner of Highways where he apparently worked on special projects such as the Great River Road. Olson retired again in November of 1963, and then consulted with the MHD on special projects until January of 1968.

Rosenwald, Walter F.

Walter F. Rosenwald was Maintenance Engineer for the MHD in 1929 and was apparently one of the early proponents of roadside development work within the department. In 1929 he was cited in J. M. Bennett's early book *Roadside Development* which briefly surveys progress in roadside development in various states. Rosenwald is credited with conceiving and organizing the first joint trunk highway marking program with the Minnesota Historical Society. He also participated in the MHD's first Conference on

Roadside Development in 1932 and was a member of three standing committees that were formed to further the work of the conference.

Vogt, Fred O.

Fred O. Vogt (b. 1903) was a landscape architect and engineer for the MHD for 34 years, from 1933-1942 and 1948-1973. (See Fig. 1.) Vogt attended the University of Minnesota from 1921-1923, studying Agricultural Engineering. He returned to the university in 1927-1928 where he majored in Civil Engineering and Architecture. From 1928-1931, Vogt attended Iowa State College in Ames, Iowa, from which he graduated in Landscape Architecture.

Vogt worked in the Roadside Development Division during two separate periods. The first was May 1933 through May 1942, when he was Landscape Architect. This was the period during which the division built its first major collection of sites using labor supplied by New Deal federal relief work programs. Vogt would have worked closely with Consulting Landscape Architect Arthur R. Nichols during this decade. Engineer Godfrey Love indicates that Fred "did a lot of the landscape work on the old Highway 100 interchanges" during this period (Love 1998). Vogt also took several of the historical photographs that appear in the historic photo albums maintained by the Roadside Development Division, including photographs of ***Cold Spring R.P.A.***, ***Garrison Concourse***, ***Redwood Falls Retaining Wall***, ***St. Croix Boomsite R.P.A.***, ***Stillwater Overlook - North***, and ***Stillwater Overlook - South*** (see Appendix J).

In 1942, Vogt took a six-year leave of absence from the highway department to engage in World War II defense work. Vogt worked for the U.S. Engineers in Omaha as an Associate Landscape Architect where he planned airfields and cantonment areas, and designed ground cover programs for the bases in the Omaha district. Later that year, he worked for Ellerbe and Company in St. Paul as an Engineering Draftsman. With Ellerbe, Vogt prepared site, grading, and outside utility plans for modifying the hangars at Holman Airport in St. Paul. Early in 1943, he worked for Toltz, King, and Day in St. Paul as an Engineering Draftsman where he helped prepare site plans and detailed drawings for outside utilities for the Twin Cities Ordnance Plant. During the next five years, Vogt also designed housing units for the armed forces on the Azores, worked as an Engineer for the Federal Cartridge Corporation in New Brighton, worked for the Walter Butler Company in St. Paul as a Landscape Architect, and worked again for Toltz, King, and Day.

When he returned to the Roadside Development Division, Vogt worked as a Landscape Architect II from March 1948 to October 1961. Engineer Ken Madole recalls that Vogt was the division's only landscape architect when Madole joined the division in 1948 (Madole 1998). Love also recalls that Fred Vogt was the "head landscape architect" in the 1950s and that "There are still pieces of landscape design around that Fred Vogt put in. . . . [He] was with the department for many, many years . . ." (Love 1998). Among Vogt's other (apparently private) consultations were site and landscaping plans for some of the first public housing units (McDonaugh, Roosevelt, and Mount Airy) in St. Paul, as well as planning and landscaping the Federal Building at Robert St. and Kellogg Blvd. in downtown St. Paul. In 1961 he left Roadside Development and became

a Civil Engineer III within the highway department where he was responsible for the preparation of highway construction plans and the supervision of highway technicians and other civil engineers. When Vogt retired from the MHD in July of 1973, he was a Principal Engineer in the Office of Road Design.

Vogt was a member of the Minnesota Government Engineers Council, Keep Minnesota Green, Inc., and other organizations. He was also a strong advocate for landscape design in his neighborhood and community (Dorothy Vogt 1998, Fred Vogt Papers).

OTHER INDIVIDUALS

Barber, Edward W.

Edward W. Barber was Chief Architect for the Minnesota Central Design Office of the National Park Service, which was located in St. Paul. This office provided designs, plans, technical expertise, and supervision for state and local parks and roadside development facilities that were built in Minnesota by the CCC. A graduate of the University of Minnesota, Barber designed several important roadside development facilities including the ***Gooseberry Falls Concourse***. (See Fig. 21.) He was also the "major designer of Minnesota's rustic style [state] park buildings" (Anderson 1988:E10).

Donnelly, Leo W.

Leo W. Donnelly was the first superintendent of the Spruce Creek CCC Camp, which was the first of four CCC camps in Minnesota that were sponsored by the highway department. (All were devoted to roadside development.) Donnelly served at Spruce Creek between July 1934 and February 1935, and would have been involved in the planning and implementation of the camp's extensive roadside development work on the North Shore.

Hella, Udert W.

In February of 1935, U. W. "Judge" Hella (b. 1908), who had trained as a civil engineer, became superintendent of the Spruce Creek CCC Camp, one of the four CCC camps that were sponsored by the Minnesota Department of Highways. In his job at Spruce Creek, he was active in the planning and implementation of the Roadside Development Division's work on the North Shore. Hella had previously worked for the MHD as a draftsman and surveyor. He then worked for the National Park Service from 1933-1937, first as civil engineering foreman for the Scenic State Park CCC Camp. In addition to directing the Spruce Creek CCC Camp, he was superintendent of the Sibley State Park CCC Camp, and a traveling inspector for the Omaha Regional Office of the NPS. Hella was the first Northern District Supervisor for the State Parks Division of the Minnesota Department of Conservation. Among his principal duties was inspecting the work of CCC crews in state parks. Later in his career, from 1953-1973, he was director of the State Parks Division. During this period he was a member of the Minnesota Historic Sites and Markers Commission (Anderson 1988:E10-E11, E15-E16; Meyer 1991:178-179).

Lathrop, Harold W.

From 1935-1946, Harold W. Lathrop (1901-1961) was the first director of Minnesota's state park system (known as the State Parks Division of the Minnesota Department of Conservation). During his tenure he worked closely with Harold E. Olson, who was his counterpart at the MHD's Roadside Development Division. Lathrop collaborated with the MHD in the planning of construction of many roadside development facilities that were built in or near state parks. Prior to heading the new State Parks Division, Lathrop had been park consultant for SERA projects in Minnesota and a supervisor of CCC work in state parks. (See FERA/SERA and CCC below.) Lathrop had also been an apprentice to Theodore Wirth, superintendent of the Minneapolis park system and an important figure in Minnesota's landscape architecture movement. Lathrop had attended Dunwoody Industrial Institute and the University of Minnesota (Meyer 1991:142).

Lasey, Ed

During the 1930s Ed Lasey served as one of the National Park Service inspectors that helped supervise the work of CCC camps in Minnesota. Lasey's name appears on most of the roadside development plans for sites in the Garrison area that were constructed by the Mille Lacs Lake CCC Camp at Garrison, one of Minnesota's four CCC camps that were sponsored by the highway department. Lasey took a few of the historical photographs that appear in the historic photo albums maintained by the Roadside Development Division (see Appendix J).

Law, Reuben W.

Reuben W. Law was a landscape architect who worked as an inspector of CCC work in roadside development and state parks in the 1930s. He began his career in the mid-1920s by working for the St. Paul parks department. By the late 1920s Law was working for Morell and Nichols. He apparently left the firm (or perhaps took a leave of absence) during the 1930s while he worked for the National Park Service and the State Parks Division of the Minnesota Department of Conservation. His position within the State Parks Division in 1935 was called Southern District Supervisor. In 1936 he was an alternate procurement officer for the National Park Service. In 1939 he was an inspector for the State Parks Division, and in the early 1940s he was Deputy Director. By the mid-1950s he had returned to Morell and Nichols, and was president of the firm. By 1962 Morell and Nichols had become Nason, Law, Wehrman, and Knight. (It later became Nason, Wehrman, Knight, and Chapman after MHD Roadside Development landscape architect Bill Chapman became a principal.) Law continued with the firm through at least the mid-1960s.

Law's name appears as CCC inspector on plans for the roadside development work in the Garrison area that was carried out by the Mille Lacs Lake CCC Camp, one of the four CCC camps in Minnesota that were sponsored by the highway department. Law also took several of the historic photographs of roadside development structures in the division's historic photograph albums (see Appendix J). Included among them are photographs of ***Cascade River Overlook***, ***Gooseberry Falls Overlook***, ***Red Wing R.P.A.***, ***Spruce Creek Culvert***, and ***Temperance River R.P.A.***

Nichols, Arthur R.

Arthur R. Nichols (1880-1970) served as Consulting Landscape Architect to the MHD from 1932-1940. As the principal designer during the Roadside Development Division's first decade, Nichols had a tremendous impact on the appearance of the state's roadside development work that can still be seen today. Nichols' prolific career as a landscape architect in Minnesota spanned many decades and resulted in hundreds of projects that bear his mark. Historian Jane Price McKinnon characterizes Nichols as one of "four masters" who established the field of landscape architecture in Minnesota (McKinnon's list also includes H. W. S. Cleveland, Frederick Nussbaumer, and Theodore Wirth) (McKinnon 1969). McKinnon also refers to Nichols as ". . . the most productive landscape architect in the history of the state" (McKinnon 1969:36).

Nichols strongly influenced the landscape of Minnesota highways, roadside development facilities, and state parks with his comprehensive planning and accomplished designs. He served as consultant to the Roadside Development Division from 1932-1940, where he helped establish and articulate the division's mission, and for whom he designed hundreds of miles of right-of-way and numerous wayside rests. (Nichols worked on more than 60 of the 102 properties in this inventory. See "General Findings" of this report.) While consulting with Roadside Development, Nichols also participated in the development of Minnesota's first comprehensive park planning document, the *Minnesota State Park and Recreational Plan* of 1939, which includes roadside development facilities within the state's array of public park and recreational systems. Even after Nichols stopped formally consulting for the highway department in 1940, the Roadside Development Division continued to follow the design principles he helped establish and to use his designs (Madole 1998).

During the 1930s and 1940s, Nichols was also a leading figure in the new highway roadside development movement nationally, as well as being a spokesman for roadside development within Minnesota. A civil engineering background, combined with landscape architecture training, gave him the practical training and technical understanding to design safe and efficient roadways that preserved and enhanced the existing scenic qualities of the landscape. He published several articles on roadside development in journals such as *Landscape Architecture* in the 1930s and 1940s. He spoke frequently at national conferences (even after he left the highway department).

Originally from Massachusetts, A. R. Nichols attended Massachusetts Institute of Technology (MIT) where he studied engineering, architecture, and landscape design. He was the first to graduate from MIT's newly-formed landscape architecture program. From 1902-1909, Nichols and his future partner Anthony Morell (d. 1927) worked for landscape architect Charles W. Leavitt, Jr., in New York City. For Leavitt's firm, Nichols prepared plans for Monument Valley Park in Colorado Springs, where he also supervised construction. In 1906-1908, he and Anthony Morell prepared landscaping plans for the Chester and Clara Congdon Estate ("Glensheen") in Duluth for Leavitt's firm. This may have been Nichols' first major work in Minnesota.

In 1909 Nichols and Morell formed a partnership and moved to Minnesota. The offices of Morell and Nichols were located in the Architects and Engineers Building in downtown

Minneapolis. This prolific firm's list of achievements is lengthy and includes master plans for cities (including Lake City, LeSueur, and Rochester), "civic centers" in Duluth and Stillwater, residential subdivisions, and a dozen college campuses within and outside Minnesota (including Gustavus Adolphus, Carleton, Luther, Macalester, and Wartburg). The firm also landscaped many private estates (including commissions for some of Minnesota's wealthiest families), and designed country clubs (such as Woodhill Country Club), and cemeteries (including Sunset Memorial Park and a portion of Lakewood Cemetery, both in Minneapolis).

Morell and Nichols' extensive park and parkway experience may have begun in the City of Duluth, where the firm started to work in 1910. In Duluth they designed parks such as Lester Park, Central Park, Washington Square, Lakeshore Park, and Snively Park, as well as parkways like Skyline Drive, Seven Bridges Road including its stone bridges, and Congdon Boulevard (which extends along the North Shore from Duluth to the St. Louis County line, now called Scenic North Shore Drive). In 1926, Morell and Nichols consulted on the landscaping, location, and grading of proposed highways and roads in Glacier National Park, as well as designing the grounds of the spectacular Glacier Park Hotel. Morell and Nichols' park designs also include parks in Minneapolis, Thief River Falls, and Albert Lea, and elsewhere. In 1935 Nichols (as MHD consultant) collaborated with Theodore Wirth on a master plan for parks in the western Twin Cities area.

For most of his career, Nichols was involved in consulting work for the State of Minnesota. From 1910-1925, Morell and Nichols was retained by the Minnesota Board of Control, which administered all charitable, correctional, and educational institutions. In this capacity the partnership planned and landscaped dozens of hospitals, schools, prisons, and teachers colleges. From 1910-1952, Morell and Nichols consulted for the University of Minnesota where they planned at least five campuses and dozens of other large and small projects. From 1932-1940, Nichols alone (rather than the firm) was consultant to the Minnesota Department of Highways where he worked primarily for Roadside Development. From 1944-1950, Morell and Nichols was consultant to the State of Minnesota for the design of the State Capitol Approach. (Cass Gilbert had planned an approach after the state capitol was built, but the Gilbert plan was never executed.) Nichols regarded the capitol approach as one of his proudest accomplishments (McKinnon 1969:38). Finally, from 1953-1960, Nichols served as consulting landscape architect to the State Parks Division of the Minnesota Department of Conservation (handwritten resume ca. 1960, Morell and Nichols Collection).

Nichols entered retirement for the first time in 1953 at the age of 74, after a 50-year career (McKinnon 1969:40). However, U. W. Hella, Director of the State Parks Division, called Nichols out of retirement in 1953 to continue the state park planning work that had begun during the New Deal (McKinnon 1969:40-43). From 1953-1960, Nichols worked as Consulting Landscape Architect for the State Parks Division, preparing the first comprehensive site plans for state parks that had been prepared since the 1930s. U. W. Hella said of Nichols in an interview in the late 1960s, "He has left his footprints all over Minnesota" (McKinnon 1969:46).

After his first partner Anthony Morell had died in 1927, Nichols continued as president of the firm. During his career he was joined by several other landscape architects.

George L. Nason, Sr. (d. 1949) and Harvey H. Cornell, for example, were members of the firm in 1932. Reuben W. Law had begun to work there in the late 1920s, apparently left to work for the National Park Service during the 1930s, and was again active after World War II. Law eventually become president of the firm. George W. Nason, Jr. was also among the members. After Nichols initially retired in 1953, the firm became known as Nason, Law, Wehrman, and Knight. It was later known as Nason, Wehrman, Knight, and Chapman (after Roadside Development's Bill Chapman joined) and was still later known as Wehrman, Chapman Associates.

A. R. Nichols retired again in 1960 at the age of 80.

Thompson, Agge

Agge Thompson was superintendent of the Mille Lacs Lake CCC Camp at Garrison, one of the four CCC camps that were sponsored by the MHD. The camp operated at from 1935-1940, and was the most active of the four highway department camps. (Thompson was apparently superintendent during the camp's entire existence.) As superintendent, Thompson would have participated in project planning, and was responsible for implementation of the plans through the work of the CCC crew. (See Figs. 18-20, 25-26, 54.)

■ FEDERAL RELIEF PROGRAMS ASSOCIATED WITH THIS CONTEXT

CIVILIAN CONSERVATION CORPS (CCC) / EMERGENCY CONSERVATION WORK (ECW)

The Civilian Conservation Corps (CCC) was the first work relief program established by Roosevelt and was founded on March 31, 1933, the same month that Roosevelt took office. It was also probably the most popular of the New Deal work programs and was one of the president's "pet" projects. One reason for the CCC's popularity among some citizens and politicians was that it required no state matching funds, unlike the FERA program that was operating at the same time (see FERA/SERA below). Historian Rolf Anderson writes that the CCC was also "considered one of the great conservation programs in the history of Minnesota" (Anderson "Mille Lacs" Oct. 9, 1990:8-1).

(Note: the CCC was known officially by the name Emergency Conservation Work (ECW) until June of 1937 when the name was formally changed to the CCC. Highway department plans, Roadside Development Division documents, and other sources generally use the term "ECW," rather than CCC, prior to mid-1937.)

The CCC was designed to provide Depression relief while preserving natural resources (e.g., through forest management, fire prevention, soil conservation, and flood control) and providing recreational benefits (e.g., through park development). Much of the CCC's work was focused on the improvement of forests and parks that were under either national, state, or local jurisdiction.

CCC workers were recruited by the Department of Labor and trained by the U.S. Army. Fort Snelling, home of the 7th Army Corps, served until 1937 as the state headquarters

of the CCC where the men were registered and trained. The enrollees were single men between the ages of 18 and 25 who joined for a six-month-long period (with the option of re-enlisting). Unlike most other federal relief work programs, the CCC was a resident program in which CCC workers lived away from home in work camps located near the job site. CCC camps, which were operated by the U.S. Army, each housed about 200 men. (CCC camps in Minnesota were racially segregated. The program's relatively few African American and Native American enrollees lived and worked in separate, specially-designated camps.) CCC workers received clothing, room, board, and $30 per month ($25 of which was sent home to their families). They attended classes and received on-the-job training to increase their chances of finding private work after their CCC stint.

CCC camps were led by a superintendent and several foremen. Work projects were planned and supervised by various federal and state agencies. The work of CCC camps that were established in state parks, for example, was supervised by the National Park Service (NPS), in cooperation with the Minnesota Department of Conservation. To increase the success and quality of CCC projects, most CCC camps also enrolled several Local Experienced Men (LEMs) who were often older than age 25. LEMs often included experienced stonemasons, building tradesmen, and men who were familiar with the local climate, weather conditions, and plant propagation (McClelland 1993:243).

The National Park Service was one of the original federal agencies that were designated by Roosevelt to receive and supervise CCC workers. When it became apparent that projects in the national parks could not use all of the CCC manpower available to the Park Service, the NPS began an aggressive program to help establish and improve state, county, and metropolitan parks with CCC workers (Anderson 1988:E4). Through this supervisory system, many of Minnesota's state, county, and local parks, as well as several roadside parking areas were strongly influenced by National Park Service expertise (Anderson 1990/1993:E11-E26).

The National Park Service's supervisory staff at the state park CCC camps included inspectors, landscape architects, engineers, architects, foresters, naturalists, and geologists. An important NPS official was the traveling CCC inspector who reviewed plans, helped direct the foremen, and inspected the camps' methods and progress to ensure a high degree of workmanship. NPS inspectors in Minnesota included Udert W. Hella, Ed Lasey, and Reuben W. Law, among others. The NPS technical staff in Minnesota also included the staff of what was known as the Minnesota Central Design Office of the NPS. The Central Design Office was established in 1933 and was located in the Federal Courts Building (now Landmark Center) in downtown St. Paul. The office staff included Edward W. Barber (Chief Architect), V. C. Martin (Architect), N. H. Averill (Landscape Architect), Oscar Newstrom (Engineer), and designer H. O. Skooglun, among others. Minneapolis native Conrad Wirth (son of Theodore Wirth, supervisor of the Minneapolis Parks Department) was the assistant director of the National Park Service during the New Deal era and head of the NPS's State Parks Division (Anderson 1988:E4-E7; McClelland 1993:47, 200-201; Anderson 1994).

The Minnesota Department of Highways sponsored four of Minnesota's CCC camps, all of which were devoted entirely to roadside development. All four camps were supervised

by the National Park Service, working in cooperation with the Roadside Development Division. The four are listed below:

Number	Camp Name	Location
SP-13	Spruce Creek	TH 61 at Cascade River on the North Shore
SP-15	Mille Lacs Lake	TH 169 at southern edge of Garrison
SP-16	Leech Lake	TH 200 near Whipholt on Leech Lake
SP-19	Lakeshore	TH 61 near Knife River on North Shore

The four highway department camps were operated in conjunction with Minnesota's numerous state park CCC camps. (Hence the camp numbers of the highway department camps contain the letters "SP", referring to "state park".)

Nine properties in the current inventory were constructed by the four highway department CCC camps. (See "General Findings" in this report for a list of the sites.)

The earliest of the four camps was the Spruce Creek Camp, which was established in 1934 at the Cascade River on the North Shore. Its first superintendent was Leo W. Donnelly, who was succeeded by U. W. Hella. The largest structure built by the Spruce Creek Camp was the ***Cascade River Overlook***. This structure is especially significant as the state's first example of a scenic overlook incorporating natural rock outcroppings within highway backslopes. The Cascade River Overlook served as a demonstration project of these roadside development techniques at a state level, and possibly, nationally (Anderson 1990/1993:E23; Hella 1990). The success of the Spruce Creek Camp led to the establishment of the other three highway department camps one year later in 1935. (Note: the Leech Lake camp operated for only six months.)

CCC workers at the four camps improved landscaping along the right-of-way; planted trees, shrubs, and ground covers; and built bridges, culverts, drainage ditches, retaining walls, scenic overlooks, and roadside parking areas. Plans for most of the four CCC camps' roadside development work were drawn by the highway department, but some plans were drawn by the NPS's Central Design Office. Staff from the State Parks Division of the Minnesota Department of Conservation, including the Division's first director Harold W. Lathrop, also participated in the planning of most of the camps' roadside development projects. The most extensive work was completed by the Mille Lacs Lake CCC Camp at Garrison, which was supervised by Superintendent Agge Thompson (Anderson "Mille Lacs" 1990:8-5). (See Figs. 18-20, 25-26, 54.)

At the peak of the CCC program in 1935, there were 74 CCC camps operating in Minnesota. This placed Minnesota ninth in the nation in the number of CCC camps (Anderson 1988:E26). By the time the CCC ended in June of 1942, more than 120 CCC camps had been established in the state. Most had been sponsored at the federal level by either the National Park Service (about 22 camps), the U.S. Forest Service, or the U.S. Department of Agriculture, and at the state level by the State Parks Division of the Department of Conservation. Minnesota's CCC camps included 49 camps that were located in national forests, 31 in state forests, 22 in state and municipal parks, 14 that were operated as Soil Conservation Service camps, four camps devoted specifically

to state highway department improvements, plus others. Roughly 84,000 enrollees had served in Minnesota CCC camps, and approximately $85 million had been invested in the state during the CCC's nine years of operation. Nationwide, 3.4 million young men had enlisted, including about 80,000 Native Americans and about 200,000 African Americans (Anderson 1988:E25-E26; Anderson 1990/1993:E11-E26; Tweton 1998:101-110).

The properties in the current inventory that were constructed by the CCC are discussed in the "General Findings" of this report.

CIVIL WORKS ADMINISTRATION (CWA)

The Civil Works Administration (CWA) was established in November of 1933 as a five-month-long, emergency work program to carry the nation through the first critical winter of Roosevelt's administration while the FERA and other New Deal programs were being organized. The CWA operated entirely as a federal agency and did not pass money through to state control.

Because jobs were needed immediately, the CWA focused on projects that could be launched quickly without a long planning phase. More than 50 percent of the CWA work in Minnesota involved the repair of highways and streets. It is not known whether any CWA funds were spent for roadside development projects in the state. When the CWA expired in March of 1934, unfinished projects were transferred to the FERA/SERA. (See FERA/SERA below.)

Although the CWA was short-lived, it was the largest New Deal federal relief work program in terms of the number of persons employed at one time. In January of 1934 -- the program's peak -- 4.3 million were employed by the CWA nationwide. The psychological impact on the nation was as positive as the monetary relief, despite the fact that approximately seven million people who had applied for CWA jobs were not able to be helped by the program (Anderson 1990/1993:E44; Tweton 1988:55-59; Rose 1994:47).

FEDERAL AND STATE EMERGENCY RELIEF ADMINISTRATION (FERA AND SERA)

The Federal Emergency Relief Administration (FERA) was created in May of 1933, just two months after Roosevelt took office. It was the New Deal's first major work relief agency, and was organized to pass federal money to local governments for poverty relief, with an emphasis on work programs. Between May of 1933 and the end of 1935, the FERA was the New Deal's major tool in the fight against unemployment. Several roadside development projects in Minnesota were built by the FERA/SERA between the summer of 1933 and the summer of 1935.

The FERA granted federal money to a State Emergency Relief Administration (SERA) in each state, which in turn passed most funds on to the local level. The FERA required that its funds be matched with state money. The Minnesota Board of Control (the agency that administered the state's charitable and educational institutions) served as the state's SERA. Many FERA/SERA workers were drawn from the unemployed who

registered at National Re-employment Service offices. Projects that used FERA funds were generally referred to as either FERA, SERA, or ERA projects (Tweton 1988:57).

The FERA's work program took nearly a year to organize. In the meantime, the CWA (see CWA above) was established as an emergency, five-month-long work program to carry the nation through the winter of 1933-1934. The FERA work program was fully operational by the spring of 1934. Most FERA/SERA projects used workers to build and improve streets, highways, sewers, sidewalks, bridges, public buildings, athletic fields, parks, and waterworks, as well as to complete conservation projects. Roadside development projects were included within the highway work. At its peak, the FERA employed 2.5 million workers nationwide. The FERA completed over 235,000 projects in the U.S. during the length of the program.

Funding for FERA workers was sometimes combined with other federal New Deal programs. For example, in 1934 and 1935 funds from the Minnesota Department of Highways were combined with a FERA/SERA work program and a federal Drouth Relief Program to employ drought-stricken farmers to grade and surface highways. The program stipulated that wages be credited against the farmers' feed and seed loans. Some FERA money was also channeled through the National Recovery Work Relief Program (NRWR). (See NRWR below.)

Most work programs operated with FERA/SERA funds ended in May of 1935 when the Works Progress Administration (WPA) -- soon to become the country's major work relief program -- was established. In December, eight months after the WPA was founded, the FERA was abolished. Minnesota's SERA continued to operate, however, becoming the agency that certified the eligibility of workers for the WPA. Minnesota's SERA was renamed the State Relief Agency (SRA) in January of 1936 and was finally discontinued in 1939 (Tweton 1988:55-59; Anderson 1990/1993:E46; Rose 1994:64).

(Note: some early highway department construction plans contain the initials "EWRP" or "RRP." The Emergency Work Relief Program (EWRP) channeled FERA funds to the unemployed in cities, while the Rural Rehabilitation Program (RRP) channeled FERA funds to rural areas and small towns.)

Transient Workers. The FERA became the first New Deal relief program to address the tremendous problem of "transients," or the homeless, during the Depression. The FERA Transient Division was established in July of 1933 after the Roosevelt administration believed that a special program was needed to directly help transients. This group of citizens tended to be excluded from other FERA/SERA relief efforts which were locally-administered and which tended to help local residents first (and to ignore transients) (Olson 1985:177). The transient program was transferred to the WPA when the WPA began to assume most of the FERA's responsibilities in the latter half of 1935.

The properties in the current inventory that were constructed by the FERA/SERA are discussed in the "General Findings" of this report.

NATIONAL RECOVERY WORK RELIEF (NRWR)

The National Recovery Work Relief Program (NRWR) was apparently established early in the New Deal. Beginning in January of 1935, the Minnesota Department of Highways used relief labor hired under the NRWR. In 1935-1937, for example, some highway projects were financed by a combination of PWA, FERA, WPA, and state highway department funds (*An Appraisal* 1938:15). (The initials NRWR appear on some highway department construction plans from the 1930s.) Highway department projects completed in 1935-1937 include 88 miles of "roadside improvement," as well as an erosion control project, clearing and grubbing, grading, gravel surfacing, the widening of a bridge, and the improvement of a railroad underpass (*An Appraisal* 1938:15). The current inventory includes one wayside rest that was apparently built using NRWR funds -- the ***Pomme de Terre Roadside Parking Area*** in west central Minnesota.

NATIONAL YOUTH ADMINISTRATION (NYA)

The National Youth Administration was established in June of 1935, at the same time that the WPA was established. The NYA was at first administered as a subsidiary program within the WPA, and was later operated separately. Minnesota's first NYA director was George A. Selke, who was also serving as president of St. Cloud State Teachers College (now St. Cloud State University). A state NYA advisory board consisted of business leaders; university, vocational school, and public school teachers and administrators; and members of the public.

The NYA was designed to help alleviate the despair that poverty, unemployment, and economic collapse had created among youth, and to counteract rising juvenile delinquency and homelessness. Until its establishment, adolescents had largely been ignored by New Deal programs. In addition to providing work experience, the NYA encouraged adolescents to remain in school, both to preserve for the nation a well-educated and well-trained future work force, and also to discourage youth from competing in the labor market for jobs being sought by adults.

The NYA programs served young people between the ages of 16 and 25, most of whom were from families that were receiving relief. The relatively few African American and Native American youth who served in the NYA in Minnesota were integrated into NYA programs with white workers. The NYA provided part-time, after-school jobs for high school, college, and graduate students; full-time work for those who had quit high school; job training and counseling; and meaningful leisure-time activities. NYA projects were cosponsored by units of state or local government or by nonprofit agencies. The sponsor usually supplied materials, supervision, transportation, and skilled labor to guide and assist the NYA workers, most of whom were unskilled.

NYA work projects included professional and clerical work (e.g., working in health clinics, libraries, and government offices), homemaking, public service, recreational leadership (e.g., supervising at playgrounds), conservation (e.g., tree planting), and production work (e.g., metalwork, woodwork, and sewing). Construction activities were added to the NYA program in 1937. Typical NYA construction projects improved playgrounds, swimming pools, and other public facilities that were used by children. A significant

part of the NYA construction program in Minnesota focused on highway landscaping (e.g., planting trees for live "snow fences") and building historic markers, scenic overlooks, and roadside parking areas, all for the highway department's Roadside Development Division. The state's first four NYA construction projects, in fact, included two roadside development facilities. These first four NYA construction projects were the ***Christmas Lake Roadside Parking Area***, a bathhouse at Bemidji State Park, the Chisholm City Tourist Cabins, and the ***St. Cloud Historical Marker***. (See Fig. 13 and 39.) The Christmas Lake and St. Cloud properties are included in this inventory. (The NYA also built approximately 14 of Minnesota's pre-1955 state line markers for the Roadside Development Division. See Appendix K of this report.)

Many NYA projects provided enrollees with general education, technical instruction, and on-the-job training, as well as work experience. When the NYA built a stone wall, for example, the youth were instructed in the geology and uses of various types of rock; in stonecutting and dressing techniques; in the design and construction of various types of walls, footings, and drainage systems; and in the task of estimating the labor and materials required by a job (*Final Report* 1943:100).

Most NYA workers lived at home and reported to a job site each day. However, beginning in 1938, the NYA established a series of resident camps or NYA centers in which youth lived for relatively short periods of time. (Most of these youth were from areas where there was no ongoing NYA project close to home.) About one dozen residential centers were established in Minnesota. Most were located on the campuses of existing public facilities such as colleges. The centers offered room and board as well as educational and vocational courses and job training.

The NYA also operated vocational training workshops where participants practiced skills like woodwork, metalwork, and sewing. NYA workshops assisted the Roadside Development Division by constructing signs and other furnishings for roadside parking areas. In 1938, for example, NYA shops built 190 combination picnic tables and benches (presumably wooden), 123 refuse containers, 72 fireplace grates, six "project stoves," and three "project signs" for the Roadside Development Division. In 1939, the workshops built 210 picnic tables and benches, 65 refuse containers, 50 fireplace grates, two "project markers," 98 directional markers, four sod cutters, and three "tree knives."

After Pearl Harbor was bombed in December of 1941, most NYA workers were shifted to defense work, some even out-of-state. During the first year and a half of World War II, the NYA was considered useful to the war effort as a means to vocationally train youth who were too young for combat (*Final Report* 1943; Anderson 1990/1993:E68-E71; Tweton 1988:110-113).

Minnesota's average monthly enrollment in the NYA varied due to enrollment policies and the availability of funding. In March of 1937, for example, there were 4,360 youth enrolled, and in December of 1938 there were 6,179. At other times enrollment was less than 2,000. During the summer of 1941, over 1,100 "separate project units" were operating in Minnesota (*Final Report NYA* 1943:100). In all, during the NYA's eight-year history, approximately 184,500 Minnesota youth were given full- and part-time

jobs and about $14 million were invested in the state. Nationwide, about 4.8 million youth were employed. The NYA ended on June 30, 1943.

The properties in the current inventory that were constructed by the NYA are discussed in the "General Findings" of this report.

PUBLIC WORKS ADMINISTRATION (PWA)

The Public Works Administration (PWA) operated for six years, from June of 1933 to July of 1939. It was a long-range, large-scale relief program that was designed to boost the economy by stimulating the private construction industry. Most PWA projects were major undertakings that required many months of preliminary planning, engineering studies, architectural services, and a bid-letting process. The emphasis of the PWA was not on work relief for the average unemployed worker, but on giving work to private construction firms that, in turn, would employ skilled building tradesmen (which comprised the third-largest segment of the U.S. labor force) (Tweton 1988:63). Most PWA projects required that unskilled positions be filled by local unemployed workers.

Most PWA projects constructed large buildings such as courthouses, city halls, sewage plants, hospitals, and schools. Between 1933 and 1939, PWA funds helped build 70 percent of the nation's educational buildings, 65 percent of its courthouses and city halls, and 35 percent of its hospitals (Tweton 1988:63).

PWA funds were also used on some projects that were sponsored by the Minnesota Department of Highways. Work programs that operated under the National Recovery Work Relief (NRWR) program (see NRWR above), for example, were partially funded by the PWA. This highway work included some "roadside improvement" (*An Appraisal* 1938:15). The current inventory was not able to identify with certainty any specific roadside development projects that had received PWA funds (Anderson 1990/1993:E1-E10; Tweton 1988:63-69).

WORKS PROGRESS ADMIN. (WPA) / WORK PROJECTS ADMIN. (WPA)

The Works Progress Administration (WPA) was established in May of 1935, at the same time that the NYA (see above) was established. The WPA became the federal government's largest work relief program in both funding and scope after the expiration of the FERA in December of 1935 (see FERA above). (The WPA assumed most of the unfinished projects of the FERA when the FERA ended six months after the WPA was founded.)

The WPA actually consisted of two consecutive programs, both of which were known by the initials "WPA." The first program, the Works Progress Administration, operated from May 1935-July 1939. The second program, the Work Projects Administration, ran from July 1939 until June 1943. The organization, goals, and accomplishments of the two programs were similar. With the exception of the homeless (see Transients below), WPA workers lived at home and reported to a job site each day. Minnesota's relatively few African American and Native American workers served on racially-integrated WPA crews. WPA transient camps, described below, were racially-segregated, however.

The emphasis of the WPA was on long-term economic recovery rather than emergency help, and on work relief rather than direct relief (i.e., money, food, or clothing). In most states, the administrative framework of the WPA was built upon the personnel that had been running the FERA since 1933. Federal, state, and, most often, local government agencies served as sponsors for WPA projects. The sponsors supplied materials while the WPA paid the workers. Unlike some programs such as the CWA (see CWA above), it was not required that federal WPA funds be directly matched with state dollars.

During its eight-year history, about 77 percent of WPA funds nationwide were spent on construction projects, particularly on roads, public buildings, and public utilities. However, the scope of the WPA was the most broad of the New Deal work programs and, in addition to construction jobs, WPA enrollees worked in white collar fields such as education, health care, social services, homemaking, government administration, recreation, and the arts.

Because one of the goals of the WPA was to improve the nation's roads, streets, and bridges, the Minnesota Department of Highways acted as the sponsor for many WPA construction projects. Included were several projects designed and supervised by the Roadside Development Division. By the end of the WPA's first 18 months, 700,000 people had been given jobs on local, county, or state road projects, and 8,731 miles of roadway had been landscaped. By the end of the WPA's eight years, 37.9 percent of the WPA funds spent in Minnesota had been used to build highways, roads, and streets (Anderson 1990/1993:E54).

Peak WPA enrollment occurred in the fall of 1938. After Pearl Harbor was bombed in December of 1941, the WPA program began to support the war effort by shifting workers to defense-related projects, and the program continued for another year and a half. By the time the WPA program was ended on June 30, 1943, an incredible 8.5 million people -- or one-third of the nation's unemployed -- had worked for the WPA. In Minnesota, 600,000 people had been employed by the program for wages totaling one-quarter of a billion dollars (Anderson 1990/1993:E67; Tweton 1988:70-87).

Transient Workers. In 1935, the WPA assumed the operation of the FERA Transient Division, which provided assistance to the nation's huge homeless population (see Transient Division in FERA/SERA above). The WPA (like the FERA) operated resident transient work camps (also sometimes called treatment centers) that were organized somewhat like CCC camps. The camps provided work, lodging, food, and clothing specifically for homeless men. In June of 1935, Minnesota had 25 transient WPA camps. Many were located near the Twin Cities or in northern Minnesota. One of the camps, Mendota Work Camp No. 1, served for many months as the state's sole transient camp for African Americans. In 1937, after African Americans had been transferred to a camp in northern Minnesota, a new group of residents at Mendota Work Camp No. 1 built the ***Mendota Overlook*** in cooperation with the highway department's Roadside Development Division. (See Fig. 32.)

The properties in the current inventory that were constructed by the WPA are discussed in the "General Findings" of this report.

GENERAL FINDINGS

INTRODUCTION

The Mn/DOT Historic Roadside Development Structures Inventory was conducted in 1996-1998 for Mn/DOT's Office of Technical Support (Site Development Unit and Cultural Resources Unit) and Office of Environmental Services. The primary goal of the project was to inventory all roadside development properties on current Mn/DOT right-of-way that contain pre-1961 standing structures and to evaluate the National Register eligibility of the sites.

A total of 102 properties were inventoried as part of the study. These properties are listed in Appendix A and B of this report and mapped beginning on page 8.1. Together the inventoried properties encompass approximately 330 acres.

Roughly 65 percent of the properties date from the 1930s and early 1940s. These were the formative years for the highway department's Roadside Development Division, as well as for the roadside development movement nationwide. This group of sites represents many of the first roadside development facilities that were designed and built by the division. They are also the oldest of the roadside development resources under the stewardship of the Mn/DOT.

This same group of early resources, built during the Depression, share three other significant characteristics. Most were designed by Arthur R. Nichols, one of Minnesota's most prominent, early landscape architects. He served as the Roadside Development Division's first Consulting Landscape Architect from 1932 to the early 1940s. Secondly, most of the Depression-era resources represent excellent examples of a style in architecture and landscape architecture known as the "National Park Service Rustic Style." This movement grew from the early work of the National Park Service in the 1920s and strongly influenced state park design in the 1930s. It encouraged facilities that brought the public (and its automobiles) into wilderness settings and scenic areas as unobtrusively as possible with roads, trails, plantings, and structures that were designed to blend inconspicuously with the natural setting. Finally, the same group of Depression-era sites are significant because most were built by unemployed workers who were hired under the Civilian Conservation Corps (CCC), the National Youth Administration (NYA), and other federal relief programs. These agencies were part of a sweeping set of New Deal programs that helped millions of Americans survive the Depression, and at the same time established new precedents for government's role in helping to solve social and economic problems.

Most of the remaining 35 percent of the sites in this study were built after the Depression. Those that date from the first few years after World War II generally follow the design model created during the 1930s. Most of the sites built in the 1950s, however, show the influence of the modern era with designs that are simpler, less labor-intensive to construct, and less "rustic" in appearance.

TYPES OF PROPERTIES

The study found that most of the inventoried properties, regardless of their age, were designed to meet a fairly universal set of roadside development objectives. Most were designed to provide travelers with a safe place to rest, find drinking water, eat a picnic lunch, use a restroom, and stretch their legs. Many provide a safe vantage point from which to enjoy a scenic view or experience the out-of-doors, and some offer an interpretive marker or monument to commemorate an important event or teach the traveler about local history or geology. Most properties fulfill many of these functions, rather than only one. Most of the wayside rests were designed for daytime use only, rather than for overnight camping. All of the properties that were designed to be visited by the public were called "roadside parking areas" (R.P.A.) by this study, a term that was used by the Roadside Development Division from the 1930s through about the 1950s. (The terms "wayside" and "wayside rest" were also simultaneously used by the highway department for these properties. Mn/DOT now generally uses the term "rest area.")

A small percentage of the properties (about 15 of the 102 sites) were not specifically designed for the traveler to visit. Instead, they fulfill another important roadside development objective: enhancing the scenic qualities of the roadway while simultaneously meeting more mundane needs like controlling erosion or providing drainage. This group of sites consists of bridges and culverts, highway retaining walls, and walls that mark the entrances to, or boundaries of, public institutions. They were designed to complement the landscape and to be viewed *from* the roadway, as well as to soften the view *of* the roadway.

