PRESTON OVERLOOK SHPO INV. # FL-PRC-041

Location: The Preston Overlook is located on the south side of TH 52/TH 16 about 1.5 miles west of the east junction of TH 52 and TH 16, Fillmore County, City of Preston, MN.

Introduction: This overlook was built in 1937-38, by the National Reemployment Service (NRS) in cooperation with the Minnesota Department of Highways. The main 1.8-acre site consists of a stone overlook wall and terrace perched on a bluff edge above the South Branch of the Root River. The property appears to have been built according to original plans. Mature trees below the retaining wall now partially obscure the viewscape, but the overall visual aesthetic is intact. Original plans show that the wayside property's landscape plantings extended far beyond the overlook: west to the junction of TH 52/Spring Street in Preston, and east approximately 0.5 miles to a proposed primitive picnic area. Currently, however, the primary focus is on the site of the overlook wall. Overall, the Preston Overlook is in fair condition.

The road cut that carries TH 52 past the site is scheduled to be widened in the near future. This will result in the removal of the remaining landscape plantings on the northern side of TH 52 and temporary alterations to masonry curbs at the overlook.

Survey Date: October 8, 2002

Plans/Sketches:
Appendix A: Plates (site photographs).
Appendix B: 1937-38 site plans.
Appendix C: HDR condition assessment notes.

Critical Needs Summary: There are currently no critical needs at the Preston Overlook wayside rest area.

MNDOT HISTORIC ROADSIDE DEVELOPMENT STRUCTURES INVENTORY

FL-PRC-041
CS 2310
Preston Overlook

Historic Name	Preston Overlook
Other Name	
Location	S side of TH 52/TH 16 about 1.5 mi W of the E jct of TH 52 and TH 16
City/Township	Preston, City of
County	Fillmore
Twp Rng Sec	102N 10W Sec 6
USGS Quad	Preston
UTM	Z15 E574700 N4835810
Designer	Nichols, A R, Consult Land Arch
Builder	FERA/SERA, Suspected
Historic Use	Roadside Parking Area
Present Use	Roadside Parking Area
Yr of Landscape Design	1937-38
Overall Site Integrity	Intact/Slightly Altered
Review Required	Yes

CS #	2310
SHPO Inv #	FL-PRC-041
Hwy	TH 52/16
District	6A
Reference Point	19.2
Acres	.5
Rest Area Class	4
SP #	2310 52-20-37-1
SHPO Review #	
MHS Photo #	013516.01-12
MnDot Historic Photo Album	Nic 1.16 Nic 5.14 Nic 5.18 Nic 5.32 Ols 1.88

National Register Status	Eligible, see Statement of Significance
Historic Context	Roadside Development on Minnesota Trunk Highways, 1920-1960

Table of Site Structures

Feat #	Type	Year Built
01	Overlook Wall	1937-38
02	Curb, Stone	1937-38

NOTE: Landscape features are not listed in this table

Fieldwork Date
05-12-97

Prep by
Gemini Research
Dec. 98 G1. 60

Prep for
Site Development Unit
Cultural Resources Unit
Environmental Studies Unit

Final Report	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)

Comments on HDR's Jan. 3, 2003 Draft:

Made in addition to handwritten comments by Liz Walton.

Spatial Organization

Regarding the phrase "never formally organized" -- we believe that the picnic area was built. Nothing remains today. The phrase "remains a cow pasture" should be changed to something like "is now a cow pasture."

Topography

Assessment: Information that should probably be added: T.H. 52 is scheduled to be widened in the near future. As part of the project, the road cut through which the highway travels will be widened. The slope of the hillside across the highway from the overlook wall will become more shallow and less visually and spatially "sheltering" to the wayside.

Recommendations: It is recommended that Mn/DOT retain the steepest slope possible on the northern side of T.H. 52 across from the overlook wall, and that the slope be reforested with trees and shrubs compatible with the historic site to help return a sense of shelter to the setting.

Vegetation

Assessment: Information that should probably be added: The impending highway widening described above will likely remove all vegetation across the highway from the overlook wall, and much of the vegetation in the corridor that was landscaped following the 1937-1938 plans.

Add to Recommendations: After construction it is recommended that Mn/DOT reforest the T.H. 52 corridor, installing plants specified in the 1937-1938 plans and adding additional trees and shrubs in the vicinity of the wayside rest to mitigate the fact that the steep backslopes will be altered.

Circulation

Roads Assessment: Information that should probably be added: T.H. 52 is scheduled to be widened by several feet. (The highway will change from two 10' driving lanes, an 8' truck-climbing lane, and narrow shoulders to two 12' driving lanes, a 12' truck-climbing lane, and shoulders that are 10' and 8' wide.) It is planned that the roadbed will be widened only on the northern side so that no land will be removed from the wayside rest.

Recommendation: Mn/DOT should take steps to ensure that the size and shape of the entrances to the wayside rest are not altered during highway construction.

Parking Area Assessment: The stone curbing on the northern side of the island will be removed during the highway widening and then replaced.

Recommendations: Mn/DOT should take steps to ensure that the size and shape of the island is not altered during construction. Curb stones should be photographed and marked before removal, stored during construction, and replaced in their original locations. Under Restoration, we suggest moving recommendations about regrading the parking area to Circulation, rather than including them under

Structures. While a strict restoration would restore the gravel surface to the parking area, an asphalt surface may be desirable for handicapped accessibility, as long as the original curb depth is maintained.

Structures

Stone Overlook Wall Preservation and Restoration: Specific recommendations about joint treatment (width, raking, etc.), mortar color, and other details would be helpful.

Stone Curbing Assessment: The stone curbing on the northern side of the island will be removed during the highway widening and then replaced. Stone curbing also originally extended east and west from the ends of the overlook wall. Several of these stones are missing. It is possible that this curbing will also be disturbed during construction.

Add to Recommendations: All curb stones should be photographed and marked before removal, stored during construction, and replaced after the highway is widened. The recommendations should probably reference both the curbing around the island and the curbing at the ends of the wall.

Accessibility

Suggest separating the Recommendation from the Assessment.

Other

A portable wooden picnic table could be added to the site. (Most of the historic wayside rests originally had at least one.) Use the Roadside Development Division's standard picnic table design of the 1930s-40s.

We recommend that trash receptacles remain very simple and unobtrusive. Most of these sites were originally outfitted with a simple 55 gallon drum.

We think that the National Register-eligible wayside rests each merit a sensitively-designed interpretive marker describing the site's designers, builders, and significance. (Preston will probably be listed on the National Register in 2003.) The marker should be carefully designed and sited for minimal visual impact.

Comments on HDR's March 11, 2003 Report:

Made in addition to handwritten comments by Liz Walton.

Introduction

Recommend deleting "extensive."

3. Vegetation

Recommendations: Recommend listing weed removal under Stabilization with Work Period "Immediately" since the weeds are damaging the public's perception of the site, as well as possibly damaging the stone features.

6. Structures

Overlook Wall Recommendations, Restoration: Recommend replacing the modern highway guardrail with an FHWA-approved guardrail that is more compatible visually, and painting bollards.

Retaining Wall Recommendations: Recommending preserving the retaining wall in place under all options. A strict Restoration option could restore portions of it, as HDR indicates. But we feel it should remain in place, even if left in ruins.

Stabilization/Preservation/Restoration

1. Spatial Organization and Land Patterns

a. Functional Relationships

- Assessment: The Preston Overlook was originally envisioned as an extended roadway beautification project between the junction of TH 52/Spring Street in the City of Preston and a secluded primitive picnic area 1.5 miles to the east. The landscaped and planted portions of the roadway, according to the 1937-38 plans, functioned to relieve the "monotony of open roads" and contributed to a modicum of formal park space for local residents. The overlook wall site provided a rustic wayside for travelers to rest and enjoy a scenic view of the South Branch of the Root River. One-half mile east of the overlook, a secluded picnic area was proposed, but there is currently no evidence that it was ever formally organized. Only the overlook retains its identity as a part of a wayside rest system-- the plantings in Preston are mostly gone, and the proposed primitive picnic area is a poorly drained cow pasture.

- Recommendations:
  Stabilization: None. Work Period: Not applicable.
  Preservation: None. Work Period: Not applicable.
  Restoration: Perform further research to determine whether the east picnic area was ever formally organized and planted. Following the widening of TH 52, restore the unity and aesthetic function of the Preston wayside grouping by replanting vegetation on right-of-way slopes throughout the corridor. (Existing plantings are described under *Vegetation*, original planting plans are illustrated in Appendix B, and cost estimates for replantings are listed under *Vegetation*.) Work Period: 1 - 5 years.

b. Visual Relationships

- Assessment: The roadway from Preston to the picnic area would have been quite visually unified following the initial landscaping and installation of plantings. Unfortunately, the majority of the trees and shrubs used to lend interest to the TH 52 rights-of-way have either been removed or are declining, and no longer serve to visually unify or beautify the short corridor. The overlook wall's visual relationship to the agricultural landscape to the south is integral to the site: while visible additions appear to have been made to the stockyard below the overlook site, they do not substantially affect the rural character of the landscape. Because the west end of the overlook wall faces a dense growth of oak trees, the water treatment plant southwest of the overlook site can only be seen when the leaves are down. The rustic appearance of the stone retaining wall is echoed by the limestone bluffs below.

