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REPORT OF THE

MISSISSIPPI RIVER PARKWAY COMMISSION OF MINNESOTA



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Submitted to

THE LEGISLATURE OF THE STATE OF MINNESOTA

November, 1974

TO THE GOVERNOR AND MEMBERS OF THE LEGISLATURE:

Attached is the biennial report of the Mississippi River Parkway Commission of Minnesota. The Commission was established under Chapter 875, Laws of Minnesota 1963, and is affiliated with the National Mississippi River Parkway Commission, an organization composed of ten states bordering the Mississippi River and the Provinces of Ontario and Manitoba.

MINNESOTA MISSISSIPPI RIVER PARKWAY COMMISSION

Victor N. Jude, Chairman

TABLE OF CONTENTS

Letter of	Transmittal									Page
Membership		• •	٠.	•	•	٠	•	٠	•	1
Recommenda	ations			•			•		•	2
Minnesota	Commission Activities				•			•		3
Statutory	Authority			•,	٠	•	•	•	•	5.
Financial	Report-Appropriation Reques	st.		•	• .	٠	•	•	•	6
Report on	the National Office - Offic	cers	•.		٠	٠	•	•	•	9
Review of	Federal Legislation				•	•	•	•	•	10

Appendix 1 - Summary of Minnesota Statutes affecting the Great River Road

Appendix 2 - Conference Report, 1973 Federal Highway Act

Appendix 3 - Great River Road Criteria

Appendix 4 - Tricentennial Committee Report

Appendix 5 - Minnesota Historical Society Report

Appendix 6 - Minnesota Highway Department Report

Appendix 7 - Department of Natural Resources Report

Appendix 8 - Minnesota Highway Department Comments on Great River Road - Great River Road Draft

Criteria

MISSISSIPPI RIVER PARKWAY COMMISSION

Membership 1973-75

SENATORS

The Honorable Lew W. Larson State Senator Mabel, Minnesota 55954

The Honorable Roger Laufenburger State Senator Main Street Lewiston, Minnesota 55952

The Honorable Gerald L. Willet State Senator 207 Mill Road Park Rapids, Minnesota 56470

GOVERNOR'S APPOINTEES

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Mr. Jacob A. Nordberg Jacobson, Minnesota 55752

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REPRESENTATIVES

The Honorable Willis R. Eken State Representative Twin Valley, Minnesota 56584

The Honorable James C. Pehler State Representative 734-14th Avenue South St. Cloud, Minnesota 56301

The Honorable Charles R. Weaver State Representative 316 East Main Anoka, Minnesota 55303

SECRETARY

Mr. F. Robert Edman W-3173 First National Bank Bldg. St. Paul, Minnesota 55101

EX OFFICIO

Commissioner of Highways

Director of Historical Society

Commissioner of Natural Resources

OFFICERS

Chairman - Mr. Victor N. Jude Vice Chairman - Senator Lew W. Larson Treasurer - Representative James C. Pehler Secretary - Mr. F. Robert Edman

RECOMMENDATIONS OF THE MISSISSIPPI RIVER PARKWAY COMMISSION OF MINNESOTA

- 1. The Commission encourages the Minnesota Congressional delegation to support extension of the period of authorization for Great River Road programs included in the Federal Highway Act of 1973 in view of the delays in implementation caused by the Federal Administration.
- 2. The Commission encourages the Minnesota Congressional delegation to support an appropriation for the Federal Highway act of 1973 specifically for the acceleration of the Great River Road.
- 3. The Commission encourages citizen groups and local units of government to develop plans and recommendations for preserving and enhancing the scenic and recreational value of the Mississippi River. The Commission takes special note of the Citizens League Riverfront Protection Committee (report issued June 17, 1974), the Metropolitan Council Mississippi Riverfront Committee (in progress) and the Lt. Governor's Esthetic Environment Programs Task Force "Mississippi 1" Conference scheduled for December 7. Each of these programs are contributing to the further development of plans for the Mississippi River both in the Twin Cities area and in the full reach of the Mississippi River in Minnesota.
- 4. The Commission endorses full funding participation by the Minnesota Legislature in the 1976-77 activities of the Minnesota Mississippi River Parkway Commission including the increase in the appropriation to the level of \$10,000.
- 5. The Commission encourages the Minnesota Legislature to support special appropriations to the Department of Economic Development, Tourism Division, for the purpose of developing and implementing promotion programs encouraging area residents to utilize and enjoy the recreational and vacation opportunities of Minnesota and particularly the Mississippi River area. The Commission believe th is particularly important in recognition of the energy shortages which Minnesota and other states will continue to encounter throughout this biennium and likely throughout this decade.
- 6. The Minnesota Commission endorses the Resolution of the National Commission which encourages all states to continue to cooperate with all environmental and citizen groups through early notification to all governmental units and affected citizen groups so they may have full access to review any studies which may have been made by the Highway Department and other agencies. The Minnesota Commission further endorses a concentrated effort to identify the priority construction areas so that early planning for environmental review can be accomplished by all affected groups and agencies with the view to minimizing environmental impact of all Great River Road accomplishments.
- 7. The Commission endorsed the updating of the Great River Road studies by the U.S. Department of Transportation and encourages the Minnesota Department of Highways to seek immediate allocation of any funds available for Great River Road studies to the State of Minnesota.

MINNESOTA COMMISSION ACTIVITIES

The Minnesota Commission has held five meetings during the biennium. A minimum of three more meetings will be scheduled prior to the end of the biennium. Meetings have been held in Red Wing, St. Cloud, Park Rapids and two meetings have been held in St. Paul.

All meetings held have included an explanation of the history of the Great River Road and current plans for the Great River Road. While this may appear to be redundant, the Commission believes this is necessary as each meeting has included a number of citizen representatives from the meeting community who have not previously had an opportunity to fully review the background and plans for the Great River Road.

All meetings have also included an update on plans of the legislatively designated "advisor agencies" to the Commission. The participation of representatives from the agencies (the Department of Highways, the Minnesota Historical Society, and the Department of Natural Resources) has been most helpful to the Commission in making its recommendations. It has also permitted the Commissioners to provide ongoing review and input to the Departments planning process, encouraging developments which are wholly consistent with the concept of the Great River Road.

At the meetings of the Commission, a large number of agenda items have been considered. The major items are listed below with a short description of the Commission's action on each item. Complete copies of all commission meeting minutes are on file with Legislative Reference Library for public review.