ORGANIZATION OF SURVEY FINDINGS

Because most of the 102 sites in the inventory were built to serve a single (although complex) purpose -- to meet the multiple objectives of roadside development discussed above -- the group cannot easily be subdivided into categories based on original use. In addition to serving the same general function, the sites also share many physical and historical characteristics, so that subdividing them by age, size, style, layout, or other characteristics also proved an ambiguous task. As a result, this report examines the inventoried properties by looking at a variety of physical and historical attributes, but does not divide the properties into distinct subgroups.

Many of the sites have been known by more than one name through the years. Following the usual practice of cultural resource studies, this inventory uses the "historic" name of each site, which is generally the original or earliest name. The Roadside Development Division's early practice of naming most sites ". . . Roadside Parking Area" was used in this study. An alphabetical list of the inventoried sites by historic name appears in Appendix C of this report.

The final products of this study consist of three major items, the first of which is this report. (It is recommended that users of the inventory consult all three items for information on particular sites, since each of the three contains unique information.) The second product is an individual inventory file that was prepared for each property.

The file contains a several-page form that describes the property and its history, and includes original construction plans (if available), maps, photographs, and other documents. The third major product consists of two groups of historic photo albums (eight volumes in all) that were prepared in the 1930s and 1940s by A. R. Nichols and the Roadside Development Division. The albums were stabilized and indexed as part of this study. (See Appendix J of this report.) The albums contain hundreds of excellent photographs of roadside development properties designed and built by the division. (All three final products are on file at the Mn/DOT Site Development Unit, Office of Technical Support.)

The remainder of this "General Findings" chapter discusses the sites by various physical characteristics and by designer and builder.

The next chapter of the report, entitled "Description of Site Features," briefly describes the structures or "features" found on the inventoried sites. This section is designed, in part, to provide Mn/DOT with comparative information so that all sites with stone picnic tables or council rings, for example, can be readily identified.

The final chapter of findings, entitled "Determination of National Register Eligibility," explains the criteria used to evaluate the sites' National Register eligibility, and then provides the results of that evaluation.

▪ LOCATION OF PROPERTIES

The 102 properties are located in 42 of Minnesota's 82 counties. They are generally scattered throughout all parts of the state except north central and northwestern Minnesota (approximately north and west of Grand Rapids). Clusters of sites appear on the North Shore of Lake Superior where there are 15 sites, in the area of Mille Lacs Lake where there are nine sites, and in the vicinity of the Twin Cities and Stillwater where there are about 20 sites. (See "Map of Inventory Properties" beginning on page 8.1.)

This study found reference to few specific policies or directives that explain the geographic distribution of pre-1961 roadside development facilities. The sites' concentration in areas of scenic beauty like the North Shore, Mille Lacs, and the St. Croix and Mississippi river valleys probably reflect the Roadside Development Division's mission to promote and enhance the state's tourism industry. The Minnesota Department of Highways (MHD) also worked with the Division of State Parks so that the location of wayside rests and state parks complemented one another. The placement of roadside development projects was, in part, also influenced by the availability of federal relief labor, which was generally concentrated near the state's largest cities where the number of families on relief was highest. It is also likely that the Roadside Development Division tried to distribute its facilities somewhat equitably throughout the state.

Several of the inventoried properties are located adjacent to, or within, state parks. About 61 are located within the current boundaries of a city. (Some of the 61 were originally located in the countryside and were absorbed by post-World War II city growth.) The remaining 41 properties are located outside of current municipal limits.

Most of the early sites were not built on land specifically acquired for roadside parking areas. Instead, many were built on "excess" right-of-way or on irregularly-shaped parcels of land that were acquired by the highway department during the course of normal right-of-way acquisition.

The inventoried properties are listed in Appendix A by Mn/DOT Control Section (CS) number. The first two digits of the CS number identify the county in which the site is located. (The value of the first two digits of the CS number represents the county's alphabetical ranking.) The name of the county is also identified by the first two letters of the SHPO Inventory Number. The inventoried properties are listed in Appendix B by Mn/DOT District.

▪ SITE LAYOUT

The 102 inventoried properties fall roughly into four broad categories based on the layout or configuration of their original site design. The categorizations are approximate because some sites do not clearly fall into any single category, and others seem to fit into more than one.

The four broad categories of site layout are tallied below, and are then described:

Site Layout	Approx. Number of Sites
Highway Pull-offs	58
Complex Sites	27
Formal Parks	2
Other Site Layout	15

HIGHWAY PULL-OFFS

About 57 percent of the inventoried properties have a site layout that was termed a "highway pull-off" by this study. Most of the highway pull-offs (sometimes referred to as "turnouts") are relatively shallow sites. Most have two entry and exit points so that cars can efficiently enter the parking area via one drive, park in front of the overlook or marker, and exit the site via the other drive. (See Figs. 22 and 34.) About one dozen of the highway pull-offs display a variation that has only one access drive (through which traffic both enters and exits the site). (One of the sites in this category, the ***Granite Falls Overlook*** apparently had no access drive or parking area at all.)

Most highway pull-offs focus on a single standing structure such as a scenic overlook wall, a spring enclosure, or an interpretive marker. Most once had portable wooden picnic tables, wooden privies, and a garbage barrel. Many of the sites were marked, at one time, with a standard, wooden, hanging-arm style sign that read "Roadside Parking Area" and sometimes provided the name of the site. (See Fig. 5.)

The highway pull-offs are generally small sites. About 92 percent are five acres or less and about 72 percent are 1.5 acres or less. The smallest of the highway pull-off sites is about .05 acres -- just enough room for a small historic marker and a few cars.

The parking area on a highway pull-off site is generally located very close to the highway. It is generally separated from the highway by a long, narrow, grass-planted island. The parking area is also usually located near the site's predominant standing structure, rather than being segregated from the site's principal areas of activity. Many of the parking areas were originally lined with simple timber posts used to confine cars to the designated parking area.

The acreage of all but four of the highway pull-off sites was originally confined to just one side of the highway, probably for obvious safety reasons. Three of the properties, however, had additional parking space on the opposite side of the highway. The three are the ***Gooseberry Falls Concourse***, ***Morton Pioneer Monuments R.P.A.***, and ***Reads Landing Overlook***. The fourth site, the ***Preston Overlook***, originally had a picnic area across the highway (the picnic area is no longer extant).

COMPLEX SITES

Roughly one-third of the inventoried properties have site layouts that are more complex than the highway pull-offs just described. The "complex" properties are generally larger than the highway pull-offs. Their current size ranges from about 1 to 50 acres. About half are between 1.3 and 6 acres, about one-third are 9-16 acres, and a few are 25-50 acres. Three of the properties on the North Shore -- the ***Cascade River Overlook***, the ***Cross River Rest Area***, and the ***Temperance River R.P.A.*** -- were originally established as very large facilities. (Cascade was originally 2,300 acres, Cross River was about 640 acres, and Temperance was about 200 acres.) All three were greatly reduced in size when excess acreage was transferred to what is now the Department of Natural Resources for recreational purposes.

The complex properties usually include several different types of standing structures within them. A single site, for example, might have stone picnic tables, plus a council ring, plus an overlook wall. Complex sites often include several informally-divided areas of activity such as a picnic ground with fireplaces, a softball field or a grassy lawn for playing, and a swimming beach or a boat launch. The site's parking area is often segregated from the areas where visitors picnic or play. A "loop road" sometimes circles through the site. (See Figs. 23, 30, and 40.)

Most of the complex sites have rustic, naturalistic designs with picnic tables arranged in curvilinear clusters, walking paths (sometimes with trail steps) that wind through the site, and trees and shrubs planted in informal groupings. Most include outdoor spaces that are inviting and comfortably-scaled, and most have a natural appearance that belies their careful planning. The ***New Ulm Spring R.P.A.*** is an interesting site that has a picnic area located up the side of a wooded hill above a long, stone wall that incorporates a spring outlet. (See Fig. 33.) Most of the complex sites were designed by, or their design is attributed to, A. R. Nichols.

At least ten of the complex properties originally had acreage on both sides of the highway. Three of these, ***Cold Spring R.P.A.***, ***Mill Pond R.P.A.***, and ***Garrison Rest Area***, included a bridge that carried the highway over a stream. The bridges also served as pedestrian underpasses through which visitors could safely cross to the other side of the road. (The underpass that served the Garrison Rest Area was inventoried as a separate site, called the ***Garrison Pedestrian Underpass (Bridge 5265)***.) The pedestrian underpass at Mill Pond has been replaced by a modern highway bridge, while the underpasses at Cold Spring and Garrison are extant.

FORMAL PARKS

Two of the inventoried sites have a more formal, less naturalistic site design. They lack winding trails, Rustic style structures, and irregularly-scattered plantings, and instead have more geometric and symmetrical site designs. Both of the sites were established as memorial parks. ***Camp Release State Memorial Wayside*** near Montevideo is the oldest site in the inventory. (It was established in 1889 and its monument was built in 1894.) An early plan for the site has trees that radiate in straight lines from a tall granite obelisk that is encircled by the site's drive. (See Fig. 10.) South of the obelisk is an open military parade ground. The ***Floyd B. Olson Memorial Statue***, which dates from 1940, is a small park in Minneapolis. It has a bronze statue on a granite base that stands on a wide, flat concrete plaza that is framed by a formal arrangement of clipped hedges and stone benches. The designers of the two sites have not been identified.

OTHER SITE LAYOUT

About 15 of the inventoried properties have site layouts unlike those described above. Instead, each of these properties consists of a single bridge, culvert, highway retaining wall, or entrance wall, but no additional acreage (apart from the normal right-of-way). These properties were generally not designed to be visited (i.e., stopped at) by travelers, but instead were built to enhance the view from the roadway while serving a utilitarian purpose.

▪ REST AREA CLASS

All but 18 of the inventoried properties had been given a rest area classification by Mn/DOT based on their size and amenities. Class 1 rest areas, for example, have the most sophisticated facilities including flush toilets, while Class 4 rest areas do not have any toilets or privies. (About 62 percent of Mn/DOT's current rest areas are Class 4 rest areas.) The rest area classification of each property is listed on the first page of the individual site inventory form.

Class 4 rest areas comprise about 73 percent of the inventoried sites. The rest area class of the inventoried properties is tallied below:

Rest Area Class	Number of Sites
Class 1	5
Class 2	5
Class 3	0
Class 4	74
no class assigned	18

▪ STYLE OF PROPERTIES

A majority of the inventoried properties are designed landscapes that were inspired by the movement in landscape architecture called the "National Park Service Rustic Style," a style that strongly influenced national, state, and local park design in the 1920s-1940s. Rustic style sites were designed to intrude as little as possible into the existing landscape. Roadways and trails were intentionally few in number and were planned to be compatible with natural terrain. Structures were designed to be low-lying and inconspicuous, and were sometimes screened behind plantings. They were usually built with "rustic" materials such as roughly-cut local stone, hewn timbers, and logs so that they blended with both the natural setting and with America's "pioneer" past. Native plant materials were arranged in "naturalistic" patterns, and plants were used to integrate manmade structures with the setting. (See the "Historic Context Narrative" for more information.)

While some of the inventoried sites were only mildly Rustic in style and some have been altered, others are excellent examples of the National Park Service Rustic Style. Many retain roadways, trails, structures, and plantings that have been altered very little, although they may be in poor condition. Many of the properties contain stone structures (such as overlook walls, historic markers, and picnic tables) that are excellent examples of stone masonry that is uncommon in Minnesota except in state (and some local) park structures. Constructing these labor-intensive structures (some of which are quite massive) was made possible by the manpower contributed by the New Deal's work relief programs. The combination of their Rustic style designs, rare craftsmanship, and New Deal origins makes these properties a distinctive set that is significant and increasingly rare.

Several of the inventoried properties show the influence of the Rustic style in their stonework or other features, but were laid out with a symmetry that is not characteristic of the style. The ***Garrison Concourse***, ***Lake City Concourse***, and ***Redwood Falls Retaining Wall*** are three examples of properties in which the designers (A. R. Nichols and National Park Service landscape architects) combined Rustic style precepts with more formal and "citylike" park design.

Only two of the properties in the inventory, ***Camp Release State Memorial Wayside*** and the ***Floyd B. Olson Memorial Statue***, are stylistically quite unlike Rustic style parks. Their plans include trees and hedges planted in straight lines and even curves, smoothly-dressed stone monuments, and wide expanses of flat gray stone and concrete (at Floyd B. Olson). Camp Release was established in 1889 and was probably not landscaped until 1894 when its tall granite obelisk was built. (See Fig. 10.) The

Floyd B. Olson park dates from 1940. Both are further described under "Formal Parks" above. (This study did not identify the designer of either site.)

▪ AGE OF PROPERTIES

The inventoried properties were established between 1889 and 1969. They are listed by approximate age in Appendix D of this report. (Although this study was designed to exclude post-1960 properties, a few post-1960 properties are among the 102 inventoried sites for two reasons: 1) the site contained a pre-existing historic structure that was on-site when the roadside development facility was created; and 2) the site was thought to have been built before 1961 until fairly late in this study when research revealed otherwise.)

Sixty-eight of the 102 sites, or about 67 percent, were built during the New Deal, which began in 1933 when President Roosevelt was inaugurated. Six of the 102 properties were built before the New Deal, and 28 were built after the New Deal. The sites are tallied on the list below by the approximate year in which they were built.

Relevant Historical Event	Year(s)	Number of Sites Built
	1889	1
Roadside Devel Div estab 1932 --	1924-32	5
New Deal begins --	1933	0
	1934	6
	1935	7
	1936	9
	1937	8
	1938	14
	1939	11
	1940	8
World War II begins --	1941	3
	1942	2
New Deal ends --	1943	0
	1944	0
World War II ends --	1945	0
	1946-1949	7
	1950-1959	16
	1960-1969	5
		102 total

The six properties built before the New Deal are listed below. They date from 1889-1932.

Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A
Wabasha Overlook	WB-WBC-183	6A
Frontenac State Park Gates	GD-FLC-057	6B

Mantorville Retaining Walls	DO-MTC-038	6B
Camp Release State Memorial Wayside	LP-CAM-003	8B
Mendota Granite Arrow Marker	DK-MDC-010	Met E

The 68 properties built during the New Deal (1933-1943) are the following:

Cascade River Overlook	CK-UOG-044	1A
Cross River Rest Area	CK-UOG-047	1A
Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
Gooseberry Falls Concourse	LA-SVC-046	1A
Grand Marais Harbor Sea Wall	CK-GMC-029	1A
Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Thompson Hill Overlook	SL-DUL-2431	1A
Orr Roadside Parking Area	SL-ORC-005	1B
Soudan Roadside Parking Area	SL-SOC-001	1B
Spang Spring Roadside Parking Area	IC-SPG-004	1B
Whipholt Roadside Parking Area	CA-PLK-003	2A
Camp Ripley Entrance Walls	MO-GRE-047	3A
Garrison Concourse	CW-GRC-001	3A
Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
Garrison Rest Area	CW-GRT-001	3A
Kenney Lake Overlook	CW-GRT-003	3A
Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A
Willow Lake Roadside Parking Area	CA-TOR-002	3A
Babcock Memorial Park	SH-ERC-028	3B
Cold Spring Roadside Parking Area	SN-CSC-024	3B
St. Cloud Historical Marker	SH-SCC-048	3B
Craigie Flour Mill Historical Marker	OT-OTT-001	4A
Leaf City Historical Marker	OT-LLT-001	4A
Browns Valley Historical Marker	TR-FOL-006	4B
Glenwood Overlook	PO-GLC-022	4B
Graceville Historical Marker	BS-GRA-017	4B
Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Stage Station Historical Marker	DL-OSA-021	4B
Inspiration Point Wayside Rest	FL-CRL-011	6A
Lake City Concourse	WB-LKC-093	6A
Preston Overlook	FL-PRC-041	6A
Reads Landing Overlook	WB-PEP-012	6A
Silver Lake Roadside Parking Area	OL-ROC-105	6A
Fort Beauharnois Historical Marker	GD-FLC-056	6B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Minn State Training School Ent. Walls	GD-RWC-021	6B
Red Wing Roadside Parking Area	GD-RWC-849	6B
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B

Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Avoca Historical Marker	MU-AVC-010	8B
Granite Falls Overlook	YM-GRN-078	8B
Redwood Falls Retaining Wall	RW-RFC-032	8B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Mendota Overlook	DK-MHC-012	Met E
Pine Bend Historical Marker	DK-IVG-023	Met E
Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Stillwater Overlook - North	WA-SWT-013	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Taylors Falls Overlook - South	CH-SHT-032	Met E
Blazer Park	HE-GVC-047B	Met W
Chaska Historical Marker	CR-CKC-057	Met W
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Daytonport Roadside Parking Area	AN-RMC-008	Met W
Graeser Park	HE-RBC-025	Met W
Graeser Park - South	HE-RBC-160	Met W
Lilac Park	HE-SLC-013	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W
National Grange Historical Marker	SH-ERC-029	Met W
Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W
TH 55 Retaining Wall	HE-GVC-052	Met W
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W
TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W

The 28 properties built after the New Deal are listed below. They date from 1946-1969.

Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Clifton-French River Historical Marker	SL-DUT-002	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
New Duluth Overlook	SL-DUL-2430	1A
Split Rock Lighthouse Overlook	LA-BBT-023	1A
Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Baudette Rest Area	LW-BDC-030	2A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Vineland Historical Marker	ML-KAN-006	3A
Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
Dustin Memorial Wayside	WR-MDL-004	3B
Maine Prairie Corners Historical Marker	SN-MPR-004	3B
Detroit Lakes Overlook	BK-DLC-157	4A
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Otter Tail City Historical Marker	OT-OTC-004	4A
Pelican Rapids Village Historical Marker	OT-PRC-021	4A
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Chatfield Historical Marker	FL-CHC-034	6A

Mapleton Historical Marker	BE-MPC-031	7A
Victory Memorial Rest Area	BE-DEC-008	7A
Birch Coulee Historical Marker	RN-BCO-004	8A
Bolles Mill Historical Marker	WA-AFC-035	Met E
Burns Avenue Overlook	RA-SPC-2927	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
Sibley Pioneer Church Monument	DK-MDC-011	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E
Taylors Falls Overlook - North	CH-TFC-055	Met E

The oldest property in the study is the ***Camp Release State Memorial Wayside***, which was established in 1889 by the state legislature. Camp Release was established as a "state monument" and had become a wayside rest by the 1920s. It was transferred to Mn/DOT control by the Department of Natural Resources in the 1970s.

None of the other five pre-New Deal properties were built by the State of Minnesota. Instead, they were absorbed by the trunk highway system after their construction. The five include three sites that were built by city and county governments: the ***Lester River Bridge***, ***Wabasha Overlook***, and ***Mantorville Retaining Walls***. The five also include a set of gates that were built on private property, the ***Frontenac State Park Gates***. Finally, the five include a marker that was erected by a private patriotic group, the Daughters of the American Revolution (DAR), the ***Mendota Granite Arrow Marker***.

As the "Historic Context Narrative" of this report explains, labor provided by the New Deal's federally-funded work relief programs advanced the cause of roadside development in Minnesota immeasurably, just as this labor accelerated the construction of highways, public buildings, public utilities, and state and county parks. Most of the 68 properties that were built during the New Deal were built with the assistance of these programs. All of the New Deal-era sites were built by, or with the cooperation of, the highway department. The Roadside Development Division was probably involved in most of the projects. The 68 New Deal-era properties (along with New Deal properties that have been razed or are no longer on right-of-way) formed the lion's share of the Roadside Development Division's first collection of sites.

Roosevelt's last Depression work relief programs, the NYA and the WPA, ended in 1943 during the midst of World War II. None of the properties in this study were built during the remaining years of the war. Twenty-eight of the inventoried properties were built after World War II. All 28 sites were built by, or with the cooperation of, the highway department. The Roadside Development Division was probably involved in most, if not all, of the projects.

▪ DESIGNERS

The current study identified a designer for all but about one dozen of the inventoried properties. A. R. Nichols, Consulting Landscape Architect to the MHD, is believed to have worked on 63 properties. MHD staff landscape architects such as Fred Vogt and engineers such as Harold E. Olson worked on at least 28 of the sites. Landscape

architects from the National Park Service (NPS) designed eight sites. Finally, other individuals and firms worked on eight of the properties. The properties associated with each designer are reviewed briefly below. (See also Appendix F of this report.)

Arthur R. Nichols

Minnesota landscape architect Arthur R. Nichols was involved in the design of a majority of the inventoried properties. Nichols served as the Roadside Development Division's first Consulting Landscape Architect. (See the "Historic Context Narrative" for more information on Nichols.) It is known with certainty that Nichols worked on the design of 41 of the properties, primarily because his name appears on the plans. The 41 are listed below:

	Cascade River Overlook	CK-UOG-044	1A
*	Gooseberry Falls Concourse	LA-SVC-046	1A
	Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
	Thompson Hill Overlook	SL-DUL-2431	1A
	Orr Roadside Parking Area	SL-ORC-005	1B
	Spang Spring Roadside Parking Area	IC-SPG-004	1B
*	Garrison Concourse	CW-GRC-001	3A
*	Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
*	Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
*	Garrison Rest Area	CW-GRT-001	3A
*	Kenney Lake Overlook	CW-GRT-003	3A
*	TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
*	Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A
	Willow Lake Roadside Parking Area	CA-TOR-002	3A
	Babcock Memorial Park	SH-ERC-028	3B
	Cold Spring Roadside Parking Area	SN-CSC-024	3B
	St. Cloud Historical Marker	SH-SCC-048	3B
	Craigie Flour Mill Historical Marker	OT-OTT-001	4A
	Browns Valley Historical Marker	TR-FOL-006	4B
	Glenwood Overlook	PO-GLC-022	4B
	Graceville Historical Marker	BS-GRA-017	4B
	Preston Overlook	FL-PRC-041	6A
	Reads Landing Overlook	WB-PEP-012	6A
	Fort Beauharnois Historical Marker	GD-FLC-056	6B
	New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
	Granite Falls Overlook	YM-GRN-078	8B
	Indian Battle Ground Historical Marker	WA-SWC-713	Met E
	Mendota Overlook	DK-MHC-012	Met E
	St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
	Stillwater Overlook - North	WA-SWT-013	Met E
	Stillwater Overlook - South	WA-OHC-005	Met E
	Taylors Falls Overlook - South	CH-SHT-032	Met E
	Blazer Park	HE-GVC-047B	Met W
	Chaska Historical Marker	CR-CKC-057	Met W
	Graeser Park	HE-RBC-025	Met W

Graeser Park - South	HE-RBC-160	Met W
Lilac Park	HE-SLC-013	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W
National Grange Historical Marker	SH-ERC-029	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W

* Nichols served as the secondary designer for the sites marked with an asterisk. The principal designers were from the National Park Service (see below).

Another 21 properties in the inventory have been attributed to Nichols by this study based on similar design characteristics, age of the site, and evidence from historic photographs. Nichols probably served as head designer for all 21 sites. They are listed below:

Cross River Rest Area	CK-UOG-047	1A
Grand Marais Harbor Sea Wall	CK-GMC-029	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Whipholt Roadside Parking Area	CA-PLK-003	2A
Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Vineland Historical Marker	ML-KAN-006	3A
Otter Tail City Historical Marker	OT-OTC-004	4A
Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Stage Station Historical Marker	DL-OSA-021	4B
Inspiration Point Wayside Rest	FL-CRL-011	6A
Lake City Concourse	WB-LKC-093	6A
Silver Lake Roadside Parking Area	OL-ROC-105	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Red Wing Roadside Parking Area	GD-RWC-849	6B
Birch Coulee Historical Marker	RN-BCO-004	8A
Avoca Historical Marker	MU-AVC-010	8B
Redwood Falls Retaining Wall	RW-RFC-032	8B
Pine Bend Historical Marker	DK-IVG-023	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W

One additional property, the ***Lester River Bridge***, was designed by Nichols and his partnership Anthony Morell (as Morell and Nichols), in association with Duluth Assistant City Engineer William H. Cruikshank:

Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A

The Lester River Bridge was built in 1924, before Nichols began to consult with the highway department.

MINNESOTA DEPARTMENT OF HIGHWAYS (MHD)

The staff of the Minnesota Department of Highways worked on the designs of at least 28 of the properties (some in association with A. R. Nichols). Fred Vogt, landscape architect for the MHD from 1933-1942 and 1948-1961, probably worked on most of the properties. Bill Chapman, MHD landscape architect from 1952-1956, worked under Vogt during the 1950s. The 28 properties are listed below:

Cascade River Overlook	CK-UOG-044	1A
Clifton-French River Historical Marker	SL-DUT-002	1A
Cross River Rest Area	CK-UOG-047	1A
Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
New Duluth Overlook	SL-DUL-2430	1A
Split Rock Lighthouse Overlook	LA-BBT-023	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Camp Ripley Entrance Walls	MO-GRE-047	3A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
Dustin Memorial Wayside	WR-MDL-004	3B
Maine Prairie Corners Historical Marker	SN-MPR-004	3B
Detroit Lakes Overlook	BK-DLC-157	4A
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Pelican Rapids Village Historical Marker	OT-PRC-021	4A
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Chatfield Historical Marker	FL-CHC-034	6A
Mapleton Historical Marker	BE-MPC-031	7A
Victory Memorial Rest Area	BE-DEC-008	7A
Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Bolles Mill Historical Marker	WA-AFC-035	Met E
Burns Avenue Overlook	RA-SPC-2927	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E
Taylors Falls Overlook - North	CH-TFC-055	Met E
TH 55 Retaining Wall	HE-GVC-052	Met W

Unfortunately, the plans for these sites were not signed by design staff members, so that individual designers cannot be credited with specific designs. (See the "Historic Context Narrative" in this report for more information on landscape architects and engineers on Roadside Development staff.)

NATIONAL PARK SERVICE

Eight sites were designed by landscape architects employed by the Minnesota Central Design Office of the National Park Service, including Edward Barber, V. C. Martin, and H. O. Skooglun. A. R. Nichols also consulted on most (probably all) of these sites. The sites are listed below:

Site Name	Designer	SHPO Inv #	Mn/DOT District
Gooseberry Falls Concourse	Barber	LA-SVC-046	1A
Garrison Concourse	Unidentif	CW-GRC-001	3A
Garrison Creek Culvert (Bridge 5266)	Skooglun	CW-GRC-006	3A
Garrison Ped Underpass (Bridge 5265)	Skooglun	CW-GRC-005	3A
Garrison Rest Area Kitchen Shelter	Martin	CW-GRT-001	3A
Kenney Lake Overlook	Skooglun	CW-GRT-003	3A
TH 169 Culvert at St. Alban's Bay	Skooglun	CW-GRT-002	3A
Whitefish Creek Bridge (Bridge 3355)	Skooglun	ML-KAN-005	3A

The Central Design Office of the NPS was established during the Depression to help design and supervise the work of CCC and WPA crews in the Midwest, and to offer technical assistance for the development of state and local parks. (See the "Historic Context Narrative" for more information.) All eight properties were built by the CCC. ***Gooseberry Falls*** was designed by Edward W. Barber, head of the Central Design Office. The kitchen shelter at the ***Garrison Rest Area*** was designed by V. C. Martin. H. O. Skooglun designed four bridges and a scenic overlook in the Garrison vicinity: ***Garrison Creek Culvert***, ***Garrison Pedestrian Underpass***, ***Kenney Lake Overlook***, the ***TH 169 Culvert at St. Alban's Bay***, and ***Whitefish Creek Bridge***. The ***Garrison Concourse*** was designed by unidentified designers from the Central Design Office. Barber, Skooglun and Martin were probably all involved.

OTHER DESIGNERS

Several other individuals and companies were involved in the design of eight of the inventoried properties. The eight sites are listed below:

Site Name	Designer	SHPO Inv #	Mn/DOT District
Lester River Bridge (Bridge 5772)	Cruikshank	SL-DUL-2428	1A
Baudette Rest Area	TKDA	LW-BDC-030	2A
Camp Ripley Entrance Walls	Bettenburg	MO-GRE-047	3A
Garrison Rest Area	TKDA	CW-GRT-001	3A
Kensington Runestone Replica R.P.A.	Smith	DL-ALE-067	4B
St. Croix Boomsite R.P.A.	TKDA	WA-SWT-004	Met E
Daytonport R.P.A.	TKDA	AN-RMC-008	Met W
Olson, Floyd B. Memorial Statue	Brioschi-Min	HE-MPC-9013	Met W

Major P. C. Bettenburg, the Minnesota National Guard's longtime staff architect, designed the ***Camp Ripley Entrance Walls***. An artist and historian from St. Cloud, Glanville Smith, designed the marker at the ***Kensington Runestone Replica***, which was built in Alexandria in 1951. Duluth Assistant City Engineer William H. Cruikshank collaborated with Morell and Nichols on the design of the ***Lester River Bridge***. The ***Floyd B. Olson Memorial Statue*** in Minneapolis was created by three sculptors from St. Paul's Brioschi-Minuti Company: Carlo Brioschi, Amerigo Brioschi, and L. R. Kirchner. Senior designer Carlo Brioschi was one of the Twin Cities' most important early sculptors. Finally, the St.

Paul firm of Toltz, King, Duvall, Anderson, and Associates designed features at four of the inventoried sites in the late 1960s. They are ***Baudette Rest Area***, ***Daytonport R.P.A.***, ***Garrison Rest Area***, and ***St. Croix Boomsite R.P.A.***

▪ BUILDERS

More than two dozen government agencies, civic organizations, private contractors, and individuals constructed the properties in the inventory. These builders and the sites they constructed are reviewed briefly below. (See also Appendix G of this report.)

FEDERAL RELIEF PROGRAMS

Sixty-two of the 102 properties (61 percent of the sites) are believed to have been built by New Deal federally-funded work relief programs that operated during the Depression. (See the "Historic Context Narrative" for more information.) At least five separate federal relief agencies were involved. The number of sites that are suspected to have been built by each program is tallied below:

Federal Relief Agency	Approx Number of Sites
CCC	14
FERA/SERA	7
NRWR	3
NYA	19
WPA	23
Unknown Fed Relief Program	2
	68 total *

* This number is 68, rather than 62, because two different programs operated at the ***Mendota Overlook***, ***Pomme de Terre R.P.A.***, ***St. Croix Boomsite R.P.A.***, and ***Stillwater Overlook - North***, and three different programs operated at the ***Camp Ripley Entrance Walls***.

Civilian Conservation Corps (CCC)

The Civilian Conservation Corps (CCC) is known to have built 12 of the inventoried sites:

Cascade River Overlook	CK-UOG-044	1A
Gooseberry Falls Concourse	LA-SVC-046	1A
Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
Orr Roadside Parking Area	SL-ORC-005	1B
Garrison Concourse	CW-GRC-001	3A
Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
Garrison Rest Area	CW-GRT-001	3A

Kenney Lake Overlook	CW-GRT-003	3A
TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A
Willow Lake Roadside Parking Area	CA-TOR-002	3A

Two other properties are suspected by this study to have been built by the CCC:

Cross River Rest Area	CK-UOG-047	1A
Temperance River R.P.A.	CK-UOG-046	1A

The 14 known and suspected CCC sites date from circa 1934-1939. All 14 are located in central and northeastern Minnesota (including seven in the Mille Lacs area and four on the North Shore). Most of the sites consist of scenic overlooks (and their associated roadside parks) and stone-veneered bridges and culverts. A considerable amount of roadside landscaping and planting was also done by the CCC for the Roadside Development Division adjacent to these 14 sites, and elsewhere on trunk highway right-of-way.

Among the 14 CCC sites are some of the most elaborate structures in the inventory including two of the inventory's three largest structures, ***Garrison Concourse*** and ***Gooseberry Falls Concourse***. CCC workers created exceptional stone masonry at properties such as ***Cascade River Overlook***, ***Garrison Concourse***, ***Gooseberry Falls Concourse***, ***Kenney Lake Overlook***, ***Willow Lake R.P.A.***, and others. All 14 of the CCC-built sites were designed by, or their design is attributed to, either A. R. Nichols or landscape architects from the National Park Service.

Nine of the 14 properties were built by CCC camps that were sponsored by the MHD. These camps were specifically devoted to roadside development. The nine sites are listed below:

Built by the Spruce Creek CCC Camp:

Cascade River Overlook	CK-UOG-044	1A
Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A

Built by the Mille Lacs Lake CCC Camp:

Garrison Concourse	CW-GRC-001	3A
Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
Garrison Rest Area	CW-GRT-001	3A
Kenney Lake Overlook	CW-GRT-003	3A
TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A

The two other CCC camps in Minnesota that were sponsored by the highway department (both for roadside development) were the Lakeshore CCC Camp on the North Shore near the Knife River, and Leech Lake CCC Camp. No properties built by these two camps were inventoried. (The Lakeshore CCC Camp built the elaborate Knife River

Historical Marker on old T.H. 61, several miles northeast of Duluth. This site is intact but in fragile condition. It is no longer on Mn/DOT right-of-way and is now owned by the St. Louis County Highway Department. This study found no references to any standing structures built by the Leech Lake CCC Camp, which apparently only operated for six months.)

See the "Historic Context Narrative" for more information on the CCC.

Federal Emergency Relief Admin./State Emergency Relief Admin. (FERA/SERA)

Federal Emergency Relief Administration (FERA) funds were administered through Minnesota's State Emergency Relief Administration (SERA). The funds were often passed on to local governments or state agencies which actually operated the projects. (See the "Historic Context Narrative" for more information on the FERA/SERA.)

One property in the inventory is known to have been built using federal funds channeled through the FERA/SERA:

Camp Ripley Entrance Walls	MO-GRE-047	3A

Workers from both WPA programs also worked on this site.

Six other properties are suspected to have been built by the FERA/SERA:

Spang Spring Roadside Parking Area	IC-SPG-004	1B
Inspiration Point Wayside Rest	FL-CRL-011	6A
Preston Overlook	FL-PRC-041	6A
Red Wing Roadside Parking Area	GD-RWC-849	6B
Redwood Falls Retaining Wall	RW-RFC-032	8B
Taylors Falls Overlook - South	CH-SHT-032	Met E

All seven of the FERA/SERA properties cited above were designed by, or their design is attributed to, A. R. Nichols except the ***Camp Ripley Entrance Walls***, which were designed by the National Guard's P. C. Bettenburg. The seven properties were built circa 1934-1937.

National Recovery Work Relief (NRWR)

The National Recovery Work Relief (NRWR) program funded relief labor for three projects, listed below:

Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Stillwater Overlook - North	WA-SWT-013	Met E

All three were designed by A. R. Nichols and built circa 1935-1936. The Works Progress Administration (WPA) also worked on the ***Pomme de Terre R.P.A.***, and the

National Youth Administration (NYA) also worked on the ***St. Croix Boomsite R.P.A.*** and the ***Stillwater Overlook - North***.

See the "Historic Context Narrative" for more information on the NRWR.

National Youth Administration (NYA)

Youth (presumably boys) from the National Youth Administration (NYA) worked on 19 of the inventoried properties, listed below:

Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Babcock Memorial Park	SH-ERC-028	3B
St. Cloud Historical Marker	SH-SCC-048	3B
Craigie Flour Mill Historical Marker	OT-OTT-001	4A
Glenwood Overlook	PO-GLC-022	4B
Lake City Concourse	WB-LKC-093	6A
Reads Landing Overlook	WB-PEP-012	6A
Fort Beauharnois Historical Marker	GD-FLC-056	6B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Mendota Overlook	DK-MHC-012	Met E
Pine Bend Historical Marker	DK-IVG-023	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Stillwater Overlook - North	WA-SWT-013	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W
National Grange Historical Marker	SH-ERC-029	Met W

The 19 properties were constructed in 1936-1940. Two of the sites are located in west central Minnesota near the towns of Glenwood and Otter Tail, and the other sites are located in southeastern Minnesota, including four in the Stillwater vicinity and four on Lake Pepin.

The NYA-built properties include historic markers, overlook walls, council rings, stone picnic tables, and other structures. Several have stonework of excellent quality. All 19 properties were designed by, or their design is attributed to, A. R. Nichols.

At one of the sites, the ***Mendota Overlook***, the NYA worked only on the landscaping, while the WPA built the overlook wall. Workers funded by the NRWR also worked at two of the sites, the ***St. Croix Boomsite R.P.A.*** and the ***Stillwater Overlook - North***.

See the "Historic Context Narrative" for more information on the NYA.

Works Progress Administration/Work Projects Administration (WPA)

The WPA actually consisted of two consecutive programs, both of which were known by the initials "WPA." The first program, the Works Progress Administration, operated

from May 1935-July 1939. The second program, the Work Projects Administration, ran from July 1939 until June 1943. (See the "Historic Context Narrative" for more information on the WPA.)

Men from the Works Progress Administration, the WPA's first program, worked on 12 of the inventoried properties:

Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Thompson Hill Overlook	SL-DUL-2431	1A
Camp Ripley Entrance Walls	MO-GRE-047	3A
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Silver Lake Roadside Parking Area	OL-ROC-105	6A
Mendota Overlook	DK-MHC-012	Met E
Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
Blazer Park	HE-GVC-047B	Met W
Lilac Park	HE-SLC-013	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W

Workers from the FERA/SERA and the Work Projects Administration also worked on the ***Camp Ripley Entrance Walls***, workers from the NRWR also worked on the ***Pomme de Terre R.P.A.***, and workers from the NYA also worked on the ***Mendota Overlook***.

Two other properties are suspected by this study to have been built by the Works Progress Administration:

Grand Marais Harbor Sea Wall	CK-GMC-029	1A
Granite Falls Overlook	YM-GRN-078	8B

Workers from the Work Projects Administration, the WPA's second program, worked on nine of the inventoried properties:

Whipholt Roadside Parking Area	CA-PLK-003	2A
Camp Ripley Entrance Walls	MO-GRE-047	3A
Graceville Historical Marker	BS-GRA-017	4B
Stage Station Historical Marker	DL-OSA-021	4B
Avoca Historical Marker	MU-AVC-010	8B
Graeser Park	HE-RBC-025	Met W
Graeser Park - South	HE-RBC-160	Met W
TH 55 Retaining Wall	HE-GVC-052	Met W
TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W

The ***Camp Ripley Entrance Walls*** were built by workers under both WPA programs, as well as workers from the FERA/SERA.

Almost all of the WPA-built properties were designed by, or their design is attributed to, A. R. Nichols. The ***Camp Ripley Entrance Walls*** were designed by Major P. C. Bettenburg of the Minnesota National Guard.

The WPA sites listed above are scattered throughout the state, from Leech Lake in north central Minnesota to Avoca, near the state's southwestern corner. A cluster of eight properties is located just west of Minneapolis on and near T.H. 100. The WPA-built sites contain a variety of structures including at least six overlook walls, several picnic areas with stone picnic tables and fireplaces, council rings, a dam, a culvert, a retaining wall, and at least three historic markers. Among them are sites with exceptional stonework such as the ***Avoca Historical Marker***, ***Camp Ripley Entrance Walls***, ***Mendota Overlook***, ***Stage Station Historical Marker***, and ***Thompson Hill Overlook***.

Suspected Federal Relief (Program Unknown)

Two properties in the inventory are suspected by this study to have been built by one of the federal relief agencies, but the suspicion has not been confirmed and no specific agency has been identified. The two are listed below:

Soudan Roadside Parking Area	SL-SOC-001	1B
Minn State Training School Ent. Walls	GD-RWC-021	6B

Both properties were built circa 1934-1935.

