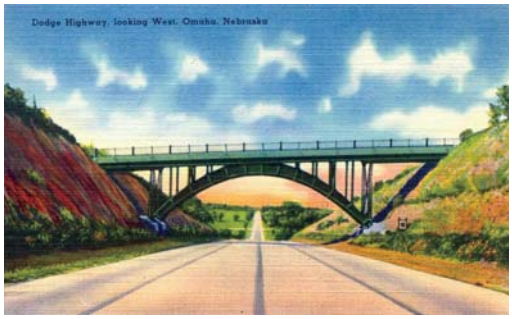
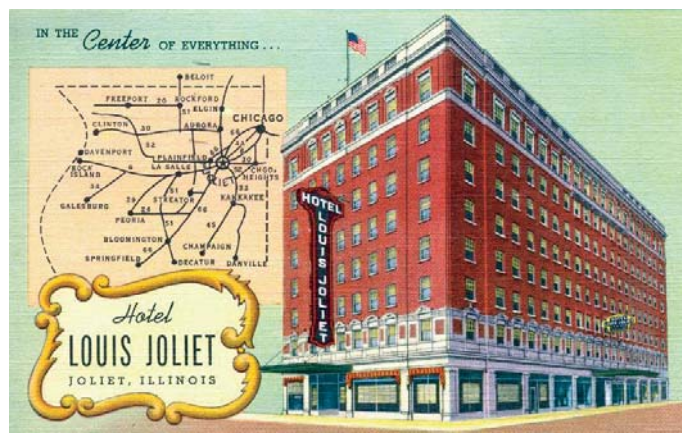
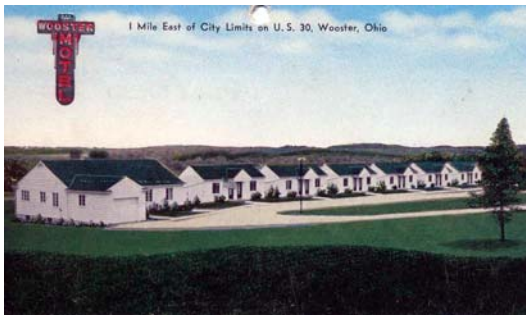
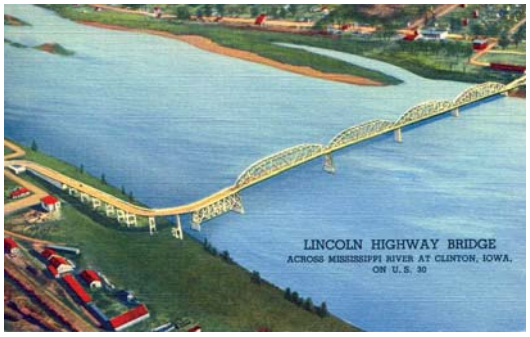
Lincoln Highway

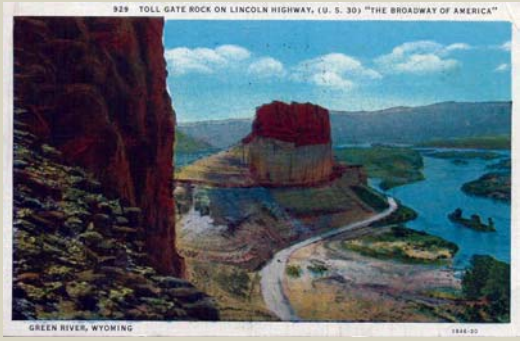
Special Resource Study / Environmental Assessment

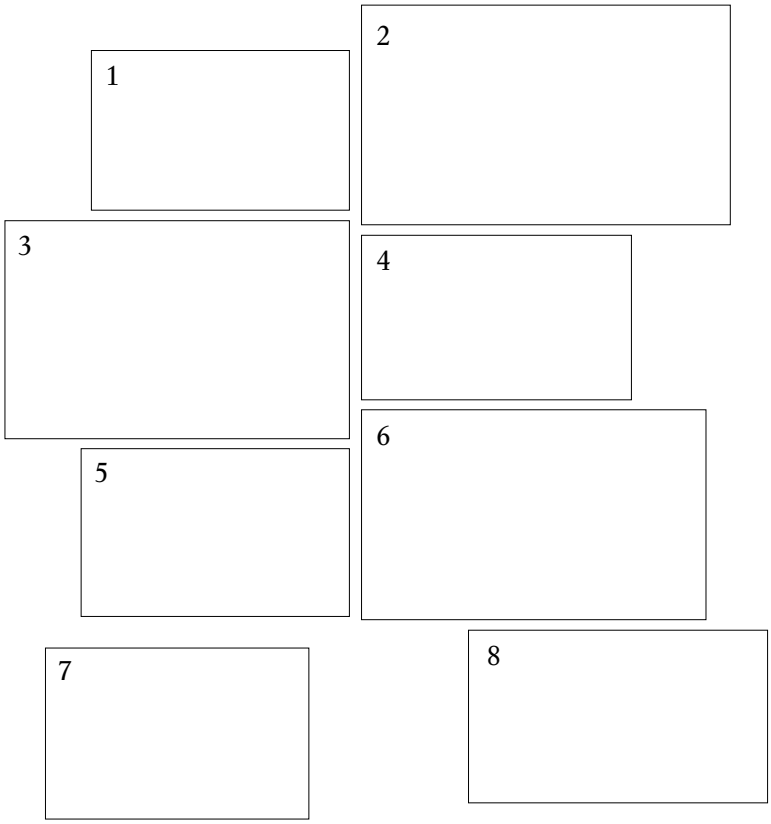












Cover Illustrations Key

1. Dodge Street circa 1930 (Nebraska)
   Dodge Street in Omaha attracted the Lincoln Highway in 1913 and numerous highway improvement projects such as this 1930s-era road widening and grade separation.

2. Lisbon (Ohio)
   The early Lincoln Highway was the 'Main Street of America' bringing a sense of identity and connectivity to the small downtowns it passed through. Towns like Lisbon, Ohio, readily changed the name of their main street to 'Lincoln Way.'

3. Hotel Joliet (Illinois)
   Widely advertised by motor guides and postcards, the Hotel Joliet benefited from its central location relative to four major trunk routes that came to intersect in Joliet, Illinois; the Lincoln Highway (U.S. 30), U.S. 66, U.S. 52 and U.S. 6.

4. Wooster Motel (Ohio)
   The Wooster Motel was one of many Lincoln Highway cabin courts that emerged on the new, lucrative commercial strip at the edge of town. This was a considerably less formal setting catering to a growing number of road-weary middle class travelers looking to avoid the pomp, social scrutiny and expense of better apportioned hotels downtown.

5. Lincoln Highway Bridge (Iowa / Illinois)
   Built in 1891, the Fulton and Lyons Bridge across the Mississippi River was one of the more significant pieces of infrastructure inherited by the Lincoln Highway.

6. Toll Gate Rock (Wyoming)
   Westward Lincoln Highway motorists charted their progress using familiar landmarks, such as Toll Gate Rock along the Green River in Wyoming.

7. Turtle Creek (Pennsylvania)
   The importance of clearly visible highway markings and all-weather paving are apparent in this c. 1920 view of the Lincoln Highway near Turtle Creek, Pennsylvania.

8. Ferry Building (California)
   In the early days, both ends of the early Lincoln Highway were supported by ferries. The Weehawken Ferry carried Lincoln Highway travelers across the Hudson River from 42nd Street in New York City, and the San Francisco Bay ferries brought Lincoln Highway travelers to the Ferry Building at the foot of Market Street for the last leg of the westbound trip to the Pacific Ocean.

Lincoln Highway

Special Resource Study
Environmental Assessment

National Park Service
U.S. Department of the Interior

May 2004

EXECUTIVE SUMMARY

In December of 2000, Congress directed the National Park Service (NPS) to evaluate the significance of the Lincoln Highway and develop alternatives for preserving, interpreting, and using its remaining features (Public Law 106-563, shown in this study as Appendix A). In response, the NPS Midwest Regional Office assembled an interdisciplinary team and began this *Special Resource Study* (SRS). Throughout the course of this project, the public was kept informed through mailings, newsletters, a website, and a series of public meetings across the country.

This *Special Resource Study* assesses whether a resource should be added to the national park system. The process for making this determination involves four steps:

Determining if the resource(s) is/are nationally significant;
Assessing the suitability of the resource(s) for inclusion;
Establishing that its inclusion would be feasible, and
Determining if there is a need for NPS management.