- Recommendations:
  Stabilization: None. Work Period: Not applicable.
  Preservation: Work with the City of Preston and Fillmore County to maintain minimal new urban growth within the viewshed of the overlook. Maintain, prune and fertilize existing trees on the overlook site to maintain viewshed. Work Period: 1 - 3 years.
  Restoration: Install new plantings near the overlook wall as shown on the 1937-38 plans and along the intersection of TH 52/Spring Street in Preston. (Existing plantings are described under *Vegetation*, original planting plans are illustrated in Appendix B, and cost estimates for

replantings are listed under *Vegetation*.) No recommendations for the picnic area. Work Period: 1 - 5 years.

2. Topography

- Assessment: The Preston Overlook is intimately linked to its local topography, which is identical to the historic topography of the 1930s, and provides the spectacular viewshed. Because the foundation of the overlook wall is limestone bedrock, there are no significant erosion problems at the site. The road cut that carries TH 52 past the site is scheduled to be widened in the near future. The slope of the hillside across the highway from the overlook site will become more shallow and less visually and spatially "sheltering" to the wayside.

- Recommendations:
  Stabilization: None. Work Period: Not applicable.
  Preservation: The Mn/DOT should work with the City of Preston, Fillmore County, and other local groups to preserve the topographic integrity of the rest of the local landscape. Work Period: 1 - 3 years.
  Restoration: During the widening of TH 52, the Mn/DOT should retain the steepest slope possible on the northern side of TH 52 across from the overlook site, and the slope should be reforested with trees and shrubs compatible with the historic planting designs to return a sense of shelter to the setting. (Existing plantings are described under *Vegetation*, original planting plans are illustrated in Appendix B, and cost estimates for replantings are listed under *Vegetation*.). Work Period: 1 - 5 years.

3. Vegetation

- Assessment: The Preston Overlook is located in the extensive Richard J. Dorer Memorial Hardwood Forest, whose regime is typified by many of the native species still extant on the bluff edge. The majority of plantings at the Preston Overlook and along the local TH 52 corridor has been removed or are declining. Notable exceptions are a large number of sumac still extant on the roadway shoulder across from the overlook, one large American elm on the southern edge of the wayside's grassy island and one large oak tree on the flagstone terrace near the overlook's semi-circular bay. The flagstone terrace was slightly repositioned during construction to preserve the oak, which landscape architect Arthur Nichols noted in his professional photo album as an example of "Conservation of Trees in Construction of Concourse." This tree has now become large enough to dislodge the flagstones surrounding it. The property appears to be regularly mowed. Scheduled alterations to TH 52 will result in the regrading of the hillside across from the overlook, and removal of the remaining historic plantings.

- Recommendations:
  Stabilization: None. Work Period: Not applicable.
  Preservation: Establish a regular schedule for fertilizing, mowing, pruning and trimming of trees and other site plantings. Work Period: 1 - 3 years.
  Restoration: Prune and trim the elm and oak at the overlook wall. Remove the dislodged flagstones from the base of the oak and reposition them, or use them to replace other broken flagstones. Following the scheduled TH 52 alterations, (as noted previously in *Topography*) install new plants in the central island and on the hillside across from the overlook (duplicating original species where possible and approximating the patterns shown on Sheets 3, 6, and 7 of the 1937-38 plans [Appendix B]). The current cost sheet for the overlook and central island estimates 26 juniper shrubs and 2

American Elms. The current cost sheet for the hill slopes estimates 20 American elms, 1000 sumac, and 192 ground cover plants, but the number of plants ultimately required to cover the proposed regraded northern slope of TH 52 may be different.) Install 12 juniper shrubs, 10 juniper trees, and 35 elms along the intersection of TH 52/Spring Street in Preston. Since no plantings in the southern picnic area are illustrated in the original plans, it is recommended that plantings not be installed. Work Period: 1 - 5 years.

4. Circulation

a. Roads

- Assessment: The road circulation and access patterns at the Preston Overlook are intact. TH 52 is scheduled to be widened by several feet. (The highway will change from two 10′ driving lanes, an 8′ truck climbing lane, and narrow shoulders to two 12′ driving lanes, a 12′ truck climbing lane, and shoulders that are 10′ and 8′ wide.) It is planned that the roadbed will be widened only on the northern side so that no land will be removed from the overlook site. The stone curbing surrounding the central island has been partially buried by the asphalt access drive. Curbing on the north side of the island will be removed during the scheduled TH 52 widening and then replaced.

- Recommendations:
  Stabilization: None. Work Period: Not applicable.
  Preservation: None. Work Period: Not applicable.
  Restoration: The Mn/DOT should take steps to ensure that the size and shape of the entrances to the wayside rest are not altered during TH 52 highway construction. Photograph and mark all curb stones on the north side of the central island before removal, store them during construction, and replace them in their original locations. Remove the thick asphalt layer on the access road to expose the historical profile of the flagstone curb around the central island, and regrade the road to drain water away from the site. Reapply asphalt. Work Period: 1 - 5 years.

b. Parking Areas

- Assessment: The parking areas at the overlook wall have always been informal, consisting of the margins of the property's oval access road. The spatial configuration of the parking area has not been altered since the site's construction.

- Recommendations:
  Stabilization: None. Work Period: Not applicable.
  Preservation: None. Work Period: Not applicable.
  Restoration: None. Work Period: Not applicable.

5. Water Features: Not applicable.

6. Structures, Furnishings, and Objects

a. Stone Overlook Wall

- Assessment: The Preston Overlook wall is comprised of several elements: the retaining wall; flagstone terrace and walkway; oval gravel inset; and central island. The overlook wall is composed of random rubble limestone that was quarried on the site. Blocks were laid as veneer around a rubble core with their depositional beddings vertically

oriented. Although this would typically allow the infiltration of water into the stone and accelerate the process of weathering and decomposition, the mixed bedding of the Preston Overlook limestone appears to have prevented this. The masonry units showing the most limestone decomposition are in the upper, horizontally-laid course. The cement cap added to the top surface of the wall sometime in the 1950s has cracked in numerous areas and may be held in place primarily by gravity. Mortar joints throughout the structure are deteriorated, and there have been several very poorly executed repointings. The wall is plumb except at the point of its greatest height, where the center 20′ section of it leans very slightly toward the river valley by up to 2″ (this deflection is minor and there does not appear to be any active leaning of the wall). There are no weep holes in the wall, and the presence of redeposited calcium carbonate on the exterior surface of the wall's mortar suggests that a great deal of water has drained through the masonry over a long period of time. The flagstone terrace is in generally fair to poor condition, with deteriorated and broken stones. The central portions of the terrace, where there has been the most water seepage, have acquired a dished profile which holds water against the overlook wall. Originally, the design of the limestone curbing along the terrace walkway was identical to the curbing around the central island (a 6″-high curb profile)-- instead, the terrace walkway flagstones were installed so as to exhibit a curb-like profile (the visual effect is nearly identical). The oval gravel inset specified on Sheet 9 of the original site plans and depicted in historic photographs from the late 1930s or early 1940s (Harold E. Olson Photo Album: ca. 1942; updated 1954; volume 1, p. 88) has grown over with grass (the gravel layer can still be detected through shallow probing). The central island's historic configuration appears to be relatively intact.

- Recommendations:

  Stabilization: None. Work Period: Not applicable.

  Preservation: Remove all cement capping on the top surface of the overlook walls and piers. Replace all deteriorated masonry units, particularly those in the upper masonry course, with locally quarried stone to match color and appearance. All wall top surface joints should be hand-chiseled down to a depth of 2″-2.5″ depth, a polyethylene backer-rod[1] installed in the joints, and a polysulfide sealant[2] applied on top of the backer-rod. After an appropriate curing interval, joints should be repointed with Type N mortar to match the marker's vertical joints.[3] While the use of synthetic sealant to repoint a historic structure is generally not recommended by the Department of the Interior,[4] the unusual joint configuration (common among Minnesota Highway Department wayside structures) and the potential damage caused by leaking wall joints warrants its application here. Repoint deteriorated vertical mortar

[1] Such as Sonneborn® Closed-Cell Backer-Rod for elastomeric sealants.
[2] Such as Sonneborn® Two-Part Polysulfide Sealant, which is recommended for areas subject to constant water immersion. Urethane caulks lack the durability of polysulfide caulks in conditions where extended water immersion is possible.
[3] This technique is described in Nicola Ashurst and Lain McCaig, *Practical Building Conservation, Volume 2: Brick, Terra Cotta, and Earth*. Halsted Press, London, 1988, pp. 42-44.
[4] Kay D. Weeks and Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*. United States Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Heritage Preservation Services, Washington, DC, 1995, P. 124.

joints with Type N mortar[5] tinted to match the original mortar, raking joints to 1″-1.5″ in depth and matching the original joint width. Work Period: 1 - 3 years.

Restoration: Remove all cement capping on the top surface of the overlook walls and piers. Replace all deteriorated masonry units, particularly those in the upper masonry course, with locally quarried stone to match color and appearance. All wall top surface joints should be hand-chiseled down to a depth of 2″-2.5″ depth, a polyethylene backer-rod installed in the joints, and a polysulfide sealant applied on top of the backer-rod. After an appropriate curing interval, joints should be repointed with Type N mortar to match the marker's vertical joints. Hand-chisel out all mortar from the flagstone pad. Where the flagstone walkway is deteriorated or retains water, photograph and mark each flagstone and remove it. Regrade the walkway bed to drain water away from the overlook wall. Reinstall the flagstones in their original positions (allowing an expanded opening for the oak tree) and point the joints with Type N mortar, raking all to 1/2″ depth and matching the original width. Drill weep holes into the base of the wall to facilitate better drainage. The slightly leaning portion of the overlook wall may be left in place. Remove the grass from the gravel inset and replace it with clean 1/2″ gravel from a local quarry source. Work Period: 3 - 5 years.

b. Stone Curbing

- Assessment: As previously noted (*Circulation: Parking Areas*), the asphalt access drive at the site has partially buried the limestone curbing around the edge of the central island. The stone curbing on the north side of the central island will be removed during the scheduled widening of TH 52 and then replaced. Stone curbing also originally extended east and west from the ends of the overlook wall. Several of these stones are missing and it is possible that this curbing will also be disturbed during TH 52 construction.