MINNESOTA DEPARTMENT OF HIGHWAYS (MHD)

The Minnesota Department of Highways (MHD) built all (or part) of at least 38 of the inventoried properties. (The MHD also supervised the federal relief labor that constructed the federal relief-built sites discussed above.) The 38 properties known to have been built by the MHD are listed below:

Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Clifton-French River Historical Marker	SL-DUT-002	1A
Cross River Rest Area	CK-UOG-047	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
New Duluth Overlook	SL-DUL-2430	1A
Split Rock Lighthouse Overlook	LA-BBT-023	1A
Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Soudan Roadside Parking Area	SL-SOC-001	1B
Baudette Rest Area	LW-BDC-030	2A
Whipholt Roadside Parking Area	CA-PLK-003	2A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Vineland Historical Marker	ML-KAN-006	3A
Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
Dustin Memorial Wayside	WR-MDL-004	3B
Maine Prairie Corners Historical Marker	SN-MPR-004	3B
Detroit Lakes Overlook	BK-DLC-157	4A
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Otter Tail City Historical Marker	OT-OTC-004	4A

Pelican Rapids Village Historical Marker	OT-PRC-021	4A
Browns Valley Historical Marker	TR-FOL-006	4B
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Chatfield Historical Marker	FL-CHC-034	6A
Mapleton Historical Marker	BE-MPC-031	7A
Victory Memorial Rest Area	BE-DEC-008	7A
Birch Coulee Historical Marker	RN-BCO-004	8A
Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Bolles Mill Historical Marker	WA-AFC-035	Met E
Burns Avenue Overlook	RA-SPC-2927	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
Mendota Granite Arrow Marker	DK-MDC-010	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E
Taylors Falls Overlook - North	CH-TFC-055	Met E
Taylors Falls Overlook - South	CH-SHT-032	Met E
Chaska Historical Marker	CR-CKC-057	Met W
Daytonport Roadside Parking Area	AN-RMC-008	Met W

OTHER BUILDERS

Several state programs, bridge builders, and private contractors worked on 18 of the inventoried properties. The miscellaneous builders are tallied below:

Builder	Site Name	SHPO Inv #	Mn/DOT District
Bodin, A A, and Son, Mpls	Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
Guthrie, A, Co.	Cross River Rest Area	CK-UOG-047	1A
Guthrie, A, Co.	Temperance River R.P.A.	CK-UOG-046	1A
McLean, C R	Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A
Minnesota, State, Direct	Temperance River R.P.A.	CK-UOG-046	1A
Youth Conserv Commiss	Clifton-French River Historical Marker	SL-DUT-002	1A
Minneapolis Bridge Co.	Camp Ripley Entrance Walls	MO-GRE-047	3A
Cold Spring Granite Co.	Maine Prairie Corners Hist Marker	SN-MPR-004	3B
Olson, Axel	Detroit Lakes Overlook	BK-DLC-157	4A
Cold Spring Granite Co.	Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Local Government	Wabasha Overlook	WB-WBC-183	6A
Stensted, Ole	Mantorville Retaining Walls	DO-MTC-038	6B
Minnesota, State of	Camp Release State Mem Wayside	LP-CAM-003	8B
Dendolph, K, Const Co.	Sibley Pioneer Church Monument	DK-MDC-011	Met E
Minnesota, State, Direct	Taylors Falls Overlook - South	CH-SHT-032	Met E
Youth Conserv Commiss	Taylors Falls Overlook - North	CH-TFC-055	Met E
Local Government	Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W
Roman Bronze Works	Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W

The Youth Conservation Commission (YCC), which constructed the ***Clifton-French River Historical Marker*** and the ***Taylors Falls Overlook - North***, was a state program in the early 1960s that employed youth who were on parole or probation from the Red Wing

Correctional Facility. (See the "Historic Context Narrative" for more information on the YCC.)

BUILDER UNKNOWN

This study could not identify the builders of two of the inventoried properties. The two are listed below:

Leaf City Historical Marker	OT-LLT-001	4A
Frontenac State Park Gates	GD-FLC-057	6B

▪ INTEGRITY AND CONDITION

On whole, the majority of the inventoried properties are fairly intact. When assessing overall site integrity, this study identified approximately 74 percent of the 102 sites as "intact or slightly altered." About 14 percent were classified as "moderately altered," and about 13 percent were classified "very altered." These assessments of overall site integrity are listed on the first page of each property's individual inventory form.

Two alterations were common to many properties. First, the access drive and parking area on most of the inventoried properties was originally gravel and is now paved with asphalt. Secondly, many of the properties have lost trees and shrubs, particularly to natural death and to diseases such as Dutch Elm. The Secretary of the Interior's ***Guidelines for the Treatment of Cultural Landscapes*** (1996) assume that sites will lose vegetation (and other natural features) over time due to age, disease, and other natural forces. Consistent with these standards and guidelines, the loss of site plantings was not considered a serious alteration by this study when assessing overall site integrity. Instead, the loss of plantings due to natural forces was viewed as part of a site's normal aging process.

The majority of older, pre-1961 features on the sites are in poor condition. Much of the stonework needs repair and many of the walls, markers, picnic tables, and council rings are missing stones. About 55 percent of the pre-1961 features are in poor condition, about 36 percent are in fair condition, and about 9 percent are in good condition. These assessments of condition are discussed on each site's individual inventory form.

The landscaping on most of the sites is being minimally maintained. Some of the properties -- in particular the most well-equipped rest areas and some sites that are co-managed with local governments -- have landscaping that is in good condition.

▪ ORIGINAL CONSTRUCTION PLANS

Original or early construction plans for about 85 percent of the properties were located during this study in Mn/DOT's Office of Technical Support. Most of the plans consist of one to three sheets. The title sheets of many of the pre-1942 plans are signed by

A. R. Nichols, who served as the highway department's first Consulting Landscape Architect and was also a civil engineer. The title sheets of most of the pre-1961 plans are also signed by Harold E. Olson, Engineer of Roadside Development. Unfortunately, the plans do not list the names of other Roadside Development Division staff who may have been involved in the design and construction of the sites. (Only a state-registered civil engineer or highway engineer could sign plans. Landscape architects could not sign them unless, like A. R. Nichols, they were also engineers.)

Some of title sheets for plans from 1933-1943 are stamped with the name of a federal relief agency, such as the National Youth Administration (NYA), and the date of completion. Plans that were executed by the CCC under National Park Service supervision, such as the extensive roadside development work on the shore of Mille Lacs Lake near Garrison, contain CCC "job numbers" that characterize the type of work. A CCC Job No. 11, for example, refers to the planting of trees, shrubs, seed, and sodding. Job. No. 53 refers to general landscaping and building small-scale structures (McClelland 1998:341-342).

The plans generally specify the layout of the site and include some construction details and a list of materials. Many of the plans also include instructions for the placement of trees and shrubs. (See "Plant Materials" below.)

Typically, the construction plans do not specify a particular type of stone, but some specify "mortar rubble masonry" or, in a few cases, stone that is to be quarried at the site. Some plans from the pre-World War II era (generally for sites designed by A. R. Nichols) include specific masonry instructions such as "All joints on top of wall to be raked 1/2" in depth," or "All exposed surfaces shall be kept clean of mortar by brushing thoroughly at end of each 1/2 day's work," or "Mortar to consist of three (3) parts plasterer's sand and one (1) part cement."

This study found that most of the inventoried sites were built as specified by the historic plan that is on file at Mn/DOT. The plans for only a few properties specify a structure that does not appear to have been built. The plan for the ***Pomme de Terre R.P.A.***, for example, specifies that a small stone overlook be built on top of a hill in the western half of the site. There is no evidence that the overlook was ever built and no explanation for the omission. A recent USGS topographical map of the site, however, indicates that a small graveyard is located at this location, which might explain why the stone overlook was omitted.

On some plans, the exact placement of structures was left to be determined in the field so that adjustments could be made for uneven terrain, or for the position of a lakeshore or a riverbank.

▪ PLANT MATERIALS

Plant materials have historically been used in roadside development for a variety of purposes including repairing construction scars, controlling erosion, screening unsightly views, preventing blowing snow from accumulating on the highway, blending structures

with the landscape, and shading roadside parking areas. Ground covers and vines (such as caragana, sumac, willow, matrimony vine, woodbine, and Virginia creeper) were used to stabilize banks and prevent erosion elsewhere. Views at scenic overlooks, and elsewhere on the right-of-way, were framed by both clearing vegetation and by installing new plants. Roadside planting, along with earth-moving techniques such as cutting and filling, and rounding and flattening slopes, were used to blend the man-made highway corridor with the surrounding countryside. Ideally, roadside development created the illusion that the natural landscape had never been disturbed (McClelland *Presenting Nature* 1993:1).

Planting plans are included in the original construction plans for many of the inventoried properties. Most of the planting plans specify a relatively simple combination of evergreen and deciduous trees and shrubs. A few plans specify the preservation of specific existing trees. A list of the plant materials most often specified in the original planting plans for the inventoried properties appears in Appendix H of this report.

Historic photographs that were taken by the MHD at the completion of a site often provide excellent information about original plantings. (See Figs. 12 and 25, for example.)

With a few exceptions, most trees and shrubs on the right-of-way and within roadside parks were planted in irregular clumps to create natural patterns, rather than being planted in formal rows or hedges. Some planting plans, such as those for the ***Taylors Falls Overlook - South*** (designed by A. R. Nichols), contain instructions such as "Planting along the open road shall be informal and natural in arrangement, avoiding straight lines in the installation of individual plants." A major exception to "natural" plantings occurred in treeless parts of the state where roadside parking areas were usually planted with evenly-scattered elms, maples, or green ash for shade. A second exception occurs on sites with large stone historic markers. These markers usually received more formal treatment with tall evergreens planted to form a backdrop and low shrubs planted near the front corners to create a base.

The trees, shrubs, and ground covers preferred by the Roadside Development Division, both on the inventoried properties and elsewhere on the right-of-way, were usually plants native to Minnesota. This practice was consistent with prevailing trends in American landscape architecture. Native species blended most naturally with the adjacent landscape, were hardy, less expensive, readily available, and often required less maintenance. Native materials were often obtained from local sources and transplanted onto the right-of-way. Single specimen trees were generally not used on roadside development properties. Nut and fruit trees were also avoided because their fallen harvest caused unsafe walking and driving conditions.

Flowers and flowering shrubs were also not usually planted on the right-of-way. An important exception to this exclusion was Hennepin County's "Lilac Way," a 12-mile-long portion of T.H. 100 just west of Minneapolis. Designed by A. R. Nichols, the newly-constructed T.H. 100's landscaping included 7,000 bushes of 12 varieties of lilacs (in addition to thousands of other trees, shrubs, and ground covers). The project created the first "lilac way" in the U.S., and it was hoped that the blooming lilacs would draw seasonal tourists to Minneapolis, much like blossoming cherry trees drew

visitors to Washington, D.C. Seven of the properties in this inventory, listed below, were designed by Nichols as part of the Lilac Way. (The Lilac Way and these seven properties are scheduled to be altered or demolished in the near future.)

Blazer Park	HE-GVC-047B	Met W
Graeser Park	HE-RBC-025	Met W
Graeser Park - South	HE-RBC-160	Met W
Lilac Park	HE-SLC-013	Met W
St. Louis Park R.P.A.	HE-SLC-017	Met W
TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W

▪ HISTORIC CONTEXT OF PROPERTIES

All but two of the inventoried properties are associated with the historic context entitled "Roadside Development on Minnesota Trunk Highways, 1920-1960." (See page 6.1 of this report for an outline of the parameters of the context.) The exceptions are the ***Frontenac State Park Gates*** and the ***Minnesota State Training School Entrance Walls***, neither of which were apparently built or used for roadside development purposes.

Some of the inventoried properties are also associated with other historic contexts that have been established by the State Historic Preservation Office (SHPO). For more information, contact the SHPO.

DESCRIPTION OF THE INVENTORIED FEATURES

TYPES OF FEATURES

The inventory documented all permanent, standing structures on each of the 102 properties, with the exception of ubiquitous, recent, and relatively minor site furnishings such as modern lampposts, picnic grills, bollards, guardrails, and fencing. Forty-three separate types of features were recorded. (Most are standing structures, but a few miscellaneous archaeological features were recorded.)

The 43 types of features encountered in the inventory are listed below:

Type of Feature	Number of Features Inventoried	Type of Feature	Number of Features Inventoried
Bathhouse	1	Marker	64
Bench(es), other	7	Other feature	7
Bench(es), stone	12	Overlook wall	37
Bridge/culvert	14	Picnic shelter(s)	8
Cave	2	Picnic table(s), other	11
Council ring	11	Picnic table(s), stone	7
Curb, stone	17	Privies	1
Dam	3	Refuse container(s)	2
Dock	1	Restroom building	10
Drinking fountain(s)	5	Retaining wall	19
Entrance wall	3	Rock garden	2
Fireplace(s), other	1	Sea wall	2
Fireplace, stone	10	Sidewalk	1
Flagpole(s), other	7	Signpost, other	1
Flagpole, stone base	4	Signpost, stone	1
Flagstone pad(s)	4	Spring water outlet	6
Footbridge	2	Statue	1
Foundation	4	Storage building	1
Gravestone	2	Trail steps	15
Guardrail, stone	7	Wall, other	5
Information board	6	Well/pump	7
Information booth	1		

The inventoried examples of each feature type are briefly summarized below. (The features are also comprehensively listed in Appendix E of this report.)

BATHHOUSE

One bathhouse (i.e., a changing house for swimmers) was included in the inventory. It is a small, largely intact, log structure that was built in 1939-1940 by the CCC at the ***Willow Lake R.P.A.*** in Cass County in Mn/DOT District 3A.

This structure is the only one of its type encountered in the study. Bathhouses were not commonly built by the Minnesota Department of Highways (MHD). Instead, such structures were more typically built by state or local park authorities.

BENCHES

Many roadside development properties were furnished with benches on which visitors could rest, enjoy a scenic view, or contemplate their surroundings.

Nineteen of the properties in the inventory currently have permanent benches. The benches have been divided into two groups, benches made of stone (or part stone) and benches made of poured concrete, wood, or metal.

The 12 sites with stone (or part stone) benches are listed below:

Kenney Lake Overlook	CW-GRT-003	3A
St. Cloud Historical Marker	SH-SCC-048	3B
Craigie Flour Mill Historical Marker	OT-OTT-001	4A
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Stage Station Historical Marker	DL-OSA-021	4B
Chatfield Historical Marker	FL-CHC-034	6A
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
Granite Falls Overlook	YM-GRN-078	8B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Sibley Pioneer Church Monument	DK-MDC-011	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W

The seven sites with benches of concrete, wood, or metal are listed below:

Split Rock Lighthouse Overlook	LA-BBT-023	1A
Garrison Concourse	CW-GRC-001	3A
Pelican Rapids Village Historical Marker	OT-PRC-021	4A
Reads Landing Overlook	WB-PEP-012	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Avoca Historical Marker	MU-AVC-010	8B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E

On 11 of the 19 sites, the benches are symmetrically arranged in front of, or on the terrace of, an historic marker. (See Figs. 6 and 24.) On three of the sites, the benches stand against an overlook wall. Most of the benches have flat slab seats with simple pedestal-like legs. (An exception is the stone benches at ***Sibley Pioneer Church Monument*** which have backrests.) (See Fig. 41.) The benches at three of the sites are curved. The curved benches stand at ***Frontenac R.P.A.***, ***Garrison Concourse***, and ***Kenney Lake Overlook***.

The highway department's consulting landscape architect, A. R. Nichols, was probably involved in the design of 11 of the 19 sites that have existing benches. Two of the 11 sites were designed by National Park Service architects in collaboration with Nichols.

Historic photos indicate that many other properties in the inventory originally had benches that currently are missing. For example, benches (most of them stone) are missing from the following sites:

Wrenshall Ovr/Vets' Mem Ovr	CL-TLK-004	1A
Garrison Concourse	CW-GRC-001	3A
Vineland Historical Marker	ML-KAN-006	3A
Reads Landing Overlook	WB-PEP-012	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Granite Falls Overlook (missing 1)	YM-GRN-078	8B
Mendota Overlook	DK-MHC-012	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Chaska Historical Marker	CR-CKC-057	Met W
National Grange Historical Marker	SH-ERC-029	Met W

See "Picnic Tables" below for additional stone benches at picnic tables.

BRIDGES AND CULVERTS

The Roadside Development Division collaborated with MHD bridge engineers to create bridges and culverts that blended with, or enhanced, roadside views while fulfilling engineering functions. Many were concrete structures faced with locally-quarried stone, and a few had rustic log or timber railings. Most were built along highways that were heavily used by tourists.

Highway bridges and culverts that were either clearly designed for roadside development purposes (e.g., designed by the MHD Roadside Development Division) or are located within a larger roadside development property were included in the inventory. The inventory did not record bridges that are located adjacent to, but not within, roadside development properties. (For example, Bridge 5859, which is located adjacent to the ***Silver Lake R.P.A.*** in Rochester, was not recorded.)

The inventory includes 14 bridges and culverts. They stand on the following properties:

	Site Name	Bridge Number	SHPO Inv #	Mn/DOT District
	Cascade River Overlook	5132	CK-UOG-044	1A
*	Cross River Rest Area	5087	CK-UOG-047	1A
*	Fond du Lac Culvert	5757	SL-DUL-2416	1A
*	Lester River Bridge	5772	SL-DUL-2428	1A

	Spruce Creek Culvert	8292	CK-UOG-045	1A
*	Temperance River R.P.A.	5088	CK-UOG-046	1A
*	Camp Ripley Entrance Walls	4969	MO-GRE-047	3A
	Garrison Creek Culvert	5266	CW-GRC-006	3A
*	Garrison Ped Underpass	5265	CW-GRT-005	3A
	TH 169 Culvert at St. Alban's	unk	CW-GRT-002	3A
*	Whitefish Creek Bridge	3355	ML-KAN-005	3A
	Red Wing R.P.A.	n/a	GD-RWC-849	6B
	Graeser Park	n/a	HE-RBC-025	Met W
	TH 100 Culvert	5442	HE-GVC-051	Met W

* Indicates bridges that were also recorded in the Mn/DOT Historic Bridge Inventory. (Copies of the Bridge Inventory forms have been placed in the individual Roadside Development inventory files. For additional information on the bridge study, contact the Cultural Resources Unit, Mn/DOT Office of Technical Support.)

Five of the 14 bridges in the inventory were built before 1933. These bridges were built without the involvement of the Roadside Development Division (which was not established until 1932), although some were later enhanced by the division. Nine of the 14 bridges were built after 1932, with the involvement of the division.

The five pre-1933 bridges are briefly described below:

Bridge 5772, the ***Lester River Bridge*** in Duluth, was not a MHD project, but was later absorbed by the trunk highway system. It is a handsome, concrete arch span bridge that is faced with two types of stone, Duluth gabbro and granite. It was built in 1924 by contractor C. R. McLean for the City of Duluth. (See Fig. 29.) It was designed by A. R. Nichols' firm, Morell and Nichols, which designed numerous parks, parkways, bridges, and other landscaping for the City of Duluth. The bridge carries T.H. 61 over the Lester River and is associated with the early development of the North Shore for tourism. It is one of seven bridges in this inventory that are faced with stone.

Bridge 4969, at the ***Camp Ripley Entrance Walls***, is a steel deck girder bridge that was built in 1930 when the National Guard training camp, Camp Ripley, was created. It was built by the county highway department in cooperation with the MHD. The bridge carries T.H. 115 over the Mississippi River, just west of T.H. 371. A few years after the bridge was built, the Roadside Development Division cooperated with the National Guard and various federal relief agencies to build the extensive Camp Ripley Entrance Walls. The walls extend along portions of T.H. 115 and T.H. 371 both west and east of the bridge.

Bridge 5087, at the ***Cross River Rest Area***, was built in 1931 by bridge contractor A. Guthrie and Company for the MHD. It is a concrete arch bridge that carries T.H. 61 over the Cross River. It originally had two viewing platforms that allowed visitors to stand over the river gorge. A few years after it was built, the bridge and its viewing platforms were enhanced with stonework and other landscape features, probably

by the CCC in cooperation with the Roadside Development Division. The enhancement was probably designed by A. R. Nichols.

Bridge 5088, at the ***Temperance River R.P.A.***, is located about one mile northeast of the Cross River bridge just described. It was built in the same year (1931) by the same bridge contractor, with a similar design. Like the bridge at the Cross River, Temperance was enhanced with stonework and other landscape features circa 1935-1936, probably by the CCC in cooperation with the Roadside Development Division. Extensive stone guardrails were added to the site in the 1940s by the MHD. The enhancements were probably designed by A. R. Nichols.

Bridge 5132, at the ***Cascade River Overlook***, was built in 1932 by the MHD. It is an intact, concrete arch bridge that carries T.H. 61 over the Cascade River. Two years later, in 1934-1935, the Roadside Development Division cooperated with the CCC to built the Cascade River Overlook, an impressive stone overlook wall that crosses over the top of the bridge. The Cascade River Overlook was designed by A. R. Nichols.

The nine post-1933 bridges, all of which were built with the involvement of the Roadside Development Division, are briefly described below:

At the ***Red Wing R.P.A.*** is a small, very altered, beam span bridge that originally had a Rustic style design incorporating logs and local stone. Most of the bridge's rustic features have been removed except its limestone wing walls. The bridge was built to carry the wayside rest's entrance road over a small drainage stream. The bridge was built in 1934 by relief labor (probably FERA/SERA) and was probably designed by A. R. Nichols.

At the edge of ***Graeser Park*** on T.H. 100 in Robbinsdale is a small, rather crudely-built, stone-enhanced culvert that carries T.H. 100 over a drainage stream. It is one of two small culverts inventoried along T.H. 100. (The second is described below.) The culvert at Graeser Park was built circa 1940 by the WPA and was probably designed by, or with the involvement of, A. R. Nichols who was Consulting Landscape Architect for T.H. 100. (Graeser Park and this culvert are scheduled to be altered or demolished in the near future.)

Bridge 5442, known in this study as the ***T.H. 100 Culvert (Bridge 5442)***, is located just south of ***Blazer Park*** in Golden Valley. Built of poured concrete studded with small stones, it is more elaborate than the culvert just described, and has an adjacent stepped limestone retaining wall. (See Fig. 51.) The culvert and wall were built in 1936 by the WPA and probably designed by A. R. Nichols, who served as Consulting Landscape Architect for the T.H. 100 project.

Bridge 5757, the ***Fond du Lac Culvert*** near the southern edge of Duluth, is a multi-plate culvert faced with granite in a Late Gothic Revival style design. This intact bridge is somewhat similar to the ***Garrison Pedestrian Underpass (Bridge 5265)*** (see below). The Fond du Lac Culvert was built in 1937 by a private bridge contractor, rather

than by federal relief labor. It was designed by the MHD, probably with the involvement of A. R. Nichols.

Bridge 8292, the ***Spruce Creek Culvert***, is an excellent example of a bridge designed to harmonize with its setting -- in this case, the rocky, forested North Shore. (See Fig. 44.) It was a pre-existing concrete box culvert that was faced with Duluth gabbro and rare, peeled-log railings that are characteristic of the National Park Service Rustic Style. A. R. Nichols designed the Rustic style reconstruction of the bridge. The work was performed in 1935 by the Spruce Creek CCC Camp. (The Spruce Creek CCC Camp was one of four CCC camps in Minnesota specifically assigned to roadside development work.) The Roadside Development Division built at least two similar culverts: ***Garrison Creek Culvert*** (see below, now altered) and a culvert at ***Mill Pond R.P.A.*** (culvert razed). The only other site in this inventory that has existing log railings is the overlook wall at the ***Orr R.P.A.*** A few other sites, such as ***Garrison Creek Culvert*** and ***Gooseberry Falls Concourse***, originally had log rails that have been removed.

The last four bridges in the inventory were built as a group:

Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
T.H. 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A

All four are concrete structures (two concrete box culverts, a concrete slab bridge, and a multi-plate culvert) that are faced with gray, random ashlar granite that was quarried near Isle. (See Figs. 20 and 54.) They were built in 1938 and 1939 by the CCC Camp at Garrison, which was supervised by the MHD for the purposes of roadside development. They were built as part of a large roadside development project to improve T.H. 169 near Mille Lacs Lake. All four bridges have mildly medieval-inspired designs that were created by H. O. Skooglun. Skooglun was a landscape architect for the National Park Service, which collaborated with the CCC and the highway department on the Mille Lacs area roadside development work. A. R. Nichols also consulted on the designs.

See also "Footbridges" below.

CAVES

Limestone caves are located at two of the inventoried properties:

St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E

Both sites are located in the bluffs of the St. Croix River Valley in and near Stillwater. Both of the caves existed on the site before the roadside development facilities were created.

The cave at the ***Tamarack House Historical Marker*** apparently dates from the 1860s-1870 when the property was occupied by Knipps Brewery. The cave opening has been closed with limestone blocks. The cave at the ***St. Croix Boomsite R.P.A.*** dates from the mid-1850s when the site was occupied by the St. Croix Boom Company, an important early logging operation. This shallow cave is accessible to visitors.

COUNCIL RINGS

Council rings are among the most compelling features found on the state's roadside development properties. The use of council rings in park design was promoted in the early 20th century by nationally-known landscape architects such as Jens Jensen (1860-1951). Jensen's pioneering park designs used features such as council rings to encourage visitors to experience nature through quiet contemplation, storytelling, campfires, singing, and discussion.

Eleven council rings were encountered in this inventory. They are located on the eight properties listed below. (The ***St. Croix Boomsite R.P.A.*** has three rings, and ***Babcock Memorial Park*** has two rings.)

Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Babcock Memorial Park	SH-ERC-028	3B
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Graeser Park - South	HE-RBC-160	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W

The rings are located in sheltered settings, as well as on hills and bluffs where they also serve as overlooks. (See Figs. 7 and 40.) The council ring at ***Cold Spring R.P.A.*** is the only ring to be built of polished, dressed stone (probably obtained from the local Cold Spring Granite Company). The others are built of undressed stone. Many are 20'-22' in diameter and most have a smaller fire ring in the center. Two of the 11 rings -- both located at the ***St. Croix Boomsite R.P.A.*** -- are half-rings, while the other 9 are full circles. Each full circle has a pedestrian opening.

The 11 council rings were built in 1936-1940. All stand on sites that were designed by, or whose design is attributed to, A. R. Nichols. All of the rings were built by workers from New Deal federal relief agencies that assisted the MHD on roadside development projects.

Not included among the 11 rings discussed above is the foundation of a council ring that stands at ***Blazer Park*** on T.H. 100 in Golden Valley. This 23'-diameter stone circle is flush with the grass. The council ring itself has been demolished. (Blazer Park, Graeser Park - South, and St. Louis Park R.P.A. are scheduled to be altered or demolished in the near future.)

In addition to the council rings described above, the Roadside Development Division also built a few other wayside rests with council rings that are no longer on current right-of-way. Among them is Brophy Lake R.P.A. near Alexandria (former CS 2105) and Milaca R.P.A. near Milaca (former CS 4811).

CURBING, STONE

Until circa 1950, even some of the smallest and simplest roadside development properties had stone curbing that lined the parking area and access road. (Similar curbing was often used in Minnesota state parks in the 1930s and 1940s.) The curbs were often about 6"-8" tall, 8"-10" wide, and made of undressed stone.

Remnants of stone curbing still exist at 17 of the inventoried properties. The sites are listed below:

Cascade River Overlook	CK-UOG-044	1A
Gooseberry Falls Concourse	LA-SVC-046	1A
Garrison Concourse	CW-GRC-001	3A
Kenney Lake Overlook	CW-GRT-003	3A
Willow Lake Roadside Parking Area	CA-TOR-002	3A
St. Cloud Historical Marker	SH-SCC-048	3B
Inspiration Point Wayside Rest	FL-CRL-011	6A
Lake City Concourse	WB-LKC-093	6A
Preston Overlook	FL-PRC-041	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Burns Avenue Overlook	RA-SPC-2927	Met E
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Pine Bend Historical Marker	DK-IVG-023	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Taylors Falls Overlook - South	CH-SHT-032	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Graeser Park	HE-RBC-025	Met W

Stone curbing at 16 of the 17 sites was laid in 1934-1940. Most of these 16 sites were designed by A. R. Nichols and most were built by federal relief labor. Curbing at the 17th site, the ***Burns Avenue Overlook***, dates from circa 1950 when the property was built by the MHD.

Only a small section of stone curbing remains on most of the 17 properties. The majority of the curb stones have been covered with asphalt paving, dislodged by snowplows, or otherwise buried or removed. The sites with the greatest amount of existing stone curbing are listed below:

Willow Lake R.P.A.	CA-TOR-002	3A
Inspiration Point Wayside Rest	FL-CRL-011	6A
Burns Avenue Overlook	RA-SPC-2927	Met E
Indian Battle Ground Historical Marker	WA-SWC-713	Met E

Stillwater Overlook - South	WA-OHC-005	Met E
Graeser Park	HE-RBC-025	Met W

DAMS

Small dams were sometimes used in roadside parking areas to create reflecting ponds or children's wading pools. (See Fig. 15.) This inventory includes three small dams, located at two properties:

Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Cold Spring Roadside Parking Area	SN-CSC-024	3B

Two of the dams are located at the ***Cold Spring R.P.A.*** in Stearns County. Both are small stone and concrete structures. The Cold Spring R.P.A. was designed by A. R. Nichols and built by the WPA in 1936. The ***Pomme de Terre R.P.A.***, also in this inventory, originally had dams and pools similar to those at Cold Spring. The dams have been razed and only remnants of the pools remain. Pomme de Terre R.P.A. is also attributed to Nichols and was built by the NRWR and WPA. Very few other sites with dams and pools were known to have been built by the Roadside Development Division.

At ***Big Pine Lake R.P.A.*** near Finlayson is a small concrete dam that was not built for the purposes of roadside development. Instead, it was built in 1937 by the WPA to control the level of Big Pine Lake. (A parking area and boat launching ramp were later added to the site.) The dam at Big Pine Lake is one of hundreds of small dams that were built during the Depression for conservation purposes statewide by the WPA and other federal relief programs.

DOCK

One site in the inventory, the ***Orr R.P.A.***, includes a large dock. It was built in 1989 to replace a previous structure. The original plans for this site, dating from 1937, indicate an "existing dock" at the same location as the current dock. The Orr R.P.A. is located in Mn/DOT District 1B.

DRINKING FOUNTAINS

Drinking fountains were sometimes provided at larger, more elaborate roadside parking areas. Pre-World War II drinking fountains were sometimes designed in the National Park Service Rustic Style. These Rustic style fountains usually consisted of undressed stone covering a poured concrete core with an iron supply pipe. (Fountains of this style were also built in Minnesota state parks.) Post-World War II drinking fountains were usually more simple in design.

Drinking fountains were inventoried at five properties, listed below:

Gooseberry Falls Concourse	LA-SVC-046	1A
Baudette Rest Area	LW-BDC-030	2A
Garrison Rest Area	CW-GRT-001	3A
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W

The fountain at ***Gooseberry Falls Concourse***, a Rustic style stone structure, is the oldest fountain in the inventory and the only one of the group to predate 1961. It was built as part of the Gooseberry concourse, a massive gabbro overlook wall that was designed by Edward W. Barber of the National Park Service and built in 1936-1940 by the CCC. The site was created by the MHD in partnership with the state park branch of the Minnesota Department of Conservation (now the MnDNR), the National Park Service, and the CCC.

(Another stone drinking fountain known to have been built by the Roadside Development Division was located in Hastings (former CS 1910). The site is no longer on right-of-way.)

The other drinking fountains in the inventory (***Baudette***, ***Daytonport***, ***Garrison Rest Area***, and ***St. Croix Boomsite***) are modern structures that were designed by Toltz, King, Duvall, Anderson, and Associates. All were built during a 1969-1970 initiative to improve several of the state's rest areas.

See also "Wells and Pumps" and "Spring Water Outlets" below.

ENTRANCE WALLS

The MHD Roadside Development Division sometimes collaborated with other state agencies to mark the entrances to (or the boundaries of) state facilities, while at the same time beautifying the highways.

This inventory includes three sets of entrance walls, one of which (at Camp Ripley) was built for the dual purpose just described:

Camp Ripley Entrance Walls	MO-GRE-047	3A
Frontenac State Park Gates	GD-FLC-057	6B
Minn State Training School Ent. Walls	GD-RWC-021	6B

The extensive ***Camp Ripley Entrance Walls*** consist of a series of dry stone walls that were built 1934-ca. 1942 along portions of T.H. 115 and T.H. 371 as a joint undertaking of the Minnesota National Guard and the Roadside Development Division. They were built of "Little Falls Black Granite" by federal relief labor from the FERA/SERA and the WPA. The walls have a striking, medieval-inspired design that was created by Camp Ripley's staff architect Philip C. Bettenburg. They are some of the few walls in this inventory that were laid dry (i.e., without mortar). (See Fig. 11.)

The second set of stone walls in the inventory, much shorter in length than those at Camp Ripley, marks the entrance to the ***Minnesota State Training School*** at Red Wing. These tan, random ashlar, limestone walls were probably built in the mid-1930s as an improvement to the school. They were probably built with federal relief labor. It is unclear whether there was a roadside development component to the walls' design (as there was at Camp Ripley), but it is possible because of their location on the interface between highway right-of-way and a state-owned facility. (If it is determined that the walls were not built or used for roadside development purposes, then they should not be formally included within the scope of the roadside development historic context.)

The final set of entrance walls, the ***Frontenac State Park Gates***, were built in 1925 as a private endeavor. They were the entrance gates to a private estate known as the Munro House or "Bramble Haw." The Munro property later became Frontenac State Park (the house has been demolished), and the estate's entrance drive is now a service entrance into the park. The walls were initially included in this study because they stand on current Mn/DOT right-of-way. Research during the project identified their origins and determined that the walls were not built or used for roadside development purposes and therefore do not fit within the scope of the roadside development historic context.

FIREPLACES

Many roadside development properties originally had simple picnic fireplaces built of stone, concrete block, or brick. During its first decades, the Roadside Development Division apparently used stone where possible: Harold E. Olson -- longtime head of the division -- remarked in a speech in 1933 that stone rubble fireplaces were preferred to concrete fireplaces "which detract from the natural environment" (Olson 1933:3). Around the 1960s, the Roadside Development Division began using metal grills mounted on poles. (These grills were not counted as separate features in the inventory, but stand on several of the inventoried properties.)

Fireplaces were encountered at ten properties in the inventory. They were divided into two categories: those made of stone and those made of concrete or some other material.

Stone fireplaces stand at the following sites:

Cold Spring Roadside Parking Area	SN-CSC-024	3B
Inspiration Point Wayside Rest	FL-CRL-011	6A
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
Blazer Park	HE-GVC-047B	Met W
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Daytonport Roadside Parking Area	AN-RMC-008	Met W
Graeser Park	HE-RBC-025	Met W
Lilac Park	HE-SLC-013	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W

Concrete fireplaces stand at:

Pomme de Terre Roadside Parking Area	SW-MOY-007	4B

Most of the fireplaces are small, low-lying, rectangular or round structures that support a metal grate, the style most often used by the Roadside Development Division. Most fireplaces in the inventory were built in 1934-1940 by federal relief agencies.

Four of the fireplaces are more elaborate. They are described below:

Two rare, beehive-shaped fireplaces stand at ***Lilac Park*** and ***Graeser Park*** on T.H. 100 in St. Louis Park and Robbinsdale, respectively. Both fireplaces were built of tan, coursed ashlar limestone. They have domed tops, brick-lined fire boxes, and small shelves built into their walls. They were designed by A. R. Nichols and built in 1939 and 1940 by the WPA. (See Fig. 23.)

Stone fireplaces with tall, tapered chimneys stand at ***Blazer Park*** on T.H. 100 in Golden Valley and at ***Christmas Lake R.P.A.*** near Excelsior. Both fireplaces were built of tan, random rubble limestone with brick-lined fire boxes. The Christmas Lake fireplace has lost its chimney. Blazer Park was built in 1939 by the WPA and was designed by Nichols. Christmas Lake R.P.A. was built in 1937-1941 by the NYA and is attributed to Nichols.

Note: Blazer Park, Lilac Park, Graeser Park, and St. Louis Park R.P.A. are scheduled to be altered or demolished in the near future.

FLAGPOLES

Flagpoles were recorded at 11 sites in the inventory. They were divided into two categories: those with bases made of stone and those with bases made of concrete or another material. All were built by, or in cooperation with, the Roadside Development Division.

Stone flagpole bases stand at four properties:

Garrison Concourse	CW-GRC-001	3A
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Pine Bend Historical Marker	DK-IVG-023	Met E
Blazer Park	HE-GVC-047B	Met W

The two largest structures are located at ***Blazer Park*** and ***Garrison Concourse***. The flagpole base at Blazer Park, designed by A. R. Nichols, is a 9'-tall octagonal structure of tan, coursed ashlar, rockfaced limestone. It was built by the WPA in 1939. (Blazer Park is scheduled to be altered or demolished in the near future.) The flagpole base at the Garrison Concourse is about 8'-9' tall and was built of random ashlar, roughly-cut, pink and gray granite. It has an historical plaque mounted on its eastern

face. It was built circa 1939 by the CCC and was probably designed either by A. R. Nichols or by National Park Service designers. (See Fig. 19.)

A smaller flagpole base of gray, random ashlar limestone stands at the ***Pine Bend Historical Marker***. It was added to the site in 1943, about four years after the site was created. It was furnished by the Pine Bend 4-H Club, working in collaboration with the MHD. It stands about 3' tall and was probably designed by the Roadside Development Division (perhaps by Nichols or by Fred Vogt).

The flagpole at the ***Kensington Runestone Replica R.P.A.*** was erected circa 1955. It may also have been designed by the highway department. The base is about 4' tall and is faced with fieldstone.

Flagpoles with concrete bases stand at seven properties. (Some of the properties have more than one flagpole.) The seven are listed below:

Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Soudan Roadside Parking Area	SL-SOC-001	1B
Granite Falls Overlook	YM-GRN-078	8B
Redwood Falls Retaining Wall	RW-RFC-032	8B
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W

The bases are all simple concrete structures that are either very low or flush with the ground. Most were built in the 1960s-1990s.

FLAGSTONE PADS

Four properties in the inventory have flagstone pads on which stone picnic tables originally stood. The empty flagstone pads are located at the sites listed below. Some sites have several pads.

Blazer Park	HE-GVC-047B	Met W
Graeser Park	HE-RBC-025	Met W
Graeser Park - South	HE-RBC-160	Met W
Lilac Park	HE-SLC-013	Met W

See "Picnic Tables" below for more information on the pads.

FOOTBRIDGES

The current study recorded two existing footbridges, both built for roadside development purposes:

Orr Roadside Parking Area	SL-ORC-005	1B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E

Both are simple, modern structures. The footbridge at the ***St. Croix Boomsite R.P.A.*** was built in 1969-70 and the footbridge at the ***Orr R.P.A.*** was built in 1989. The footbridge at Orr replaces a footbridge drawn on the original plans at the same location.

A few of the sites in the inventory, including ***Babcock Memorial Park*** and ***Pomme de Terre R.P.A.***, originally had footbridges that have been removed.

See also "Bridges and Culverts" above.

FOUNDATIONS

The inventory includes the foundations of four razed structures. The foundations stand at the following properties:

Willow Lake Roadside Parking Area	CA-TOR-002	3A
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Blazer Park	HE-GVC-047B	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W

The most important foundation is located at the ***Mill Pond R.P.A.*** It represents the remains of the Pond Mission House, which was built on this site in 1847, two years before Minnesota became a territory. The foundation measures about 29' by 22' and is built of tan, coursed ashlar, roughly-cut limestone. Its walls surround a rectangular grass-planted depression. The woodframe house that stood on the site served as the home and mission headquarters of Samuel and Gideon Pond, two of Minnesota's earliest Protestant missionaries. The Pond brothers are important to the history of Dakota and Euro-American relations in the state during the mid-19th century. The mission house was demolished circa 1907 and the site eventually became a wayside rest with the foundation as a point of interest.

The other three foundations recorded in the inventory are the remains of roadside development structures that have been demolished. They are the following: 1) the foundation of a 1936 privy at the ***St. Croix Boomsite R.P.A.***; 2) the foundation of a 1939-1940 log observation tower at the ***Willow Lake R.P.A.***; and 3) the foundation of a council ring at ***Blazer Park***. (The latter is also discussed under the heading "Council Rings" above.)

GRAVESTONES

The inventory includes two small gravestones that are located at the ***Baudette Rest Area***. Dated 1904 and 1907, the headstones remain from Baudette's Old Town Cemetery, which was established on this site in 1894. In 1909, the city of Baudette moved the contents of the cemetery to the newly-established Elm Park Cemetery.

Not all of the deceased were moved, however, because not all relatives could be found to authorize the relocation. It may be possible that other, unmarked graves also remain in what is now the Baudette Rest Area. It is located in Mn/DOT District 2A.

GUARDRAILS, STONE

Seven examples of guardrails, all stone, were recorded in the inventory. They are located at the four properties listed below. (***Temperance River R.P.A.*** has four sections of guardrail.)

New Duluth Overlook	SL-DUL-2430	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Wabasha Overlook	WB-WBC-183	6A
Taylors Falls Overlook - South	CH-SHT-032	Met E

The guardrails at ***New Duluth Overlook***, ***Taylors Falls Overlook - South***, and ***Wabasha Overlook*** are examples of the Crenelated Stone Guardrail, discussed below. The guardrails at ***Temperance River*** are examples of the Flat Stone Guardrail, discussed below.

Guardrails were used at roadside development properties to guide the movement of vehicles and pedestrians and to protect visitors from falling over steep terrain. The MHD Roadside Development Division used at least four types of Rustic style guardrails. All were similar to those used in state and national parks. (The four are also similar to guardrails that are illustrated in National Park Service design guides issued in 1935 and 1938.)

