

**MNDOT HISTORIC ROADSIDE DEVELOPMENT  
STRUCTURES INVENTORY**

DK-IVG-023  
CS 1907  
Pine Bend Historical Marker

<b>Historic Name</b> <b>Other Name</b>	Pine Bend Historical Marker	<b>CS #</b> <b>SHPO Inv #</b>	1907 DK-IVG-023
<b>Location</b> <b>City/Township</b> <b>County</b> <b>Twp Rng Sec</b> <b>USGS Quad</b> <b>UTM</b>	E side of TH 52/TH 55 at the SE corner of the jct of TH 52/TH 55 and 117th St Inver Grove Heights, City of Dakota 27N 22W Sec 34 Inver Grove Height Z15 E497300 N4958160	<b>Hwy District Reference</b>	TH 52/55 Met E 118.4
<b>Designer</b>	Nichols, A R, Attributed	<b>Acres</b> <b>Rest Area Class</b>	.1 4
<b>Builder</b>	National Youth Administration (NYA)	<b>SP #</b>	1907-03
<b>Historic Use</b> <b>Present Use</b>	Roadside Parking Area Roadside Parking Area	<b>SHPO Review #</b>	
<b>Historic Use</b> <b>Present Use</b>	Roadside Parking Area Roadside Parking Area	<b>MHS Photo #</b>	013522.18-25
<b>Yr of Landscape Design</b>	1939-40	<b>MnDOT Historic Photo Album</b>	Ols 1.71 Ols 1.72
<b>Overall Site Integrity</b>	Intact/Slightly Altered		
<b>Review Required</b>	Yes		
<b>National Register Status</b>	Eligible, see Statement of Significance Now ineligible (marked relocated to nearby site): see <a href="http://www.dot.state.mn.us/roadsides/historic/files/wayrep-suppl.pdf">http://www.dot.state.mn.us/roadsides/historic/files/wayrep-suppl.pdf</a> for additional information.		
<b>Historic Context</b>	Roadside Development on Minnesota Trunk Highways, 1920-1960		
<b>List of Standing Structures</b>			
<b>Feat#</b>	<b>Feature Type</b>	<b>Year Built</b>	<b>Fieldwork Date</b>
01	Marker	1939-40	05-11-97
02	Curb, Stone	1939-40	
03	Flagpole, Stone	1943	
NOTE: Landscape features are not listed in this table			<b>Prep by</b> Gemini Research Dec. 98 G1. 57
			<b>Prep for</b> Site Development Unit Cultural Resources Unit Environmental Studies Unit
<b>Final Report</b>	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)		

■ BRIEF

The Pine Bend Historical Marker is located on the eastern side of T.H. 52/T.H. 55 (formerly T.H. 52/T.H.53) at the southeastern corner of the intersection of T.H.52/T.H.55 and 117th Street. It stands on a .1-acre site just within the southern city limits of the City of Inver Grove Heights.

■ STANDING STRUCTURES

**Stone Marker.** Built 1939-1940 by the NYA. The principal feature on this site is a stone marker that is basically rectangular in shape and measures approximately 12' wide and about 15' deep. It is built of tan, random ashlar, roughly-cut limestone with contrasting dark red brick trim (specified as vitrified brick on the plan). The stones were carefully selected and the masonry carefully executed.

The marker consists of a rectangular shaft that rises above a flagstone terrace and is flanked by low sidewalls. The shaft supports a bronze plaque that is set within a rectangular niche that is topped by a keystone. The niche is framed in red brick. Red brick was also used to create a herringbone-patterned panel beneath the niche. The sidewalls of the marker, flanking the shaft, have caps of red brick. In front of the shaft is a wide curving limestone step (specified as herringbone-patterned brick in the plan) that allows visitors to step up to the plaque. The marker's terrace has two wide steps on its front edge. Beneath these steps, a lower level of flagstone creates a plaza that is about 2'6" wide. There is a small plaque on the front edge of the marker (near its northern end) that reads "NYA Constructed by National Youth Administration Cooperating with the Minnesota Department of Highways 1939."

The marker constitutes only the central section of a more extensive, 34'-wide marker that was drawn in the original plan. In the plan, the existing marker is flanked by two slightly lower wings that extend north and south and then curve several feet forward. The flagstone terrace in the plan is much wider (filling width of the entire marker), and the plan shows two benches with stone legs and concrete slab seats that were shaped to fit within the curves of the wings. Finally, the lowest level of flagstone is shown on the plan as a larger flagstone plaza, and the stone steps were to have been flanked by low stone piers with brick caps.