- Recommendations:
  Stabilization: None. Work Period: Not applicable.
  Preservation: Avoid the removal of the curb stones or the installation of asphalt that buries the curb. Work Period: 1 - 3 years.
  Restoration: Remove the asphalt road to expose the historical profile of the stone curb, and regrade the road to drain water away from the site. Replace any missing curb stones where necessary with a matching stone from a local quarry. During TH 52 construction, all affected curbing stones should be photographed and marked before removal, stored during construction, and replaced after the highway is widened. Work Period: 1 - 5 years.

7. Accessibility Considerations

- Assessment: Because the deep application of asphalt at the site has resulted in the partial obliteration of a formal curb profile, it may be possible to

[5] Unlike the mortar originally used at the Preston Overlook (1-0-3 [1 part cement to 0 parts lime to 3 parts sand]), Type N mortar has a higher lime content (1-1-6). Although the Type N mixture provides a lower compressive strength (~750 psi), it prevents damage to adjacent masonry units during freeze-thaw cycles and provides greater permeability for moisture escaping the masonry. The high solubility of the lime also provides a "self-healing" quality that can repair small cracks in the mortar joints (Robert C. Mack, FAIA, and John P. Speweik, *Repointing Mortar Joints in Historic Masonry Buildings*, National Park Service, Preservation Briefs No. 2, 1999).

negotiate wheelchair access at the site, although the surface of the flagstone walkway is uneven and does not meet ADA requirements.

- Recommendations:
  Stabilization: None. Work Period: Not applicable.
  Preservation: Install curb cuts at the ends of the flagstone walkway following restoration of the walkway grade and removal of the asphalt road. Work Period: 1 - 5 years.
  Restoration: Same as *Preservation*. Work Period: 1 - 5 years.

8. Health and Safety Considerations: Not applicable.

9. Environmental Considerations

- Assessment: There is a large amount of trash on the hillside beneath the overlook wall.

- Recommendations:
  Stabilization: None. Work Period: Not applicable.
  Preservation: Remove all trash from the overlook site. A trash receptacle (as simple in design as a 55-gallon drum, which was commonly used at Highway Department rest areas) should be added to the site. Work Period: 1 - 3 years.
  Restoration: Same as *Preservation*. Work Period: 1 - 3 years.

10. Other Considerations/Recommendations: If a *Restoration* is performed at the property, a portable picnic table should be added to the site using the Roadside Development Division's standard picnic table design of the 1930s-40s. The Mn/DOT should also consider the addition of a sensitively designed interpretive sign at the site that provides information regarding the designers and builders of the Preston Overlook and its historical significance.

11. Conclusion: The Preston Overlook is a fairly well-maintained wayside area that has maintained its historical character. The masonry overlook wall is still mostly plumb, with mortar joints in generally fair condition, although a small percentage of deteriorating stones require replacement. Restoration of the flagstone terrace and asphalt drive to direct water away from the overlook wall will comprise the bulk of the restoration effort at this site, but should have a noticeable and positive visual impact. Much of the preservation and restoration recommendations for the site are contingent on the final design of the scheduled widening of TH 52 through the property. In particular, the steep slopes of the new roadway will determine the practical extent of the restoration of landscape vegetation along the corridor.

PRESTON OVERLOOK	Stabilization	Preservation	Restoration
Spatial Organization and Land Patterns			
Off-site impacts			
Functional relationships			
Visual relationships			
Cultural landscape limits (land acquisition)			
Topography			
Character-defining feature			
Non-contributing corrective work			
Vegetation (Overlook site $70,000; In Preston $25,000)			95000
Circulation			
Access road and internal roadways (Remove old asphalt and restore old curb profile)			25000
Parking areas			
Pedestrian walks			
Paths and trails (signage path)			
Water Features			
Structures, Furnishings and Objects			
Bath house			
Bench(es), other			
Bench(es), stone			
Bridge/culvert			
Cave			
Council ring			
Curb, stone (Remove and replace during TH 52 construction $11,250, Rehabilitate remainder at site $22,500)			33750
Curb, concrete			
Dam			
Dock			
Drinking fountain(s)			
Entrance Wall			
Fireplace(s), other			
Fireplace(s), stone			
Flagpole(s), other			
Flagpole(s), stone			
Flagstone pad (Rebuild)			236250
Footbridge			
Foundation of building			
Gravestone			
Guardrail, stone--Other			
Info board			
Info booth			
Marker			
Other feature			
Overlook wall (Preservation: rebuild damaged areas and replace deteriorated masonry $27,000, remove cement wall caps and repoint with sealant $3500, repoint deteriorated vertical joints $7000; Restoration: Remove cement wall caps and repoint with sealant, replace deteriorated masonry, 100% repoint of wall, regrade walkway, expand oak opening, drill weep holes, replace grass with gravel)		37500	135000
Picnic shelter(s)			
Picnic table(s), other (1 wood picnic table of historical design)			3750
Picnic table(s), stone			
Privies			
Refuse container(s), stone			
Restroom building			
Retaining wall			
Rock garden			
Sea wall			
Sidewalk			
Signpost, other			
Signpost, stone			
Spring water outlet			
Statue			
Storage building			
Trail steps			
Wall			
Well/pump			
Accessibility Considerations (curb cuts)		3750	3750
Health and Safety Considerations			
Environmental Considerations (Preservation or Restoration: Garbage removal from slope $2500; provide simple garbage can $625)		3125	3125
Other Considerations (Interp. & highway signage) (Interpretive sign)			3750
ESTIMATED COSTS	0	44375	539375

Appendix A
Plates
Preston Overlook

Prepared by: Daniel R. Pratt, Steve Jantzen, and Michael Madson
HDR Engineering, Inc. 07569-054-164

Table of Plates

Plate 1. West side of Preston Overlook site, facing east

Plate 2. East side of Preston Overlook site, facing southeast

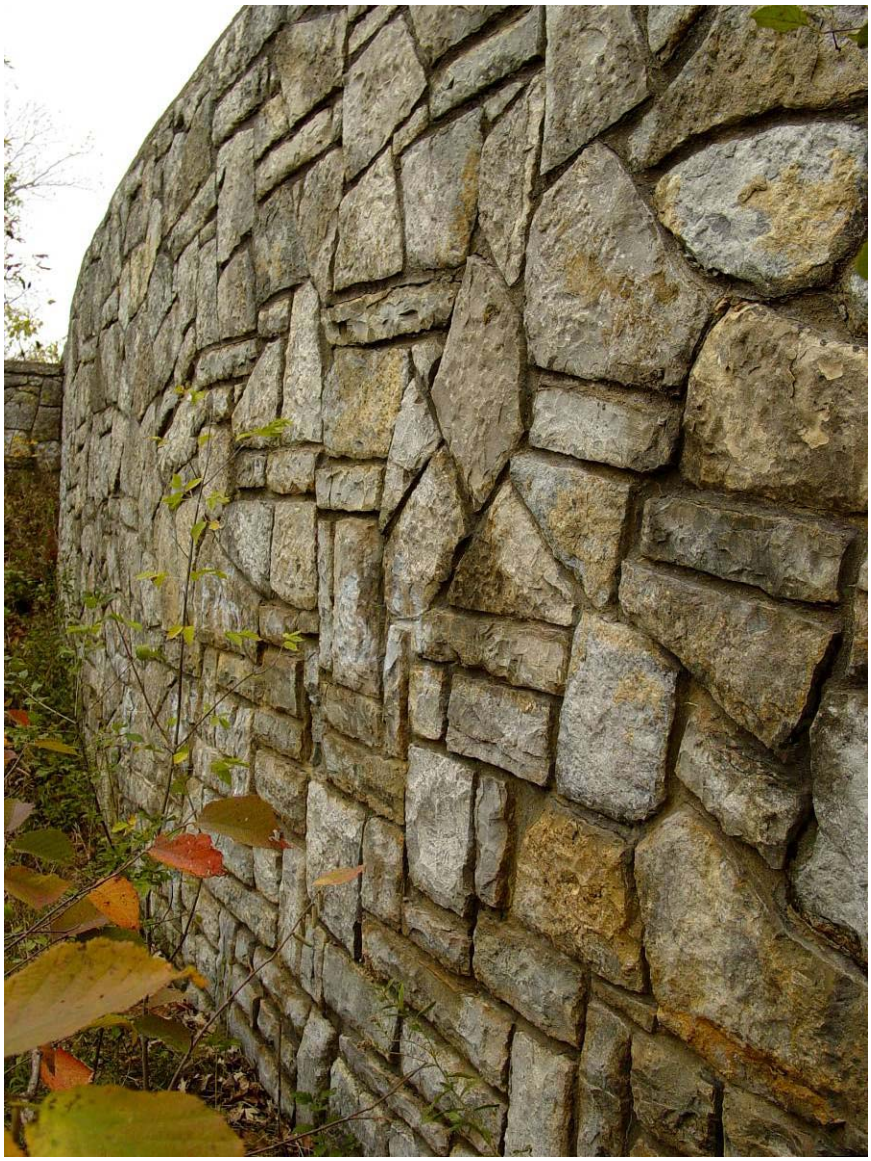


Plate 3. South façade of overlook wall, facing northwest

Plate 4. Outer façade near west end overlook wall, facing northwest

Plate 5. Improper repointing on western pier of overlook wall, facing east

Plate 6. Overlook wall and flagstone terrace, facing southeast

Plate 7. Deteriorated stone in pier near central portion of overlook wall, facing southwest