Timber Post Guardrail. The first type of guardrail, and the simplest, was a row of log or timber posts embedded vertically in the ground. The posts were usually unconnected, but were sometimes joined by lengths of cable or chain. (In some sites from the 1950s or 1960s the posts are square and made of poured concrete.) In addition to being simple to install, timber or log post guardrails were cost-effective to maintain because, if the posts were damaged, the MHD could replace them separately rather than rebuilding an entire interconnected structure. Many examples of Timber Post Guardrails still exist on roadside development properties, including those in this inventory. They were not individually recorded as site features in the inventory, but instead are mentioned on the inventory forms under the heading "Other Landscape Features and Plantings."

Rustic Log Guardrail. Another type of guardrail commonly used in Minnesota consists of a series of low, continuous log rails that were attached to short, upright log or timber posts. Historical photographs and early plans indicate that this type of "Rustic Guard Rail" (which was suggested by the National Park Service because it resembled fallen logs) was used by the Roadside Development Division for several properties in the 1930s and early 1940s. (For example, this type was used at the ***Cold Spring***

R.P.A., at the ***Mill Pond R.P.A.***, and at the ***Temperance River R.P.A.***, among others.) No examples are known to exist on right-of-way today.

Crenelated Stone Guardrail. The third type of guardrail used by Roadside Development consists of a row of large rocks that are set shoulder-to-shoulder to create a crenelated or battlement-like effect. The rocks were sometimes spaced a few inches apart, and were sometimes touching. They were sometimes joined with mortar. In some cases, pointed, battlement-like rocks were used as the upper course of a low, mortared guardrail wall.

Three examples of Crenelated Stone Guardrail were inventoried. The most important stands at the ***Taylors Falls Overlook - South***. This rocky site on the edge of a cliff once included long sections of pointed basalt boulders set shoulder-to-shoulder. A small portion of this guardrail exists today. The site was designed by A. R. Nichols as an elaborate and unique solution to the challenge of providing a parking area and overlook on a very narrow, potentially dangerous site. The site was probably built circa 1934-35 by the FERA/SERA and then expanded in 1937 using state "direct labor."

At ***Wabasha Overlook*** is an altered, limestone guardrail that originally had a mortared, crenelated upper course and a dry-laid base. It was probably built in the late 1920s or around 1930, possibly by the county highway department.

At the ***New Duluth Overlook*** is a guardrail consisting of large boulders placed a few feet apart. The rocks were probably installed as late as circa 1980, by either Mn/DOT or the city of Duluth. (Similar boulder guardrails are found throughout Duluth, including on Skyline Drive. Some date from the 1920s and 1930s.)

Flat Stone Guardrail. The fourth type of guardrail consists of a low, mortared stone wall with a flat, rather than crenelated, top. Piers that project slightly above (or out from) the wall were often placed at regular intervals to give the walls rhythm and interest. These guardrails are generally lower than the parapets of stone overlook walls, although the distinction is not strong and many stone overlook walls could also be considered guardrails.

One property containing Flat Stone Guardrails was included in the inventory. The ***Temperance River R.P.A.*** contains four matching segments of guardrail that were built of mortared Duluth gabbro. The four segments range in length from about 150' to about 275', stand about 1' tall, and are 20" thick. The guardrails have short stone piers spaced at 20' intervals. The guardrails were apparently built circa 1950 by the MHD.

See "Walls, Other" for similar structures.

INFORMATION BOARDS

Modern, woodframe information boards stand at six of the inventoried properties. They were erected to provide travelers with maps, park rules, and other information.

Most were probably built in the late 1960s and 1970s. The boards stand at the following sites:

Gooseberry Falls Concourse	LA-SVC-046	1A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Babcock Memorial Park	SH-ERC-028	3B
Fort Beauharnois Historical Marker	GD-FLC-056	6B
Victory Memorial Rest Area	BE-DEC-008	7A

INFORMATION BOOTH

One site in the inventory, the ***Garrison Concourse***, includes an information booth. It is a small, modern, woodframe building that was built circa 1990. It is located in Mn/DOT District 3A.

MARKERS

Historical markers are the feature that was most often encountered on roadside development properties in this inventory. On several of the sites, the historical marker serves as the site's focal point, while on other properties the marker is simply an auxiliary site element. Most of the markers interpret a local historical event or geological phenomenon. The majority were jointly sponsored by the MHD and the Minnesota Historical Society. Many have text or a plaque that identifies the agency that sponsored or built them.

The first generation of markers erected by the Roadside Development Division consisted of a series of 3' by 5' rectangular white steel signs. (See Fig. 28.) These first markers were erected jointly by the MHD and the Minnesota Historical Society in a highway marking program that began in 1929. At least 23 of the 102 properties in the inventory originally had one of these steel signs. (One of the markers in this first series -- at the ***St. Cloud Historical Marker*** was actually granite, rather than steel.) Most of the steel signs were later replaced by stone markers with similar or identical text. (On some of the inventoried sites such as the ***Indian Battle Ground Historical Marker***, the original steel sign was temporarily mounted within the niche of the new stone marker that was built to replace it.) None of the steel markers are known to exist on right-of-way today.

At least 77 markers of various types were encountered on the 102 inventoried properties. (Some of the sites -- such as ***Babcock Memorial Park***, ***Christmas Lake R.P.A.***, ***Thompson Hill Overlook***, and ***Wrenshall*** -- originally had markers that are now missing.)

Sixty-four of the markers in the inventory are free-standing, and were therefore recorded as separate features in their sites. The 64 free-standing markers are located

on the 51 properties listed below. (Twelve of the sites have more than one free-standing marker.)

	Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
	Clifton-French River Historical Marker	SL-DUT-002	1A
	Cross River Rest Area	CK-UOG-047	1A
	Fond du Lac Historical Marker	SL-DUL-2429	1A
	Split Rock Lighthouse Overlook	LA-BBT-023	1A
	Soudan Roadside Parking Area	SL-SOC-001	1B
*	Baudette Rest Area	LW-BDC-030	2A
	Garrison Concourse	CW-GRC-001	3A
	Garrison Rest Area	CW-GRT-001	3A
	Long Lake Roadside Parking Area	CW-NSC-004	3A
	Vineland Historical Marker	ML-KAN-006	3A
	Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
*	Dustin Memorial Wayside	WR-MDL-004	3B
	Maine Prairie Corners Historical Marker	SN-MPR-004	3B
	St. Cloud Historical Marker	SH-SCC-048	3B
	Craigie Flour Mill Historical Marker	OT-OTT-001	4A
*	Detroit Lakes Overlook	BK-DLC-157	4A
	Leaf City Historical Marker	OT-LLT-001	4A
	Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
	Otter Tail City Historical Marker	OT-OTC-004	4A
*	Pelican Rapids Village Historical Marker	OT-PRC-021	4A
	Browns Valley Historical Marker	TR-FOL-006	4B
	Graceville Historical Marker	BS-GRA-017	4B
	Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
	Stage Station Historical Marker	DL-OSA-021	4B
	Chatfield Historical Marker	FL-CHC-034	6A
	Inspiration Point Wayside Rest	FL-CRL-011	6A
*	Lake City Concourse	WB-LKC-093	6A
*	Reads Landing Overlook	WB-PEP-012	6A
	Fort Beauharnois Historical Marker	GD-FLC-056	6B
*	Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
	Mapleton Historical Marker	BE-MPC-031	7A
	Victory Memorial Rest Area	BE-DEC-008	7A
	Birch Coulee Historical Marker	RN-BCO-004	8A
*	Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
	Avoca Historical Marker	MU-AVC-010	8B
*	Camp Release State Memorial Wayside	LP-CAM-003	8B
	Bolles Mill Historical Marker	WA-AFC-035	Met E
	Indian Battle Ground Historical Marker	WA-SWC-713	Met E
*	Marine on St. Croix R.P.A.	WA-MXC-015	Met E
	Mendota Granite Arrow Marker	DK-MDC-010	Met E
	Pine Bend Historical Marker	DK-IVG-023	Met E
	Sibley Pioneer Church Monument	DK-MDC-011	Met E
	St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
	Tamarack House Historical Marker	WA-SWC-714	Met E

	Blazer Park	HE-GVC-047B	Met W
	Chaska Historical Marker	CR-CKC-057	Met W
	Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
*	Daytonport Roadside Parking Area	AN-RMC-008	Met W
	Mill Pond Roadside Parking Area	SC-SPC-069	Met W
*	National Grange Historical Marker	SH-ERC-029	Met W

* Indicates more than one free-standing marker on the site.

In addition to the 64 free-standing markers listed above, the inventoried properties contain another 12 markers that are mounted on walls. These markers were not recorded as features separate from the walls on which they are mounted. These 12 mounted markers stand on the following 11 properties. (***Reads Landing Overlook*** has two mounted markers.)

Gooseberry Falls Concourse	LA-SVC-046	1A
Grand Marais Harbor Sea Wall	CK-GMC-029	1A
Wrenshall Ovr/Veterans' Mem	CL-TLK-004	1A
Whipholt R.P.A.	CA-PLK-003	2A
Garrison Concourse	CW-GRC-001	3A
Detroit Lakes Overlook	BK-DLC-157	4A
Glenwood Overlook	PO-GLC-022	4B
Reads Landing Overlook	WB-PEP-012	6A
Stillwater Overlook - North	WA-SWT-013	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Taylors Falls Ovr - South	CH-SHT-032	Met E

The markers in the inventory, both free-standing and mounted, have been divided into ten categories based on their structural type:

Boulder markers	5
Lecterns, Free-Standing	13
Lecterns, Mounted	9
Metal signs	11
Obelisks	3
Other, Free-Standing	7
Other, Mounted	1
Rectangular shrines, Free-standing	18
Rectangular shrines, Mounted	2
Stone tablets	4
Wooden signs	3

Each of the ten categories is discussed briefly below.

MARKERS: Boulders

Historical or interpretive markers that consist of a plaque affixed to a boulder are common in city parks, courthouse lawns, and a variety of other settings throughout

the state. In some cases, the boulder is simply resting on the ground, and in other cases it is mounted on a concrete base. (See Fig. 28.) Boulder markers were often erected by civic organizations, historical societies, park boards, and individuals, and were less often built by the State of Minnesota.

Five of the markers in this study are boulder markers. Each consists of a fairly large boulder on which text is either mounted or inscribed. They stand at the following properties:

Dustin Memorial Wayside	WR-MDL-004	3B
Leaf City Historical Marker	OT-LLT-001	4A
Browns Valley Historical Marker	TR-FOL-006	4B
Blazer Park	HE-GVC-047B	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W

The marker at ***Browns Valley*** is the most elaborate of the five. It was erected in 1935 for the Daughters of the American Revolution (DAR) in cooperation with the MHD, and is one of three DAR-sponsored markers in this study. (The DAR marking program operated from at least 1903-1960s in Minnesota. The group built about 90 markers in the state during the years 1903-1941 alone.) A few years after the marker was erected, the MHD added a quartzite base that was designed by A. R. Nichols. (See Fig. 9.)

MARKERS: Lecterns, Free-Standing

In its simplest form, a free-standing, lectern-style marker resembles a speaker's podium with a slanted top on which a plaque is usually mounted. (See also "Lecterns, Mounted" below.) A total of 13 Free-Standing Lecterns were documented on the inventoried properties. They stand at the 12 sites listed below. (***Marine on St. Croix*** has two of them.)

Clifton-French River Historical Marker	SL-DUT-002	1A
Cross River Rest Area	CK-UOG-047	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
Split Rock Lighthouse Overlook	LA-BBT-023	1A
Garrison Rest Area	CW-GRT-001	3A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Lake City Concourse	WB-LKC-093	6A
Mapleton Historical Marker	BE-MPC-031	7A
Victory Memorial Rest Area	BE-DEC-008	7A
Bolles Mill Historical Marker	WA-AFC-035	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E

One of the 13 markers, standing at the ***Cross River Rest Area***, is unique in design. It is built of concrete poured over a fieldstone core. The edges of the lectern are

studded with small, round, carefully-placed stones. It was erected circa 1936, probably by the CCC.

Two of the 13 Free-Standing Lectern markers were built of randomly-laid local stone. They stand at the ***Garrison Rest Area*** and at the ***Split Rock Lighthouse Overlook***. (See Fig. 43.) They were erected in 1953 and 1955, respectively, as part of a series of geological markers that were sponsored by the Geological Society of Minnesota. (The Geological Society erected approximately 35 geological markers in the state beginning about 1949. See additional geological markers on highway right-of-way under the headings "Lecterns, Mounted" and "Rectangular Shrines, Mounted" below.)

Ten of the 13 Free-Standing Lecterns represent a series of markers that were built in the 1950s-1970s. The ten are very similar in design. Nine of the ten were built by the MHD and the tenth, ***Clifton-French River***, was built by the Youth Conservation Commission under MHD supervision. This series of markers represents a major stylistic departure from the division's previous two decades' of stone markers which had been based on the designs of A. R. Nichols. The new markers were nearly all built of tan, rockfaced and roughly-cut, random ashlar limestone. The division's earlier markers, on the other hand, were nearly all built of stone that was native to the particular locale.

The ten inventoried markers from this series stand on nine properties, listed below. (***Marine on St. Croix R.P.A.*** has two markers of this style.)

Clifton-French River Historical Marker	SL-DUT-002	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Lake City Concourse	WB-LKC-093	6A
Mapleton Historical Marker	BE-MPC-031	7A
Victory Memorial Rest Area	BE-DEC-008	7A
Bolles Mill Historical Marker	WA-AFC-035	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E

Six of the ten markers are simple lecterns. They stand at ***Fond du Lac***, ***Lake City***, ***Long Lake***, ***Mapleton***, ***Marine on St. Croix***, and ***Victory Memorial***.

Four of the ten are more complex lecterns, each of which incorporates two small slab benches flanking the plaque. (See Fig. 14.) These stand at ***Bolles Mill***, ***Clifton-French River***, ***Marine on St. Croix***, and ***Minnesota Woman***. (The markers at ***Bolles Mill***, ***Clifton-French River***, and ***Minnesota Woman*** are nearly identical.)

Three of the ten markers originally displayed artifacts. Two historic millstones are mounted on one marker at ***Marine on St. Croix***, an historic bell is mounted on the other marker at ***Marine on St. Croix***, and two curling stones (now missing) were originally mounted on the marker at ***Mapleton***.

The MHD also built several more markers in this series throughout the state. Some were not included in this inventory because they were built after 1960 and others because they are no longer on Mn/DOT right-of-way.

MARKERS: Lecterns, Mounted

Nine of the markers in this inventory consist of stone lecterns that were mounted on stone overlook walls. (These mounted markers were not counted as individual features on the sites.) The nine are located at the following properties:

Gooseberry Falls Concourse	LA-SVC-046	1A
Grand Marais Harbor Sea Wall	CK-GMC-029	1A
Wrenshall Ovr/Veterans' Mem	CL-TLK-004	1A
Whipholt R.P.A.	CA-PLK-003	2A
Detroit Lakes Overlook	BK-DLC-157	4A
Glenwood Overlook	PO-GLC-022	4B
Stillwater Overlook - North	WA-SWT-013	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Taylors Falls Ovr - South	CH-SHT-032	Met E

The markers at ***Whipholt*** and ***Wrenshall*** were built as part of the overlook walls' original construction. The other seven markers in the list above were added to existing walls using stone that matches the existing walls. Six of these seven were geological markers that were sponsored by the Geological Society of Minnesota. (The Geological Society erected approximately 35 geological markers in the state beginning about 1949. See additional geological markers on highway right-of-way under the headings "Lecterns, Free-Standing" above and "Rectangular Shrines, Mounted" below.)

The plaque is missing from the ***Stillwater Overlook*** - ***South*** marker, but the stone marker structure remains.

MARKERS: Metal Signs

The inventoried properties include 11 metal markers. They stand on the eight properties listed below. (***Baudette***, ***Daytonport***, and ***Reads Landing*** each have two metal markers.)

Baudette Rest Area	LW-BDC-030	2A
Detroit Lakes Overlook	BK-DLC-157	4A
Inspiration Point Wayside Rest	FL-CRL-011	6A
Lake City Concourse	WB-LKC-093	6A
Reads Landing Overlook	WB-PEP-012	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Camp Release State Memorial Wayside	LP-CAM-003	8B
Daytonport Roadside Parking Area	AN-RMC-008	Met W

Four of the markers (at ***Daytonport***, ***Frontenac R.P.A.***, ***Lake City***, and ***Reads Landing***) are rectangular metal and plastic markers that were erected in 1988-1994 under the Great River Road marker program. Several markers in this series stand throughout the state.

The rest of the metal markers on the list above are black, Colonial-inspired panels that are mounted on poles. They have raised lettering that is painted gold. These markers were sponsored by the Minnesota Historical Society and erected in 1966-1998. The Society has placed many markers of this type throughout Minnesota and continues to erect markers in this style.

MARKERS: Obelisks

Three obelisk-style markers were included in the inventory. They stand at the two properties listed below. (***Morton Pioneer Monuments R.P.A.*** has two markers of this style.)

Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Camp Release State Memorial Wayside	LP-CAM-003	8B

The most important is the marker at ***Camp Release State Memorial Wayside*** near Montevideo. (See Fig. 10.) The site contains a 50'- to 55'-tall obelisk that is made of smoothly-dressed, pinkish-gray granite. Built in 1894, it is the oldest marker in this study. The site was established in 1889 by the legislature as a "state monument." Camp Release is one of 23 state monuments that were created by the legislature from 1873-1929. The site eventually became a wayside rest known as Camp Release State Memorial Wayside. The marker commemorates the safe release of 269 prisoners of war during the U.S. Government-Dakota Conflict of 1862.

At ***Morton Pioneer Monuments R.P.A.*** are two small, 4'-tall granite monuments that resemble obelisk-style cemetery headstones. The site is located a few miles north of the Minnesota River in Renville County. Both markers are memorials to victims of the U.S. Government-Dakota Conflict of 1862. They were both erected in 1907 by a group called the Renville County Pioneers on nearby farms where the victims were killed. One of the markers was moved to this wayside rest before 1948, and the other in 1981.

MARKERS: Other, Free-Standing

The inventoried properties include seven free-standing markers that represent miscellaneous structural types. They stand at the six properties listed below. (***Pelican Rapids*** has two of these markers.)

Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
Soudan Roadside Parking Area	SL-SOC-001	1B
Pelican Rapids Village Historical Marker	OT-PRC-021	4A

Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Mendota Granite Arrow Marker	DK-MDC-010	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E

Each of the seven markers has a unique design. The markers at ***Ray Berglund R.P.A.*** and ***Tamarack House***, which date from the 1950s, consist of metal plaques that are mounted on natural cliff faces.

The marker at the ***Kensington Runestone Replica R.P.A.*** is a 12'6"-tall granite replica of the Kensington Runestone. It stands on a granite base with low wing walls. The marker was designed by St. Cloud artist and historian Glanville Smith and was fabricated by the Cold Spring Granite Company in 1951.

The ***Mendota Granite Arrow Marker*** is an unusual arrowhead-shaped granite marker that is also one of the oldest markers in this study. (See Fig. 30.) It was erected in 1928 by the Daughters of the American Revolution (DAR). The DAR also erected a nearly identical marker nearby at Acacia Cemetery (not on Mn/DOT right-of-way). The designer of the marker is unknown. (There are two other DAR-sponsored markers in this study, ***Browns Valley Historical Marker*** and ***Sibley Pioneer Church Monument***. The DAR marking program in Minnesota operated from at least 1903-1960s. The group erected about 90 markers in the state during the years 1903-1941 alone.)

Two markers of miscellaneous style stand at the ***Pelican Rapids Village Historical Marker*** site. Both were erected in 1946. The most prominent is a large, triangular granite marker on which are mounted a flagpole and ten polished granite tablets incised with local history information. The marker was built by the MHD in cooperation with the Otter Tail County Historical Society, the City of Pelican Rapids, and the governments of eight adjoining townships. The marker was apparently designed by the highway department. The second marker on the site is a small granite tablet that is mounted next to a millstone that was salvaged from the Spring Creek Mill.

The marker at the ***Soudan R.P.A.*** is known as the Pioneer Miners Memorial. (See Fig. 42.) It is an 8'-tall granite marker that was built in 1934, probably with federal relief labor. The marker was cosponsored by the Vermilion Range Old Settlers' Association. The designer is unknown.

MARKERS: Other, Mounted

The inventoried properties also include one marker of a miscellaneous structural type that is mounted on the wall of another inventoried structure. This mounted marker was not counted as an individual feature on the site. It is located at the ***Garrison Concourse*** and consists of a rectangular metal plaque that is mounted on a stone flagpole base. (See "Flagpoles" above for more information.) Garrison Concourse is located in Mn/DOT District 3A.

MARKERS: Rectangular Shrines, Free-Standing

The most elaborate historical markers encountered in this inventory are a set of 18 shrine-like structures built of stone. The 18 free-standing, shrine-type markers stand on the following properties:

Name of Property	Built	Designer	Builder	SHPO Inv #	Mn/DOT District
Vineland Hist Marker	1952	Atr Nichols	MHD	ML-KAN-006	3A
St. Cloud Hist Marker	1937	Nichols	NYA	SH-SCC-048	3B
Craigie Flour Mill Hist Mark	1940	Nichols	NYA	OT-OTT-001	4A
Otter Tail City Hist Marker	1948	Atr Nichols	MHD	OT-OTC-004	4A
Graceville Hist Marker	1940	Nichols	WPA	BS-GRA-017	4B
Stage Station Hist Marker	1942	Atr Nichols	WPA	DL-OSA-021	4B
Chatfield Hist Marker	1954	MHD	MHD	FL-CHC-034	6A
Fort Beauharnois Hist Marker	1940	Nichols	NYA	GD-FLC-056	6B
Frontenac R.P.A./Maiden Rock	1939	Atr Nichols	NYA	GD-FLC-054	6B
Birch Coulee Hist Marker	1950	Atr Nichols	MHD	RN-BCO-004	8A
Avoca Hist Marker	1941	Atr Nichols	WPA	MU-AVC-010	8B
Indian Battle Grou Hist Mark	1939	Nichols	NYA	WA-SWC-713	Met E
Pine Bend Hist Marker	1939	Atr Nichols	NYA	DK-IVG-023	Met E
Sibley Pioneer Church Monu	1955	unknown	MHD	DK-MDC-011	Met E
St. Croix Boomsite R.P.A.	1937	Nichols	NYA	WA-SWT-004	Met E
Chaska Hist Marker	1938	Nichols	MHD	CR-CKC-057	Met W
Christmas Lake R.P.A.	1941	Atr Nichols	NYA	HE-MKC-065	Met W
National Grange Hist Marker	1938	Nichols	NYA	SH-ERC-029	Met W

All but two of the 18 were designed by, or their design is attributed to, A. R. Nichols. Thirteen of the markers were built during the years 1937-1942, and five were built after World War II in 1948-1955. Twelve of the 13 Depression-era markers (all but ***Chaska***) were built with federal work relief labor. All of the markers were built of stone that is native to the locale. The stonework on all of the markers is well-executed.

Each of the 18 is unique in design, although they share a basic structure: all have a symmetrical composition consisting of a central rectangular shaft that is usually flanked by low wing walls. The shaft nearly always contains a rectangular metal plaque. (Most of the plaques erected after 1950 have curved tops while earlier plaques have flat tops.) The plaques were made of brass prior to the early 1950s, and sometimes made of aluminum after the early 1950s. The plaques are set into niches that are sometimes topped by keystones and are sometimes outlined with decorative brickwork or contrasting stonework. Many of the markers have one or two steps (usually made of stone, sometimes concrete) in front of the plaque. The plaques were nearly always cosponsored by the highway department and the Minnesota Historical Society.

Twelve of the 18 shrine markers originally had stone or concrete benches. They are the following:

*	Vineland Historical Marker	ML-KAN-006	3A
	St. Cloud Historical Marker	SH-SCC-048	3B
	Craigie Flour Mill Historical Marker	OT-OTT-001	4A
	Stage Station Historical Marker	DL-OSA-021	4B
	Chatfield Historical Marker	FL-CHC-034	6A
	Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
	Avoca Historical Marker	MU-AVC-010	8B
	Indian Battle Ground Historical Marker	WA-SWC-713	Met E
	Sibley Pioneer Church Monument	DK-MDC-011	Met E
*	Chaska Historical Marker	CR-CKC-057	Met W
	Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
*	National Grange Historical Marker	SH-ERC-029	Met W

* Indicates that the original benches are missing.

The simplest free-standing, shrine-type marker inventoried is the marker at the ***St. Croix Boomsite***, which consists of a rectangular shaft with no wing walls on a relatively simple base. The marker at ***Avoca*** is nearly as uncomplicated, but has two concrete benches sitting at right angles on an at-grade concrete plaza in front of the shaft. (See Fig. 6.)

The design becomes slightly more complex with the addition of low, straight wing walls that flank the central shaft at ***Birch Coulee***, ***Otter Tail City***, and ***Vineland***. Vineland originally had two stone and concrete benches in front of the marker (currently missing). (See Fig. 52.) (The uppers portions of the ***Vineland***, ***Otter Tail City***, and ***Chatfield*** markers are nearly identical.)

In the design of the markers at ***Chaska*** and ***Christmas Lake***, the wing walls were lengthened and the entire marker doubles as a retaining wall. Both Chaska and Christmas Lake had a pair of stone benches in front. The benches at Chaska are missing.

The markers at ***Chatfield***, ***Fort Beauharnois***, ***Pine Bend***, and ***Stage Station*** are somewhat similar to the Birch Coulee marker except that Chatfield, Fort Beauharnois, Pine Bend, and Stage Station have a slightly raised terrace in front of the shaft. The terrace at Chatfield is poured concrete while the other three terraces are made of flagstone. Chatfield has two stone and concrete benches on the terrace. (The upright stone portion of Chatfield is nearly identical to ***Otter Tail City*** and ***Vineland***.) The Stage Station marker has exceptional stonework and two stone benches. The Pine Bend marker is the only marker in the inventory that was not built according to the plan on file at Mn/DOT. (In the original plans, the marker was designed to have longer, curved wing walls and two curved benches.)

The ***Craigie Flour Mill*** marker is a variation on the markers just described that have raised flagstone terraces. The Craigie marker was modified to incorporate the display

of two historic millstones and an iron water wheel. The millstones take the place of the marker's wing walls, and the water wheel serves as the marker's central, vertical, focal point. The plaque is mounted like a table top in front of the water wheel. The Craigie marker has two stone and concrete benches resting on the terrace.

The flagstone terrace is carried to its most well-developed form in five of the 18 shrine-type markers where the terrace is symmetrically surrounded on three sides by low side walls which create, in effect, an outdoor room. (See Fig. 24.) ***Frontenac/Maiden Rock***, ***Graceville***, ***Indian Battle Ground***, ***National Grange***, and ***St. Cloud*** display this treatment. The Frontenac/Maiden Rock marker has curved rear corners. The St. Cloud marker is worth special mention because of its unique, naturalistic, almost primitive design -- with heavy, roughly-hewn, pointed blocks of granite -- that is unlike any of the other shrine-type markers, all of which have a more restrained, formal design. (Interestingly, St. Cloud was one of A. R. Nichols' first marker designs.) The St. Cloud marker exhibits masonry work of excellent quality. (See Fig. 39.) Three of the five markers, St. Cloud, Frontenac/Maiden Rock, and Indian Battle Ground, have stone and/or concrete benches resting on the terrace. A set of similar benches is missing from the National Grange marker. It is not known why the fifth marker, at Graceville, was designed without benches. (See Fig. 22.)

The final free-standing, shrine-type marker is the ***Sibley Pioneer Church Monument***, which was built in 1955. It is the most recent shrine-type marker in the inventory and is one of only two of the shrine-type markers that was not designed by, or attributed to, A. R. Nichols. The central shaft of the Sibley marker has a gabled top, and the marker's two benches resemble stone davenports. Sibley is one of three markers in this study that were erected by the Daughters of the American Revolution. (The others are the ***Browns Valley Historical Marker*** and the ***Mendota Granite Arrow Marker***.)

The 18 free-standing, shrine-type markers included in this inventory represent approximately two-thirds of the free-standing, shrine-type markers that are known to have been constructed by the Roadside Development Division. The division's other free-standing, shrine-type markers have either been demolished or are no longer on Mn/DOT right-of-way. This study found references to at least ten other free-standing shrine-type markers, listed below:

Name	Status
Glencoe (CS 4310)	extant, off r-o-w
Hinckley Fire (CS 5806)	prob extant, off r-o-w
Kaposia/So. St. Paul (CS 1912)	extant, off r-o-w
Knife River/Buchanan (CS 6926)	extant, off r-o-w
Le Sueur (CS 4013)	extant, off r-o-w
Minnesota Valley (CS 2744)	extant, off r-o-w
Oronoco (CS 5508)	razed
Redwood Ferry (CS 6506)	razed
St. Joseph (CS 7311)	extant, off r-o-w
Veterans Mem/Willmar (CS 3412)	prob extant, off r-o-w

MARKERS: Rectangular Shrines, Mounted

Two Rectangular Shrine-type markers that are mounted on walls, rather than free-standing, were also inventoried. Both are mounted on the ***Reads Landing Overlook*** in Mn/DOT District 6A. Because they are mounted on another inventoried feature, they were not counted as separate features on the inventory forms.

Reads Landing is a unique, limestone structure overlooking Lake Pepin. The marker at the eastern end of the overlook has a rectangular shaft flanked by low wing walls. Two stone and concrete benches originally stood in front of the eastern marker (currently missing). The marker at the western end of the overlook is a square pedestal (rather than a true shaft) that is also flanked by low wing walls. Mounted on the pedestal is a 26"-diameter, circular, bronze plaque that contains a map of Minnesota with raised lettering conveying geographic information. The western marker was also flanked by two stone and concrete benches (currently missing). The circular plaque was sponsored by the Geological Society of Minnesota. (See additional geological markers on highway right-of-way under the headings "Lecterns, Free-Standing" and "Lecterns, Mounted" above.) The rectangular plaque was cosponsored by the highway department and the Minnesota Historical Society.

Like most of the 18 Free-standing Shrine-type markers discussed above, the Reads Landing Overlook and its markers were designed by A. R. Nichols. Reads Landing was built during the Depression by the NYA. Like several of the other shrine-type markers, it is missing its original benches.

MARKERS: Stone Tablets

Interpretive markers that consist of stone tablets or headstone-like structures are common in Minnesota. Four markers of this type were inventoried:

Garrison Concourse	CW-GRC-001	3A
Dustin Memorial Wayside	WR-MDL-004	3B
Maine Prairie Corners Historical Marker	SN-MPR-004	3B
Detroit Lakes Overlook	BK-DLC-157	4A

The markers at ***Detroit Lakes***, ***Dustin Memorial Wayside***, and ***Garrison Concourse*** are headstone-like granite markers that were erected in 1996, 1963, and 1927, respectively. The marker at ***Maine Prairie Corners*** is a granite tablet with a stark, spare design. It was fabricated by the Cold Spring Granite Company and erected in 1949.

MARKERS: Wooden Signs

Wooden signs and markers with routed, burned, or painted lettering are also very common in the state. Three of the inventoried properties contain simple, rectangular, wooden signs with incised or routed lettering:

Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
Dustin Memorial Wayside	WR-MDL-004	3B
National Grange Historical Marker	SH-ERC-029	Met W

All three wooden markers were erected in the 1970s and 1980s.

OTHER FEATURES

The inventory includes seven features that were categorized as "Other Features." They stand at the following properties:

Garrison Concourse	CW-GRC-001	3A
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Red Wing Roadside Parking Area	GD-RWC-849	6B
Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Camp Release State Memorial Wayside	LP-CAM-003	8B
Daytonport Roadside Parking Area	AN-RMC-008	Met W

Three of the features classified as "other features" were located on their respective sites before the roadside development facilities were established. The other three were erected during or after the wayside rests were built. The first of the older features, located at ***Camp Release State Memorial Wayside***, is the remnant of a "perimeter entrenchment" that was dug by Henry Sibley's troops during the U.S. Government-Dakota Conflict of 1862. The visible portion of the entrenchment is located southeast of the site's granite monument.

At ***Daytonport R.P.A.*** is a small remnant of an oxcart trail that apparently dates from the 1850s. The trail is part of the so-called Red River Oxcart Trail system that ran northward from St. Paul toward Sauk Rapids along the eastern bank of the Mississippi River.

At the ***Red Wing R.P.A.*** is a small stone building, apparently a powerhouse, that is the last remaining building from a quarry that occupied the site before the Red Wing R.P.A. was established. The building dates from circa 1910.

The three features described below were built during or after the wayside rests were established:

At the ***Cold Spring R.P.A.*** is the remnant of a circle of boulders that is designated on the original plans as a "boulder overlook." Built in 1936, the circle is located at the top of a hill in a clearing surrounded by woods. The Cold Spring site was designed by A. R. Nichols and built in 1936 by the WPA.

At the ***Kensington Runestone Replica R.P.A.*** near Alexandria is an alleged Viking "mooring stone." The rest area was established in 1951. The mooring stone was moved to the site in 1957.

Finally, at the ***Garrison Concourse*** is a gigantic fiberglass walleye. It was fabricated circa 1985 by Creative Displays in Sparta, Wisconsin.

OVERLOOK WALLS

Scenic overlook walls were one of the structures used most often by the Roadside Development Division to enhance the experience of the traveling public. Overlook walls, like interpretive markers, enticed travelers out of their automobiles and encouraged them to observe and appreciate exceptional natural surroundings. Scenic overlooks were also important to highway safety because they prevented tourists from stopping at inopportune places along the road to gaze at, or photograph, the view.

The term "concourse," which usually refers to a structure on which people can walk or drive, is used interchangeably with the term "overlook" in many early roadside development documents, including those from the MHD Roadside Development Division. No strong distinction seems to exist between "overlook" and "concourse" as they were used. For the sake of simplicity, only the term "overlook" is used in this study except for three properties: ***Garrison Concourse***, ***Gooseberry Falls Concourse***, and ***Lake City Concourse***. In all three cases, the word "Concourse" is part of the sites' well-known historic name and is retained here.

Overlook walls were the feature encountered second-most-often on the 102 inventoried properties (after interpretive markers). The inventory documented 37 overlook walls. (See also "Sea Walls" and "Walls, Other" below for some additional walls that are stylistically similar to overlook walls.) The 37 overlook walls in the inventory are listed below. (Note that some properties have more than one wall.)

Name of Property	Built	Designer	Builder	SHPO Inv #	Mn/DOT District
Cascade River Overlook	1934-35	Nichols	CCC	CK-UOG-044	1A
Gooseberry Falls Concourse	1936-40	Barber	CCC	LA-SVC-046	1A
New Duluth Overlook	ca. 1958	MHD	MHD	SL-DUL-2430	1A
Split Rock Lighthouse Ovr	1948	MHD	MHD	LA-BBT-023	1A
Thompson Hill Overlook	1938	Nichols	WPA	SL-DUL-2431	1A
Wrenshall Ovr/Veterans' Mem	1949	Atr Nichols	MHD	CL-TLK-004	1A
Wrenshall Ovr/Veterans' Mem	1991	MHD	MnDOT	CL-TLK-004	1A
Orr R.P.A.	1938	Nichols	CCC	SL-ORC-005	1B
Whipholt R.P.A.	1941	Atr Nichols	WPA	CA-PLK-003	2A
Garrison Concourse	1936-39	Nat Park Ser	CCC	CW-GRC-001	3A
Kenney Lake Overlook	1939	Skooglun	CCC	CW-GRT-003	3A
Pine-Hickory Lakes R.P.A.	1938	Atr Nichols	NYA	AK-FIS-017	3A
Willow Lake R.P.A.	1939-40	Nichols	CCC	CA-TOR-002	3A
Cold Spring R.P.A.	1936	Nichols	WPA	SN-CSC-024	3B
Detroit Lakes Overlook	1957-58	MHD	MHD	BK-DLC-157	4A
Glenwood Overlook	1938	Nichols	NYA	PO-GLC-022	4B
Inspiration Point Way Rest	1934	Atr Nichols	FERA?	FL-CRL-011	6A

Inspiration Point Way Rest	1934	Atr Nichols	FERA?	FL-CRL-011	6A
Lake City Concourse	1938	Atr Nichols	NYA	WB-LKC-093	6A
Lake City Concourse	1938	Atr Nichols	NYA	WB-LKC-093	6A
Lake City Concourse	1938	Atr Nichols	NYA	WB-LKC-093	6A
Preston Overlook	1937-38	Nichols	FERA?	FL-PRC-041	6A
Reads Landing Overlook	1939	Nichols	NYA	WB-PEP-012	6A
Silver Lake R.P.A.	1937	Atr Nichols	WPA	OL-ROC-105	6A
Frontenac R.P.A./Maiden Rock	1939	Atr Nichols	NYA	GD-FLC-054	6B
Granite Falls Overlook	1937	Nichols	WPA?	YM-GRN-078	8B
Burns Avenue Overlook	ca. 1950	MHD	MHD	RA-SPC-2927	Met E
Mendota Overlook	1938	Nichols	WPA	DK-MHC-012	Met E
Stillwater Overlook - North	1936	Nichols	NYA	WA-SWT-013	Met E
Stillwater Overlook - South	1936-37	Nichols	NYA	WA-OHC-005	Met E
Taylors Falls Ovr - North	1960	MHD	YCC	CH-TFC-055	Met E
Taylors Falls Ovr - South	ca. 1934-35	Nichols	FERA?	CH-SHT-032	Met E
Taylors Falls Ovr - South	ca. 1934-35	Nichols	FERA?	CH-SHT-032	Met E
Taylors Falls Ovr - South	ca. 1934-35	Nichols	FERA?	CH-SHT-032	Met E
Taylors Falls Ovr - South	1937	Nichols	"direct"	CH-SHT-032	Met E
Christmas Lake R.P.A.	1938	Atr Nichols	NYA	HE-MKC-065	Met W
Graeser Park	1940	Nichols	WPA	HE-RBC-025	Met W

Thirty of the 37 overlook walls were built during the Depression in the years 1934-1941. The other seven were built after World War II. Construction of one of the walls, at ***Whipholt R.P.A.***, was started in 1941 by the WPA. Work was apparently interrupted by the outbreak of World War II when most WPA labor nationwide was shifted to defense work. When the WPA was dissolved in 1943, the site was still only 20 percent complete. The highway department finally completed the Whipholt wall circa 1951. (See Fig. 53.)

All of the overlook walls provide exceptional views of river valleys, forests, farmland, and lakes. (See Fig. 45.) (Interestingly, the vistas offered by all but about six of the walls feature a river or lake.) In some cases, achieving these views was an engineering accomplishment. Several of the walls -- most dramatically ***Gooseberry Falls Concourse*** and ***Thompson Hill Overlook*** -- are massive structures that retain the hillside on which they were built. Many of the walls were built using fill that stabilized the edge of a hill or bluff to create a flat terrace. Two of the walls -- ***Garrison Concourse*** and ***Lake City Concourse*** -- project out into large lakes. (See Fig. 18.)

Almost all of the overlook walls have a small, adjacent parking area that was originally gravel and was often lined with stone curbing. About 60 percent of the walls are located close to the highway shoulder. Short entrance drives lead to about 12 of the 37 walls. A few walls, including those at ***Cold Spring*** and ***Pine-Hickory***, require a short walk along a footpath. Many of the sites originally had picnic tables (usually portable) near the wall. Several have walking trails nearby.

About 29 of the overlook walls were built with labor that was funded by New Deal federal relief programs. (Some of the walls have small plaques that identify the

agency that built them.) A more recent program, the Youth Conservation Commission (YCC), built one of the walls, the ***Taylors Falls Overlook - North***, in 1960. The YCC was a program for youth who were on parole or probation from the Red Wing Correctional Facility. (The YCC also built the ***Clifton-French River Historical Marker*** in this study.)

A. R. Nichols was probably involved in the design of approximately 28 of the 37 overlook walls, either as lead designer or as the highway department's consultant working with National Park Service designers. The remaining nine walls were designed either by landscape architects from the National Park Service (including Edward W. Barber and H. O. Skooglun) or by the staff of the Roadside Development Division (including landscape architects Fred Vogt and Bill Chapman).

All but one of the overlook walls in the inventory were built of stone. (The exception is a concrete block wall that was built in 1991 at ***Wrenshall Overlook/Veterans' Memorial Overlook***.) Much of the stone was quarried either on the site or in the vicinity. Consistent with Rustic style design precepts, very little of the stone is smoothly dressed or finished. Rather, most was hewn into rough blocks or pieces of uneven size and shape, or used in the form of whole or split boulders. (The overlook wall at ***Cold Spring*** is the only overlook that is built of polished stone.) Most of the walls were given a naturalistic, uneven texture through the use of a random bonding pattern and deeply-raked mortar joints.

