

## WILLOW LAKE ROADSIDE PARKING AREA

SHPO INV. #CA-TOR-002

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**Location:** The Willow Lake Roadside Parking Area is a long, narrow, 15-acre parcel of land located between T.H. 6 on the west and Willow Lake on the east. The site provides public access to about 3,500'-0" of shoreline on a pristine northern lake. It is about 3.3 miles south of CSAH 28. The site is approximately 9 miles north of Remer.

**Introduction:** Built in 1939/40 by the CCC, the site is divided into two sections and three use areas: a scenic overlook at the north with a stone overlook wall, a picnic area at the south, and a wilderness and swimming area in the middle. Located about 100 feet north of the original parking area in the south area is a MnDNR-operated boat access with a gravel parking area and an unobtrusive boat ramp and dock, which have been added. Between the north and south sections is a log bathhouse, which is only visible and accessible to pedestrians or boaters. Remnants of other site features remain, but require exploration, such as the well pump, latrines, parking areas, and a lookout tower. Sections of the site that are visible from T.H. 6 are maintained; however, the lakeside areas are not well managed. Debris and garbage have collected in various locations and remain. The site appears to have been built according to the design plans. The entire site and especially the overlook wall area exemplify the design and craftsmanship of this era and capture the spirit of the people who worked on the CCC-era projects.

**Architect's Survey Date:** September 16, 1999

**Plans/Sketches:**

1. MHD Construction Details for a Parking Overlook, dated 8/38
2. MHD Final Plans, dated 6/42
3. MHS Inventory Form Log Bathhouse Sketch, dated 4/86
4. MJBA Stair Sketch Field Notes, dated 9/99
5. MJBA Recommended Construction Improvements #FS.1

**MNDOT HISTORIC ROADSIDE DEVELOPMENT  
STRUCTURES INVENTORY**

CA-TOR-002  
CS 1104

Willow Lake Roadside Parking Area

<b>Historic Name</b>	Willow Lake Roadside Parking Area	<b>CS #</b>	1104
<b>Other Name</b>	No-ta-she-bun Public Water Access	<b>SHPO Inv #</b>	CA-TOR-002

<b>Location</b>	SE side of TH 6 3.3 mi S of CSAH 28	<b>Hwy</b>	TH 6
<b>City/Township</b>	Torrey Township	<b>District</b>	3A
<b>County</b>	Cass	<b>Reference</b>	66.0

<b>Twp Rng Sec</b>	143N 25W Sec 36	<b>Acres</b>	15
<b>USGS Quad</b>	Sugar Lake	<b>Rest Area Class</b>	4
<b>UTM</b>	Z15 E441050 N5222650		

<b>Designer</b>	Nichols, A R, Consult Land Arch	<b>SP #</b>	6-34-126-2A 1104-04
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<b>Builder</b>	Civilian Conservation Corps (CCC)	<b>SHPO Review #</b>	
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<b>Historic Use</b>	Roadside Parking Area	<b>MHS Photo #</b>	013557.14-24 013561.16-23 013562.02-09
<b>Present Use</b>	Roadside Parking Area		

<b>Yr of Landscape Design</b>	1938-41	<b>MnDOT Historic Photo Album</b>	Nic 1.17 Nic 5.21 Ols 1.21
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<b>Overall Site Integrity</b>	Intact/Slightly Altered		
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<b>Review Required</b>	Yes		
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<b>National Register Status</b>	Eligible, see Statement of Significance		
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<b>Historic Context</b>	Roadside Development on Minnesota Trunk Highways, 1920-1960		
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**List of Standing Structures**

Feat#	Feature Type	Year Built	
01	Overlook Wall	1939-40	
02	Curb, Stone	1939-40	
03	Bathhouse	1939-40	
04	Foundation of Bldg	1939-40	
05	Well/Pump	Ca. 1940	

NOTE: Landscape features are not listed in this table

<b>Fieldwork Date</b>	08-09-97
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<b>Prep by</b>	Gemini Research Dec. 98 G1. 85
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<b>Prep for</b>	Site Development Unit Cultural Resources Unit Environmental Studies Unit
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<b>Final Report</b>	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)
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## Stabilization/Preservation/Restoration

### 1. Spatial Organization and Land Patterns

#### a. Functional Relationships:

- **Assessment:** The original plan divides the site into three use areas: a scenic overlook at the north with a stone overlook wall and a lookout tower, a picnic area at the south, and a wilderness and swimming area in the middle. Because of the density of the trees, the three areas are not within sight of one another. They are linked by a linear shoreline walking trail that extends the length of the site and by T.H. 6, which travels north and south on the western edge of the site.

Today, the site retains its size and most of its original spatial organization. The scenic overlook wall on the north is intact, although the lookout tower has been razed. A camping site with a campfire spot has been developed at the shoreline east of the overlook wall. The southern picnic area appears to have abandoned due to swampy, low-lying ground, which would have been drier in the 1930s when this site was developed. The picnic area is now overgrown, with a few foundation remnants buried in the underbrush. The picnic area's pump base stands just off the northern edge of the current parking area. The picnic grounds' original parking area is now a small grassy clearing. The southern access, about 100 feet north of the original parking area, includes two bermed islands and provides safe and convenient access for vehicles and attached watercraft to the boat access ramp and dock. These facilities were added to the site by the MnDNR through a Limited Use Permit with the MnDOT. The wilderness area in the middle of the site is intact but overgrown. The swimming area's bathhouse, which is accessible only by the hiking trail, is intact but not in use. The swimming area has no sandy beach but good swimming conditions with a lightly rocky shore.

- **Recommendations:**

**Stabilization:** None

**Preservation:** Retain the site's important role as a way for the public to experience Willow Lake's shoreline (a role that may become increasingly important as the region experiences more commercial and residential development in the future). Do not add modern improvements to the overlook wall's parking area, the southern parking area, or the boat launch. **Work Period:** ASAP

**Restoration:**

1. North section: Add one portable picnic table to the overlook wall's island, which is likely consistent with the original design intent. Use a design based on the Roadside Development Division's standard portable wooden picnic table of the 1930s-40s. If a handicapped-accessible pad for the table is required, do not add a picnic table because of the intrusive impact a pad will have on the interpretive accuracy and small amount of available space on the island.
2. South section: Restoration is not recommended because of the swampy ground. However, the following options can be considered:

**Rehabilitation:** return picnicking to the southern area, but without using the original layout. For example, the current parking area and boat launch could be removed and a new gravel parking area and picnic area could be developed following original plans but shifting elements northward, and perhaps scattering tables closer to the lakeshore where there are fewer mosquitoes. The picnic tables should be portable, vandal-resistant and historically appropriate. If a hard-surfaced path to a table is necessary, create a path and/or pad using a material like "Grass-crete". In addition, locate screened porta-potties inconspicuously and integrate simple picnic fireplaces conducive for practical and convenient public use. Their design can be either the low sim-

ple stone fireplace following standard MHD design of the 1930s-40s or simple metal rings with metal grates.

Leave the current parking area and boat launch as is and provide 2-3 portable picnic tables, 1-2 fireplaces, and porta-potties (two) scattered east along the lakeshore on both sides (north and south) of the current parking area. In this option, the current parking area should remain gravel-surfaced and be without modern improvements to retain the site's historic character. The boat launch should remain very simple and unobtrusive, with no modern improvements other than the ramp and dock currently in place. **Work Period:** 5 - 10 years.

b. Visual Relationships:

- **Assessment:** The original plans (stamped "Final Plans" "June 3, 1942") indicate with arrows planned views of Willow Lake from the highway at Station 530 and from the stone overlook wall. Willow Lake was also visible through the trees from other portions of the site. The site also includes an impressive view of the beautifully constructed stone overlook wall from the woods below its base. Currently overgrown trees obscure the views from the overlook wall and from T.H. 6 at Station 530. Views at other portions of the site are intact. Views across Willow Lake are largely forested with a few docks and cottages visible.

The pristine, undisturbed setting of the Willow Lake Roadside Parking Area is essentially intact. The site is located in a minimally developed, rural area and is surrounded by forests on the north, south, and west and Willow Lake on the east. The highway right-of-way is densely forested. Views in all directions to and from the site are generally intact, with no visual intrusions. The stone overlook wall is the only manmade element that is clearly visible from the highway. The possibility of future residential, commercial, or resort development across T.H. 6 to the west or along the shore of Willow Lake is unknown.

- **Recommendations:**  
**Stabilization:** None.  
**Preservation and Restoration:** Selectively cut trees to reopen the lake views from the overlook wall and from T.H. 6 at Station 530 as indicated on the original plans. Work with MnDNR to carefully preserve the site's views and setting. *If MnDOT doesn't own the property directly west of T.H. 6, we strongly recommend that it be purchased or an easement attached to preserve the exceptional setting and view sheds.* MnDNR has Limited Use Permit with MnDOT to operate public access and parking area. (It's a 300'-wide parcel. Permit date was May 1990.)  
**Work Period:** 1 - 5 Years.

2. Topography: Not applicable

3. Vegetation

- **Assessment:** The original plans for the site do not specify the installation of any plant materials. Instead, the plan is drawn with abundant trees, probably pre-existing forest.

Today, the site is covered with a dense deciduous and pine forest. Near the southern parking area are several majestic mature white pines that should be carefully preserved. Low-lying areas in the park have ferns and similar dense undergrowth. There are a few mature cedars near the southern parking area that may have been planted at A. R. Nichols' direction. (They do not seem to be represented in nearby forests and were often used by Nichols in historic MHD way-side rests.) Both the northern and southern parking areas are surrounded by small amounts of mowed grass. There are three mature maples (about the same age as the site?) on the island adjacent to the stone overlook wall. There is one mature pine on one of the grassy islands in the southern parking area.

