



Dakota City Node 2, South St. Paul
Signage framework

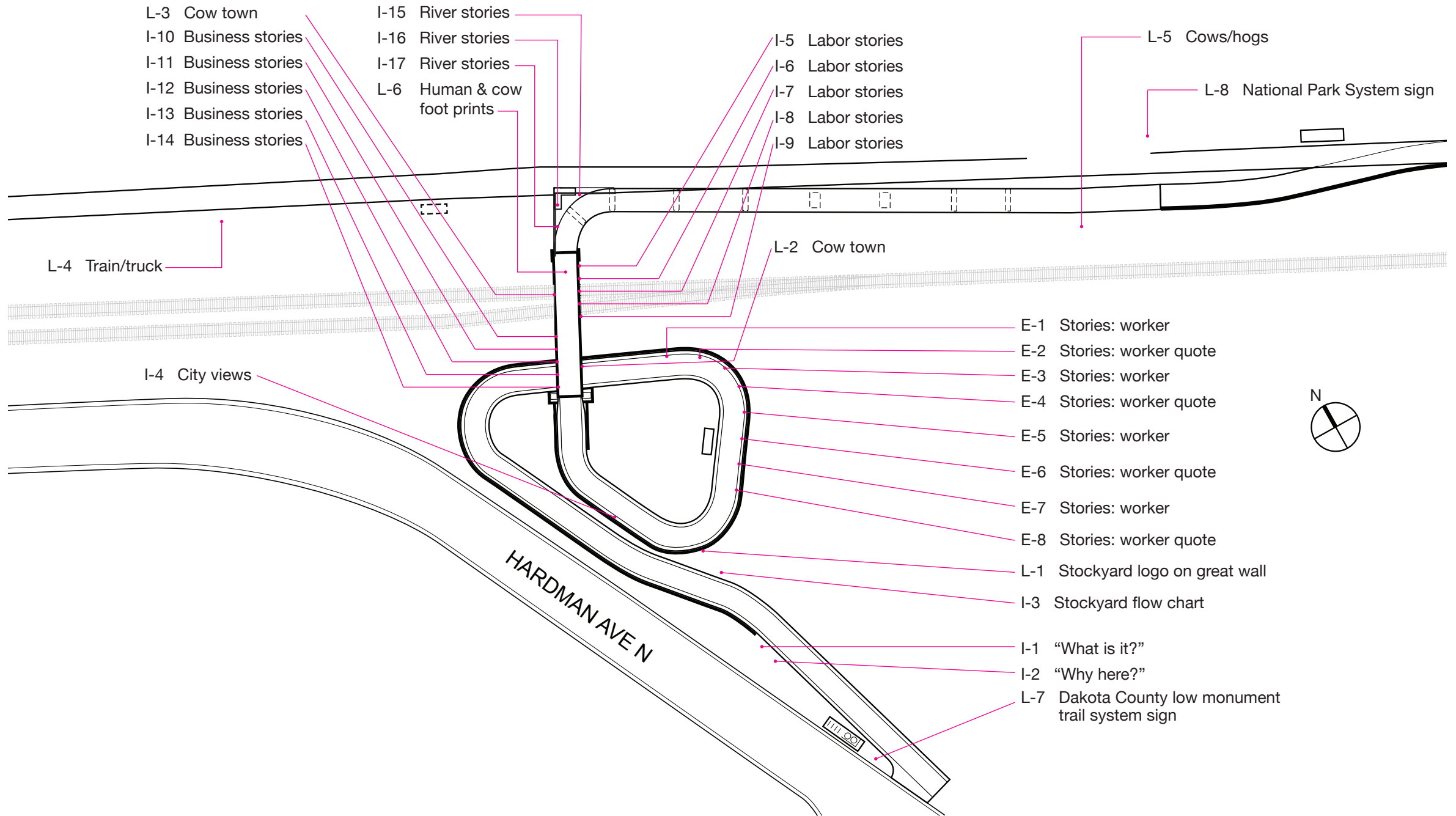
Sign Types "I": Interpretive Instructional
Sign Types "L": Location
Sign Types "E": Environmental

NOTE:
MORE INFORMATION TO BE PROVIDED

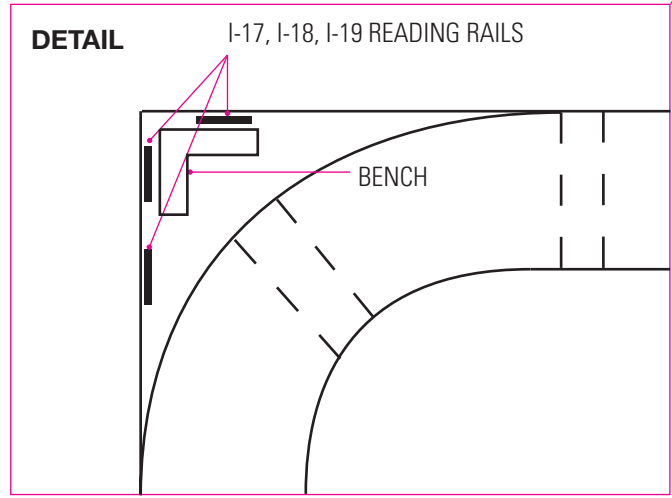
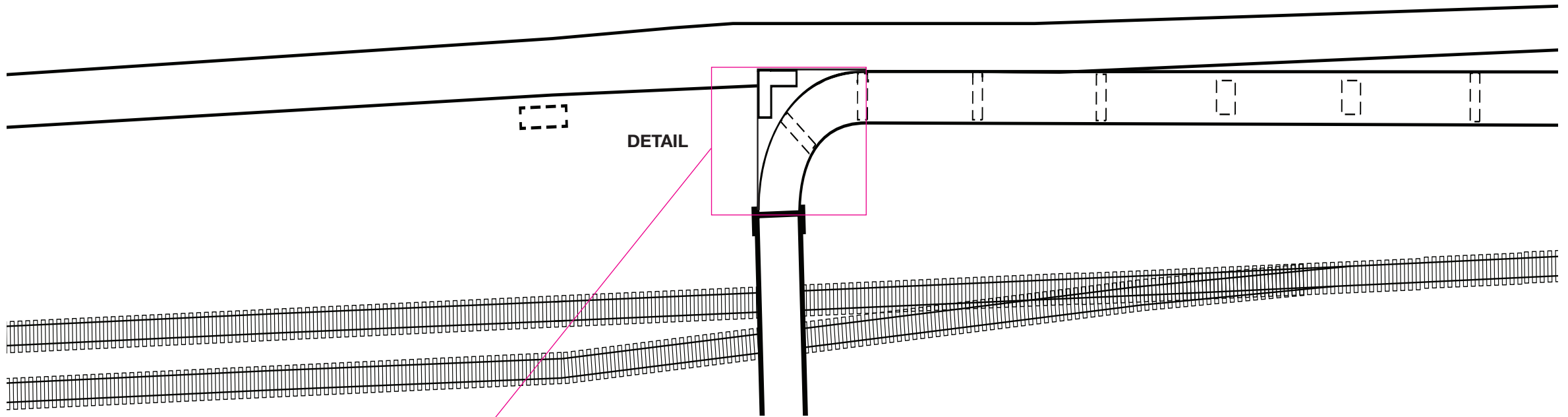
SIGN TYPE

Sign	Sign type	Sign content
I-1	“WHAT IS IT?”	Union stock yards gate photo with copy
I-2	“WHY HERE?”	1920s railroad map image with copy
I-3	Stockyard flow chart	The public livestock market illustration
L-1	Stockyard logo on great wall	South St. Paul World’s Largest Stockyard 1886 image
E-1	Stories: worker	Photo of a male worker
E-2	Stories: worker quote	“There was some old boys...” with gate latch attached
E-3	Stories: worker	Photo of women workers in uniform
E-4	Stories: worker quote	“We paid for the frocks...” with metal mesh attached
E-5	Stories: worker	Photo of male worker
E-6	Stories: worker quote	“There was no end to the movement...” with wood attached
E-7	Stories: worker	Photo of male worker eating and holding a cup
E-8	Stories: worker quote	“My dad...”
I-4	City views	2 qty photos, panoramic city view and water tower, horse and carts with copy
I-5	Labor stories	Photo “New Jobs in the Packing Plant” of women working for Swift meat trimming dept. with copy
I-6	Labor stories	2 qty photos “Picket and Protests” of striking workers with copy and quote
I-7	Labor stories	2 qty photos “I started Swifts in ‘47” of women workers with copy and quote
I-8	Labor stories	2 qty photos “Upheaval” of striking workers with copy and quote
I-9	Labor stories	Photo “Daily Commute” of trolley and cars in South St. Paul with copy and quote
I-10	Business stories	2 qty photos “It’s dirty all the way along” of cows and worker with copy
I-11	Business stories	2 qty photos “Rails to Roads” with copy
I-12	Business stories	Photo “End of and Era” plant demolition with copy
I-13	Business stories	2 qty photos “It’s dirty all the way along” of livestock corrals
I-14	Business stories	2 qty photos “Coming home from work” city views
L-2	Cow town	“Cow Town” type on bridge
L-3	Cow town	“Cow Town” type on bridge
I-15	River stories	2 qty photos “A Changing River” of river views with copy
I-16	River stories	Photo “Wasted River” of river view with copy and quote
I-17	River stories	2 qty photos “It was just a phenomenal story” of trash and river barge with quote
L-4	Train/truck	Photos: train viewed from one direction and truck viewed from the other direction
L-5	Cows/hogs	Photos: cows viewed from one direction and hogs viewed from the other direction
L-6	Human & cow foot prints	Human & cow foot print on bridge deck
L-7	Dakota County	Low monument trail system sign
L-8	National Park	Park system sign

SIGNAGE PLAN



LOCATION PLAN: BRIDGE ADDITION



TYPOGRAPHY AND COLOR PALETTE

Univers 47 Light Condensed

ABCDEFGHIJKLMNOPQRSTUVWXYZ

abcdefghijklmnopqrstuvwxyz

1234567890

Univers 57 Condensed

ABCDEFGHIJKLMNOPQRSTUVWXYZ

abcdefghijklmnopqrstuvwxyz

1234567890

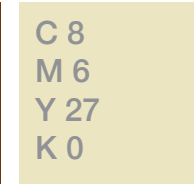
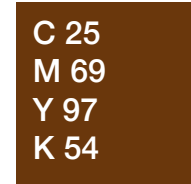
Univers 67 Bold Condensed

ABCDEFGHIJKLMNOPQRSTUVWXYZ

abcdefghijklmnopqrstuvwxyz

1234567890

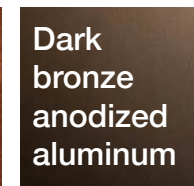
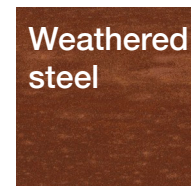
Color palette



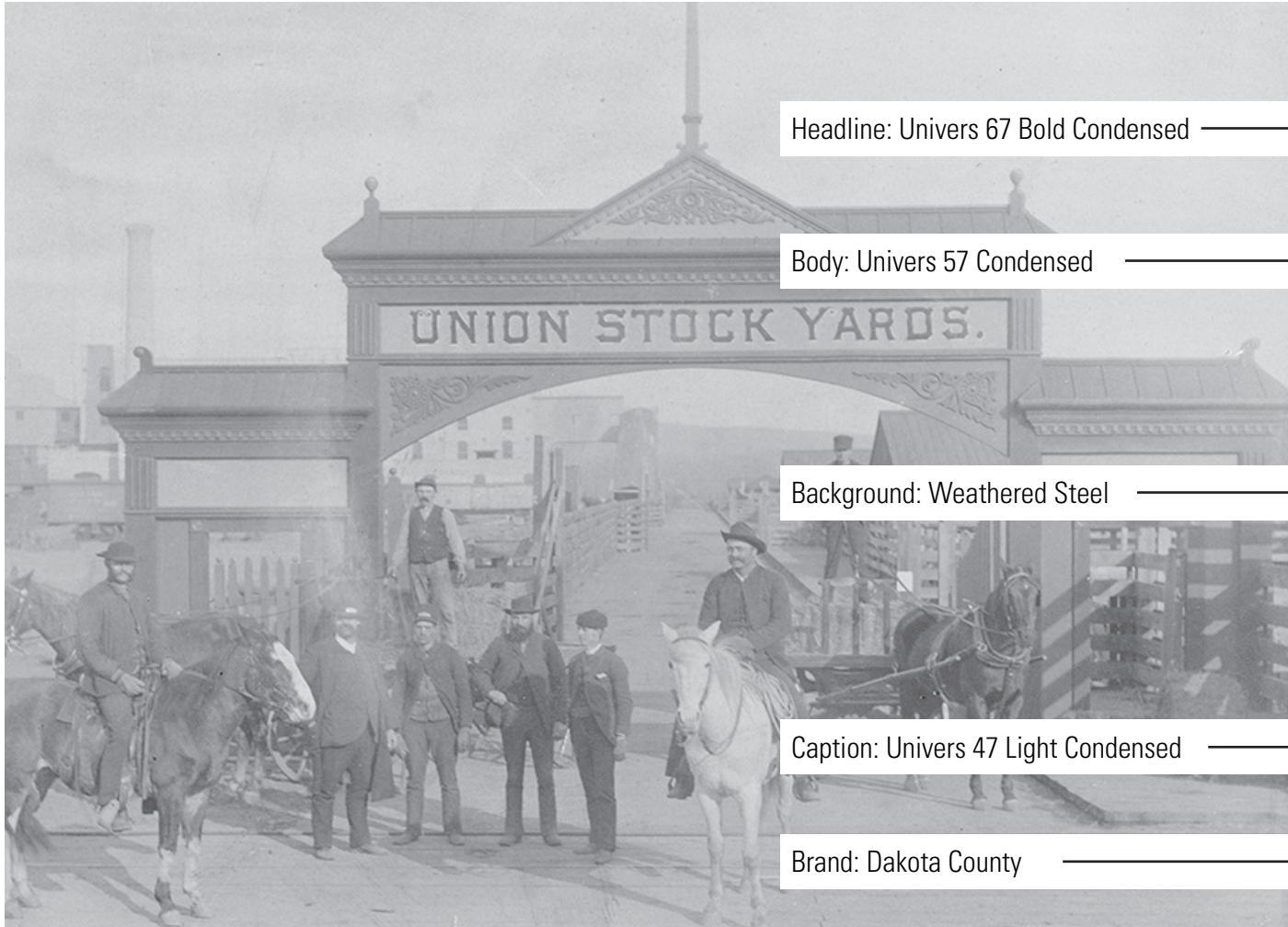
Dakota County Brand Color palette



Finishes



SAMPLE GRAPHIC STANDARDS



Headline: Univers 67 Bold Condensed

This place doesn't look, sound, or smell anything like it used to.

Body: Univers 57 Condensed

This stretch of Mississippi River floodplain was home to the world's largest stockyards, handling more than 300 million head of livestock between 1887 and 2008.

Background: Weathered Steel

Caption: Univers 47 Light Condensed

Union Stock Yards gate over Grand Avenue, about 1900
Dakota County Historical Society

Brand: Dakota County

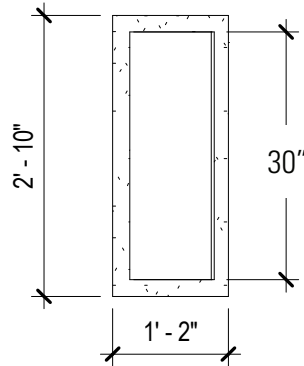


powder coated process finish applied to plate. Base of plate bolted to concrete pad.