GREAT RIVER ROAD CRITERIA

The "Criteria for the Selection of the Route of the Great River Road for Study Purposes" are included in this report as Appendix 3. The Minnesota Commission, both through its contact with the Minnesota Highway Department and the Federal Highway Administration, made recommendations for items to be included in the criteria. Following the adoption of the criteria by the Federal Highway Administration, the Minnesota Commission reviewed the current designated Great River Road locations in Minnesota and have found them to be wholly consistent with the criteria adopted on the Federal level. Included as Appendix 8 of this report are the Minnesota Highway Department comments on the Federal Highway Administration criteria and the MHD estimate of cost for the Great River Road segments located in Minnesota.

CONTINUING REVIEW OF PLANS BY STATE DEPARTMENTS

The Minnesota Commission has included in each of its meetings presentations from each of its advisor agencies, as well as other affected local and regional bodies. This continuing review process has insured that plans developed independently by the various state and local agencies will not conflict with the Legislature's intent to create a scenic and recreational highway for the enjoyment of the citizens of Minnesota and other states.

FEDERAL FUNDING - GREAT RIVER ROAD CONSTRUCTION

The Minnesota Commission has, through its participation in the National Commission and by its direct action, sought to encourage the Minnesota Congressional delegation to seek full funding for Great River Road authorizations. Each meeting of the commission has focused on this vital subject for a portion of its time. At the present time the Commission can report no positive results. Although support has been good from the Minnesota Congressional delegation, little progress has been made in obtaining Administration support for these programs.

MARQUETTE-JOLLIET TRICENTENNIAL

1973 was the 300th anniversary of the exploration of the Mississippi River valley by Louis Jolliet and Father Jacques Marquette. To commemorate this exploration, the National Parkway Commission created a special Tricentennial Committee to sponsor and encourage observance of this historic event. Minnesota, through its commission was an active supporter of the Tricentennial observances. A more complete report of activities of the Tricentennial Committee and Minnesota's participation is included as Appendix 4 to this report.

ENVIRONMENTAL IMPACT CONCERNS

Throughout the history of the Great River Road individuals and groups have raised the concern that construction of the Road and its incumbent uses would create undue environmental pressure on the fragile ecosystems of the Mississippi River. The Minnesota Commission, working with the Department of Natural Resources and various environmental groups believes that the development of the Great River Road will contribute to the enhancement and preservation of the Mississippi River, rather than to its deterioration. Wherever possible, the parkway system will include scenic easements between the actual roadway and the river. These easements will prevent adverse usage of this area bordering the river and the parkway and will assist in maintaining it in its natural state.

At each meeting of the Commission, members of the general public, seeking to clarify the goals and objectives of the commission have raised questions regarding the environmental impact. The Commission believes that its description of the plans for the Great River Road have been satisfactory to these citizens. The Commission also believes, however, that review of the Great River Road programs must be continuous to insure that all concerned groups have opportunity for input. The recommendation section of this report includes specific reference to the need for continuing environmental and citizen review of all Great River Road Plans.

REVIEW OF STATE AGENCY PLANS

The Minnesota Commission has maintained a continuing review of its advisor agency plans affecting the Great River Road. Each of its meetings have included reports from the agencies on plans and projects which are in progress. While the Commission has no approval or disapproval power, the agencies have indicated their willingness to adapt plans so that they are consistent with the Commission concerns for maintaining and protecting the Mississippi River. The Commission has been pleased with the cooperation it has received from its advisor agencies: The Department of Highways, the Department of Natural Resources, and the Minnesota Historical Society. Summaries of their activities appear in Appendixes 5, 6, and 7.

STATUTORY AUTHORITY

The Mississippi River Parkway Commission of Minnesota was established by the 1963 Legislature to be the official state agency to cooperate with the Interstate Mississippi River Parkway Planning Commission and the Federal Government to aid in promoting, planning construction, maintenance and improvement of the Great River Road in Minnesota.

The Commission replaced the unofficial governor-appointed committee to the Interstate Commission which had previously existed. The Commission was composed of nine members (3 appointed by the governor, 3 state senators, 3 state representatives) until 1971 when legislation included the executive secretary as a member also. Ec-officio members of the Commission are the commissioners of Highways and Department of Natural Resources, and the Director of the Minnesota Historical Society.

Authorizing legislation for the Mississippi River Parkway Commission appears in Minnesota Statutes 161.1419. Further statutory authority for the location, consturction, et., of the Great River Road appears in Minnesota Statutes 161.142-.148. A summary of authorizing legislation for the Commission and the Great River Road appears as Appendix 1 to this report.

Mississippi River Parkway Commission

Financial Statement

July 1, 1973 to July 1, 1974

Appropriation	• • • • • • • • • •	\$5,000.00
Expenditures:		
Bookkeeping and Stenographic Services:	\$ 636.78	
Supplies:	68.69	
Contributions: Retirement, Social Security	37.13	
Travel:	4,594.91	\$5,337.51
		Deficiency - minus \$ 337.51

Mississippi River Parkway Commission

Financial Statement

July 1, 1974 to September 1, 1974

Balance on hand as of September 1, 1974

Estimated Expenditures July 1, 1974 through June 30, 1975

Bookkeeping and Stenographic Services	\$ 700.00	
Supplies	70.00	
Contributions: Retirement, Social Security	40.00	
Travel:	4,190.00	
National Dues:	4,000.00*	\$9,000.00*

Note: Appropriation for FY 1974-FY 1975 was \$5,000 per year. An administrative transfer has been requested to assist in meeting full obligations of the Commission.

Estimated Expenditures FY 1976

Appropriation requested.....\$10,000.00

Expenditures:

Bookkeeping and Stenographic

Services: \$1,000.00

Supplies: 100.00

Contributions:

Retirement, Social Security 80.00

Communications: 100.00

Printing: 100.00

Travel: 4,620.00

National Dues: 4,000.00

\$10,000.00

Estimated Expenditures FY 1977

Appropriation requested.....\$10,000.00

Expenditures:

Bookkeeping and Stenographic

Services \$1,000.00

Supplies: 100.00

Contributions:

Retirement, Social Security 80.00

Communications: 100.00

Printing: 100.00

Travel: 4,620.00

National Dues: 4,000.00

\$10,000.00

NATIONAL MISSISSIPPI RIVER PARKWAY COMMISSION

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Box 340, Helena World, Helena, Arkansas 72342

Minnesota's continuing active role in the National Mississippi River Parkway Commission has encouraged the National Office to be moved to Minnesota. This provides the Minnesota Commissioners with the most up-to-date information on plans for the Parkway, both on the Federal Level and from other states participation in parkway development.

