

GARRISON PED UNDERPASS (BRIDGE 5265)

SHPO INV. # CW-GRC-005

Location: The bridge is located about .75 miles north of CSAH 26, on the southern edge of Garrison and on the northern edge of the Garrison Rest Area. It carries the northbound lane of T.H. 169 over a small creek in Section 24 of Garrison Township.

Introduction: The CCC built the bridge in 1938. Originally the bridge was designed to allow pedestrians to pass safely from one side of the highway to the other. Today the underpass is filled with water and overgrown wetland vegetation. It was designed by H. O. Skooglun of the National Park Service. The design follows the "Rustic Style" with granite facing and headwalls. Modern guardrails extend from each end of the bridge diminishing its prominence and visibility to the passing motorists. The bridge's construction follows the design and is in generally good condition.

Architect's Survey Date: October 6, 1999

Plans/Sketches:

1. MHD Design Plan, Sections and Elevations, dated 12/37
2. MHD Design Location Plan, dated 12/37
3. MJBA annotated field notes (10/6/99): MHD Design Plan, Sections and Elevations, dated 12/37
4. MJBA Recommendations using drawing #1
5. MHD Bridge Maintenance, Crow Wing Co., 7/18/78: "regROUT and clean stone railings"
6. FHA Guardrail Photo Samples

**MNDOT HISTORIC ROADSIDE DEVELOPMENT
STRUCTURES INVENTORY**

CW-GRC-005
CS 1804

Garrison Ped Underpass (Bridge 5265)

Historic Name Other Name	Garrison Ped Underpass (Bridge 5265)	CS # SHPO Inv #	1804 CW-GRC-005
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Location	On TH 169 .75 mi N of CSAH 26	Hwy District Reference	TH 169 3A 233
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City/Township County Twp Rng Sec USGS Quad UTM	Garrison, City of Crow Wing 44N 28W Sec 13 Garrison Z15 E436550 N5125610	Acres Rest Area Class	NA
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Designer	Skoogle, H O, Natl Park Serv Nichols, A R, Consult Land Arch	SP #	169-23-4A
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Builder	Civilian Conservation Corps (CCC)	SHPO Review #	
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Historic Use	Bridge/ Culvert/ Dam	MHS Photo #	013535.05-14
Present Use	Bridge/ Culvert/ Dam		

Yr of Landscape Design	1938	MnDOT Historic Photo Album	Nic 5.22 Nic 7.34 Ols 1.57
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Overall Site Integrity	Intact/Slightly Altered		
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Review Required	Yes		
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National Register Status	Listed, see Statement of Significance		
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Historic Context	Iron and Steel Highway Bridges, 1873-1945 Roadside Development on Minnesota Trunk Highways, 1920-1960		
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List of Standing Structures

Feat#	Feature Type	Year Built	
01	Bridge/Culvert	1938	
NOTE: Landscape features are not listed in this table			

Fieldwork Date	08-03-97
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Prep by	Gemini Research Dec. 98 G1. 105
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Prep for	Site Development Unit Cultural Resources Unit Environmental Studies Unit
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Final Report	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)
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Stabilization/Preservation/Restoration

1. Spatial Organization and Land Patterns

a. Functional Relationships:

- **Assessment:** The Garrison Pedestrian Underpass (Bridge 5265), which was listed on the National Register in 1998, is a granite-faced multi-plate steel bridge that carries a small creek under T.H. 169 and into Mille Lacs Lake at the northern end of the Garrison Rest Area. The bridge was designed in the National Park Service Rustic Style to blend with its natural setting and to visually enhance T.H. 169 (then part of the "Minnesota Scenic Highway") while at the same time serving both vehicles and pedestrians.

The bridge was built in 1938 as part of a several-year project to realign and improve portions of T.H. 169 along the western shore of the lake. It was originally planned that the bridge would carry both lanes of T.H. 169. However, sometime between 1938 when the bridge was built and 1940-41 when the realignment was completed plans were changed to so that T.H. 169 was divided north of bridge 5265, rather than only south of the bridge. Bridge 5265 ended up carrying only northbound traffic, and metal culvert was built to carry the southbound lanes. (The highway project also included the establishment of the Garrison Rest Area. The original highway alignment along the water's edge became the rest area's internal road.)

The bridge was also designed to serve as a pedestrian underpass that allowed visitors to safely walk from the Garrison Rest Area to a proposed picnic area on the western side of T. H. 169. The western picnic area was never developed and pedestrians did not apparently use the underpass after the highway was divided in 1940-41.

In 1995 Mn/DOT initiated plans to reconvey a significant amount of right-of-way across T.H. 169 west, northwest, and southwest of Bridge 5265 and the Garrison Rest Area (SHPO Review 96-0323). This land includes right-of-way landscaping designed by A. R. Nichols and implemented by the CCC, as well as the former site of the CCC Camp itself, which is eligible for the National Register ("Phase I Archaeological Investigation ..." Mather et al 1995:15). Plans for the reconveyance are apparently still under review.

- **Recommendations:**

Stabilization: None.