I-1, I-2 BLADE SIGNS

Notes:

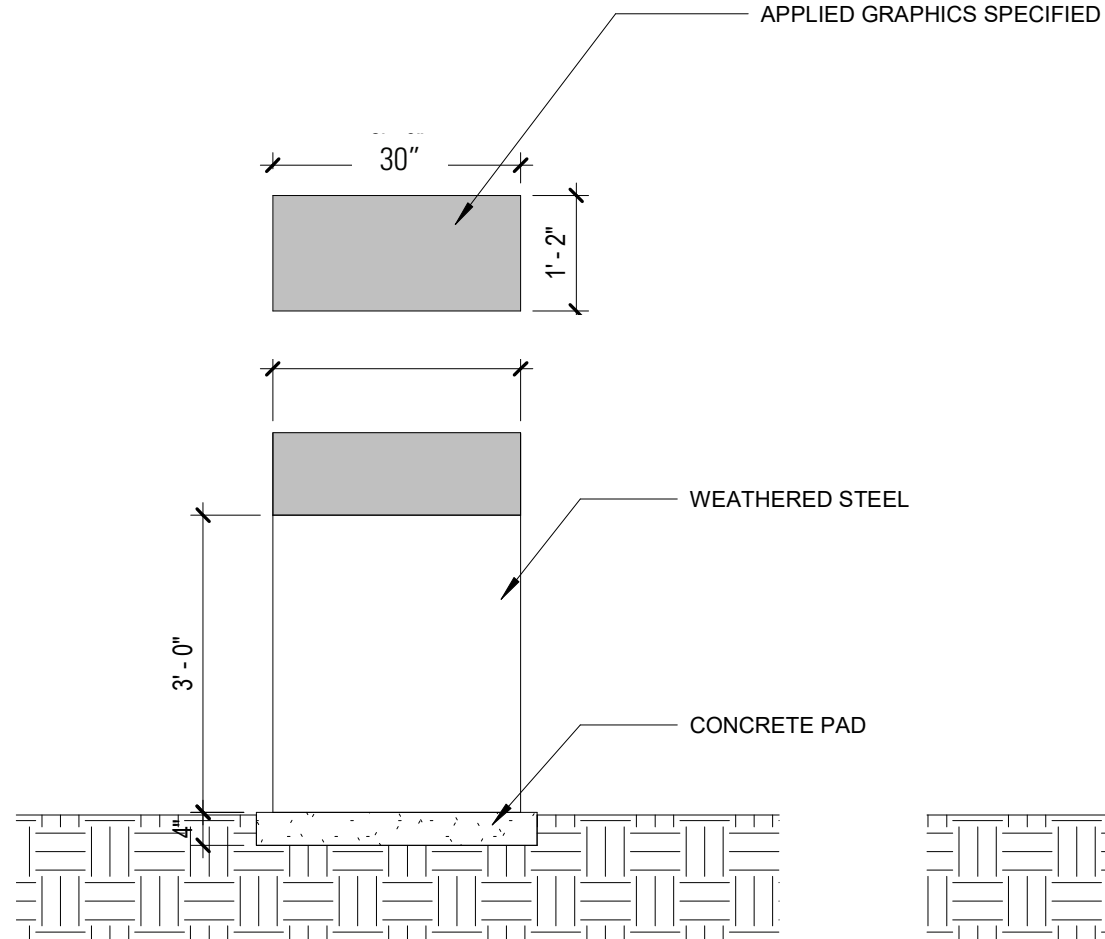
3/8" formed aluminum blade weathered steel finish. Panels to be Alto graphic embedded stud mounted to blade. Base of plate bolted to concrete pad.



1

BLADE SIGN PLAN

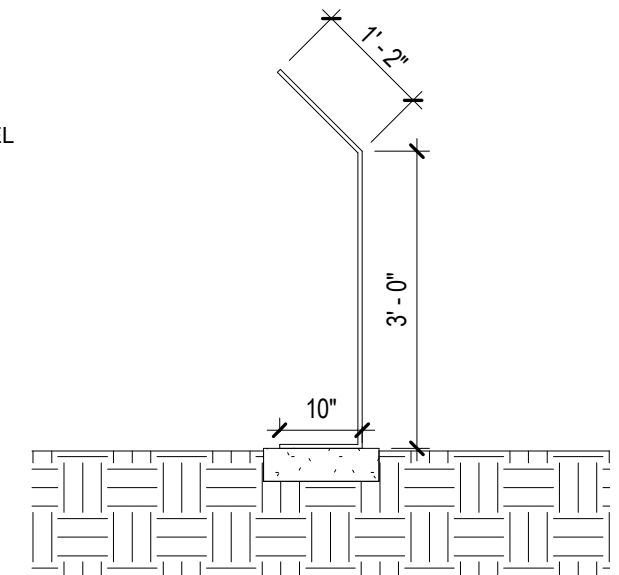
NTS



2

BLADE SIGN FRONT ELEVATION

NTS



3

BLADE SIGN SIDE ELEVATION

NTS

I-1 WHAT IS IT?

30"

14"



This place doesn't look, sound, or smell anything like it used to.

This stretch of Mississippi River floodplain was home to the world's largest stockyards, handling more than 300 million head of livestock between 1887 and 2008.

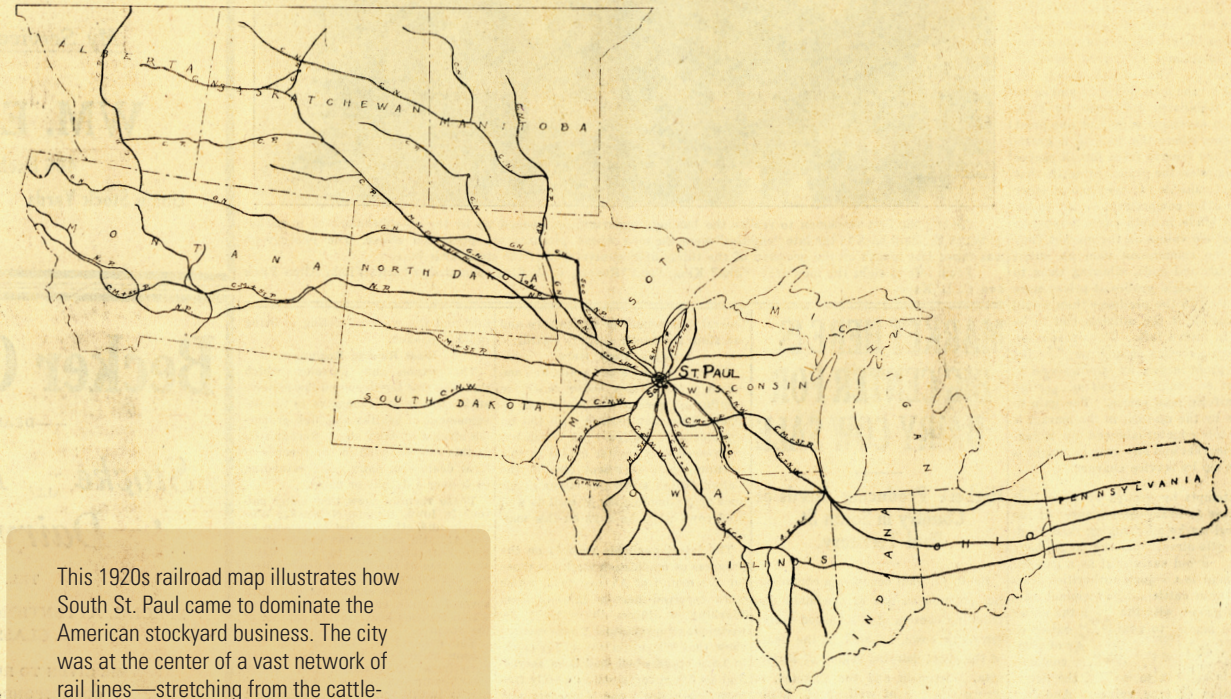
Union Stock Yards gate over Grand Avenue, about 1900
Dakota County Historical Society

I-2 WHY HERE?

30"

Why Here?

Chicago's meat packing plants relied on livestock shipped by rail from Montana, the Dakotas, and Minnesota. But shippers needed a place to feed, water, and rest cattle along the way. This wide floodplain on the Mississippi River provided the perfect solution. It was easily linked to existing rail lines and close to farms for a steady supply of animal feed.



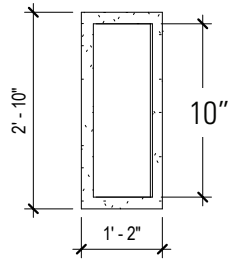
This 1920s railroad map illustrates how South St. Paul came to dominate the American stockyard business. The city was at the center of a vast network of rail lines—stretching from the cattle-producing rangelands of western Canada to consumers throughout the Midwest.

14"

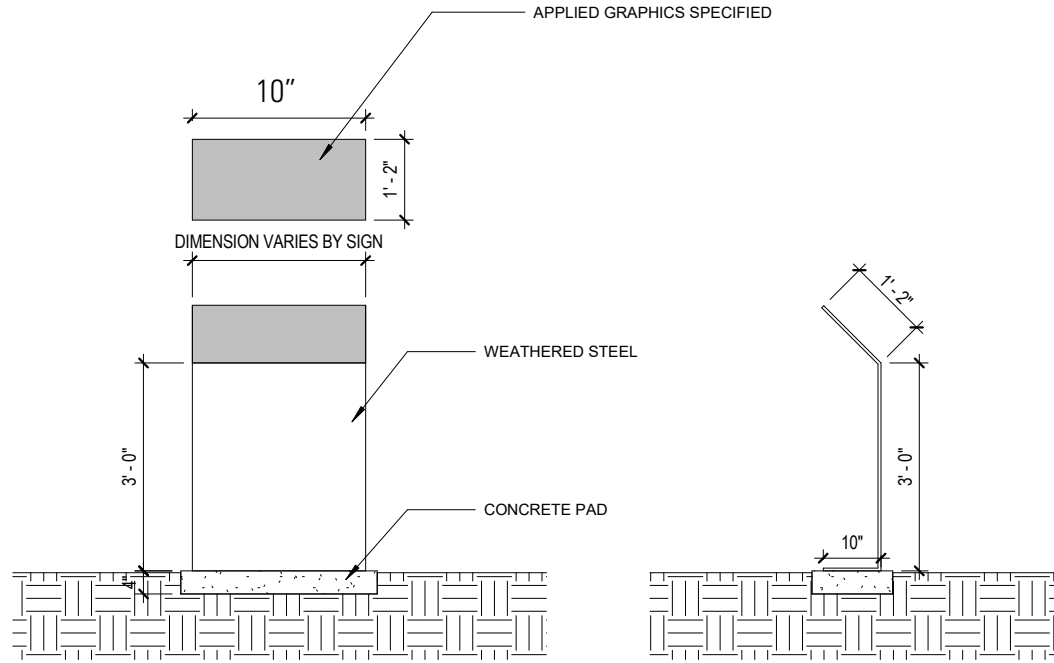
Dakota
forever wild
PARKS

I-3 BLADE SIGNS

Notes:
3/8" formed aluminum blade weathered steel finish. Panels to be Alto graphic embedded stud mounted to blade. Base of plate bolted to concrete pad.