The site's vegetation is in good condition but overgrown. Numerous trees have grown adjacent to the east face of the wall potentially threatening the struc-

tural integrity of the walls. Excess grass obscures the granite curb at the wall. Trees are obscuring the views of the lake from the overlook wall and from T.H. 6 at Station 530. Trees and brush have encroached on the swimming area and are engulfing the bathhouse, potentially damaging it. The hiking trail is overgrown in some places.

- **Recommendations:**

**Stabilization:** Verify the wall's structural stability prior to any tree removal as the larger tree roots may have grown underneath the footings. To avoid wall damage, clear trees and brush from the eastern face of the overlook wall to a distance of about 4'-0" to 6'-0". Remove grass and weeds from the wall base and curbing. **Work Period:** 1 - 2 years.

**Preservation/Restoration:** Verify the wall's structural stability prior to any tree removal as the larger tree roots may have grown underneath the footings. To avoid wall damage, clear trees and brush from the eastern face of the overlook wall to a distance of about 4'-0" to 6'-0". Remove grass and weeds from the wall base and curbing. **Work Period:** 1 - 2 years. Selectively cut trees to reopen the lake views from the overlook wall and from T.H. 6 at Station 530. Clear trees and brush from the bathhouse to a distance of about 6'-0". Selectively clear trees and brush to reopen the swimming area. Selectively open up overgrown sections of the hiking trail. *Establish and follow a regular maintenance schedule of mowing, pruning, and trimming.* **Work Period:** 3 - 5 years.

#### 4. Circulation

##### a. Access Road(s) and Internal Roadways

- **Assessment:** T.H. 6 travels north and south near the site's western edge. Cars travel at approximately 60 mph, considerably faster than the 45-mph speed limit that was in effect when the site was built. The traffic noise and motion are intrusive to visitors at the overlook wall, but topography and trees protect visitors from it elsewhere on the site. The speed of the traffic and short sight lines make it difficult to turn into the site from T.H. 6 at both entrances.

Each of the site's two parking areas has an entrance road. See Parking below. See Trails below for a narrow shoreline "Old Tote Road" that predates the site. A short asphalt-paved service road has been added to the site. It begins about 65' south of the south end of the stone wall and travels northeastward down to the hiking trail (the former tote road). A "camping spot" has developed at the shoreline east of the overlook wall at the end of this service road.

- **Recommendations:**

**Stabilization:** None.

**Preservation:** Remove the asphalt-paved service road southeast of the overlook wall, repair the scar with local transplants, and reestablish the trail in the vicinity of the wall (see Trails below). No camping should be allowed on site.

**Work Period:** 1-3 years.

**Restoration:** Remove the asphalt-paved service road southeast of the overlook wall, repair the scar with local transplants, and reestablish the trail vicinity of the wall (see Trails below). It is recommended that the highway speed limit past the site be reduced to 45 mph and a no-passing zone implemented to increase visitors' safety and enjoyment. Add advance highway signs to allow for adequate decision-making and time to slow down before entering site (or reevaluate the positioning of such signs if they exist). **Work Period:** 1-3 years.

##### b. Parking areas

- **Assessment:** The site originally had two parking areas. The overlook wall's semi-circular entrance road doubled as its parking area with parallel parking. It was originally paved with gravel and lined with granite curbing. The southern picnic area originally had a rectangular gravel parking area. It was approached by a gravel entrance drive.

Today, the northern entrance drive/parking area is paved with asphalt, which is in good condition. The drive/parking area retains an unusual amount of intact granite curbing, with only several missing. Willow Lake is one of the sites with the largest amount of stone curbing in the entire Roadside Development inventory of 102 sites.

The original southern parking area has been abandoned, probably when the adjacent picnic area was abandoned. Three short, wood posts block its entrance. It is a grassy clearing that is filling with encroaching vegetation. Currently a gravel parking area and boat launch located about 100' north of the original parking location exists. It is assumed from 1986 aerial photos that the entrance from T.H. 6 is near Station 524 as shown on the original plans. The current parking area has an oval shape, a gravel surface in good condition, and two small bermed islands. The boat launch has a simple concrete ramp and a small wooden dock.

- **Recommendations**

**Stabilization:** None.

**Preservation:** Carefully preserve the northern parking area's stone curbing. Remove asphalt and felt covering from the catch basin. Clean out the manhole and the vitreous tile drain pipe to restore proper drainage. Restore drainage around the catch basin by patching the asphalt. At the southern parking area, do not add any modern improvements to retain the rest area's historic character.

**Restoration:**

1. North site: remove asphalt surfaces, compacting and re-grading as required to reestablish the original 6" face exposure of the granite curb. Carefully preserve the stone curbing. Replace missing and broken units with matching pieces of similar color and texture. This work extends out onto T.H. 6 at both the south and north ends of the overlook wall. At the catch basin remove asphalt and felt covering and clean it out and restore drainage to both drainpipe and catch basin.
2. South site: if desired, remove the current southern parking area and boat launch and restore the original southern parking area. (See details in Spatial Organization above.) If Restoration is not desired, use a Rehabilitation option that would either create a new southern parking area following original plans but shifted north from its original location, or retain the current parking area and boat launch. (See details in Spatial Organization above.) If the current parking area is retained, it should remain gravel-surfaced and be without modern improvements to retain the site's historic character. The boat launch should remain very simple and unobtrusive, with no modern improvements other than the ramp and dock currently in place.

c. **Pedestrian walks**

- **Assessment:** The western face of the stone overlook wall was originally lined with a 4'-0" wide gravel walkway with a granite curb. The walkway is now uneven and overgrown with turf and contains a section of asphalt in the lookout bay.

The curb is intact but overgrown.

- **Recommendations:**

**Stabilization:** None.

**Preservation:** Remove all asphalt, vegetation, and subgrade from the wall's gravel walkway and add required fill, compacting to restore the original finish grade elevations. Protect and preserve stone wall and curbing during work.

**Restoration:** Remove all asphalt, vegetation, and subgrade from the wall's gravel walkway and add required fill, compacting to restore the original finish grade elevations. Provide a hard, handicapped-accessible material; e.g. gravel substitute to original finished elevations. Protect and preserve stone wall and curbing during work. Add a sensitively designed ADA-compliant curb cut.

d. **Paths and trails**

- **Assessment:** The site has a north-south hiking trail that was established using a preexisting, narrow, shoreline dirt road that is marked on the original plans as a tote (hauling) road. On the original plans, the hiking trail loops around the stone overlook wall (at the northern end of the site) and through the picnic area (at the southern end of the site).

Today, at the northern end of the property, the hiking trail no longer climbs the hill to the overlook wall, but instead ends in a loop at the shoreline below the wall. At the southern end of the property, the trail's loop through the former picnic area is barely discernable and is sometimes impassable due to the wet ground. The hiking trail's path along the shoreline is intact.

For most of its length the hiking trail is dirt with a few patches of gravel and a few places where it is wet and mushy. Short posts have been erected to block vehicles from entering the trail at three points: on the northern and southern sides of the current southern parking area, and below the stone overlook wall (at the junction of the trail and the asphalt-paved service road). Another short sand and dirt trail leads from the base of the overlook wall's stairway down to the main shoreline-hiking trail. Originally there were several informal, log-trail steps below the overlook wall (see 1941 historic photo in Nichols photo album, vol. 1, pg. 17).

- **Recommendations:**  
**Stabilization:** None.  
**Preservation:** Keep the hiking trail as unimproved as possible. Remove the asphalt-paved service road southeast of the overlook wall, repair the scar with transplants, and reestablish the trail here. Retain existing short posts at all trail heads. **Work Period:** 3 - 5 years.  
**Restoration:** Using the original plans as a guide, restore the hiking loop at the northern end of the property, removing the asphalt-paved service road southeast of the overlook wall and repair the resulting scar with transplants. Restore the log trail steps at the base of the overlook wall's stairway. Similarly, restore the hiking trail loop at the southern end of the property, altering the original route as necessary to avoid wet ground. Keep the hiking trail throughout the site as unimproved as possible. Retain existing short posts at all trail heads. **Work Period:** 3 - 5 years.

## 5. Water Features: Not applicable

## 6. Structures, Furnishings and Objects

### a. Bath house

- **Assessment:** The condition of the log structure is fair. Many of the log ends are split, severely deteriorated or missing. The fascia boards are in poor condition. The asphalt shingles are in very poor condition. The surrounding vegetation is beginning to overtake the building and the structural stability of the historic edifice is in jeopardy. The concrete floors, which appear to be newer than the log structure, are in good condition and each side contains a poured-in-place steel floor drain.
- **Recommendations:**  
**Stabilization:** Remove all deteriorated shingles and replace with new. Repair sections of deteriorated fascia and logs to stabilize using acceptable preservation/restoration techniques. Paint sections to match existing materials. Remove all encroaching overgrown vegetation about 6'-0" from the building and re-grade as required for proper drainage. **Work Period:** 1 - 3 years.  
**Preservation:** Clear all the vegetation around the building to a distance of about 6'-0". Replace the asphalt shingles and significantly deteriorated fascia boards. Fill and stabilize the ends of the rotting logs with epoxy or similar preservation measures. Paint logs ends to match existing color. **Work Period:** 1 - 3 years.