Preservation and Restoration: It is recommended that Mn/DOT curtail plans to reconvey right-of-way west, northwest, and southwest of the bridge and instead carefully preserve these forested areas to buffer Bridge 5265 and the Garrison Rest Area from future development. This would provide future opportunity to interpret for the public the former CCC camp northwest of the bridge (also National Register eligible) and would retain public ownership of land adjacent to one of the state's largest lakes in an area of projected commercial and residential development. **Work Period:** ASAP.

b. Visual Relationships:

- **Assessment:** The bridge was designed to be viewed both by vehicles driving over it and by visitors to the Garrison Rest Area (and even by boats on the lake). Today the bridge is easily missed by cars driving at 50-60 mph because of its small scale and its overwhelming modern metal guardrails. Today the bridge is best seen by pedestrians from the northern end of the rest area. (Only its eastern facade can be safely viewed.)

The view from the bridge is intact. It includes Mille Lacs Lake to the east, undeveloped forest to the west, the southern edge of downtown Garrison to the north, and the Garrison Rest Area and the wooded right-of-way to the south. The Garrison Concourse is visible to the northeast along the shoreline.

Future commercial and resort development in the vicinity is likely. T.H. 169 is scheduled to be widened to a four-lane highway and/or realigned. Mn/DOT owner-

ship of the rest area to the south and adjacent right-of-way to the west and northwest may serve to protect the bridge's setting somewhat. (See Spatial Organization above.)

- **Recommendations:**

Stabilization: None.

Preservation and Restoration: Replace the modern visually detracting guardrails. (See Item 5.a below.) Maintain the visual links between the bridge and the Garrison Rest Area to the south, the site of the former CCC camp to the northwest, and the Mille Lacs shoreline and the Garrison Concourse to the northeast.

If a new T.H. 169 roadway is built west of the current alignment, plant appropriate natural buffers to screen the new, modern highway from the historic bridge. (See Spatial Organization above for recommendations regarding potential right-of-way reconveyance.) **Work Period:** ASAP.

2. Topography

- **Assessment:** The site is gently rolling except along the lakeshore and the bridge headwalls. Water levels are much higher now than when the underpass was built. The walking surface is covered with water obliterating any view of the walking surface, its condition and/or its location.
- **Recommendations:** None.

3. Vegetation

- **Assessment:** The bridge is located along a portion of T.H. 169 that was landscaped in the late 1930s by the CCC, the MHD, and the National Park Service. (The project extended north of Garrison toward both Brainerd and Aitkin and south of Garrison along T.H. 169 to Vineland Bay near the Rum River.) Original planting plans that specifically focus on the bridge have not been identified. A tree-planting plan for a "Forest Planting Demonstration Area" across T.H. 169 from the Garrison Rest Area shows extensive existing trees around the bridge including Norway and white pine. (The plan sheet is labeled "Minnesota S.P. 15 Mille Lacs Lake Tree Planting" dated Oct., 1938, signed the same month.)

An historic photo taken by the MHD in 1940 show the eastern facade of the bridge with at least one dozen newly-installed evergreens and many mature deciduous trees (Olson album, vol. 1, pg. 57).

Today grassy highway ditches, overgrown weeds and brush in the creek bed, and mature deciduous and evergreen trees surround the bridge. Weeds are encroaching on the bridge's stonework. The northern end of the Garrison Rest Area south of the bridge has mowed grass and deciduous and evergreen trees.

- **Recommendations:**

Stabilization and Preservation: Cut back weeds and brush from the bridge to a distance of 6' and keep it trimmed back. Establish and follow a regular schedule of mowing and trimming. **Work Period:** ASAP.

Restoration: Cut back weeds and brush. Conduct research (either in plan archives or with historic photos) to determine original plantings and restore the original planting plan around the bridge and along the nearby right-of-way. If plants specified in the original plans are not available, use substitute plants of similar size, shape, color, and texture. Establish and follow a regular schedule of mowing and trimming. Keep the stonework clear of weeds. **Work Period:** Cut back weeds—ASAP; Other work—5 - 10 years.

4. Circulation

a. Roads

- **Assessment:** See Spatial Organization above for discussion of original design intent. Traffic on T.H. 169 is often heavy and now travels at 50-60 mph, consid-

erably faster than when the bridge first opened. Because of the volume and speed of the traffic, slowing to view the bridge is dangerous.

In 2000, the highway over the bridge was resurfaced with a mill and inlay. Previous highway overlays had already obscured the face of the bridge's original 8"-9" stone curbing. During the 2000 improvements, the metal guardrails extending from the ends of the bridge were lengthened, which seriously detract from the site. (See Guardrails, 6.c)

T.H. 169 is scheduled to be widened to a four-lane highway or realigned in the near future. The bridge is potentially threatened by this highway project if it is widened to a four-lane. Another alternative at this location is to bypass downtown Garrison by shifting the highway westward and turning the current T.H. 169 alignment into a county road.