1 BLADE SIGN PLAN
NTS



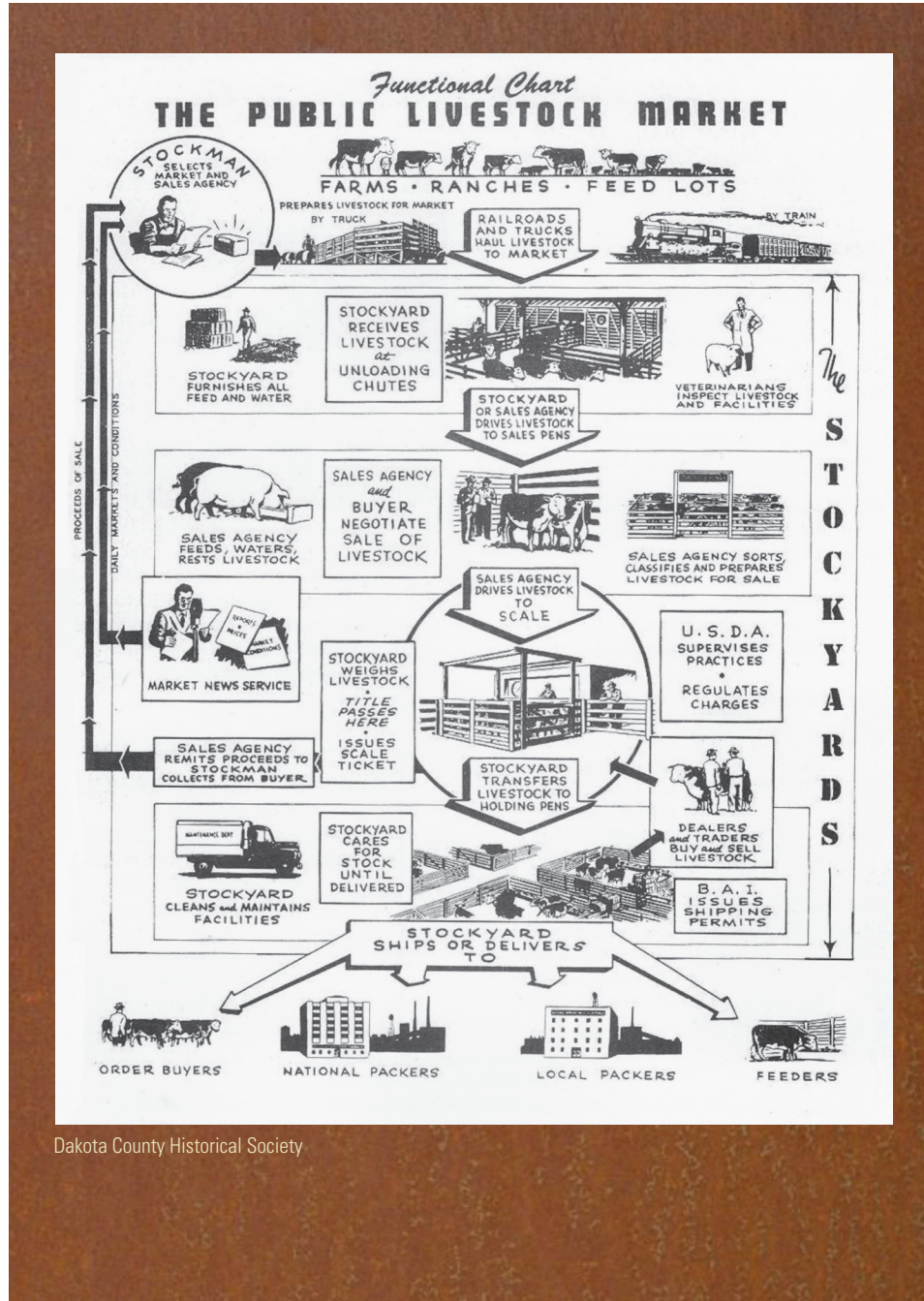
2 BLADE SIGN FRONT ELEVATION
NTS

3 BLADE SIGN SIDE ELEVATION
NTS

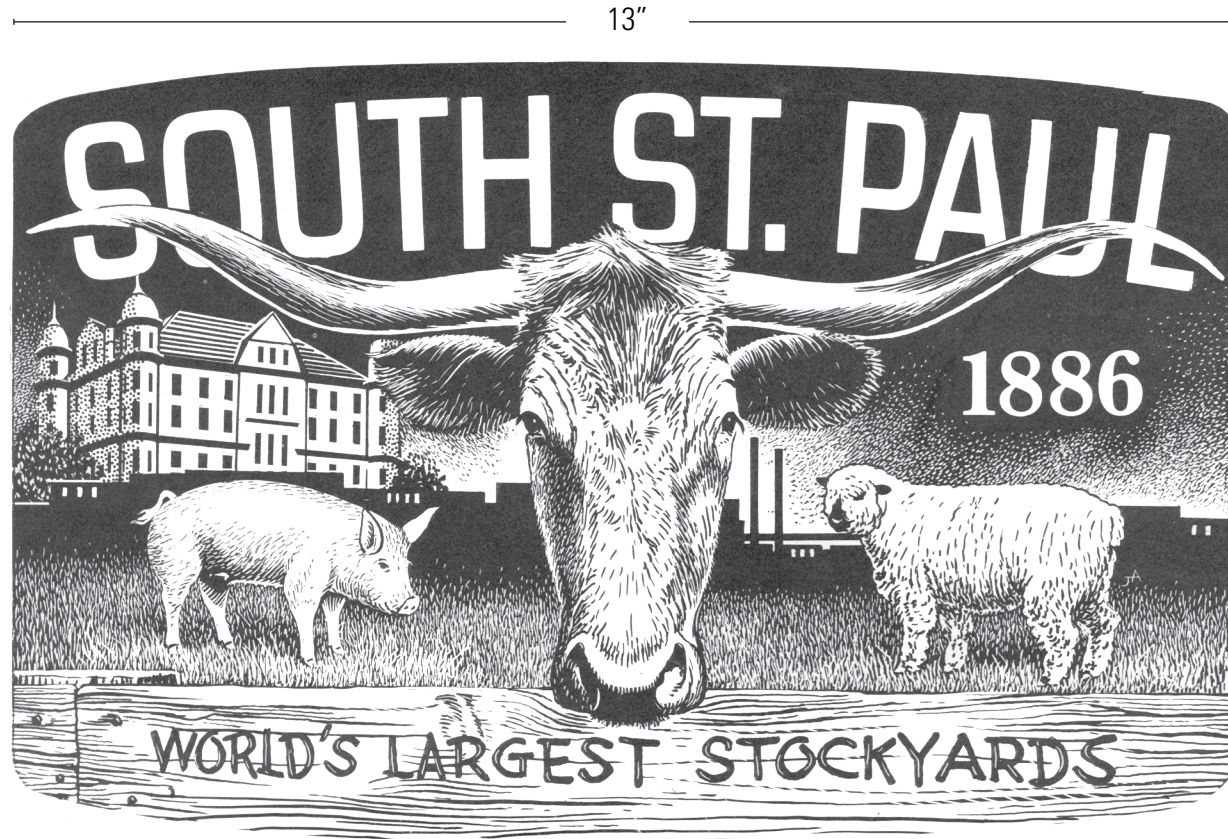
I-3 STOCKYARD FLOW CHART

10"

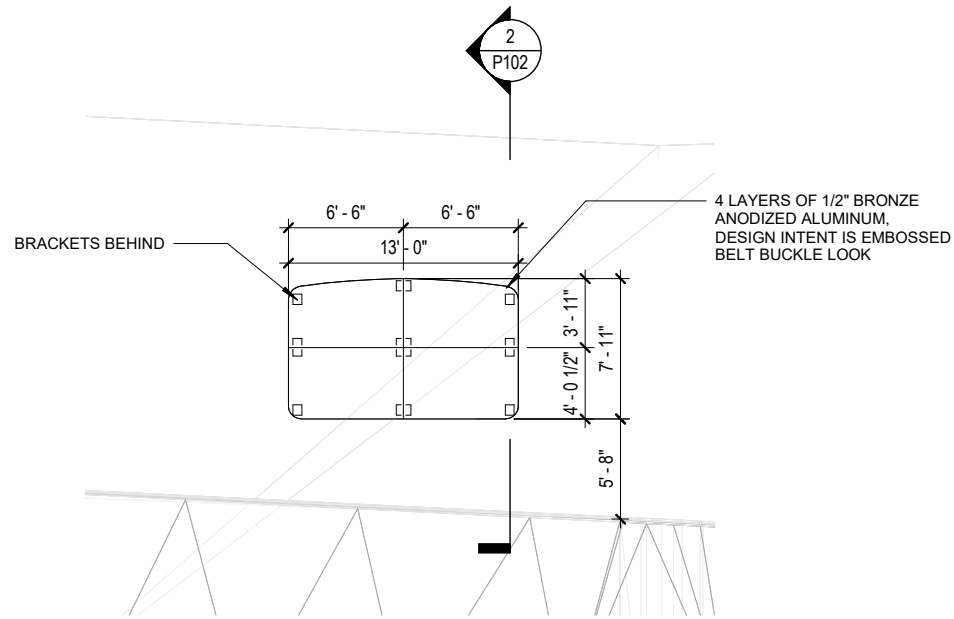
14"



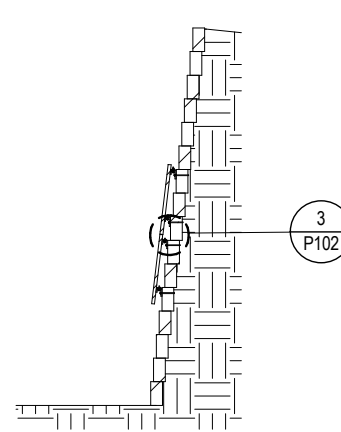
L-1 STOCKYARD LOGO ON GREAT WALL



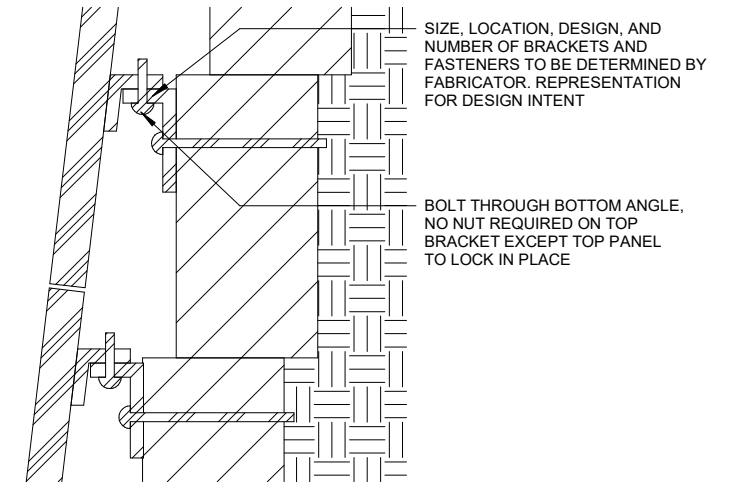
L-1 STOCKYARD LOGO ON GREAT WALL



1 STOCKYARD LOGO ELEVATION
NTS



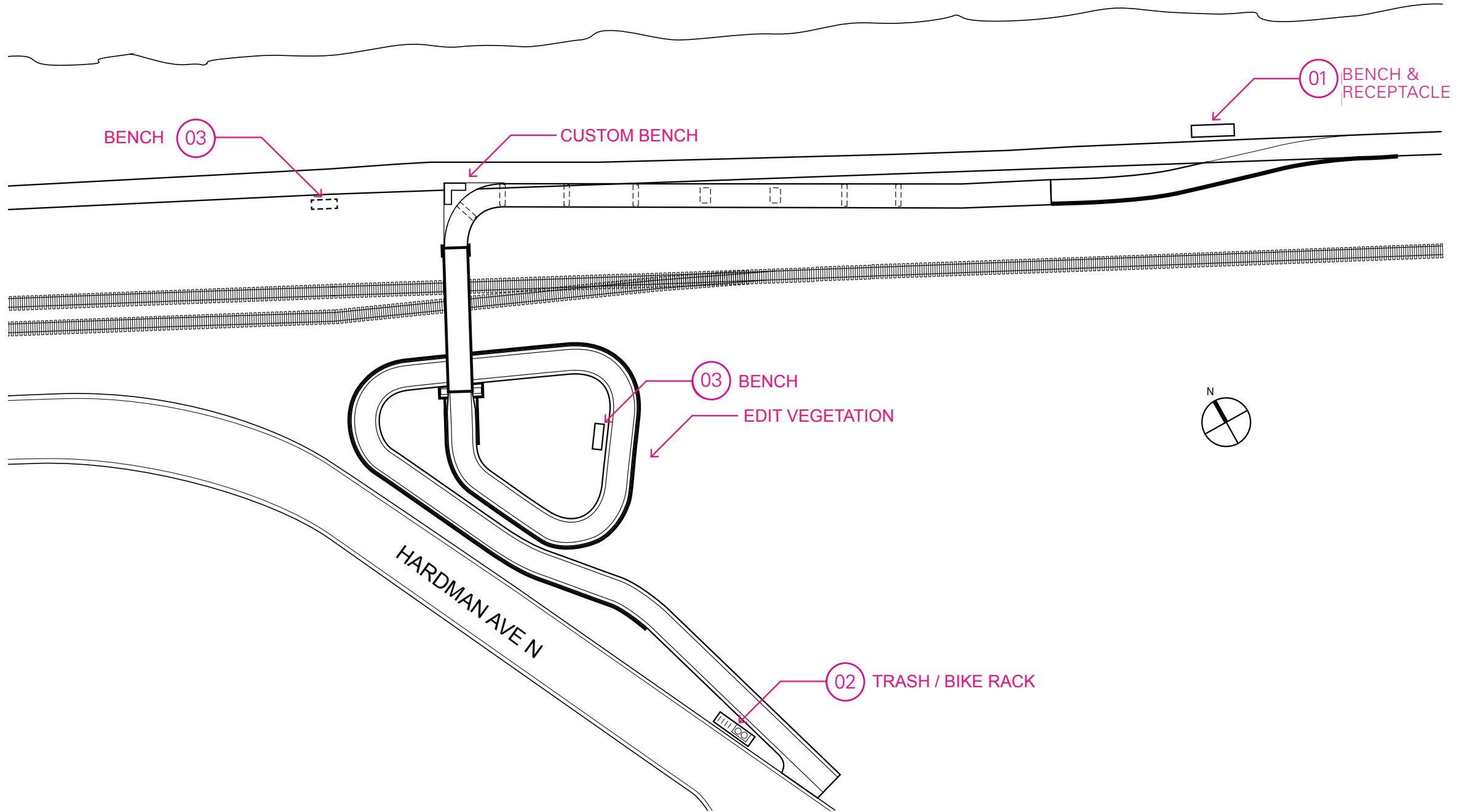
2 LOGO SECTION
NTS



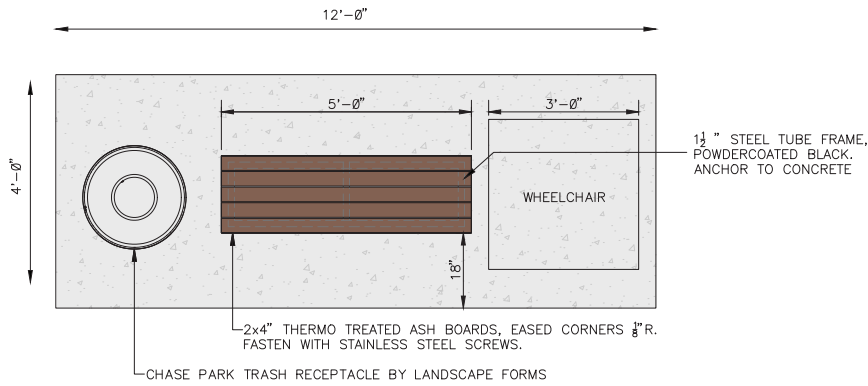
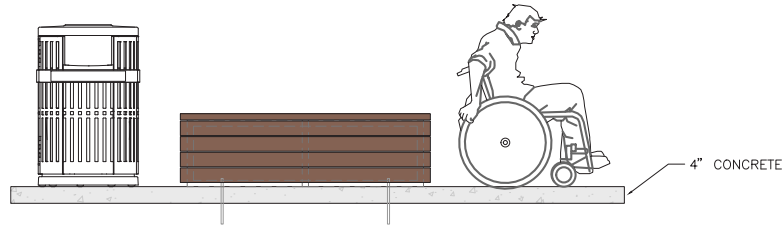
3 LOGO SECTION - DETAIL
NTS

Notes:
Four layers of 1/2 inch bronze anodized aluminum cut into shape of buckle design, welded together/hidden joints. Plate mounted to brackets bolted to CMU block retaining wall.

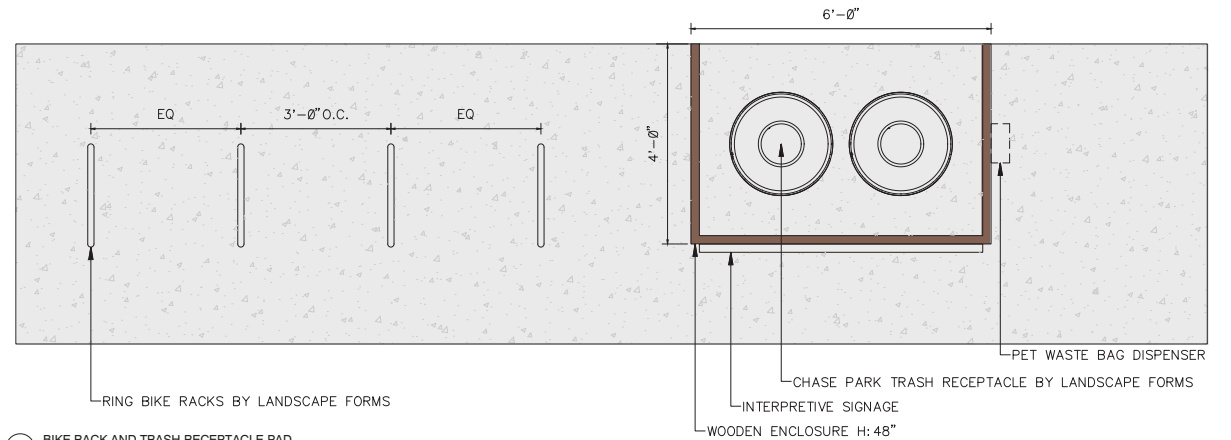
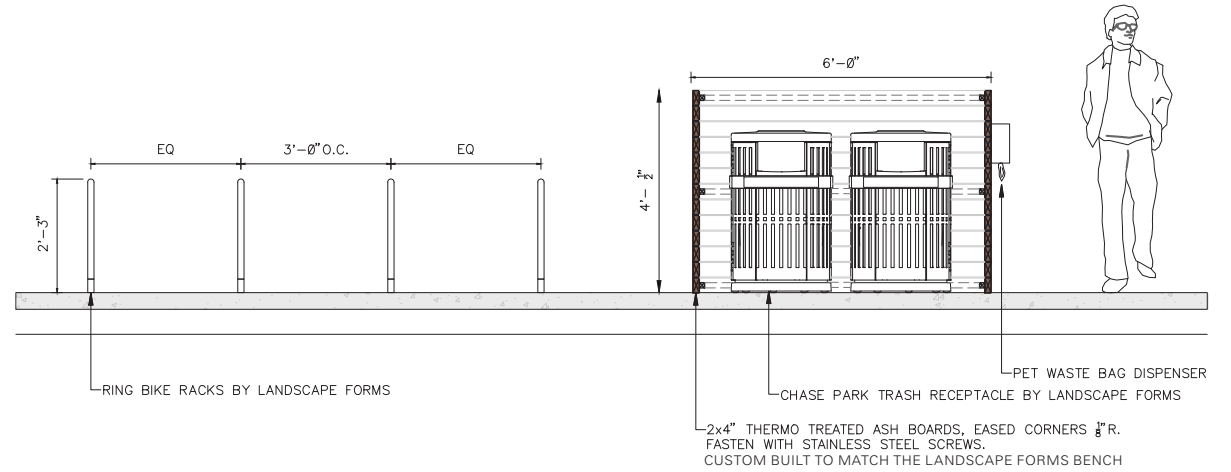
SITE AMENITIES