Restoration: Clear all the vegetation around the building to a distance of 6'-0". Replace the asphalt shingles, deteriorated sections of the deck and all fascia boards. Remove all existing paint from wood surfaces. Repair all deteriorated sections of wood siding and trim. Fill and stabilize the ends of the rotting logs with epoxy or similar restorative measures. Prepare the structure for new stain and stain entire structure to match the original color. Analysis of the stain coatings is recommended prior to selecting final colors. Selectively remove dense overgrown vegetation between the bathhouse and the lake and repair grade. Work Period: 1 - 3 years.

b. Curb, stone

- Assessment: Granite curbing around the north unit island and overlook wall is in generally good condition. It appears that only one piece is missing. The curbing along the front of the overlook wall is in poor condition and is overgrown with turf. The granite curbing adjacent to T.H. 6 and the end of the walls is partially buried leaving only the tops visible toward the ends of the walls. A few pieces are missing.
- Recommendations:  
Stabilization: Remove excess turf; repoint as required; replace missing stones. Work Period: 1 - 3 years.  
Preservation: Replace the missing stone near the wall's north side and remove and repoint all stone curbing. Work Period: 1 - 3 years.  
Restoration: Adjust the elevations of the curbing along the ends of the wall adjacent to the highway to expose the 6" designed face. Replace the missing stone and remove all mortar and repoint with matching mortar. Work Period: 3 - 5 years.

c. Dock and Ramp

- Assessment: Non-historic structures that were installed by MnDNR.
- Recommendations: None.

d. Fireplaces (other)

- Assessment: A newer metal fire ring exists near the water north of the overlook wall.
- Recommendations:  
Stabilization/Preservation/Restoration: Remove to prevent "camping". Work Period: ASAP.

e. Foundation of Building (Lookout Tower)

- Assessment: Very obscure, but one can assume that the tower was built in the approximate location indicated on the drawings, dated June 3, 1942. There are three short stone steps near where the location of the tower would have been located.
- Recommendations:  
Stabilization: None.  
Preservation/Restoration: Use "ghosting" techniques to show the location of the tower's base. Restore the trail that connected the overlook wall to the tower. Provide interpretive signage. Work Period: 3 - 5 years.

f. Foundation of Building (Picnic Shelter)

- Assessment: The location of this remnant was not found as described in the Gemini Report. The area that this was located was very overgrown with natural vegetation, which probably obscured the remains.
- Recommendations: None. Interpretive signage explaining or depicting the area layout and the shelter's design is recommended.



g. Overlook Wall

- **Assessment:** The wall is in generally good condition. Mortar topping is old, cracked and spalled in numerous places. The use of this feature does not comply with the Nichol's wall design and construction elsewhere. Mortar joints require replacement due to their condition—cracked, broken bonds with stone, mismatched coloration, etc. Graffiti occurs along the lakeside (east) elevation near the bottom of the steps and several other locations.

The steps were recently poured over the top of the existing with new concrete, thus changing the rise and tread dimensions of the original and also adding a 4" step above the walkway. At the bottom of the steps the grade is very uneven and hazardous due to settling and incomplete construction.

Vitreous drains are visible along the northern half of the wall and are approximately 6" to 8" above the finish grade, indicating that the earth along the wall has settled exposing these items. Although no design documents reflect the location of these outlets, other similar sites show them just below the finished grade.

The walkway is overgrown with turf. Other densely overgrown vegetation exists along the eastern side of the wall. The view of Willow Lake from the wall is no longer readily visible due to the dense vegetation overgrowth. (See Vegetation and Pedestrian Walk sections.)

At the north and south ends of the wall the boulder rubble has shifted and requires reinforcement or stabilization to prevent further erosion along these edges.

- **Recommendations:**  
**Stabilization:** Remove existing rubble, repair grade as needed. Clear areas of overgrown vegetation. Reinstall existing boulders and provide additional boulder rubble to stabilize the erosion and north and south wall ends. **Work Period:** ASAP.  
**Preservation:** Remove graffiti. Carefully remove mortar topping and clean stone surfaces. Remove stone joints and repoint to match original joint types and design. **Work Period:** 1 - 3 years.  
**Restoration:** Remove graffiti. Carefully remove mortar topping and clean stone surfaces. Remove stone joints and repoint to match original joint types and design. Add compacted fill along the eastern perimeter of the wall. Remove the recently poured concrete steps; remove the original step remnants; provide compacted base fill to match the original elevations of the steps and pour new concrete steps and landings extending 9" into each side of the granite walls. Replace missing stones in wall as required. Remove debris at the bottom of the steps and provide finished grade to match the original landing height. Adding a steel handrail, anchoring it to the "tall" wall will increase user safety—this material shall be carefully chosen and anchored to limit its intrusion on the wall's historic fabric. **Work Period:** 1 - 3 years.

h. Privies

- **Assessment:** Possible latrine foundations, as described by Gemini, are present in the south unit south of the parking lot. No remnants were observed.
- **Recommendations:** None; interpretive signage may be implemented.

i. Picnic shelter(s)

- **Assessment:** A possible foundation remnant of the picnic gazebo was discovered by Gemini; however, due to the dense vegetation this was not located.
- **Recommendations:**  
**Stabilization:** None.  
**Preservation/Restoration:** Provide "ghosting" of original foundation along with an in-

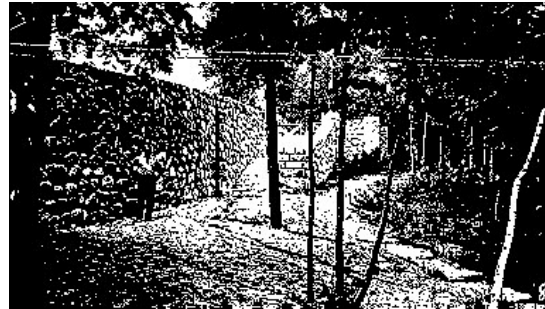
interpretive sign. Work Period: 3 - 5 years.

j. Trail Steps

- **Assessment:** No remnants exist at the base of the hillside descending from the overlook wall steps to the lakeside trail ("Old Tote Road"). Photos #7 (Nichols) and #8 (Olson), taken in September 1941 show trail steps with log risers defining the walking trail. (See comments in Trails above.)



7. Trail Steps



8. Trail Steps

- **Recommendations:**

**Stabilization:** None.

**Preservation/Restoration:** Clear existing debris and exposed tree roots from walkway. Overlay the pathway with compacted, crushed gravel that defines the walking trails. Install new trail steps in similar locations to those shown on the photographs. Work Period: 3 - 5 years.

k. Well/pump

- **Assessment:** The pump, minus the handle, sits on a 4'-0" by 4'-0" square concrete pad on the edge of the parking area in the south unit. It is surrounded by dense vegetation and was difficult to locate.
- **Recommendations:** None. Leave as is as a reminder of the past.

**7. Accessibility Considerations:** Provide a curb cut along the overlook wall for wheelchair access. The recommended location is near the center just to the south of the steps and the rectangular lookout bay. Provide handrail along the steps, sensitively embedding it into the "tall" wall of the steps. This is a requirement to also meet the Minnesota State Building Code.

**8. Health and Safety Considerations:** Remove all garbage and maintain site on a regular basis. Clean up trash that has been dumped around the overlook wall and elsewhere on site. Add garbage cans to both the overlook wall and the southern parking areas to keep the site clean and to discourage dumping and vandalism. Make them portable, simple and unobtrusive in design.

**9. Environmental Considerations:** Not applicable.

**10. Other Considerations:** Signage is recommended to be done as soon as possible to raise the public's awareness of this site's historic importance and educational value. Provide "historical" and "speed limit" highway signage visible from both directions of travel on T.H. 6. Provide interpretive signage or panels that describe the history of the site, its designers and builders. The panel design must be simple, unobtrusive, and done in sepia tones. Placement is recommended adjacent to the top of the steps within the lookout bay. (This isn't ordinarily recommended because historic MHD wayside rests of this type generally intend to keep the wall area free of structures, signs, and plantings. But the steep topography around the wall would require any sign to have unsightly long posts that would negatively affect the lakeside view of the overlook

wall.) Place another panel at the southern picnic area. On both panels, include a diagram of the entire site to inform visitors of trail locations. Size of signage shall be consistent with the scale of adjacent historical elements and shall be coordinated with the MHS and MnDOT prior to manufacture and placement.

- 11. Conclusion:** This site is beautiful and deserves prominent attention. The design of the overlook wall and its siting adds to its significance and priority. The log bathhouse, located midway between the north and south units, should be restored as it demonstrates another architectural element of the "National Park Service Rustic Style". Furthermore, the log structure is one of few examples of this property type that were ever built by the Roadside Development Division. Full restoration of the overlook wall and the log bathhouse are recommended. Improvements to the trail system should also be made thus connecting the north and south units via the lakeshore "old tote road". Any improvements to the south unit of the site should be modest. It serves a viable public use in its current state and would likely be underutilized if restored to its original use and design. Adding interpretive signage will enhance the public's understanding of the significance of the CCC and these sites.

As soon as possible a maintenance plan for garbage removal and regularly scheduled cleaning should be implemented. Important, as well, is the removal of the newer fire ring located to the north of the overlook wall to prevent further use minimizing both "camping" and garbage accumulation.

It is imperative to preserve the site's role as a way for the public to experience Willow Lake's shoreline, a role that may become increasingly important as the region experiences more commercial and residential development in the future.

