

FEB 12 1993

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name The Lincoln Highway: Grand Junction Segment

other names/site number County Road E53

2. Location

street & number Through and one mile east of Grand Junction not for publication

city or town Grand Junction vicinity

state Iowa code IA county Greene code 073 zip code 50107

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State Historical Society of Iowa
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

**Entered in the
National Register**

Date of Action

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

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3/29/93

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
5	_____	structures
1	_____	objects
6	_____	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

The Lincoln Highway in Greene County, Iowa

Number of contributing resources previously listed
in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/highway

Current Functions
(Enter categories from instructions)

Transportation/highway

7. Description

Architectural Classification
(Enter categories from instructions)

Other/Lincoln Highway

Materials
(Enter categories from instructions)

foundation n/a

walls n/a

roof n/a

other concrete; asphalt

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Name of Property

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1913-1928

Significant Dates

1921;1923;1924

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Iowa Highway Commission; Empire Construction Co. (Des Moines); Christenson Construction Co.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Greene Co. Lincoln Highway Preservation Group, Inc.

10. Geographical Data

Acreage of Property 14 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	15	396320	4653820
	Zone	Easting	Northing
2	15	398780	4653860
	Zone	Easting	Northing

3	15	4000000	4653940
	Zone	Easting	Northing
4			
	Zone	Easting	Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Rebecca Conard

organization PHR Associates date June 30, 1992

street & number 275 Crescent Park Drive telephone 712/657-3347

city or town Lake View state Iowa zip code 51450

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name See Continuation Sheet

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Grand Junction Segment, Lincoln Highway, Greene County, Iowa

Narrative Description

The Grand Junction Segment consists of .75 mile of urban road through the City of Grand Junction and 1.0 mile of paved rural road with a 66' right-of-way. The west beginning point is located at the west end of Main Street, where it intersects with State Route 144, then extends east through the business district as well as a residential district, then continues easterly from the city limits for a distance of one mile until the road intersects with new Highway 30. Several associated structures are located along this segment, including a concrete slab bridge (1921), the road drainage system, one culvert, and one concrete Lincoln Highway marker standing in front of City Hall. The urban road was paved in 1923; the rural road in 1924. Since then, the original surface material has been covered with asphalt. The urban and rural rights-of-way, alignment, plan and profile, and appurtenant features remain intact.

The urban portion is a curbed street measuring 30' wide. The setting retains much of its historic urban character, with many nineteenth and early twentieth century commercial and residential buildings on both sides of Main Street. Of particular note are three c. 1920 gas stations located on the northwest, southwest, and southeast corners of the road at the west beginning point. At the east edge of the business district sits a c. 1890 two-story frame house to which has been added a service garage and a gas-pump canopy. The additions appear to date from the 1920s. Further research may find that some or all of these former gas stations are eligible for the National Register (all have been converted to other uses), but they are not included as part of this nomination. Mature trees line Main Street through the residential neighborhood, which includes the home of T.R. Watts, a leader in the local Lincoln Highway Association. The Watts Home stands near 19th Street, which is where the Lincoln Highway route turned north (1913-1922) to cross the railroad tracks. The street curbing, frequency of historic buildings, concentration of older gas stations, and mature trees along the route evoke a feeling of time and place representative of the urban route during its period of significance.

At the city limits, the highway narrows to an 18' traveled way within a 66' right-of-way. The setting here is semi-rural with the road curving gently to the northeast until it passes a former Iowa Highway Commission maintenance shed (presently occupied by Marty's Garage). Then the road straightens east, passing under the viaduct of new Highway 30. Abandoned telephone poles line the highway on the north side. One of the most interesting spots on the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2

CFN-259-1116

Grand Junction Segment, Lincoln Highway, Greene County, Iowa

road is located near the east end of this segment. From the deck of the concrete slab bridge, one can look to the north and see the 1915 bridge associated with the original route. In between the two highway bridges is a steel girder Chicago and North Western railroad bridge. Looking south, one sees a newer concrete slab bridge built when Highway 30 was rerouted in the 1950s to bypass all the towns in Greene County. Looking west, one sees the new Highway 30 overpass. It is the one place along the route where all generations of the road converge.

Contributing Resources

- 1) .75 mile of urban roadway (one structure)

On July 19, 1923 the Greene County Board of Supervisors awarded the contract for paving the Lincoln Highway through Grand Junction to Empire Construction Company of Des Moines. Construction included grading and paving 1.5 miles of road with concrete. John Fries of Rippey got the contract for laying drain tiles (6" and 8") and installing 12 intakes (Greene County Road Project-Grand Junction, 1923, pp. 5-8).