- Recommendations:

Stabilization and Preservation: Cut weeds back from stone curbing and keep the bridge weed-free. (Costs are included with Vegetation, Item 3 above.) **Work Period:** ASAP.

Restoration: Lower the elevation of the highway to restore the original curb depth. (Costs of highway modifications are not included in this document.) **Work Period:** 1 - 3 years.

It is recommended that the highway speed limit over the bridge be reduced to 45 mph and a no-passing zone be implemented to increase safety. **Work Period:** 1 - 3 years.

If the bridge is eventually transferred to the county because T.H. 169 is realigned, take steps to ensure the bridge's future preservation and proper maintenance after the transfer. **Work Period:** as soon as planning begins.

b. Parking

- Assessment: The bridge was not designed with a parking area, but parking was available at the adjacent Garrison Rest Area. The rest area's parking area was redesigned in 1969.

- Recommendations: None.

c. Paths and trails

- Assessment: The bridge was used for about three years (1938-ca. 1941) as a pedestrian underpass with a footpath that linked the Garrison Rest Area with the CCC camp on the western side of T.H. 169. The underpass was abandoned when the new divided highway was built in 1940-41.

The bridge was designed with no pedestrian walkway on its deck.

Due to the speed and amount of traffic on the bridge, it is unsafe to walk along the highway, across the highway, and across the bridge. There is a nice view of the eastern face of the bridge from the northern portion of the Garrison Rest Area.

Current plans for the reconstruction of T.H. 169 include discussion of a bike trail along the western shore of Mille Lacs that would presumably include the bridge.

- Recommendations:

Stabilization: None.

Preservation and Restoration: Facilitate safe pedestrian access to the bridge from the rest area. **Work Period:** ASAP. Participate in plans for possible future development of a bike trail over or near the bridge. **Work Period:** As soon as planning begins.

5. **Water Features:** Not applicable

6. **Structures, Furnishings and Objects**

a. Bridge/culvert

- **Assessment:** The visible granite curb, which is part of the east headwall is in very poor condition—likely from salt use for road maintenance and safety. The curb along the west headwall is completely covered with turf. New grading for highway drainage has been raised resulting in the dirt and turf build-up along the west headwall.

All stone joints are in poor condition—most are cracked; some are missing; some have been recently patched inappropriately, etc. Mortar topping is in poor condition. A section on the north end of the east wall was loose and easily removed exposing the poor mortar condition of the joints underneath. Without proper attention the stones in this part of the wall will begin to fall out.

The stone curbs at the pedestrian walkway are currently covered with high water and overgrown vegetation.

Corrosion is occurring along the bottom 16" or so of the galvanized culvert, which created the pedestrian walkway. The granite base on which the culvert is imbedded was not visible so the stone and joint conditions are not known, but can be assumed to be in poor condition due to extended water coverage and lack of maintenance.

- **Recommendations:**
Stabilization/Preservation/Restoration: Remove all mortar topping and joints, including vegetation; do not replace mortar topping; repoint all joints and reset those stones that require it; repair and restore stone curbing along east and west headwalls and at the pedestrian walkway below; stabilize corrosive action on the culvert and provide means for preventing further decay; restore and stabilize the granite base and concrete walkway in the culvert. Work Period: 1 - 3 years.

b. Curb, concrete

- **Assessment:** 6" x 4'-0" sections of curb extend along the highway surface and from the bridge headwalls the length of the metal guardrails. Their general condition is good; however, most of the curb face has been covered from the numerous asphalt overlays that have been installed. The curb appears to provide edging between the asphalt and turf surfaces. Excess turf exists between the concrete and asphalt.

- **Recommendations:**
Stabilization: Remove all excess turf from stone joints. Work Period: ASAP.
Preservation: Remove all excess turf from stone joints. Remove and replace all seriously decaying stone pieces and/or joints as required to preserve the stone curb and its present location. Work Period: ASAP.
Restoration: Remove all excess turf from stone joints. Regrade the asphalt road surfaces to expose the original curb face depth; remove the curb, piece-by-piece, and restore the substrate; replace stone as needed and reinstall the stone pieces in their original locations; and repoint as required. (Costs of highway modifications are not included in the this document.) Work Period: 1 - 5 years.

c. Guardrails

- **Assessment:** The recent metal guardrail extensions overwhelm the bridge visually and negatively impact its historic prominence and value.
- **Recommendations:**

Stabilization: Replace timber/steel guardrails with historically appropriate designs.
Work Period: 1 - 3 years.
Preservation/Restoration: Replace metal guardrails with historically appropriate designs. **Work Period:** 1 - 5 years.



