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.