The masonry work seen in the 37 overlook walls varies somewhat in quality, although most were very well constructed. ***Gooseberry Falls Concourse*** has exceptional stonework, including rock that is unique in the inventory for its sheer size. (Some pieces are larger than refrigerators.) (See Fig. 21.) ***Cascade***, ***Garrison Concourse***, ***Kenney Lake***, ***Mendota Overlook***, ***Preston***, ***Thompson Hill***, and ***Willow Lake*** are among the many other walls with excellent masonry. (See Fig. 36.) Willow Lake's wall contains an interesting blend of split, gray granite boulders (used for most of the wall) and square-cut, red granite blocks (used for the piers). (See Fig. 55.)

Most of the walls are about 100'-300' long and about 18" thick. The longest overlook wall in the inventory is the ***Thompson Hill Overlook***, which is 440' long. (See Fig. 49.) ***Thompson Hill***, ***Garrison Concourse***, and ***Gooseberry Falls Concourse*** are the three largest structures in this study. Gooseberry Falls Concourse is so large, in fact, that the overlook incorporates small restrooms into its massing. The smallest overlook walls include those at ***Inspiration Point***, ***Lake City***, and ***Pine-Hickory***.

While each of the 37 overlook walls is unique, many of them share design characteristics in addition to the stone treatments just described. None of the walls are strongly geometric in shape. Rather, most are gently curved to follow a natural bluff or hill. (See Figs. 12 and 13.) Many have an overall, balanced, somewhat Classically-inspired shape, but incorporate asymmetrical design details that keep them from being too formal. (See Fig. 25.) Many exhibit a balance of both straight lines and curved forms. A frequently-used motif in Nichols' walls is the reverse curve, such as that seen at ***Orr***, ***Preston***, ***Mendota Overlook***, and ***Stillwater Overlook - South***. While most of the walls are primarily linear, a few completely encircle or enclose an inner parking

area or pedestrian court. (See Fig. 35.) These include overlooks at ***Cold Spring***, ***Glenwood***, ***Mendota***, ***Pine-Hickory***, ***Wrenshall*** (partially razed), and ***Stillwater Overlook - South***. The ***Reads Landing Overlook***, built in 1939 by the NYA, is unusual because the entire structure creates a terrace (situated above the shore of Lake Pepin) that has shrine-style historical markers incorporated into each end.

Many of the walls have regularly-spaced square piers (24"- to 30"-wide) that are slightly wider and taller than the walls themselves. Many of the overlook walls have rectangular or curved lookout bays that are often paved with flagstone to create small terraces. (The overlook at ***Graeser Park*** has perhaps the inventory's largest intact section of flagstone on its terrace. Graeser Park is scheduled to be altered or demolished in the near future.) The piers and bays of the overlook walls give them rhythm and interest and were used to prevent any single line or shape from being too long or too even.

The tops of the overlook walls are usually unadorned, although a few have a thin stone cap or other special masonry treatment. (A thin veneer of poured concrete has been added to the tops of many of the walls by the MHD in recent decades. See Fig. 55.)

Many of the walls are 30" to 40" high on the inner side (creating a parapet for visitors to lean against) and taller on the outer side where the land usually drops off. The inner side of many of the walls was originally lined with a flagstone walkway that was 4' to 6' wide. (See Fig. 47.) Unfortunately, many of these walkways have been covered with, or replaced by, poured concrete. Some of the walls also have stone staircases that bring visitors down to the adjacent lakeshore or forest floor. The stone staircases at ***Gooseberry Falls Concourse***, ***Kenney Lake Overlook***, ***Mendota Overlook***, and ***Willow Lake*** are among the most elaborate. (See Figs. 26 and 32.)

The overlook walls display other Rustic style characteristics in addition to those described above. The wall at the ***Orr R.P.A.***, for example, has a balustrade with rare, 12'-long, peeled-log railings. (See Fig. 34.) While log railings are typical of the Rustic style, the only other structure in the inventory that retains log rails is the ***Spruce Creek Culvert***. (A few sites such as ***Gooseberry Falls Concourse*** and ***Garrison Creek Culvert*** originally had log or timber rails that have been removed.)

The ***Preston Overlook*** was designed by Nichols to incorporate an existing oak tree into its flagstone terrace. (See Fig. 37.) Nichols used a photograph of the Preston wall in his portfolio-like photo album with the caption "Conservation of Trees in Construction of Concourse" (Nichols ca. 1937-1941). Stone walls at ***Cascade Overlook*** and ***Taylors Falls Overlook - South*** are especially good examples of Nichols' skill at blending man-made overlooks into existing rock formations. (See Fig. 46.) ***Cascade Overlook*** apparently served as a statewide (and possibly national) demonstration project of this design technique.

Seven of the overlook walls in the inventory were built after World War II during the years 1948-1991. The seven stand on the six sites listed below. (***Wrenshall*** has two post-World War II overlooks.)

New Duluth Overlook	SL-DUL-2430	1A
Split Rock Lighthouse Ovr	LA-BBT-023	1A
Wrenshall Ovr/Veterans' Mem	CL-TLK-004	1A
Detroit Lakes Overlook	BK-DLC-157	4A
Burns Avenue Overlook	RA-SPC-2927	Met E
Taylors Falls Ovr - North	CH-TFC-055	Met E

Six of the seven post-World War II overlooks were designed by the MHD. The seventh, the older wall at ***Wrenshall***, was apparently designed around 1940 by A. R. Nichols, but was not built until 1949. Six of the seven were constructed by the MHD. The exception is ***Taylors Falls Overlook - North***, which was built in 1960 with juvenile offender labor provided by the YCC.

Three of the post-World War II overlooks -- ***New Duluth***, ***Split Rock Lighthouse***, and ***Taylors Falls - North*** -- each have a series of separate stone piers joined by steel I-beams, rather than being a solid, continuous stone wall. The wall at New Duluth has been dismantled, so that only one pier and the footings remain. (Similar combinations of stone piers and I-beams were used as guardrails at Eagle Bend (CS 7708, not on right-of-way), and on T.H. 61 on the western shore of Lake Pepin (CS 7906, razed).)

At least eight of the 37 overlook walls in the inventory originally incorporated stone or concrete benches. Some of the original benches are currently missing. The eight overlook walls with stone or concrete benches are listed below:

	Split Rock Lighthouse Ovr	LA-BBT-023	1A
*	Wrenshall Ovr/Veterans' Mem	CL-TLK-004	1A
*	Garrison Concourse	CW-GRC-001	3A
	Kenney Lake Overlook	CW-GRT-003	3A
*	Reads Landing Overlook	WB-PEP-012	6A
	Granite Falls Overlook	YM-GRN-078	8B
*	Mendota Overlook	DK-MHC-012	Met E
*	Stillwater Overlook - South	WA-OHC-005	Met E

* Indicates that the benches are missing.

The 37 overlook walls in this inventory represent approximately 80 percent of the overlook walls that are known to have been constructed by the Roadside Development Division. The division built at least nine other overlook walls, including those at the locations listed below:

Name	**Status**
Buffalo (CS 8607)	unknown, off r-o-w
Cambridge (CS 3006)	extant, off r-o-w
Granite Falls (CS 1211)	razed
Hastings (CS 1910)	extant, off r-o-w
Indian Mounds (CS 62??)	prob extant, off r-o-w

Minnesota Valley (CS 2744)	extant, off r-o-w
Palmers (6926)	prob razed, off r-o-w
Shakopee (CS 7005)	prob extant, off r-o-w
Thief River Falls (CS 5703)	razed

PICNIC SHELTERS

Few early MHD wayside rests were built with picnic shelters. Among the exceptions was ***Frontenac R.P.A./Maiden Rock***, which had small, gable-roofed shelters that were supported by round timber posts. They have been demolished.

Today, seven properties in the inventory have picnic shelters, but only one of the shelters predates 1961. The seven properties, some of which have more than one shelter, are listed below:

Orr Roadside Parking Area	SL-ORC-005	1B
Garrison Rest Area	CW-GRT-001	3A
Babcock Memorial Park	SH-ERC-028	3B
Dustin Memorial Wayside	WR-MDL-004	3B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W

The only pre-1961 picnic shelter in the group is at the ***Garrison Rest Area***. It is a rare, Rustic style structure that stands on the top of a forested hill near the rest area's southern end. Measuring 30' by 45', the shelter was built of massive logs and split lake boulders. It has an intersecting gabled roof supported by log trusses. The western portion incorporates a gable-roofed kitchen with stone walls, a stone fireplace with cook stoves, and, originally, a sink and counter. The floor of the shelter is paved with flagstone. The shelter was designed by V. C. Martin of the National Park Service and built in 1937 by the CCC. It is the only structure of its type known to have been built by the Roadside Development Division. It has been damaged by fire and is currently in poor condition.

Picnic shelters on two of the inventoried properties were designed by Toltz, King, Duvall, Anderson, and Associates. They were built at ***Frontenac R.P.A./Maiden Rock*** and ***Garrison Rest Area*** in the late 1960s during a statewide project to improve several MHD rest areas.

The remaining picnic shelters in the inventory are also simple, modern structures that were built circa 1970 through 1994. Most were built by the MHD.

PICNIC TABLES

Picnic tables were once almost universal to roadside development properties. Nearly all properties in this inventory had at least one portable wooden picnic table at some

point during their history. Most of the original wooden picnic tables on pre-World War II sites were fabricated during the Depression by the NYA. (For more information, see the Historic Context Narrative in this report.) These tables were eventually replaced with modern metal and wooden picnic tables. Portable picnic tables were not enumerated in the inventory.

Seventeen properties in the inventory contain permanent, rather than portable, picnic tables. The picnic tables are divided into two groups, those built of stone and those built of concrete, wood, and metal.

The seven properties with existing stone picnic tables are listed below:

Name of Property	Number of Existing Tables	SHPO Inv #	Mn/DOT District
Inspiration Point Wayside	3	FL-CRL-011	6A
Red Wing R.P.A.	ruins only	GD-RWC-849	6B
Babcock Memorial Park	3	SH-ERC-028	Met W
Blazer Park	3	HE-GVC-047B	Met W
Graeser Park	10	HE-RBC-025	Met W
Lilac Park	3	HE-SLC-013	Met W
St. Louis Park R.P.A.	4	HE-SLC-017	Met W

These stone tables, which were usually built on rectangular flagstone pads, are unique and rare in Minnesota. According to historian Rolf Anderson, Minnesota state parks contain no existing examples of solid stone tables. (The state parks do contain several existing tables that have stone bases and split-log seats and table tops (Anderson 1988:F14-F15).)

All seven of the sites listed above have lost some of their tables. The largest number of extant stone tables (ten) stands at ***Graeser Park*** in Robbinsdale. (See Fig. 23.) ***Lilac Park*** has only 3 of its approximately 11 original tables. All of the tables at another site, ***Graeser Park - South*** (not included in the list of seven) have been removed. (See also "Flagstone Pads" above which describes empty fieldstone pads that originally held picnic tables.)

The stone tables at five of the sites -- ***Babcock Memorial***, ***Blazer Park***, ***Graeser Park***, ***Lilac Park***, and ***St. Louis Park*** -- are nearly identical in design. (See Figs. 23 and 30.) They are made of large, rockfaced blocks of tan limestone that were carefully cut, placed, and mortared. Some are rectangular trestle-type tables, each having two benches. Some tables are square and have four benches. One of the tables at Lilac Park is octagonal. (Blazer Park, Graeser Park, Lilac Park, and St. Louis Park R.P.A. are scheduled to be altered or demolished in the near future.)

The tables at ***Inspiration Point Wayside Rest*** near Lanesboro are also built of tan limestone but are slightly different in design than those just described. The tables at ***Red Wing R.P.A.*** are in ruins; only a few loose stones remain today.

The stone picnic tables on all seven properties were built between 1934 and 1940. All stand on sites that were either designed by, or attributed to, A. R. Nichols. Five of the properties were built by the WPA. ***Inspiration Point Wayside Rest*** and ***Red Wing R.P.A.*** were probably built by federal relief crews funded by the FERA/SERA.

The ten properties with permanent picnic tables of concrete, wood, and metal are listed below.

Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Soudan Roadside Parking Area	SL-SOC-001	1B
Baudette Rest Area	LW-BDC-030	2A
Garrison Rest Area	CW-GRT-001	3A
Browns Valley Historical Marker	TR-FOL-006	4B
Graceville Historical Marker	BS-GRA-017	4B
Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W

Several of these properties contain more than one table. Most of the tables are bolted to concrete pads. Most were installed between 1969 and about 1995. (***Daytonport R.P.A.*** has two different styles of tables from two eras.)

PRIVIES

Many of Minnesota's roadside development facilities had simple wooden privies at some point during their history. Only one of the 102 properties in the inventory has simple privies today:

Pomme de Terre Roadside Parking Area	SW-MOY-007	4B

See also Restroom Buildings, below.

REFUSE CONTAINERS

Two properties in the inventory retain Rustic style, stone, boxlike structures that were designed to camouflage garbage barrels. They are called "refuse containers" on the original plans. The two are listed below:

Blazer Park	HE-GVC-047B	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W

Both refuse containers were built in 1939. Both ***Blazer Park*** and ***St. Louis Park R.P.A.*** were designed by A. R. Nichols and built by the WPA. Both wayside rests are located along T.H. 100 in Golden Valley and St. Louis Park, respectively. (Both

Blazer Park and St. Louis Park R.P.A. are scheduled to be altered or demolished in the near future.)

Stone refuse containers were probably also built on several other roadside development properties in this inventory. (The consultants suspect that stone refuse containers only appeared on properties that also contained stone picnic tables.)

RESTROOM BUILDINGS

Ten of the inventoried properties contain what some early literature on roadside development and parks euphemistically calls a "comfort station." These restroom buildings stand on the following sites:

Soudan Roadside Parking Area	SL-SOC-001	1B
Baudette Rest Area	LW-BDC-030	2A
Garrison Rest Area	CW-GRT-001	3A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Babcock Memorial Park	SH-ERC-028	3B
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W

The ten restroom buildings have either vault or flush-type toilets. All ten were built between 1969 and 1995, most of concrete block.

See also Privies, above.

RETAINING WALLS

Nineteen retaining walls were included in the inventory. They stand on the 15 sites listed below. (There are three walls at ***Cascade River*** and two walls at ***Mantorville*** and at the ***TH 100 at TH 55 Retaining Walls*** site.)

Cascade River Overlook	CK-UOG-044	1A
Spang Spring Roadside Parking Area	IC-SPG-004	1B
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Reads Landing Overlook	WB-PEP-012	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Mantorville Retaining Walls	DO-MTC-038	6B
Redwood Falls Retaining Wall	RW-RFC-032	8B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E

Taylors Falls Overlook - South	CH-SHT-032	Met E
TH 55 Retaining Wall	HE-GVC-052	Met W
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W
TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W

(See additional walls that retain under the headings "Overlook Walls," "Sea Walls," "Spring Water Outlets," and "Markers: Rectangular Shrine, Free-standing.")

Two of the retaining walls in the inventory (at ***Indian Battle Ground*** and ***Tamarack House***) were built before the Depression, 14 were built during the Depression, and three (at ***Cascade River*** and ***Frontenac R.P.A.***) were built after circa 1960.

The two oldest are tall, limestone walls that retain the bluffs of the St. Croix River Valley at Stillwater. The first is located at the ***Tamarack House Historical Marker***. The wall was built in the 1860s as the rear wall of Knipps Brewery (razed). This 12'-tall, 55'-wide wall now holds a metal historical plaque. The second wall was built by the State of Minnesota in 1868 to retain the limestone cliffs that surrounded the Minnesota State Prison at Stillwater. The ***Indian Battle Ground Historical Marker*** now occupies part of the prison site, and part of the wall is within the inventoried property. This wall was probably built with prison labor.

Two of the Depression-era retaining walls are located in the center of Mantorville. The ***Mantorville Retaining Walls*** are a matching set of 5'-tall walls that were built in 1932 by a private contractor for the county highway department. The walls are built of Mantorville limestone. The designer is unknown.

The most elaborate retaining wall in the inventory is the ***Redwood Falls Retaining Wall***. (See Fig. 38.) It was built as a 330'-long granite structure that stands on the edge of downtown Redwood Falls. It splits the junction of T.H. 19 and T.H. 71 into two levels. The wall has a small lookout bay and a balustrade with an ornamental iron railing. The wall was originally topped by ornamental lamp standards. It was built in 1935, probably with relief labor funded by the FERA/SERA, and its design is attributed to A. R. Nichols. It is the only structure of its type in this study, and is somewhat more formal in design than many of the other stone walls encountered.

Four of the retaining walls that were built during the Depression are very similar in design. They are the ***Point Douglas Road Retaining Wall***, the ***TH 55 Retaining Wall***, and the two ***TH 100 at TH 55 Retaining Walls***. All four walls apparently represent a standard MHD design that was used frequently on trunk highways in the 1930s and early 1940s. (See Fig. 50.) All four are located in the Twin Cities area. All were built by the WPA of local, striated gray limestone in circa 1935-1941. Other examples of nearly identical walls are known to exist elsewhere on metro area trunk highways and former trunk highways.

The remaining retaining walls in the inventory are located within roadside parking areas or scenic overlooks. They are discussed below:

The retaining wall at the ***Taylors Falls Overlook - South*** is the longest of the retaining walls in the inventory. It is a 1600'-long, dry laid, basalt wall that is located across T.H. 8/T.H. 95 from the site's main overlook walls. (It is one of few dry laid walls in the inventory.) It was built in 1937 by "direct labor." (Earlier portions of the site were probably built by the FERA/SERA.) The walls at ***Taylors Falls Overlook - South*** represent a complex example of highway structures designed to fit into the natural environment.

The retaining wall at ***Spang Spring R.P.A.*** is a 90'-long, 3'-tall, split granite wall that was built in 1935, probably by FERA/SERA labor. The wall matches an adjacent spring enclosure.

At the ***Cold Spring R.P.A.*** is a short section of low granite retaining wall that edges a bridge underpass along the Sauk River. The wall was built in 1936 by the WPA.

One of the retaining walls at the ***Cascade River Overlook*** is a relatively simple, 1930s, CCC-built structure that is hidden on the edge of the forest on the northern side of T.H. 61. Cascade River also contains a pair of walls that represent a successful modern effort to blend man-made structures into natural rock formations. These two large, rockfaced gabbro retaining walls were built circa 1981 to match Cascade's main overlook wall. Each has a set of gracefully curving stone steps that bring visitors down to the shoreline of Lake Superior. Cascade River was designed by A. R. Nichols and built circa 1934-35 by the CCC.

The final four retaining walls serve as relatively minor elements on their sites. At the ***St. Croix Boomsite R.P.A.*** is a short remnant of a 1938 wall that is hidden in the brush on the edge of a river bluff. At ***Reads Landing Overlook*** is a low, rather crudely-built retaining wall that was built in 1939 in the ditch across the highway from the main overlook wall to support a shallow parking area. It is below the roadway grade and was probably not designed to be seen by the public. At the ***TH 100 Culvert (Bridge 5442)*** is a small, curving, limestone retaining wall located next to a rock-studded concrete culvert. Both the wall and the culvert were constructed in 1936 by the WPA and probably designed by A. R. Nichols. Finally, at the ***Frontenac R.P.A.*** is a 150'-long concrete rubble retaining wall that was built circa 1960.

ROCK GARDENS

Two rock gardens are included in the inventory. They are located at:

Graeser Park	HE-RBC-025	Met W
Lilac Park	HE-SLC-013	Met W

The gardens at ***Graeser Park*** and ***Lilac Park*** are similar, unusual, structures that draw visitors into an intimate, fanciful, and almost fantastic setting. Both are sunken, curving, naturalistic compositions of mortared tan limestone. They include concrete-bottomed ponds fed by waterfalls, flagstone-paved paths, flagstone steps,

intimate 8'-wide niches with small benches, and a variety of plantings. Lilac Park originally had a second, smaller rock garden that has been demolished.

Rock gardens such as these are probably quite rare in Minnesota. These are the only gardens of this type known to have been built by the Roadside Development Division.

Both Graeser Park and Lilac Park were designed by A. R. Nichols and built by the WPA. The rock garden at Lilac Park dates from 1939 and the garden at Graeser Park dates from 1940. Both gardens are overgrown and in poor condition. Lilac Park is located on T.H. 100 in St. Louis Park and Graeser Park is located on T.H. 100 in Robbinsdale. (Both Lilac Park and Graeser Park are scheduled to be altered or demolished in the near future.)

SEA WALLS

Two of the inventoried properties include sea walls that were built to protect the site (and a highway) from crashing waves. They stand at:

Grand Marais Harbor Sea Wall	CK-GMC-029	1A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B

The ***Grand Marais Harbor Sea Wall*** was built of brownish-black local gabbro. It stands on the edge of T.H. 61 and protects the highway, as well as serving as a scenic overlook onto Grand Marais harbor. The wall was built in 1937, probably by the WPA. It was probably designed by A. R. Nichols. It has been moderately altered.

At the ***Frontenac R.P.A.*** is a 500'-long, poured concrete sea wall that was built circa 1975 to protect the shore line of this rest area from the waters of Lake Pepin.

SIDEWALK

One sidewalk or walkway was inventoried as a separate feature in its site. It is located at ***Gooseberry Falls Concourse*** in Mn/DOT District 1A. This flagstone walkway begins at the bottom of a staircase at the eastern end of the overlook and leads eastward toward the falls. The walkway ends at a set of stone and concrete trail steps. The site was built in 1936-1940 by the CCC.

Several of the other properties in the inventory have flagstone walkways that are attached to overlook walls. They were not inventoried as separate features on their sites.

SIGNPOSTS

The Roadside Development Division's use of signs at wayside rests appears to have been consistent with national and state park design principles of the mid-1930s that

suggest that signs be few in number, strategically placed, and built of native materials. Park designers of the period suggested that lettering be burned, rather than painted, so that the sign would be easier to maintain. Metal signs were discouraged. Hanging-arm signs (often made of logs) were promoted, as were signs that were nailed to, or enframed by, two vertical posts. Some elaborate versions of the latter had simple gabled hoods to protect them from the rain (Good 1935 and Good 1938).

Signposts in the inventory are grouped into two types: stone signposts and signposts made of other materials. One example of each type was encountered. The stone signpost stands at:

Blazer Park	HE-GVC-047B	Met W

This signpost marks the entrance to ***Blazer Park***, which is located on T.H. 100 in Golden Valley. The well-made, 10'6"-tall signpost is built of two shades of limestone. (See Fig. 8.) It originally supported a hanging sign that was seemingly suspended with chains. The park was designed by A. R. Nichols and built in 1939 by the WPA. (Blazer Park is scheduled to be altered or demolished in the near future.)

(Note: the ***Split Rock Lighthouse Overlook***, also in this inventory, has stone piers at each end that originally supported hanging signs. The signs have been removed but remnants of the mounting hardware remain.)

The Roadside Development Division is known to have built at least three other stone signposts that are similar to the signpost at Blazer Park. The first -- nearly identical to Blazer's -- was built at the entrance to Battle Creek Park in Ramsey County (CS 6220, no longer on right-of-way). The second is a signpost at the entrance to Veterans Memorial Park in Willmar (CS 3412, no longer on right-of-way). It is nearly identical in design to the Roadside Development Division's series of stone state line markers that are described in Appendix K. (See Fig. 27.) A signpost that is slightly different than the one in Willmar was built at the entrance to Pipestone National Monument (CS 5906, no longer on right-of-way). Similar signposts were also built at Minnesota state parks.

One wooden signpost was recorded by the inventory. It stands at:

Berglund, Ray Roadside Parking Area	CK-TFT-001	1A

The signpost at ***Ray Berglund R.P.A.*** is a hanging-arm style, wooden sign with stylized ironwork. It was probably designed by the Roadside Development Division and was erected in 1953. The site is located on T.H. 61 on the North Shore.

The MHD Roadside Development Division developed at least three wooden Rustic style sign types. The most-often-used was a heavy timber, hanging-arm sign with routed or incised lettering. (See Fig. 5.) Signs of this style that usually read "Roadside Parking Area" (sometimes with the name of the site) appeared at many, or perhaps most, of the trunk highway wayside rests in the state. No examples are known to exist today.

Another style of wooden sign (used less often) was made of rectangular planks enframed by heavy timbers and topped by a small gabled hood. One of these signs was built at ***Christmas Lake R.P.A.***, for example. (See Fig. 13.) It has been removed, and no examples of this sign type are known to exist today.

Another common wooden sign was an arrowhead-shaped wooden sign that was apparently used on the North Shore. (See drawing in introductory section of volume 1 of the Olson photo albums, ca. 1942/updated ca. 1954.) Again, no examples are known to exist today.

SPRING WATER OUTLETS

Spring Water Outlets, like Drinking Fountains, Wells, and Pumps, were built to provide safe drinking water to the traveling public. These structures kept travelers from resorting to drinking from streams and ponds, and were especially important before gas stations and drive-in restaurants became widespread.

Six spring water outlets are included in the inventory. They stand at the five locations listed below. (There are two at ***Cold Spring R.P.A.***.)

Spang Spring Roadside Parking Area	IC-SPG-004	1B
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
Victory Memorial Rest Area	BE-DEC-008	7A
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B

Three of the six structures are simple in design, and the other three are more elaborate.

The first simple spring outlet is a poured concrete structure at ***Victory Memorial Rest Area*** near Mankato. Spring water continuously flowed through the outlet. It was built in 1973 and is a relatively minor element on the site.

The other two simple spring structures are boxlike, stone-faced, poured concrete structures at ***Cold Spring R.P.A.*** in Stearns County. (One has lost its stone veneer.) One allowed the water to flow continuously, while the other was topped with a pump. Cold Spring R.P.A. was designed by A. R. Nichols and built in 1936 by the WPA.

The three more elaborate spring water enclosures were the focal points around which wayside rests were developed:

The enclosure at ***Spang Spring***, south of Grand Rapids, is built of pink and gray granite. It has a complex design with a horseshoe-shaped inner wall nested within a 20'-square outer wall. The spring water flowed continuously, but is now capped. Spang Spring was designed by A. R. Nichols and built in 1935, probably by the FERA/SERA.

The spring water outlet at ***New Ulm Spring*** is a 156'-long, curving, red quartzite wall that doubles as a retaining wall. The wall retains a steep wooded hillside above the highway on which a picnic area was located. (See Fig. 33.) The spring water flowed continuously from a spigot in the center of the wall and splashed into a stone basin. (The spring is now capped.) New Ulm Spring was designed by A. R. Nichols and built in 1938-39 by the NYA.

The spring enclosure at ***Dickinson Spring*** on T.H. 55 near Buffalo was designed by the MHD (probably Fred Vogt) and built in 1948. (See Fig. 16.) The continuously flowing spring is surrounded by a 16' by 18' structure made of roughly-cut red, black, and gray granite. The original plans also specify that a drinking fountain and stone bench be placed within the enclosure, but it is not known whether they were ever built.

The Roadside Development Division is known to have built a few other spring structures. For example, spring structures were built at Adrian Spring (CS 5301), Eveleth Spring (CS 6917), and La Moille Spring (CS 8504). All three have been demolished.

See also "Drinking Fountains" above and "Wells and Pumps" below.

STATUE

The inventory includes one statue, the ***Floyd B. Olson Memorial Statue*** in Minneapolis. Erected in 1940, it is a bronze figure of the popular DFL governor who died in office in 1936 (at the age of 45) during his third term. The statue is one of the last works of Carlo Brioschi, one of the Twin Cities' earliest and most important sculptors. In 1983 the legislature designated the site as one of Minnesota's series of "state monuments." The statue stands in a small memorial park on Olson Memorial Highway (T.H. 55) in the Mn/DOT District Metro West.

STORAGE BLDG

One site in the inventory, the ***Baudette Rest Area***, includes a small, modern storage building. It appears to have been built about 1980. It is located in Mn/DOT District 2A.

TRAIL STEPS

Trail steps were built on roadside development properties to help the public gain access to steep grades and to protect embankments, plants, and paths from damage and erosion. Similar trail steps were commonly built in Minnesota state parks.

Fifteen sets of trail steps were recorded in the inventory. They are located on nine separate properties, listed below. (***Gooseberry Falls***, ***Cold Spring***, and ***St. Croix Boomsite*** each have two sets of steps and ***Temperance River*** has four sets.)

Cascade River Overlook	CK-UOG-044	1A
Cross River Rest Area	CK-UOG-047	1A
Gooseberry Falls Concourse	LA-SVC-046	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Red Wing Roadside Parking Area	GD-RWC-849	6B
Victory Memorial Rest Area	BE-DEC-008	7A
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E

Eight of the properties have trail steps that were built in the 1930s by federal relief work crews. (Some, like those at ***St. Croix Boomsite***, have been recently reconstructed.) Five of the properties have modern trail steps that were built in the 1950s through the 1980s.

Most of the structures consist of simple steps that were either hewn into natural rock formations, or made of slabs of stone or pieces of timber that were embedded in the earth. More complex examples are described below:

The most elaborate sets of trail steps are located at the ***Cross River Rest Area*** and the ***Temperance River R.P.A.***, two neighboring sites on the North Shore. (See Fig. 48.) Both staircases are approximately 10' long and are complete with sidewalls. Both were built of closely-mortared river boulders that range from the size of grapefruits to the size of small watermelons. Most of the rocks are shades of pink and gray. The staircase at Temperance River has an intricate circular drainage hole that is edged with smaller stones. The design of both sites is attributed to A. R. Nichols. Both were built circa 1935-1936, probably by the CCC.

Another fairly elaborate set of trail steps was built in 1936-1940 by the CCC at ***Gooseberry Falls Concourse***. These steps are poured concrete, with black gabbro sidewalls and a pipe railing. They lead from the overlook wall down the riverbank. The site was designed by Edward W. Barber, head Minnesota designer for the National Park Service, collaborating with A. R. Nichols.

WALLS, OTHER

Five stone walls with miscellaneous functions were also included in the inventory. They are located on the sites listed below:

Temperance River Roadside Parking Area	CK-UOG-046	1A
Inspiration Point Wayside Rest	FL-CRL-011	6A
Red Wing Roadside Parking Area	GD-RWC-849	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Lilac Park	HE-SLC-013	Met W

All five sites were designed by, or are attributed to, A. R. Nichols. All five are believed to have been built by Depression-era federal relief labor. The five are briefly described below in order of their year of construction.

The Southern Stone Wall at ***Inspiration Point Wayside Rest*** near Lanesboro was built in 1934, probably with labor funded by the FERA/SERA. It is a 400'-long limestone wall that runs east and west along the southern side of the site. It was originally laid dry, without mortar, and is one of few dry stone walls included in the inventory. The western part of the wall has a curving gateway at the site's main entrance.

At the ***Red Wing R.P.A.***, a 50' by 160' parking area is surrounded by a random ashlar limestone wall that is about 18" wide and about 1' tall. It was built in 1934, probably by FERA/SERA-funded labor. The original plans specify that the wall be laid dry, with only the upper 6" to be joined with mortar.

At the ***St. Croix Boomsite R.P.A.***, a long limestone wall runs along the eastern edge of the northern parking area. It was built circa 1938 by the NYA. The wall is about 2' tall and has 2'-square piers spaced at approximately 24' intervals.

Lilac Park on T.H. 100 in St. Louis Park has a curving, 162'-long limestone wall that was built in 1939 by the WPA. It has limestone piers. The wall is currently buried deep within a thicket of lilac and buckthorn bushes and is not visible from the roadway. There was originally a small parking area adjacent to the wall. (Lilac Park is scheduled to be altered or demolished in the near future.)

At ***Temperance River R.P.A.***, a 3'-tall, 18"-thick wall made of river boulders serves as a parapet along a flagstone walkway under Bridge 5088. The wall was built circa 1935-1936, probably by the CCC. The wall allowed visitors to walk under the bridge above a set of crashing falls without slipping into the river gorge. The walkway is now closed to the public.

WELLS AND PUMPS

Drinking water was among the amenities provided at roadside parking areas and scenic overlooks. Safe sources of drinking water discouraged travelers from drinking from ponds and streams, and were especially important before gas stations, restaurants, drive-ins, and convenience stores were built to serve the automobile culture.

Seven well and pump structures were recorded in the inventory. They are located at the following:

Willow Lake Roadside Parking Area	CA-TOR-002	3A
Babcock Memorial Park	SH-ERC-028	3B
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Blazer Park	HE-GVC-047B	Met W
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W

The well enclosure at ***Christmas Lake R.P.A.*** is a hexagonal structure that is built of roughly-cut tan limestone. It has a raised floor surrounded by a low bench-like wall

that once had timber railings. The enclosure originally had a polygonal, wood shingle-covered roof that was supported by six round timber posts. The pump in the center of the enclosure is partially intact.

The well enclosure at ***Frontenac R.P.A.*** was somewhat similar to the structure at Christmas Lake, but was not roofed. (See Fig. 17.) It has an octagonal limestone terrace that originally had three limestone benches and a metal pump at the center. The benches and pump are missing.

The Rustic style well enclosures at Christmas Lake and Frontenac were built by the NYA in 1938 and 1939, respectively. The design of both properties is attributed to A. R. Nichols. The Roadside Development Division apparently built very few other well enclosures in the state as elaborate as those at Christmas Lake and Frontenac.

The other five properties in the list above contain only simple hand pumps, or the concrete bases for pumps that have been removed.

See also "Drinking Fountains" and "Spring Water Outlets" above.

EVALUATION OF NATIONAL REGISTER ELIGIBILITY

A primary purpose of this project was to evaluate the eligibility of historic roadside development properties for the National Register of Historic Places. This evaluation occurred within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960," which was established as part of this study. The context includes a set of "registration requirements" that were developed to guide the evaluation. (See also the National Register Criteria, which are more general, in Appendix L of this report.) The registration requirements are listed below. The results of the evaluation begin on page 6.6 of this report.

■ REGISTRATION REQUIREMENTS

DETERMINING THE PARAMETERS OF THIS HISTORIC CONTEXT

The following criteria should be used to determine whether a property fits within the historic context entitled "Roadside Development on Minnesota Trunk Highways, 1920-1960." A property falls within the parameters of this context if it meets ALL THREE criteria listed below:

1. Associated with the Minnesota Department of Highways (MHD)

The property was built by, or under the auspices of, the Minnesota Department of Highways operating alone or in cooperation with another agency or group; or, if not built by the Department of Highways, the property was transferred to the jurisdiction of the department.

2. Associated with the Field of Roadside Development

The property was built, established, or used to meet the goals of roadside development or was built following the principles of roadside development. Properties that were not built specifically for roadside development, but that were acquired and used for roadside development purposes are included. Properties that were designed or built to fulfill other transportation objectives, and/or had no association with the field of roadside development or its goals, are excluded.

3. Contains Structures Built Before 1961

To fall within the parameters of this historic context, the property should contain a structure or object that was erected before 1961.

EVALUATING NATIONAL REGISTER ELIGIBILITY

STEP 1: Determine if the property is associated with a Depression-era federal relief program

For the purposes of evaluating National Register eligibility under this historic context, properties are divided into two groups based on whether or not they were built under the auspices of the federal government's Depression-era work relief programs. The two groups are defined below:

a. Federal Relief Properties

This group includes properties that were built or developed under the auspices of a Depression-era federal relief program such as the NYA, CCC, or WPA, or built using federal relief funds that were administered by state or local agencies. Federal relief programs operated during the years 1933 through 1943. Properties in this group are termed "Federal Relief Properties" in these registration requirements.

In some cases the construction of a property may have been started under a federal relief program but may have been finished after the federal relief programs ended in 1943. Such sites are considered to be "Federal Relief Properties" for the purposes of these registration requirements.

b. Non-Federal Relief Properties

This group includes properties that were not built or developed under the auspices of a Depression-era federal relief program. These properties are termed "Non-Federal Relief Properties" in these registration requirements.

STEP 2: Apply the fifty-year age criterion

A property must have been built or developed at least 50 years ago to be eligible for the National Register. Properties that are less than 50 years old are not eligible for the National Register except in rare cases of exceptional significance. (These cases are outlined in the National Register Criteria in Appendix L of this report.)

STEP 3: Determine significance

To be eligible for the National Register, a property must generally be either historically significant (thereby meeting National Register Criteria A, B, or D) or architecturally significant (thereby meeting National Register Criterion C). Under this historic context, a property will meet this requirement if it fulfills ONE of the following seven conditions:

1. Important Federal Relief Project

A Federal Relief Property may be eligible for the National Register if it is associated with a federal relief effort that was particularly significant in the state. For example, the federal relief project may have been particularly large in size and scope, or may have employed an especially large number of people, or may have been one of few projects to employ a particular category of workers. (National Register Criteria A and/or B)

2. Rare Federal Relief Property Type

A Federal Relief Property may be eligible for the National Register if it is one of few remaining sites associated with a specific federal relief program, or if it represents one of the few known examples of a particular type of structure or category of property. (National Register Criterion A)

3. Non-Federal Relief Property That Closely Resembles a Federal Relief Property

A Non-Federal Relief Property may be eligible for the National Register if it was built during the same years as the federal relief programs (1933-1943) or during the decade immediately following the end of the programs (1944-1954), AND if it strongly represents a continuation of the design principles established during the federal relief programs. The Non-Federal Relief Property is likely to have been designed or planned during the federal relief era, or designed to closely resemble a Federal Relief Property, or strongly influenced by the principles of federal relief-era design and therefore displays skilled craftsmanship, the use of indigenous building materials, or other specific building methods or stylistic characteristics of Federal Relief Properties. (National Register Criteria A and/or C)

4. Significant to the History of Roadside Development

A property within this historic context may be eligible for the National Register if it is associated with an event, trend, or project that is particularly significant to the history of roadside development in Minnesota. For example, a property may be eligible if it is associated with the earliest roadside development activities in the state, or represents one of the few known examples of a particular type of structure or category of property, or represents a particularly important accomplishment of the MHD Roadside Development Division. (National Register Criteria A and/or B)

5. Significant to Transportation History

A property within this historic context may be eligible for the National Register if it was built for roadside development purposes as part of a larger highway segment that is significant to the history of transportation in the state, or if the roadside development property is in some other way associated with events of outstanding significance to the history of transportation in the state. (National Register Criteria A and/or B)

6. Significant to Local History

A property within this historic context may be eligible for the National Register if the roadside development property made an unusually important contribution to the local community by providing an important amenity, facility, or recreational opportunity that was previously unavailable locally and was particularly significant to the social or economic history of the community. (National Register Criteria A and/or B)

7. Design Significance

A property within this historic context may be eligible for the National Register if it incorporates the distinctive characteristics of a type, period, or method of construction; or represents the work of an important designer or builder; or possesses superior artistic value. This condition may be met by ONE of the following:

a. the property represents the work of highly skilled craftsmen, or displays the distinctive use of indigenous materials, or was built using a distinctive or innovative construction or engineering method, or represents a noteworthy example of the "National Park Service Rustic Style" or another specific design tradition. (National Register Criterion C)

b. the landscape design of the site is associated with a significant movement or trend in landscape architecture, or is noteworthy for a particular innovation in landscape design or construction, or has superior artistic value. (National Register Criterion C)

c. either the landscape design or the architectural design of the property is noteworthy within the body of work of an important landscape architect, artist, architect, engineer, or horticulturalist. (National Register Criterion C)

d. the sculpture or other art contained within the site has superior artistic value. (National Register Criterion C)

STEP 4: Assess the property's physical integrity

To be eligible for the National Register, a property must be sufficiently intact to continue to convey its historic character and design intent.

If a property has been altered, the extent and impact of the changes, the potential reversibility of the changes, and the time period in which changes occurred are all taken into account when assessing the property's overall physical integrity. Additions and alterations that occurred more than 50 years ago, and were consistent with the property's original design intent, are often considered to be less detrimental to a property's integrity than changes that are out-of-character or changes that were made more recently.

A property may be in poor physical condition and still retain overall integrity. Poor physical condition is often considered to be a repairable or reversible state and, therefore, does not necessarily render a site ineligible for the National Register.

The National Register uses a composite assessment of seven qualities -- Location, Design, Setting, Materials, Workmanship, Feeling, and Association -- to help determine a property's overall integrity. A property need not retain integrity in all seven areas to be eligible for the National Register, but it must retain enough overall integrity that it continues to convey its historic character and design intent.

The guidelines below should be used within this historic context to determine each property's overall integrity. After changes to the property are analyzed using the guidelines, the cumulative effect of alterations to the site should be weighed against the cumulative impact of the historic features that remain unchanged.

1. *Integrity of Location*

   The property's significant structures and features should be standing on or near their original location.

2. *Integrity of Setting*

   The setting of a property is comprised of the natural and manmade features that surround it. A property's setting need not be entirely intact, but it should not be so inconsistent in character with the original setting that the property is no longer able to convey its historic associations and design intent. For example, if the property was originally designed to be adjacent to and a functional part of a roadway, then the roadway is generally considered to be an essential part of the setting. The property's Integrity of Setting would be compromised if the roadway were to be removed. In the same way, if a scenic overlook wall was designed to take advantage of a particular view, then the Integrity of Setting may be compromised if the view is now blocked by buildings. If a property was built as part of a larger complex such as a park, then the relationship between the roadside development facility and the larger complex should be generally intact.