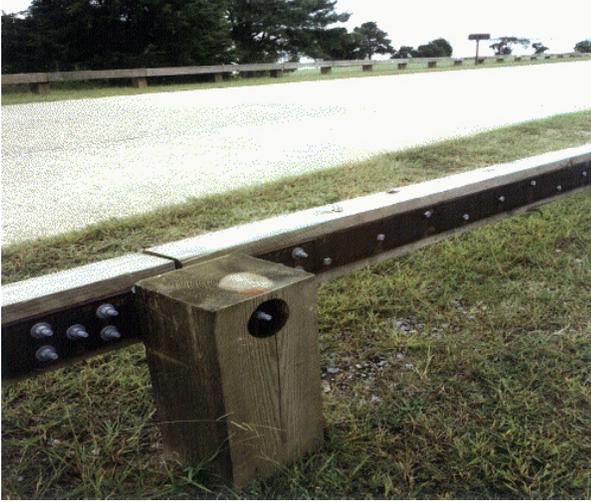
Steel-backed two-rail wooden guardrail

- 7. Accessibility Considerations:** None.
- 8. Health and Safety Considerations:** All work along this bridge requires safety precautions due to the high volume and speed of the traffic.
- 9. Environmental Considerations:** All construction materials shall be environmentally safe to protect the surrounding environment and the water quality.
- 10. Other Considerations/Recommendations:** Signage is recommended to be done as soon as possible to raise the public's awareness of this site's historic importance and educational value. Bridge 5265 was built as part of a joint CCC, National Park Service, and MHD project to improve and landscape many miles of T.H. 169 and T.H. 18 near Mille Lacs Lake for recreational and commercial purposes. The project included highway realignment, roadside landscaping, and the construction of several stone bridges, scenic overlooks, stone curbing, the Garrison Concourse, and the Garrison Rest Area. It was the most extensive roadside development project undertaken by the CCC in the state. It is recommended that the following sites, all part of the project, be linked together with site interpretation: Garrison Concourse, Kenney Lake Overlook, Garrison Pedestrian Underpass, T.H. 169 Culvert at St. Alban's Bay, and Whitefish Creek Bridge.

Place an interpretive marker at the northern end of the Garrison Rest Area near the bridge that describes the history of the bridge, its designers and builders. The panel design should be simple and unobtrusive. If necessary, create a sensitively designed, hard-surfaced access to the panel such as "grasscrete."
- 11. Conclusion:** This bridge is an unusual example of the National Park Rustic Style and uses similar details from the military architecture following World War I. It also exemplifies a creative, sensitive and responsive means of moving people and water along the same route simultaneously without imposition. The bridge deserves more recognition because of its aesthetic, functional and historic significance. It is our recommendation that all preservation and restoration methods stated above be implemented as soon as possible to restrict any further deterioration. The metal guardrails must be removed and replaced with ones that are both historically sensitive to the bridge and its setting and provide appropriate highway safety.

	Stabilization	Preservation	Restoration
Spatial Organization and Land Patterns			
Off-site impacts			
Functional relationships			
Visual relationships			
Cultural landscape limits (land acquisition)			
Topography			
Character-defining feature			
Non-contributing corrective work			
Vegetation	4,400	4,400	15,890
Circulation			
Access road and internal roadways			45,028
Parking areas			
Pedestrian walks			
Paths and trails (signage path)		31,680	31,680
Water Features			
Structures, Furnishings and Objects			
Bath house			
Bench(es), other			
Bench(es), stone			
Bridge/culvert	153,076	153,076	153,076
Cave			
Council ring			
Curb, stone		2,429	7,286
Curb, concrete	634		
Dam			
Dock			
Drinking fountain(s)			
Entrance Wall			
Fireplace(s), other			
Fireplace(s), stone			
Flagpole(s), other			
Flagpole(s), stone			
Flagstone pad			
Footbridge			
Foundation of building			
Gravestone			
Guardrail, stone--Other	27,456	232,320	232,320
Info board			
Info booth			
Marker			
Other feature			
Overlook wall			
Picnic shelter(s)			
Picnic table(s), other			
Picnic table(s), stone			
Privies			
Refuse container(s), stone			
Restroom building			
Retaining wall			
Rock garden			
Sea wall			
Sidewalk			
Signpost, other			
Signpost, stone			
Spring water outlet			
Statue			
Storage building			
Trail steps			
Wall			
Well/pump			
Accessibility Considerations			
Health and Safety Considerations			
Environmental Considerations			
Other Considerations (Interpretive & highway signage)	6,336	6,336	6,336
ESTIMATED COSTS	\$191,902	\$430,241	\$491,616

Other examples of historically appropriate guardrails are shown below.