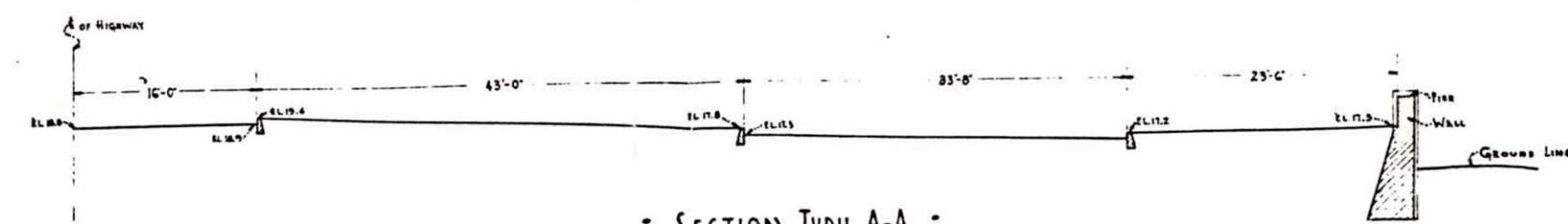
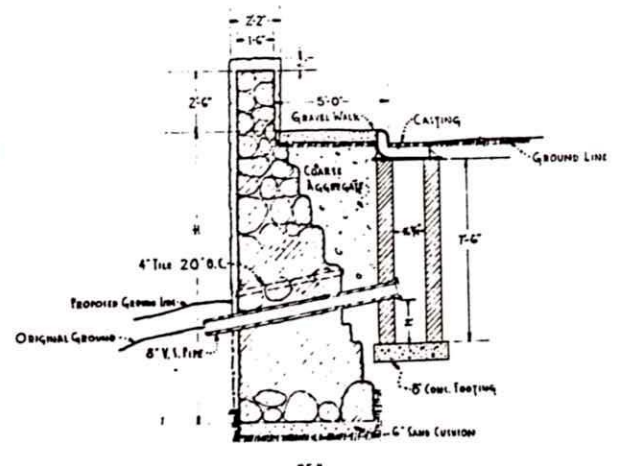
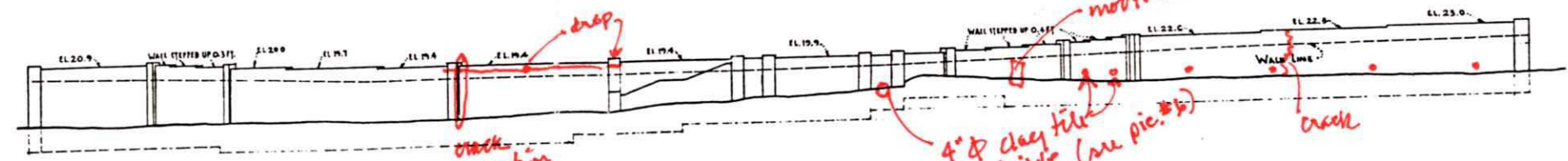
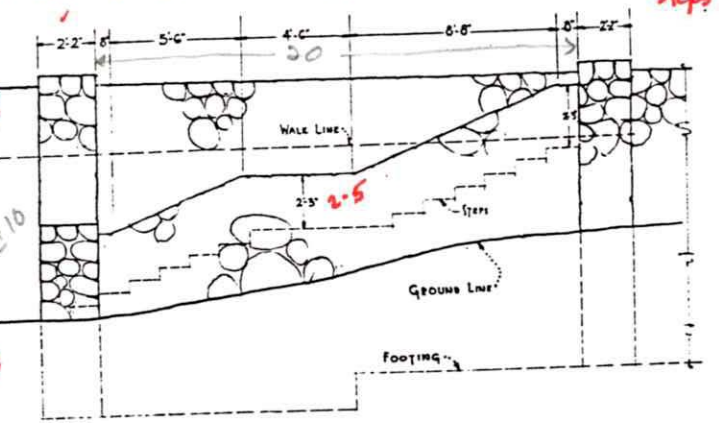
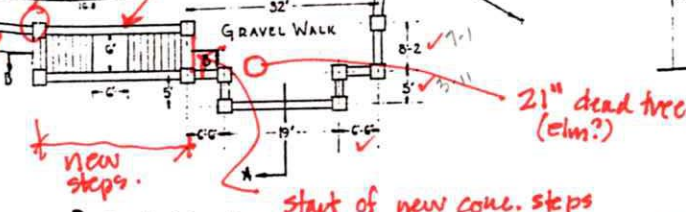
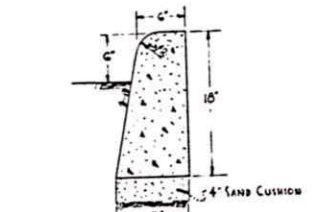
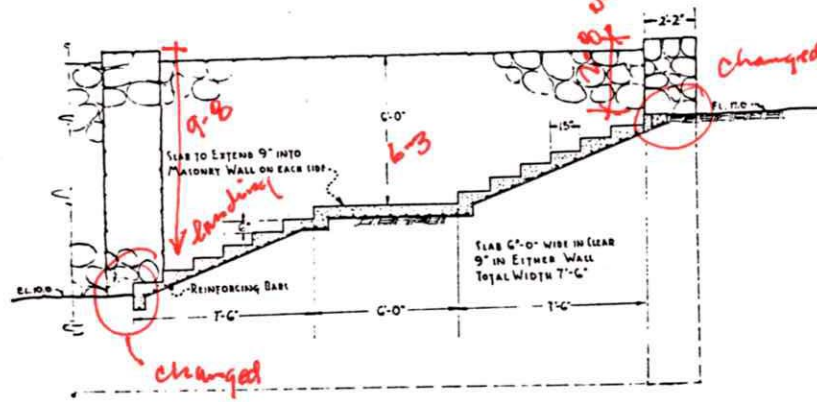
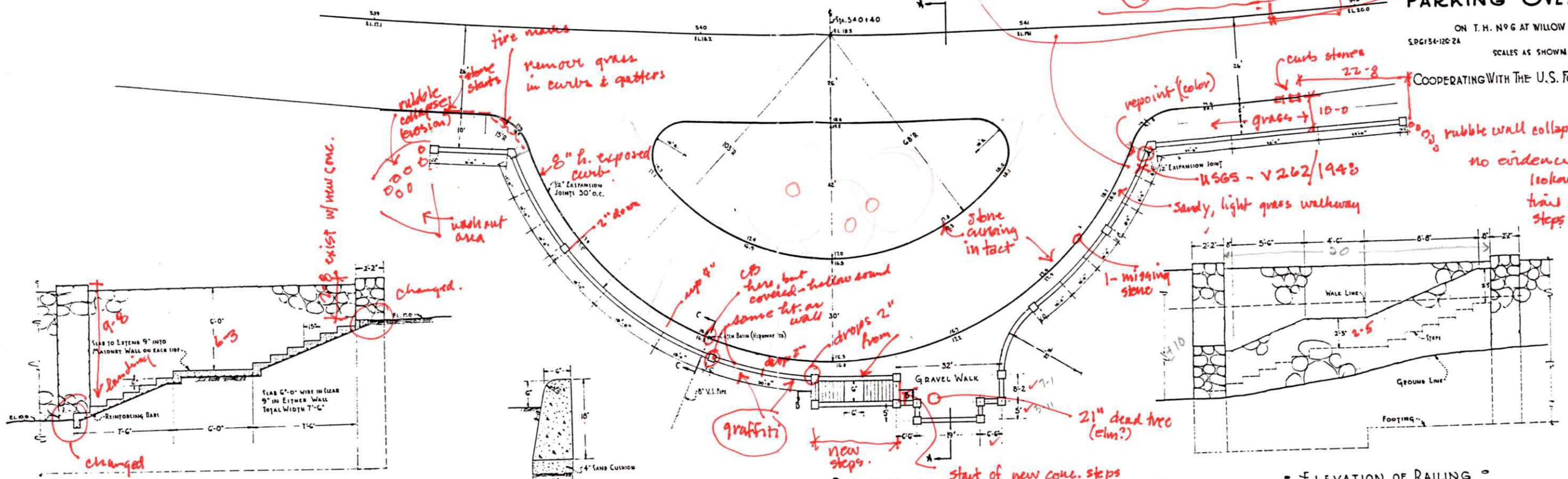
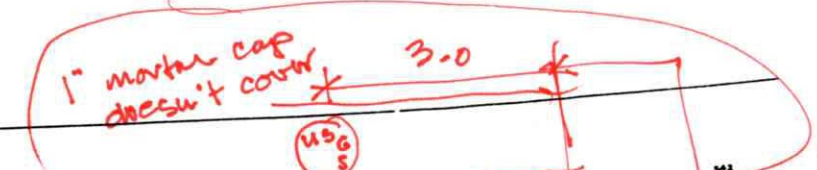
	Stabilization	Preservation	Restoration
<b>Spatial Organization and Land Patterns</b>			
Off-site impacts			
Functional relationships			
Visual relationships			
Cultural landscape limits (land acquisition)			
<b>Topography</b>			
Character-defining feature			
Non-contributing corrective work			
<b>Vegetation</b>	\$11,990	\$101,359	\$129,430
<b>Circulation</b>			
Access road and internal roadways		\$32,683	\$48,048
Parking areas		\$58,608	\$90,288
Pedestrian walks		\$4,576	\$4,576
Paths and trails		\$21,120	\$63,360
<b>Water Features</b>			
<b>Structures, Furnishings and Objects</b>			
Bath house	\$52,800	\$52,800	\$52,800
Bench(es), other			
Bench(es), stone			
Bridge/culvert			
Cave			
Council ring			
Curb, stone	\$9,645	\$13,552	\$55,757
Curb, concrete			
Dam			
Dock			
Drinking fountain(s)			
Entrance Wall			
Fireplace(s), other	\$880	\$880	\$880
Fireplace(s), stone			
Flagpole(s), other			
Flagpole(s), stone			
Flagstone pad			
Footbridge			
Foundation of building			
Gravestone			
Guardrail, stone			
Info board			
Info booth			
Marker			
Other feature (Lookout Tower, steps)		\$6,160	\$6,688
Overlook wall	\$95,568	\$159,324	\$166,505
Picnic shelter(s)		\$8,800	\$8,800
Picnic table(s), other		\$2,640	\$10,560
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			
<b>Accessibility Considerations</b>		\$1,408	\$2,816
<b>Health and Safety Considerations</b>			
<b>Environmental Considerations</b>			
<b>Other Considerations (8-interp/4-hwy. signage)</b>	\$44,352	\$44,352	\$44,352
<b>ESTIMATED COSTS</b>	<b>\$215,235.00</b>	<b>\$508,262.00</b>	<b>\$684,860.00</b>