3. *Integrity of Design, Materials, and Workmanship*

   The structures and landscapes that comprise the property should be without major alteration. Original materials and prominent features should remain intact, and any additions and alterations should be modest in scale and should not obscure the property's major structural elements or design characteristics. Additions and alterations that occurred more than 50 years ago, and were consistent with the site's original design intent, may be considered to be less detrimental to a site's integrity than changes that are out-of-character or changes that were made more recently.

   The presence of original site furnishings such as benches strengthens a property's integrity, but their absence does not necessarily mean that a site has lost integrity.

The paving of gravel access roads and parking areas with asphalt does not, in itself, mean that a site has lost integrity of Design and Materials.

Vegetation and similar landscape elements are subject to natural forces such as plant overgrowth, erosion, disease, and old age. (Many roadside development properties, for example, have lost their American Elms to Dutch Elm disease.) Changes to vegetation and similar landscape elements are often considered to be reversible in the same way that the physical condition of a building may be reversible. Landscape elements such as plantings need not be entirely intact for a property to retain Integrity of Design, Materials, and Workmanship.

The layout of site elements such as roadways, drives, walkways, and parking areas should be without major alteration. Changes to these features, or the cumulative effect of changes to these features, should not interfere with the property's overall ability to convey its historic character and design intent.

Original property boundaries need not be intact if the boundary changes do not prevent the property from conveying its historic character and design intent.

4. Integrity of Feeling and Association

The National Register defines Integrity of Feeling and Integrity of Association as intangible qualities that result from the cumulative effect of Location, Setting, Design, Materials, and Workmanship. To retain Integrity of Feeling, a property must retain enough of its historic physical characteristics that a visitor can still perceive or feel a sense of the property's historic character. To retain Integrity of Association, a property must retain enough of its historic physical characteristics to maintain a perceptible link with the events, trends, needs, or social forces that created and shaped it.

▪ EVALUATION OF NATIONAL REGISTER ELIGIBILITY

Some of the 102 properties in the inventory are already listed on the National Register (either individually or within a National Register historic district). Others have been determined by this study to be eligible for the National Register under the Roadside Development historic context.

ALREADY LISTED ON THE NATIONAL REGISTER OR LOCATED IN A LISTED HISTORIC DISTRICT

Eleven of the properties in the inventory are already listed on the National Register, or are located within a National Register historic district, because of previous evaluations under other historic contexts. The 11 properties are listed below:

Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
Gooseberry Falls Concourse	LA-SVC-046	1A

Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
Vineland Historical Marker	ML-KAN-006	3A
Mantorville Retaining Walls	DO-MTC-038	6B
Minn State Training School Ent. Walls	GD-RWC-021	6B
Camp Release State Memorial Wayside	LP-CAM-003	8B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Sibley Pioneer Church Monument	DK-MDC-011	Met E

RECOMMENDED ELIGIBLE UNDER ROADSIDE DEVELOPMENT CONTEXT

This study recommends that 51 properties individually meet the registration requirements of the historic context entitled "Roadside Development on Minnesota Trunk Highways, 1920-1960" and are therefore eligible for the National Register under this historic context. The 51 properties are listed below:

	Cascade River Overlook	CK-UOG-044	1A
	Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
	Gooseberry Falls Concourse	LA-SVC-046	1A
	Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A
	Split Rock Lighthouse Overlook	LA-BBT-023	1A
	Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
	Orr Roadside Parking Area	SL-ORC-005	1B
	Spang Spring Roadside Parking Area	IC-SPG-004	1B
	Whipholt Roadside Parking Area	CA-PLK-003	2A
	Camp Ripley Entrance Walls	MO-GRE-047	3A
	Garrison Concourse	CW-GRC-001	3A
	Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
	Kenney Lake Overlook	CW-GRT-003	3A
	Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
	TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
*	Vineland Historical Marker	ML-KAN-006	3A
	Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A
	Willow Lake Roadside Parking Area	CA-TOR-002	3A
	Cold Spring Roadside Parking Area	SN-CSC-024	3B
	Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
	St. Cloud Historical Marker	SH-SCC-048	3B
	Craigie Flour Mill Historical Marker	OT-OTT-001	4A
	Otter Tail City Historical Marker	OT-OTC-004	4A
	Pelican Rapids Village Historical Marker	OT-PRC-021	4A
	Browns Valley Historical Marker	TR-FOL-006	4B
	Glenwood Overlook	PO-GLC-022	4B
	Graceville Historical Marker	BS-GRA-017	4B
	Stage Station Historical Marker	DL-OSA-021	4B
	Inspiration Point Wayside Rest	FL-CRL-011	6A
	Lake City Concourse	WB-LKC-093	6A

	Preston Overlook	FL-PRC-041	6A
	Reads Landing Overlook	WB-PEP-012	6A
	Fort Beauharnois Historical Marker	GD-FLC-056	6B
	New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
*	Birch Coulee Historical Marker	RN-BCO-004	8A
	Avoca Historical Marker	MU-AVC-010	8B
	Camp Release State Memorial Wayside	LP-CAM-003	8B
	Granite Falls Overlook	YM-GRN-078	8B
	Redwood Falls Retaining Wall	RW-RFC-032	8B
*	Burns Avenue Overlook	RA-SPC-2927	Met E
	Indian Battle Ground Historical Marker	WA-SWC-713	Met E
	Mendota Overlook	DK-MHC-012	Met E
	Pine Bend Historical Marker	DK-IVG-023	Met E
	Stillwater Overlook - South	WA-OHC-005	Met E
	Taylors Falls Overlook - South	CH-SHT-032	Met E
	Chaska Historical Marker	CR-CKC-057	Met W
	Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
	Graeser Park	HE-RBC-025	Met W
	National Grange Historical Marker	SH-ERC-029	Met W
	Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W
	St. Louis Park Roadside Parking Area	HE-SLC-017	Met W

* Property was not quite 50 years old in 1998 but will be eligible in near future.

Lilac Way Historic District

This study recommends that the Lilac Way Historic District on T.H. 100 in Hennepin County, which had been previously identified by the State Historic Preservation Office, also meets the registration requirements of the Roadside Development historic context and is therefore eligible for the National Register under this context. The eligible historic district includes seven of the properties in this inventory:

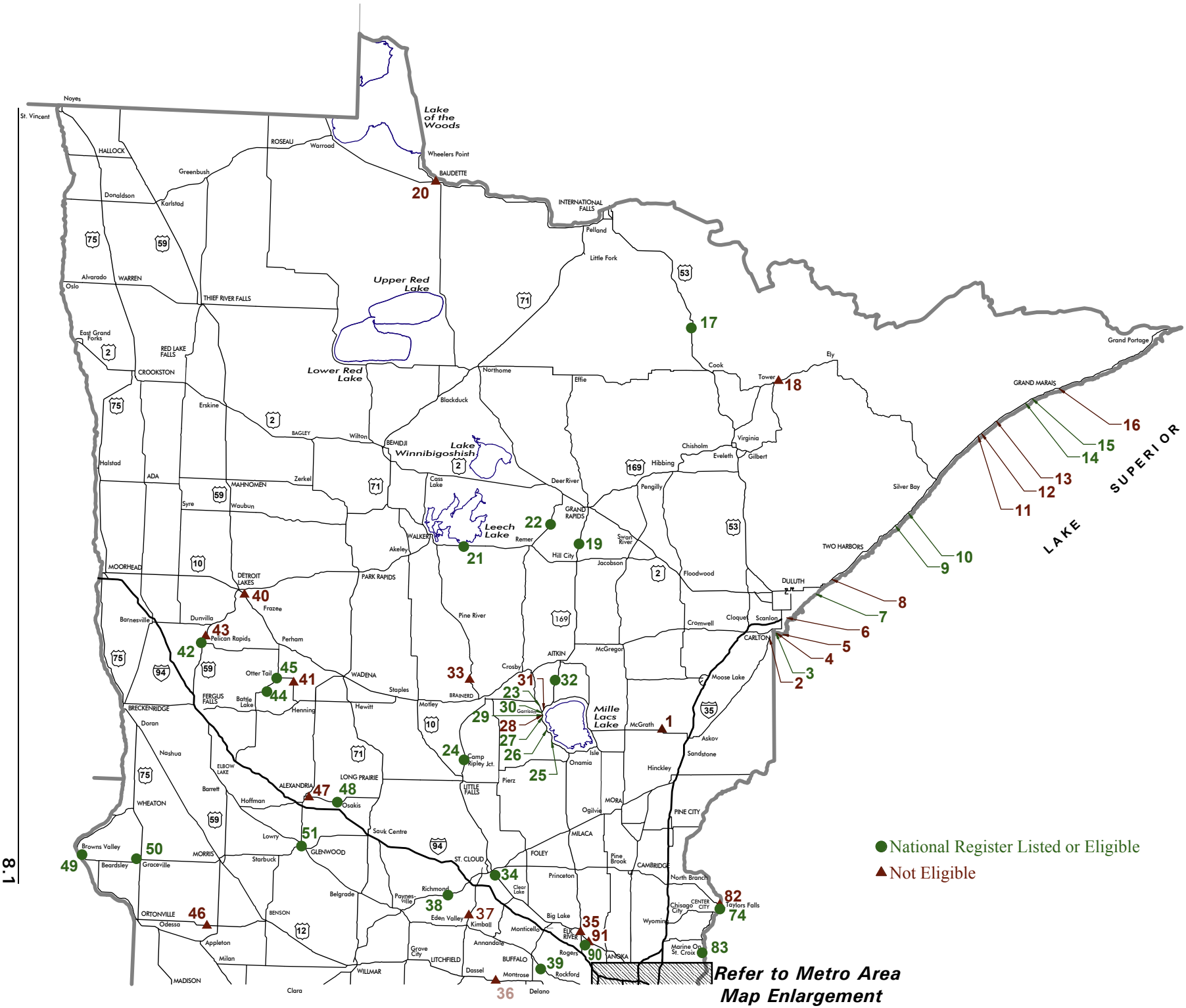
	Blazer Park	HE-GVC-047B	Met W
+	Graeser Park	HE-RBC-025	Met W
	Graeser Park - South	HE-RBC-160	Met W
	Lilac Park	HE-SLC-013	Met W
+	St. Louis Park Roadside Parking Area	HE-SLC-017	Met W
	TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W
	TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W

\+ Also among the 51 individually eligible properties listed above.

RECOMMENDED NOT ELIGIBLE UNDER ROADSIDE DEVELOPMENT CONTEXT

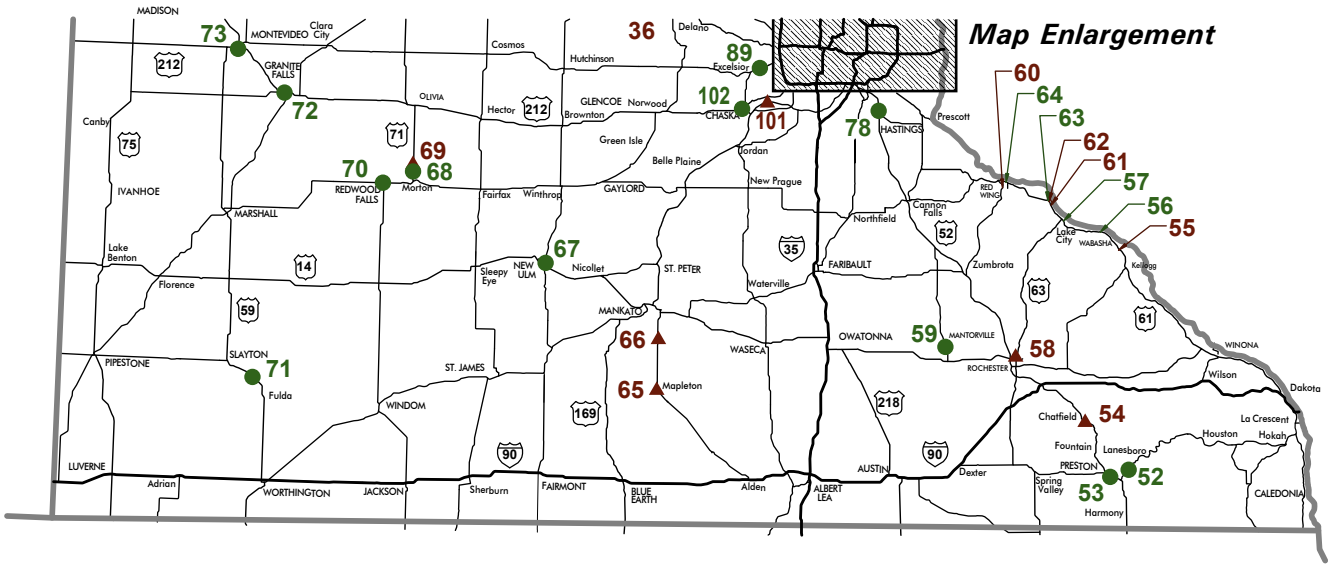
It is recommended that the 46 properties listed below do not meet the registration requirements of the Roadside Development historic context.

Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Clifton-French River Historical Marker	SL-DUT-002	1A
Cross River Rest Area	CK-UOG-047	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
Grand Marais Harbor Sea Wall	CK-GMC-029	1A
New Duluth Overlook	SL-DUL-2430	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Thompson Hill Overlook	SL-DUL-2431	1A
Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Soudan Roadside Parking Area	SL-SOC-001	1B
Baudette Rest Area	LW-BDC-030	2A
Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Rest Area	CW-GRT-001	3A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Babcock Memorial Park	SH-ERC-028	3B
Dustin Memorial Wayside	WR-MDL-004	3B
Maine Prairie Corners Historical Marker	SN-MPR-004	3B
Detroit Lakes Overlook	BK-DLC-157	4A
Leaf City Historical Marker	OT-LLT-001	4A
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Chatfield Historical Marker	FL-CHC-034	6A
Silver Lake Roadside Parking Area	OL-ROC-105	6A
Wabasha Overlook	WB-WBC-183	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Frontenac State Park Gates	GD-FLC-057	6B
Mantorville Retaining Walls	DO-MTC-038	6B
Minn State Training School Ent. Walls	GD-RWC-021	6B
Red Wing Roadside Parking Area	GD-RWC-849	6B
Mapleton Historical Marker	BE-MPC-031	7A
Victory Memorial Rest Area	BE-DEC-008	7A
Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Bolles Mill Historical Marker	WA-AFC-035	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
Mendota Granite Arrow Marker	DK-MDC-010	Met E
Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Sibley Pioneer Church Monument	DK-MDC-011	Met E
Stillwater Overlook - North	WA-SWT-013	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E
Taylors Falls Overlook - North	CH-TFC-055	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W
TH 55 Retaining Wall	HE-GVC-052	Met W



MAP OF INVENTORY PROPERTIES

8.1



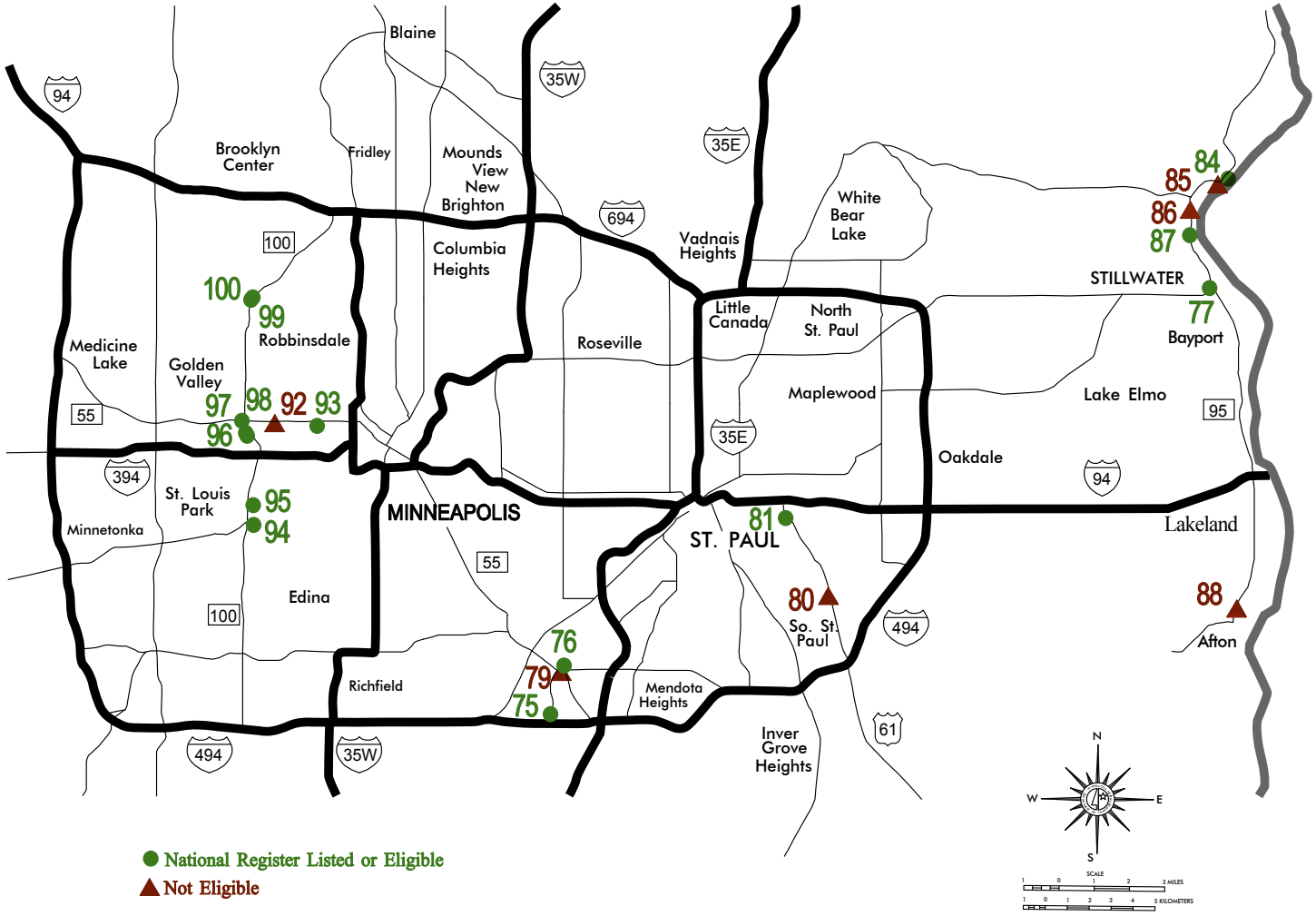
MAP OF INVENTORY PROPERTIES

- ▲ 1 Big Pine Lake Roadside Parking Area
- ▲ 2 Wrenshall Overlook/Veterans' Memorial Overlook
- ● 3 Fond du Lac Culvert (Bridge 5757)
- ▲ 4 Fond du Lac Historical Marker
- ▲ 5 New Duluth Overlook
- ▲ 6 Thompson Hill Overlook
- ● 7 Lester River Bridge (Bridge 5772)
- ▲ 8 CliftonlFrench River Historical Marker
- ● 9 Gooseberry Falls Concourse
- ● 10 Split Rock Lighthouse Overlook
- ▲ 11 Cross River Rest Area
- ▲ 12 Temperance River Roadside Parking Area
- ▲ 13 Berglund, Ray Roadside Parking Area
- ● 14 Spruce Creek Culvert (Bridge 8292)
- ● 15 Cascade River Overlook
- ▲ 16 Grand Marais Harbor Sea Wall
- ● 17 Orr Roadside Parking Area
- ▲ 18 Soudan Roadside Parking Area
- ● 19 Spang Spring Roadside Parking Area
- ▲ 20 Baudette Rest Area
- ● 21 Whipholt Roadside Parking Area
- ● 22 Willow Lake Roadside Parking Area
- ● 23 Kenney Lake Overlook
- ● 24 Camp Ripley Entrance Walls
- ● 25 Vineland Historical Marker
- ● 26 Whitefish Creek Bridge (Bridge 3355)
- ● 27 TH 169 Culvert at St. Alban's Bay
- ▲ 28 Garrison Rest Area
- ● 29 Garrison Ped Underpass (Bridge 5265)
- ● 30 Garrison Concourse
- ▲ 31 Garrison Creek Culvert (Bridge 5266)
- ● 32 PinelHickory Lakes Roadside Parking Area
- ▲ 33 Long Lake Roadside Parking Area
- ● 34 St. Cloud Historical Marker
- ▲ 35 Babcock Memorial Park
- ▲ 36 Dustin Memorial Wayside
- ▲ 37 Maine Prairie Corners Historical Marker
- ● 38 Cold Spring Roadside Parking Area
- ● 39 Dickinson Spring Roadside Parking Area
- ▲ 40 Detroit Lakes Overlook
- ▲ 41 Leaf City Historical Marker
- ● 42 Pelican Rapids Village Historical Marker
- ▲ 43 Minnesota Woman Roadside Parking Area
- ● 44 Craigie Flour Mill Historical Marker
- ● 45 Otter Tail City Historical Marker
- ▲ 46 Pomme de Terre Roadside Parking Area
- ▲ 47 Kensington Runestone Replica R.P.A.
- ● 48 Stage Station Historical Marker
- ● 49 Browns Valley Historical Marker
- ● 50 Graceville Historical Marker
- ● 51 Glenwood Overlook
- ● 52 Inspiration Point Wayside Rest
- ● 53 Preston Overlook
- ▲ 54 Chatfield Historical Marker
- ▲ 55 Wabasha Overlook
- ● 56 Reads Landing Overlook
- ● 57 Lake City Concourse
- ▲ 58 Silver Lake Roadside Parking Area
- ● 59 Mantorville Retaining Walls
- ▲ 60 Red Wing Roadside Parking Area
- ▲ 61 Frontenac R.P.A./Maiden Rock
- ▲ 62 Frontenac State Park Gates
- ● 63 Fort Beauharnois Historical Marker
- ● 64 Minn State Training School Ent. Walls
- ▲ 65 Mapleton Historical Marker
- ▲ 66 Victory Memorial Rest Area
- ● 67 New Ulm Spring Roadside Parking Area
- ● 68 Birch Coulee Historical Marker
- ▲ 69 Morton Pioneer Monuments R.P.A.
- ● 70 Redwood Falls Retaining Wall
- ● 71 Avoca Historical Marker
- ● 72 Granite Falls Overlook
- ● 73 Camp Release State Memorial Wayside
- ● 74 Taylors Falls Overlook - South
- ● 75 Mendota Overlook
- ● 76 Sibley Pioneer Church Monument
- ● 77 Stillwater Overlook - South
- ● 78 Pine Bend Historical Marker
- ▲ 79 Mendota Granite Arrow Marker
- ▲ 80 Point Douglas Road Retaining Wall
- ● 81 Burns Avenue Overlook
- ▲ 82 Taylors Falls Overlook - North
- ● 83 Marine on St. Croix R.P.A.
- ● 84 St. Croix Boomsite Roadside Parking Area
- ▲ 85 Stillwater Overlook - North
- ▲ 86 Tamarack House Historical Marker
- ● 87 Indian Battle Ground Historical Marker
- ▲ 88 Bolles Mill Historical Marker
- ● 89 Christmas Lake Roadside Parking Area
- ● 90 National Grange Historical Marker
- ▲ 91 Daytonport Roadside Parking Area
- ▲ 92 TH 55 Retaining Wall
- ● 93 Olson, Floyd B. Memorial Statue
- ● 94 St. Louis Park Roadside Parking Area
- ● 95 Lilac Park
- ● 96 TH 100 Culvert (Bridge 5442)
- ● 97 Blazer Park
- ● 98 TH 100 at TH 55 Retaining Walls
- ● 99 Graeser Park - South
- ●100 Graeser Park
- ▲101 Mill Pond Roadside Parking Area
- ●102 Chaska Historical Marker

● National Register Listed or Eligible
▲ Not Eligible

See Metro Area Map Enlargement for sites 75-77,79-81,84-88 and 92-100

METRO AREA MAP ENLARGEMENT



● National Register Listed or Eligible
▲ Not Eligible

REFERENCES

Alleger, C. N., comp. *Civilian Conservation Corps, Minnesota District. That the Work of Young America May be Recorded*. Rapid City, SD: Johnston and Bordewyk, Inc., 1934.

Anderson, Rolf T. "Federal Relief Construction in Minnesota, 1933-1941." National Register of Historic Places Multiple Property Documentation Form. Oct. 9, 1990; amended Aug. 30, 1993.

Anderson, Rolf T. "Garrison Concourse." National Register of Historic Places Registration Form. Oct. 9, 1990.

Anderson, Rolf T. "Mille Lacs Lake Kitchen Shelter." National Register of Historic Places Registration Form. Oct. 9, 1990.

Anderson, Rolf T. "Minding the Master: Minnesota's State Park Landscape." *Minnesota Common Ground*, Winter 1994.

Anderson, Rolf T. "Minnesota State Park CCC/WPA/Rustic Style Historic Resources." National Register of Historic Places Multiple Property Documentation Form. Sept. 3, 1988.

An Appraisal Inventory of Work Done with WPA and Other Federal Relief Funds Through the Functioning of the Department of Highways, State of Minnesota. St. Paul: Minnesota Department of Highways, May 9, 1938. MHD Records. MHS.

Annual Report of the Accomplishments of Roadside Development Along the Trunk Highways in Minnesota. St. Paul: Minnesota Department of Highways, 1938.

Annual Report of the Accomplishments of Roadside Development Along the Trunk Highways in Minnesota. St. Paul: Minnesota Department of Highways, 1939.

Babcock, Willoughby M. "Highways and History." *Minnesota History*, vol. 13 (Dec. 1932).

Babcock, Willoughby M. "The Problem of Historic Markers and Monuments in Minnesota." *Minnesota History*, vol. 11 (Mar. 1930).

"Background Information. Trunk Highway Safety Rest Area Program." Prepared by Office of Environmental Services, Minnesota Department of Highways, Feb. 10, 1975. Typescript. Mn/DOT Site Development Unit files.

Belasco, Warren J. *Americans on the Road: From Autocamp to Motel, 1910-1945*. Cambridge: MIT Press, 1979.

Bennett, J. M. *Roadside Development*. New York: Macmillan Co., 1929.

Biennial Report of the Commissioner of Highways of Minnesota. St. Paul: Minnesota Department of Highways, 1931-1956.

Blegen, Theodore C. *Minnesota: A History of the State*. Minneapolis: University of Minnesota Press, 1975.

Bobleter, Bob. Telephone Interview. Oct. 1998.

Bremer, William W. "Along the 'American Way': The New Deal's Work Relief Programs for the Unemployed." In *The New Deal: Conflicting Interpretations and Shifting Perspectives*. Ed. Melvyn Dubofsky. New York: Garland Pub. Inc., 1992.

Bylander, C. B. "Jewels From the Past." *Minnesota Volunteer*, March-April 1995. [Work of the Civilian Conservation Corps.]

Community Planning and Roadside Parking Areas Committee. Meeting minutes, April 28, 1960. MHD Records. MHS.

Cutler, Phoebe. *The Public Landscape of the New Deal*. New Haven: Yale University Press, 1985.

Final Report. House Highway Committee. Subcommittee on Rest Areas and Informational Signing. St. Paul: House Highway Committee, 1969.

Final Report, National Youth Administration for the State of Minnesota: Sept. 1935 to July 1943. U.S. National Youth Administration, Minnesota. 1943.

Flink, James J. *America Adopts the Automobile, 1895-1910*. Cambridge: MIT Press, 1970.

Good, Albert H., ed. *Park and Recreation Structures*. 3 vols. Washington, DC: National Park Service, 1938.

Good, Albert H., ed. *Park Structures and Facilities*. Washington, DC: National Park Service, 1935.

Green, S. Rex. Papers, 1917-1981. MHS.

Grese, Robert E. "A Look at the Naturalistic Designs of Jens Jensen and the Preservation of Lincoln Memorial Garden, Springfield, Illinois." In *The Landscape Universe: Historic Designed Landscapes in Context*. Ed. Charles A. Birnbaum. Pub. by the Catalog of Landscape Records in the U.S. at Wave Hill in conjunction with the National Park Service, 1993.

Guide to Historic Markers Erected by the Daughters of the American Revolution. Prepared by the Minnesota Historical Records Survey, Work Projects Administration. St. Paul: 1941.

Guide to Historic Markers Erected by the State Highway Department, Cooperating with the Minnesota Historical Society. Prepared by the Minnesota Historical Records Survey, Work Projects Administration. St. Paul: May 1940.

Hanson, Barb. "State Entryways Are Being Rehabilitated." *Highways in Recreation Areas (HIRA) Newsletter*, Feb. 1995. Mn/DOT and Mn/DNR.

Hella, U. W. Letter to Rolf Anderson. April 20, 1990.

Highway Research Board Special Report 17: Roadsides, Their Use and Protection. Pub. 290. Washington, D.C.: National Academy of Sciences and National Research Council, 1954.

Highways in Recreation Areas (HIRA) Plan. Mn/DOT and MnDNR, Jan. 1993.

Holmquist, June Drenning, Sue E. Holbert, and Dorothy Drescher Perry, comps. *History Along the Highways: An Official Guide to Minnesota State Markers and Monuments*. St. Paul: Minnesota Historical Society, 1967.

Jakle, John A. *The Tourist: Travel in Twentieth-Century North America*. Lincoln, NE: University of Nebraska Press, 1985.

Johnson, Frederick K. "The Civilian Conservation Corps: A New Deal for Youth." *Minnesota History*, Fall 1983.

Jung, Laurence J. *The Great River Road in Minnesota*. St. Paul: Minnesota Outdoor Recreation Resources Commission, 1965.

Kachelmyer, Clem. Telephone Interviews. July 1997, Aug. 1998, and Sept. 1998.

Kidder, Dorothy Perry, and Cynthia A. Matson, comps. *A Supplement to History Along the Highways: An Official Guide to Minnesota State Markers and Monuments, 1967-1972*. St. Paul: Minnesota Historical Society, 1973.

The Land of Ten Thousand Lakes: Over Jefferson Highway, Minnesota. 1922. Pamphlet. MHS.

Larsen, Arthur J. *The Development of the Minnesota Road System*. St. Paul: Minnesota Historical Society, 1966.

Leuchtenburg, William E. *Franklin D. Roosevelt and The New Deal, 1932- 1940*. New York: Harper and Row, 1963.

Love, Godfrey. Telephone Interviews. Aug. 1998 and Sept. 1998.

Madole, Ken. Letter to Kay Grossman [of Gemini Research]. Oct. 24, 1998.

Madole, Ken. Telephone Interviews. Aug. 1998 and Sept. 1998.

McClelland, Linda Flint. "Gateway to the Past: Establishing a Landscapes Context for the National Register." In *The Landscape Universe: Historic Designed Landscapes in Context*. Ed. Charles A. Birnbaum. Pub. by the Catalog of Landscape Records in the U.S. at Wave Hill in conjunction with the National Park Service. 1993.

McClelland, Linda Flint. *Historic Landscape Design and Construction. Building the National Parks*. Baltimore: John Hopkins University Press, 1998.

McClelland, Linda Flint. *Presenting Nature: The Historic Landscape Design of the National Park Service, 1916-1942*. Washington, D.C.: U.S. Dept. of the Interior, National Park Service, 1993.

McKinnon, Jane Price. "Wild Nature and Tennis Courts: Minnesota Park Design." Plan B Paper prepared for Professor Donald Torbert, University of Minnesota. 1969.

Meyer, Roy W. *Everyone's Country Estate. A History of Minnesota's State Parks*. St. Paul: Minnesota Historical Society Press, 1991.

Meyer, Scott B., Richard L. Mattson, and Andrew J. Schmidt. *Phase I and II Cultural Resources Investigation for Trunk Highway 100 Reconstruction*. Prepared for Minnesota Department of Transportation by the 106 Group Ltd., Feb. 15, 1995.

Minnesota Department of Highways 50th Anniversary, 1921-1971. Office of Public Information, Minnesota Department of Highways, 1971.

"Minnesota Highway Department Rest Area Program on the Primary Road System." Jan. 2, 1970. Typescript. Mn/DOT Site Development Unit files.

"Minnesota Highway Department Wells." June 1, 1976. Typescript. Mn/DOT Site Development Unit files.

Minnesota Highway, scattered issues, 1950s-1960s.

Minnesota Historic Sites and Markers Commission. Meeting Minutes, 1944-1960. Mathilde Rice Elliot Papers. MHS.

Minnesota's Historic Markers. Prepared by Field Programs, Minnesota Historical Society. St. Paul: MHS, 1989.

Minnesota's Historic Sites. Prepared by Minnesota Outdoor Recreation Resources Commission in Cooperation with MHS, MHD, and Division of State Parks. Report No. 1. St. Paul: The Commission, Dec. 1963.

Minnesota State Park and Recreational Area Plan. Minnesota Department of Conservation, Division of State Parks, March 1939.

Morell and Nichols Collection. Northwest Architectural Archives, University of Minnesota.

Murphy, Patricia. *The Public Buildings of the State of Minnesota: An Architectural Heritage*. Prepared for the State Historic Preservation Office. St. Paul: Minnesota Historical Society, 1986.

Nichols, A. R., comp. *Album of Roadside Development Projects*. 7 vols. Photo albums prepared for Roadside Development Division, Minnesota Department of Highways, circa 1937-1941. Mn/DOT Site Development Unit.

Nichols, A. R. "Coordination of Road Design and Landscape Design." Manuscript prepared for the Group Meeting on Road Design at the Convention of American Association of State Highway Officials, San Fransisco, Dec. 1936.

Nichols, A. R. "Highway Design: Its Relation to Landscape Objectives." *Proceedings of the Seventeenth Annual Meeting of the Highway Research Board.* Dec. 1937.

Nichols, A. R. "Highway Location as a Site Planning Problem." *Proceedings of the Twenty-Sixth Annual Meeting of the Highway Research Board.* Dec. 1946.

Nichols, A. R. "Landscape Design in Highway Development." *Landscape Architecture*, April 1940. [The article is followed by a series of responses written by engineers and planners Harlean James, Roy W. Crum, S. Herbert Hare, Jac L. Gubbels, F. C. Lang, and Jay Downer.]

Non-Interstate Rest Area Development Program. Prepared by Site and Development Unit, Office of Engineering Services, Mn/DOT, July 1979.

Olson, Harold E., comp. *Historical Markers in Minnesota*. 4 vols. Photo albums prepared by Department of Roadside Development, Minnesota Department of Highways, circa 1942, updated circa 1954. Mn/DOT Site Development Unit.

Olson, Harold E. "Lawn Mowing . . . Paul Bunyan Style." *Minnesota Highways*, April 1952.

Olson, Harold E. Letter to James C. Marshall, Commissioner of Highways. Sept. 25, 1962. MHD Records. MHS.

Olson, Harold E. "New Process Works -- Makes Grass Grow Where it Won't." *Minnesota Highways*, Sept. 1954.

Olson, Harold E. "Roadside Development." Typescript of speech to the Convention of Minnesota Federation of Women's Clubs, Glenwood, MN. May 5, 1933. MHD Records. MHS.

Olson, Harold E. "Roadside Development in Minnesota." Typescript of speech. Circa 1933. MHD Records. MHS.

Olson, Harold E. "Wayside Parking Popular With Travelers." *Minnesota Highways*, Aug. 1953.

Olson, James S., ed. *Historical Dictionary of the New Deal From Inauguration to Preparation for War.* Westport, CT: Greenwood Press, 1985.

Paxson, Frederick L. "The Highway Movement, 1916-1935." *American Historical Review*, Jan. 1946.

Reierson, Jim. Telephone Interview. Oct. 1998.

Reiman, Richard A. *The New Deal and American Youth*. Athens, Georgia: University of Georgia Press, 1992.

"Roadside Development Program." July 21, 1960. Press release typescript. MHD Records. MHS.

"Roadside Parking Areas." *Minnesota Highways News*, May 10, 1963.

"Roadside Program: 160 Miles of Snow Fencing to be 'Planted' This Year." *Minnesota Highways*, May 1956.

"Roadside Unit Makes Travel More Enjoyable." *Minnesota Highways*, May 1955.

Rose, Nancy E. *Put To Work: Relief Programs in the Great Depression*. New York: Monthly Review Press, 1994.

Safety Rest Area: Planning, Location, Design. Washington, D.C.: U.S. Dept. of Transportation, Jan. 1981.

Safety Rest Areas: The Travelers' Haven. Washington, D.C.: U.S. Dept. of Transportation, Federal Highway Administration, April 1980.

Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. Washington, D.C.: U.S. Department of the Interior, National Park Service, 1983.

Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties With Guidelines for the Treatment of Cultural Landscapes. Washington, D.C.: U.S. Department of the Interior, National Park Service, 1996.

Simonson, Wilber H., and R. E. Royall. *Roadside Improvement.* Washington, D.C.: Bureau of Public Roads, 1934.

Simonson, Wilber H. "The Roadside Picture: A Hindrance to Traffic? or an Inspiring Asset to Travel?" *Landscape Architecture*, Oct. 1939.

"A Summary of the Minnesota Highway Department Roadside Beautification Program." 1965. Typescript. MHD Records. MHS.

Swain, Donald C. "The National Park Service and the New Deal, 1933-1940." *Pacific Historical Review*, May 1972.

Tweton, Jerome D. *The New Deal at the Grass Roots. Programs for the People in Otter Tail County, Minnesota*. St. Paul: Minnesota Historical Society, 1988.

Van Doren, Carlton S. *America's Park and Recreation Heritage: A Chronology*. Washington, D.C.: Bureau of Outdoor Recreation, 1975.

Vaughan, Mrs. James A., comp. *Markers Placed in Minnesota by Chapters of the Minnesota Society, Daughters of the American Revolution*. Minneapolis: 1970.

Vogt, Dorothy. Telephone Interviews. Aug. 1998 and Sept. 1998.

Vogt, Fred. Papers, ca. 1950s-1973. In possession of Dorothy Vogt.

Walsh, Eileen Patricia. "The Last Resort: Northern Minnesota Tourism and the Integration of Rural and Urban Worlds, 1900-1950." PhD Thesis, University of Minnesota, July 1994.

The WPA Guide to the Minnesota Arrowhead Country. Minnesota Work Projects Administration Writers' Program. Chicago: Albert Whitman and Company, 1941. Rpt. St. Paul: Minnesota Historical Society, 1988.