Plate 8. Deteriorated stone in overlook wall, facing east

Plate 9. Gravel island, facing southwest

Plate 10. Gravel island, facing east

Plate 11. Flagstone terrace adjacent to central portion of overlook wall, facing west

Plate 12. Subsidence of flagstone terrace adjacent to overlook wall and gravel island, facing east

Plate 13. Subsidence of flagstone terrace adjacent to central portion of overlook wall, facing east

Plate 14. Disruption of flagstone terrace by tree growth, facing south

Plate 15. Trees on flagstone terrace (left) and central island (right), facing south

Plate 16. Cracks in concrete cap at east end of overlook wall, facing south

Plate 17. Buried stone curbing at east end of overlook site, facing south

Plate 18. Stone curbing adjacent to TH 52, facing west

Plate 19. Remains of original plantings across from overlook wall site, facing west

Plate 20. Former location of plantings at Phillips 66 gas station site in Preston, facing northeast

Plate 21. Former location of plantings on highway island in Preston, facing north

Plate 22. Former location of plantings along TH 52 in Preston, facing northwest

Plate 23. Undeveloped picnic area at east end of Preston wayside complex, facing northeast

Appendix B
1937-38 Site Plans
Preston Overlook

DISTRICT 6.

FORM 129 R
REVISED 1935

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MINN.	39RR		1936	1	15

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
ROADSIDE DEVELOPMENT PLANS
TRUNK HIGHWAY NO. 52 ≡ 20

IN PRESTON
(Give nearest Cities or Villages)

From A point 880' East & 850' North of Southwest cor. Sec. 31, R10W, T103N. To A point 665' South & 1268.3' East of Northwest Cor. Section 5, R10W, T101N.
(Give proper reference to Sections, Township and Range)

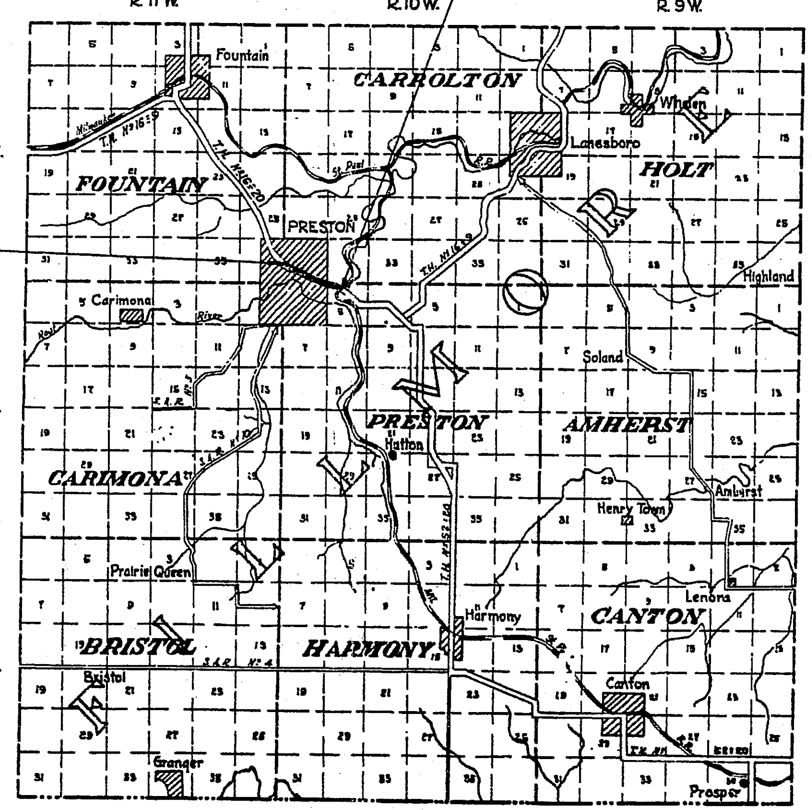
MINNESOTA FAP NO. 39RR(1936) SECTION

GROSS LENGTH 6017.1 FEET 1.1396 MILES
BRIDGES-LENGTH FEET MILES
EXCEPTIONS-LENGTH FEET MILES
NET LENGTH 6017.1 FEET 1.1396 MILES

LAYOUT
Scale 1 Inch = 10560 Feet

END S.P. 52≡20-37-1 F.A.P. 39RR(1936)
STA. 60+17.1 ROADSIDE DEVELOPMENT

BEG. S.P. 52≡20-37-1 F.A.P. 39RR(1936)
STA. 0+00 ROADSIDE DEVELOPMENT



CONVENTIONAL SIGNS & ABBREVIATIONS

STATE LINE; COUNTY LINE; TOWNSHIP OR RANGE LINE; SECTION LINE; QUARTER LINE; SIXTEENTH LINE; RIGHT-OF-WAY LINE; PROPERTY LINE (Except Land Lines); VACATED PLATTED PROPERTY; CORPORATE OR CITY LIMITS; TRUNK HIGHWAY CENTER LINE; RETAINING WALL; STEAM RAILROAD; ELECTRIC RAILROAD; RAILROAD RIGHT-OF-WAY LINE; CREEK; RAPIDS OR WATERFALL; DRY RUN; DRAINAGE DITCH; HIGH TENSION LINE; POWER POLE LINE; TELEPHONE OR TELEGRAPH LINE; CULVERTS-PLAIN, WITH ENDWALLS, WITH WINGWALLS; DROP INLET; GUARD RAIL; WIRE FENCE; RAILROAD SNOW FENCE; BOARD OR HIGHWAY SNOW FENCE; STONE WALL OR FENCE; HEDGE; WATER PIPE; SEWER PIPE; DRAIN TILE; GRAVEL PIT; SAND PIT; CLAY PIT; ROCK QUARRY; SPRINGS; MARSH.

TIMBER; BRUSH; ORCHARD; ROCK LEDGE; SAND; EDGE OF CUT; TOE OF EMBANKMENT; CATCH BASIN; MANHOLE; FIRE HYDRANT; ARC LAMP; OTHER LAMPS (State Kind); RAILROAD CROSSING SIGN; RAILROAD CROSSING BELL; ELECTRIC WARNING SIGN; CROSSING GATE; CATTLE GUARD; OVERHEAD (Highway Over); UNDERPASS (Highway Under); ABUTMENT, WALL & PIER; GIRDER BRIDGE; TRUSS; TRESTLE; BUILDING (One Story Frame): F-FRAME, C-CONCRETE, S-STONE, T-TILE, B-BRICK, ST-STUCCO; IRON PIPE; STONE MONUMENT; WOOD STAKE OR HUB; MEANDER CORNER.

TRUNK HIGHWAY R/w LINE; RAILROAD R/w LINE; PRESENT ROAD R/w LINE.

EXCAVATION	EXC.
EARTH	E.
LOOSE ROCK	L.R.
SOLID ROCK	S.R.
EMBANKMENT	F.
OVERHAUL	H.
SURFACING	S.
HAND DITCHING	H.D.
SPECIAL EXCAVATION	S.E.
SPECIAL PLOWING	S.P.
GUARD RAIL	G.R.
CORRUGATED METAL CULVERT	C.M.CULV.
SECTIONAL CONCRETE CULVERT	P.CULV.
SECTIONAL CONCRETE CULVERT (Heavy Type)	P.S.CULV.
TON MILES	T.M.
TELEPHONE POLE	TEL.P.
POWER POLE	P.P.
PLACE	P.
INPLACE	INP.
REPLACE	REP.
RIGHT	RT.
LEFT	LT.
INTERSECTION ANGLE	Δ
RADIUS	R.
TANGENT	T.
LENGTH OF CURVE	L.
POINT OF CURVE	P.C.
POINT OF TANGENT	P.T.
POINT OF INTERSECTION	P.I.
VERTICAL CURVE	V.C.
BENCH MARK	B.M.
ELEVATION	EL.
ACRES	A.

