

STATE OF MINNESOTA  
DEPARTMENT OF HIGHWAYS

ANNUAL REPORT OF THE ACCOMPLISHMENTS  
OF ROADSIDE DEVELOPMENT ALONG  
THE TRUNK HIGHWAYS IN MINNESOTA

1938

Included in this report, in addition to the regular Federal Aid Projects, are the accomplishments of Federal Relief Agencies working in conjunction with the State Highway Department, namely; Works Progress Administration, National Youth Administration and the Civilian Conservation Camps, under supervision of the National Park Service and the Minnesota Department of Highways. On the relief projects, the total value cost of each item has been obtained by using estimated unit costs based on previous years cost data, type of labor employed and material involved.



Includes only the cover, two page Legend and one page with the Minneapolis Belt Line, including Highway 100/Lilac Way project  
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CONSTRUCTION DIVISION

ROADSIDE DEVELOPMENT

Legend

On all trunk highway federal allotments made to the State in 1938, it was mandatory that at least one per cent of these funds be expended for Roadside Development Projects, to be constructed by the Department of Highways. The Department of Highways has also received a great many requests from various civic organizations throughout the State for work of this nature. Consequently, projects have been programmed and completed within the last year consisting of the flattening of shoulders and backslopes and the providing of ground cover for same; the elimination of old construction scars along the highways; the construction of roadside parking areas and picnic grounds; the construction of stone concourses and overlooks to take advantage of panoramic views; the landscaping of bridge approaches and the approaches into cities and towns; the development of natural springs along the roadsides by providing a turnout and protection for the spring to make it safe for public use; the perpetuation of historic markers, and the eliminating of a traffic hazard by the setting of these markers back from the roadway and providing a suitable turnout which allows the public to park off of the highway while reading the historic legend.

Wherever a roadside development project was constructed within the corporate limits of a municipality, we were usually able to obtain a maintenance resolution whereby the municipality assumed the maintenance of the area improved.

The National Youth Administration has cooperated with the Department of Highways in the construction of roadside parking areas, the perpetuation of historic markers and the development of natural roadside springs. They have also cooperated to the extent of constructing 190 combination picnic tables and benches, 123 refuse containers, 72 fireplace grates, 6 project stoves and 6 project signs, in shops at the various youth centers.

Considerable work has also been accomplished thru the cooperation of the National Park Service under E.C.W., whereby we were allotted work projects from three two hundred men CCC Camps for Roadside Development work along our trunk highways. One of these camps located at Fort Ridgely on T.H. #4 has done a great deal of flattening of backslopes, together with the seeding and sodding of same. Another camp at the Gooseberry River on T.H. #61 has worked on a stone masonry concourse wall and has also done some grading, flattening of slopes, seeding and sodding. The third camp located at Garrison on T.H. #169 has done a considerable amount of stone masonry work such as granite stone curbing thru the corporate limits of Garrison and the completion of a stone masonry concourse on Mille Laes Lake, together with the development of a roadside parking area. Work was also started on the grading of a divided two lane highway

from Garrison southerly on which two large granite faced drainage structures have been completed.

The work that these camps have accomplished, as shown by the work items and entirely on trunk highway right of way, is worth thousands of dollars to the State.

In the metropolitan area of the Twin Cities and Duluth under a Works Progress Administration setup, a great deal of work has been performed such as developing roadside parking areas, constructing stone masonry concourses, installation of stone sidewalk curb and gutter, flattening and topsoiling slopes, and landscaping of areas involved.

The State direct labor projects consisted of the development of roadside parking areas, perpetuation of historic markers and landscaping of available right of way. These improvements were located in areas where no relief labor was to be had and where we had had requests from civic organizations and the District and District Maintenance Engineers.

The accomplishments of the CCC Camps, the National Youth Administration, the W.P.A. and the Federal Projects, along the trunk highway system of the State, have been carefully recorded, and for the year of 1938 show a direct value to the State in the sum of \$ 501,325.45

Landscape Design has also had a marked effect on all grading projects under construction during the past year, due to the streamline cross section, the conservation of existing timber on the right of way beyond the construction stakes, and the planting for erosion control and ground cover. Landscape design is also playing an important part in collaboration with road design, in the original location, alignment and construction plans for all highway projects, thus endeavoring to obtain a closer adaptation of the work to natural topography.

It is recommended that some legislation be enacted for the regulation of advertising signs and all sales and commercial enterprises within a reasonable distance from the highway right of way in the interest of safety. It is also recommended that legislation be adopted for the preservation of trees upon state-owned lands adjoining the State Highways and for the encouragement of tree planting and preservation upon private lands adjoining these highways.

MINNEAPOLIS BELT LINE - S.P. 100-130-22 & 23, Hennepin County  
W.P.A. Project

The Minneapolis Belt Line permits both north and south bound traffic to avoid the congestion of the city. Larger areas of available right of way would have permitted parkway treatment in the landscape design; being on the open road, however, only informal plantings were installed.

Stopping points have been provided for the travelling public along the Belt Line where they may stop to enjoy the scenery or picnic. These roadside parking areas are equipped with tables, fireplaces, drinking fountains or wells and are situated at strategic points along the Belt Line where right of way widths made possible such a development. All areas disturbed by grading were seeded or sodded to ground cover.

Statement of Quantities

<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total</u>
Furnish & install evergreen trees	Tree	172	7.50	1,290.00
Furnish & install deciduous trees	Tree	1,488	6.00	8,928.00
Furnish & install deciduous shrubs	Shrub	7,153	.60	4,291.80
Council rings	Ring	2	100.00	200.00
Refuse containers	Each	6	5.00	30.00
Fireplaces	Each	12	15.00	180.00
Fireplace (4 grate)	Each	6	40.00	240.00
Picnic tables (stone)	Each	35	40.00	1,400.00
Flagstone walk	Sq.Ft.	5,742	.20	1,148.40
Stone curb	Lin.Ft.	360	.90	324.00

MINNEAPOLIS BELT LINE (continued) S.P. 100-130-22 & 23

<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total</u>
Stone Masonry	C.Y.	409	16.00	6,544.00
Sodding	Sq.Yd.	65,181	.25	16,295.25
Seeding	Acre	45	40.00	1,800.00

Estimated Unit Cost Value to State ----- \$ 42,671.45

Actual State Expenditures \$ 5,369.14

State Participation 12.6%