NPS *Management Policies 2001* (Section 1.3.1) states that a resource will be considered nationally significant if, after study by NPS professionals in consultation with subject matter experts, scholars, and scientists, the resource meets the following criteria:

It is an outstanding example of a particular type of resource,
It possesses exceptional value or quality in illustrating or interpreting the natural or cultural themes of our nation s heritage (this criterion is evaluated by applying the national historic landmarks (NHL) process),
It offers superlative opportunities for public enjoyment or for scientific study, and
It retains a high degree of integrity as a true, accurate, and relatively unspoiled example of a resource.

This study concluded that the Lincoln Highway s significance is reflected in three of these four criteria. It is an outstanding example of a particular type of resource; it possesses exceptional value or quality in illustrating or interpreting the natural or cultural themes of our nation s heritage; and it offers superlative opportunities for public enjoyment or for scientific study. However, because a variety of road and roadside resources contribute to the significance of the Lincoln Highway, it would be important for a wide cross section of those resources to be present throughout the corridor, nationally, at a density that would approximate the highway s appearance during its period of significance in order for the entire highway to retain integrity. Unfortunately, there are large stretches of this corridor that retain only one or two features to remind today s travelers of the history of the road. Along many stretches, there are no such features.

As a whole, the Lincoln Highway does not retain a high degree of integrity as a true, accurate, and relatively unspoiled example of a resource. Because of this, the study team concluded that the highway does not meet all of the significance criteria for inclusion in the national park system. Therefore, neither analysis of the suitability and feasibility of managing the Lincoln Highway as a unit of the system nor an assessment of whether or not direct NPS management would be necessary is included in this study.

Four management alternatives that do not involve inclusion in the National Park System are described in this study. As required by the National Environmental Policy Act (NEPA), one of these alternatives involves no new action.

Under the first alternative, the preferred alternative, either a new nonprofit organization would be established or an existing organization would be enhanced in order to coordinate a program to commemorate, preserve, and interpret the Lincoln Highway. The National Park Service would offer financial and technical support to this organization. The program would include comprehensive planning, certified

interpretive sites (or CISs), uniform signs, an information clearinghouse, and the development of a website offering personalized travel itineraries. A matching grant program prioritizing preservation efforts would also be part of the program.

In addition to providing financial and technical support, the role of the National Park Service in the program would involve encouraging the inclusion of Lincoln Highway resources in existing federal programs that influence the preservation and interpretation of historic roads. This alternative is also the environmentally-preferred alternative.

Under the second alternative, a series of discovery hubs and certified interpretive sites that would introduce visitors to the Lincoln Highway would be developed by encouraging state-based programming and local interpretive efforts. The National Park Service would provide a set amount of matching funds per state for the establishment of hubs to be located in an existing highway resource. Certified interpretive sites would be identified throughout each state. Personalized travel itineraries would be available to the general public through a website. This alternative would have an impact at state hubs (a minimum of one hub in each Lincoln Highway state), at CISs and, potentially, along the entire route due to personalized itineraries.

Under the third alternative, a collection of locally initiated coalitions would be developed. These coalitions would consist of multiple segments of the Lincoln Highway and associated resources. Although there would be at least one coalition per region, together, the coalitions would make up one national heritage corridor. Within each segment of the corridor, local groups (such as businesses, nonprofit organizations, or units of local government) would take actions to protect, preserve, and promote the role that segment played in the national Lincoln Highway story. Each segment would pursue an action agenda developed as part of the national management plan for the heritage highway as a whole.

Existing means of protecting historic roads are discussed in this document to provide some context for the proposed management alternatives. The largest federal investment in protecting historic roads for public enjoyment to date comes for the U.S. Department of Transportation (U.S. DOT). The U.S. DOT, together with the state departments of transportation for each of the fourteen Lincoln Highway states, manages two programs that have provided some funding to preserve resources of the highway the National Scenic Byway Program and the Transportation Enhancements program. Lincoln Highway resources have benefited from $6.5 million of funding from these programs over the past ten years. The new management alternatives described above would range in cost from $6.6 to $9.3 million over ten years, for a total of $12.4 to $15 million over ten years when this DOT funding is taken into account.

The Environmental Assessment for this study was based on assumptions of projects that could reasonably be expected to be implemented under each alternative. Because this study considers the best ways, on a programmatic, conceptual level, to commemorate, preserve, and interpret the Lincoln Highway nationwide, it does not propose specific actions at any given site. Until specific sites are selected and the parameters of projects are known, it is not possible to meaningfully analyze the impacts associated with the project. When impacts vary significantly at individual sites, they were not considered in this environmental assessment; rather, they were dismissed from further analysis due to the programmatic nature of this study.

Contents

Maps

Chapter One
Introduction and Study Process

Above: A Model A on a 1920 brick section of the Lincoln Highway in Elkhorn, Nebraska.

Top: Jean Bonnet Tavern in Bedford County, Pennsylvania. Built in 1767 and given new life with the arrival of Lincoln Highway traffic in the early 20th century

In December of 2000, Congress directed the National Park Service (NPS) to evaluate the significance of the Lincoln Highway and develop alternatives for preserving, interpreting, and using its remaining features (Public Law 106-563, shown in this study as Appendix A).

Established in 1913 as the idea of businessmen in the automobile industry, the Lincoln Highway was one of America's first transcontinental automobile roads. The highway, which began in New York City and ended in San Francisco, played an important role in the development of the automobile's influence on the way of life in 20th century America.

In response to Public Law 106-563, the National Park Service's Midwest Regional Office assembled an interdisciplinary team and began a special resource study (SRS). The National Park Service uses special resource studies to assess whether a resource should be added to the national park system or whether another management option is more appropriate. The SRS process involves five steps, typically carried out by an NPS study team. The five steps are as follows:

1. *Determine if the resource(s) is/are nationally significant.* National significance for cultural resources is evaluated by applying the National Historic Landmarks process.
2. *Assess the suitability of the resource(s) for inclusion in the national park system.* An area is considered suitable if it represents a resource type that is not already adequately represented in the system or is not comparably represented and protected for public enjoyment by other federal agencies; tribal, state, or local government; or the private sector.
3. *Establish that its inclusion is feasible.* Feasibility evaluations involve considering factors such as size and configuration, current and potential impacts on the resource, and cost of administration.
4. *Determine if there is a need for NPS management.*
5. *Develop a range of potential management alternatives.*

A year before this study was authorized, the National Park Service conducted a preliminary study of the Lincoln Highway. This earlier study, directed by Congress in July 1999, resulted in two documents, the *National Lincoln Highway Historic and Cultural Resource Guide and the National Lincoln Highway Route Viewer*[1]. The *Resource Guide* describes

[1]These documents are available through the NPS website for this study - www.nps.gov/mwro/lincolnhighway or through www.iup.edu/geography/faculty/patrick.

in detail the history and historical geography of the highway on a national scale and state by state. This guide also lists existing important Lincoln Highway properties, including those in the National Register of Historic Places, along with contacts for each state. The *National Lincoln Highway Route Viewer* contains mapping data on a set of CD-ROMS. These two documents were developed collaboratively by the National Park Service, Indiana University of Pennsylvania, the Lincoln Highway Association, and the State Historic Preservation Offices for each state along the highway. The information collected during the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) study of the Lincoln Highway in Pennsylvania in summer 1999 contributed to this work as well. These documents provided valuable background to the special resource study team throughout the study process.

A reconnaissance-level field survey was conducted in the summer of 2002 as part of this *Special Resource Study*. That survey identified 1,500 properties that contribute to the significance of the Lincoln Highway. The survey results are detailed in this Appendix D of this document. This reconnaissance survey helped the study team develop five preliminary management alternatives in the fall of 2002. Those management alternatives were summarized in a newsletter distributed in the winter of 2002/2003 and presented at 14 public meetings held across the country at 300-500 mile intervals along the highway. Local community organizations — chapters of the Lincoln Highway Association, State Historic Preservation Offices, local historical societies, chambers of commerce, and tourism promotion agencies — reserved spaces for these meetings and announced them locally. Altogether, these meetings were attended by 600 people. A total of 900 comments about the preliminary alternatives were received at the meetings and by mail, fax, and a dedicated e-mail site.

The study team then revised the five preliminary alternatives, taking the comments into consideration. Public comments and a decision-making model called "Choosing by Advantages" (CBA) led the team to develop the four alternatives described in this draft. The CBA process is described in chapter five, which also contains cost estimates for the alternatives. Finally, the environmental impacts of each alternative were assessed; those impacts are described in chapter six.

Chapter Two
History of the Lincoln Highway

Above: A detail of the Ideal Section Memorial in Dyer, Indiana.

Top: The 1930 Lancaster-York Intercounty Bridge over the Susquehanna River.