The text of the marker's plaque commemorates the site of a former Sioux village and the abandoned St. Paul and Southern Railway. The seals of the State of Minnesota Department of Highways and the Minnesota Historical Society are cast near the bottom. (See marker text at the end of this document.)

**Stone Curbing.** Built 1939-1940 by the NYA. There is a stone curb, partially covered or missing, along the eastern side of the pull-off drive.

**Stone Flagpole.** Built 1943 by the MHD and the Pine Bend 4-H Club. About 60' north of the stone marker is a stone flagpole base that is built of gray, random ashlar, roughly-cut limestone on a stone footing. The base is 3' square and about 3' tall and steps inward as

it rises. The original plan for the flagpole shows a flagstone walkway approaching the structure that does not exist today and perhaps was not built.

#### ■ OTHER LANDSCAPE FEATURES AND PLANTINGS

The Pine Bend Historical Marker is a small, .1-acre, shallow, rectangular site that has a curved gravel pull-off drive that forms a narrow island between the pull-off drive and T.H. 52/T.H. 55. The topography of the site is flat. Most of the site was originally planted with grass that is now overgrown. There is one mature evergreen near the northern end of the site and a mature deciduous tree both north and south of the marker.

No original planting plan has been located but a drawing of the site on the construction plan shows tall evergreens and shrubs serving as a backdrop to the marker and low spreading junipers flanking the front edge. A 1943 plan of the site (drawn when the flagpole was added) shows similar plantings near the marker, shade trees along the eastern side of the site, and shrubs planted at the northern and southern ends of the pull-off drive, along the curve of the pull-off, and on each end of the island.

#### ■ SETTING

The site is located on the eastern side of a very busy highway in an agricultural area whose farm fields are being joined by light commercial and industrial suburban development. The site is bounded on the north by 117th Street, on the west by T.H. 52/T.H. 55, and on the east and south by a plowed field edged with a chainlink fence. To the north across 117th Street is a feed plant and a commercial complex. Across the highway to the west are plowed fields.

#### ■ INTEGRITY

##### **Alterations**

The site was not constructed according to the historic plan on file at Mn/DOT. (See marker description above.)

The marker's flagstone has been crudely remortared. Much of the site's original stone curb is missing. The island has been reduced in size to a narrow patch of weeds. The site is otherwise intact.

In general, the site retains integrity of location, design, setting, materials, workmanship, feeling, and association. Its integrity of setting and feeling have been compromised somewhat by increased highway traffic and encroaching commercial development.

##### **Notes on Condition**

The marker is in fair to poor condition and needs maintenance and repair. Some bricks have been broken and the flagstone terraces have been crudely remortared. The site is overgrown and appears abandoned.

## ■ HISTORICAL BACKGROUND

Prior to the construction of this wayside rest, there was a 3' by 5' steel sign on this site. The sign was white with black lettering and was located close to the highway shoulder. The text of the steel marker was identical to the text on the current stone marker, with the exception of the last line of the stone marker's plaque, which did not appear on the steel marker. The steel sign was one of the markers erected during the first cooperative marking program of the MHD and the Minnesota Historical Society (MHS), which was established in 1929.

This stretch of T.H. 55 was formerly numbered T.H. 53.

The wayside rest and its stone marker were constructed in 1939 and 1940 by the National Youth Administration (NYA), in cooperation with the Minnesota Department of Highways. The plan was drawn in November 1939. A 1939 highway department report stated:

Pine Bend is located at the site of an old Indian village. Here an historic marker of limestone masonry with a bronze plaque and safe turnout is being erected to perpetuate the legend of the site. It is contemplated that this project will be completed in 1940. Fill material for the construction of the driveway is being obtained by flattening the backslopes of an old railroad grade along the edge of the right of way, thereby obliterating old construction scars while obtaining fill material (*Annual Report 1939:22*).

The site was probably designed by Arthur R. Nichols of the firm Morell and Nichols. Nichols served as Consulting Landscape Architect for the Minnesota Department of Highways in the 1930s and early 1940s and designed most roadside development sites built during this period. Nichols was one of Minnesota's most prominent landscape architects and his career spanned many decades.

The flagpole was added to the site in 1943 by the Pine Bend 4-H Club in cooperation with the highway department. The plan for the flagpole was approved by H. E. Chard (District Engineer) on July 28, 1943.

## ■ PREVIOUS SHPO REVIEWS

There apparently have been no previous SHPO cultural resource reviews of the property.