Because of the location of the National Office in Minnesota, the continued support which has been provided through the Minnesota Congressional delegation, and the active role played by the Minnesota Commissioners, Minnesota's contribution to the Great River Road continues to receive national recognition. We can further expect that Minnesota, because of its extensive mileage of Great River Road designation, will receive excellent funding, once Congress makes federal highway funds available.

FEDERAL LEGISLATION - FEDERAL HIGHWAY ACT OF 1973

During the 1973 session of Congress, enabling legislation was enacted which specifically designated the Great River Road and authorized appropriation for planning and development of the Great River Road. A copy of the Conference Report section relating to the Great River Road is included in this report as Appendix 2.

A total of \$90 million was authorized to be appropriated for Great River Road planning and development under the terms of this legislation. \$60 million was authorized for expenditure on construction or reconstruction of Federal-aid highways designated by the states to be part of the Great River Road and \$30 million was authorized for construction and reconstruction of non-Federal-aid roads designated by the states to be part of the Great River Road system.

Since the enactment of this legislation, there have been continued delays in its implementation by the Administration. The legislation specifically called for the development of "criteria for the location and construction or reconstruction of the Great River Road". These criteria were developed by the Federal Highway Administration (only after much urging from the Mississippi River Parkway Commission) and with the assistance of the Commission and the affected State Highway Departments. A copy of the "criteria" are included in this report as appendix 3.

Appropriations made for the Great River Road programs are designated to be handled under the "supplemental appropriation process of Congress". Appropriations made on this basis normally require that Congress receive an estimate of costs and a request from the Office of Management and Budget. Only if the Office of Management and Budget does not request funds in a reasonable time does Congress then move forward on its own. In addition to the lack of a "request from OMB", President Ford has recently included the Great River Road in his recision messages, indicating that he does not expect to spend any federal monies on these projects during this fiscal year.

Members of the National Mississippi River Parkway Commission and members of the Minnesota Commission have been in continuing contact with the Administration, encouraging them to review this important program for funding. They have also been in contact with Members of Congress encouraging the continuing attention to Great River Road appropriations.

NATIONAL TOURISM POLICY

Senator Daniel Inouye, Hawaii, has introduced Senate Resolution 347 which directs the Senate Commerce Committee to undertake a study which would result in legislative recommendations to Congress for the creation of a National Tourism Policy and a practical administrative implementation policy. The intent of the Tourism Policy would be to organize a coherent Federal approach that would insure future development of the travel/tourism industry and related recreational activities. This resolution, if passed, would likely have significant positive impact on the future of domestic travel.

NATIONAL TOURISM REPORT

The U.S. Senate recently approved a \$2.5 million authorization for the Department of Commerce to "encourage, promote and develop domestic tourism." In a report supporting the authorization, the Senate Commerce Committee noted the "critical need for more precise information on the economic importance of domestic tourism." The Committee also stated in their report that better expenditure information and other aggregate data on tourism "is really a national economic need which should be recognized and fulfilled by the Federal government." Research projects that may be conducted under the Senate authorization include: preparation of a national travel inventory that would catalogue types and sources of tourism data published by Federal agencies and national travel organizations, establishment of an annual national travel survey, publication of quarterly reports on tourism employment in order to determine the impact of travel in providing jobs and income, and the evaluation of alternative methods to obtain annual, detailed domestic travel expenditure estimates.

MISSISSIPPI RECREATION AREA

Wisconsin Representative Vernon Thompson has introduced in Congress H.R. 11603, which would authorize the Secretary of the Interior to create an Upper Mississippi River National Recreation Area. Under the legislation, a recreational area would be established "not exceeding 650,000 acres of land and water in the Mississippi River and portions of the first tier of counties along the River States of Illinois, Iowa, Minnesota, Missouri and Wisconsin." The legislation also creates an Upper Mississippi River National Recreation Area Council that would make administrative and budgetary recommendations to the Interior Secretary and coordinate Federal activities within or nearby the recreation area regarding the environmental impact of such activities. Within two years of the legislation's passage the Interior Secretary and the National Recreation Area Council would be required to prepare a master plan.

NATIONAL SCENIC HIGHWAY STUDY

During the past two years the U.S. Department of Transportation has had underway a national study of scenic and recreational highways. The report was completed and submitted to the Secretary of the Department of Transportation in May of this year. The Great River Road was included in this administration study and received the highest recommendation of the study which was "feasible". The Minnesota Commission was encouraged by the results of this study and believe that these results will improve opportunities for securing funding the Great River Road construction in the future.

MINNESOTA LEGISLATION AFFECTING THE GREAT RIVER ROAD

1. Location of Route*

(a) Authorization for Establishment - Laws of 1959, Chapter 411, Subdivision 1-3. No financing. Repealed in Laws of 1963, Subdivision 1-3.

The first authorization for the establishment, construction, maintenance and development of the Great River Road in Minnesota, and the acquisition and development of areas adjacent to and the appropriation of funds was made by the legislature in 1959. Included was the authorization for the commissioner of highways to establish and locate the route, to make it part of the state trunk highway system, to accept federal funds, and to cooperate with federal agencies as well as with all other state agencies. Also included were provisions for use of trunk highway funds, and the authorization for any political subdivision or public corporation adjacent to the route to acquire land necessary for the preservation of natural beauty including roadside facilities with the approval of the federal government and the Mississippi River Parkway Commission.

(b) Northwest Angle, Connecting Highway - Laws of 1959, Chapter 132, Subdivision 1-3.

Subdivision 1. The commissioner of highways was authorized to enter into agreements with the province of Manitoba, subject to Congressional approval, for the establishment, location, construction, maintenance and operation of a connecting road from the main part of Minnesota to the Northwest Angle and with an equitable division of cost and responsibility to be shared by both.

Subdivision 2. Congress must give approval to such agreement and appropriate a sum of money sufficient to pay Minnesota's share of the cost of the proposed highway.

Subdivision 3. Upon approval of Congress and appropriation of money by Congress as provided in Subd. 2 the Commissioner of Highways may then proceed to carry out the terms outlined in Subd. 1.

(c) Great River Road, Location of One of the Routes - Laws of 1961, Chapter 580, Subdivision 1.

The commissioner of highways was directed to locate, as one of the routes, the section from Itasca State Park to Red Lake to connect with the Western Leg as it exists today.

(d) Great River Road, Designation - Laws of 1963, Chapter 143, Subdivision 1-2.

The commissioner of highways was directed to designate, establish, and locate the official route of the Great River Road as authorized by Minnesota Statutes, Section 161.142. Under this chapter is also designated the Easterly and Westerly Legs to the Canadian Border. Also, under Section 2, the commissioner of highways, in establishing the location of the route, could designate and mark not

*Laws of 1965, 161.141 through 161.145
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only trunk highways, but also other highways, streets, or roads included.