Established in 1913, the Lincoln Highway was one of America's first transcontinental automobile roads. Beginning at Times Square in New York City and ending at the Palace of the Legion of Honor in San Francisco, the Lincoln Highway played an important role in the development of the automobile's influence on the way of life in 20th century America. The Lincoln Highway began as the idea of Carl Fisher, the founder of the Prest-O-Lite company, which made headlights for gasoline-powered automobiles.

Fisher launched the idea of the Lincoln Highway as a way to make America accessible to the growing number of automobile owners. With the help of other visionary leaders in the early automotive industry, chiefly Henry Joy of Packard Motor Car Company and Frank Sieberling of Goodyear Tire and Rubber Company, Fisher formed the Lincoln Highway Association (LHA) in 1913 with the goal of building a continuous improved road across the country. Fisher initially called his idea the "Coast to Coast Rock Highway", but at the urging of Henry Joy, the name of the road was later changed to the Lincoln Highway in honor of President Abraham Lincoln.

The motivations of the men who formed the LHA were varied and included the sense that the nation desperately needed better roads, the desire to build an appropriate memorial to the fallen President, and the desire to grow their automotive businesses. The formation of the LHA inaugurated a partnership between the auto products industry and road development in America. The innovative marketing campaign conducted by the LHA successfully created a cultural identity for the highway unmatched by any other road of that era.

Americans readily viewed the Lincoln Highway as the modern equivalent of the Oregon Trail or the transcontinental railroad, facilitating long distance travel and exploration at one's own pace. The Lincoln Highway represents the American landscape in transition between the dominance of the railroad and the emergence of the automobile as the predominant method of travel and transportation.

The importance politicians placed on the road's location illustrates the prestige associated with this premiere transcontinental highway. At its inception, the LHA had to decide whether the highway's location was going to be determined by the lay of the land and pre-existing settlement patterns, or by politicians, all the while realizing that public road projects could not be undertaken without political support.

The Lincoln Highway's short-lived Colorado Loop is an early representative example of the two frequently opposing paradigms that have shaped the evolution of American highways: politics and geography.

On the very day the LHA was formed in Detroit, July 1, 1913, Carl Fisher led an entourage out of Indianapolis to reconnoiter a route to the Pacific Coast. The entourage headed west through southern Illinois, Missouri, Kansas, and Colorado, crossing the Rocky Mountains via Berthoud Pass before following the Grand River Valley into Utah and crossing south central Nevada to Bishop, California. The Hoosier Motor Club and the Indiana Automobile Manufacturers Association sponsored this expedition.

Carl Fisher insisted that the route taken was not necessarily going to be the route of his proposed coast-to-coast Lincoln Highway, but the states, towns, and politicians along the way worked to put their best road forward just in case. Nevada spent $25,000 in road improvements in preparation for the Hoosiers. The people of Price, Utah, showed their enthusiasm by taking a holiday to construct a road through the canyon east of town. Colorado rebuilt 60 miles of road through Berthoud Pass and rushed the completion of 30 new concrete bridges along the route.

The delegation was wooed, wined, and dined along the entire route, being the guests of honor at banquets, luncheons, and celebrations every day, and on more than one occasion they were supplied with free gasoline. High-ranking officials - including the governors of Illinois, Kansas, Colorado, Utah, Nevada, and California - turned out to stump for their states.

For the Hoosiers and the nascent LHA, the 34-day good roads tour was a stunning success. All 19 vehicles completed the trip, and the western governors agreed to meet in Colorado Springs, Colorado, on August 26 to hear the LHA's verdict as to the location of the highway. After being two of the greatest political supporters of the Hoosier Tour, Colorado Governor E. M. Ammons and Kansas Governor Hodges were understandably disappointed when they discovered that Colorado and Kansas would be the only two states of those represented at the meeting that would not be on the map of the Lincoln Highway.

Geography won, or so it seemed, in preselecting a route that would follow in the footsteps of the pioneers along Nebraska's Platte River Valley and over the Rockies via the open plateaus and basins of Wyoming. The LHA's "Proclamation of the Route of the Lincoln Highway" listing the towns through which the highway would pass was issued only a few weeks after this expedition was completed. That proclamation route did include Colorado, but as a deviation via an optional loop rather than as part of the highway's main, more direct route.

The period of significance for the Lincoln Highway begins in 1913, the year the LHA was formed, and concludes in 1956, with the passage of the Federal Aid Highway Act. Nationally significant events during those years include the first Army Transcontinental Motor Convoy in the summer of 1919 and the official marking of the route in 1928, when Boy Scout troops across the country placed 3,000 concrete markers bearing the Lincoln Highway logo (an "L" in a rectangular graphic emblazoned in red, white, and blue), a bronze medallion of President Lincoln, and a blue directional arrow along the length of the highway.

The Lincoln Highway, although not the only transcontinental route across the nation during the early part of the 20th century, was the best known. Other named highways contemporaneous to the Lincoln also achieved transcontinental status - the Theodore Roosevelt

International Highway (Portland, ME, to Portland, OR), the Yellowstone Trail (Plymouth Rock, MA, to Puget Sound, WA), the Pikes Peak Ocean-to-Ocean Highway (New York, NY, to Los Angeles, CA) and the National Old Trails Road (Baltimore, MD, to Los Angeles, CA).

When the American Association of State Highway Officials (AASHO) and the U.S. Bureau of Public Roads undertook the task of identifying and marking a national system of interstate highways in 1925 and 1926, the goal of the road system changed from simply crossing the continent to facilitating travel via integrated major roads throughout the nation. At that time, the named routes often overlapped and were poorly routed. AASHO and the Bureau of Public Roads aimed to change this by creating a nationwide grid of numbered routes. These routes were nine major east-west transcontinental trunk routes - U.S. Highways 2, 20, 30, 40, 50, 60, 70, 80, and 90. The Lincoln Highway became part of the new numbering system as U.S. 30 for most of its route.

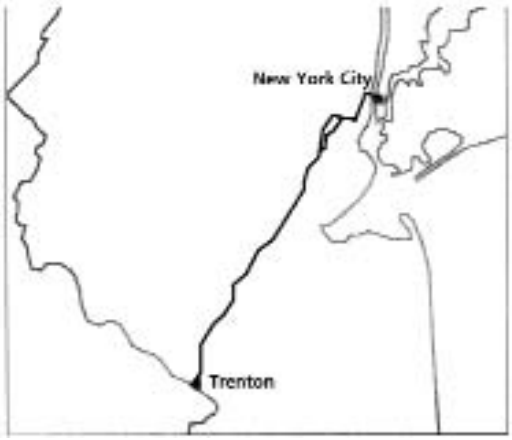
However, for 30 more years much of U.S. 30 retained its popular identity as the Lincoln Highway. It wasn't until 1956, with the passage of the Federal Aid Highway Act and the development of the modern interstate system that the identity of the Lincoln Highway declined significantly. For this reason, 1956 marks the end of the Lincoln Highway's period of significance.

RESOURCE DESCRIPTION

The Lincoln Highway stretches across the United States from Times Square in New York City to the Palace of the Legion of Honor in San Francisco. The Lincoln Highway began as a miscellaneous collection of downtown streets, country lanes, and old trails marked with the highway's logo. Today, the corridor of the Lincoln Highway approximates sections of the present day U.S. and state highway system: U.S. 1, 30, 40, 50, and Interstate 80 traversing New York, New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California. Early in its history, the Lincoln Highway was also routed through the northeastern corner of Colorado before bypassing that state in favor of a more direct route from Nebraska into Wyoming.

The following state-by-state descriptions of the Lincoln Highway were derived from The *Lincoln Highway Resource Guide* developed for the National Park Service, National Register of Historic Places by Dr. Kevin Patrick and Robert Wilson of Indiana University of Pennsylvania (August 2002).

New York



Of all the states the Lincoln Highway passed through, New York has the smallest segment. Starting at Times Square, the Lincoln Highway extended west along 42nd Street for barely a mile to the New Jersey-bound Weehawken Ferry across the Hudson River. The Times Square terminus was purely ceremonial. Before the LHA even determined what states the great road would go through, it knew that America's premier metropolis would anchor its eastern end. In 1913 not even the railroads were truly transcontinental; they broke at Chicago or Saint Louis or New

Orleans. For something as ambitious as the first cross-country automobile road, there needed to be a noteworthy beginning. Times Square, aptly nicknamed "The Crossroads of the World," seemed appropriate.

Rising from a triangular lot bounded by Broadway, Seventh, and 42nd Street, the Times Building was the monumental eastern anchor to the Lincoln Highway. Although very few long-distance Lincoln Highway travelers actually started their journey at Times Square, no other corner in the country would have carried as much symbolism as its ceremonial starting point. Times Square was generally thought of as the beginning, rather than the end, of the Lincoln Highway; the Pacific Ocean, the final destination.