SITE AMENITIES

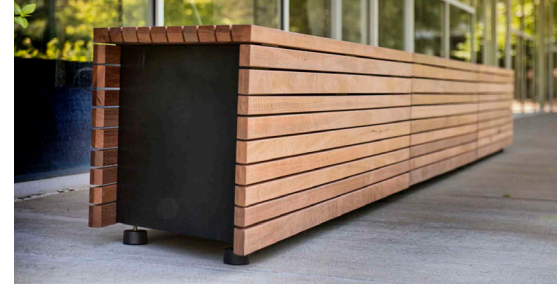
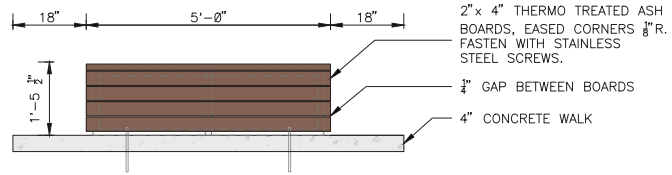


01 CONCRETE PAD
NTS

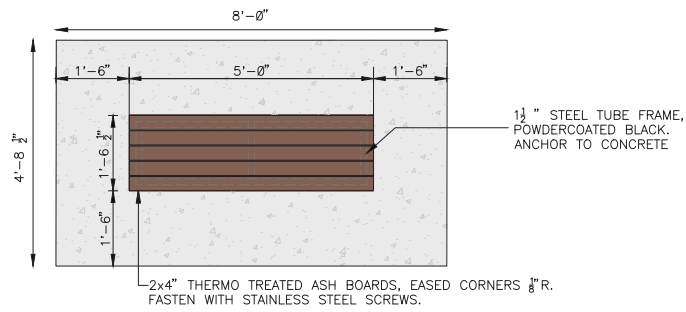


02 BIKE RACK AND TRASH RECEPTACLE PAD
NTS

SITE AMENITIES



LANDSCAPE FORMS PARALLEL 42 MODULAR WOOD BENCH STRAIGHT UNIT



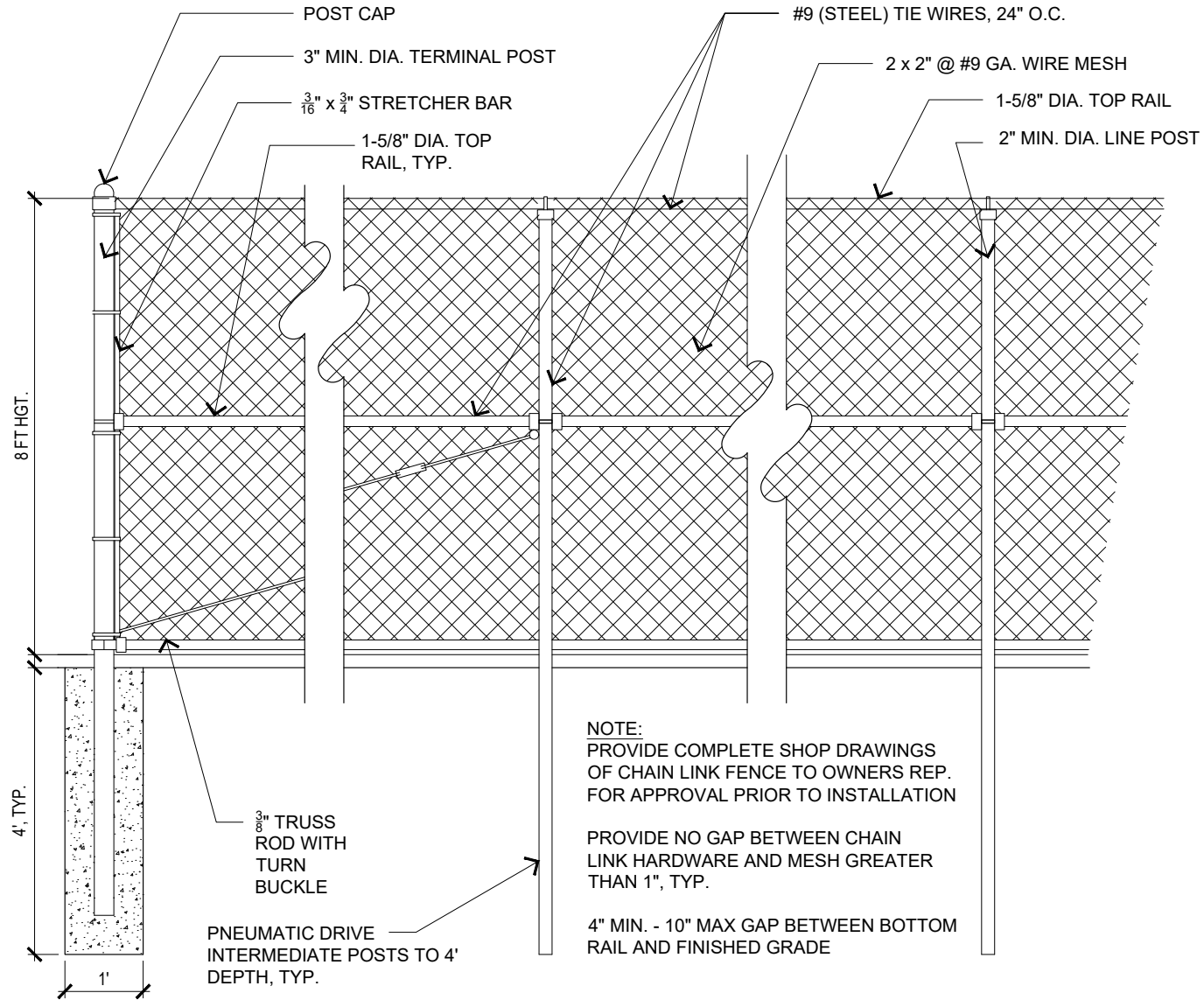
03 CONCRETE PAD
NTS



SIZE: 5" D x 10" W x 17" L

04 MUTT MITT DOG WASTE BAG DISPENSER
NTS

SITE AMENITIES



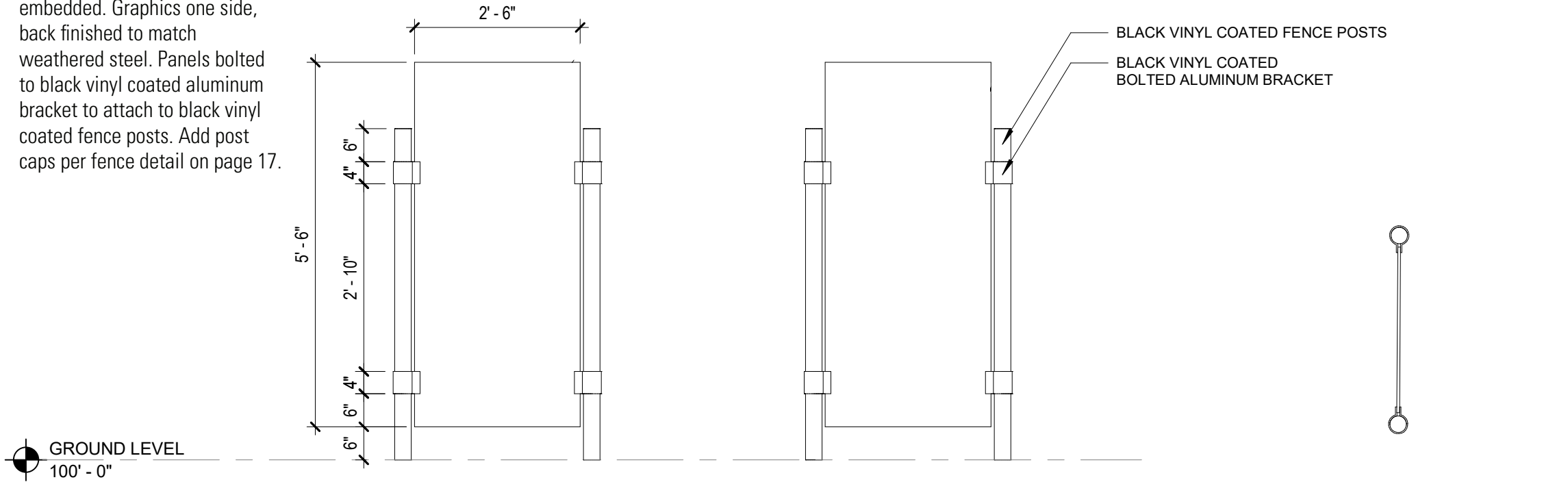
FENCE DETAIL - VINLY COATED FENCE PANEL WITH POSTS

NTS

E-1, E-2, E-3, E-4, E-5, E-6, E- 7, E-8 **WORKER STORIES**

Notes:

1/2 Panels to be Alto graphic embedded. Graphics one side, back finished to match weathered steel. Panels bolted to black vinyl coated aluminum bracket to attach to black vinyl coated fence posts. Add post caps per fence detail on page 17.



1 FENCE FRONT ELEVATION
NTS

2 FENCE BACK ELEVATION
NTS

3 FENCE SIGN PLAN
NTS

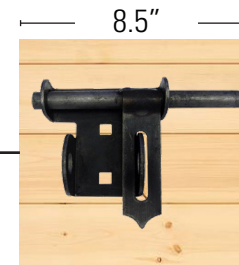
E-1 WORKER STORIES



E-2 WORKER QUOTE

THERE WAS SOME OLD BOYS,
 sheep counters down there. They could count
 by fives with sheep going away from them. . .
 oh God they were good. Because sheep, ya
 know, they just go. If one goes, they all go.
JUST LIKE WATER, THEY GO.

Melvin Stock, Yardman and Chute Counter



DETAIL

Notes:
 Black metal gate latch
 mounted to 1/2" ACM
 panel with wood
 graphic mounted to
 graphic panel



section

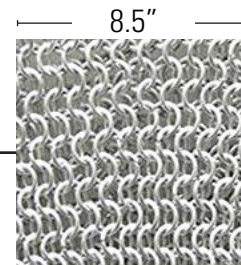
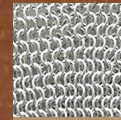
E-3 WORKER STORIES



E-4 WORKER QUOTE

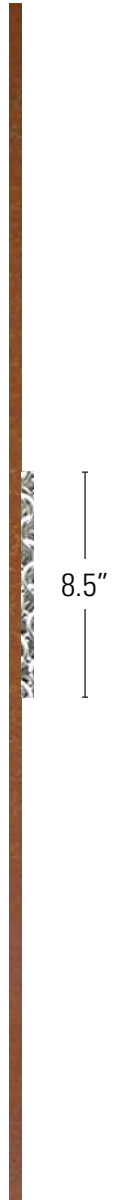
WE PAID FOR THE FROCKS.
 They had them there, but we had to pay for
 the frocks. They had aprons. We didn't have
 to pay for them. . . And they had MESH
 GLOVES and we didn't have to pay for them.

Louise Vasquez, frozen meats department,
 Swift and Company, 1947 - 1969



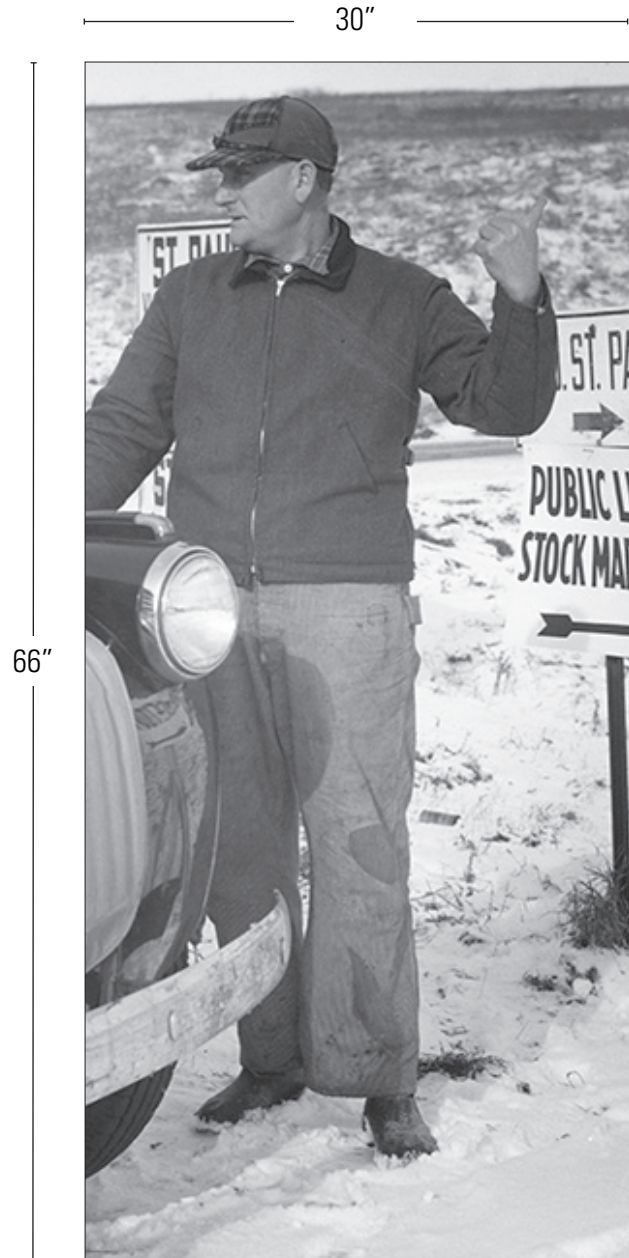
DETAIL

Notes:
 Butcher metal mesh
 mounted to 1/2" ACM
 panel with graphics



section

E-5 WORKER STORIES



E-6 WORKER QUOTE

THERE WAS NO END TO THE MOVEMENT of trains and cattle trucks that were coming into town for delivering livestock to the stockyards. Identifying the independent cattle trucks became a hobby of mine as soon as I learned to read. . . . Each one was lettered with the owner's name and city of origin. It didn't take me long to memorize every one of them. I could even identify some just by the sound, even BEFORE THEY CAME IN TO VIEW.