NOTE: SECTION NUMBERS SHOULD BE MADE TO READ FROM THE SOUTH

ROADSIDE DEVELOPMENT PLANS
CONVENTIONAL SIGNS

EXISTING PLANT GROWTH
FOLIAGE INDICATION AT RELATIVE SCALE
COMMON (ENGLISH) NAMES

- WOOD, FOREST OR GROVE
- SHADE TREE — 8" ELM
  - D = INCH DIAMETER AT BREAST HEIGHT - 4½ FT
  - S = SPREAD IN FEET OR 1½ X INCH DIAMETER
- EVERGREEN TREE (SCREEN TYPE)
- FLOWERING TREE (SMALL TREE OR SHRUB TYPE) — H = HEIGHT
- SHRUB MASS (SINGLE OR GROUPED)
- HEDGEROW
- CLIPPED HEDGE

PROPOSED (TO BE PLANTED)
CLASSIFICATION BASED ON RELATIVE SIZE AT MATURITY
SCIENTIFIC (LATIN) NAMES

- SHADE TREE — FIGURES WITHIN CIRCLES INDICATES VARIETY OF TREE ACCORDING TO KEY INDEX
- FLOWERING TREE — FIGURES WITHIN CIRCLES INDICATES VARIETY OF TREE ACCORDING TO KEY INDEX
- EVERGREEN TREE — LARGE OR SMALL — FIGURES WITHIN CIRCLES INDICATES VARIETY OF TREE ACCORDING TO KEY INDEX
- SPECIMEN TREE — LARGE OR SMALL
- SMALL TREES IN GROUPS
- LARGE SHRUBS IN GROUPS
- MEDIUM SIZE SHRUBS — FIGURES IN FEET INDICATES SPACING — 95 LONICERA MORROWI 5'
- GROUND COVER — FIRST FIGURE INDICATES QUANTITY, LAST FIGURE INDICATES SPACING IN FEET — 100 CELASTRUS 5'-8'
- TO BE TRANSPLANTED - FROM — TO
- TO BE REMOVED
- VIEW LINES
- UNDESIRABLE OUTLOOKS, BILL BOARDS ETC. — SCREEN

GENERAL NOTES

Location of proposed trees & shrubs shall be adjusted on the ground to conform to existing conditions such as clearance of overhead wires, sight clearance on curves, outcropping rock, and other fixed local factors.
All tree holes to be 3' in diameter and 3' in depth. Backfilled with 12" of clay and 24" of loam, unless otherwise designated.
Shrubs & vines are to be installed in beds 18" in depth and backfilled with 6" of clay & 12" of loam unless designated on plans as hole planting.
Shrubs & vines designated as hole planting are to be installed in holes 18" in diameter & 18" in depth and backfilled with 6" of clay & 12" of loam.
Planting along the open road shall be informal and natural in arrangement, avoiding straight lines in the installation of individual plants.

LETTING DATE .... APPROVED .... 19 .... DISTRICT ENGINEER

GROSS LENGTH ....Feet ....Miles ....Feet ....Miles ....Feet ....Miles
BRIDGES-LENGTH ....Feet ....Miles ....Feet ....Miles ....Feet ....Miles
EXCEPTIONS-LENGTH ....Feet ....Miles ....Feet ....Miles ....Feet ....Miles
NET LENGTH ....Feet ....Miles ....Feet ....Miles ....Feet ....Miles

LETTING DATE .... APPROVED .... 19 .... DISTRICT ENGINEER

GROSS LENGTH ....Feet ....Miles ....Feet ....Miles ....Feet ....Miles
EXCEPTIONS-LENGTH ....Feet ....Miles ....Feet ....Miles ....Feet ....Miles
NET LENGTH ....Feet ....Miles ....Feet ....Miles ....Feet ....Miles

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EXCEPTIONS-LENGTH ....Feet ....Miles ....Feet ....Miles ....Feet ....Miles
NET LENGTH ....Feet ....Miles ....Feet ....Miles ....Feet ....Miles

Designed and Recommended — [signature] CONSULTING LANDSCAPE ARCHITECT; Harold E. Olson, ENGINEER OF ROADSIDE DEVELOPMENT

Planned By ________ ENGINEER OF PLANS

Recommended for Approval — [signature] DISTRICT ENGINEER

Recommended for Approval — O. L. Kipp, CONSTRUCTION ENGINEER

Approved 3-22-1937 — J. T. Ellison, CHIEF ENGINEER

Recommended for Approval [redacted] DISTRICT ENGINEER, B. OF P. R.

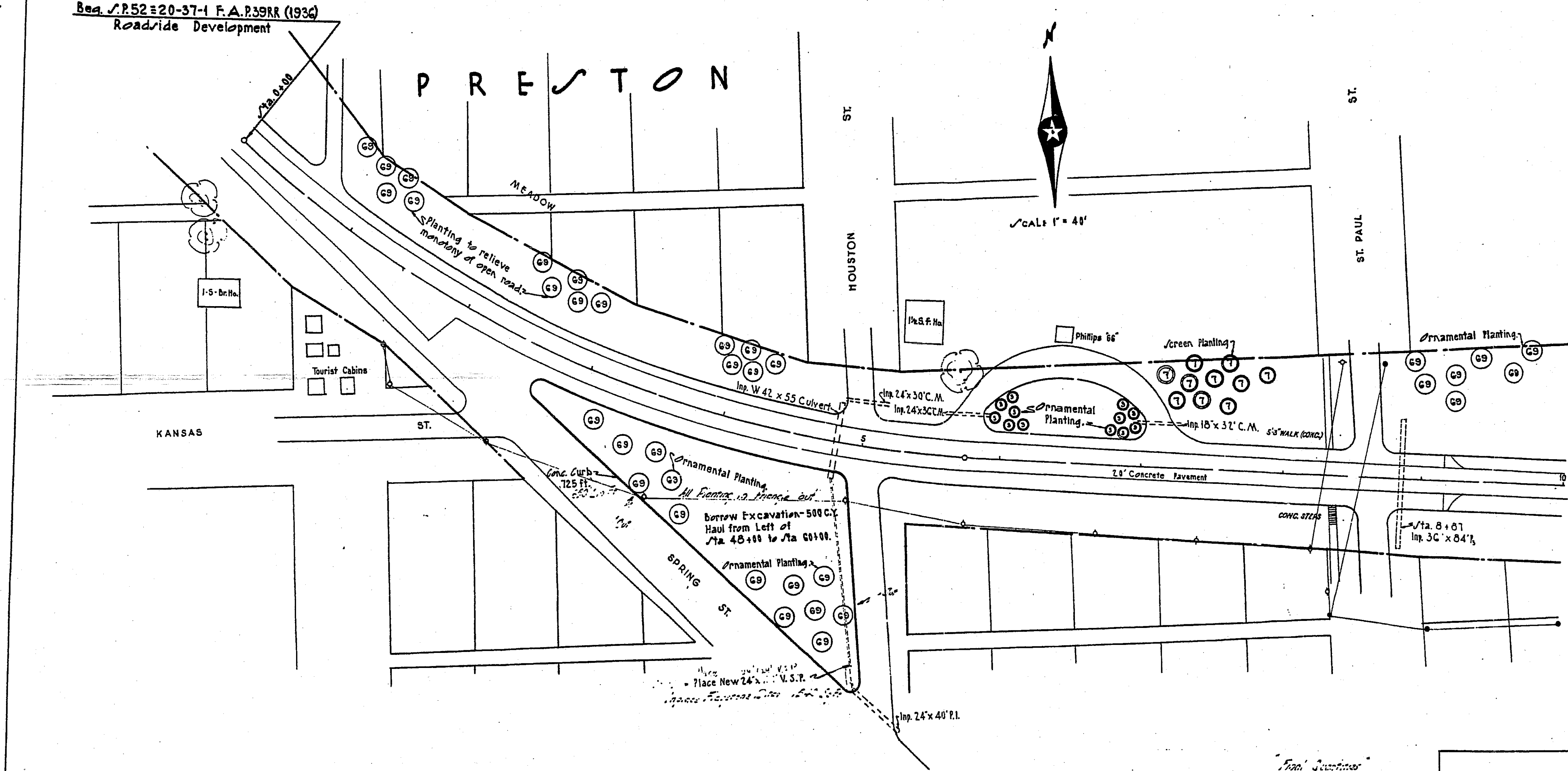
Recommended for Approval [redacted] CHIEF ENGINEER, B. OF P. R.

Approved [redacted] DIRECTOR, B. OF P. R.

DESIGN SQUAD ....

SP 2310

FED. ROAD DIST. Nº	STATE	F.A.P.	SEC.	FISCAL YEAR	SHEET Nº	TOTAL SHEETS
4	MINN	39RR		1936	3	15



Note:
All shrubs to be hole planted.