New Jersey

The alignment of the Lincoln Highway in New Jersey was in part the product of geography beyond New Jersey. The Appalachian Mountains were the first barrier confronted by the Lincoln Highway west of New York City. Where the LHA decided to cross them would determine its general route in the adjacent states. River valleys through upstate New York formed a popular lowland route west with reliable accommodations in cities like Albany, Syracuse, and Buffalo. This was the route taken by Emily Post in 1915 for her book *By Motor to the Golden Gate,* but rejected by the LHA in favor of a shorter road through the mountains of Pennsylvania. That meant it first had to cross New Jersey.

Lincoln Highway travelers took the Weehawken Ferry across the Hudson River into New Jersey. The Weehawken Ferry was part of the new Central Railroad's extensive waterfront rail yard that sprawled along the Jersey shore of the river, hemmed in by the high cliffs of the Palisades. West from the ferry, the Lincoln Highway followed the twisting curves of Pershing Road to the top of the palisades and into the densely settled neighborhoods of what is now Union City. Avoiding the congested and commercial Bergenline Avenue, the Lincoln Highway was routed south into Jersey City along Hudson Boulevard. Hudson Boulevard was inspired by the "City Beautiful" Movement, which promoted the improvement of urban centers with such elements as broad, landscaped carriageways, parks, and lighting. Since renamed John F. Kennedy Boulevard, Hudson Boulevard, typical of "City Beautiful" parkways, was designed for pleasure but soon usurped by the demands of the automobile. It was exactly the kind of road the Lincoln Highway and its recreational drivers sought for the pleasurable driving experience it offered.

The Lincoln Highway predates Jersey City's commercial center around Journal Square, which emerged as the Jersey City equivalent of Times Square in the 1920s. Turning west off Bergen Hill, the Lincoln Highway crossed the Meadowlands to Newark over the only Hudson County road that still carries that name today. The Lincoln Highway passed through Newark's "Four Corners," at Broad and Market streets, at the time said to be the "third busiest traffic center in the United States." By 1924, the Lincoln Highway had been rerouted around Four Corners via Jackson and Lafayette streets.

Between Elizabeth and Trenton, the Lincoln Highway was laid out through New Brunswick and Princeton along a road that had been in use since the 17th century. The original Native American footpath leading into the forest from the Dutch settlements near the Hudson River was blazed with tree markings. The path followed the high ground at the edge of the Piedmont between Elizabethtown and the Falls of the Delaware. By the early 18th century, it was known as the Upper Road. After 1717, the Upper Road was improved as a major "King's Highway."

It became part of the intercolonial post road and one of the most heavily traveled stagecoach routes in the American colonies.

The importance of the Kings Highway was due to its alignment across the "waist" of New Jersey between Philadelphia and New York, the first and second largest cities on the continent. Positioned along the Fall Line edge of Piedmont, it also crossed streams above their wider, swampy-banked tidal reaches, linking sites with industrial water power potential. The King's Highway was still New Jersey's most heavily traveled trans-state road when the Lincoln Highway arrived in 1913. While the location of the Lincoln Highway had yet to be stabilized in Utah, New Jersey was paving its section with concrete. By 1922, the entire route was surfaced as city streets, either in concrete, or in concrete with a bituminous macadam surface.

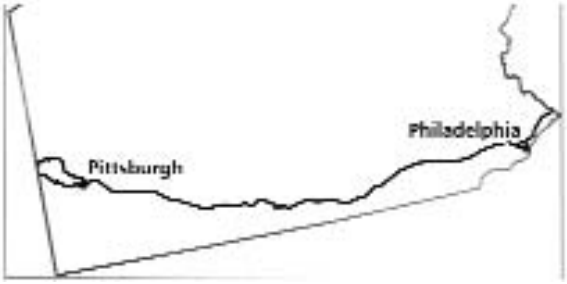
This Bedford, Pennsylvania, Coffee Pot, an example of whimsical roadside architecture served, appropriately, as a coffee shop for decades after it's opening in the late 1920s. By 2003, this building was at risk of destruction. The Pennsylvania Lincoln Highway Heritage Corridor successfully worked with other historic preservation groups to save the Coffee Pot by moving it 125 yards to the Bedford County Fairgrounds, where it will be restored.

Before the decade was over, New Jersey would go from improving the Lincoln Highway to replacing it with a new alignment that became U.S. Highway 1. The new alignment would include innovative engineering designs like Elizabeth's Bayway Circle, the first cloverleaf interchange, built outside Woodbridge in 1928, and the Pulaski Skyway, part of a four-lane expressway constructed in 1932 from the Holland Tunnel and across the Meadowlands, which functioned as a bypass around the downtown areas of Jersey City and Newark.

The LHA's 1913 Proclamation Route listed Camden as the next Lincoln Highway town beyond Trenton. Soon afterward, Camden was dropped from the Lincoln Highway before the route was fully recognized, and despite extensive review of historic maps, its location is still unclear today. The route chosen crossed the Delaware River over Trenton's Calhoun Street Bridge, a toll-taking, multiple span through truss built in 1884. By 1924, however, the Lincoln Highway was rerouted along Warren Street to the Lower Trenton "Free" Bridge. The Lower Trenton Bridge was replaced in 1929 by the current through truss span, commonly known as the "Trenton Makes" Bridge. This nickname is taken from the large neon sign that hangs from the bridge's trusses to call attention to the strength of the manufacturing industry in that city - "Trenton Makes, the World Takes."

Pennsylvania

The geography of the Appalachian Mountains was the overriding characteristic determining the location of the Lincoln Highway in Pennsylvania. There were three major trans-



Appalachian transportation corridors between the large cities of the Atlantic seaboard and the Midwest, but the one across southern Pennsylvania was by far the closest fit to a direct line drawn between New York City and San Francisco. Once decided, the Appalachian crossing fixed the route for the entire eastern United States, predetermining the highway's course from New York to Philadelphia and from Pittsburgh to metropolitan Chicago.

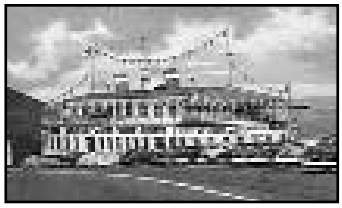
Between Philadelphia and Pittsburgh, the Lincoln Highway followed a historic assemblage of overland routes. These routes had been laid out toward the Appalachians and then across them with the westward moving frontier. By including Camden, NJ in the 1913 Proclamation Route, the LHA officials

implied that the Lincoln Highway would enter Pennsylvania at Philadelphia over the Market Street Ferry on the Delaware River. Avoiding this ferry probably was one of the reasons that the Lincoln Highway Association soon opted for Delaware River crossing at Trenton via the Calhoun Street Bridge and then the Lower Trenton "Free" Bridge after 1920.

In addition, a Lincoln Highway routing through Pennsylvania's lower Bucks County would position the Lincoln Highway to take advantage of Philadelphia's new Northeast Boulevard. Like Hudson Boulevard in New Jersey, Philadelphia's Boulevard (renamed after Teddy Roosevelt in the 1920s) was a "City Beautiful"-inspired thoroughfare that would soon be transformed into a major traffic arterial. A third of the Boulevard was already complete by 1913. By 1921, it was finished to the Bucks County line. The Lincoln Highway alignment between Trenton and Philadelphia via Roosevelt Boulevard made all other competing roads obsolete. This alignment was attributed to the emergence of an "automobile row" of showrooms, garages, and filling stations along North Broad Street. This route was marked as part of U.S. 1 after 1925. From Philadelphia west to Wyoming, most of the Lincoln Highway was concurrent with U.S. 30, which extended from Atlantic City, NJ, to Astoria, OR.

Between Philadelphia and Lancaster, the Lincoln Highway followed the Lancaster Pike. When Lancaster Pike was completed in 1795 as one of America's first toll roads, it connected the largest city on the continent with the largest inland city in America. The crushed stone macadam surface that was state-of-the-art in the early 19th century would still be covering Lancaster Pike in the early 20th century, and the tolls would stand until six years after its absorption by the Lincoln Highway.

In the days of the Conestoga wagon, Lancaster Pike was part of a trans-Appalachian emigrant trail known as the Pennsylvania Road, which rivaled the more famous National Road. The Pennsylvania Road, which had become a turnpike from Philadelphia to Pittsburgh by 1818, angled northwest from Lancaster to Harrisburg, then southwest to Chambersburg before turning west to cross the mountains. Over time, a more direct line of turnpikes was constructed between Lancaster and Chambersburg via York and Gettysburg. It was this shorter alignment that captured the Lincoln Highway in 1913, supported by the added historic attraction of Gettysburg.