# CONSTRUCTION DETAILS FOR A PARKING OVERLOOK

ON T.H. N° 6 AT WILLOW LAKE  
SDG/54-120-24 AUGUST 1930  
SCALES AS SHOWN

COOPERATING WITH THE U.S. FOREST SERVICE



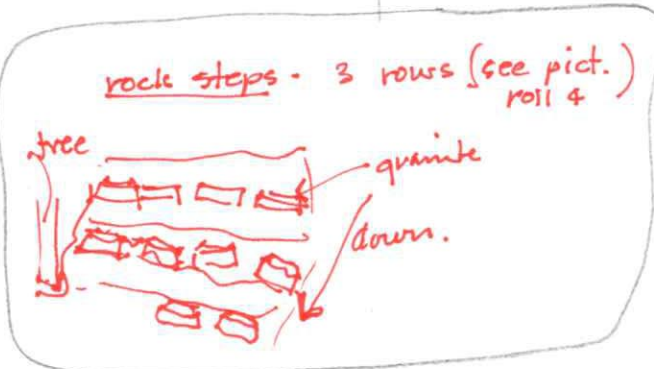
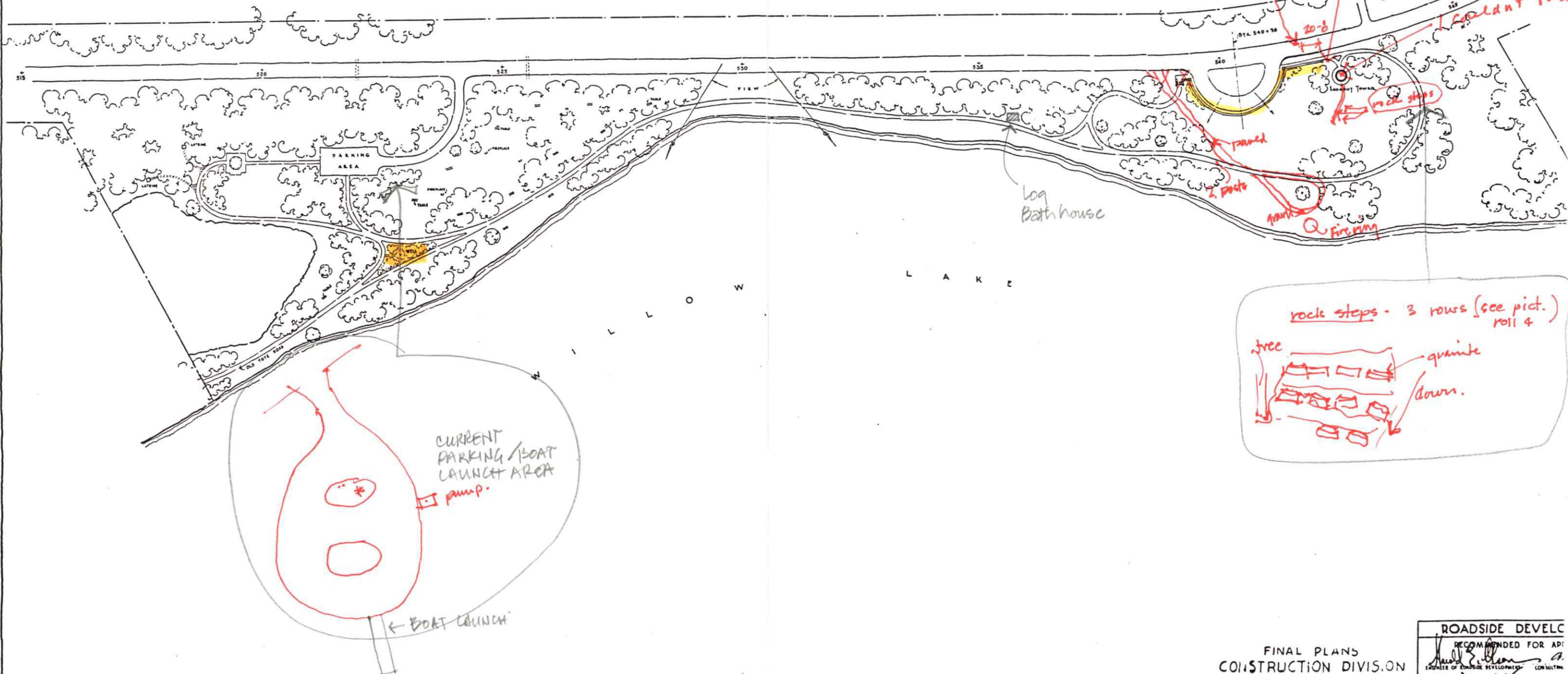
- BILL OF MATER	
ITEM	QUAN
STONE	607
CEMENT	2121
SAND	210
GRAVEL	91
SAND CUSHION	100
TILE 4"	34
VIT. SEWER PIPE 8"	30
STEEL 1/2" DIA	33
CATCH BASIN	1
EXPANSION JOINTS	2

ROADSIDE DE  
APPROVED  
*Handwritten Signature*  
8/22-30



STATE OF MINNESOTA  
 DEPARTMENT OF HIGHWAYS  
 STUDY FOR A PROPOSED  
**ROADSIDE PARKING AREA**  
 ON T.H.N. 6 (WILLOW LAKE)  
 S.D. N. 6-34-26-2A  
 COOPERATING WITH U.S. FOREST SERVICE

SCALE 1"=100'



FINAL PLANS  
 CONSTRUCTION DIVISION  
 FORESTRY PROGRAM  
 June 3, 1942

ROADSIDE DEVELOPMENT
RECOMMENDED FOR APPROVAL
<i>[Signature]</i>
INCHARGE OF CONSTRUCTION DIVISION
<i>[Signature]</i>
DISTRICT ENGINEER
APPROVED
<i>[Signature]</i>
CONSTRUCTION ENGINEER



SITE: Willow Lake + STATION 2

DATE: 23 April 1950

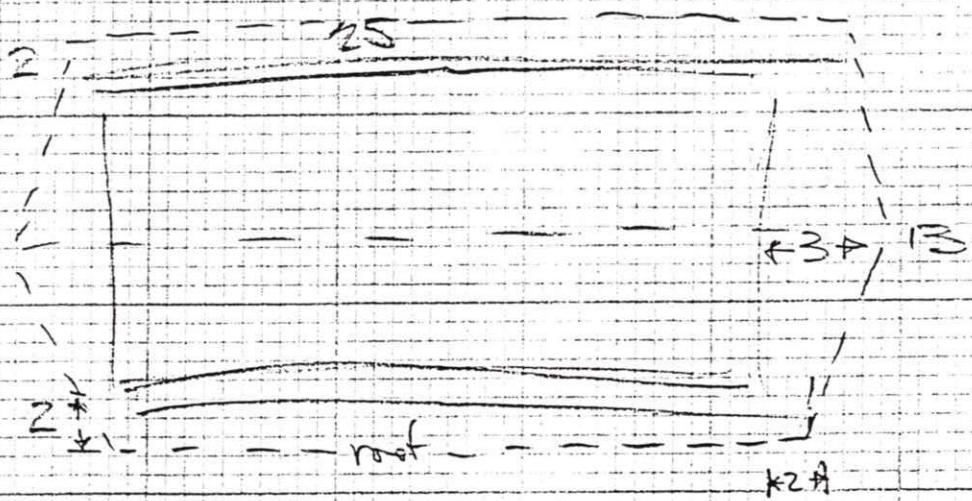
FORM: \_\_\_\_\_

Concrete foundation

25 x 13

8' eave 12' Peak

300' so of stone work at wayside



roof overhang 2'

3' in center at peak to form ~~slight~~ slight  
angle on peak ends

SITE NO.:

SITE NAME:

COUNTY:

RECORDER: \_\_\_\_\_

SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS



# MICHAEL J. BURNS ARCHITECTS, LTD.

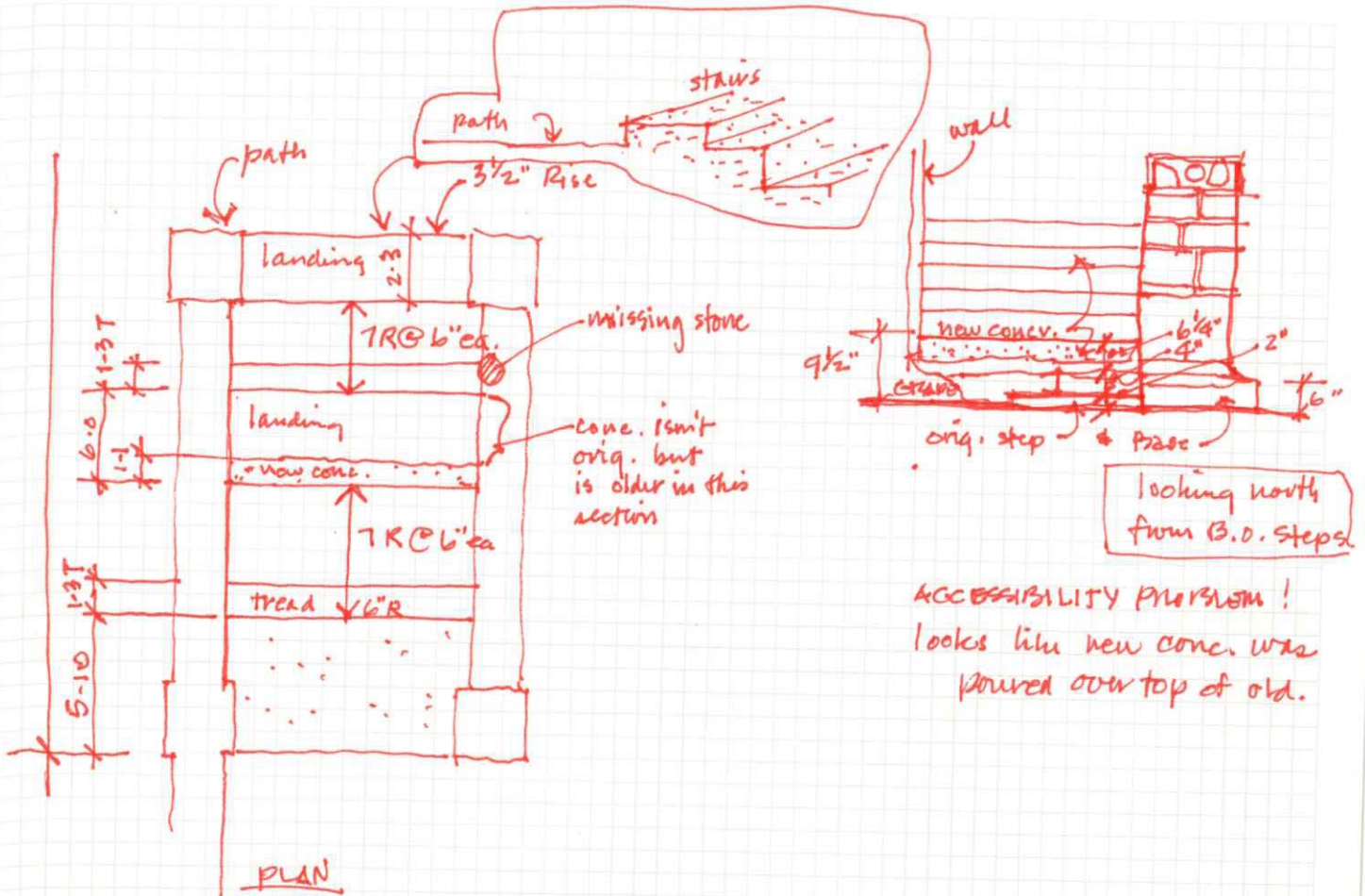
824 CENTER AVENUE, MOORHEAD, MN 56560 ■ 2878 LILAC LANE NE, FARGO, ND 58102  
■ (218) 233-6620 ■ (701) 298-0140 ■ FAX: (218) 233-6621

M J B A

- ARCHITECTURE
- INTERIOR DESIGN
- HISTORIC PRESERVATION

Project \_\_\_\_\_ Project No. 9919

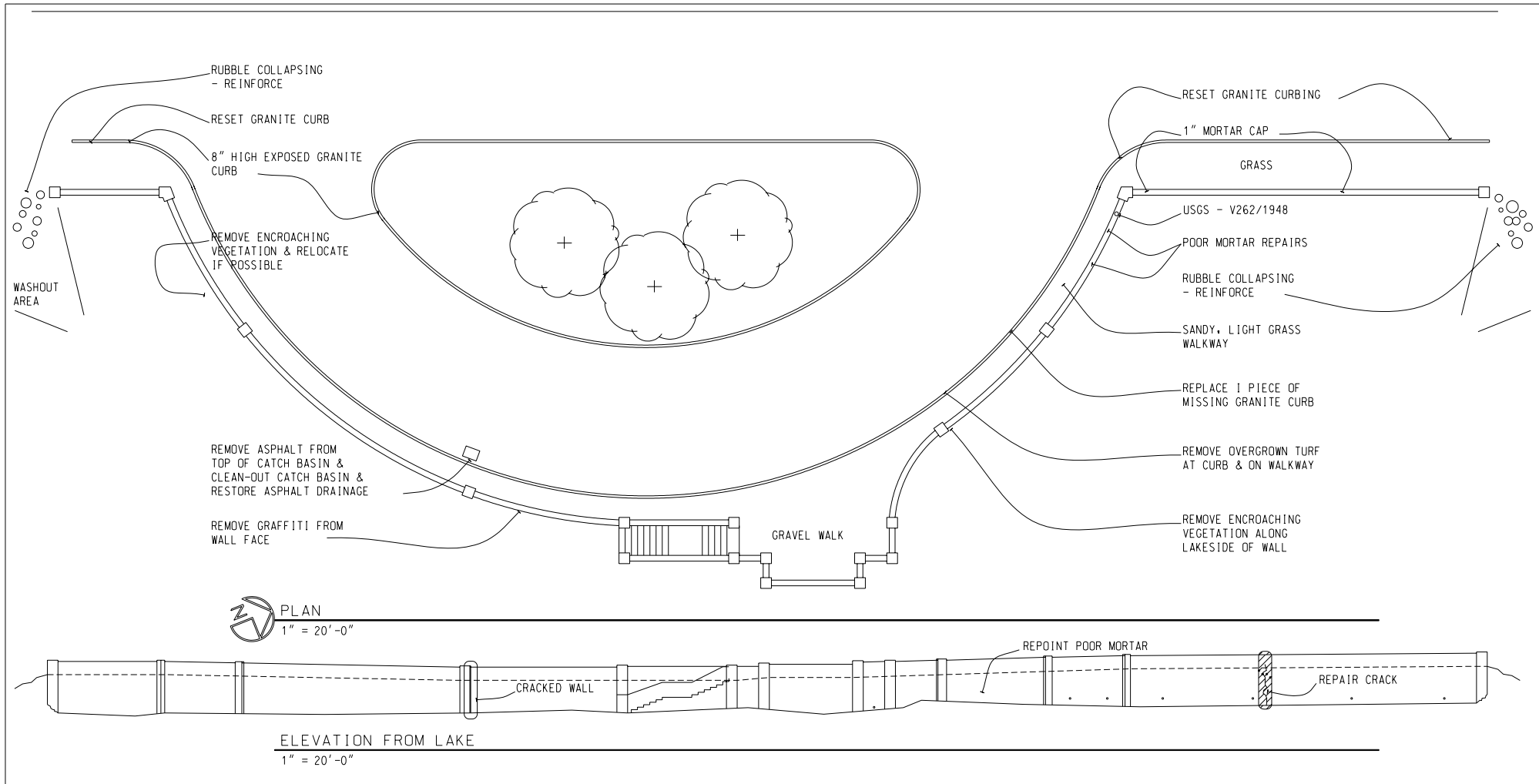
Subject WILLOW LAKE Date 9/16/99



## SOUTH SECTION

1. Couldn't find depressions in ground for latrines & pittoic shelter - too much green growth.
2. walked the lake path to south & returned to north unit via THW 6.





■ ARCHITECTURE  
 ■ INTERIOR DESIGN  
 ■ HISTORIC PRESERVATION  
 M J B  
 A  
 MICHAEL J. BURNS ARCHITECTS, LTD.  
 824 CENTER AVENUE, MOORHEAD, MN 56560  
 2878 LILAC LN. NE, FARGO, ND 58102  
 (218) 233-6620 FAX: (218) 233-6621

Willow Lake Roadside Parking Area

CA-TOR-002

FIELD SURVEY OBSERVATIONS / RECOMMENDATIONS

PLAN  
 ELEVATION

Date  
 MAR. 00

Project No.  
 MJBA 9919

Sheet No.  
 FS.1



1. South site access.



2. Boat launch at south access.



3. Walking trail to bath house. North from south parking area.



4. North east views of log bath house.



5. Original parking lot at south site.



6. Fascia/shingle and log end deterioration.

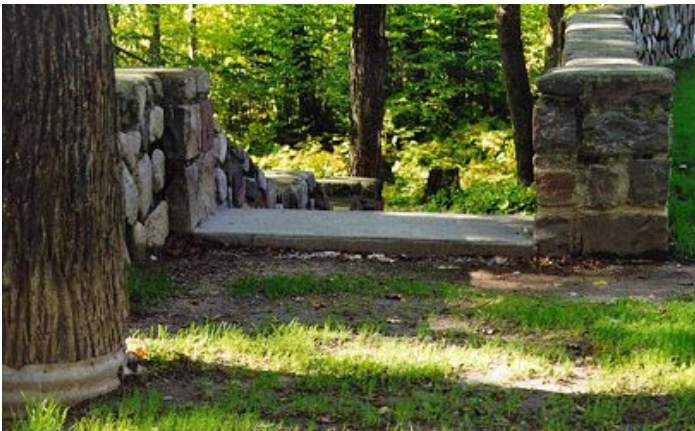




7. North site access – granite curb and stone wall (looking north).



8. Existing condition.



9. Steps to lower level. Remove tree.



10. Vehicle access to loop at north end of north site.



11. Bottom of stone steps.



12. North site vehicle trail and fire ring.





13. Existing mortar cap condition



14. View new concrete step repairs.



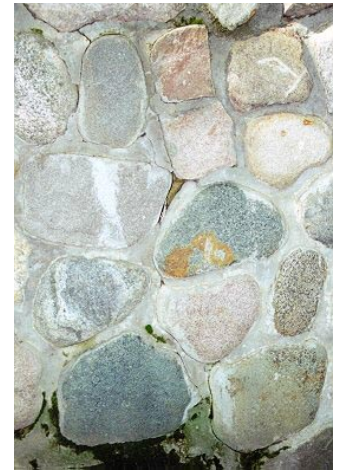
15. View of lower wall condition.



16. Base of overlook wall showing existing vegetation.



17. North end of overlook wall.



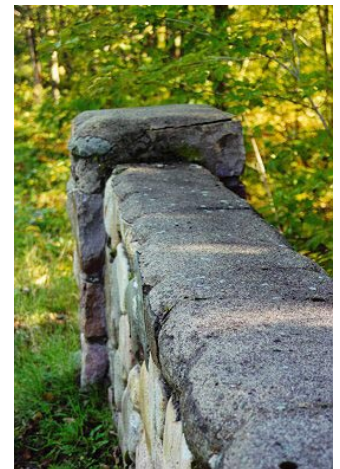
18. Wall repairs.