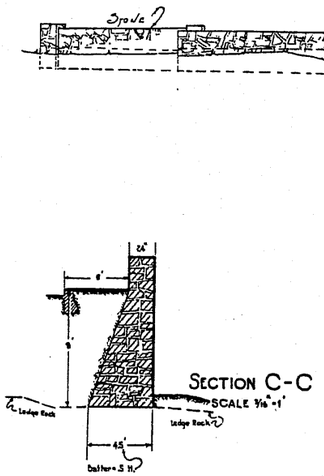
PLANT MATERIAL LIST

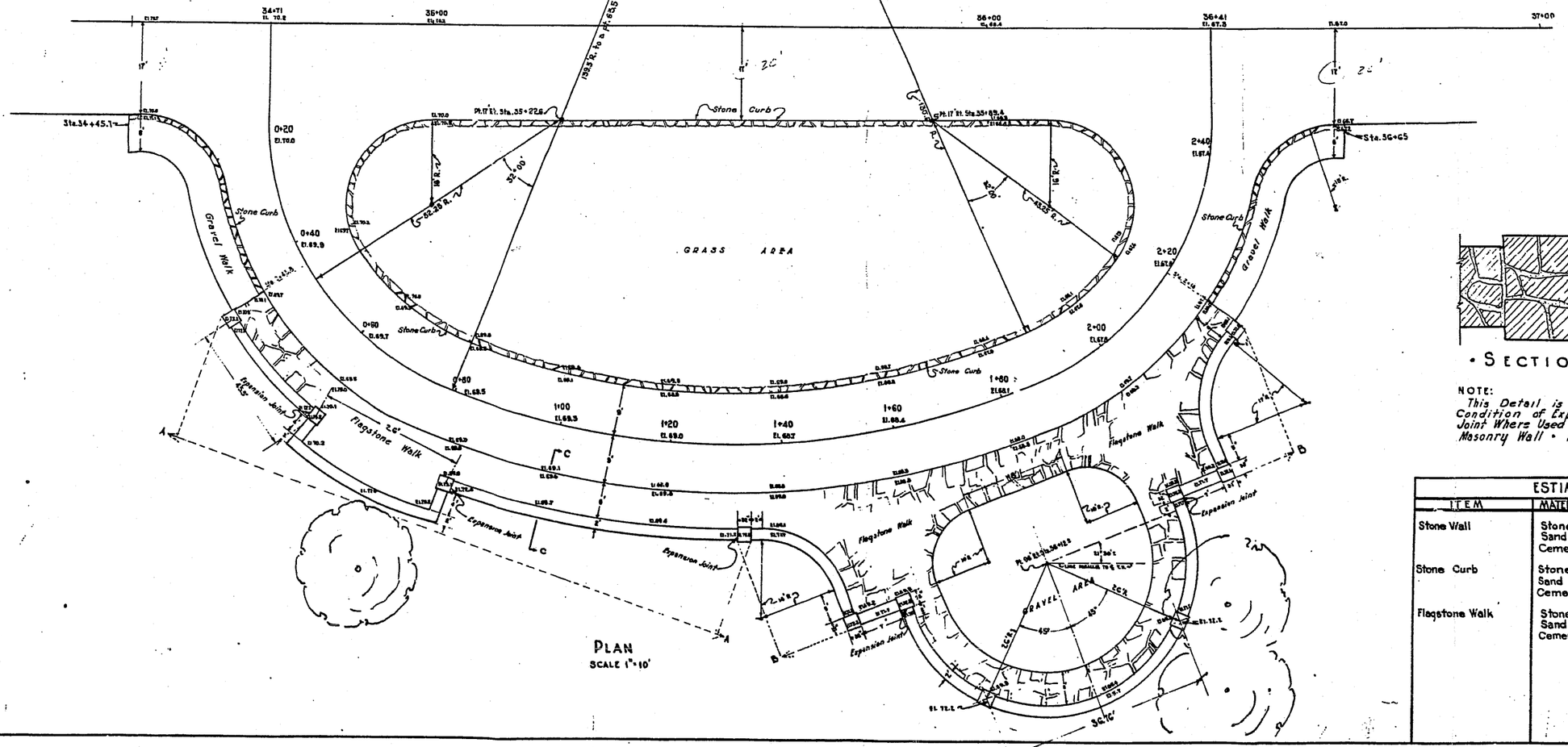
INDEX	SCIENTIFIC NAME	CLASS	RANGE	UNIT	QUANT.	SIZE	REMARKS
3	Juniperus communis der.	Evergreen Shrub	Average	Shrub	12	24-30" spr. B&B	Contract
7	Juniperus virginiana	Evergreen Tree	Average	Tree	10	4'-5' Hi B&B	"
C9	Ulmus americana	Shade Tree	Large	Tree	35	3"-3½" Cal.	"
	Poa Pratensis	Ground Cover		Lb.	14		"
	Agrostis Palustris	" "		"	6		"
	Trifolium Repens	" "		"	1		"
	Lolium Perenne	" "		"	3		"

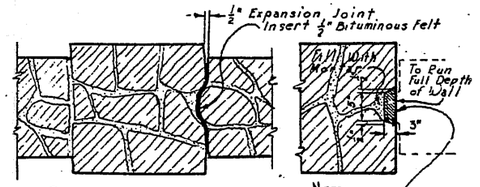
ESTIMATE QUANTITIES

Nº	ITEM	QUANT.	UNIT	REMARKS
3	Installing Evergreen Trees	10	Tree	Participating
3	Installing Evergreen Shrubs	12	Shrub	"
3	Installing Shade Trees	35	Tree	"
4	Construct Concrete Curb	725	Lin. Ft.	"
4	Furnish & Install 24" V.S.P.	150	Lin. Ft.	"
4	Seeding	0.2	Acre	"
	Excavation (Diversion ditches)	280	C.Y.	
	Hand Ditching	75	C.Y.	

FED. ROAD DIST. NO.	STATE	F.A.P.	SEC	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	MINN.	339A		1936	9	15







NOTE:
This Detail is a Typical Condition of Expansion Joint Where Used on Stone Masonry Wall • No Scale•

DETAILS FOR CONSTRUCTION OF ROADSIDE PARKING OVERLOOK

NEAR PRESTON, MINN.

SCALES AS INDICATED

S.P. 52:20-37-1

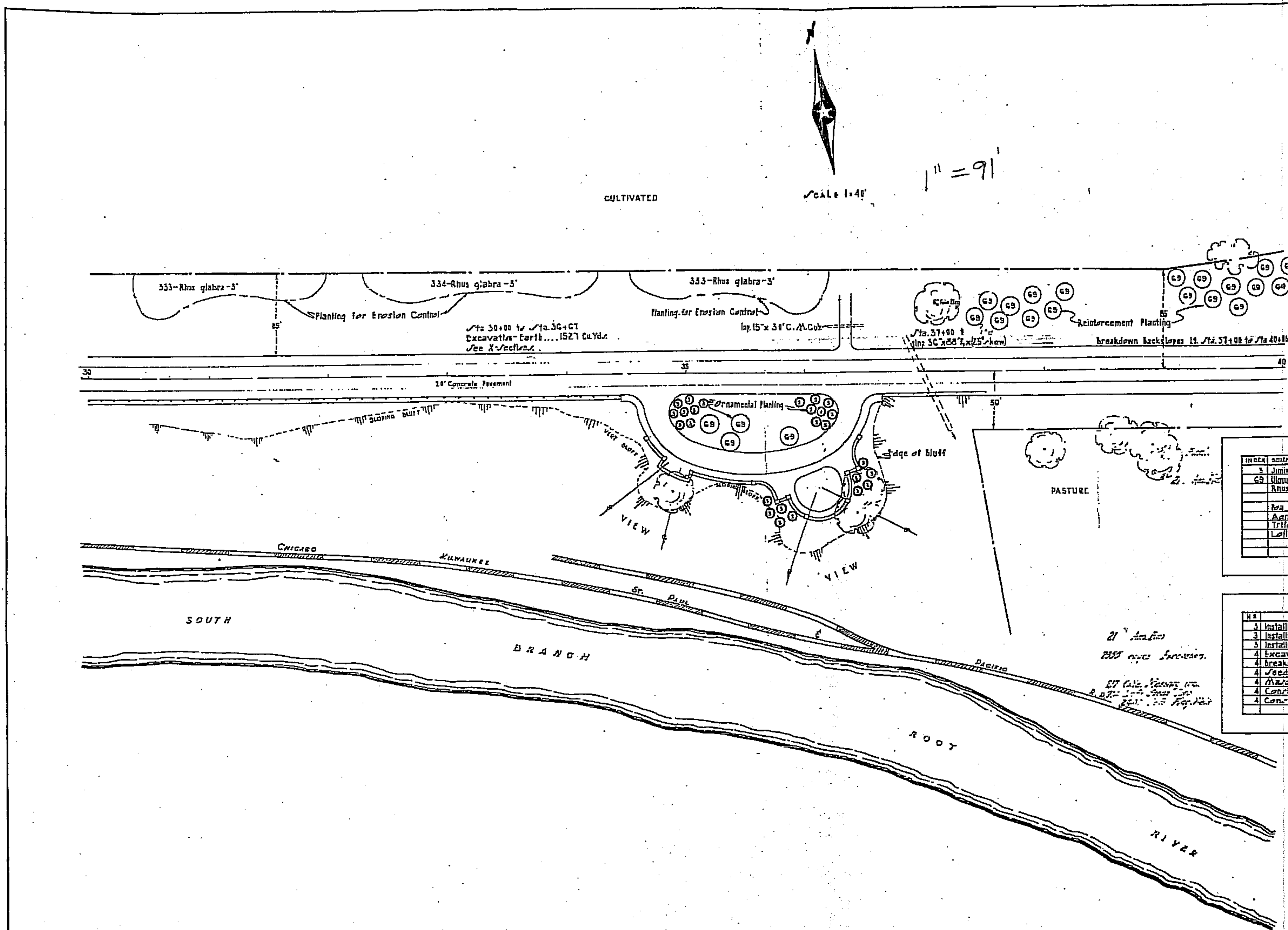
1" = 22.5'

NOTE:
Vertical exposed surfaces shall have raked joints 1"-1½" in depth.
All joints on top of wall to be raked ½" in depth.
All exposed surfaces shall be kept clean of mortar by brushing thoroly at end of each ½ days work.
Mortar to consist of 3 parts plasterers sand and 1 part cement.
Rock for construction to be obtained from present quarry adjacent to concourse area.