The steep ridges of the Appalachian Highlands presented a challenge to the fragile automobiles of early Lincoln Highway travelers, creating a unique opportunity to entrepreneurs who set up ridgetop, one-stop service centers for motorists struggling to cross the mountains. The most famous of these ridgetop one-stops was the SS Grandview, opened as a ship-shaped hotel perched atop Allegheny Ridge in 1932. This important roadside resource no longer stands, having succumbed to a fire in November 2001.

Originally, the Lincoln Highway crossed the Susquehanna River over a mile-long through truss shared by the trains of a Pennsylvania Railroad branch line. The Lancaster-York Intercounty Bridge that replaced it in 1930 held the record as the longest reinforced concrete arch bridge in the world. West of Gettysburg, the Lincoln Highway crossed South Mountain, the modest northern extension of the Blue Ridge, and into the Cumberland Valley.

Westbound motorists were confronted with their first stiff climb at Tuscarora Mountain west of Fort Loudon. The Lincoln Highway west from Fort Loudon passes through McConnellsburg, Bedford, Ligonier, and Greensburg to Pittsburgh. This route began as a French and Indian War military trace road completed in 1758. It was later rebuilt as the Pennsylvania Road and improved as the Pittsburgh-Philadelphia Turnpike (actually five separate end-to-end pikes) by 1818. It was this road that became part of the Lincoln Highway in 1913.

East of Pittsburgh the Lincoln Highway crossed the Turtle Creek Valley over the massive George Westinghouse Bridge, the world's largest reinforced

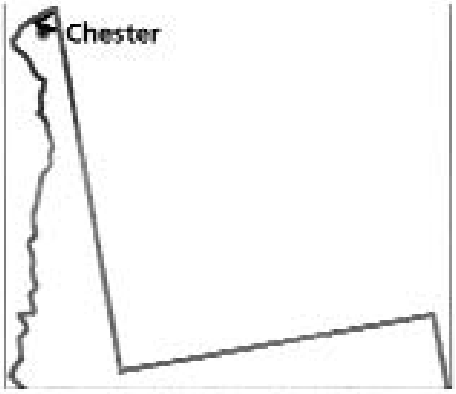
concrete arch span. Although its 1931 opening came after the dissolution of the Lincoln Highway Association, it was still praised in the LHA's official history (published in 1935) as epitomizing the progressive spirit of the Lincoln Highway; "Until this bridge was constructed, Turtle Creek presented the most crowded bottle neck on the Lincoln Highway . . . The new route saves its users $1,500,000 a year. This work is directly attributable to John S. Fisher, Lincoln Highway State Consul and Governor of Pennsylvania during the period of construction."

Like Broad Street in Philadelphia, the Lincoln Highway in Pittsburgh encouraged the development of an automobile row along Baum Boulevard. It also gained access to the Golden Triangle downtown via the "City Beautiful"-inspired Grant (later Bigelow) Boulevard. After Boulevard of the Allies was opened in 1920 as a second thoroughfare extending eastward from downtown, the LHA signed it as part of a less congested alternate route.

West from Pittsburgh, the original Lincoln Highway passed through 25 miles of crowded railroad suburbs and river towns along the north bank of the Ohio River to Beaver and then swung inland along the Tuscarawas Road (universally decried as the worst stretch of Lincoln Highway in the state) to the state border at East Liverpool, Ohio. This unsatisfactory routing stimulated the LHA consuls in Pennsylvania to push for a brand new road to be built as the Lincoln Highway south of the river. Completed by 1927, the new Lincoln Highway carried the U.S. 30 shield west from Pittsburgh through Crafton, Imperial, and Clinton to the state line. The realignment required that West Virginia be added as the 14th and final Lincoln Highway state.

West Virginia

The rerouting of the Lincoln Highway into West Virginia was an unintentional



byproduct of the bad roads in Pennsylvania. Traditionally, there were three main roads west from Pittsburgh, and the road to East Liverpool, OH, via Chester, WV, was not among them. Pre-Lincoln Highway travelers either went southwest toward Wheeling, picking up the National Road in Washington, PA; went west on the Steubenville Pike to Steubenville, OH, by way of Weirton, WV; or went northwest down the Ohio River and up Beaver Valley to Cleveland by way of Salem or Youngstown, OH.

The overland travelers who wanted to go to East Liverpool from Pittsburgh followed the Cleveland road to Beaver, then struck west over poorly maintained local routes. This was essentially the route followed by the original Lincoln Highway, which opted for the higher and drier Tuscarawas Road rather than the Midland Road along the Ohio River.

The LHA's dissatisfaction with the route west from Pittsburgh was apparent in 1923 when they established an official detour away from the Tuscarawas Road and East Liverpool. The greatest stumbling block to securing and improving a more direct route to East Liverpool was that none of the country lanes meandering across the farmland between the Ohio River and Steubenville Pike was part of the Pennsylvania state highway system; therefore, they were ineligible for state

funds. LHA consuls eventually were successful in getting a route designated and then constructed as a state highway by 1927. The new road angled northwest from Steubenville Pike at Imperial, passing through Clinton, and crossing 5 miles of the West Virginia Panhandle, then crossing the Ohio River into East Liverpool.

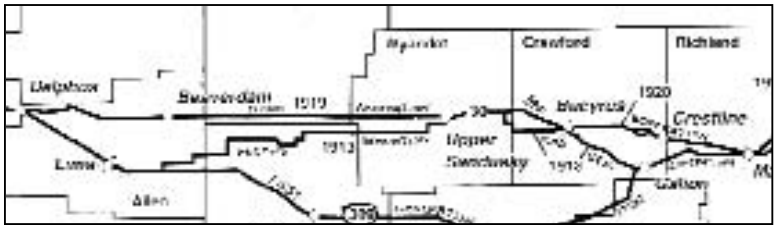
The Lincoln Highway originally crossed the Ohio River from First Street, over what was known as both the Chester Bridge and the Lincoln Highway Bridge. Built in 1897, the 705-foot suspension bridge was demolished in 1970.

Ohio

As a cross-state transportation corridor, Ohio's Lincoln Highway route was pioneered by the Pittsburgh, Fort Wayne and Chicago Railroad (controlled by the Pennsylvania Railroad) in the 1850s. Connecting Canton, Massillon, Wooster, Mansfield, Crestline, Bucyrus, Upper Sandusky, Lima, and Fort Wayne, this line stimulated the urban-industrial growth that bolstered civic and economic growth in these towns by the time they were joined again by the Lincoln Highway. Before the railroad and after the Lincoln Highway era, the main routes of travel across Ohio were along the National Road/Interstate 70 corridor to the south and the Lake Shore/Ohio Turnpike/I-90 corridor to the north.

The easternmost section of the Lincoln Highway between East Liverpool and Lisbon, is historically more associated with travel between the Ohio River and Lake Erie than with east-west movement. On the other side of the state, the Lincoln Highway followed the Bucyrus-Fort Wayne Road laid out in 1835 along an ancient Lake Erie beach ridge to facilitate the settling of western Ohio and northern Indiana. In 1912, much of the future route of the Lincoln Highway was designated as "Main Market Route Three," part of a farm-to-market state road network linking county seats before the rise and dominance of long-distance motor highways.

The location of the Lincoln Highway's Appalachian crossing to the east and the LHA's desire to run the road near Chicago farther west determined the general path of the route across Ohio and Indiana. The resultant route followed the best roads available between Pittsburgh and Chicago. When more direct roads were built or improved, the Lincoln was apt to be rerouted to follow them. Fully 60 percent of the original Lincoln Highway in Ohio was abandoned in subsequent reroutings. This does not include subsequent bypasses that marginalized dozens of roadway remnants across both states. The Lincoln Highway legacy is thus characterized by a braided stream of roadways rightfully claiming to have



This map details the multiple generations of Lincoln Highway in central Ohio.

been a part of America's first transcontinental highway at one time or another.