Jim Servatius, South St. Paul resident

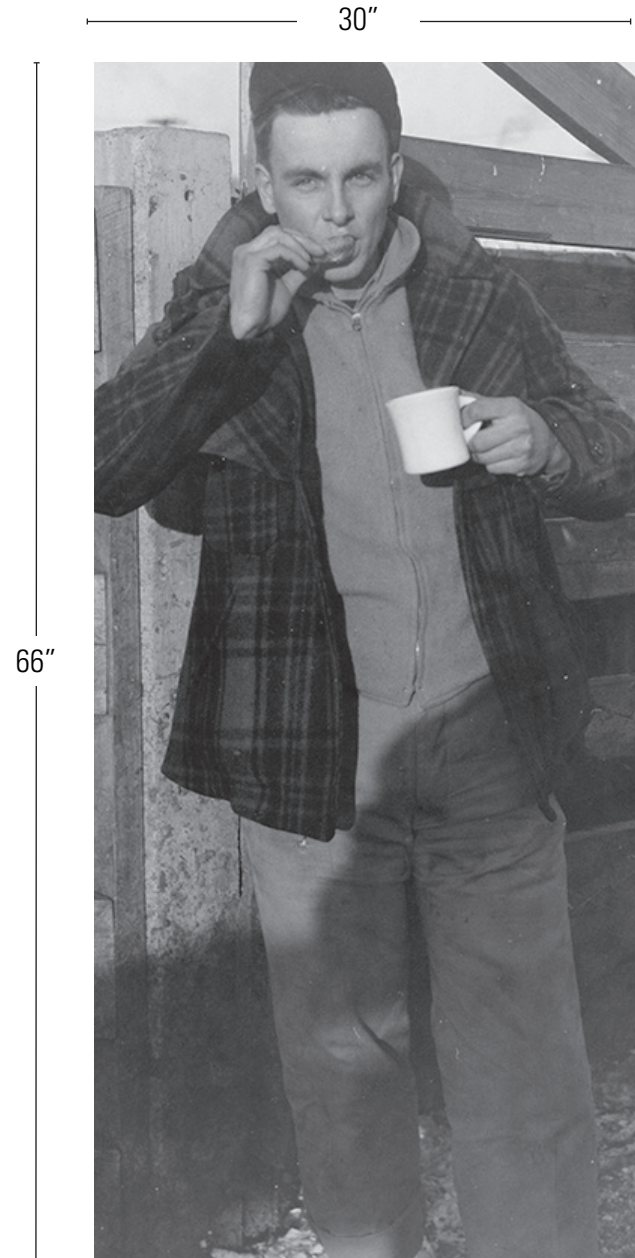


DETAIL

Notes:
1/2" ACM panel
with wood graphic
mounted to graphic
panel

section

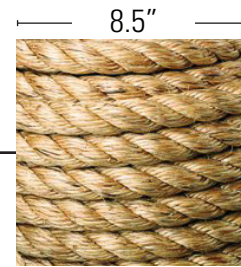
E-7 WORKER STORIES



E-8 WORKER QUOTE

MY DAD, he'd come to the yards and bring cattle back in the '50s. . . . When I was a youngster, I rode up to St. Paul with him. The yards were so big and it was a dream for me to someday be on that market and **BUYING CATTLE.**

Harold Stewart, President, O&S Cattle Company



DETAIL

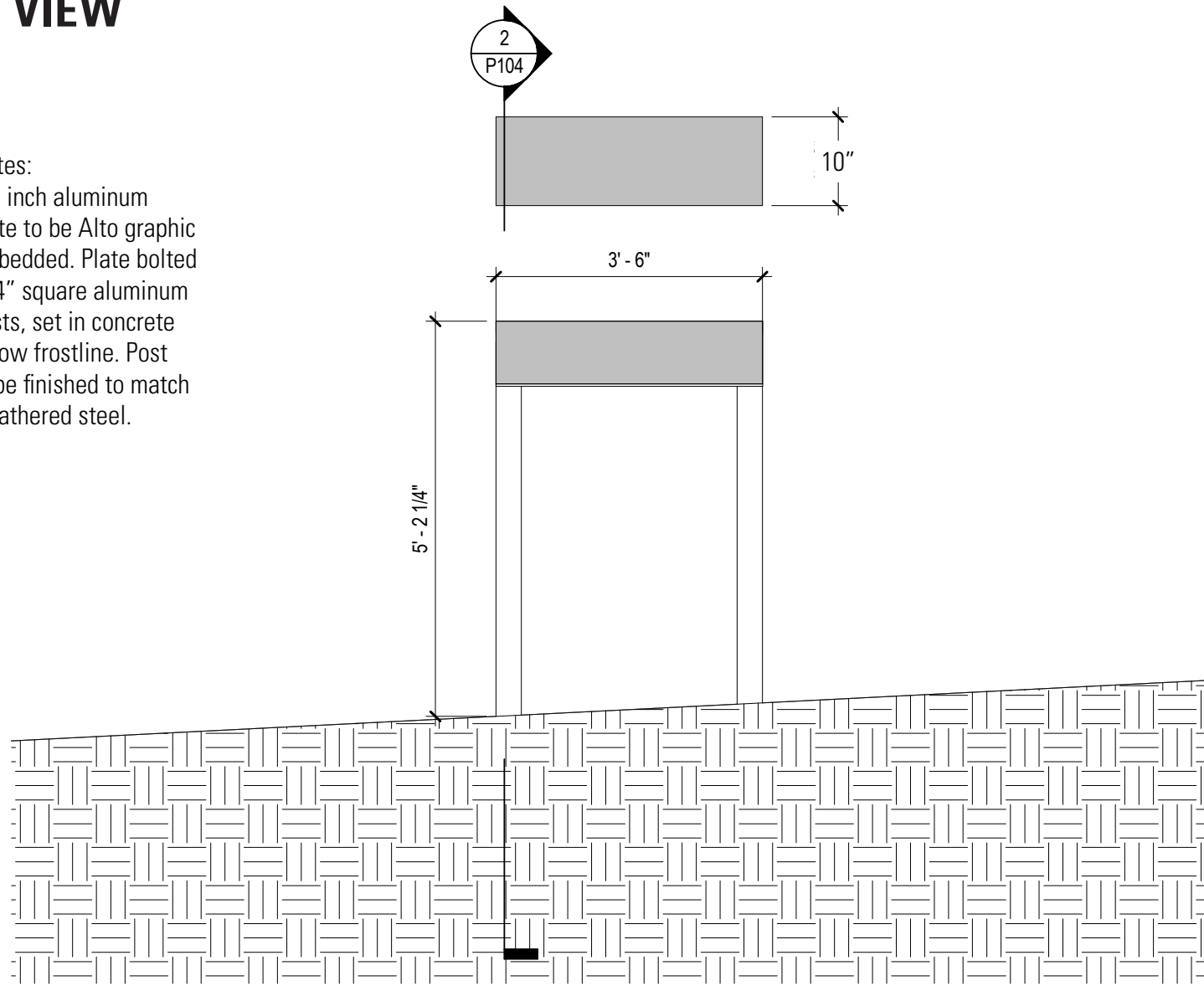
Notes:
1" thick natural color braided rope mounted to 1/2" ACM graphic panel



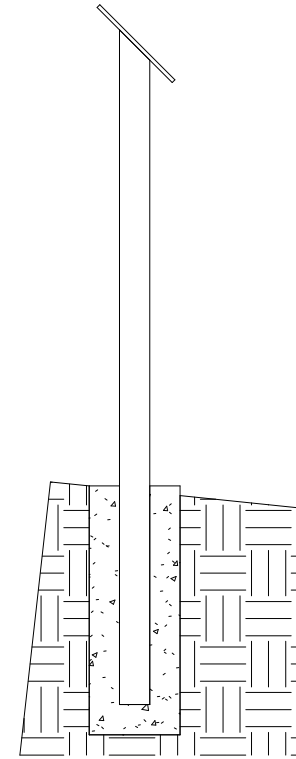
section

I-4 CITY VIEW

Notes:
1/2 inch aluminum plate to be Alto graphic embedded. Plate bolted to 4" square aluminum posts, set in concrete below frostline. Post to be finished to match weathered steel.



1 LANDSCAPE SIGN ELEVATION
NTS



2 LANDSCAPE SIGN SECTION
NTS

I-4 CITY VIEW

42"

10"



Union Stock Yards, late 1880s
Dakota County Historical Society

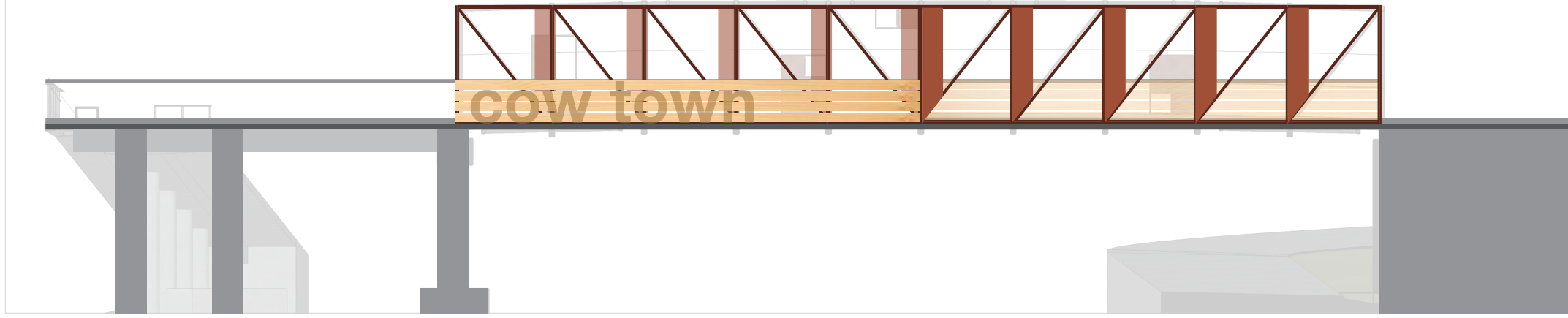


Floodplain to Stockyards

Working only with horsedrawn equipment, crews scraped enough sand and gravel down from the nearby river bluffs to raise this low floodplain by five feet.

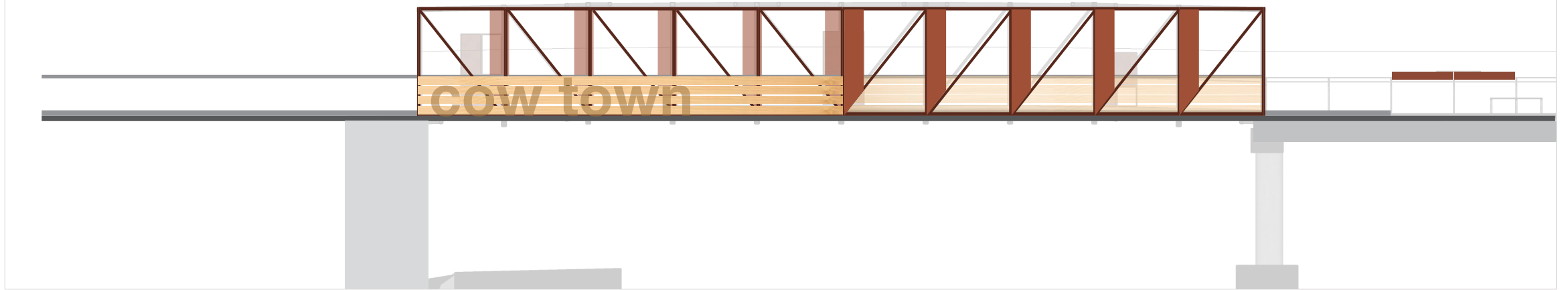
Giant meat-packing plants once dominated this landscape, at times employing up to 7,000 women and men.

L-2 COW TOWN



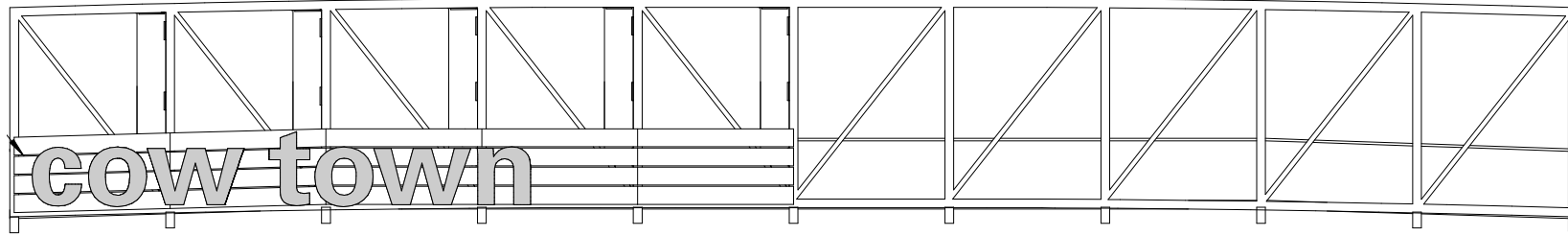
NORTH ELEVATION ILLUSTRATION

L-3 COW TOWN

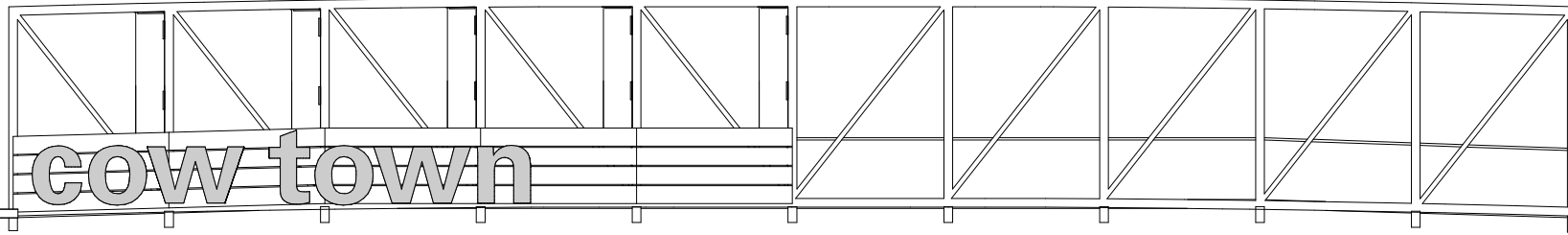


SOUTH ELEVATION ILLUSTRATION

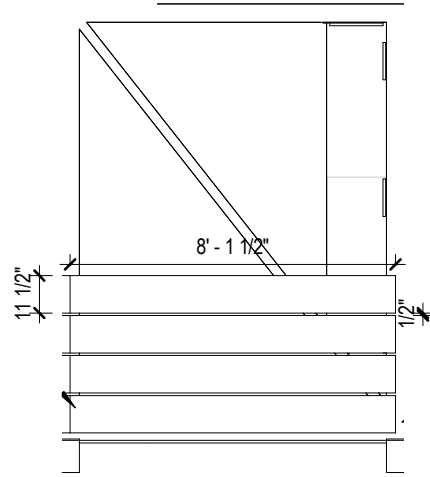
L-2, L-3 COW TOWN



1 NORTH BRIDGE ELEVATION
NTS



2 SOUTH BRIDGE ELEVATION
NTS

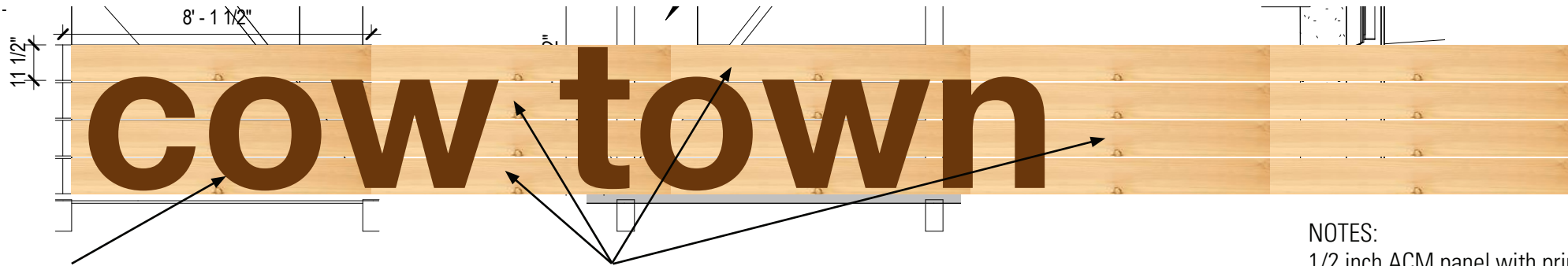


3 BRIDGE ELEVATION DETAIL
NTS

L-2, L-3 COW TOWN

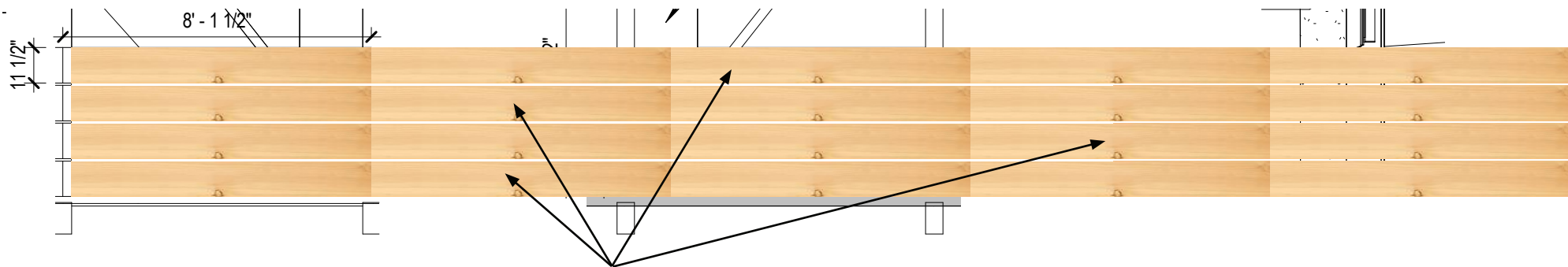
OPTION: 1

FRONT VIEW
NTS



NOTES:
 1/2 inch ACM panel with printed wood graphic. "cow town" text either part of wood graphic or ACM cutout letters with embedded aluminum powder coat process finish with LED surrounding outside edge, mounted to wood graphic ACM.