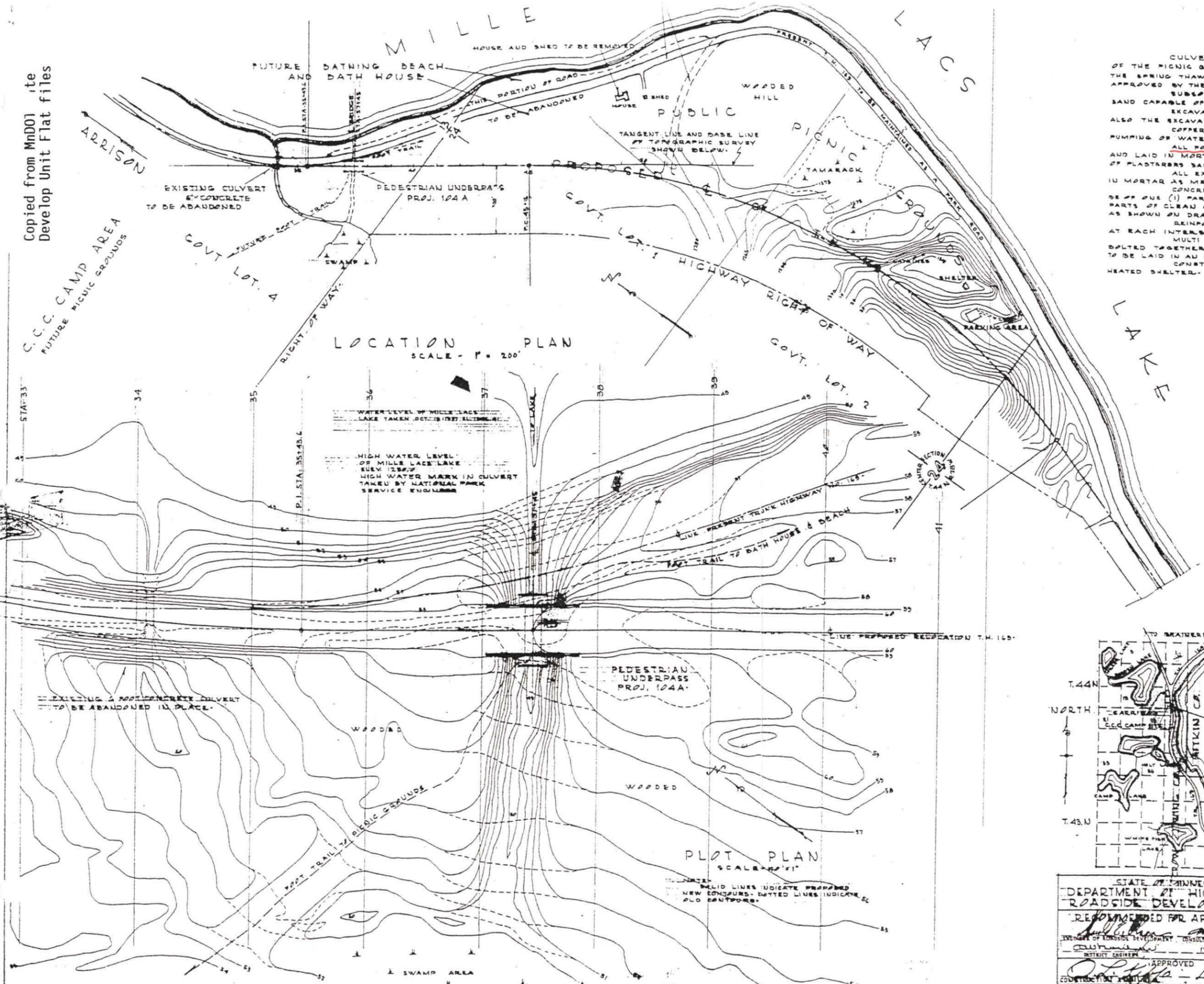


Wood Timber/steel Reinforced Guardrail



Stone Masonry Guardwall

Copied from MnD01 site
Develop Unit Flat files



GENERAL NOTE

CULVERTS BELOW UNDERPASS TO DRAIN SWAMPY AREA WEST OF THE PICNIC GROUNDS AND CAMP SITE. THIS DRAINAGE TAKES PLACE AT THE SPRING THAW OF ACCUMULATED SNOW AND ICE. CAPACITY OF CULVERTS APPROVED BY THE DIVISION OF DRAINAGE OF THE STATE HIGHWAY DEPARTMENT SUBSIL ON WHICH STRUCTURE IS TO BE BUILT IS OF WATER BEAR SAND CAPABLE OF CARRYING 4000 POUNDS PER SQUARE FOOT.

EXCAVATION FOR UNDERPASS STRUCTURE TO BE DONE WITH POWER ALSO THE EXCAVATION FOR THE NEW CREEK CHAUNEL.

COPPER DAM TO BE BUILT OF 2"x6" SHEETING AND TIMBERING TO PERM PUMPING OF WATER AT FOOTING LEVEL WHILE FOOTINGS ARE BEING CONSTRUCTED. ALL FOOTING MASONRY WORK TO BE OF FIELD STONE THOROUGHLY CLEAN AND LAID IN MORTAR COMPOSED OF ONE (1) PART OF CEMENT TO THREE (3) PARTS OF PLASTERERS SAND - SAID STONE OR GRANITE TO BE OBTAINED ALONG LAKE IN MORTAR AS MENTIONED ABOVE. GRANITE TO BE OF SPLIT AND TRIMMED GRANITE LAID IN MORTAR AS MENTIONED ABOVE. CONCRETE FLOOR IN UNDERPASS TO BE OF POURED MONOLITHIC CONCRETE BE OF ONE (1) PART CEMENT, TWO (2) PARTS OF CLEAN SHARP SAND AND FOUR (4) PARTS OF CLEAN GRAVEL - FLOOR TO BE TROWLED TO A SMOOTH FINISH, AND TO BE REINFORCING RODS TO BE OF SPECIFIED LENGTH AND SECURELY WIRE AT EACH INTERSECTION.