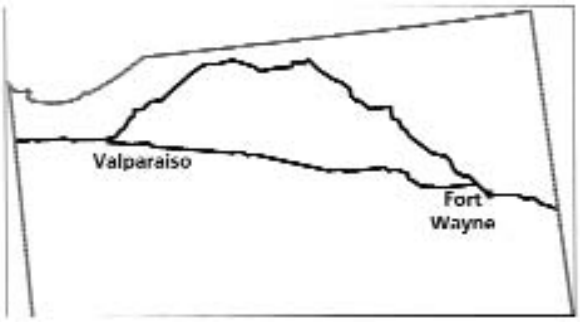
One of the most controversial reroutings of the Lincoln Highway came when the association dropped 70 miles of roadway between Galion and Lima via Marion and Kenton in favor of an unfinished route to the north. This occurred a mere three weeks after these towns celebrated their inclusion on the Proclamation Route of September 1913. An unsuccessful petition asking the Lincoln Highway Association to reverse the rerouting was supported by then Senator Warren Harding, which ultimately led to the building of the Harding Highway along the route abandoned by the Lincoln Highway.

The LHA's effort to secure a more direct route through north central Ohio was thwarted for years. This forced the association to "temporarily" locate the Lincoln Highway over a series of poorly maintained section roads from Galion through Bucyrus, Upper Sandusky, Forest, Dunkirk, and Ada, adding 5 railroad grade crossings, 29 turns, and 3 miles to the original route. Additional reroutings and improvements had ironed out the road by 1924, removing Galion, Nevada, Forest, Dunkirk, Ada, and Lima from the list of Lincoln Highway towns in favor of what was defined as the Lincoln's longest straight section between Upper Sandusky and Cairo.

Ohioans were proud of their Lincoln Highway, and worked tirelessly under the leadership of LHA state consuls John and Frank Hopley to improve and promote the route. A final route adjustment took place when Boy Scouts placed concrete markers along the entire route of the Lincoln Highway in 1928. Ashland was bypassed when the more direct alignment between Wooster and Mansfield was added.

Soon after the 1925 marking of the Lincoln Highway as part of U.S. 30, the newer Bucyrus-Upper Sandusky route achieved parity with the original alignment through Marion and Kenton. The former was designated U.S. 30N, and the latter U.S. 30S. This lasted until 1973, when the northern route acquired the U.S. 30 shield and the southern route was redesignated Ohio State Route 309.

Indiana



Fort Wayne, IN, is the largest Lincoln Highway town between Pittsburgh and Chicago. Historically, it attracted any transportation route passing between these two larger cities. This was the case in the 1850s when the Pennsylvania's Pittsburgh, Fort Wayne and Chicago Railroad was constructed, and it was the same some 55 years later with the routing of the Lincoln Highway. From Canton, OH, to Fort Wayne, the various Lincoln Highway alignments never strayed too far from the railroad's well-established transportation lifeline.

Beyond Fort Wayne, however, the railroad tracks struck northwest toward Chicago along a direct 145-mile right-of-way, where an incomplete network of lanes existed along the section lines. By contrast, the Lincoln Highway inherited an old emigrant road angled northwest along a different radiant to the upper Kankakee Valley, where it joined the Sauk Trail coming westward from Detroit bound for the Illinois

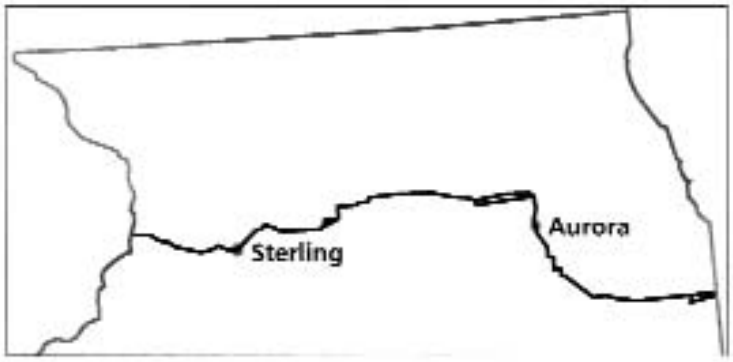
prairie. With the urban-industrial growth of Elkhart, South Bend, and the cities around the toe of Lake Michigan, the old trace was upgraded into northern Indiana's most important wagon road, and likewise adopted by the Lincoln Highway in 1913 (and now marked as U.S. 33 and IN 2).

The highway's circuitous routing through northern Indiana brought it into the transportation corridor of the Northern, or Lake Shore, Railroad routes. This was the main line of travel between New York City and Chicago via Albany, Buffalo, and Cleveland. It should be noted that Ligonier, Elkhart, South Bend, and LaPorte were New York Central Railroad towns. Motorists following the northern route west would have joined the Lincoln Highway at Ligonier from what was locally known as the Chicago-Toledo Pike or, later, the Blazed Trail.

The Lincoln Highway was designated as one of the first three highways to be improved after the Indiana State Highway Department was formed in 1917. Work accelerated in the more urban counties first, with concrete being poured along sections in Elkhart, Saint Joseph, and Lake counties by 1920 and in Allen County in 1923. By 1924, only the two most rural sections of Lincoln Highway between Fort Wayne and Ligonier and between LaPorte and Valparaiso were still surfaced in macadam. These were the two stretches spanning the gulf between the New York Central-dominated Northern Route and the more direct Pennsylvania Route.

A reliable road had been constructed along the Pennsylvania Railroad in time to receive the concrete posts of the Lincoln Highway's final marking in 1928. The rerouted road connected Fort Wayne and Valparaiso through Columbia City, Warsaw, and Plymouth, shaving 20 miles from the original Lincoln Highway. This latter route, which took the U.S. 30 shield as well as the Lincoln name, was bypassed itself by the construction of a four-lane replacement highway after World War II.

The LHA refined the art of building object lesson roads with its "seedling mile" program. In 1920 LHA Vice President Austin Bemment started working on the ultimate seedling mile, a short stretch of road constructed to the highest standards as a demonstration project. A 1.33-mile section of semirural road east of Dyer, IN, was selected to be upgraded into a four-lane concrete highway bordered by pedestrian walkways and lit with electric lights. Opened in 1923, the "Ideal Section" incorporated many innovative highway features, even though the design speed was a mere 35 miles per hour for cars and 10 mph for trucks. The LHA encouraged other states to adopt the construction features of the "Ideal Section" to improve the roadbed nationwide. The "Ideal Section" bore the traffic of U.S. 30 until 1997, when it was ripped out as part of a road-widening project. Two stone monuments are all that remain of the "Ideal Section."



Illinois

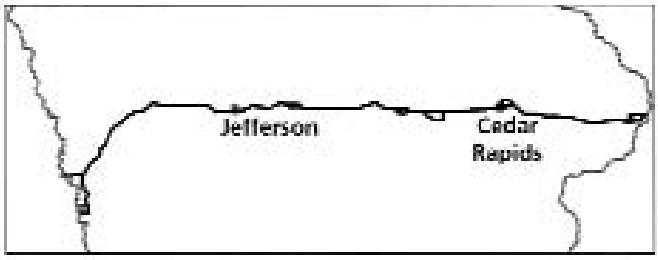
Although the pull of Chicago directed the general course of the Lincoln Highway west from Pittsburgh, the LHA had no intention of actually running the route through the congested

city streets of that sprawling prairie metropolis. Their vision of America's first transcontinental road was pegged to the scale of the nation, favoring long-distance travelers over local traffic. For Chicago, close was good enough. The Lincoln Highway looped around the city thirty miles distant, passing through Chicago Heights, Joliet, Plainfield, Aurora, and Geneva before striking west again. Recognizing that Chicago would be an origin or destination for many, the LHA established official Lincoln Highway feeders that branched from the main highway at three different locations. Chicago-bound motorists could leave the Lincoln Highway at Dyer, IN, and pass through Hammond and South Chicago to Michigan Avenue or turn north on the Dixie Highway in Chicago Heights. Westbound motorists from Chicago were advised to follow the Lincoln Highway signs along Roosevelt Road to pick up the transcontinental road in Geneva.

The most important route-fixer determining the trajectory of the Lincoln Highway west from Chicago was the Rocky Mountain crossing. After Carl Fisher's 1913 expedition across Kansas and Colorado ruled out the possibility of crossing the Rockies over Berthoud Pass in Colorado, the only logical choice was through southern Wyoming's Great Divide Basin. This would mean a route up Nebraska's storied Platte River Valley by way of Omaha. Even with that, the route from Chicago to Omaha was not clear-cut, causing LHA President Henry Joy to take ten trips across Iowa in five years to conclude that as many as 50 possible routes existed, none significantly more advantageous than the others.

The route eventually chosen was a well-used road that Iowans already referred to as the Transcontinental Route. The most direct road to it from Chicago was straight across northern Illinois through DeKalb, Rochelle, Dixon, Sterling, and Morrison to a Mississippi River crossing at Fulton. This was the route of the Chicago and Northwestern Railroad, the Lincoln Highway's near constant companion all the way to Omaha.