(e) Great River Road, Alternate Route - Laws of 1963, Chapter 168, Subdivision 1.

The commissioner of highways designated, established and located an alternate route of the Great River Road between the Easterly and Westerly Legs, from Blackduck to Warroad.

(f) Great River Road, Alternate Route - Laws of 1967, Chapter 326, Section 1-2.

The commissioner of highways designated, established and located two more alternate routes of the Great River Road: One from Little Falls to Itasca; and one from Motley to Bemidji.

(g) Great River Road, Route - Laws of 1974, Chapter 34.

It eliminates previously designated alternate routes and creates a single designated route for the Great River Road. In the northern reaches of the Mississippi River the newly designated route does not always lie immediately adjacent to the river. This designation was selected in order to (1) reduce the need for new construction, and (2) to assure that the construction of the Great River Road would conform with appropriate environmental constraints.

2. Financial Assistance from Counties - Laws of 1963, Chapter 169

County boards of the 24 counties lying adjacent to the Great River Road were authorized to provide financial assistance to the Mississippi River Parkway Commission of Minnesota, the commissioner of highways, or the division of state parks in the construction, development and promotion of the Great River Road. A sum of not more than \$2,000 per year is authorized to come from county treasuries, or to be levied for the purpose of making such grants.

3. Control of Advertising

(a) Laws of 1965, Chapter 173.

A law providing for zoning and other regulations for the control of the erection or maintenance of advertising devices on lands adjacent to certain highways.

The following routes coincidental with the Great River Road were declared "scenic", thus eliminating advertising devices within 660 feet of the right of way:

Trunk Highway No. 61 - From Red Wing to LaCrescent
Trunk Highway No. 26 - From LaCrescent to South State Line
Trunk Highway No. 11 - From Jct. T.H. 72 to Baudette

(b) 1967 Amendment to Laws of 1965, Chapter 173.

Provided for the establishment of Trunk Highway 31 and Trunk Highway 92, from Itasca to Bagley as "scenic".

4. Authorization of State Commission - Laws of 1963, Chapter 875

(a) Establishment

The Mississippi River Parkway Commission of Minnesota was established by Minnesota Statutes of 1963, Chapter 875 (repealing) Minnesota Statutes of 1961, Sec. 161.142, Subdivision 1).

(b) Function

The Minnesota Commission is directed within policies of the state and in the best public interest for the promotion of public safety, recreation, travel, trade, and general welfare of the people, to cooperate with the federal government and with the National Mississippi River Parkway Commission. It is to carry out such policies, and to aid in the promotion and securement of a scenic parkway and highway for the State of Minnesota, and to aid in securing the location of federal parks within Minnesota. Finally, it is to work toward the planning, construction, maintenance, and improvement of the Great River Road or Mississippi River Parkway which is to follow generally the course of the Mississippi River and extend from Canada to the Gulf of Mexico.

The state commission is an affiliate of the National Mississippi River Parkway Commission.

(c) Membership

Originally, the Minnesota Commission was composed of nine members: three members appointed by the Governor, three state senators and three state representatives. Ex-officio members of the Commission are the commissioners of the highway department and natural resources department, and the director or the Minnesota Historical Society.

A 1971 amendment to the Laws of 1969, Chapter 653, increased membership of the Mississippi River Parkway Commission of Minnesota from nine to ten by including the Commission's appointed secretary as the tenth member.

(d) Authority

The 1971 amendment also gave the Commission authority to review the programs of the various interstate compacts and commissions involved in water and land use activities along the Mississippi River in Minnesota and report to the Legislature biennially any duplication of programs and funding as well as its recommendations for new legislation.

(e) Financing

Laws of 1967, Extra Session Chapter 48, Section 2, Subdivision 8, authorized a \$5,000 appropriation to the Minnesota Commission for fiscal years 1968 and 1969. That amount has remained the same in the subsequent fiscal years as the appropriation to the Commission.

(f) Dues to the National Commission

Initially, the Minnesota Commission was authorized to pay an annual fee of not to exceed \$1,000 for its share of the planning program of the National Parkway Commission. That \$1,000 ceiling, however, was lifted by the 1971 amendment to the State Laws of 1969 so that the Minnesota Commission is now permitted to pay its equal share of the planning program of the National Commission.

FEDERAL-AID HIGHWAY ACT OF 1973

CONFERENCE REPORT July 27, 1973

(Great River Road Portion)

GREAT RIVER ROAD

SEC. 129. (a) Section 14 of the Federal-Aid Highway Act of 1954. as amended (68 Stat. 70; Public Law 83-350), is amended by striking out "\$500,000" and inserting in lieu thereof "\$600,000".

(b) Chapter 1 of title 23 of the United States Code is amended by

inserting at the end thereof a new section as follows:

"§ 148. Development of a national scenic and recreational highway

"(a) As soon as possible after the date of enactment of this section, the Secretary shall establish criteria for the location and construction or reconstruction of the Great River Road by the ten States bordering the Mississippi River. Such criteria shall include requirements that-

"(1) priority be given in the location of the Great River Road near or easily accessible to the larger population centers of the State and further priority be given to the construction and improvement of the Great River Road in the proximity of the confluence of the Mississippi River and the Wisconsin River:

"(2) the Great River Road be connected with other Federal-aid

highways and preferably with the Interstate System;

"(3) the Great River Road be marked with uniform identifying

signs;
"(4) effective control, as defined in section 131 of this title, of signs, displays, and devices will be provided along the Great River

"(5) the provisions of section 129(a) of this title shall not apply to any bridge or tunnel on the Great River Road and no fees shall

be charged for the use of any facility constructed with assistance under this section.

"(b) For the purpose of this section, the term 'construction' includes the acquisition of areas of historical, archeological, or scientific interest, necessary easements for scenic purposes, and the construction or reconstruction of roadside rest areas (including appropriate recreational facilities), scenic viewing areas, and other appropriate facilities as determined by the Secretary.

"(c) Highways constructed or reconstructed pursuant to this section

(except subsection (f)) shall be part of the Federal-aid system.

"(d) Funds appropriated for each fiscal year pursuant to subsection (g) shall be apportioned among the ten States bordering the Mississippi River on the basis of their relative needs as determined by the

Secretary for payments to carry out this section.