- 2) 1.0 mile of 18' rural roadway with 66' r-o-w (one structure)

This portion of the road was constructed during 1921-1922 and paved in 1924. Empire Construction Company of Des Moines received the contract for grading and paving Primary Road No. 6 (Lincoln Highway), Section D in December of 1923. This portion of the road was designated "Section D" on 1923 highway construction plans prepared by the Iowa Highway Commission.

- 3) West Beaver Creek Bridge (structure)

A 24'x24' concrete slab bridge with closed guardrails is located 1.55 miles east of the west beginning point. Greene County Board of Supervisors' minutes show that Christenson Construction Company was awarded the contract for this bridge on June 7, 1921 for an estimated cost of \$3440 (Minute Book I:112). The bridge is unaltered and in good physical condition.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

CFN-259-1116

Grand Junction Segment, Lincoln Highway, Greene County, Iowa

4) 1 culvert (structure)

A 20" concrete tile outlet with a wing headwall is located 1.2 miles west of the beginning point on the north side of the road.

5) road drainage system (counted as one structure)

The road drainage system, as noted on 1923 Iowa Highway Commission plans, consists of 6" drain tile located parallel to the rural roadway on both sides of the road from the Grand Junction city limits east for 1.0 mile. Tile probes and field observation indicate that most of the original drain tiles are still in place and functioning properly. Four intakes are part of the drainage system, located on both sides of the road as noted on the 1923 plans. Each intake consists of a conical cast iron grate covering a subsurface concrete cylinder.

6) Lincoln Highway Marker (object)

A concrete Lincoln Highway marker (1926) is located at .1 mile from the west beginning point. It stands in front of the Grand Junction City Hall on Main Street.

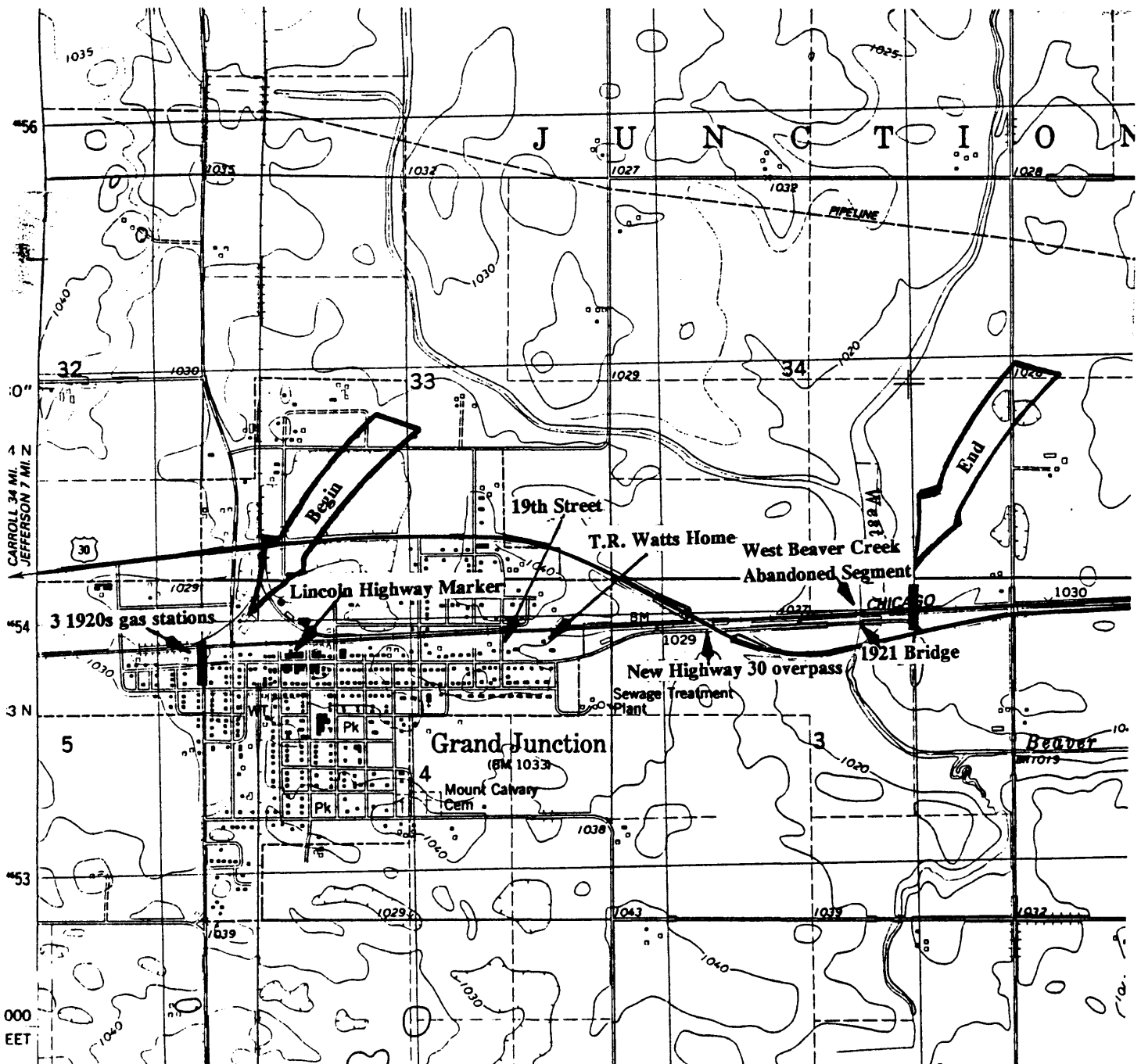
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 4