## ■ STATEMENT OF SIGNIFICANCE

The Pine Bend Historical Marker was built in 1939-1940 by the MHD and the NYA. It is one of 18 stone, free-standing, shrine-type historic markers recorded in this inventory. It is one of 19 sites in the inventory on which the NYA worked. Pine Bend is one of more than 60 sites in the inventory that were designed by, or whose design is attributed to, Arthur R. Nichols.

This property has been evaluated within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960." It is recommended that the Pine Bend Historical Marker is ELIGIBLE for the National Register under this historic context because it meets the following registration requirements:

Significant to the History of Roadside Development. The Pine Bend Historical Marker is among the 68 Depression-era properties in the inventory that represent the MHD's first large-scale effort to construct roadside development facilities in the state. The site is important as a well-preserved example of the accomplishments of the NYA working with the MHD. The property is an example of the distinctive and well-constructed public facilities, built by the MHD in partnership with federal relief agencies, that met the objectives of roadside development while providing essential work and job training to the nation's unemployed during the Depression. (National Register Criterion A.)

Design Significance. The Pine Bend Historical Marker is a well-preserved example of the MHD Roadside Development Division's small pull-off style roadside parking areas with shrine-type historic markers. The site is a relatively intact example of the application of the "National Park Service Rustic Style" to a roadside development facility. It has stonework of excellent quality, and displays the special labor-intensive construction techniques and distinctive use of indigenous materials that characterize both the Rustic style and federal relief construction in Minnesota. Furthermore, the Pine Bend Historical Marker is an important example of the roadside development work of prominent landscape architect A. R. Nichols, to whom its design is attributed. (National Register Criterion C.)

The site may also be associated with the "Federal Relief Construction, 1933-1943" and "Tourism and Recreation in the Lake Regions, 1870-1945" historic contexts.

#### ■ OTHER COMMENTS

This property may require further evaluation for potential archaeological resources.

The site is located on a very busy stretch of highway and the marker is very close to the shoulder. It is dangerous to turn into the site and the traffic noise and movement are obtrusive.

It is recommended that the site interpretation be updated for cultural sensitivity.

The text of the historic marker is associated with an occupation site and with an abandoned railroad bed. It is not specifically associated with the site of the wayside rest.

#### ■ REFERENCES

*Annual Report of the Accomplishments of Roadside Development Along the Trunk Highways in Minnesota.* State of Minnesota Department of Highways. 1939.

*Final Report National Youth Administration for the State of Minnesota: Sept. 1935 to July 1943.* U.S. National Youth Administration, Minnesota. 1943.

*Guide to Historic Markers Erected by the State Highway Department, Cooperating with the Minnesota Historical Society.* Prepared by the Minnesota Historical Records Survey, Division of Professional and Service Projects, Works Projects Administration. St. Paul: May 1940.

Reiman, Richard A. *The New Deal and American Youth.* Athens, Georgia: University of Georgia Press, 1992.

Site Plans. Minnesota Department of Transportation, St. Paul.

Thiel, George A. and Carl E. Dutton. *The Architectural, Structural, and Monumental Stones of Minnesota*. Minneapolis: The University of Minnesota Press, 1935.

Tweton, Jerome D. *The New Deal at the Grass Roots. Programs for the People in Otter Tail County, Minnesota*. St. Paul: Minnesota Historical Society Press, 1988.

#### ■ ADDITIONAL BACKGROUND INFORMATION AND MARKER TEXT

The stone for this site may have been obtained from a quarry near Red Wing. Outcroppings of Shakopee and St. Lawrence limestone are located in the bluffs along the Mississippi River Valley and were quarried in Red Wing as early as 1865.

Prior to 1852, Pine Bend was the site of a Dakota village whose leader in the mid-19th century was Medicine Bottle. The area was named by Euro-Americans for the pine trees that lined the Mississippi River banks and for the large bend or turn in the river a few miles east of the site. During the 1850s and 1860s, it was also the site of a St. Paul and Southern Railway station and a short-lived Euro-American village.

#### **Text of Metal Plaque on Stone Marker**

"Pine Bend Village. The cornfields and village of the Sioux chief, Medicine Bottle, occupied the land between this point and the river from 1838 to 1852.

"This friendly chief, uncle of the Medicine Bottle executed in 1865, with his band moved to the Redwood Agency after the Mendota Treaty of 1851 and died before the Sioux Outbreak of 1862. This marker also stands on the abandoned roadbed of the St. Paul and Southern railway." [Seals of the Minnesota Historical Society and the State of Minnesota Department of Highways]