"(e) The Federal share of the cost of any project for any construction or reconstruction pursuant to the preceding subsections of this section shall be that provided in section 120 of this title for the Federal aid system on which such project is located, and if such project is not on such a system, such share shall be 70 per centum of such cost. "(f) The Secretary is authorized to consult with the heads of other Federal departments and agencies having jurisdiction over Federal lands open to the public in order to enter into appropriate arrangements for necessary construction or reconstruction of highways on such lands to carry out this section. Highways constructed or reconstructed by a State pursuant to this section which are not on a Federal-aid system, and highways constructed or reconstructed under this subsection, shall be subject to the criteria applicable to highways constructed or reconstructed pursuant to subsection (c) of this section. Funds authorized pursuant to subsection (g) shall be used to pay the entire cost of construction or reconstruction pursuant to the first sentence of this subsection.

"(g) There is authorized to be appropriated to carry out this section, out of the Highway Trust Fund, for construction or reconstruction of roads on a Federal-aid highway system, not to exceed \$10,000,000 for the fiscal year ending June 30, 1974, \$25,000,000 for the fiscal year ending June 30, 1976, and \$25,000,000 for the fiscal year ending June 30, 1976, for allocations to the States pursuant to this section, and there is authorized to be appropriated to carry out this section out of any money in the Treasury not otherwise appropriated, not to exceed \$10,000,000 for each of the fiscal years ending June 30, 1974, June 30, 1975, and June 30, 1976, for construction and reconstruction of

roads not on a Federal-aid highway system."

(c) The table of contents of chapter 1 of title 23 of the United States Code is amended by inserting at the end thereof the following:

"148. Development of a national scenic and recreational highway.".



U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT

Criteria for the Selection of the Route of the Great River Road for Study Purposes FHWA NOTICE N 5180.1 February 13,197

1. PURPOSE

To inform the affected offices of the Federal Highway Administration, the State, county, and city highway agencies of the criteria to be used for selecting the route of the Great River Road for study purposes, and to request the route be designated for study purposes.

2. BACKGROUND

Section 129 of the Federal-Aid Highway Act of 1973 (Public Law 93-87) requires the establishment of criteria for the location and construction or reconstruction of the Great River Road by the ten States bordering the Mississippi River.

3. CRITERIA

The Great River Road, a scenic and recreational highway along both sides of the Mississippi River from the Gulf of Mexico to Lake Itasca in Minnesota, shall:

- a. Provide the user with the opportunity to view picturesque or interesting scenery en route as well as the opportunity to stop at unique features and activities. Provide roadside rest areas spaced conveniently along the highway either in conjunction with scenic viewing areas or not, including recreational facilities, educational and interpretive exhibits, and other appropriate facilities.
- b. Provide within a scenic corridor highlights that follow a variety of experiences or themes - that of scenery, nature, history, geology, science, or man's use of the land.
- c. Provide for the protection of the scenic corridor through direct acquisition of scenic, historic, and other areas, through the acquisition of scenic easements, and through the effective control of signs, displays and devices, and development inconsistent with the nature and purpose of the highway.

(more)

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- d. Provide convenient access, particularly to the larger population centers, with connections to other Federal-aid highways and preferably with the Interstate. Provide access to, and appropriate development of, areas of historical, archaeological and scientific interest; and furnish the highway user access to local services consistent with the purpose of the highway.
- e. Provide a safe, adequate roadway with appropriate control of access, marked with uniform identifying signs.
- f. Provide for the free public use of any highway, bridge, or tunnel constructed under this memorandum. No fees shall be charged for the use of any facility constructed under this memorandum.

4. ACTION

- a. Using this criteria, the ten Mississippi River States shall select for study purposes and for the apportionment of Federal funds to the States, the route of the Great River Road. To the maximum extent possible the route should follow existing roads.
- b. For the purpose of selecting a study route, a scenic and recreational highway is an arterial highway generally within a scenic corridor of parkway-like development having significant scenic, historical and recreational features.
- c. The proposed study location shall be marked on strips of county maps of a scale, I inch to the mile, or I inch to 2 miles, whichever scale map the State is using, and submitted to Washington Headquarters, HHO-13, by May 1, 1974. The State should show, by using an appropriate symbol or note, any segments that currently meet the Great River Road criteria. The State should also submit any construction and right-of-way cost data that the State has developed which would be helpful to our preparing a report, as well as any comments concerning the criteria.

Lass W. France

(H. A. Lindberg

Associate Administrator for

Engineering and Traffic Operations

MARQUETTE-JOLLIET TRICENTENNIAL

1. National Tricentennial Committee

1973 was the 300th Anniversary of the Exploration of the Mississippi by Quebec-born explorer Louis Jolliet and French Jesuit Father Jacques Marquette. To mark this anniversary, the National Mississippi River Parkway Commission created the Mississippi River Tricentennial Committee to sponsor observances of the Jolliet-Marquette exploration.

The executive committee of the Tricentennial was composed of the officers of the Parkway Commission and the state travel directors of the states involved.

The goal of the Tricentennial Committee was a year-long observance to serve as impetus for local communities along the river to reacquaint their people with all the values of the river: historical, cultural, religious, educational, ecological, recreational and commercial. It is anticipated that re-emphasis on the scenic beauty of the area will result in an increase in tourism. The primary concern of the Tricentennial, however, is to create a new appreciation of the heritage which the river and its early exploration represent, and to reemphasize its importance as one of the greatest of the continent's natural resources.

While the chief emphasis of the Tricentennial was local-urging each community to undertake its own activities, the National Tricentennial has undertaken the major project of the re-enactment of the canoe voyage. Starting on May 17, 1973, at St. Ignace, Michigan, seven men in two canoes will retrace the four month 3,000 mile journey. The schedule followed, as nearly as possible, the actual itinerary recorded in Father Marquette's journal.

The National Tricentennial was initially funded by grants of \$5,000 from each of the states involved. Additional funds were secured from private sources and from federal government agencies.

2. Minnesota Tricentennial Participation

Minnesota communities along the Mississippi, Minnesota and St. Croix Rivers observed the Tricentennial year by way of local festivities and events. The Outdoor Writers Association of America met in Grand Rapids, June 10-15 under a Tricentennial theme. On Saturday, June 16, a special event was held for the Outdoor Writers at Itasca State Park. Officials from state and local government, together with civic and cultural groups participated in a "Birth of a River" celebration emphasizing the unique Minnesota attraction—the origin of the Mississippi River.

Other events along the river, throughout the summer also emphasized the Tricentennial, reinforcing the rivers significance to both Minnesotan's and visitors from out of the state.

Minnesota was an active member of the National Tricentennial Commission. Senator Victor Jude served on the Commission as did a member of the Department of Economic Development, Tourism Division.

