

STATE OF MINNESOTA  
DEPARTMENT OF HIGHWAYS

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

1939

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 materials involved.



Includes only the cover, two page Legend and three project pages and one photo for the Minneapolis Belt Line, including Highway 100/Lilac Way project  
Created by [restorelilacway.com](http://restorelilacway.com) October 30, 2022  
Original 65-page file provided by [MnDOT Historic Roadside Property Program](#)



CONSTRUCTION DIVISION

ROADSIDE DEVELOPMENT

Legend

On all trunk highway federal allotments made to the State in 1939, 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 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 backlopes 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, a maintenance resolution was usually obtained 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 219 combination picnic tables and benches, 65 refuse containers, 50 fireplace grates, 2 project signs, 98 directional markers, 4 sod cutters and 3 tree knives in shops at the various youth centers.

Considerable work has also been accomplished through the cooperation of the National Park Service under E.C.N., whereby we were allotted work projects from three, two hundred men, C.C.C. camps for roadside development work along our trunk highways. One of these camps located at Fort Ridgely on Trunk Highway No. 4 has done a great deal of flattening of backlopes, together with the seeding and sodding of same. Another camp at the Gooseberry River on Trunk Highway No. 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 Trunk Highway No. 169 has done a considerable amount of stone masonry work such as granite stone curbing through the corporate limits of Garrison 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 accomplishments of the C.C.C. 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 1939 show a direct value to the State in the sum of \$238,371.40.

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 limits, and the planting for erosion control and ground cover. Landscape design is also playing an important part in collaboration with road design, 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.

TRUNK HIGHWAY NO. 7 - S.P. 2706-02  
W.P.A.

This project consisted of topsoiling, seeding, sodding and landscaping of trunk highway No. 7 between the City limits of Minneapolis to St. Louis Park. Most of the plant material used was material that was salvaged ahead of grading operations or donated by nurseries and private individuals.

Statement of Quantities

<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total</u>
Furnish & I. deciduous trees (1 1/2"-3" Cal.)	Tree	232	12.00	2784.00
Furnish & I. deciduous trees (1 1/2"-2" Cal.)	Tree	24	6.00	144.00
Deciduous shrubs - furnish & install	Shrub	1470	.60	882.00
Topsoiling	C.Y.	14052	.30	4215.60
Overhaul - topsoil	C.Y.Sta.	21078	.15	3161.70
Seeding	Acre	39.7	30.00	1191.00
Sodding	Sq.Yd.	60025	.20	12005.00
Estimated Unit Cost Value to State				24,383.30
Actual State Expenditure				7,069.53
State Participation				29%

TRUNK HIGHWAY NO. 100, IN ROBBINSDALE - S.P. 2735-03  
W.P.A.

This project consisted of the topsoiling, seeding, sodding and landscaping of trunk highway No. 100 within the City limits of Robbinsdale. Most of the plant material used was salvaged ahead of grading operations or donated by nurseries or private individuals. Some material was also obtained from areas of right of way where existing plant material needed thinning.

Statement of Quantities

<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total</u>
F. & I. deciduous trees (1 1/2"-3" Cal.)	Tree	80	12.00	960.00
Topsoiling	C.Y.	1288	.30	386.40
Overhaul - topsoil	C.Y.Sta.	1932	.15	289.80
Seeding	Acre	4	30.00	120.00
Sodding	Sq.Yd.	3742	.20	748.40
Wells	Each	1	35.00	35.00
Estimated Unit Cost Value to State				2,539.60
Actual State Expenditure				2,357.96
State Participation				92.8%

TRUNK HIGHWAY NO. 100 - S.P. 2735-02  
W.P.A.

This project consisted of topsoiling, seeding, sodding and landscaping of Trunk Highway No. 100 between south Robbinsdale city limits and junction of Trunk Highway No. 52. Most of the plant material used was salvaged ahead of grading operations or donated by nurseries or private individuals. Some of the material was also obtained from areas of right of way where existing plant material needed thinning. Roadside parking areas with picnicking facilities were also constructed which included stone masonry fireplaces, tables and refuse containers.

Statement of Quantities

<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total</u>
F. & I. deciduous trees (4"-3" Cal.)	Tree	155	12.00	1860.00
F. & I. deciduous trees (1 1/2"-2" Cal.)	Tree	103	6.00	618.00
F. & I. deciduous shrubs	Shrub	253	.60	151.80
Topsoiling	C.Y.	6969	.30	2090.70
Overhaul - topsoil	C.Y.Sta.	104 1/4	.15	1568.10
Sodding	Sq.Yd.	18539	.20	3707.80
Refuse containers (stone masonry)	Each	3	55.00	165.00
Construct tables & benches (stone masonry)	Each	18	55.00	990.00
Flagpole - masonry base	Each	1	150.00	150.00
Marker - stone masonry base	Each	1	90.00	90.00
Council ring	Each	1	85.00	85.00
Flagstone walk	Sq.Ft.	9963	.23	2291.49
Fireplace - stone masonry	Each	2	60.00	120.00
Wells	Each	3	35.00	105.00
Masonry wall	C.Y.	212.9	16.00	3406.40
Seeding	Acre	27.0	30.00	810.00
Fireplace - four way	Each	2	100.00	200.00
Catch Basins	Each	2	45.00	90.00
				<u>18,499.29</u>
				Actual State Expenditure
				8,676.25
				State Participation
				46.9%

TRUNK HIGHWAY NO. 12 - S.P. 2714-01  
W.P.A.

This project consisted of topsoiling, seeding, sodding and landscaping of Trunk Highway No. 12 between the city limits of Minneapolis and 3/4 of a mile westerly of the junction with Trunk Highway No. 100. Most of the plant material used was material that was salvaged ahead of grading operations or else donated by nurseries and private individuals.

S.P. No 2714-01 MINNEAPOLIS BELT LINE - JUNCTION T.H. No 100 & T.H. No 12  
PLANTING IN CLOVERLEAF INTERSECTION



6

TRUNK HIGHWAY NO. 12 - S.P. 27114-01 - continued  
W.P.A.

Statement of Quantities

<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total</u>
F. & I. deciduous trees (1 <sup>st</sup> -3 <sup>rd</sup> Cal.)	Tree	91	12.00	1092.00
F. & I. deciduous shrubs	Shrub	45	.60	27.00
Topsoiling	C.Y.	9532	.30	2859.60
Overhaul - topsoil	C.Y.Sta.	14297	.15	2144.55
Seeding	Acre	9.3	30.00	279.00
Sodding	Sq.Yd.	12237	.20	2447.40
Estimated Unit Cost Value to State				8,819.55
Actual State Expenditure				2,908.08
State Participation				32.9%