DESCRIPTION OF THE INVENTORIED FEATURES

TYPES OF FEATURES

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

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

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

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

BATHHOUSE

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

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

BENCHES

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

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

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

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

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

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

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

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

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

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

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

BRIDGES AND CULVERTS

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

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

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

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

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

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

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

The five pre-1933 bridges are briefly described below:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

See also "Footbridges" below.

CAVES

Limestone caves are located at two of the inventoried properties:

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

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

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

COUNCIL RINGS

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

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

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

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

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

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

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

CURBING, STONE

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

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

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

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

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

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

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

DAMS

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

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

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

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

DOCK

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

DRINKING FOUNTAINS

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

Drinking fountains were inventoried at five properties, listed below:

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

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

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

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

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

ENTRANCE WALLS

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

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

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

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

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

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

FIREPLACES

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

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

Stone fireplaces stand at the following sites:

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

Concrete fireplaces stand at:

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

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

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

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

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

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

FLAGPOLES

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

Stone flagpole bases stand at four properties:

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

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

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

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

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

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

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

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

FLAGSTONE PADS

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

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

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

FOOTBRIDGES

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

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

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

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

See also "Bridges and Culverts" above.

FOUNDATIONS

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

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

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

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

GRAVESTONES

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

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

GUARDRAILS, STONE

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

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

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

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

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

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

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

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

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

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

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

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

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

See "Walls, Other" for similar structures.

INFORMATION BOARDS

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

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

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

INFORMATION BOOTH

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

MARKERS

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

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

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

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

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

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

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

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

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

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

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

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

Each of the ten categories is discussed briefly below.

MARKERS: Boulders

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

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

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

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

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

MARKERS: Lecterns, Free-Standing

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

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

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

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

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

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

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

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

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

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

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

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

MARKERS: Lecterns, Mounted

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

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

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

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

MARKERS: Metal Signs

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

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

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

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

MARKERS: Obelisks

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

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

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

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

MARKERS: Other, Free-Standing

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

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

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

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

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

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

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

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

MARKERS: Other, Mounted

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

MARKERS: Rectangular Shrines, Free-Standing

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

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

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

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

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

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

* Indicates that the original benches are missing.

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

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

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

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

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

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

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

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

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

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

MARKERS: Rectangular Shrines, Mounted

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

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

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

MARKERS: Stone Tablets

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

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

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

MARKERS: Wooden Signs

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

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

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

OTHER FEATURES

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

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

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

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

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

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

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

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

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

OVERLOOK WALLS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

* Indicates that the benches are missing.

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

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

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

PICNIC SHELTERS

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

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

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

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

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

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

PICNIC TABLES

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

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

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

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

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

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

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

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

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

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

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

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

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

PRIVIES

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

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

See also Restroom Buildings, below.

REFUSE CONTAINERS

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

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

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

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

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

RESTROOM BUILDINGS

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

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

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

See also Privies, above.

RETAINING WALLS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ROCK GARDENS

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

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

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

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

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

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

SEA WALLS

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

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

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

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

SIDEWALK

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

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

SIGNPOSTS

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

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

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

Blazer Park	HE-GVC-047B	Met W

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

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

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

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

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

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

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

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

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

SPRING WATER OUTLETS

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

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

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

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

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

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

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

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

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

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

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

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

STATUE

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

STORAGE BLDG

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

TRAIL STEPS

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

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

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

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

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

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

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

WALLS, OTHER

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

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

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

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

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

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

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

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

WELLS AND PUMPS

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

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

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

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

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

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

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

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

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