STATE OF MINNESOTA

MINNESOTA HISTORICAL SOCIETY PROGRAMS RELATING TO THE GREAT RIVER ROAD

The Mississippi River Parkway Commission has maintained a continuing liason with the Minnesota Historical Society to assure coordination of their preservation and interpretive programs with the development of the Great River Road. Activities of the Historical Society in the vicinity of the Great River Road include the following during the biennium.

The Minnesota Historical Society administers seven historic sites, adjacent to or within a few miles of the Great River Road. In addition to these sites, the Minnesota Historical Society has an on-going program of marking historic sites and of aiding through the Grant-in-Aid Program, county and local historical organizations in their work of preserving and interpreting historic sites along the full length of the Great River Road. The Society administers the following sites along the Great River Road.

1. Grand Mound Historic Site

In Koochiching County, the Minnesota Historical Society is in the process of designing an interpretive center for the Grand Mound Historic Site. This site is four miles east of the junction of Minnesota Highway #11 and U.S. Highway 71. The Grand Mound is the largest prehistoric burial mound in the upper midwest and the interpretive center will interpret the prehistoric culture of the people who inhabited this area between 500 B.C. and 600 A.D. Construction on the interpretive center will begin in the spring of 1975 and the project will be completed and open to the public in the spring of 1976.

2. The Lindbergh Boyhood Home and Interpretive Center

This site is located on Morrison County Highway #52, just south of Little Falls and is now fully developed. The interpretive center was dedicated in the fall of 1973 with Charles Lindbergh as the main speaker.

3. Oliver Hudson Kelley Farm

This site is located on U.S. 10 and 52, two miles southeast of Elk River and is across the Mississippi River from the Great River Road. This site is progressing in accordance with our Master Development Plan which calls for the restoration of the farmstead and development of a working turn-of-the century farm.

The caretaker's dwelling was removed from the historic farmyard and moved closer to the highway in 1974, and the restoration of the Kelley Barn will start in the spring of 1975.

4. Historic Fort Snelling

By the end of the fiscal year 1975, the restoration of historic Fort Snelling will be completed, except for the Officer's Quarters, Commandant's Quarter, Gatehouse, Hospital, and certain landscaping. These projects will be completed during the fiscal years 1976 and 1977, and it is expected that the Fort Snelling complex will be completely restored by June 30, 1977.

5. Alexander Ramsey House

This site is located at 265 South Exchange Street in St. Paul. This house was the home of Minnesota's first territorial governor and second state governor, and contains most of the original furnishings purchased by the Ramseys. The site is fully developed and open to the public on a year round basis.

6. Minnehaha Depot

This ornate Victorian railroad station is located at Minnehaha Avenue and East 49th Street in Minnehaha Park, Minneapolis, Minnesota.

7. Burbank-Livingston-Griggs House

This site is located at 432 Summit Avenue in St. Paul and is open to the public on a year-around basis.

In addition to the historic sites listed above, which are administered by the Minnesota Historical Society, the Society is also responsible for maintaining the National Register of Historic Places.

SITES ON THE NATIONAL REGISTER OF HISTORIC PLACES, ON OR NEAR THE GREAT RIVER ROAD

County	Site

Aitkin Savanna Portage

Becker Itasca State Park

Clearwater Itasca State Park

Crow Wing Brainerd Water Tower

Old Crow Wing

St. Columba Mission

Dakota W. G. LeDuc House

Goodhue Minnesota State Training School

Bartron Site Fort Sweney

Old Frontenac Historic District

Hennepin American Swedish Institute

Cahill School

Butler Brothers Building

Grange Hall Milwaukee Avenue

Minnehaha State Park Historic District

Fort Snelling
Pillsbury "A" Mill

St. Anthony Falls Historic District

County

Site

Hubbard

Itasca State Park

Houston

Emanual Evangelical Lutheran Church

Koochiching

Laurel Mounds (Grand Mound)

Morrison

Charles A. Lindbergh State Park

Ayer Mission Site

Swan River Indian Village

Old Fort Ripley

Ramsey

Alexander Ramsey House

Burbank-Livingston-Griggs House

F. Scott Fitzgerald House Irvine Park Historic District

James J. Hill House

Minnesota Historical Society Minnesota State Capitol Building

Old Federal Courts Building

St. Paul Cathedral

Sherburne

Oliver H. Kelley Homestead

Winona

Pickwick Mill

Willard Bunnell House Winona County Courthouse

HIGHWAY DEPARTMENT GREAT RIVER ROAD PROGRAMS

Although there has been a considerable amount of highway improvement work done on various segments of trunk highways and county roads, which are presently marked as Great River Road Routes, it cannot rightly be claimed as Great River Road accomplishments. These projects were selected for improvement under regular highway construction programming procedures according to highway needs and priority ratings and considerations.

Since special funds have never been appropriated for construction of the Great River Road any improvements made thereon in Minnesota were financed with usual state and federal aid funds. These funds are insufficient for supporting existing trunk highway needs and, therefore, the Highway Department has maintained a neutral position concerning the Great River Road program. In the event that federal funding is made available exclusively for the Great River Road, the Highway Department will certainly respond with greater enthusiasm.

In the meantime the department will continue to contribute to the Great River Road program by furnishing whatever advisory or technical services that are requested by the Minnesota Mississippi River Parkway Commission.

Specific activities which have been completed or undertaken by the Minnesota Highway Department on projects relating to the Great River Road are as follows:

CONTRACTS LET DURING 1973:

County	T.H.	Location	Cost	Type Work	Let. Date
Beltrami	71	CSAH 22 to 1 Mi. N. Crosswell Ave. in Blackduck	\$4,488, <mark>2</mark> 53	Grading & Surfacing	9-28-73
Stearns	94	T.H. 152 (CSAH 7) to 2.0 Mi. S.E. of St. Augusta Creek 3.5 Mi Completed and opened to traffic during 1974	\$1,305,000	Grading and Brs.	6-22-73
Stearns	94	T.H. 152 (CSAH 7) to 2.5 Mi. West of Hasty 10.3 Mi Completed and opened traffic during 1974		Paving	11-30-73

CONTRACTS LET DURING 1974:

County	T.H.	Location - Distance	Cost	Type Work	Let. Date
Ramsey	61	Warner Road & T.H. 61	\$31,523	Lighting	Jan. 1974
Hennepin	94	At 25th Ave. So.	\$75,000	Traffic Signals	Sept. 1974

The Minnesota Highway Department has also been active in the preparation of Environmental Impact Statements (EIS) along the Great River Road route. The segments of the GRR requiring such action during 1973 and 1974 are as follows:

- 1. Trunk Highway 71 Bemidji to Blackduck was completed and approved by the U.S. Department of Transportation on May 8, 1973.
- 2. An EIS for the Bemidji Bypass is in the preliminary stage.
- 3. Trunk Highway 61 in Cottage Grove, for 2 new grade separations at Jamaca Avenue and at Grange Boulevard and a safety betterment improvement of the Chemolite Road interchange.
- 4. A draft of the EIS for the T.H. 61 Minnesota City Bypass has been completed.
- 5. A Negative Declaration (in lieu of EIS) has been submitted for adding one roadway to T.H. 61 between Minnesota City and the north Winona County line.