ESTIMATE QUANTITIES

ITEM	MATERIAL	QUANTITY	UNIT	REMARKS
Stone Wall	Stone	305	Cu. Yd.	Participating
	Sand	87	Cu. Yd.	"
	Cement	920	Sax	"
Stone Curb	Stone	23	Cu. Yd.	"
	Sand	8	Cu. Yd.	"
	Cement	70	Sax.	"
Flagstone Walk	Stone	51	Cu. Yd.	"
	Sand	10	Cu. Yd.	"
	Cement	95	Sax.	"

FED. ROAD DIST. No	STATE	F.A.P.	SEC	FISCAL YEAR	SHEET No	TOTAL SHEETS
4	MINN.	[illegible]		[illegible]	6	15



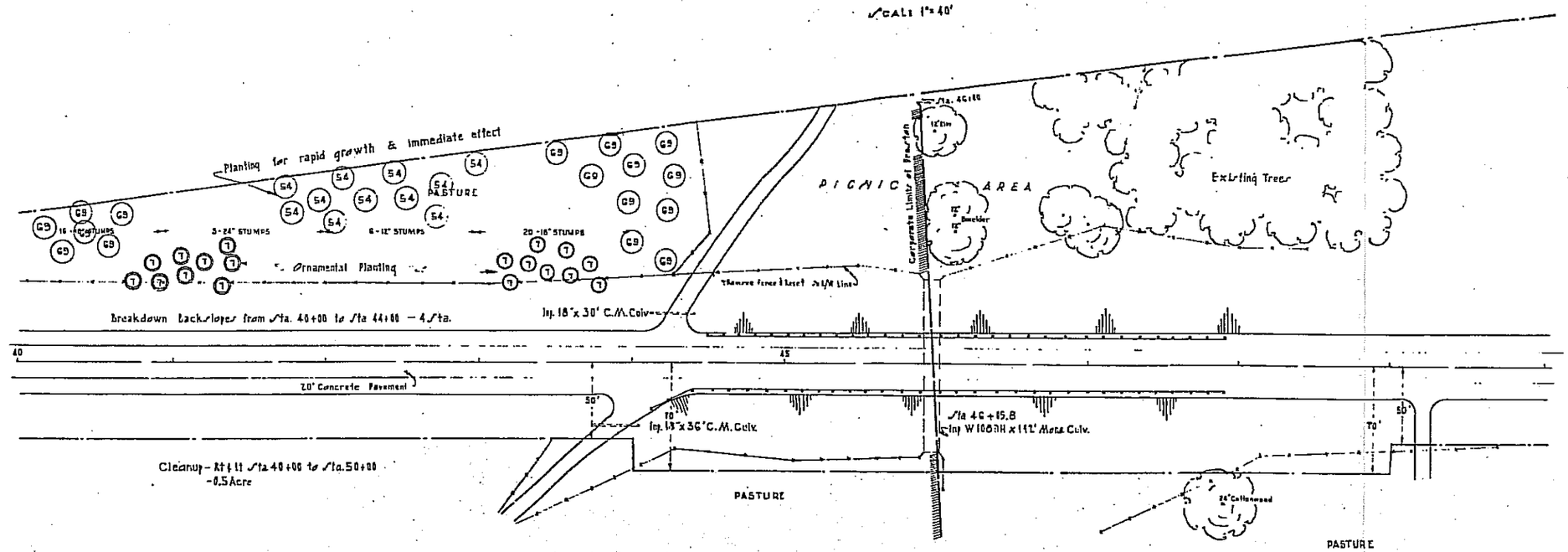
PLANT MATERIAL LIST

INDEX	SCIENTIFIC NAME	CLASS	RANGE	UNIT	QUANT.	SIZE	REMARKS
3	Juniperus communis dep.	Evergreen Shrub	Average	Shrub	26	24-30" or B&B	Cont.
69	Ulmus americana	Shade Tree	-	Tree	22	3-3½ Cal.	-
	Rhus glabra	Deciduous Shrub	-	Shrub	1000	2'-3' Ht.	-
	Poa Pratensis	Ground Cover		Lb.	106		-
	Agrostis palustris	" "		"	40		-
	Trifolium repens	" "		"	10		-
	Lolium perenne	" "		"	28		-

ESTIMATE QUANTITIES

No	ITEM	QUANT.	UNIT	REMARKS
3	Installing Evergreen Shrubs	26	Shrub	Participating
3	Installing Shade Trees	22	Tree	"
3	Installing Deciduous Shrubs	1000	Shrub	"
4	Excavation-Earth	1527	Cu.Yd.	"
4	Breakdown Backslopes	3.0	Station	"
4	Seeding	1.6	Acre	"
4	Masonry Wall	305	Cu.Yd.	"
4	Construct Stone Curb	200	Lin. Ft.	"
4	Construct Flagstone Walk	2525	Sq. Ft.	"

Notes:
All shrubs to be hole planted.
All areas disturbed by grading to be seeded with blue grass mixture.



Notes:
Areas disturbed by grading
to be seeded with blue grass mixture.

PLANT MATERIAL LIST

INDEX	SCIENTIFIC NAME	CLASS	RANGE	UNIT	QUANT.	SIZE	REMARKS
7	Juniperus virginiana	Evergreen Tree	Average	Tree	18	4'-5' Ht. B&B	Conif
54	Populus eugenei	Shade Tree	Average	Tree	11	1"-1½" Cal.	-
69	Ulmus americana	- -	- -	Tree	16	3-3½ Cal.	-
	Poa pratensis	Ground Cover		Lb.	35		
	Agrostis palustris	- -			15		
	Trifolium regens	- -			3		
	Lolium perenne	- -			8		

ESTIMATE QUANTITIES

NO	ITEM	QUANT.	UNIT	REMARKS
3	Installing Evergreen Trees	18	Tree	Participating
3	Installing Shade Trees	27	Tree	
4	Grubbing	45	Stump	
4	Cleanup	4.5	Acre	
4	Remove & Reset Wire Fence	50	Rod	
4	Breakdown Backslopes	4.0	Station	
4	Seeding	4.5	Acre	

Appendix C
HDR Condition Assessment Notes
Preston Overlook

Job No. 07569-054 | No.

HDR Computation

HDR

Project Preston Overlook	Computed SWJ	Date 10/8/02
Subject	Checked	Date
Task	Sheet 1	Of 1

Most of wall is plumb except highest area which is at most 2"± leaning out.

Remove conc. cap on wall and piers.

Pier conc. cap looks newer

~~Rep~~ ~~Grit~~ Remove exist. mortar to 2"? depth and replace.

Area of mortar joints - 57 L.F. x 1" wide averge in 2'-8" x 10'-0" area of wall (57 L.F. includes 10'-0" horiz. jt. where wall meets paving.

Replace some stones generally at top where badly deteriorated

Evidence of much water filtering through cracks between mortar and stone.

No existing weepholes - if jts. are redone w/ lime mortar what happens if water enters? Filters through interior ~~S~~ to below grade?

Raise grade to drain from wall. Fix low point
Make slope away from wall and south.
Drive has general slope down as traveling away from town ~~(south)~~
Dry lay pavers? with crushed rock between?

Create slope across drive to east to keep water as far from wall as possible?

Job No. 07569-054 | No.

HDR Computation

Project MNDot Historic Roadside Structures		Computed SWJ	Date 1/02/03
Subject Preston Overlook		Checked	Date
Task Prelim. Cost est.		Sheet 1	Of 1

Vegetation

Main Area –	~~7 juniper trees~~	~~$200 ea.~~	~~1400~~
	26 juniper shrubs	$80 ea.	2080
	22 elms	$200 ea.	4400
	1000 sumac	$70 ea.	70,000
	192 ground cover	$15 ea	3,000

	Maint. exist. trees	L.S.	
Picnic Area	18 juniper trees	$200 ea.	3600
	11 poplar	$400 ea.	4400
	16 elms	$200 ea.	3200
Gas Station	12 jun. shr.	$80 ea.	9600
	10 jun. trees	$200 ea.	2000
	35 elms	$200 ea.	7000

Curb, Stone

Maintain	$20/L.F. × 600	12,000
Remove asphalt, build gravel drive, H.C. ramp	$30/S.Y. × 600	18,000

Flagstone Pad

Rebuild	$50/S.F. × 2525	126,250

Other Feature – gravel area

Remove Sod, install gravel	$10/S.F. × 1200	12,000

Overlook Wall

100%	Repoint	$20/S.F. × 290' × 5.5' + 290' × 3'	50,000
15%	Rebuild	$100/S.F. × 200	20,000
	Remove Conc. cap	L.S.	2,000

SITE BOUNDARIES

■ BOUNDARY OF NATIONAL REGISTER-LISTED PROPERTY

The boundary of the National Register-listed property is shown by the dashed line on the accompanying sheets entitled "Preston Overlook Site Boundaries." The base maps for these sheets are a Minnesota Department of Transportation (Mn/DOT) plan sheet with right-of-way information and a Mn/DOT aerial photo.

The northern boundary of the National Register-listed property is a line drawn 10' north of the stone curbing that encircles the traffic island and parallel with the T.H. 52 centerline. The southern boundary follows the northern edge of the Harmony-Preston Valley State Trail, a recreational trail located on the former Chicago, Milwaukee, St. Paul and Pacific trackbed. Most of the eastern boundary follows a Mn/DOT right-of-way line. The western boundary is drawn 460' west of the eastern boundary and parallel with it, as shown.

Boundary Justification

The National Register-listed property is comprised of the parcel of land historically associated with the Preston Overlook.