BACK VIEW
NTS



L-2, L-3 COW TOWN

OPTION: 2

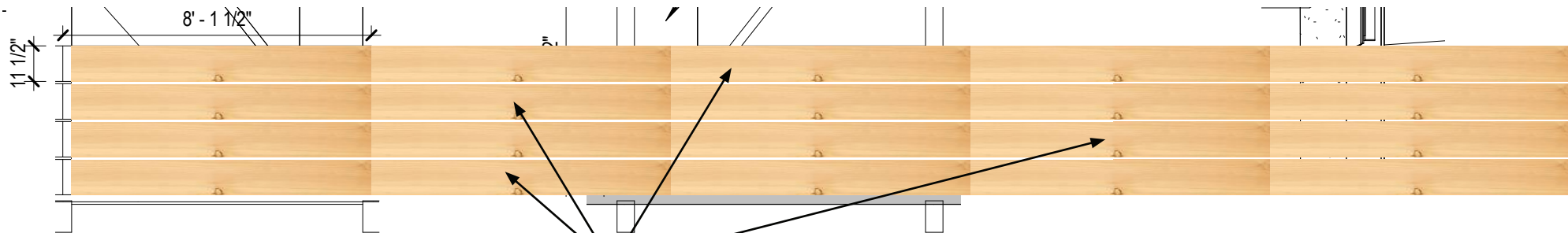
FRONT VIEW
NTS



"cow town" lettering and wood grain image on 1/2" ACM panels mounted to bridge

NOTES:
1/2 inch ACM panel with printed wood graphic. "cow town" text either part of wood graphic or ACM cutout letters with embedded aluminum powder coat process finish with LED surrounding outside edge, mounted to wood graphic ACM.

BACK VIEW
NTS



4 qty wood grain image patterns on 1/2" ACM panels to be randomly positioned along the bridge

L-2, L-3 COW TOWN

OPTION: 1



Cut out "cow town" letters LED surround. Red or white LED as per clients direction



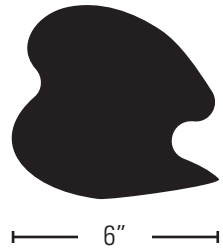
OPTION: 2



"cow town" lettering and wood grain image on 1/2" ACM panels mounted to bridge

L-6 HUMAN & COW FOOT PRINTS

cow foot prints
stenciled and painted
to bridge floor. Brown
c=25 m=69 y=97 k=54



6"

NTS

human shoe prints
stenciled and painted to
bridge floor. Brown
c=25 m=69 y=97 k=54

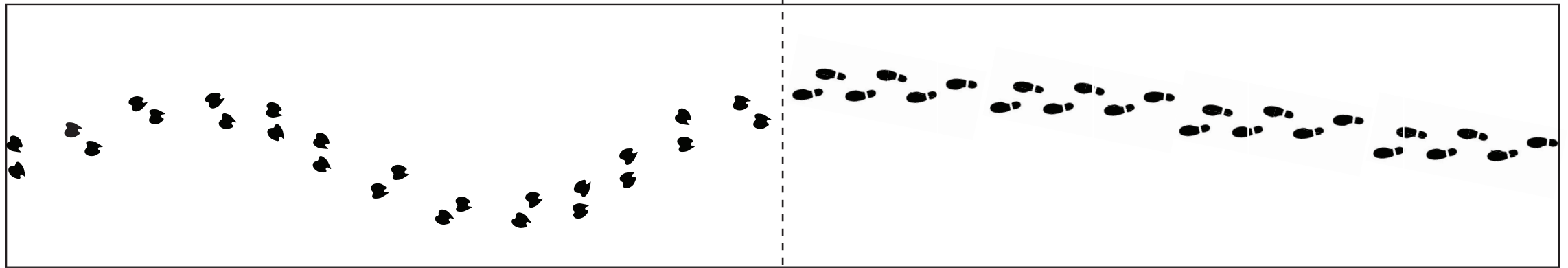


6"



9"

NTS

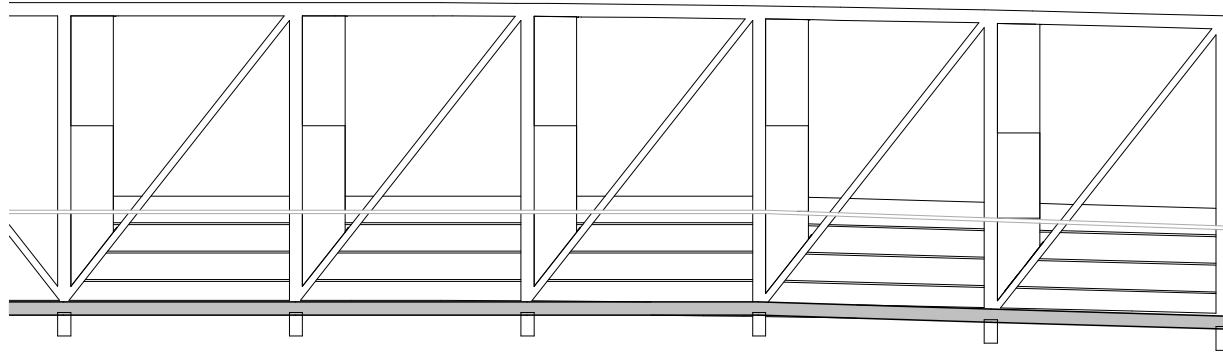


BRIDGE FLOOR PLAN

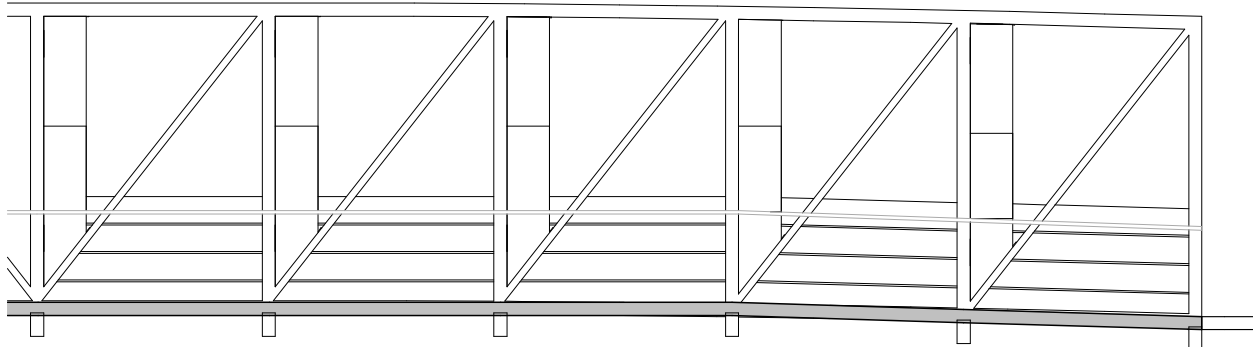
1/2 BRIDGE
LABOR STORIES

1/2 BRIDGE
BUSINESS STORIES

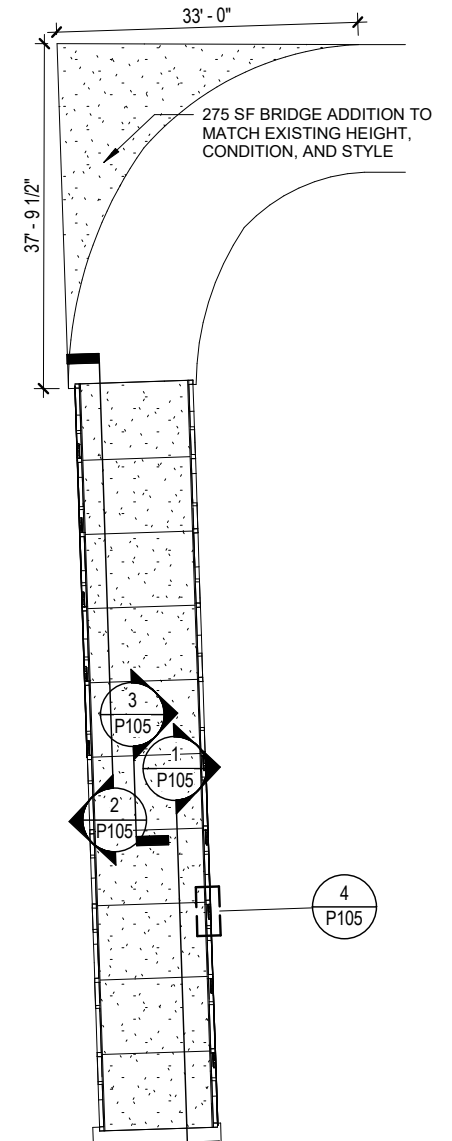
I-5, I-6, I-7, I-8, I-9 LABOR STORIES I-10, I-11, I-12, I-13, I-14 BUSINESS STORIES