With the passing of the Federal Highway Act in 1921, Illinois designated the Lincoln Highway as part of its interstate system and moved rapidly to improve it. By 1924, 138 miles of the 165 miles of the Lincoln Highway in Illinois had been paved in concrete; only 3 miles were left in macadam. Realignments throughout the 1920s straightened the road east of Aurora and west of Geneva. Then in 1937, ten years after the LHA was disbanded, 90 miles of Lincoln Highway were sidestepped when a new road was built for U.S. 30 across open farmland from Aurora straight west to the Rock River.



Iowa

The westbound Lincoln Highway traveler's first glimpse of Iowa was from the crest of the Fulton and Lyons Bridge high above the Mississippi River. The bridge was infamous for the right-angle turn on its western approach. This turn was not much of a concern for wagons in 1891 when the bridge was completed, but it was decided hazard for the cars and trucks that inherited it as part of the nation's first transcontinental highway. A new cantilevered span was constructed just downstream in the 1930s, but the four massive through trusses of the old Lincoln Highway Bridge stood until being demolished in 1975.

From the vast matrix of section roads that grid Iowa's rolling countryside, two rival trans-state routes that emerged during the early 20th century carried the bulk of long-distance traffic between Illinois and Nebraska. The Lincoln Highway favored the general path of what was already known as the Transcontinental Route, because it had been followed by a number of well-publicized cross-country auto trips. This included the very first crossing, which was taken by H. Nelson Jackson and Sewell Croker in 1903. From Clinton west, the original Lincoln Highway ran through DeWitt, Mount Vernon, Marion, Cedar Rapids, Belle Plaine, Tama, Marshalltown, Ames, Jefferson, Carroll, Denison, and Logan to the Missouri River at Council Bluffs.

Iowa's Lincoln Highway was slow in being improved. Road construction, even for interstate routes, was a referendum issue voted on at the county level. At the time, agricultural counties tended to favor farm-to-market roads, which spread the highway dollars more thinly across many roads, rather than long-distance roads, which concentrated the funds on fewer high quality highways. These "peacock alleys" were thought of as benefiting primarily wealthy, urbane auto tourists. In comparison to Illinois, which had 95 percent of its Lincoln Highway paved by 1924, Iowa's 362 miles of transcontinental road were still overwhelmingly graded dirt and gravel. The LHA recommended that drivers not waste their time trying to navigate these roads during wet weather, but to wait until they dried out. Clinton and Greene were the only Iowa counties with substantial mileage in concrete in the early 1920s.

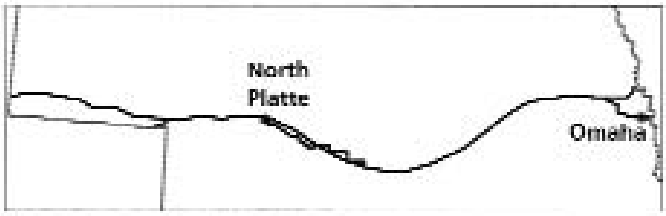
Although Iowa lagged in road construction, the state was at the forefront in small bridge construction. Even before 1920, graceful reinforced concrete arch bridges were beginning to replace the ancient wooden spans on Iowa's main roads. Such bridges were an Iowa specialty. Examples of this type still carry traffic at Chelsea, Cedar Rapids, and over the North Raccoon west of Jefferson. The wing walls of two small concrete bridges east of Grand Junction are embossed with the Lincoln Highway logo. The most famous span is the Tama Bridge, built in 1915 to incorporate the words "Lincoln Highway" in both railings. During the 1910s and 1920s, the Iowa State Highway Department also used a concrete through-arch designed by James Barney Marsh. A number of these majestic Marsh rainbow arches graced the Lincoln Highway, although only one now remains, spanning Beaver Creek west of Ogden.

The 1913 Eureka Bridge is a multiple span, closed spandrel reinforced concrete arch bridge over the North Raccoon River west of Jefferson, Iowa, Greene County.

Even with the limited all-weather road construction, Iowa designated a state highway system in 1919, which included the Lincoln Highway. The Lincoln Highway Association continued to reroute sections of the road, searching for the most direct alignment. In western Iowa, the Harrison County stairsteps, a series of 11 right-angle section line curves, were cut through with a straight road by 1924. East of Cedar Rapids, the Mount Vernon shortcut was also opened in the early 1920s, much to the vocal consternation of the town of Marion, which was dropped from the route as a result.

Numerous other reroutings took the Lincoln Highway on different sets of town streets or rural section roads throughout the state. Most of the remaining right-angle turns were smoothed out by the 1930s, including the 10 miles of circuitous routing to avoid the Bohemian Hills of Benton and Tama counties. This was bypassed with a new road in 1936 that also sidestepped the former Lincoln Highway towns of Belle Plaine, Chelsea, and Tama. Another major rerouting occurred with the 1930 opening of the Abraham Lincoln Memorial Bridge over the Missouri River, which provided a direct route between Missouri Valley, IA, and Blair, NE, lopping off

the southern Lincoln Highway loop through Council Bluffs and Omaha.



Nebraska

Rejection of the Kansas-Colorado route meant the Lincoln Highway would follow in the paths of the westward pioneers who followed Nebraska's legendary Platte River Valley, crossing the lower-elevation Rocky Mountains through Wyoming. This was the route of the Oregon-California Trail during the mass overland migration of the 1840s and 1850s, and it was used by the Pony Express for the 19 months it ran in 1860 and 1861 before the advent of the telegraph. The path of the Lincoln Highway, however, did not follow these traces, which stayed mostly south of the river. Instead, the Lincoln Highway kept close to the Union Pacific Railroad on the north bank. Established as the first transcontinental railroad in 1869, the Union Pacific infused life into many Platte River Valley towns, such as Fremont, Columbus, Grand Island, Kearney, and North Platte. These towns were also connected by the unimproved section line roads that would become the Lincoln Highway.

The original Lincoln Highway route crossed the Missouri River into Omaha on the old Douglas Street Bridge and dropped into the Platte River Valley west of Elkhorn. The highway was routed through the broad river bottoms for nearly 400 miles, following section line roads nearest to the railroad tracks. The Union Pacific had been built parallel to the Platte River, which flowed at an angle to the rectangular township and range survey system that bounded the Lincoln Highway. As a result, the Lincoln Highway in Nebraska was characterized by right angle turns and railroad grade crossings.

The original Lincoln Highway split at Big Springs in Nebraska's western Panhandle. The main highway turned north to climb out of the South Platte Valley, then west along Lodgepole Creek to Wyoming. The Colorado loop followed the South Platte River southwest to Julesburg, CO, then on to Denver before returning to the main Lincoln Highway in Cheyenne, WY.

The first series of Lincoln Highway reroutings involved straightening the right angle-turning "stairsteps" by relocating the Lincoln Highway from section roads to new alignments along the railroad. Where it had the available land, the Union Pacific Railroad was more than willing to help. By 1924, the Union Pacific had provided a 50-foot strip of its own right-of-way for a paralleling Lincoln Highway in seven different counties. The railroad was less threatened by the Lincoln Highway's potential as a competitor than it was by the potentially catastrophic train wrecks that could result from the highway's many grade crossings. The realignments eliminated grade crossings while shortening the route.

In 1917, the highway in Dawson and Lincoln counties was relocated to the edge of the Union Pacific right-of-way, bypassing miles of stairsteps. This included the Gothenburg stairstep on the south side of the Platte River, which was eliminated with the opening of the North Platte River Bridge, cutting 18 miles from the Lincoln Highway between Gothenburg and North Platte.

In 1920, the state of Nebraska took over the entire Lincoln Highway and continued to improve the route. Because of its length, sparse traffic, and scattered population centers, Lincoln

Highway road construction was largely limited to grading and graveling until the 1930s. A 70-mile stretch of graveling was completed on Nebraska's Lincoln Highway in 1920, compared to only 5 miles of concrete and 5 miles of brick. The concrete section was stimulated by the Lincoln Highway Association's construction of a "seedling mile" west of Fremont in the previous year.

By the end of 1924, only 84 miles of Nebraska Lincoln Highway was still classified as "good dirt," most of it between Columbus and Kearney. In comparison, 330 miles were gravel-surfaced, which was state policy as gravel was cheap and locally abundant. Only 28 miles had any type of hard surfacing, 18 miles in brick and 10 miles paved in concrete. By 1928 all of the stairstep routing had been eliminated. There were very few sections of the Lincoln Highway where the motorists could not hear Union Pacific train whistles, and along most sections the trains could be seen.