Grand Junction Segment, Lincoln Highway, Greene County, Iowa

Resource Location (U.S.G.S. Grand Junction Quadrangle, 7.5 Minute, 1982)



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

Grand Junction Segment, Lincoln Highway, Greene County, Iowa

Statement of Significance

The Grand Junction Segment is significant under Criterion A as a prime example of how local politics and increasing concerns for public safety influenced minor adjustments in the route of the Lincoln Highway. When the route was announced in September of 1913, the path it followed between Beaver (Boone County) and Grand Junction was hardly a direct line. Although the two communities were only four miles apart, the road jogged north and south three times and passed over a county line before it connected with Main Street through each town. The reason the road jogged was the Chicago and North Western Railroad track, which ran at a slight angle to section lines in this vicinity, and the original 66' road rights-of-way followed section lines. This right-of-way conflict probably caused traffic problems before the Lincoln Highway was created, but there were few legal and procedural mechanisms which would have compelled -- or even allowed -- local jurisdictions to coordinate road systems. Roads laid out on section lines generally connected with roads on the other side of county lines, so the "system" more-or-less derived from the government survey.

In this sense, creation of the Lincoln Highway, and its counterparts, provided counties and cities with the first real reason to consider how traffic flowed from town to town in a more-or-less linear fashion. Prior to the advent of cross-country highways, road systems were primarily conceived of as networks focused on individual community centers arranged around county seats. The great freedom and mobility which automobiles afforded revolutionized the way people thought about roads. With millions of people now able to travel long distances spontaneously, roads became more than means to the centers of commerce or a mail delivery route. They were also paths to explore beyond the horizon.

Eastern Greene County was one area where local politics kept the route in flux for a short decade. Negotiations were required almost from the beginning, when Greene and Boone counties adopted separate Lincoln Highway routes that did not meet at their mutual county line. The route Greene County adopted, which was the same as the old Transcontinental Trail and the route chosen by the Lincoln Highway Association, ran one mile south of the Boone County route. This route also crossed the railroad tracks frequently. Recognizing that public safety needed to be considered and that the two county routes also must meet, Greene County agreed to shift its route north.

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Grand Junction Segment, Lincoln Highway, Greene County, Iowa

The change of importance in the Lincoln Highway is made in the east side of the county, where two C. & N.W. railway crossings and the town of Beaver are eliminated from the Highway. The Lincoln way will turn north at a point one mile this side of the Boone county line, for a distance of one mile, then east again for a straightaway stretch of eight miles to the north part of the town of Ogden, then south into Ogden and on east to Boone over the old road. This change was made necessary by the fact that the Boone county board picked this north line of road, and Greene county had to arrange to meet them. The change from the old Transcontinental road involves only two miles of Greene county, but all the road from Ogden west in Boone county, and probably will not be pleasing to the people of Beaver, who are left at one side nearly a mile.¹

This, then, was the route the Lincoln Highway followed between Boone and Grand Junction for the next several years. The entrance into Grand Junction, however, was not entirely satisfactory to local residents because the highway entered the city in the northeast, then turned south and crossed the railroad tracks before turning west onto Main Street. Consequently, a second change in the route was proposed, this one extending from Junction's main street straight east and taking the highway south of the railroad tracks. Greene County initiated negotiations with Boone County over this proposition. Meeting in joint session on September 23, 1920 and "after hearing from a liberal representation from the citizens of the town of Grand Junction," the supervisors of both counties agreed to the change provided that Boone County could obtain the necessary right-of-way from property owners.²

In announcing the route change, the local editor noted,

The old Transcontinental road between here and Boone used to cross the Northwestern four times; the Lincoln Highway as at present laid out crosses it twice, and at one of these crossings last year three people from Rockwell City were killed and others hurt.