1 BRIDGE SECTION 1
NTS

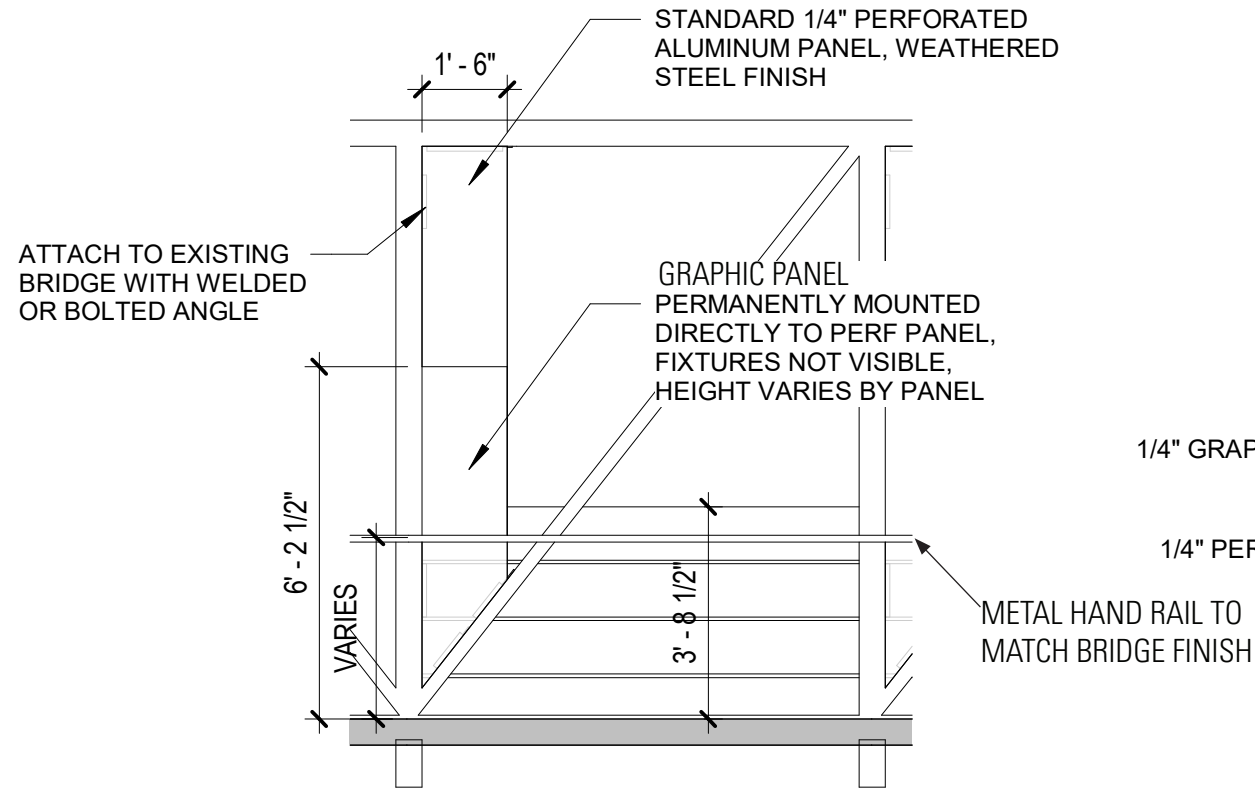


2 BRIDGE SECTION 2
NTS

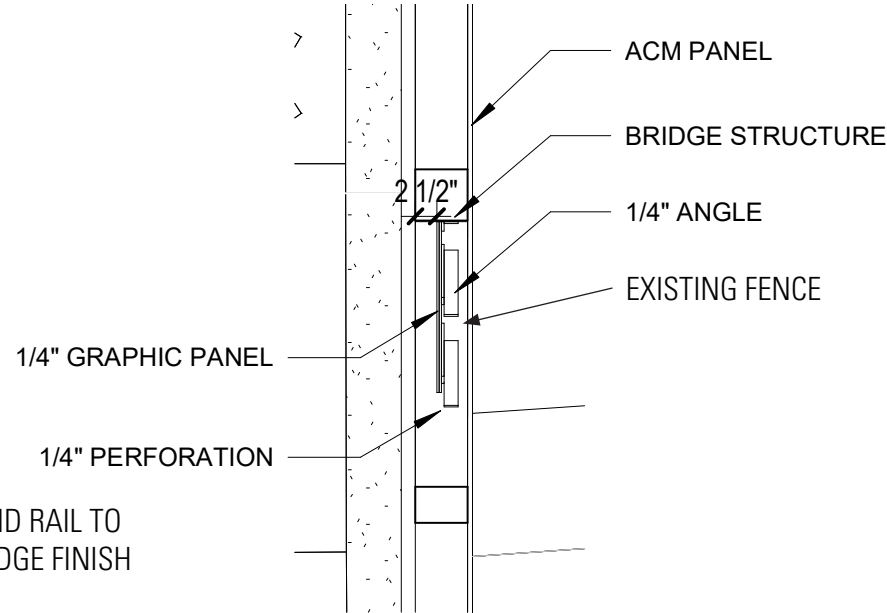


5 BRIDGE FLOOR PLAN
NTS

I-5, I-6, I-7, I-8, I-9 **LABOR STORIES**
 I-10, I-11, I-12, I-13, I-14 **BUSINESS STORIES**



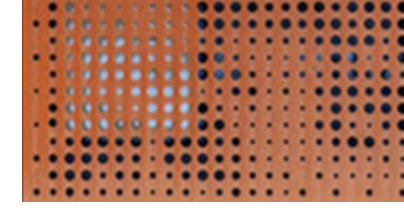
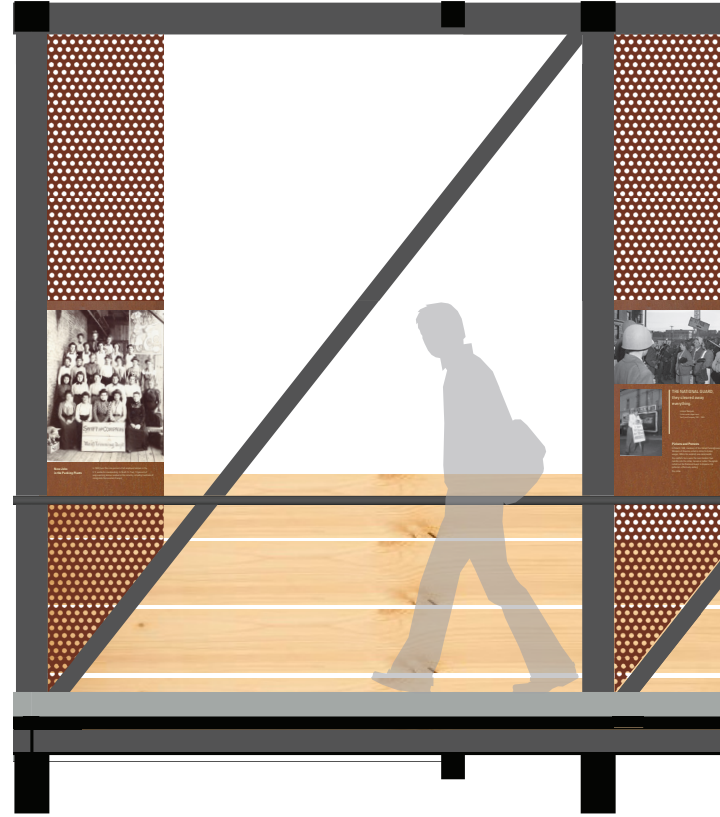
3 BRIDGE SECTION
 NTS



4 BRIDGE PLAN DETAIL
 NTS

Notes:
 1/4 inch aluminum perforated plate with Alto graphic embedded, 3/8" dia. perforations, 1 inch unperforated border. Attach perforated plate to existing bridge frame with angle or brackets. 1/8 inch graphic panel attached to perforated plate with invisible fastening. Back side of perforated plates and attachments to be weathered steel finish.

I-5, I-6, I-7, I-8, I-9 **LABOR STORIES**
I-10, I-11, I-12, I-13, I-14 **BUSINESS STORIES**



ILLUSTRATION

I-5 LABOR STORIES

18"

30"

New Jobs in the Packing Plants

In 1930, less than one percent of all employed women in the U.S. worked in meatpacking. In South St. Paul, 13 percent of wage-earning women worked in the industry, including hundreds of immigrants from eastern Europe.

I-6 LABOR STORIES

18"

28"

THE NATIONAL GUARD, they cleared away everything.

Louise Vasquez, frozen meats department, Swift and Company, 1947 - 1969

Pickets and Protests

In March 1948, members of the United Packinghouse Workers of America voted to strike for better wages. While the walkout was nationwide, the conflicts here were the most heated. Two months into the strike, Governor Luther Youngdahl called out the National Guard to disperse the picketers, effectively ending the strike.

I-7 LABOR STORIES

18"

30"



I started Swift's in '47

IT'S A WONDER THAT I STAYED because they put me in the frozen meats department, and it was cold. . . this girl I worked with, she was very, very nice. She knew I was cold, so she said "Why don't you go upstairs." So instead of going to the bathroom, I went upstairs and was warming my hands because I was so cold. If it wasn't for her, I don't think I'd have gone back the next day. . . THAT'S MARGE, AND WE'VE BEEN FRIENDS FOREVER.

Louise Vasquez,
frozen meats department,
Swift and Company,
1947 - 1969

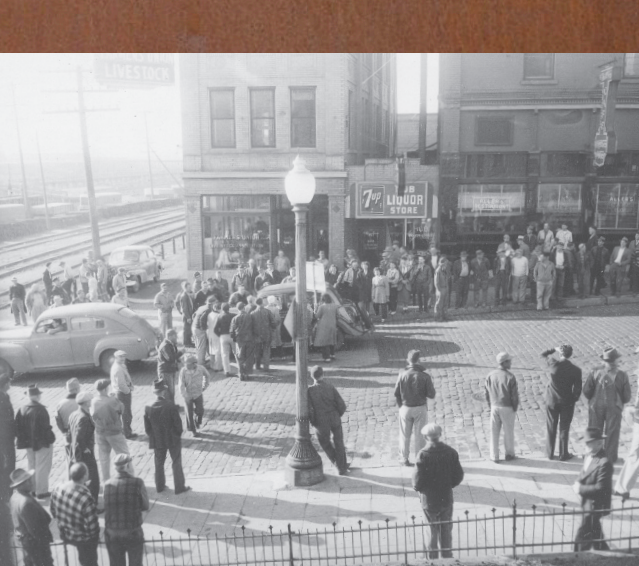


The number of women working in packing plants increased during World Wars I and II. Women worked mostly in product manufacturing and packaging until the 1960s, when they took on more animal processing jobs.

I-8 LABOR STORIES

18"


30"



Upheaval

THE PICKETS WERE ON THE LINE and one individual that I remember was going to go through the line with his fairly new automobile. He got part way and they all swarmed around him and tipped his car over on the side. Peace officers came down there and uprighted him, and they said, "Fella, back this thing out of here and don't try it again." BECAUSE THEY DIDN'T WANT TO SEE ANY FURTHER VIOLENCE.

Leonard Carlier,
pork cutting department,
Swift and Company,
1948 - 1969

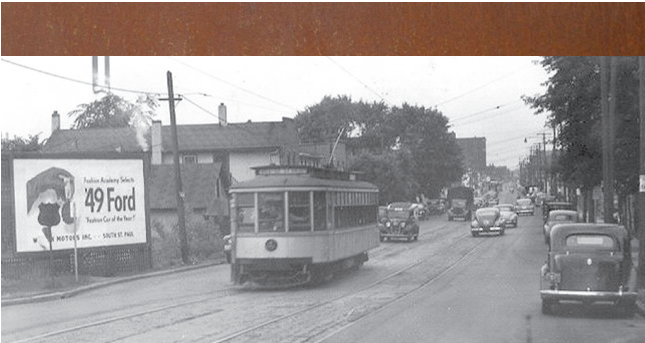


[Top photo] Picketeer at the corner of Concord Street and Grand Avenue, 1948. Minnesota Historical Society. [Bottom photo] Strikers in the South St. Paul rail yards, 1949. Minnesota Historical Society

I-9 LABOR STORIES

18"

16"



Daily Commute

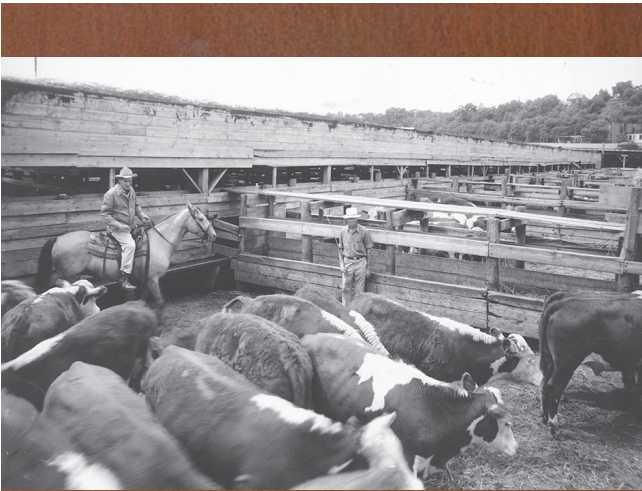
In the 1940s, the South St. Paul packing houses provided jobs to roughly half of employed men and women living in St. Paul's Mexican community. South St. Paul provided work, but not homes for local Mexican families. Workers began and ended their days on the Concord Street streetcar.

Streetcar heading into St. Paul on Concord Street, 1949.
Dakota County Historical Society

I-10 BUSINESS STORIES

18"

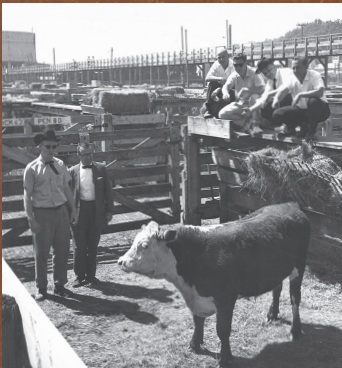
30"



It's dirty all the way along

WHETHER YOU'RE SORTING cattle or sorting hogs or anything, there's manure involved. If you don't have that, you're NOT MAKING ANY MONEY.

Ray Miller,
cattle and hogs salesman




A Changing Business

When it came to livestock, all roads led to South St. Paul. But slowly, the business moved to smaller markets located closer to farmers and ranchers. Today, many livestock producers deliver their animals directly to packing plants.



I-11 LABOR STORIES

18"

22"



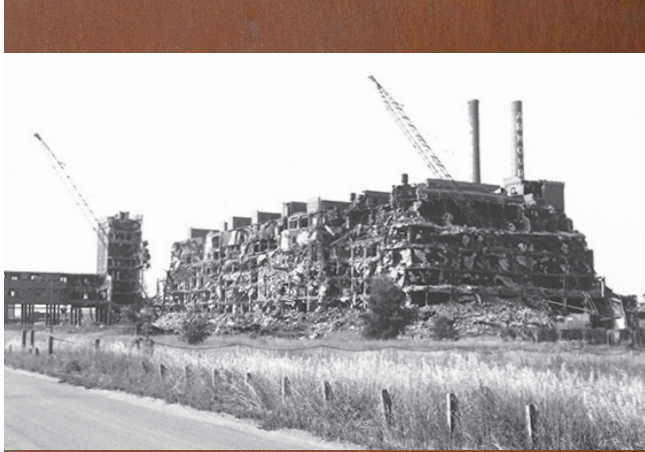
Rails to Roads
 Eleven rail companies once supplied livestock to South St. Paul. But starting in the 1920s, farmers and ranchers gradually switched over to trucks.

I-12 BUSINESS STORIES

18"

18"

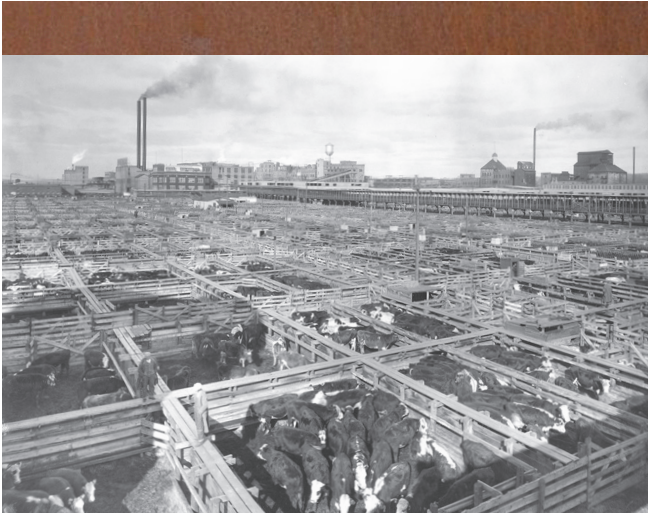


End of an Era
 While the stockyards remained in business until 2008, the meat packers began cutting back in the 1960s. Swift and Company closed its plant in 1969; Armour and Company shut down in 1979.

I-13 LABOR STORIES

18"

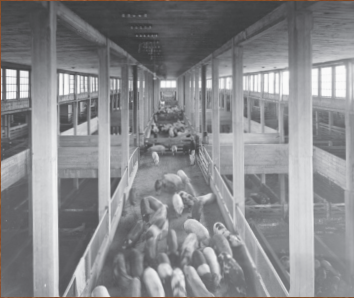
30"



It's dirty all the way along

THEY HAD TO WAIT 'til it chilled down and got the animal heat out of it. . . They would get their various cuts out of that. . . and you had the remainder, trunk or belly, as we called it. That was sliced and trimmed. . . then it went down to the sweet pickle, we called it, where they cured them. . . in the brine, then sent over and smoked, then SLICED AND SHIPPED OUT FOR THE STORES.

Leonard Carlier,
pork cutting department,
Swift and Company,
1948 - 1969



The stockyards was the town

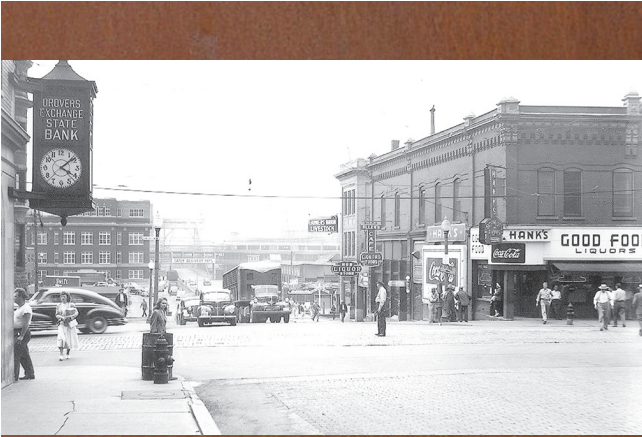
BETWEEN THE STOCKYARDS AND THE PACKING HOUSES, that's what this whole town was built on. The banking and all the merchants. Everything supported the community. And the stockyards were just AS INTEGRAL AS THE PACKING HOUSES.

Joseph Kaliszewski, State Weighmaster

I-14 BUSINESS STORIES

18"


28"



Coming home from work

SOME PEOPLE WOULD RIDE the jitney [bus]. But otherwise people would walk, and say at 3:30 when the stockyards were kind of cleaning up and Swifts would be emptied out and all of those people would be going up Grand Avenue. It would be just like solid people going up the hill. SO YOU GOT TO KNOW A LOT OF PEOPLE, JUST BY WALKING ALONG.