MULTI PLATE STEEL ARCH TO BE OF NUMBER FIVE (5) GAUGE THROUG BOLTED TOGETHER ACCORDING TO MANUFACTURERS SPECIFICATIONS AND SHOP DRAW TO BE LAID IN AN UNBALANCED CHAUNEL ANCHORED IN THE MASONRY FOOTING. CONSTRUCTION TO BE DONE DURING THE WINTER MONTHS IN A HEATED SHELTER.

PUBLIC PICNIC GROUNDS
60 ACRES.

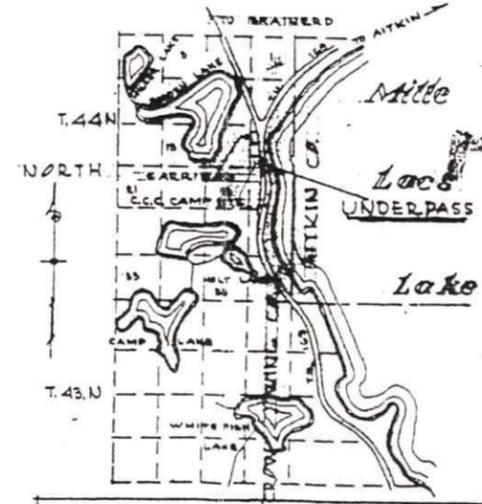
MATERIAL LIST

ITEM	QUANTITY	UNIT
STONE MASONRY	327	CU. YDS.
CONCRETE	22	" "
CEMENT	265	BBLS.
PLASTERERS SAND - MASONRY	102	CU. YDS.
SAND FOR CONCRETE	7	" "
GRAVEL FOR CONCRETE	15	" "
4" STEEL PLATES CURVED 1/4" x 12" @ 2' SPACING		
2"x4" MAINTENANCE FRAMES AND COVERS		
MULTI PLATE STEEL ARCH ARCHWAY		
1/2" x 4" GAUGE TIE WIRES - 20 GAUGE		
SHEETING AND TIMBERING FOR COPPER DAM		

REINFORCING RODS

BAR	NO.	SIZE	LENGTH	SHAPE	REMARKS
A	18	1/2"	31'	STRAIGHT	CORRUGATED
A'	8	"	31'	BENT	
B	44	"	12'-0"	STR.	
B'	2	"	14'-0"	BENT	
C	20	"	3'-0"	STR.	
D	14	"	24'-0"	"	
E	24	"	6'	"	

TOTAL WEIGHT OF REINFORCING RODS 1880 LBS.



KEY MAP
SCALE 1/2 MILES.

PLOT PLAN
SCALE 1/4" = 1'

SOLID LINES INDICATE PROPOSED NEW CONTOURS. DOTTED LINES INDICATE OLD CONTOURS.

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
ROADSIDE DEVELOPMENT

RECOMMENDED FOR APPROVAL

APPROVED
DATE 12/16/37

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS

MINNESOTA SP. 15
MILLE LACS LAKE
PEDESTRIAN UNDERPASS

APPROVED
DATE 1/15



1. View from picnic area looking north at East End of Underpass



2. Underpass looking South in Median



3. View of West Wall across TH 169—looking NW



4. South End of Underpass looking North



5. East side Guardrail looking North



6. West side Wall looking South



7. North end of West side Wall (Note: condition of curb and mortar)



8. North end of East Wall looking East



9. East Wall looking West from Lake Edge



10. North End of East Wall looking Southwest



11. North end of West Wall looking Southeast from Median



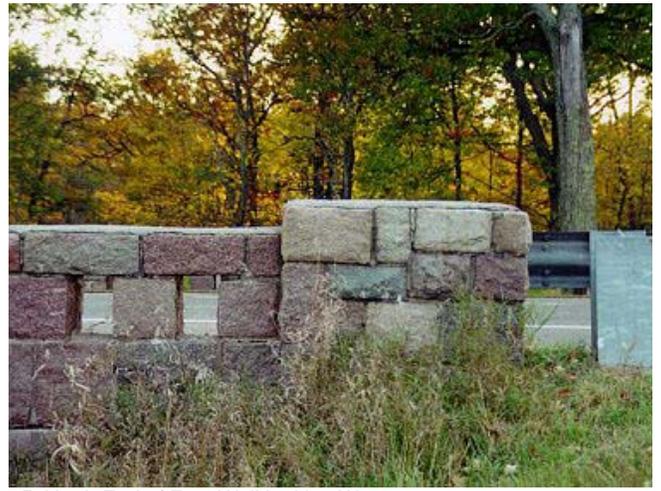
12. East Wall looking Northwest



13. Close-up of Joints and Openings in Wall



14. Midsection of West Wall looking East (Note Vegetation)



15. North End of East Wall looking West



16. Missing Mortar Topping



17. Close-up View of Missing Mortar and Condition of Underlying Stone Joint



SITE BOUNDARIES

■ BOUNDARY OF NATIONAL REGISTER-LISTED PROPERTY

The Garrison Pedestrian Underpass (Bridge 5265) is listed on the National Register of Historic Places. The boundary of the National Register-listed property is shown by the dashed line on the sheets entitled "Garrison Pedestrian Underpass Site Boundaries" (two pages) and accompanying sheets entitled "Mille Lacs Lake CCC Roadside Development, Garrison Section" (four) pages).