19. Lower wall view showing vegetation proximity.



20. Recent mortar repairs.



21. Mortar Cap.



22. Original catch basin covered with asphalt overlay.

## SITE BOUNDARIES

### ■ RECOMMENDED BOUNDARY OF NATIONAL REGISTER-ELIGIBLE PROPERTY

The recommended boundary of the National Register-eligible property is shown by the dashed line on the accompanying sheets entitled "Willow Lake Roadside Parking Area Site Boundaries." The base maps for these sheets are a Minnesota Department of Transportation (Mn/DOT) Right-of-way Map and a Mn/DOT aerial photo.

The eastern boundary of the National Register-eligible property follows the shoreline of No-ta-she-bun (Willow) Lake. The western boundary follows a line drawn 12' east of, and parallel with, the T.H. 6 centerline. The northern boundary follows a line drawn 480' north of the Mn/DOT right-of-way line, as shown. (This line is at the northern edge of a 4.04-acre parcel marked with angled lines on the right-of-way map.) The southern boundary follows a line drawn 600' south of the Mn/DOT right-of-way line, as shown. (This line is at the southern edge of a 6.76-acre parcel marked with angled lines and labeled Government Lot 2 on the right-of-way map.)

The entire National Register-eligible property is owned by the State of Minnesota. However, only part of the property is on Mn/DOT right-of-way, as shown.

#### **Boundary Justification**

The recommended boundary of the National Register-eligible property generally conforms to the historical boundary of the roadside park as it was envisioned by the Minnesota Department of Highways in early construction plans.

### ■ 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-eligible 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-eligible 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-eligible property and additional land described as follows:

North and south of the National Register-eligible property, it is recommended that the Conservation Zone include all Mn/DOT right-of-way extending along T.H. 6 a distance of 400' north and 400' south of the boundary of the National Register-eligible site.

West of the National Register-eligible property, it is recommended that the Conservation Zone extend to a line drawn 150' west of, and parallel with, the Mn/DOT right-of-way line, as shown.

It is 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.

It is recommended that Mn/DOT retain all current right-of-way within the Conservation Zone.

It is recommended that all land within the Conservation Zone be kept heavily forested so that the wooded landscapes of the historic site are visually supported and surrounded by a green space buffer.

It is recommended that Mn/DOT acquire a scenic easement with tree-cutting restrictions for the 150'-deep strip west of Mn/DOT right-of-way near the western edge of the Conservation Zone. This is intended to preserve the outstanding visual qualities of the historic property's forested setting.

The southern portion of the eligible property is used by the MnDNR as a public boat access. Mn/DOT should work closely with the MnDNR to build preservation advocacy and ensure sensitive treatment of the historic property and its setting.

**■ MORE INFORMATION**

For detailed information on the Willow Lake Roadside Parking Area's structures, landscape, and significance, refer to:

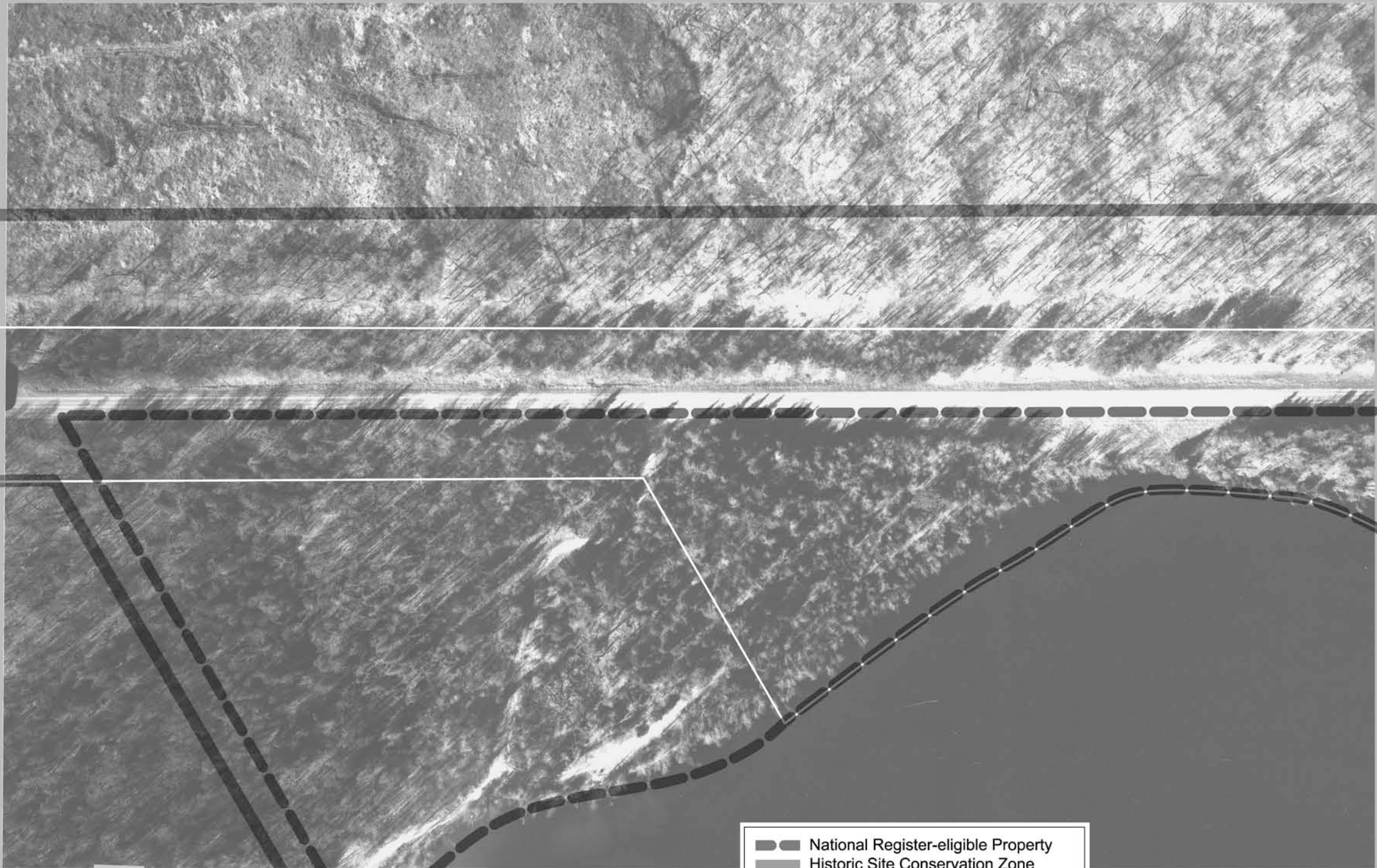
Mn/DOT Historic Roadside Development Structures Inventory form for Willow Lake Roadside Parking Area (Gemini Research, Dec. 1998).

"Mn/DOT Historic Roadside Development Structures Preservation and Restoration Report" for Willow Lake Roadside Parking Area (Michael J. Burns Architects and Gemini Research 2001).

Prepared by Gemini Research May 1, 2004.



**Willow Lake Roadside Parking Area  
Site Boundaries**



MnDOT ROW

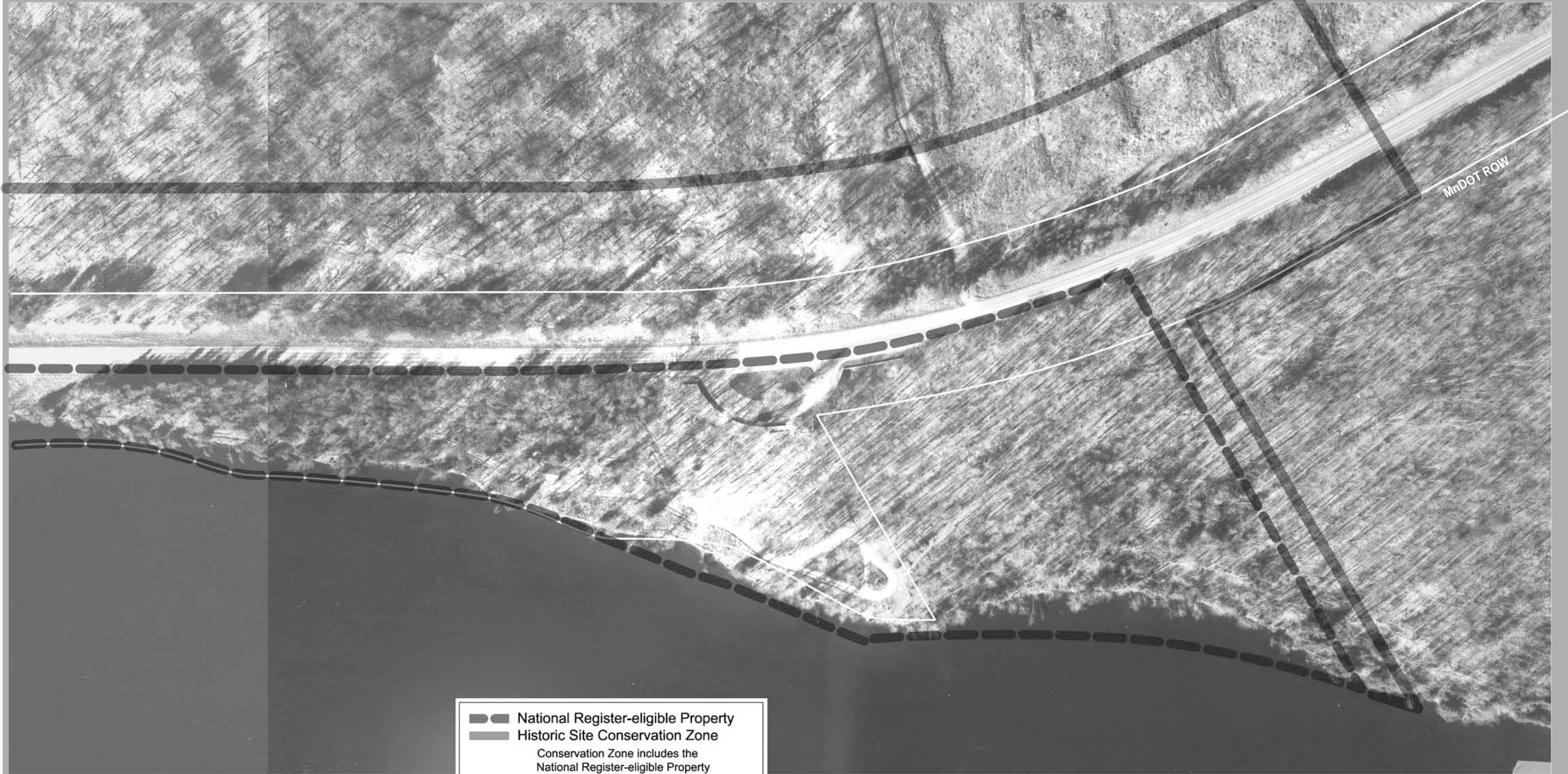
— National Register-eligible Property  
— Historic Site Conservation Zone  
Conservation Zone includes the  
National Register-eligible Property