■ RECOMMENDED BOUNDARY OF MN/DOT HISTORIC SITE CONSERVATION ZONE

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

Boundary Justification

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

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

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

South of the National Register-listed property, it is recommended that the Conservation Zone extend to the South Branch of the Root River. North of the National Register-listed property, it is recommended that the Conservation Zone extend across T.H. 52 to the Mn/DOT right-of-way line north of the highway. East and west of the National Register-listed property, it is recommended that the Conservation Zone extend 400' east and 350' west, as shown. These areas include Mn/DOT right-of-way, MnDNR land along the river and the State Trail, and a 50'-wide parcel of private property immediately east of the National Register property. Much of the highway right-of-way in the

Conservation Zone was landscaped as part of the roadside development project that created the wayside rest.

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

In particular, it is recommended that Mn/DOT work with the MnDNR and the City of Preston to maintain the Conservation Zone in a manner consistent with the original design intent. Historic photos and early Mn/DOT plans should be used as a guide for treatment activities.

■ MORE INFORMATION

For detailed information on the Preston Overlook's structures, landscape, and significance, refer to:

Mn/DOT Historic Roadside Development Structures Inventory form for Preston Overlook (Gemini Research, Dec. 1998).

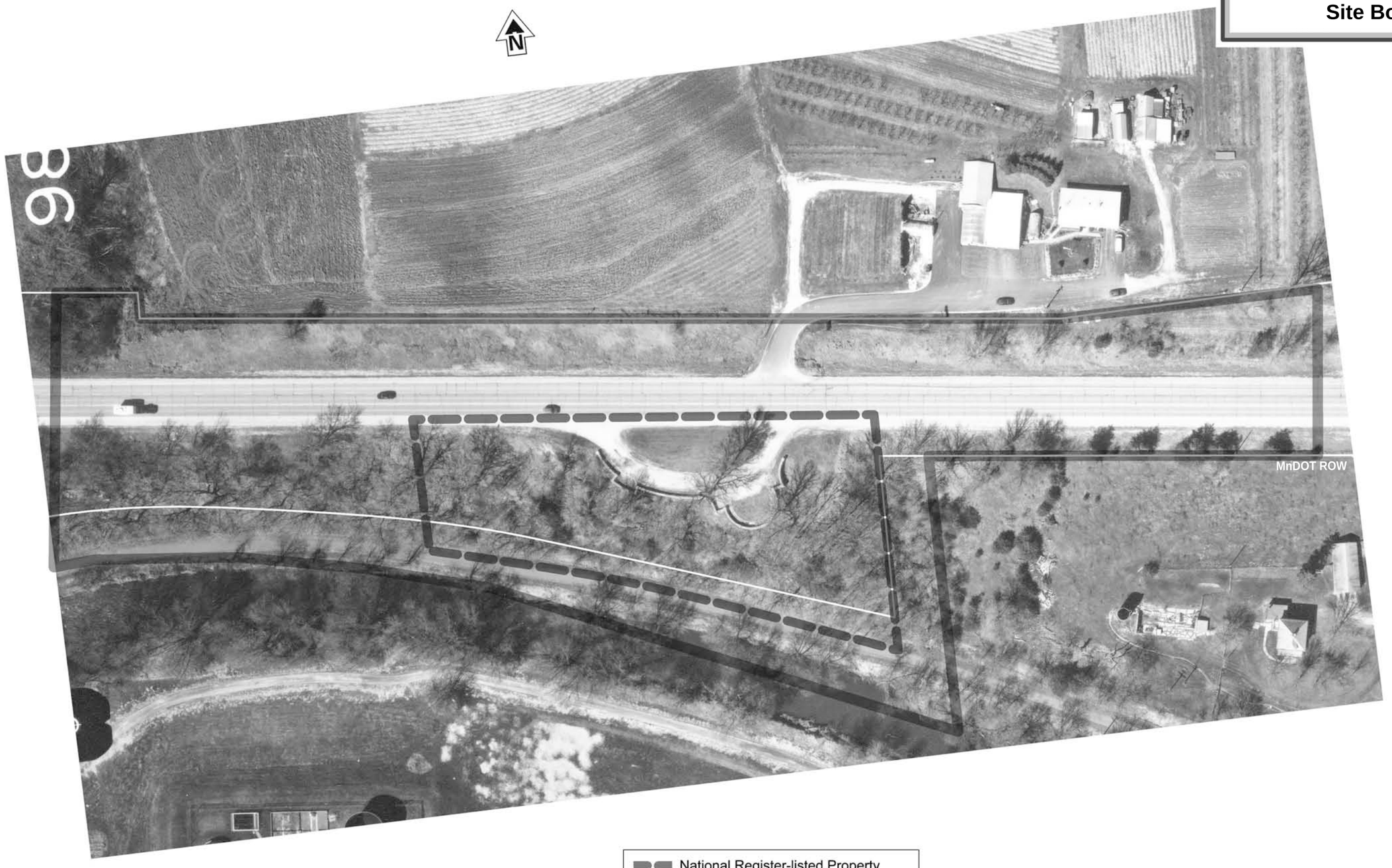
Preservation and Restoration Report for Preston Overlook (HDR Inc., March 2003).

Comments on HDR Preservation and Restoration Report (Gemini Research, Jan. 28, 2003, and April 8, 2003).

National Register Nomination Form for Preston Overlook (Gemini Research, March 22, 2003).

Prepared by Gemini Research May 1, 2004.

Preston Overlook
Site Boundaries



0 100'
Scale 1" = 100'

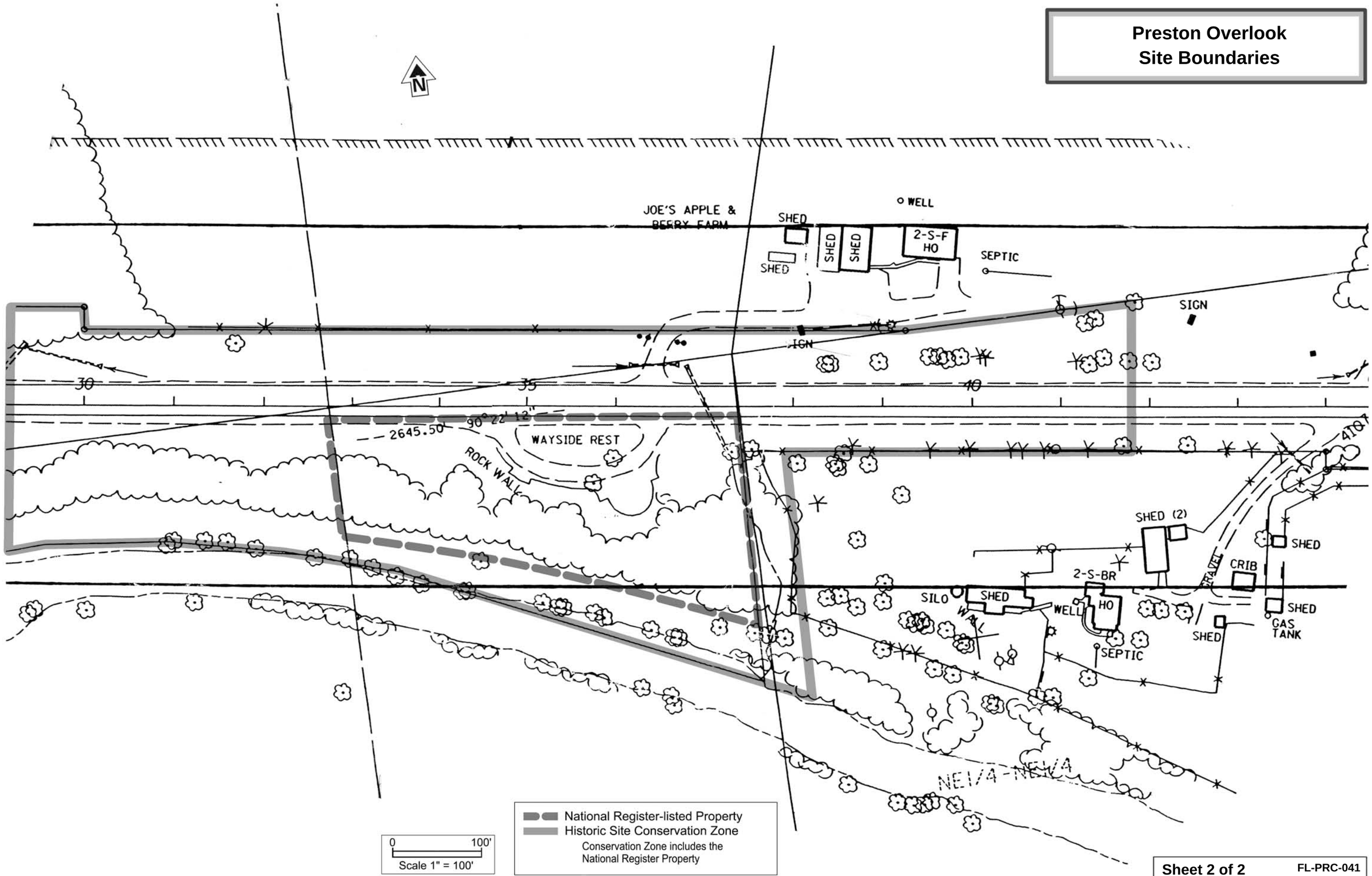
National Register-listed Property
Historic Site Conservation Zone
Conservation Zone includes the National Register Property

Photo taken Spring 1998

Sheet 1 of 2 **FL-PRC-041**

Prep by Gemini 2003 **CS 2310**

Preston Overlook
Site Boundaries



Sheet 2 of 2 **FL-PRC-041**

Prep by Gemini 2003 **CS 2310**