County	<u>T.H.</u>	Location - Distance	Cost	Type Work	Let. Date
Hennepin	94	Between C.M.St.P.& P.R.R. and HennRamsey Line	\$471,308	Traffic Noise Barrier	May 1974
Hennepin	94	From C.M.St.P. & P.R.R. to HennRamsey Co.Line	\$75,000	Traffic Noise Barrier & Planting	Nov. 1974
Ramsey	94	Mounds Blvd. to White Bear Ave.	\$844,256	Noise Abate- ment (Wall) and Fencing	July 1974
Ramsey	94	T.H. 94 ramp terminals at E. 3rd St. & T.H. 61 (Mounds Blvd.)	\$123,776	Traffic Signals	April 1974
Ramsey	94	Broadway St. to Mounds Blvd.	\$98,240	Lighting	June 1974

County	т.н.	Location - Distance	Cost	Type Work	Let. Date
Ramsey	94	Mounds Blvd. to White Bear Ave.	\$175,000	Landscape Project (Noise Wall Plantings)	June 1974
Goodhue	61	Main St Red Wing	\$122,868	Turn Lanes & Relocation of Main St.	June 1974

The Department prepared and submitted to the Federal Highway Administration on May 1, 1974, in accordance with FHWA Notice N5180.1, dated February 13, 1974, maps showing the Great River Road as designated by the 1973-74 Minnesota Legislature, and a tabulation of needs cost estimates for its development. This submittal was required of all GRR states and is to be used as a basis for determining the allocation of funds provided for the development of the GRR by the Federal Aid Highway Act of 1973.

\$325,000

DEPARTMENT OF NATURAL RESOURCES - PROGRAMS OF THE DIVISION OF PARKS AND RECREATION RELATING TO THE GREAT RIVER ROAD

There has been a close liaison between the Minnesota Mississippi River Parkway Commission and the Division of Parks and Recreation in the Department of Natural Resources during the past biennium. Following is a listing of the projects and activities that the Department has been involved in which pertain to the Great River Road:

No. 1

The Park development projects in State Parks located along the Mississippi River.

Charles A. Lindbergh \$ 10,000
Campground Development
Picnic Area Rehabilitation
Obliteration & Landscape Grading

Crow Wing
Construct Swimming Beach
Picnic Shelter Building
Workshop and Garage
Boundary Survey and Fencing
Trails and Interpretation

Fort Snelling
Refectory Buildings
Sanitation Buildings (2)
Beach Surfacing
Utilities - Picnic Areas
Sanitation Buildings (2)
Shelter Buildings (2)
Roads and Parking Areas
Utilities - Service Area
Roads and Parking Area
Trails and Interpretation
Entrance Bridge
Polo and Parade Grounds Development
Chapel Repair

Frontenac

Boundary Survey & Marking

Trail Center and Trails

Landscape Grading and Planting

Roads and Parking

Itasca \$129,000

Erosion Control, Landscape Grading and Planting
Picnic Area Expansion, Including Parking
Rehabilitate Buildings
Underground Wiring, Secondary
Hiking and Bicycle Trails,
 Including Shelters and Interpretation
Camping Area Improvement, Including
 Electrical Outlets
Rehabilitate Douglas Lodge Dining Porch
Staff Quarters, Douglas Lodge (new)
Pioneer Camp Development
Fence Shop Area

<u>John Latsch</u> \$ 2,000 Picnic Area Improvement

Campground Improvement

Lake Bemidji \$ 44,500

Beach Area Toilet Facilities
Sewage Disposal System
Planting and Landscape Grading
Footbridge to Boating and Hiking Areas
Campground Improvement
Lakeshore Erosion Control
Entrance Portals and Signs
Council Ring, Trails and Interpretation

0. L. Kipp \$115,000

Obliteration, Landscaping and Planting Campground Development
Picnic Area Development
Administrative Area
Roads, Parking and Trails
Utilities

Schoolcraft \$ 8,000

Road Improvement Enlarge Boat Harbor and Parking Wood Storage Shelter

No. 2

As part of the \$100,000 MRC appropriation for study of Wild and Scenic Rivers, the 1973 Legislature, we have a preliminary consultant contract with Mark Hurd, Aerial Surveys, Inc. for base photography for \$11,000, and we have begun drafting the management plan from Anoka to St. Cloud. This study will be completed some time in 1975, but this document is a major base for not only Wild and Scenic River Program but to be utilized by the counties for shoreline zoning and flood plain zoning. It also might be used for other location

purposes. The working copies are in the Division of Parks and Recreation's file. Also, these base photos may be reproduced and be utilized by anyone else that is interested in them.

This is the extent of our involvement during the last two years. We look forward to continuing the Wild and Scenic Rivers Study along the major portion of the Mississippi River. Ideally, we would like to go from the Twin Cities to the Headwaters. We also look forward to the possibility of some major State trail along the entire Mississippi River. This would be what we call a corridor trail and would provide a base for other local trails along the Mississippi.

As a part of our scenic river study (St. Cloud - Anoka), we will look at recreational management of this area. I would like to get together with the Commissioner to discuss trails, river-oriented recreational sites and possible project financing. I anticipated doing this some time in November, if possible. Our target date for completion of the Mississippi River Management (draft) for public meetings, is January, 1975.

April 30, 1974

E. Dean Carlson
Division Engineer
Federal Highway Administration
Metro Square Building
7th & Robert Streets
St. Paul, Minnesota 55101

Re: Great River Road Code: HHO-13

Dear Mr. Carlson:

The State of Minnesota has an abundance of scenery throughout its entire territory. Famous as "The Land of 10,000 Lakes", one of which is the source of the great Mississippi River, we are also fortunate to have great hardwood forests in the south, the serenity of coniferous forest in the north, the rugged shoreline of Lake Superior, and gently rolling, highly productive farm lands throughout. Swiftly flowing creeks with rapids and waterfalls mature into great, slow flowing rivers of commerce and recreation. Eons of glacial activity molded the land in many ways and left the abundance of lakes and rivers that we enjoy today. The Boundary Waters Canoe Area in the "Arrowhead" region is a million acres of portage-linked lakes and streams where one can enjoy a true wilderness experience. Voyageur's National Park located near International Falls promises to be a popular attraction for visitors. Minnesota abounds with wild life which provides excellent hunting for both upland and water fowl as well as deer, bear and other mammals. Truly a year-round recreation paradise.