The base maps for the "Site Boundaries" sheets are a Minnesota Department of Transportation (Mn/DOT) right-of-way map and an aerial photo. The base maps for the "Mille Lacs Lake CCC Roadside Development" sheets are a Mn/DOT right-of-way map and an aerial photo.

The eastern boundary of the National Register-listed property follows the shoreline of Mille Lacs Lake, which is also the Mn/DOT right-of-way line. The western boundary follows the eastern edge of the eastern shoulder of the T.H. 169's southbound lane. The northern and southern boundaries are drawn at points 100' north and 100' south of the bridge's midpoint.

Boundary Justification

The boundary of the National Register-listed site encompasses the property historically associated with the bridge.

■ RECOMMENDED BOUNDARY OF MN/DOT HISTORIC SITE CONSERVATION ZONE

The recommended boundary of the Mn/DOT Historic Site Conservation Zone is also shown on the accompanying sheets. The Conservation Zone encompasses both the National Register-listed property, marked by the dashed line, and adjacent areas marked by the solid line.

Boundary Justification

The Mn/DOT Historic Site Conservation Zone is recommended to provide a special management zone that includes both the National Register-listed site and a larger area that encompasses part of the historic property's early physical and visual "context" or setting.

Preserving the property's physical and visual setting will help protect its historic integrity and enhance the public's understanding of, and appreciation for, the historic site design. The Conservation Zone will help buffer the site from elements that may detract from its historic character.

It is recommended that the Conservation Zone boundaries include the National Register-listed property and additional land described as follows:

The Conservation Zone for the Garrison Pedestrian Underpass is combined with the Conservation Zone for two nearby related properties, the Garrison Concourse (CW-GRC-001) and the T.H. 169 Culvert at St. Alban's Bay (CW-GRT-002). All three properties were built and landscaped as part of the same CCC roadside development project. Jointly sponsored by the CCC, the National Park Service, and the Minnesota Department of Highways, this project was the most extensive roadside development project

undertaken by the CCC in the state. The project included highway realignment, roadside landscaping, and the construction of several stone bridges and scenic overlooks including the Garrison Rest Area, the Garrison Concourse, Whitefish Creek Bridge, the Garrison Pedestrian Underpass, the T.H. 169 Culvert at St. Alban's Bay, the Garrison Creek Culvert, and the Kenney Lake Overlook (on T.H. 18). The sheets entitled "Mille Lacs Lake CCC Roadside Development, Garrison Section" show a subsection of this designed historic landscape.

The Conservation Zone boundaries in the Garrison area generally follow current Mn/DOT right-of-way lines (which tend to be the same as 1930s highway right-of-way lines in this area). Most of the Conservation Zone is currently owned by Mn/DOT. Near the southern edge of Garrison, the Conservation Zone includes the former site of the CCC camp, now an undeveloped wooded parcel.

It is recommended that Mn/DOT retain all current right-of-way within the Conservation Zone. It is further recommended that Mn/DOT preserve the Conservation Zone by taking such actions as special right-of-way planting and maintenance, acquiring additional property or scenic easements, and/or creating partnership agreements with individuals or groups interested in preserving the historic property and its setting. The Mn/DOT Cultural Resources Unit should be consulted regarding these activities.

In particular, it is recommended that all portions of the Conservation Zone be rehabilitated and maintained in a manner consistent with the original design intent. The original roadside landscaping included contouring the highway slopes, planting thousands of native trees and shrubs, installing hundreds of feet of granite curbing, and creating well-landscaped traffic islands, among other work. Mn/DOT should work closely with the City of Garrison and the Mn/DNR toward this goal, and historic plans and photos should be used to guide treatment activities.

It is also recommended that the roadside development sites within the Conservation Zone be linked by bicycle and pedestrian paths and jointly interpreted with uniform signs or markers that discuss the designers and builders of the larger roadside development project.

■ **MORE INFORMATION**

For detailed information on the Garrison Pedestrian Underpass's structures, landscape, and significance, refer to:

"Accomplishment Map" of CCC roadside development work along Mille Lacs, Minnesota Department of Highways and National Park Service, signed March 1939.

Mn/DOT Historic Roadside Development Structures Inventory form for Garrison Pedestrian Underpass (Bridge 5265) (Gemini Research, Dec. 1998).

Mn/DOT Historic Roadside Development Structures Preservation and Restoration Report for Garrison Pedestrian Underpass (Bridge 5265) (Michael J. Burns Architects and Gemini Research 2001).

Prepared by Gemini Research May 1, 2004.