PROPERTIES ORDERED BY Mn/DOT CONTROL SECTION NUMBER

Control Section	Trunk Highway	Ref. Point	Historic Name	SHPO Inventory #
0115	TH 169	246.0	Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017
0202	TH 10/169	219	Daytonport Roadside Parking Area	AN-RMC-008
0302	TH 10	47.2	Detroit Lakes Overlook	BK-DLC-157
0605	TH 28	21.6	Graceville Historical Marker	BS-GRA-017
0703	TH 22	35.8	Mapleton Historical Marker	BE-MPC-031
0704	TH 22	46.4	Victory Memorial Rest Area	BE-DEC-008
0901	TH 23	334.4	Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004
1013	TH 212	146.6	Chaska Historical Marker	CR-CKC-057
1104	TH 6	66.0	Willow Lake Roadside Parking Area	CA-TOR-002
1106	TH 200	137.2	Whipholt Roadside Parking Area	CA-PLK-003
1301	TH 8/95	21.8	Taylors Falls Overlook - South	CH-SHT-032
1306	TH 95	73.7	Taylors Falls Overlook - North	CH-TFC-055
1601	TH 61	79	Cross River Rest Area	CK-UOG-047
1601	TH 61	80.3	Temperance River Roadside Parking Area	CK-UOG-046
1601	TH 61	86.4	Berglund, Ray Roadside Parking Area	CK-TFT-001
1602	TH 61	97	Spruce Creek Culvert (Bridge 8292)	CK-UOG-045
1602	TH 61	100	Cascade River Overlook	CK-UOG-044
1602	TH 61	109.4	Grand Marais Harbor Sea Wall	CK-GMC-029
1803	TH 18	18.1	Kenney Lake Overlook	CW-GRT-003
1804	TH 169	232.3	TH 169 Culvert at St. Alban's Bay	CW-GRT-002
1804	TH 169	232.9	Garrison Rest Area	CW-GRT-001
1804	TH 169	233	Garrison Ped Underpass (Bridge 5265)	CW-GRC-005
1804	TH 169	233.7	Garrison Concourse	CW-GRC-001
1804	TH 169	234.7	Garrison Creek Culvert (Bridge 5266)	CW-GRC-006
1810	TH 371	39.8	Long Lake Roadside Parking Area	CW-NSC-004
1901	TH 13	106.3	Mendota Overlook	DK-MHC-012
1902	TH 13	107.9	Sibley Pioneer Church Monument	DK-MDC-011
1907	TH 52/55	118.4	Pine Bend Historical Marker	DK-IVG-023
1909	TH 55/110	199	Mendota Granite Arrow Marker	DK-MDC-010
2007	TH 57	3.0	Mantorville Retaining Walls	DO-MTC-038
2106	TH 27	82.4	Kensington Runestone Replica R.P.A.	DL-ALE-067
2106	TH 27	91.4	Stage Station Historical Marker	DL-OSA-021
2304	TH 16	237.2	Inspiration Point Wayside Rest	FL-CRL-011
2310	TH 52/16	19.2	Preston Overlook	FL-PRC-041
2311	TH 52	33.4	Chatfield Historical Marker	FL-CHC-034
2510	TH 58	21.6	Red Wing Roadside Parking Area	GD-RWC-849
2513	TH 61/63	77.9	Frontenac R.P.A./Maiden Rock	GD-FLC-054
2513	TH 61/63	78.7	Frontenac State Park Gates	GD-FLC-057
2513	TH 61/63	79.0	Fort Beauharnois Historical Marker	GD-FLC-056
2513	TH 61/63	88.5	Minn State Training School Ent. Walls	GD-RWC-021
2706	TH 7	184	Christmas Lake Roadside Parking Area	HE-MKC-065

2735	TH 100	5.0	St. Louis Park Roadside Parking Area	HE-SLC-017
2735	TH 100	6	Lilac Park	HE-SLC-013
2735	TH 100	8	TH 100 Culvert (Bridge 5442)	HE-GVC-051
2735	TH 100	8.1	Blazer Park	HE-GVC-047B
2735	TH 100	8.8	TH 100 at TH 55 Retaining Walls	HE-GVC-053
2735	TH 100	11.9	Graeser Park - South	HE-RBC-160
2735	TH 100	12.1	Graeser Park	HE-RBC-025
2751	TH 55	188	Olson, Floyd B. Memorial Statue	HE-MPC-9013
2752	TH 55	187.5	TH 55 Retaining Wall	HE-GVC-052
3115	TH 169	293	Spang Spring Roadside Parking Area	IC-SPG-004
3706	TH 212/59	34.5	Camp Release State Memorial Wayside	LP-CAM-003
3806	TH 61	39.3	Gooseberry Falls Concourse	LA-SVC-046
3806	TH 61	45.1	Split Rock Lighthouse Overlook	LA-BBT-023
3905	TH 72	130	Baudette Rest Area	LW-BDC-030
4814	TH 169	223.2	Vineland Historical Marker	ML-KAN-006
4814	TH 169	227.7	Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005
4908	TH 115/371	8	Camp Ripley Entrance Walls	MO-GRE-047
5104	TH 59	34.5	Avoca Historical Marker	MU-AVC-010
5202	TH 14	105.3	New Ulm Spring Roadside Parking Area	NL-CTT-006
5510	TH 63	41.6	Silver Lake Roadside Parking Area	OL-ROC-105
5618	TH 59	241.2	Pelican Rapids Village Historical Marker	OT-PRC-021
5618	TH 59	243.7	Minnesota Woman Roadside Parking Area	OT-PEL-001
5620	TH 78	31.4	Craigie Flour Mill Historical Marker	OT-OTT-001
5621	TH 78	36.4	Otter Tail City Historical Marker	OT-OTC-004
5624	TH 108	54.0	Leaf City Historical Marker	OT-LLT-001
5808	TH 18	70.2	Big Pine Lake Roadside Parking Area	PN-PLK-006
6108	TH 55	69.8	Glenwood Overlook	PO-GLC-022
6220	TH 61	134.2	Point Douglas Road Retaining Wall	RA-SPC-2928
6220	TH 61/10	135.3	Burns Avenue Overlook	RA-SPC-2927
6403	TH 19/71	72.0	Redwood Falls Retaining Wall	RW-RFC-032
6508	TH 71	83.9	Birch Coulee Historical Marker	RN-BCO-004
6508	TH 71	85	Morton Pioneer Monuments R.P.A.	RN-BFS-002
6904	TH 169/1	265	Soudan Roadside Parking Area	SL-SOC-001
6910	TH 23	336.2	Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416
6910	TH 23	336.3	Fond du Lac Historical Marker	SL-DUL-2429
6910	TH 23	338.5	New Duluth Overlook	SL-DUL-2430
6922	TH 53	110	Orr Roadside Parking Area	SL-ORC-005
6924	I 35	250	Thompson Hill Overlook	SL-DUL-2431
6925	TH 61	4.8	Lester River Bridge (Bridge 5772)	SL-DUL-2428
6926	TH 61	11.7	Clifton-French River Historical Marker	SL-DUT-002
7005	TH 101	6.7	Mill Pond Roadside Parking Area	SC-SPC-069
7101	TH 10	214.1	Babcock Memorial Park	SH-ERC-028
7101	TH 10/169	217	National Grange Historical Marker	SH-ERC-029
7103	TH 10	179.7	St. Cloud Historical Marker	SH-SCC-048
7303	TH 15	137.5	Maine Prairie Corners Historical Marker	SN-MPR-004
7305	TH 23	191	Cold Spring Roadside Parking Area	SN-CSC-024
7603	TH 12	23.8	Pomme de Terre Roadside Parking Area	SW-MOY-007
7804	TH 28/7	0.7	Browns Valley Historical Marker	TR-FOL-006

7903	TH 60	216.9	Wabasha Overlook	WB-WBC-183
7906	TH 61	64.6	Reads Landing Overlook	WB-PEP-012
7906	TH 61	73.7	Lake City Concourse	WB-LKC-093
8208	TH 95	115.0	Bolles Mill Historical Marker	WA-AFC-035
8210	TH 95	92.7	Marine on St. Croix R.P.A.	WA-MXC-015
8210	TH 95	101.3	St. Croix Boomsite Roadside Parking Area	WA-SWT-004
8210	TH 95	101.7	Stillwater Overlook - North	WA-SWT-013
8210	TH 95	103	Tamarack House Historical Marker	WA-SWC-714
8210	TH 95	103.7	Indian Battle Ground Historical Marker	WA-SWC-713
8214	TH 36/95	105.4	Stillwater Overlook - South	WA-OHC-005
8601	TH 12	122.8	Dustin Memorial Wayside	WR-MDL-004
8607	TH 55	160.4	Dickinson Spring Roadside Parking Area	WR-RKT-006
8707	TH 67	32.3	Granite Falls Overlook	YM-GRN-078

PROPERTIES ORDERED BY Mn/DOT DISTRICT

Mn/DOT District	Trunk Highway	Ref. Point	Historic Name	SHPO Inventory #
1A	TH 18	70.2	Big Pine Lake Roadside Parking Area	PN-PLK-006
1A	TH 23	334.4	Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004
1A	TH 23	336.2	Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416
1A	TH 23	336.3	Fond du Lac Historical Marker	SL-DUL-2429
1A	TH 23	338.5	New Duluth Overlook	SL-DUL-2430
1A	I 35	250	Thompson Hill Overlook	SL-DUL-2431
1A	TH 61	4.8	Lester River Bridge (Bridge 5772)	SL-DUL-2428
1A	TH 61	11.7	Clifton-French River Historical Marker	SL-DUT-002
1A	TH 61	39.3	Gooseberry Falls Concourse	LA-SVC-046
1A	TH 61	45.1	Split Rock Lighthouse Overlook	LA-BBT-023
1A	TH 61	79	Cross River Rest Area	CK-UOG-047
1A	TH 61	80.3	Temperance River Roadside Parking Area	CK-UOG-046
1A	TH 61	86.4	Berglund, Ray Roadside Parking Area	CK-TFT-001
1A	TH 61	97	Spruce Creek Culvert (Bridge 8292)	CK-UOG-045
1A	TH 61	100	Cascade River Overlook	CK-UOG-044
1A	TH 61	109.4	Grand Marais Harbor Sea Wall	CK-GMC-029
1B	TH 53	110	Orr Roadside Parking Area	SL-ORC-005
1B	TH 169/1	265	Soudan Roadside Parking Area	SL-SOC-001
1B	TH 169	293	Spang Spring Roadside Parking Area	IC-SPG-004
2A	TH 72	130	Baudette Rest Area	LW-BDC-030
2A	TH 200	137.2	Whipholt Roadside Parking Area	CA-PLK-003
3A	TH 6	66.0	Willow Lake Roadside Parking Area	CA-TOR-002
3A	TH 18	18.1	Kenney Lake Overlook	CW-GRT-003
3A	TH 115/371	8	Camp Ripley Entrance Walls	MO-GRE-047
3A	TH 169	223.2	Vineland Historical Marker	ML-KAN-006
3A	TH 169	227.7	Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005
3A	TH 169	232.3	TH 169 Culvert at St. Alban's Bay	CW-GRT-002
3A	TH 169	232.9	Garrison Rest Area	CW-GRT-001
3A	TH 169	233	Garrison Ped Underpass (Bridge 5265)	CW-GRC-005
3A	TH 169	233.7	Garrison Concourse	CW-GRC-001
3A	TH 169	234.7	Garrison Creek Culvert (Bridge 5266)	CW-GRC-006
3A	TH 169	246.0	Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017
3A	TH 371	39.8	Long Lake Roadside Parking Area	CW-NSC-004
3B	TH 10	179.7	St. Cloud Historical Marker	SH-SCC-048
3B	TH 10	214.1	Babcock Memorial Park	SH-ERC-028
3B	TH 12	122.8	Dustin Memorial Wayside	WR-MDL-004
3B	TH 15	137.5	Maine Prairie Corners Historical Marker	SN-MPR-004

3B	TH 23	191	Cold Spring Roadside Parking Area	SN-CSC-024
3B	TH 55	160.4	Dickinson Spring Roadside Parking Area	WR-RKT-006
4A	TH 10	47.2	Detroit Lakes Overlook	BK-DLC-157
4A	TH 59	241.2	Pelican Rapids Village Historical Marker	OT-PRC-021
4A	TH 59	243.7	Minnesota Woman Roadside Parking Area	OT-PEL-001
4A	TH 78	31.4	Craigie Flour Mill Historical Marker	OT-OTT-001
4A	TH 78	36.4	Otter Tail City Historical Marker	OT-OTC-004
4A	TH 108	54.0	Leaf City Historical Marker	OT-LLT-001
4B	TH 12	23.8	Pomme de Terre Roadside Parking Area	SW-MOY-007
4B	TH 27	82.4	Kensington Runestone Replica R.P.A.	DL-ALE-067
4B	TH 27	91.4	Stage Station Historical Marker	DL-OSA-021
4B	TH 28/7	0.7	Browns Valley Historical Marker	TR-FOL-006
4B	TH 28	21.6	Graceville Historical Marker	BS-GRA-017
4B	TH 55	69.8	Glenwood Overlook	PO-GLC-022
6A	TH 16	237.2	Inspiration Point Wayside Rest	FL-CRL-011
6A	TH 52/16	19.2	Preston Overlook	FL-PRC-041
6A	TH 52	33.4	Chatfield Historical Marker	FL-CHC-034
6A	TH 60	216.9	Wabasha Overlook	WB-WBC-183
6A	TH 61	64.6	Reads Landing Overlook	WB-PEP-012
6A	TH 61	73.7	Lake City Concourse	WB-LKC-093
6A	TH 63	41.6	Silver Lake Roadside Parking Area	OL-ROC-105
6B	TH 57	3.0	Mantorville Retaining Walls	DO-MTC-038
6B	TH 58	21.6	Red Wing Roadside Parking Area	GD-RWC-849
6B	TH 61/63	77.9	Frontenac R.P.A./Maiden Rock	GD-FLC-054
6B	TH 61/63	78.7	Frontenac State Park Gates	GD-FLC-057
6B	TH 61/63	79.0	Fort Beauharnois Historical Marker	GD-FLC-056
6B	TH 61/63	88.5	Minn State Training School Ent. Walls	GD-RWC-021
7A	TH 22	35.8	Mapleton Historical Marker	BE-MPC-031
7A	TH 22	46.4	Victory Memorial Rest Area	BE-DEC-008
7B	TH 14	105.3	New Ulm Spring Roadside Parking Area	NL-CTT-006
8A	TH 71	83.9	Birch Coulee Historical Marker	RN-BCO-004
8A	TH 71	85	Morton Pioneer Monuments R.P.A.	RN-BFS-002
8B	TH 19/71	72.0	Redwood Falls Retaining Wall	RW-RFC-032
8B	TH 59	34.5	Avoca Historical Marker	MU-AVC-010
8B	TH 67	32.3	Granite Falls Overlook	YM-GRN-078
8B	TH 212/59	34.5	Camp Release State Memorial Wayside	LP-CAM-003
Met E	TH 8/95	21.8	Taylors Falls Overlook - South	CH-SHT-032
Met E	TH 13	106.3	Mendota Overlook	DK-MHC-012
Met E	TH 13	107.9	Sibley Pioneer Church Monument	DK-MDC-011

Met E	TH 36/95	105.4	Stillwater Overlook - South	WA-OHC-005
Met E	TH 52/55	118.4	Pine Bend Historical Marker	DK-IVG-023
Met E	TH 55/110	199	Mendota Granite Arrow Marker	DK-MDC-010
Met E	TH 61	134.2	Point Douglas Road Retaining Wall	RA-SPC-2928
Met E	TH 61/10	135.3	Burns Avenue Overlook	RA-SPC-2927
Met E	TH 95	73.7	Taylors Falls Overlook - North	CH-TFC-055
Met E	TH 95	92.7	Marine on St. Croix R.P.A.	WA-MXC-015
Met E	TH 95	101.3	St. Croix Boomsite Roadside Parking Area	WA-SWT-004
Met E	TH 95	101.7	Stillwater Overlook - North	WA-SWT-013
Met E	TH 95	103	Tamarack House Historical Marker	WA-SWC-714
Met E	TH 95	103.7	Indian Battle Ground Historical Marker	WA-SWC-713
Met E	TH 95	115.0	Bolles Mill Historical Marker	WA-AFC-035
Met W	TH 7	184	Christmas Lake Roadside Parking Area	HE-MKC-065
Met W	TH 10/169	217	National Grange Historical Marker	SH-ERC-029
Met W	TH 10/169	219	Daytonport Roadside Parking Area	AN-RMC-008
Met W	TH 55	187.5	TH 55 Retaining Wall	HE-GVC-052
Met W	TH 55	188	Olson, Floyd B. Memorial Statue	HE-MPC-9013
Met W	TH 100	5.0	St. Louis Park Roadside Parking Area	HE-SLC-017
Met W	TH 100	6	Lilac Park	HE-SLC-013
Met W	TH 100	8	TH 100 Culvert (Bridge 5442)	HE-GVC-051
Met W	TH 100	8.1	Blazer Park	HE-GVC-047B
Met W	TH 100	8.8	TH 100 at TH 55 Retaining Walls	HE-GVC-053
Met W	TH 100	11.9	Graeser Park - South	HE-RBC-160
Met W	TH 100	12.1	Graeser Park	HE-RBC-025
Met W	TH 101	6.7	Mill Pond Roadside Parking Area	SC-SPC-069
Met W	TH 212	146.6	Chaska Historical Marker	CR-CKC-057

PROPERTIES ORDERED BY SITE NAME

Historic Name	SHPO Inventory #	Mn/DOT District
Avoca Historical Marker	MU-AVC-010	8B
Babcock Memorial Park	SH-ERC-028	3B
Baudette Rest Area	LW-BDC-030	2A
Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Birch Coulee Historical Marker	RN-BCO-004	8A
Blazer Park	HE-GVC-047B	Met W
Bolles Mill Historical Marker	WA-AFC-035	Met E
Browns Valley Historical Marker	TR-FOL-006	4B
Burns Avenue Overlook	RA-SPC-2927	Met E
Camp Release State Memorial Wayside	LP-CAM-003	8B
Camp Ripley Entrance Walls	MO-GRE-047	3A
Cascade River Overlook	CK-UOG-044	1A
Chaska Historical Marker	CR-CKC-057	Met W
Chatfield Historical Marker	FL-CHC-034	6A
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Clifton-French River Historical Marker	SL-DUT-002	1A
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Craigie Flour Mill Historical Marker	OT-OTT-001	4A
Cross River Rest Area	CK-UOG-047	1A
Daytonport Roadside Parking Area	AN-RMC-008	Met W
Detroit Lakes Overlook	BK-DLC-157	4A
Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
Dustin Memorial Wayside	WR-MDL-004	3B
Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
Fort Beauharnois Historical Marker	GD-FLC-056	6B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Frontenac State Park Gates	GD-FLC-057	6B
Garrison Concourse	CW-GRC-001	3A
Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
Garrison Rest Area	CW-GRT-001	3A
Glenwood Overlook	PO-GLC-022	4B
Gooseberry Falls Concourse	LA-SVC-046	1A
Graceville Historical Marker	BS-GRA-017	4B
Graeser Park	HE-RBC-025	Met W
Graeser Park - South	HE-RBC-160	Met W
Grand Marais Harbor Sea Wall	CK-GMC-029	1A
Granite Falls Overlook	YM-GRN-078	8B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E

Inspiration Point Wayside Rest	FL-CRL-011	6A
Kenney Lake Overlook	CW-GRT-003	3A
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Lake City Concourse	WB-LKC-093	6A
Leaf City Historical Marker	OT-LLT-001	4A
Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A
Lilac Park	HE-SLC-013	Met W
Long Lake Roadside Parking Area	CW-NSC-004	3A
Maine Prairie Corners Historical Marker	SN-MPR-004	3B
Mantorville Retaining Walls	DO-MTC-038	6B
Mapleton Historical Marker	BE-MPC-031	7A
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
Mendota Granite Arrow Marker	DK-MDC-010	Met E
Mendota Overlook	DK-MHC-012	Met E
Mill Pond Roadside Parking Area	SC-SPC-069	Met W
Minn State Training School Ent. Walls	GD-RWC-021	6B
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
National Grange Historical Marker	SH-ERC-029	Met W
New Duluth Overlook	SL-DUL-2430	1A
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W
Orr Roadside Parking Area	SL-ORC-005	1B
Otter Tail City Historical Marker	OT-OTC-004	4A
Pelican Rapids Village Historical Marker	OT-PRC-021	4A
Pine Bend Historical Marker	DK-IVG-023	Met E
Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Preston Overlook	FL-PRC-041	6A
Reads Landing Overlook	WB-PEP-012	6A
Red Wing Roadside Parking Area	GD-RWC-849	6B
Redwood Falls Retaining Wall	RW-RFC-032	8B
Sibley Pioneer Church Monument	DK-MDC-011	Met E
Silver Lake Roadside Parking Area	OL-ROC-105	6A
Soudan Roadside Parking Area	SL-SOC-001	1B
Spang Spring Roadside Parking Area	IC-SPG-004	1B
Split Rock Lighthouse Overlook	LA-BBT-023	1A
Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
St. Cloud Historical Marker	SH-SCC-048	3B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W
Stage Station Historical Marker	DL-OSA-021	4B
Stillwater Overlook - North	WA-SWT-013	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
TH 55 Retaining Wall	HE-GVC-052	Met W
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W
TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W

TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
Tamarack House Historical Marker	WA-SWC-714	Met E
Taylors Falls Overlook - North	CH-TFC-055	Met E
Taylors Falls Overlook - South	CH-SHT-032	Met E
Temperance River Roadside Parking Area	CK-UOG-046	1A
Thompson Hill Overlook	SL-DUL-2431	1A
Victory Memorial Rest Area	BE-DEC-008	7A
Vineland Historical Marker	ML-KAN-006	3A
Wabasha Overlook	WB-WBC-183	6A
Whipholt Roadside Parking Area	CA-PLK-003	2A
Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A
Willow Lake Roadside Parking Area	CA-TOR-002	3A
Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A

PROPERTIES ORDERED BY APPROXIMATE AGE

Approx Year Established	Historic Name	SHPO Inventory #	Mn/DOT District
1889	Camp Release State Memorial Wayside	LP-CAM-003	8B
1924	Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A
1925	Frontenac State Park Gates	GD-FLC-057	6B
1928	Mendota Granite Arrow Marker	DK-MDC-010	Met E
1930	Wabasha Overlook	WB-WBC-183	6A
1932	Mantorville Retaining Walls	DO-MTC-038	6B
1934	Cascade River Overlook	CK-UOG-044	1A
1934	Soudan Roadside Parking Area	SL-SOC-001	1B
1934	Camp Ripley Entrance Walls	MO-GRE-047	3A
1934	Inspiration Point Wayside Rest	FL-CRL-011	6A
1934	Red Wing Roadside Parking Area	GD-RWC-849	6B
1934	Taylors Falls Overlook - South	CH-SHT-032	Met E
1935	Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
1935	Temperance River Roadside Parking Area	CK-UOG-046	1A
1935	Spang Spring Roadside Parking Area	IC-SPG-004	1B
1935	Browns Valley Historical Marker	TR-FOL-006	4B
1935	Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
1935	Minn State Training School Ent. Walls	GD-RWC-021	6B
1935	Redwood Falls Retaining Wall	RW-RFC-032	8B
1936	Cross River Rest Area	CK-UOG-047	1A
1936	Gooseberry Falls Concourse	LA-SVC-046	1A
1936	Garrison Concourse	CW-GRC-001	3A
1936	Cold Spring Roadside Parking Area	SN-CSC-024	3B
1936	Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
1936	St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
1936	Stillwater Overlook - North	WA-SWT-013	Met E
1936	Stillwater Overlook - South	WA-OHC-005	Met E
1936	TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W
1937	Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
1937	Grand Marais Harbor Sea Wall	CK-GMC-029	1A
1937	Garrison Rest Area	CW-GRT-001	3A
1937	St. Cloud Historical Marker	SH-SCC-048	3B

1937	Preston Overlook	FL-PRC-041	6A
1937	Silver Lake Roadside Parking Area	OL-ROC-105	6A
1937	Granite Falls Overlook	YM-GRN-078	8B
1937	Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
1938	Thompson Hill Overlook	SL-DUL-2431	1A
1938	Orr Roadside Parking Area	SL-ORC-005	1B
1938	Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
1938	Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
1938	Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
1938	Babcock Memorial Park	SH-ERC-028	3B
1938	Leaf City Historical Marker	OT-LLT-001	4A
1938	Glenwood Overlook	PO-GLC-022	4B
1938	Lake City Concourse	WB-LKC-093	6A
1938	New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
1938	Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
1938	Mendota Overlook	DK-MHC-012	Met E
1938	Chaska Historical Marker	CR-CKC-057	Met W
1938	National Grange Historical Marker	SH-ERC-029	Met W
1939	Kenney Lake Overlook	CW-GRT-003	3A
1939	TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
1939	Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A
1939	Willow Lake Roadside Parking Area	CA-TOR-002	3A
1939	Reads Landing Overlook	WB-PEP-012	6A
1939	Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
1939	Indian Battle Ground Historical Marker	WA-SWC-713	Met E
1939	Pine Bend Historical Marker	DK-IVG-023	Met E
1939	Blazer Park	HE-GVC-047B	Met W
1939	Lilac Park	HE-SLC-013	Met W
1939	St. Louis Park Roadside Parking Area	HE-SLC-017	Met W
1940	Craigie Flour Mill Historical Marker	OT-OTT-001	4A
1940	Graceville Historical Marker	BS-GRA-017	4B
1940	Fort Beauharnois Historical Marker	GD-FLC-056	6B
1940	Daytonport Roadside Parking Area	AN-RMC-008	Met W
1940	Graeser Park	HE-RBC-025	Met W
1940	Graeser Park - South	HE-RBC-160	Met W
1940	Mill Pond Roadside Parking Area	SC-SPC-069	Met W
1940	Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W
1941	Whipholt Roadside Parking Area	CA-PLK-003	2A
1941	Avoca Historical Marker	MU-AVC-010	8B
1941	TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W
1942	Stage Station Historical Marker	DL-OSA-021	4B
1942	TH 55 Retaining Wall	HE-GVC-052	Met W

1946	Pelican Rapids Village Historical Marker	OT-PRC-021	4A
1948	Split Rock Lighthouse Overlook	LA-BBT-023	1A
1948	Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
1948	Otter Tail City Historical Marker	OT-OTC-004	4A
1948	Victory Memorial Rest Area	BE-DEC-008	7A
1949	Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
1949	Maine Prairie Corners Historical Marker	SN-MPR-004	3B
1950	Birch Coulee Historical Marker	RN-BCO-004	8A
1950	Burns Avenue Overlook	RA-SPC-2927	Met E
1950	Marine on St. Croix R.P.A.	WA-MXC-015	Met E
1951	Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
1952	Vineland Historical Marker	ML-KAN-006	3A
1953	Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
1954	Long Lake Roadside Parking Area	CW-NSC-004	3A
1954	Tamarack House Historical Marker	WA-SWC-714	Met E
1955	Chatfield Historical Marker	FL-CHC-034	6A
1955	Sibley Pioneer Church Monument	DK-MDC-011	Met E
1956	Fond du Lac Historical Marker	SL-DUL-2429	1A
1957	Detroit Lakes Overlook	BK-DLC-157	4A
1958	New Duluth Overlook	SL-DUL-2430	1A
1959	Clifton-French River Historical Marker	SL-DUT-002	1A
1959	Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
1959	Bolles Mill Historical Marker	WA-AFC-035	Met E
1960	Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
1960	Taylors Falls Overlook - North	CH-TFC-055	Met E
1962	Mapleton Historical Marker	BE-MPC-031	7A
1963	Dustin Memorial Wayside	WR-MDL-004	3B
1969	Baudette Rest Area	LW-BDC-030	2A

FEATURES LOCATED ON THE PROPERTIES

Properties associated with each feature type are listed below by Historic Name, SHPO Inventory Number, and Mn/DOT District.

BATHHOUSE

Willow Lake Roadside Parking Area	CA-TOR-002	3A

BENCH(ES), OTHER

Split Rock Lighthouse Overlook	LA-BBT-023	1A
Garrison Concourse	CW-GRC-001	3A
Pelican Rapids Village Historical Marker	OT-PRC-021	4A
Reads Landing Overlook	WB-PEP-012	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Avoca Historical Marker	MU-AVC-010	8B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E

BENCH(ES), STONE

Kenney Lake Overlook	CW-GRT-003	3A
St. Cloud Historical Marker	SH-SCC-048	3B
Craigie Flour Mill Historical Marker	OT-OTT-001	4A
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Stage Station Historical Marker	DL-OSA-021	4B
Chatfield Historical Marker	FL-CHC-034	6A
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
Granite Falls Overlook	YM-GRN-078	8B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Sibley Pioneer Church Monument	DK-MDC-011	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W

BRIDGE/CULVERT

Cascade River Overlook	CK-UOG-044	1A
Cross River Rest Area	CK-UOG-047	1A
Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A
Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A

Camp Ripley Entrance Walls	MO-GRE-047	3A
Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A
Red Wing Roadside Parking Area	GD-RWC-849	6B
Graeser Park	HE-RBC-025	Met W
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W

CAVE

St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E

COUNCIL RING

Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Babcock Memorial Park (2 rings)	SH-ERC-028	3B
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
St. Croix Boomsite R.P.A. (3 rings)	WA-SWT-004	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Graeser Park - South	HE-RBC-160	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W

CURB, STONE

Cascade River Overlook	CK-UOG-044	1A
Gooseberry Falls Concourse	LA-SVC-046	1A
Garrison Concourse	CW-GRC-001	3A
Kenney Lake Overlook	CW-GRT-003	3A
Willow Lake Roadside Parking Area	CA-TOR-002	3A
St. Cloud Historical Marker	SH-SCC-048	3B
Inspiration Point Wayside Rest	FL-CRL-011	6A
Lake City Concourse	WB-LKC-093	6A
Preston Overlook	FL-PRC-041	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Burns Avenue Overlook	RA-SPC-2927	Met E
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Pine Bend Historical Marker	DK-IVG-023	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Taylors Falls Overlook - South	CH-SHT-032	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Graeser Park	HE-RBC-025	Met W

DAM

Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Cold Spring R.P.A. (2 dams)	SN-CSC-024	3B

DOCK

Orr Roadside Parking Area	SL-ORC-005	1B

DRINKING FOUNTAIN(S)

Gooseberry Falls Concourse	LA-SVC-046	1A
Baudette Rest Area	LW-BDC-030	2A
Garrison Rest Area	CW-GRT-001	3A
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W

ENTRANCE WALL

Camp Ripley Entrance Walls	MO-GRE-047	3A
Frontenac State Park Gates	GD-FLC-057	6B
Minn State Training School Ent. Walls	GD-RWC-021	6B

FIREPLACE(S), OTHER

Pomme de Terre Roadside Parking Area	SW-MOY-007	4B

FIREPLACE(S), STONE

Cold Spring Roadside Parking Area	SN-CSC-024	3B
Inspiration Point Wayside Rest	FL-CRL-011	6A
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
Blazer Park	HE-GVC-047B	Met W
Christmas Lake R.P.A. (2 fireplaces)	HE-MKC-065	Met W
Daytonport Roadside Parking Area	AN-RMC-008	Met W
Graeser Park	HE-RBC-025	Met W
Lilac Park	HE-SLC-013	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W

FLAGPOLE(S), OTHER

Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Soudan Roadside Parking Area	SL-SOC-001	1B

Granite Falls Overlook	YM-GRN-078	8B
Redwood Falls Retaining Wall	RW-RFC-032	8B
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W

FLAGPOLE, STONE BASE

Garrison Concourse	CW-GRC-001	3A
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Pine Bend Historical Marker	DK-IVG-023	Met E
Blazer Park	HE-GVC-047B	Met W

FLAGSTONE PAD

Blazer Park	HE-GVC-047B	Met W
Graeser Park	HE-RBC-025	Met W
Graeser Park - South	HE-RBC-160	Met W
Lilac Park	HE-SLC-013	Met W

FOOTBRIDGE

Orr Roadside Parking Area	SL-ORC-005	1B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E

FOUNDATION OF STRUCTURE

Willow Lake Roadside Parking Area	CA-TOR-002	3A
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Blazer Park	HE-GVC-047B	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W

GRAVESTONE

Baudette Rest Area (2 gravestones)	LW-BDC-030	2A

GUARDRAIL, STONE

New Duluth Overlook	SL-DUL-2430	1A
Temperance River R.P.A. (4 guardrails)	CK-UOG-046	1A
Wabasha Overlook	WB-WBC-183	6A
Taylors Falls Overlook - South	CH-SHT-032	Met E

INFO BOARD

Gooseberry Falls Concourse	LA-SVC-046	1A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Babcock Memorial Park	SH-ERC-028	3B
Fort Beauharnois Historical Marker	GD-FLC-056	6B
Victory Memorial Rest Area	BE-DEC-008	7A

INFO BOOTH

Garrison Concourse	CW-GRC-001	3A

MARKER

Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
Clifton-French River Historical Marker	SL-DUT-002	1A
Cross River Rest Area	CK-UOG-047	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
Split Rock Lighthouse Overlook	LA-BBT-023	1A
Soudan Roadside Parking Area	SL-SOC-001	1B
Baudette Rest Area (2 markers)	LW-BDC-030	2A
Garrison Concourse	CW-GRC-001	3A
Garrison Rest Area	CW-GRT-001	3A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Vineland Historical Marker	ML-KAN-006	3A
Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
Dustin Memorial Wayside (3 markers)	WR-MDL-004	3B
Maine Prairie Corners Historical Marker	SN-MPR-004	3B
St. Cloud Historical Marker	SH-SCC-048	3B
Craigie Flour Mill Historical Marker	OT-OTT-001	4A
Detroit Lakes Overlook (2 markers)	BK-DLC-157	4A
Leaf City Historical Marker	OT-LLT-001	4A
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Otter Tail City Historical Marker	OT-OTC-004	4A
Pelican Rapids Village (2 markers)	OT-PRC-021	4A
Browns Valley Historical Marker	TR-FOL-006	4B
Graceville Historical Marker	BS-GRA-017	4B
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Stage Station Historical Marker	DL-OSA-021	4B
Chatfield Historical Marker	FL-CHC-034	6A
Inspiration Point Wayside Rest	FL-CRL-011	6A
Lake City Concourse (2 markers)	WB-LKC-093	6A
Reads Landing Overlook (2 markers)	WB-PEP-012	6A
Fort Beauharnois Historical Marker	GD-FLC-056	6B
Frontenac R.P.A./Maiden Rock (2 markers)	GD-FLC-054	6B

Mapleton Historical Marker	BE-MPC-031	7A
Victory Memorial Rest Area	BE-DEC-008	7A
Birch Coulee Historical Marker	RN-BCO-004	8A
Morton Pioneer Monuments (2 markers)	RN-BFS-002	8A
Avoca Historical Marker	MU-AVC-010	8B
Camp Release State Memorial (2 markers)	LP-CAM-003	8B
Bolles Mill Historical Marker	WA-AFC-035	Met E
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Marine on St. Croix R.P.A. (2 markers)	WA-MXC-015	Met E
Mendota Granite Arrow Marker	DK-MDC-010	Met E
Pine Bend Historical Marker	DK-IVG-023	Met E
Sibley Pioneer Church Monument	DK-MDC-011	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E
Blazer Park	HE-GVC-047B	Met W
Chaska Historical Marker	CR-CKC-057	Met W
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Daytonport R.P.A. (2 markers)	AN-RMC-008	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W
National Grange (2 markers)	SH-ERC-029	Met W

OTHER FEATURE

Garrison Concourse	CW-GRC-001	3A
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Red Wing Roadside Parking Area	GD-RWC-849	6B
Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Camp Release State Memorial Wayside	LP-CAM-003	8B
Daytonport Roadside Parking Area	AN-RMC-008	Met W

OVERLOOK WALL

Cascade River Overlook	CK-UOG-044	1A
Gooseberry Falls Concourse	LA-SVC-046	1A
New Duluth Overlook	SL-DUL-2430	1A
Split Rock Lighthouse Overlook	LA-BBT-023	1A
Thompson Hill Overlook	SL-DUL-2431	1A
Wrenshall/Veterans' Memorial (2 overlooks)	CL-TLK-004	1A
Orr Roadside Parking Area	SL-ORC-005	1B
Whipholt Roadside Parking Area	CA-PLK-003	2A
Garrison Concourse	CW-GRC-001	3A
Kenney Lake Overlook	CW-GRT-003	3A
Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Willow Lake Roadside Parking Area	CA-TOR-002	3A
Cold Spring Roadside Parking Area	SN-CSC-024	3B

Detroit Lakes Overlook	BK-DLC-157	4A
Glenwood Overlook	PO-GLC-022	4B
Inspiration Point Wayside (2 overlooks)	FL-CRL-011	6A
Lake City Concourse (3 overlooks)	WB-LKC-093	6A
Preston Overlook	FL-PRC-041	6A
Reads Landing Overlook	WB-PEP-012	6A
Silver Lake Roadside Parking Area	OL-ROC-105	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Granite Falls Overlook	YM-GRN-078	8B
Burns Avenue Overlook	RA-SPC-2927	Met E
Mendota Overlook	DK-MHC-012	Met E
Stillwater Overlook - North	WA-SWT-013	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Taylors Falls Overlook - North	CH-TFC-055	Met E
Taylors Falls Overlook - South (4 overlks)	CH-SHT-032	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Graeser Park	HE-RBC-025	Met W

PICNIC SHELTER(S)

Orr Roadside Parking Area	SL-ORC-005	1B
Garrison Rest Area	CW-GRT-001	3A
Babcock Memorial Park	SH-ERC-028	3B
Dustin Memorial Wayside	WR-MDL-004	3B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W

PICNIC TABLE(S), OTHER

Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Soudan Roadside Parking Area	SL-SOC-001	1B
Baudette Rest Area	LW-BDC-030	2A
Garrison Rest Area	CW-GRT-001	3A
Browns Valley Historical Marker	TR-FOL-006	4B
Graceville Historical Marker	BS-GRA-017	4B
Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Daytonport R.P.A.	AN-RMC-008	Met W

PICNIC TABLE(S), STONE

Babcock Memorial Park	SH-ERC-028	3B
Inspiration Point Wayside Rest	FL-CRL-011	6A

Red Wing Roadside Parking Area	GD-RWC-849	6B
Blazer Park	HE-GVC-047B	Met W
Graeser Park	HE-RBC-025	Met W
Lilac Park	HE-SLC-013	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W

PRIVIES

Pomme de Terre Roadside Parking Area	SW-MOY-007	4B

REFUSE CONTAINER(S), STONE

Blazer Park	HE-GVC-047B	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W

RESTROOM BLDG

Soudan Roadside Parking Area	SL-SOC-001	1B
Baudette Rest Area	LW-BDC-030	2A
Garrison Rest Area	CW-GRT-001	3A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Babcock Memorial Park	SH-ERC-028	3B
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W

RETAINING WALL

Cascade River Overlook (3 ret. walls)	CK-UOG-044	1A
Spang Spring Roadside Parking Area	IC-SPG-004	1B
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Reads Landing Overlook	WB-PEP-012	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Mantorville Retaining Walls (2 ret. walls)	DO-MTC-038	6B
Redwood Falls Retaining Wall	RW-RFC-032	8B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E
Taylors Falls Overlook - South	CH-SHT-032	Met E
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W

TH 100 at TH 55 Retaining Walls (2 walls)	HE-GVC-053	Met W
TH 55 Retaining Wall	HE-GVC-052	Met W

ROCK GARDEN

Graeser Park	HE-RBC-025	Met W
Lilac Park	HE-SLC-013	Met W

SEA WALL

Grand Marais Harbor Sea Wall	CK-GMC-029	1A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B

SIDEWALK

Gooseberry Falls Concourse	LA-SVC-046	1A

SIGNPOST, OTHER

Berglund, Ray Roadside Parking Area	CK-TFT-001	1A

SIGNPOST, STONE

Blazer Park	HE-GVC-047B	Met W

SPRING WATER OUTLET

Spang Spring Roadside Parking Area	IC-SPG-004	1B
Cold Spring R.P.A. (2 spring outlets)	SN-CSC-024	3B
Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
Victory Memorial Rest Area	BE-DEC-008	7A
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B

STATUE

Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W

STORAGE BLDG

Baudette Rest Area	LW-BDC-030	2A

TRAIL STEPS

Cascade River Overlook	CK-UOG-044	1A
Cross River Rest Area	CK-UOG-047	1A
Gooseberry Falls Concourse (2 sets)	LA-SVC-046	1A
Temperance River R.P.A. (4 sets)	CK-UOG-046	1A
Cold Spring R.P.A. (2 sets)	SN-CSC-024	3B
Red Wing Roadside Parking Area	GD-RWC-849	6B
Victory Memorial Rest Area	BE-DEC-008	7A
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
St. Croix Boomsite R.P.A. (2 sets)	WA-SWT-004	Met E

WALL

Temperance River Roadside Parking Area	CK-UOG-046	1A
Inspiration Point Wayside Rest	FL-CRL-011	6A
Red Wing Roadside Parking Area	GD-RWC-849	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Lilac Park	HE-SLC-013	Met W

WELL/PUMP

Willow Lake Roadside Parking Area	CA-TOR-002	3A
Babcock Memorial Park	SH-ERC-028	3B
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Blazer Park	HE-GVC-047B	Met W
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W

DESIGNERS OF THE PROPERTIES

Properties associated with each designer are listed below by Historic Name, SHPO Inventory Number, and Mn/DOT District.

BARBER, EDWARD W.

Gooseberry Falls Concourse	LA-SVC-046	1A

BETTENBURG, PHILIP C.

Camp Ripley Entrance Walls	MO-GRE-047	3A

BRIOSCHI-MINUTI COMPANY

Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W

CRUIKSHANK, WILLIAM H.

Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A

MARTIN, V. C.

Garrison Rest Area	CW-GRT-001	3A

MINN DEPARTMENT OF HIGHWAYS (MHD)

Cascade River Overlook	CK-UOG-044	1A
Clifton-French River Historical Marker	SL-DUT-002	1A
Cross River Rest Area	CK-UOG-047	1A
Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
New Duluth Overlook	SL-DUL-2430	1A
Split Rock Lighthouse Overlook	LA-BBT-023	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Camp Ripley Entrance Walls	MO-GRE-047	3A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
Dustin Memorial Wayside	WR-MDL-004	3B
Maine Prairie Corners Historical Marker	SN-MPR-004	3B

Detroit Lakes Overlook	BK-DLC-157	4A
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Pelican Rapids Village Historical Marker	OT-PRC-021	4A
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Chatfield Historical Marker	FL-CHC-034	6A
Mapleton Historical Marker	BE-MPC-031	7A
Victory Memorial Rest Area	BE-DEC-008	7A
Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Bolles Mill Historical Marker	WA-AFC-035	Met E
Burns Avenue Overlook	RA-SPC-2927	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E
Taylors Falls Overlook - North	CH-TFC-055	Met E
TH 55 Retaining Wall	HE-GVC-052	Met W

MORELL AND NICHOLS

Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A

NATIONAL PARK SERVICE (UNSPECIFIED)

Garrison Rest Area	CW-GRT-001	3A

NICHOLS, A. R.