Minnesota has over 600 miles (Canadian Alternate not included) of Great River Road providing access to its superabundant areas of scenic, historical and recreational interest. It passes thru the largest population center of the state (Twin City Metropolitan Area) and is the international connection with Canada.

The Great River Road route as marked on the enclosed maps was established by the 1973-1974 state legislature and follows on existing roads of various jurisdictions. The current route deviates considerably from its previous location for which Phase II studies had been completed. (The revisions were made mainly because of environmental concerns.)

The enclosed tabulation of needs cost estimates for development of the Great River Road is based upon the "Interim Service Level Plan" using 1973 prices, without provisions to reflect inflationary trends.

The "Interim Service Level Plan" was developed and adopted by the Department as a long-range plan for development of a completely adequate State Trunk

E. Dean Carlson April 30, 1974 Page 2

Highway System by 1986. This plan has been periodically updated to reflect construction accomplishments and changing costs. A comparison of needs study cost estimates to the costs of contracts awarded in recent years shows that our needs study costs are conservative. We believe that the "Interim Service Level Plan" is a good plan even though the Department's level of funding to date, has not been sufficient to make this goal attainable.

The plan identifies the corridors in which highways should be developed to freeway, expressway, major trunk and trunk highway standards. These standards are defined as follows:

Freeway : A multilane divided facility with full control of access.

Similar to the Interstate Highway System, all crossroads
are separated, access is provided only through interchanges,
and no direct access to adjacent land is permitted.

Expressway: A multilane divided facility with partial control of access; that is, some at-grade crossings and some direct access to adjacent land will be permitted.

Major Trunk : Normally an undivided two-lane facility with partial control of access to adjacent land that will by-pass the congested areas of the municipalities it directly serves.

Trunk Highway: Normally an undivided two-lane facility with partial control of access that will continue to penetrate the congested areas of the municipalities it serves.

The Interim Service Level Classification is shown on the enclosed map, so titled.

The "Canadian Link", "Source Link" and "Canadian Alternate", referred to on the cost estimate tabulation sheets are shown on the enclosed state map entitled "Specific Route for Great River Road".

Sincerely,

Charles E. Burrill Assistant Commissioner Transportation and Transit Planning and Programming

Enclosures

CEB:as
E. J. Broos

cc: F. Robert Edman

Mississippi River Parkway Commission

GREAT RIVER ROAD

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COUNTY STATEWIDE

* SEE ATTACHED SHEETS FOR ROUTE SEGMENTS

June Die Tok	60				
Juniet.	MILES.	CONSTRUCTION	RO.W.	TOTAL	REMARKS
F.A.I.	51.65	80894	14619	95513	
T.H.	674.94	308019	13129	321148	
C.S.A.H.	57.83	5322	141	5463	
C.R. T.S.R. Twp.	16,06 10.06 3.38	804 393 212	52 26	856 .419 221	
TOTAL	813,92	395,644	. 27,976	423,620	

ROUTE SEGMENT DESCRIPTIONS:

"MAIN ROUTE" - FROM THE SOUTH MN STATE LINE -

TO THE SOUTH JCT TH 2 AND TH 71 SOUTH OF BENIDDI

CANADIAN LINK - FROM THE SOUTH JCT TH 2 AND TH 71 -

TO THE NORTH MN STATE LINE AT INTERNATIONAL FALLS

Source Link"-From THE SOUTH JET THZ AND TH 71 - (TO ITASCA STATE PLEK,
THROUGH THE PARK FROM SOUTH TO NEETH)
TO THE NORTH PARK ENTRANCE (JCT TH 200 AND CSAH 38)

CANADIAN ALTERNATE - FROM THE JCT TH 200 & CLEARWATER CSAH 38 -.
TO THE NORTH MIN STATE LINE NORTH OF WARROAD

GREAT RIVER ROAD

MAIN ROUTE"

COUNTY STATEWIDE

CTON	0.4				
JunisDieTion	MILES	CONSTRUCTION	R.O.W.	TOTAL	REMARKS
F.R.I.	51.65	.80894	14619	95513	
T.H.	372.19	258518	11755	270273	
C.S.A.H.	41,74	4748	-/37	4885	• • •
C.R.	16.06	804	52	856	
Tivp.	3,38	212	9	221	-
TOTAL	485,02	345,176	26,572	371,748	

GREAT RIVER ROAD

COUNTY STATEWIDE

CTON	60	COSTS \$(000)				
MEIED.	MILES	CONSTRUCTION	R.O.W.	TOTAL	REMARKS	
FAI.						
T.H.	119,60	32437	/181	33618	41	
C.S.A.H.					•	
C.R.						
Twp.						
TOTAL	119.60	32,437	1,181	33,618		
	F.A.I. T.H. C.S.A.H. C.R. Twp.	T.H. 119,60 C.S.A.H. C.R. Twp.	F.A.I. T.H. 119,60 32437 C.S.A.H. C.R. Twp.	T.H. 119,60 32437 1181 C.S.A.H. C.R. Twp.	Construction R.O.W. TOTAL F.A.I. T.H. 119,60 32437 1181 33618 C.S.A.H. C.R. Twp.	

GREAT RIVER ROAD
"SOURCE LINK"

COUNTY STATEWIDE

Tard					
Jungenieran	MILES	CONSTRUCTION	COSTS RO.W.	TOTAL	REMARKS
F.R.I.					
T.H.	27.57	3605	80	3685	
C.S.A.H.	6.50	343		343	
C.R.					- 4.
Tivp.					
Total	34.07	3,948	80	4,028	

6

April , 1974

GREAT RIVER ROAD

"CANADIAN PLITERNATE"

COUNTY STATEWIDE

June Bleren	MILES	COSTS \$(000)			÷
Junien		CONSTRUCTION	R.O.W.	TOTAL	REMARKS
F.A.I.					
т.н.	155.58	13459	113	13572	
C.S.A.H.	9,59	231	- 4	235	
C.R.					
* I.S.R.	10.06	393	26	419	
TornL	175,23	14,083	143	14,226	

& RED LAKE INDIAN SERVICE ROAD No. 3