**Garrison Ped Underpass
Site Boundaries**



MnDOT ROW

Garrison Ped Underpass

Garrison Concourse

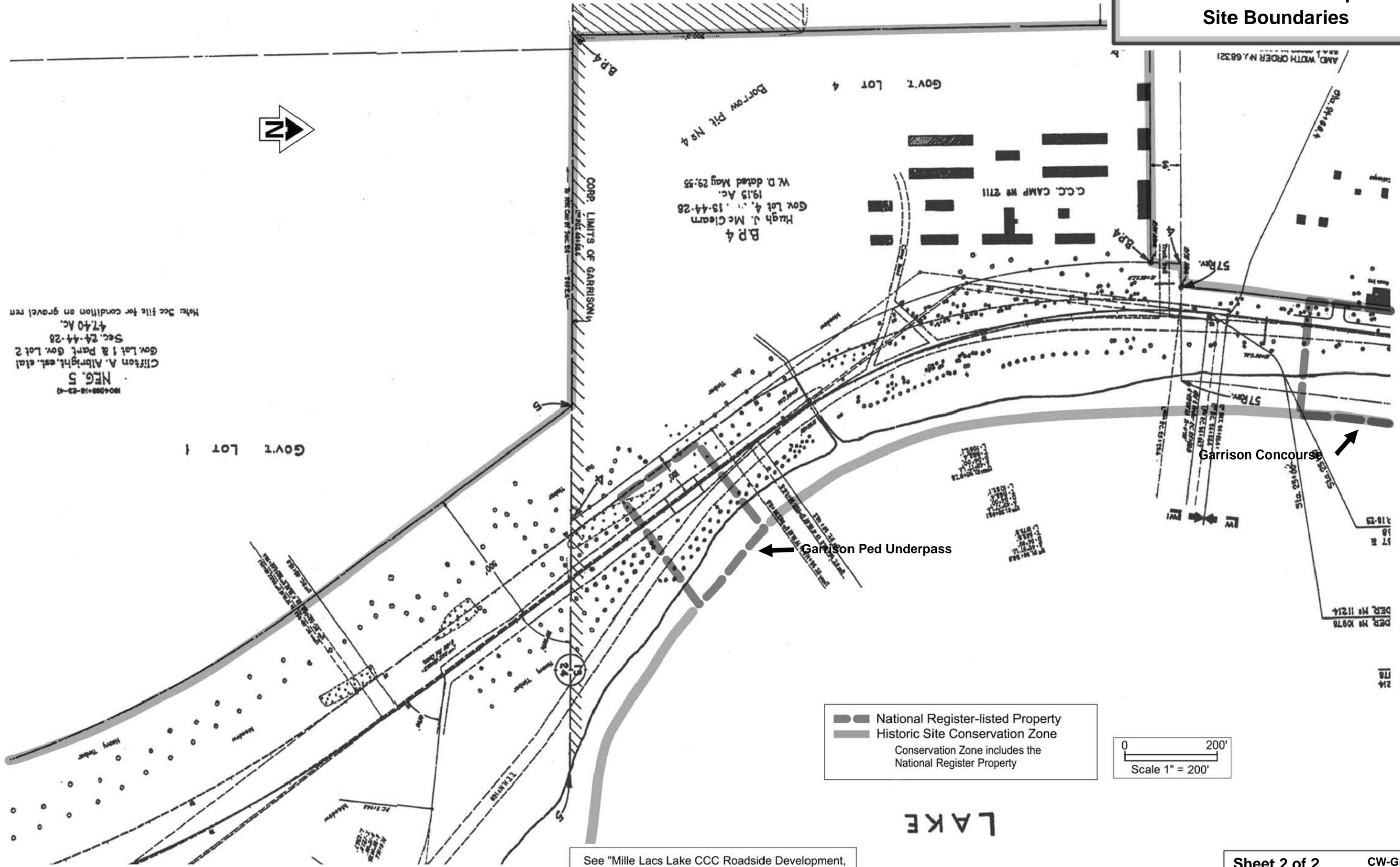
— National Register-listed Property
— Historic Site Conservation Zone
Conservation Zone includes the
National Register Property

0 200'
Scale 1" = 200'

See "Mille Lacs Lake CCC Roadside Development,
Garrison Section" for entire Conservation Zone

Photo taken Spring 1999

Garrison Ped Underpass Site Boundaries



NEG. 5
1004088-18-23-4)
Clifton A. Albright, est. et al
Gov. Lot 1 & Part Gov. Lot 2
Sec. 24-44-28
47.40 Ac.
Note: See file for condition on gravel rem

B.P. 4
Hugh J. Mc Cleary
Gov Lot 4, 13-44-28
19.15 Ac.
W.D. dated May 29-55
Borrow Pit No 4

National Register-listed Property
 Historic Site Conservation Zone
 Conservation Zone includes the
 National Register Property

0 200'
 Scale 1" = 200'

See "Mille Lacs Lake CCC Roadside Development,
Garrison Section" for entire Conservation Zone