Cascade River Overlook	CK-UOG-044	1A
Gooseberry Falls Concourse	LA-SVC-046	1A
Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
Thompson Hill Overlook	SL-DUL-2431	1A
Orr Roadside Parking Area	SL-ORC-005	1B
Spang Spring Roadside Parking Area	IC-SPG-004	1B
Garrison Concourse	CW-GRC-001	3A
Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
Garrison Rest Area	CW-GRT-001	3A
Kenney Lake Overlook	CW-GRT-003	3A
TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A
Willow Lake Roadside Parking Area	CA-TOR-002	3A
Babcock Memorial Park	SH-ERC-028	3B
Cold Spring Roadside Parking Area	SN-CSC-024	3B
St. Cloud Historical Marker	SH-SCC-048	3B
Craigie Flour Mill Historical Marker	OT-OTT-001	4A
Browns Valley Historical Marker	TR-FOL-006	4B

Glenwood Overlook	PO-GLC-022	4B
Graceville Historical Marker	BS-GRA-017	4B
Preston Overlook	FL-PRC-041	6A
Reads Landing Overlook	WB-PEP-012	6A
Fort Beauharnois Historical Marker	GD-FLC-056	6B
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
Granite Falls Overlook	YM-GRN-078	8B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Mendota Overlook	DK-MHC-012	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Stillwater Overlook - North	WA-SWT-013	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Taylors Falls Overlook - South	CH-SHT-032	Met E
Blazer Park	HE-GVC-047B	Met W
Chaska Historical Marker	CR-CKC-057	Met W
Graeser Park	HE-RBC-025	Met W
Graeser Park - South	HE-RBC-160	Met W
Lilac Park	HE-SLC-013	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W
National Grange Historical Marker	SH-ERC-029	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W

NICHOLS, A. R. (ATTRIBUTED)

Cross River Rest Area	CK-UOG-047	1A
Grand Marais Harbor Sea Wall	CK-GMC-029	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Whipholt Roadside Parking Area	CA-PLK-003	2A
Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Vineland Historical Marker	ML-KAN-006	3A
Otter Tail City Historical Marker	OT-OTC-004	4A
Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Stage Station Historical Marker	DL-OSA-021	4B
Inspiration Point Wayside Rest	FL-CRL-011	6A
Lake City Concourse	WB-LKC-093	6A
Silver Lake Roadside Parking Area	OL-ROC-105	6A
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
Red Wing Roadside Parking Area	GD-RWC-849	6B
Birch Coulee Historical Marker	RN-BCO-004	8A
Avoca Historical Marker	MU-AVC-010	8B
Redwood Falls Retaining Wall	RW-RFC-032	8B
Pine Bend Historical Marker	DK-IVG-023	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W

SKOOGLUN, H. O.

Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
Kenney Lake Overlook	CW-GRT-003	3A
TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A

SMITH, GLANVILLE

Kensington Runestone Replica R.P.A.	DL-ALE-067	4B

TOLTZ, KING, DUVALL, ANDERSON, ASSOC.

Baudette Rest Area	LW-BDC-030	2A
Garrison Rest Area	CW-GRT-001	3A
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Daytonport Roadside Parking Area	AN-RMC-008	Met W

UNKNOWN

Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Soudan Roadside Parking Area	SL-SOC-001	1B
Leaf City Historical Marker	OT-LLT-001	4A
Wabasha Overlook	WB-WBC-183	6A
Frontenac State Park Gates	GD-FLC-057	6B
Mantorville Retaining Walls	DO-MTC-038	6B
Minn State Training School Ent. Walls	GD-RWC-021	6B
Camp Release State Memorial Wayside	LP-CAM-003	8B
Mendota Granite Arrow Marker	DK-MDC-010	Met E
Sibley Pioneer Church Monument	DK-MDC-011	Met E

BUILDERS OF THE PROPERTIES

Properties associated with each builder are listed below by Historic Name, SHPO Inventory Number, and Mn/DOT District.

BODIN, A A, AND SON

Fond du Lac Culvert (Bridge 5757)	SL-DUL-2416	1A

CIVILIAN CONSERVATION CORPS (CCC)

Cascade River Overlook	CK-UOG-044	1A
Gooseberry Falls Concourse	LA-SVC-046	1A
Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
Orr Roadside Parking Area	SL-ORC-005	1B
Garrison Concourse	CW-GRC-001	3A
Garrison Creek Culvert (Bridge 5266)	CW-GRC-006	3A
Garrison Ped Underpass (Bridge 5265)	CW-GRC-005	3A
Garrison Rest Area	CW-GRT-001	3A
Kenney Lake Overlook	CW-GRT-003	3A
TH 169 Culvert at St. Alban's Bay	CW-GRT-002	3A
Whitefish Creek Bridge (Bridge 3355)	ML-KAN-005	3A
Willow Lake Roadside Parking Area	CA-TOR-002	3A

CIVILIAN CONSERVATION CORPS (CCC), SUSPECTED

Temperance River Roadside Parking Area	CK-UOG-046	1A
Cross River Rest Area	CK-UOG-047	1A

COLD SPRING GRANITE CO.

Maine Prairie Corners Historical Marker	SN-MPR-004	3B
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B

DENDOLPH, K, CONSTRUCTION

Sibley Pioneer Church Monument	DK-MDC-011	Met E

FEDERAL RELIEF, SUSPECTED

Soudan Roadside Parking Area	SL-SOC-001	1B
Minn State Training School Ent. Walls	GD-RWC-021	6B

FED/STATE EMERGENCY RELIEF (FERA/SERA)

Camp Ripley Entrance Walls	MO-GRE-047	3A

FED/STATE EMERG RELIEF (FERA/SERA), SUSPECTED

Spang Spring Roadside Parking Area	IC-SPG-004	1B
Inspiration Point Wayside Rest	FL-CRL-011	6A
Preston Overlook	FL-PRC-041	6A
Red Wing Roadside Parking Area	GD-RWC-849	6B
Redwood Falls Retaining Wall	RW-RFC-032	8B
Taylors Falls Overlook - South	CH-SHT-032	Met E

GUTHRIE, A, & CO.

Cross River Rest Area	CK-UOG-047	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A

LOCAL GOVERNMENT

Wabasha Overlook	WB-WBC-183	6A
Olson, Floyd B. Memorial Statue	HE-MPC-9013	Met W

MCLEAN, C R

Lester River Bridge (Bridge 5772)	SL-DUL-2428	1A

MINNEAPOLIS BRIDGE CO.

Camp Ripley Entrance Walls	MO-GRE-047	3A

MINN DEPT OF HIGHWAYS (MHD)

Berglund, Ray Roadside Parking Area	CK-TFT-001	1A
Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Clifton-French River Historical Marker	SL-DUT-002	1A

Cross River Rest Area	CK-UOG-047	1A
Fond du Lac Historical Marker	SL-DUL-2429	1A
New Duluth Overlook	SL-DUL-2430	1A
Split Rock Lighthouse Overlook	LA-BBT-023	1A
Spruce Creek Culvert (Bridge 8292)	CK-UOG-045	1A
Temperance River Roadside Parking Area	CK-UOG-046	1A
Wrenshall Overlook/Veterans' Memorial Ov	CL-TLK-004	1A
Soudan Roadside Parking Area	SL-SOC-001	1B
Baudette Rest Area	LW-BDC-030	2A
Whipholt Roadside Parking Area	CA-PLK-003	2A
Long Lake Roadside Parking Area	CW-NSC-004	3A
Vineland Historical Marker	ML-KAN-006	3A
Dickinson Spring Roadside Parking Area	WR-RKT-006	3B
Dustin Memorial Wayside	WR-MDL-004	3B
Maine Prairie Corners Historical Marker	SN-MPR-004	3B
Detroit Lakes Overlook	BK-DLC-157	4A
Minnesota Woman Roadside Parking Area	OT-PEL-001	4A
Otter Tail City Historical Marker	OT-OTC-004	4A
Pelican Rapids Village Historical Marker	OT-PRC-021	4A
Browns Valley Historical Marker	TR-FOL-006	4B
Kensington Runestone Replica R.P.A.	DL-ALE-067	4B
Chatfield Historical Marker	FL-CHC-034	6A
Mapleton Historical Marker	BE-MPC-031	7A
Victory Memorial Rest Area	BE-DEC-008	7A
Birch Coulee Historical Marker	RN-BCO-004	8A
Morton Pioneer Monuments R.P.A.	RN-BFS-002	8A
Bolles Mill Historical Marker	WA-AFC-035	Met E
Burns Avenue Overlook	RA-SPC-2927	Met E
Marine on St. Croix R.P.A.	WA-MXC-015	Met E
Mendota Granite Arrow Marker	DK-MDC-010	Met E
Tamarack House Historical Marker	WA-SWC-714	Met E
Taylors Falls Overlook - North	CH-TFC-055	Met E
Taylors Falls Overlook - South	CH-SHT-032	Met E
Chaska Historical Marker	CR-CKC-057	Met W
Daytonport Roadside Parking Area	AN-RMC-008	Met W

MINNESOTA, STATE OF

Camp Release State Memorial Wayside	LP-CAM-003	8B

MINNESOTA, STATE OF, DIRECT LABOR

Temperance River Roadside Parking Area	CK-UOG-046	1A
Taylors Falls Overlook - South	CH-SHT-032	Met E

NATIONAL RECOVERY WORK RELIEF (NRWR)

Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Stillwater Overlook - North	WA-SWT-013	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E

NATIONAL YOUTH ADMINISTRATION (NYA)

Pine-Hickory Lakes Roadside Parking Area	AK-FIS-017	3A
Babcock Memorial Park	SH-ERC-028	3B
St. Cloud Historical Marker	SH-SCC-048	3B
Craigie Flour Mill Historical Marker	OT-OTT-001	4A
Glenwood Overlook	PO-GLC-022	4B
Lake City Concourse	WB-LKC-093	6A
Reads Landing Overlook	WB-PEP-012	6A
Fort Beauharnois Historical Marker	GD-FLC-056	6B
Frontenac R.P.A./Maiden Rock	GD-FLC-054	6B
New Ulm Spring Roadside Parking Area	NL-CTT-006	7B
Indian Battle Ground Historical Marker	WA-SWC-713	Met E
Mendota Overlook	DK-MHC-012	Met E
Pine Bend Historical Marker	DK-IVG-023	Met E
St. Croix Boomsite Roadside Parking Area	WA-SWT-004	Met E
Stillwater Overlook - North	WA-SWT-013	Met E
Stillwater Overlook - South	WA-OHC-005	Met E
Christmas Lake Roadside Parking Area	HE-MKC-065	Met W
Mill Pond Roadside Parking Area	SC-SPC-069	Met W
National Grange Historical Marker	SH-ERC-029	Met W

OLSON, AXEL

Detroit Lakes Overlook	BK-DLC-157	4A

ROMAN BRONZE WORKS

Floyd B. Memorial Statue	HE-MPC-9013	Met W

STENSTED, OLE

Mantorville Retaining Walls	DO-MTC-038	6B

UNKNOWN

Leaf City Historical Marker	OT-LLT-001	4A
Frontenac State Park Gates	GD-FLC-057	6B

WORK PROJECTS ADMINISTRATION (WPA)

Whipholt Roadside Parking Area	CA-PLK-003	2A
Camp Ripley Entrance Walls	MO-GRE-047	3A
Graceville Historical Marker	BS-GRA-017	4B
Stage Station Historical Marker	DL-OSA-021	4B
Avoca Historical Marker	MU-AVC-010	8B
Graeser Park	HE-RBC-025	Met W
Graeser Park - South	HE-RBC-160	Met W
TH 100 at TH 55 Retaining Walls	HE-GVC-053	Met W
TH 55 Retaining Wall	HE-GVC-052	Met W

WORKS PROGRESS ADMINISTRATION (WPA)

Big Pine Lake Roadside Parking Area	PN-PLK-006	1A
Thompson Hill Overlook	SL-DUL-2431	1A
Camp Ripley Entrance Walls	MO-GRE-047	3A
Cold Spring Roadside Parking Area	SN-CSC-024	3B
Pomme de Terre Roadside Parking Area	SW-MOY-007	4B
Silver Lake Roadside Parking Area	OL-ROC-105	6A
Mendota Overlook	DK-MHC-012	Met E
Point Douglas Road Retaining Wall	RA-SPC-2928	Met E
Blazer Park	HE-GVC-047B	Met W
Lilac Park	HE-SLC-013	Met W
St. Louis Park Roadside Parking Area	HE-SLC-017	Met W
TH 100 Culvert (Bridge 5442)	HE-GVC-051	Met W

WORKS PROGRESS ADMINISTRATION (WPA), SUSPECTED

Grand Marais Harbor Sea Wall	CK-GMC-029	1A
Granite Falls Overlook	YM-GRN-078	8B

YOUTH CONSERVATION COMMISSION (YCC)

Clifton-French River Historical Marker	SL-DUT-002	1A
Taylors Falls Overlook - North	CH-TFC-055	Met E

PLANT MATERIALS USED ON THE PROPERTIES

The plant materials most often specified in the original planting plans for the inventoried properties are listed below.

Botanical Name	Common Name
Acer dasycarpumm	Silver Maple
Acer saccharum	Sugar Maple
Acer tartaricum	Tartarian Maple
Agrostis palustris	Red Top
Ampelopsis tricuspidata	Japanese Creeper
Caragana arborescens	Siberian Pea Tree
Cornus alba sibirica	Coral Dogwood
Cornus stolonifera	Red Twig or American Dogwood
Crataegus crusgalli	Cockspur Thorn
Elaegnus augustifolia	Russian Olive
Fraxinus americana	White Ash
Fraxinus pennsylvanica lanceolata	Green Ash
Juniperus chinensis pfitzeriana	Chinese Juniper
Juniperus communis depressa	Common Juniper
Juniperus horizoutolis "plumosa"	Andorra Juniper
Juniperus pfitzeriana	Pfitzer Juniper
Juniperus sabina	Savin Juniper
Juniperus virginiana	Red Cedar
Lolium perenne	Domestic Rye Grass
Lonicera morrowi	Morrows Honeysuckle
Lonicera tartarica rosea	Red (or Rosy) Tartarian Honeysuckle
Lycium chinense	Chinese Matrimony Vine
Malus ioensis bechteli	Bechtel Crab
Phleum pratense	Timothy
Picea canadensis albertiana	Black Hills Spruce
Picea glauca "densata"	Black Hills Spruce
Picea pungens	Colorado Green Spruce
Pinus montana	Mountain Pine
Pinus mugo	Mugho Pine
Pog pratensis	Kentucky Blue Grass
Populus eugenei	Carolina Poplar
Populus nigra italica	Lombardy Poplar
Rhus glabra	Smooth Sumac
Ribes alpinum	Mountain Currant
Rosa rugosa	Red Rugosa or Japanese Rose
Salix blanda	Wisconsin Weeping Willow
Salix pentandra	Laurel Willow
Sambucus canadensis	American Elder

Spiraea arguta	Garland Spirea
Syringa vulgaris	Common Lilac
Trifolium hybridum	Alsike Clover
Trifolium repens	White Dutch Clover
Ulmus americana	American Elm
Ulmus parvifolia	Chinese Elm

GUIDE TO THE INVENTORY FORM

Historic Name — The earliest name that is strongly associated with the property. Properties are referred to by their historic names in this study, following common cultural resource management practice.

Other Name — One other commonly used name of the property.

Location — A brief description of the property's location, generally given from the nearest numbered or named roadway or major river.

City/Township — The municipality or township in which the property was located at the time of the study. The township is given if the property is located outside a municipal boundary.

County — The county in which the property is located.

Twp Rng Sec — The Township, Range, and Section in which the property is located. Two sections may be given if a property is located in more than one section.

USGS Quad — Name of the U.S. Geological Survey topographical map quadrant in which the property is located.

UTM — The coordinates of the property using the Universal Transverse Mercator (UTM) grid system.

Designer — Names of up to three landscape architects, architects, engineers, or other designers that are responsible for the original and/or early design of the property. For more information see the HISTORICAL BACKGROUND section of the inventory form.

Builder — Names of up to three agencies, firms, or individuals that are responsible for the original and/or early construction of the property. For more information see the HISTORICAL BACKGROUND section of the inventory form.

Historic Use — Original use of the property.

Present Use — Current use of the property.

Yr of Landscape Design Year in which the property was originally landscaped.

Overall Site Integrity A general assessment of the property's alteration from its original design. Three categories are used: Intact/Slightly Altered, Moderately Altered, and Very Altered. For further information see the INTEGRITY section of the inventory form.

Review Required Indicates that a cultural resource review is required. Contact the Mn/DOT Cultural Resources Unit for further information.

National Register Status The eligibility of the property for the National Register of Historic Places. This evaluation is made using the National Register Criteria for Evaluation and the Registration Requirements of an established historic context, if available. For more information, see the STATEMENT OF SIGNIFICANCE section of the inventory form and the "Evaluation of National Register Eligibility" section of this report.

The National Register Status is given as one of four statements, listed in bold type below:

Listed

The property is already individually listed on the National Register. If the property is a member of an existing National Register historic district, this is also indicated.

Eligible

It is the consultant's recommendation that the property is eligible for the National Register of Historic Places under the "Roadside Development" historic context.

Eligible in Near Future

It is the consultant's recommendation that the property will be eligible for the National Register under the "Roadside Development" historic context in the near future when the property meets the National Register's 50-year age requirement.

Not Eligible

It is the consultant's recommendation that the property is not eligible for the National Register.

Historic Context The name of the historic context(s) under which the property is eligible for the National Register. Up to three historic contexts may be listed.

Table of Site Structures The Table of Site Structures provides a list of all buildings, structures, and objects that are located on the property. The table provides the Type and Year Built for each feature listed. The table provides a brief overview of the site's structures, but does not include landscape features such as plantings, parking areas, and trails. Because it does not list landscape features, the table is not meant to be a comprehensive listing of all significant elements on each property.

Type

A single term that describes the type of feature.

Year Built

Provides the year the feature was built. The term "Circa," meaning "about," is used if the exact year is unknown.

Final Report The name of the final report that summarizes the findings of this study.

CS # Mn/DOT's trunk highway Control Section number.

SHPO Inv # The Inventory Number is assigned by the SHPO. It consists of a two letter code for the county, a three letter code for the city or township, and a unique number assigned to each property. The SHPO Inventory Number appears on the upper right hand corner of all pages of the inventory form and on all accompanying documents.

Hwy The current trunk highway or highways on which the property is located.

District The Mn/DOT maintenance district in which the property is located.

Reference Point The Mn/DOT trunk highway reference point at which the property is located.

Acres The approximate size of the property in acres.

Rest Area Class The Mn/DOT rest area classification. The abbreviation "NA" meaning "not applicable" is used for properties that are not rest areas.

SP # The highway department's State Project number(s) associated with the original or early construction of the property.

SHPO Review # The SHPO Review and Compliance Number. This number is assigned to a property when it is included within a cultural resources review by the SHPO. The first two digits of the number refer to the federal fiscal year in which the SHPO review began and the number was assigned. More than one number may appear in this field if the property has been included in more than one SHPO review. For more information see the PREVIOUS SHPO REVIEWS section of the inventory form.

MHS Photo # The MHS Photo Number is the catalog number for the black and white photographs that were taken during the study. The photo negatives are stored at the Minnesota Historical Society (MHS) as part of its photograph collection. The first six digits of the catalog number are called the "Contact Sheet Number" and identify the roll of film. The digits that follow the decimal point (.) identify the frame numbers. Several consecutive frame numbers are given as a range of numbers (e.g., 01-05 refers to frames one through five). Reprints of the photographs can be ordered from MHS by referencing this number.

MnDot Historic Photo Album About 75 of the inventoried properties are depicted in two sets of historic photo albums that are located in Mn/DOT's Site Development Unit. The first set of albums was compiled circa 1937-1941 by Arthur R. Nichols, who served as Consulting Landscape Architect for the Highway Department's Roadside Development program in the 1930s. The second set of albums was compiled circa 1942 under the direction of Engineer Harold E. Olson, who was head of the Roadside Development Division from 1932 to 1963. They were updated under Olson's direction circa 1954. (For more information, see Appendix J of this report.)

	If historical photographs of the property appear in either of these photo albums, this field contains the word "Nic" or "Ols," which identifies the photo album set. The name is followed by the volume number and page number of the photo album, separated by a decimal point.
Fieldwork Date	The date on which the property was visited and photographed.
Prep by	The name of the consultant that conducted the study and prepared the study documentation. The second line of this field provides the month and year in which the inventory form was prepared and a reference number used by the consultant.
Prep for	The name of the Mn/DOT offices for whom the study was prepared.
Brief	Brief introductory information on the property's location.
Standing Structures	A brief description of the physical characteristics of each standing structure on the property.
Other Landscape Features and Plantings	A brief description of the property's landscaping, layout, topography, current plantings, and original plantings (if known).
Setting	Brief description of the setting in which the property is located.
Integrity	The Integrity section indicates whether the property was originally built according to plan (if known). It includes a brief summary of the ways in which the property has been changed since it was originally built. A brief statement summarizes whether the property retains the following seven integrity characteristics: Location, Design, Setting, Materials, Workmanship, Feeling, and Association. (These seven characteristics are used by the National Register of Historic Places to evaluate the overall integrity of a property. See the "Evaluation of National Register Eligibility" section of this report for more information on the seven integrity characteristics.) The Integrity section ends with a brief statement about the property's current condition.
Historical Background	A summary of historical background information on

the property. The REFERENCES section (see below) lists the major sources used.

Previous SHPO Reviews A summary of previous cultural resource reviews by the SHPO that include the property. The file that documents the review is known as a SHPO Review and Compliance file. It is referenced with a SHPO Review # (see SHPO REVIEW # above).

Statement of Significance A summary of the significance of the property within the findings of this study. The Statement of Significance includes recommendations regarding the property's eligibility for the National Register of Historic Places. It may also include statements regarding the property's significance beyond its National Register eligibility.

Other Comments Other comments about the property.

References A list of major sources that were used to compile historical information about the property.

Additional Background Information and Marker Text The last section of the inventory form contains additional, or more detailed, background information about the property or its history. It also provides the text of any interpretive markers that are standing on the property.

Mn/DOT'S HISTORIC ROADSIDE DEVELOPMENT PHOTO ALBUMS

Two sets of historic photo albums were invaluable sources of information for this study. (About 75 of the 102 properties in this Mn/DOT Historic Roadside Development Structures Inventory are illustrated in the albums.) The albums were prepared by and for the Minnesota Department of Highway's (MHD) Roadside Development Division in the mid-1930s through the mid-1950s. One set had been forgotten in storage and was unearthed and returned to the Site Development Unit in 1994 by Clem Kachelmyer (Mn/DOT Preliminary Design Engineer, Retired). Both sets had fallen into disrepair. As part of this study, Gemini Research re-attached loose photos, identified many views, encased each album page in a protective plastic sleeve, prepared indexes, and wrote this summary to facilitate the albums' use. The albums are on file in the Site Development Unit within Mn/DOT's Office of Technical Support.

The first set of albums was compiled circa 1937-1941 by Arthur R. Nichols of the landscape architecture firm Morell and Nichols. Nichols served as Consulting Landscape Architect for the MHD Roadside Development program from 1932-1940.

The second set of albums was compiled circa 1942 under the direction of Harold E. Olson, the longtime head of the Roadside Development Division who served in this capacity from 1932 to 1963. These albums were updated circa 1954.

Taken together, the two sets of albums provide the single most comprehensive record of the accomplishments of the Roadside Development Division during its first 25 years. The albums' black and white images create an overview of the breadth and scope of the division's work, and provide excellent illustrations of many of the historic properties that today are still under the stewardship of Mn/DOT.

The photographs convey the excellence of design, fine workmanship, and universal appeal that characterizes many of the properties. It is hoped the photographs will also serve to inspire future Mn/DOT designers, landscape architects, and engineers in their continuing roadside development work.

The two sets of albums are described below.

NICHOLS ALBUMS

Nichols, A. R., comp. *Album of Roadside Development Projects*. 7 vols. Photo album prepared for the Roadside Development Division, Minnesota Department of Highways. Circa 1937-1941.

The Nichols albums begin with a hand-lettered title sheet that reads, *Album of Roadside Development Projects*. The set originally contained at least seven volumes. Volumes 1 through 5 were given volume numbers by either Nichols and/or the Roadside Development Division. Volume 6 and 7 were given volume numbers by Gemini Research in 1998. All seven volumes were once in the possession of the Roadside Development

Division, but only four volumes (vols. 1, 5, 6, and 7) are held by the Mn/DOT Site Development Unit today. The fate of volumes 2, 3, and 4 is unknown.

The albums were compiled by Arthur R. Nichols who served as Consulting Landscape Architect for the Roadside Development program from 1932-1940, the years in which the program received its greatest infusion of labor and resources from various New Deal federal work relief programs. (See the "Historic Context Narrative" of this report for more information on A. R. Nichols.)

Included with the volumes was a typewritten letter from Nichols to Harold E. Olson, head of Roadside Development. It is typed on Morell and Nichols stationery, dated November 18, 1940, and is signed "A. R. Nichols." It was probably written to transmit one or several volumes to Olson. The letter has been placed in the front of Volume 6.

The Nichols albums do not represent a complete portfolio of Nichols' work for the Department of Highways. Rather, Nichols apparently created the albums to provide a sampling of the types of structures that the Roadside Development program was creating; to illustrate design characteristics, construction techniques, and various roadside development issues; and to serve as a design guide for future roadside development projects.

The four existing Nichols volumes contain about 250 black and white photographs. The photos show roadside development work in at least 130 different locations around the state. It is presumed that Nichols was involved in all of the work depicted. Most of the photographs were taken during the years 1933-1941. Many were taken immediately after a particular roadside development project was completed, and many show newly-installed plantings. Most of the photos were taken by either Nichols himself, by Roadside Development staff, or by other highway department personnel. (The back of some of the photographs are labeled with the date, photographer, State Project (S.P.) number, and/or location.)

Approximately 35 of the 102 properties inventoried in this study are depicted in the Nichols albums. These properties are identified by SHPO Inventory Number on the index to the albums that was prepared by Gemini Research. The individual inventory forms prepared for this study also provide the volume and page number of historic photographs found in the Nichols albums in the field labeled "MnDot Historic Photo Album."

The photographs in the Nichols albums were mounted on heavyweight paper. Volumes 1, 5, and 6 (which were prepared circa 1937-1941) have black pages. Volume 7 (which was prepared circa 1941) has cream-colored pages. Each photograph is mounted within a hand-drawn, fine-lined frame. The photograph captions are also hand-lettered. (The hand-drawn line frames match those in a personal scrapbook that Nichols compiled during his career. This scrapbook is held in the Morell and Nichols collection at the Northwest Architectural Archives of the University of Minnesota.)

The contents of the seven volumes are outlined below.

Volume 1 through Volume 5 (compiled circa 1937-1941)

Volumes 1 through 5 were originally compiled circa 1937. Photographs were added to the albums in circa 1938 and, again, circa 1941. The photographs in these five volumes are organized by topic, and the photos are identified by plate numbers. Paper dividers with labels such as "Bridges," "Concourses," "Culverts," and "Curbing" separate the albums into sections. The sections are arranged in alphabetical order through the five volumes. Nichols hand-lettered a brief index on the first page of each section. (These indexes list the volumes' original photographs and those added circa 1938, but not those added circa 1941.) Volumes 1 through 5 are divided into the following sections:

Vol. 1: Approaches, Bridges, Concourses, Council Rings, Culverts, Curbing, Dams, Drainage, Equipment, Erosion, and Erosion Control

Vol. 2 (MISSING): Fireplaces, Flagpoles, Flagstone, Foot Trails, Fine Grading, Garbage Receptacles, Guard Rails, Latrines, Live Snow Fence, Gutters, and Markers

Vol. 3 (MISSING): Parking Areas, Picnic Areas, Picnic Units, Planting (for Bridge Approaches, Cemetery Approaches, Islands, Roadsides, Roadside Parking Areas, Screens, Slopes, Concourses, Historic Markers, and State Line Markers)

Vol. 4 (MISSING): Riprap, Roads, Roadside Cleanup, Roadside Scars, Registration Station, Sidewalks, Seats, Shelters, Sodding, and Sloping

Vol. 5: Spring Development, Steps, Tent Sites, Timber Conservation, Wall Details, and Water Supply

Volume 6 (compiled circa 1939)

Volume 6 was compiled in circa 1939. (It was designated "Volume 6" by Gemini Research.) Many of the illustrations in the volume are drawings rather than photographs. The volume is organized by topic, but no plate numbers are used. Labeled paper dividers separate the volume into sections, which are generally arranged alphabetically. Nichols hand-lettered an overall index on the first page of the volume, rather than making separate indexes for each section. Volume 6 is divided into the following sections:

Vol. 6: Concourses, Belt Line Plan, Divided Roadways, Grade Separation, Historic Markers, Intersections, Overheads, Parks, Parking Areas, Right-of-Way, Terracing, Viaducts, and Typical Sections

Volume 7 (compiled circa 1941)

Volume 7 was compiled circa 1941. (It was designated "Volume 7" by Gemini Research.) It consists of photographs of general scenic and highway views in the state, along with

some individual roadside development structures. The volume is not organized by topic, it has no hand-lettered index, and no plate numbers are used. Volume 7 is on cream-colored, rather than black, paper. The hand-drawn line frames around the photographs differ slightly within the volume.

Included in the front of Volume 7 was a handwritten, undated note on Morell and Nichols stationery that was presumably written to Olson. In the note Nichols says, "I shall endeavor to supplement this collection with additional scenic material from time to time if you so desire." He signs the note "Nichols."

The Nichols albums are in fair condition. Gemini Research identified and re-attached many loose photographs and encased the pages in plastic. A few of the photographs and album pages are missing. The pages were originally gathered into inexpensive, black, cardboard-covered, three-ring binders. The binders were in poor condition and the pages were transferred to new three-ring binders so that they could be used more readily by Mn/DOT staff.

A typewritten index of Volumes 1 through 5 of the Nichols albums was prepared circa 1937 by an unknown party (probably either Nichols or Harold E. Olson). The typewritten index lists the original set of photographs that comprised the albums in circa 1937, but does not include the photographs that were added circa 1938 and circa 1941. The index also appears to contain a few errors. During this study, a new index was produced by Gemini Research. The circa 1937 typewritten index has been placed at the end of Volume 5, which is the last volume that it covers.

A typewritten list that refers to Volumes 1 through 5 was prepared circa 1941, probably by either Nichols or Olson. This list provides instructions for additions to these volumes that were made circa 1941. It has been placed at the end of Volume 5.

Gemini Research compiled a new index for the existing Nichols photo albums in 1998. Gemini tried to preserve the original page numbering system when it labeled the plastic sleeves into which the album pages were encased. Gemini staff made no attempt to verify the information found on the album pages, but corrected a few obvious errors with its index. Gemini Research also made notes in its index identifying some sites that have been demolished and some sites that are currently owned by local units of government, rather than by Mn/DOT. (This type of information was not comprehensively gathered by Gemini Research but, instead, was encountered occasionally during research on this project, and was listed in the index to assist users of the albums.) The 1998 index has been placed at the beginning of Volume 1 of the Nichols albums.

OLSON ALBUMS

Olson, Harold E., comp. *Historical Markers in Minnesota*. 4 vols. Prepared by the Roadside Development Division, Minnesota Department of Highway. Circa 1942, updated circa 1954.

This four-volume set of photo albums has a printed title page that reads *Historical Markers in Minnesota*. The albums were compiled circa 1942 under the direction of Harold E. Olson, who served as head of the Roadside Development Division from 1932 to 1963. They were updated circa 1954 while Olson was still head of the division. (See the "Historic Context Narrative" of this report for more information on Harold E. Olson.)

The Olson albums have approximately 440 yellow pages that contain hundreds of black and white photographs of about 330 roadside development projects located statewide. The albums serve as a broad (but not quite comprehensive) overview of the properties that were within the purview of the Roadside Development Division at the time that the albums were compiled. The Roadside Development Division was involved in the development of many, and perhaps all, of these properties.

Approximately 70 of 102 properties in this Mn/DOT Historic Roadside Development Structures Inventory are depicted in the Olson albums. These properties are identified by SHPO Inventory Number on the index to the albums that was prepared by Gemini Research. The individual inventory forms prepared for this study also provide the volume and page number of historic photographs found in the Olson albums under "MnDot Historic Photo Album."

Most of the photographs were taken in 1935-1942, and from 1950-1954. The later group comprises about ten percent of the photographs. (Many of these later pages are slightly different in color than the original pages.)

Many of the photos in the Olson albums were taken immediately after the completion of a particular roadside development project and show newly-installed plantings. Most of the photos were taken by Roadside Development staff, other highway department personnel, or Arthur R. Nichols. A few were taken by a federal or state agency such as the National Youth Administration (NYA). The back of some of the photographs are labeled with the date, photographer, State Project (S.P.) number, and/or location. (Holding the album pages up to a bright light will allow the user to read the back of the photos through the yellow paper.) A few album pages also contain photographs and newspaper clippings that were added by Roadside Development staff in the late 1950s and early 1960s.

The S.P. number and location of each project is typewritten at the top of most pages. Glued across the top of many of the pages are strips of white paper that contain typewritten captions. These pieces of paper were cut from an approximately 50-page-long document that was prepared in 1940 by the Minnesota Historical Records Survey (a project of the Work Projects Administration (WPA)). The document is entitled *Guide to Historic Markers Erected by the State Highway Department Cooperating With the Minnesota Historical Society*. (The *Guide* publishes the texts of 112 markers, most of which are probably depicted in the Olson albums.) Sometime after 1954, the Roadside Development staff also lightly penciled a page number onto the lower right-hand corner of most album pages.

At the beginning of Volume 1 of the Olson albums is a short introductory section in which Olson's staff displays miscellaneous materials. These materials include a 1953 drawing of a typical historic marker, a layout drawing of a typical historic marker located on a secondary road, a document entitled "Policies and Procedures of the Minnesota Historic Sites and Markers Commission," and other items.

Volumes 1 through 3 of the Olson albums depict roadside development properties arranged numerically by S.P. number. Volume 4 contains only state line markers, which are monuments that were erected in the 1930s and 1940s at major trunk highway entrance points to welcome travelers into Minnesota. (See Appendix K of this report.) The contents of the volumes are listed below:

Volume 1	S.P. 0000-2699
Volume 2	S.P. 2700-6899
Volume 3	S.P. 6900-8199
Volume 4	State Line Markers

The Olson albums are in fair condition. Gemini Research identified and re-attached loose photographs and placed the pages into plastic sleeves. A few of the photographs and album pages are missing. The pages were originally gathered into inexpensive, blue, canvas-covered, three-ring binders. The binders were in poor condition and the pages were transferred to new three-ring binders so that they could be used more readily by Mn/DOT staff.

The Roadside Development staff compiled a typewritten index of two volumes of the Olson albums sometime after circa 1954 (possibly in the early 1960s). The index is entitled "Index to Picture File: Three Books." For unknown reasons, current Volume 1 (covering S.P. numbers below 2700) was not included in the index. The typewritten index contains a few errors. It has been placed at the end of Volume 4.

Gemini Research compiled a new index for the Olson photo albums in 1998. An attempt was made to preserve the page numbering system that was handwritten on the album pages. Gemini staff made no attempt to verify the information found on the album pages, but corrected a few obvious errors with its index. Gemini Research also made notes in its index identifying some sites that have been demolished, and some sites that are currently owned by local units of government rather than by Mn/DOT. (This type of information was not comprehensively gathered by Gemini Research but, instead, was encountered occasionally during research on this project, and was listed in the index to assist users of the albums.) The 1998 index has been placed at the beginning of Volume 1 of the Olson albums.

STATE LINE MARKERS

The points at which Minnesota's trunk highways meet the state's borders were marked beginning in the 1930s and 1940s with a series of "state line markers." The state line markers were designed, built, and maintained by the highway department's Roadside Development Division. The early markers consisted of approximately 18 stone monuments and several simple, wooden signs. Some of the monuments stood on small wayside rests. The majority of the stone monuments were built in the southern half of the state. Two are believed to have been demolished, a monument on T.H. 15 in Martin County and a monument on T.H. 60 in Nobles County. Sixteen are standing.

The state line markers fit within the group of roadside development sites that are the subject of the current roadside development study. However, the markers were excluded from the current study because they were recently inventoried by Mn/DOT in 1995 in preparation for their repair and rehabilitation. No formal final report of the 1995 inventory was prepared. The findings of the review, however, are available from the Mn/DOT Office of Environmental Services and from the State Historic Preservation Office (SHPO Review #95-0118 through #95-0135).

The 16 existing pre-1955 monuments are nearly identical in design. (See Fig. Z.) Most were built of tan, random ashlar limestone. Most display individual variation in the stonework patterns, and some feature the type of stone that is native to the part of the state in which they were built. Most consist of a battered stone pylon that rests on a stepped stone platform. Extending from each stone pylon is a heavy timber arm from which hangs a wooden sign reading "Welcome to Minnesota." The monument design is attributed to Arthur R. Nichols who served as the highway department's Consulting Landscape Architect from 1932 to the early 1940s.

The 1995 Mn/DOT review found that 14 of the 16 pre-1955 state line monuments had been built by the National Youth Administration (NYA) between 1940 and 1942, one had been built by the Work Projects Administration (WPA) in 1942, and one had been built by highway department "Maintenance Labor" in 1943. (The current roadside development study found that one of the monuments attributed to the NYA may have been built instead by the CCC -- see note with asterisk (*) in the list below.)

The 1995 review determined that 15 of the 16 monuments were eligible for the National Register. The sixteenth monument, located on U.S. 52 in Fillmore County, was determined to be ineligible because it had been moved a significant distance from its original location.

The 16 existing pre-1955 state line monuments are listed below:

Control Section	Trunk Hwy	County	Year Built	Builder	Nat. Reg. Eligible	SHPO Review #
0602	12	Big Stone	1942	WPA	Yes	95-0120, 99-0360
2207	169	Faribault		NYA	Yes	95-0131
2309	52	Fillmore		NYA	No	95-0123
2313	63	Fillmore	1941	NYA	Yes	95-0125
2316	139	Fillmore		NYA	Yes	95-0124
2404	65	Freeborn	1941	NYA	Yes	95-0127
2406	69	Freeborn		NYA	Yes	95-0128
2805	61	Houston	1943	Maint Lab	Yes	95-0122
3205	71	Jackson		NYA	Yes	95-0130
3705	212	Lac qui Parle		NYA	Yes	95-0132
4104	14	Lincoln		NYA	Yes	95-0134
4603	15	Martin				razed?
5008	218	Mower		NYA	Yes	95-0126
5305	60	Nobles				razed?
5804	48	Pine		NYA *	Yes	95-0118
5903	30	Pipestone		NYA	Yes	95-0135
6701	75	Rock	1941-42	NYA	Yes	95-0129
87??	68	Yellow Medic		NYA	Yes	95-0133

* This site may have been built by the CCC. A penciled notation in an historic photo album beneath two 1942 photos of this monument reads "CCC '41 25%." The use of this phrase in the photo album suggests that by the end of 1941 the marker was 25 percent complete and that it was being built by the Civilian Conservation Corps (CCC) (Olson ca. 1942:226; see similar notation on Olson ca. 1942:229).

REFERENCES

"Details for a State Line Marker." Roadside Development S.P. Misc. 05. Construction plan sheet. Sept. 1939.

Hanson, Barb. "State Entryways Are Being Rehabilitated." *Highways in Recreation Areas (HIRA) Newsletter*, Feb. 1995.

Olson, Harold E., comp. *Historical Markers in Minnesota*. 4 vols. Photo album prepared by Department of Roadside Development, Minnesota Department of Highways. Circa 1942, updated circa 1954. Mn/DOT Site Development Unit. [Volume 4 of this photo album is devoted to state line markers.]

Review and Compliance Files. State Historic Preservation Office, Minnesota Historical Society.

NATIONAL REGISTER CRITERIA FOR EVALUATION

The following criteria are designed to guide the States, Federal Agencies, and the Secretary of the Interior in evaluating potential entries (other than areas of the National Park System and National Historic Landmarks) for the National Register.

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

(a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
(b) are associated with the lives of persons significant in our past; or
(c) that embody the distinctive characteristics of a type, period, or method of construction or that represent work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
(d) that have yielded, or may be likely to yield, information important in prehistory or history.

Ordinarily cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

(a) a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
(b) a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
(c) a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
(d) a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
(e) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration plan, and when no other building or structure with the same association has survived; or
(f) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
(g) a property achieving significance within the past 50 years if it is of exceptional importance.