1 *Jefferson Bee*, 24 February 1914.

2 Greene County Board of Supervisors' Minute Book I:16, 23 September 1920.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 3*Grand Junction Segment, Lincoln Highway, Greene County, Iowa*

The new route without any crossing at all will save many lives during the days to come, if it shall be adopted.³

Boone County secured the needed right-of-way and during the next two years the bridges, culverts, and roadway were built, since there was no existing road south of the tracks. In March 1921, Greene County formally changed the route, and in June the supervisors let a contract to Christenson Construction Company for a new 24'x24' slab bridge across West Beaver Creek.⁴ The following spring, the supervisors let a contract for graveling the road, and on October 23, 1922, the supervisors formally changed the route from the north side of the tracks to the new south road.⁵

Until 1923, the highway was a graded and graveled road, even through Grand Junction -- and through Scranton. In June of that year, "numerous citizens" from both communities approached the Greene County Board of Supervisors and requested that the Lincoln Highway be paved within their city limits.⁶ Shortly thereafter the Board of Supervisors let a contract to Empire Construction Company of Des Moines for paving the city route.⁷ The highway through Grand Junction was paved in 1923. A year later, the rural route east of Grand Junction was paved. Empire Construction Company again took the contract.⁸

3 "New Route to Boone," *Jefferson Bee*, 5 January 1921.

4 Greene County Board of Supervisors' Minute Book I:87 (16 March 1921); I:112 (7 June 1921).

5 Greene County Board of Supervisors' Minute Book I:259 (26 May 1922); I:332 (23 October 1922).

6 Road Project -- Grand Junction, Minute Book, p. 2, 4 June 1923.

7 *Ibid.*, pp. 5, 19 July 1923.

8 1923 Plan and Profile of Proposed Improvement on the Primary Road System, Federal Aid Project No. 39, Greene County, East and West of Jefferson Extending Federal Aid Project No. 39 to the County Lines. Located at Iowa Department of Transportation. Contract for grading and paving Section D of Primary Road No. 6 (east of Grand Junction) between Greene County and Empire Construction Company, \$20,534.76, 10 December 1923, located at Iowa Department of Transportation.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 4

Grand Junction Segment, Lincoln Highway, Greene County, Iowa

The Lincoln Highway Association's grandiose plans of paving the entire transcontinental route in a year or so were optimistic in the extreme. However, by the early 1920s it was clear that the delays were warranted. Eager to promote the Lincoln Highway as "the" route to the 1915 Panama-Pacific Exposition, the association had not taken into account how local politics might renegotiate the line of the road. Nor had the association given much thought to road safety. During the ensuing decade, local communities that had worked hard to secure the route in the first place displayed equal initiative in adjusting the route to benefit local needs and concerns. The Grand Junction segment provides an unusual example reflecting a critical period of local political negotiation between 1913 and the early 1920s.

**United States Department of the Interior
National Park Service**

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

Grand Junction Segment, Lincoln Highway, Greene County, Iowa

Bibliographical References

See footnotes for sources cited in this nomination. Refer to Section I of the Multiple Property Documentation Form for complete bibliography and source location information.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 1

Grand Junction Segment, Lincoln Highway, Greene County, Iowa

Boundary Description

From the intersection of Highway 144 and Main Street in Grand Junction, a 30' corridor extends east for a distance of .75 mile. At the Grand Junction City Hall, the corridor widens just enough to include a Lincoln Highway marker. At the Grand Junction city limits, the corridor widens to 66' and extends easterly for another 1.0 mile, terminating on the east end at the intersection of County Road E-53 and new Highway 30.

Boundary Justification

These boundaries represent the legal 30' right-of-way in Grand Junction and the legal 66' r-o-w of County Road E-53.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 11 Page 1

Grand Junction Segment, Lincoln Highway, Greene County, Iowa

Property Owners

Grand Junction Main Street

City of Grand Junction

Main Street

Grand Junction, Iowa 50107

515/-738-2585

County Road E-53

Greene County

Greene County Courthouse

Jefferson, IA 50129

515/386-2516