Bob Keogh,
Central Livestock Sales



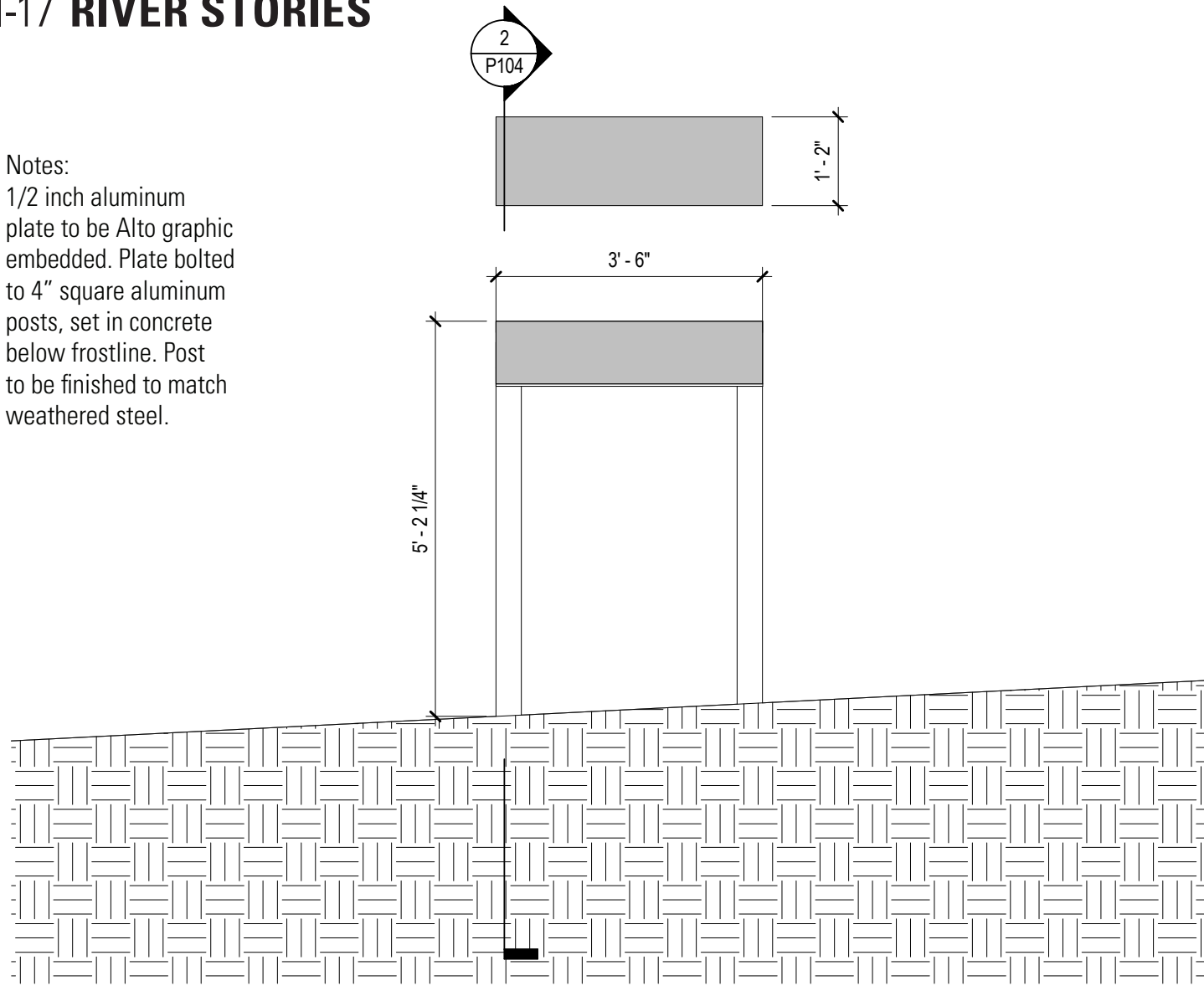
The din was never ending

THE STREETCAR TRACKS ran within 20 feet of our front door, and the railroad tracks were directly behind our house. Beyond the tracks were . . . the world's largest stockyards, and the huge meatpacking plants of Swift's and Amour's. . . Twenty-four-seven, there were cattle lowing, pigs squealing and sheep bleating. Amazingly enough, IT ALL SEEMED QUITE NORMAL FOR THE FOLKS WHO LIVED THERE.

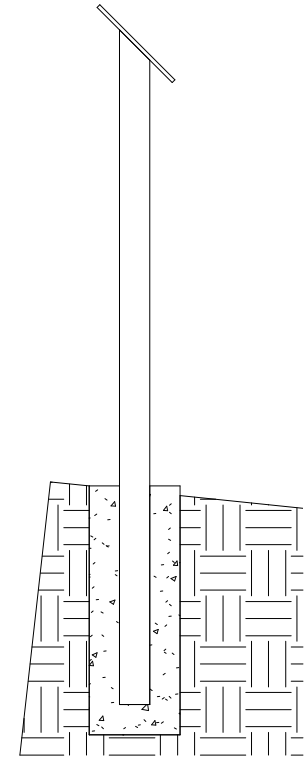
Jim Servatius, South St. Paul resident

I-15, I-16, I-17 RIVER STORIES

Notes:
1/2 inch aluminum plate to be Alto graphic embedded. Plate bolted to 4" square aluminum posts, set in concrete below frostline. Post to be finished to match weathered steel.



1 LANDSCAPE SIGN ELEVATION
NTS



2 LANDSCAPE SIGN SECTION
NTS

I-15 RIVER STORIES

14"

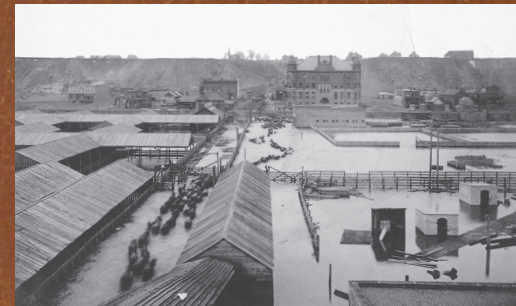
42"



View from Wagonroad at S. St. Paul, Minn looking up stream, 1891
Henry Bosse, photographer, U.S. Army Corps of Engineers



Looking up river towards St. Paul, 1930s
Dakota County Historical Society



A Changing River

Wing dams built of stones and branches constricted the flow of water, scouring a deeper channel for steamboats. A levee between the railroad tracks and the river was built higher and higher following each major flood.



I-16 RIVER STORIES

14"

42"

The animal's bloated belly

"A SHORT DISTANCE ABOVE US a ferry creaks against the river, its engine spluttering in the cold early morning air. A few passengers are aboard it, workers, perhaps, taking a short cut to the Cudahy Packing Plant. The ferryman is having difficulty with animal carcasses, too. For he's standing at the front of his square scow with a pole, FENDING OFF THE FLOATING REMAINS OF ANIMALS."

Clarence Jonk,
River Journey, 1964



Mississippi River, looking south, 1930s
Dakota County Historical Society

Wasted River

Until the 1930s, much of South St. Paul's sewage, including waste from the packing plants, flowed directly into the Mississippi River. After the dam was built at Hastings, just downriver, the current slowed and the water stagnated.

It was about this time that Clarence Jonk, a young Minnesota adventurer, set out to navigate the entire length of the Mississippi in a makeshift houseboat. Just below South St. Paul, he found himself on a waterway that was more sewer than river.



I-16 RIVER STORIES

14"



42"

It was just a phenomenal story

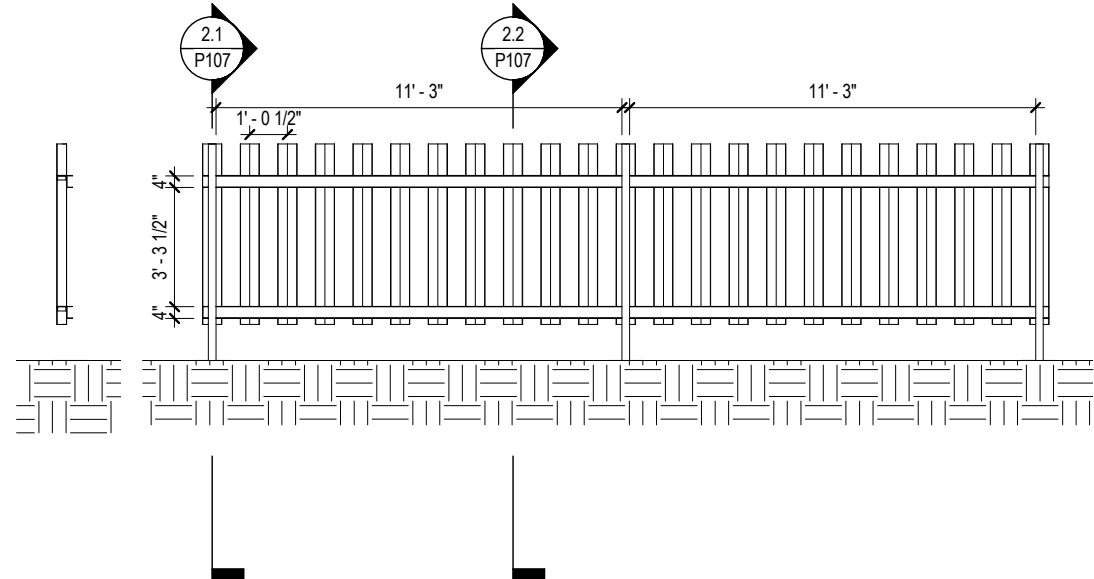
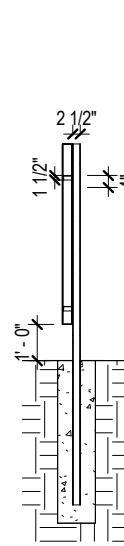
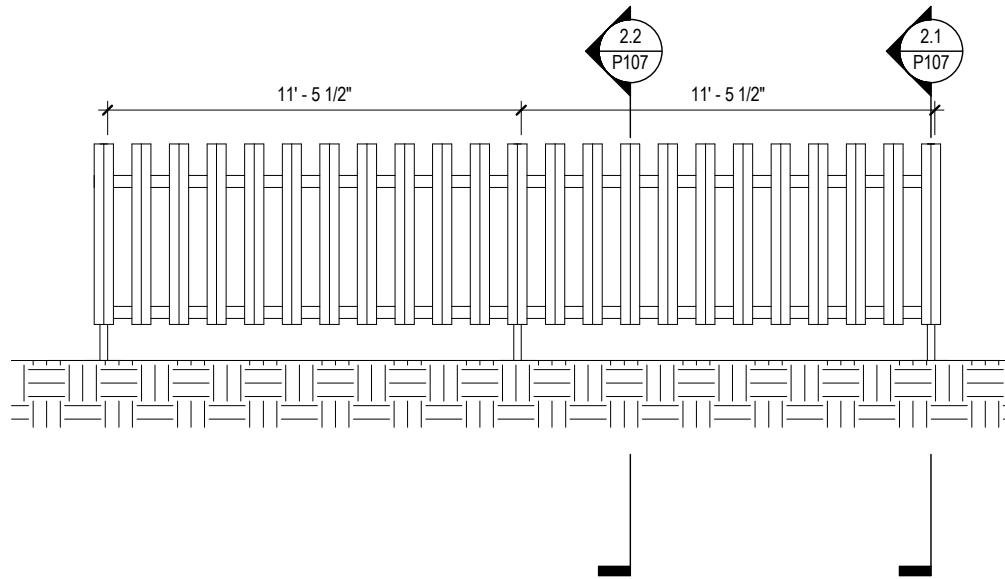
"THE RIVER ENVIRONMENTAL ACTION PROJECT no longer exists, they disbanded after 20 years, we'd met our goals and it was all because of volunteers, never a paid staff member. We all did it in our own free time. You can't assume this just happened by accident. It only happened because people devoted thousands of hours to make it happen—bringing people together for what became a single purpose—IT ALL REVOLVED AROUND THE RIVER."

Lois Glewwe, a former coordinator,
River Environmental Action Project

REAP



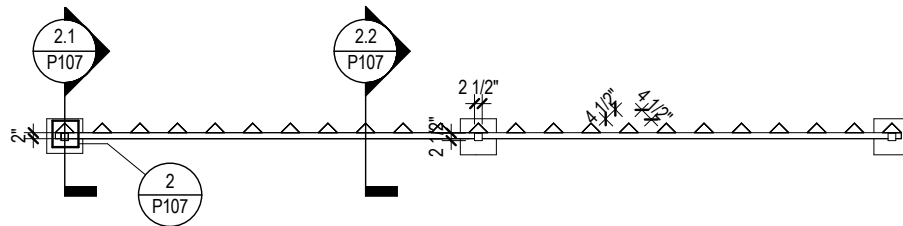
I-4, L-5 LENTICULAR SIGNS



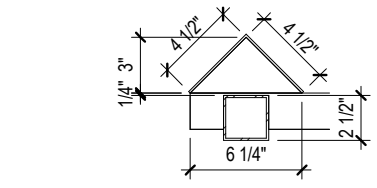
1 LENTICULAR ELEVATION FRONT
NTS

2.1 LENTICULAR SECTION
NTS

3 LENTICULAR ELEVATION BACK
NTS



4 LENTICULAR PLAN
NTS



2 LENTICULAR PLAN DETAIL
NTS

NOTES:
Square aluminum tube posts with weathered steel finish set in concrete below frostline. Aluminum channel horizontal members with weathered steel finish, welded or bolted joints. Triangular custom

folded brackets attach to horizontal members, with 1/4 inch folded aluminum Alto graphic embedded panel bolted to brackets. Posts and back of lenticular panels to be weathered steel finish.

L-4 LENTICULAR



VIEW LOOKING LEFT

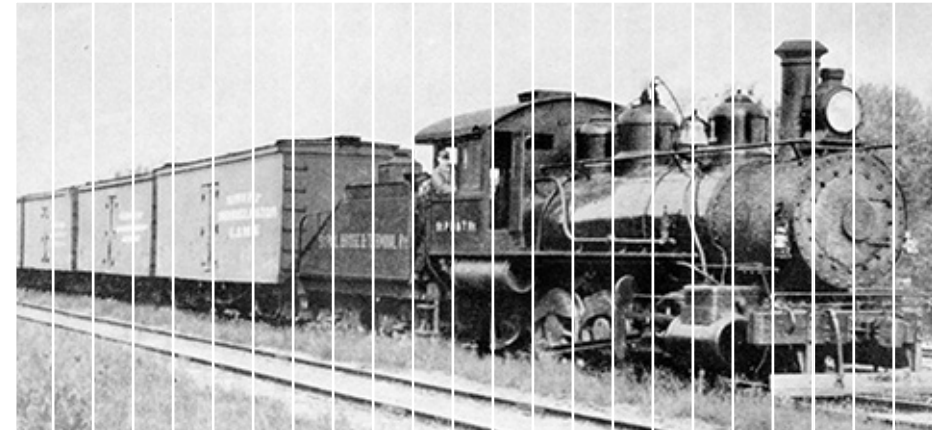


VIEW LOOKING RIGHT

L-5 LENTICULAR



VIEW LOOKING LEFT



VIEW LOOKING RIGHT

PROJECT ESTIMATE

DESCRIPTION	ESTIMATE
Bridge Addition:	
design	\$15,000
engineering	\$5,000
construction	\$180,000 - \$250,000
Demolition & Earthwork:	
Earthwork Mobilization/SWPP	\$5,000
Hardscape:	
Steel edging	\$450
Landscape:	
Grass Seed Restoration	\$3,000
Site Furnishings (includes installation):	
Decorative sign lighting	\$3,700
Electrical service changes	\$2,400
Waste enclosure	\$4,500
Waste receptacle	\$5,400
Bike rack	\$2,800
Custom bench	\$13,000
Dog waste bag dispenser	\$700
TOTAL	\$240,950

DESCRIPTION	SUBTOTAL BY SIGN TYPES
Sign type: I-1 I-2	\$6,000
Sign type: I-3	\$3,250
Sign type: L-1	\$18,000
Sign type: E-1 E-2 E-3 E-4 E-5 E-6 E-7 E-8	\$34,200
Sign type: I-4	\$2,960
Sign type: L-2 L-3	\$29,100
Sign type: L-6	\$1,850
Sign type: I-5 I-6 I-7 I-8 I-9 I-10 I-11 I-12 I-13 I-14	\$25,000
Sign type: I-15 I-16 I-17	\$8,880
Sign type: L-4 L-5	\$29,100
TOTAL	\$158,340