0 150'  
Scale 1" = 150'





**Willow Lake Roadside Parking Area  
Site Boundaries**

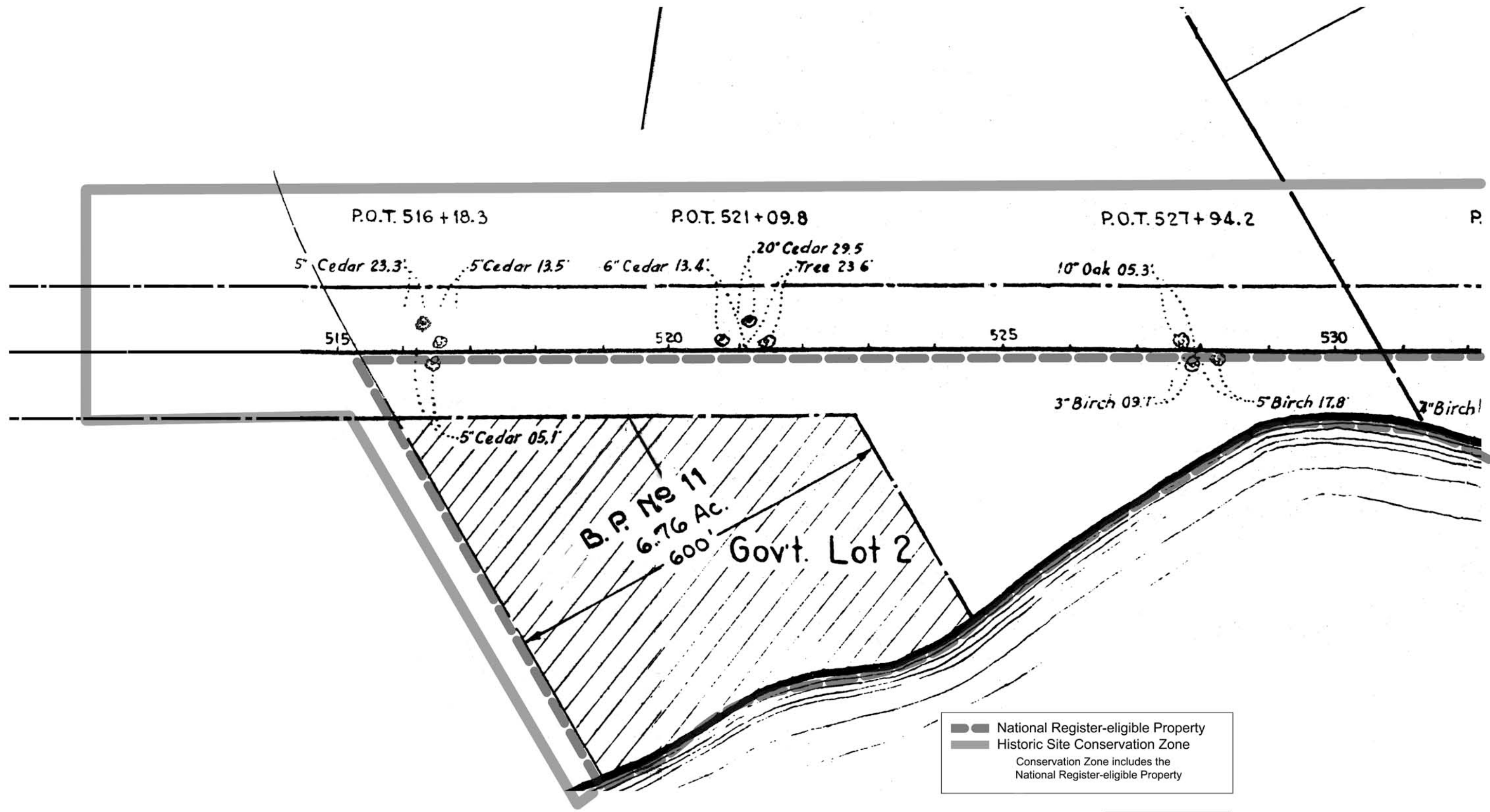


— National Register-eligible Property  
— Historic Site Conservation Zone  
Conservation Zone includes the  
National Register-eligible Property

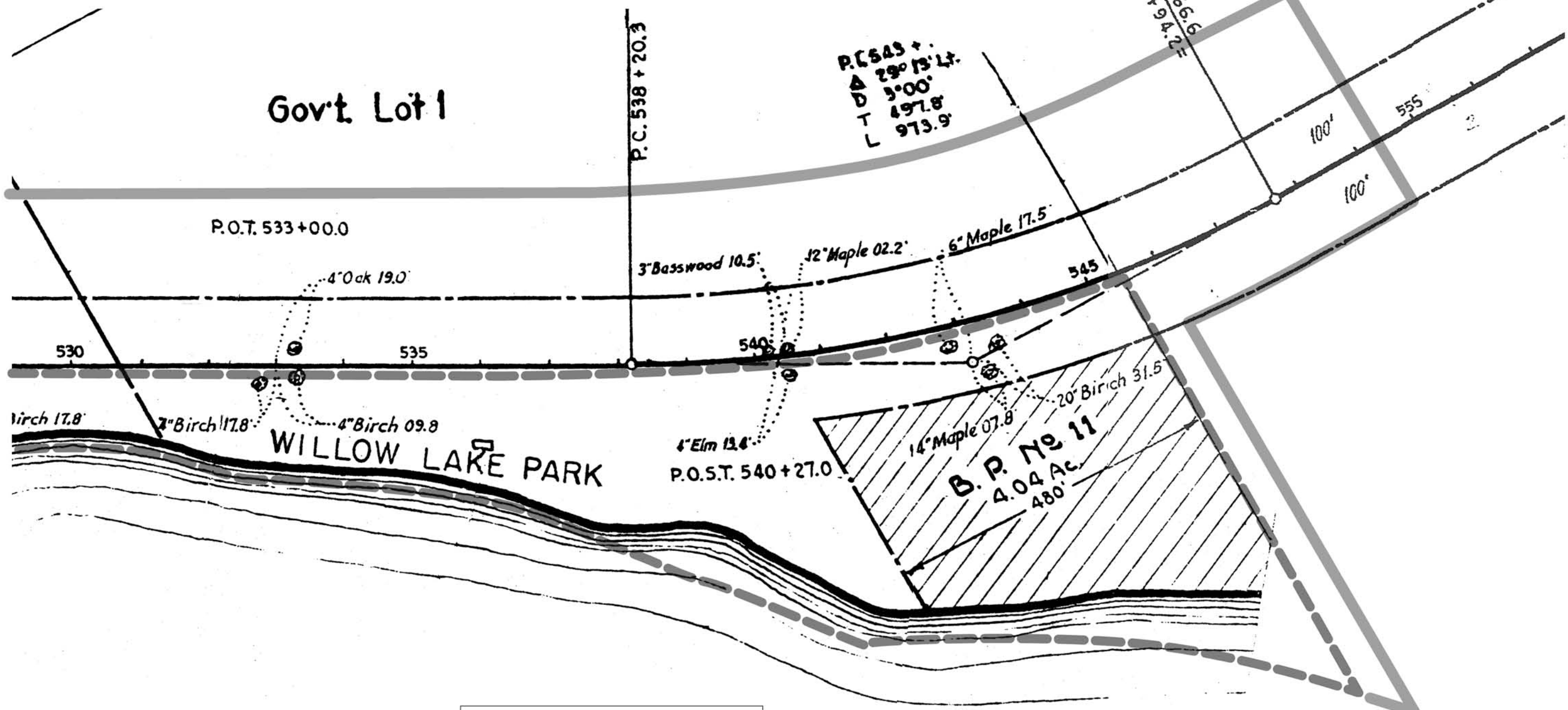
0 150'  
Scale 1" = 150'



**Willow Lake Roadside Parking Area  
Site Boundaries**



**Willow Lake Roadside Parking Area  
Site Boundaries**



Gov't Lot 1

P.O.T. 533+00.0

P.C. 538+20.3

P.C. 543+  
 Δ 29° 13' 41"  
 D 3' 00"  
 T 497.8'  
 L 973.9'

552+66.6  
 T. 547+94.2

3" Basswood 10.5'

32" Maple 02.2'

6" Maple 17.5'

4" Oak 19.0'

530

535

540

545

555

Birch 17.8'

7" Birch 17.8'

4" Birch 09.8'

WILLOW LAKE PARK

4" Elm 13.4'

P.O.S.T. 540+27.0

20" Birch 31.5'

14" Maple 07.8'

B.P. No 11  
 4.04 Ac.  
 480'

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

0 150'  
 Scale 1" = 150'