The last major rerouting of the Lincoln Highway in Nebraska occurred with the opening of the Abraham Lincoln Memorial Bridge in 1930, which also was known as the Blair Bridge. This new Missouri River crossing made a more direct link between Fremont, NE, and Missouri Valley, IA, bypassing Council Bluffs and Omaha. The new route not only captured the U.S. 30 shield; it also became the generally accepted route of the Lincoln Highway, the signs of which were relocated from Omaha to Blair.

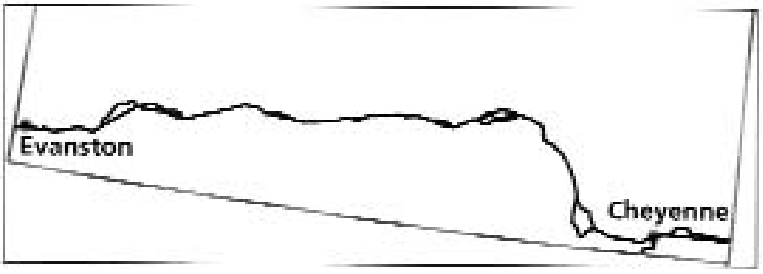
Colorado

Colorado was once a Lincoln Highway state, and for a brief period Denver was the second largest western city on the highway. As was explained in the introduction to this chapter, Colorado was at first excluded and then included in the Lincoln Highway's route. While not including his state on the main, most direct route of the highway, the LHA agreed to accept a "dogleg" to Denver in exchange for Governor Ammons's promise to build the dogleg to the standards of the main Lincoln Highway. Therefore, the Proclamation Route of the Lincoln Highway that was announced a few weeks later included a bifurcation at Big Springs, NE, that was routed along the South Platte River valley through Julesburg, Sterling, and Fort Morgan to Denver, then returning north through Longmont, Loveland, and Fort Collins to rejoin the main Lincoln Highway at Cheyenne, WY.

To Henry Joy, directness of route was everything. No LHA official regretted the temporary lapse of conviction associated with including the Colorado loop more than Joy. The organization feared that critics would point to such deviations and say, "Here you were swayed; at this point you deviated from your announced purpose." Afterwards, the LHA was besieged with petitions to bend the route one way or another, but possibly because of their Colorado experience, the association officials were more resilient than ever, even turning down a request from President Woodrow Wilson to run the Lincoln Highway through Washington D.C.

Only the circuitous droop of the Colorado Loop vexed the organization, and then not for long.

In January 1916 the LHA distributed a report that included a quantitative method for determining route efficiency by calculating the percentage in which a road wandered from a straight line drawn between two terminal points. Route corrections over the previous three years had shaved 184 miles from the transcontinental highway, making it 85 percent efficient. The Colorado Loop was not a factor in the calculations because the association had quietly dropped it the year before as if it had never existed.



The people of Colorado, however, had not forgotten their section of the Lincoln Highway, which continued to be well marked. In addition, a large billboard was erected at the split at Big Springs, NE, to encourage westbound motorists to take the Lincoln Highway through Denver. The LHA countered with its own adjacent billboard depicting the Lincoln Highway's "true" route west through Wyoming. Driving the point further, the second edition of *The Complete Official Road Guide of the Lincoln Highway* cautioned westbound motorists to take the "right hand road" at Big Springs, warning that, "numerous markers have been placed here to mislead the tourist." The 1924 edition of the LHA guide flatly states that regardless of the deliberately misleading red, white, and blue markers, "the Lincoln Highway does not enter Colorado."

Today, Colorado's Lincoln Highway is sometimes vaguely discernable because of the absence of the same kind of LHA literature that was generated for the route in other states after 1915. Until new information is unearthed, some of the route can only be assumed by linking the seven Colorado towns of the original Proclamation Route (Julesburg, Sterling, Fort Morgan, Denver, Longmont, Loveland, Fort Collins) with the main roads that would have been available in 1913. The 1916 Complete Official Guide to the Lincoln Highway offers more clues by suggesting that eastbound motorists wanting to detour to Denver at Cheyenne can return to the Lincoln Highway via "Fort Lupton, Greeley, Fort Morgan, Sterling, and Julesburg."

Wyoming

Like the cities of New York, San Francisco, metropolitan Chicago, and the Appalachian crossing, the Lincoln Highway's Rocky Mountain crossing in Wyoming helped to pin down the routing of America's first transcontinental highway. According to the official history of the Lincoln Highway, the three trans-Rocky Mountain routes considered were Raton Pass on the Colorado-New Mexico border, the "Great South Pass" through Wyoming's Sherman Mountains, and the "Old Emigrant Trail" along the North Platte and Sweetwater rivers. The routes are confusing for several reasons. Jim Bridger opened the Overland Trail across southern Wyoming in 1862, and this was the route followed by the Union Pacific Railroad in 1869. As in neighboring Nebraska, the Lincoln Highway followed the route laid out by the railroad.

The road from Nebraska to Cheyenne was fairly well established in time for the Lincoln Highway, but the road beyond Sherman Summit was practically nonexistent even after the LHA designated it to be part of America's

grand cross-country boulevard. Early motorists essentially followed the route of the Union Pacific Railroad, in places making their way over well-tracked trails; in other places they would strike off over open country, directed more by the location of ranch gates in fenced rangeland than by any red, white, and blue blazes. Motorists wandered over a braided path of possible routes that in parts of Wyoming were not channeled into a single built roadway until the 1920s.

Sections of the original Lincoln Highway in the Sherman Mountains and west of Rawlins used the graded Union Pacific right-of-way constructed in 1868 and then abandoned for an improved alignment around 1900. Although narrow and bumpy, the right-of-way had moderate grades and was durably constructed of gravel crushed from Sherman granite, which was also used in early Wyoming road building projects. West of Cheyenne, the Lincoln Highway ascends the Gangplank, a low-grade route from the High Plains to the top of Sherman Summit discovered by Union Pacific surveyors in 1866. The original Lincoln Highway passed close to the Union Pacific's Ames Monument then dropped south to Tie Siding before turning north to Laramie.

Around 1919, the road was rerouted over Sherman Summit and down Telephone Canyon. In 1959 the Lincoln Monument, a massive bust of Abraham Lincoln, was constructed at the road's highest point (8,835 feet) on Sherman Summit, and the monument was moved to a nearby Interstate 80 rest stop in 1968.

The Lincoln Highway followed the Union Pacific Railroad in a broad, northward arc across the Laramie Plain from Laramie, through Bosler, Rock River, and Medicine Bow before turning west again to Rawlins. In some places along this stretch, the Lincoln Highway braided stream corridor includes no less than four generations of roadway. Along much of its length, the original 1913 trace is barely discernable.

The second generation Lincoln Highway constructed between 1920 and 1923 was actually the first generation automobile road built by the state of Wyoming. Even the LHA conceded that the traffic warranted only a 24-foot wide gravel road but nonetheless insisted on referring to it as a "boulevard." The LHA contributed $20,000 from the Willys-Overland Fund to construct the Lincoln Highway through Carbon and Sweetwater counties, which included a number of concrete culverts and bridges. The first hard-surfaced road was constructed around 1931 as the third generation Lincoln Highway, and the wider U.S. 30 alignment was completed during the 1940s.

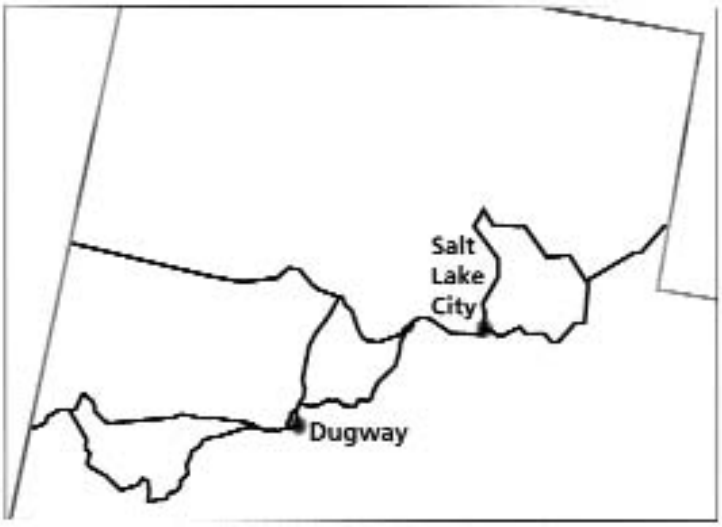
From Rawlins through Wamsutter to Rock Springs, the Lincoln Highway was relocated and constructed as a 24-foot wide gravel road between 1920 and 1924. This section crosses the Great Divide Basin with its Red Desert. The Continental Divide runs along the rim of the basin, so Lincoln Highway motorists crossed the divide twice.

One of the Lincoln Highway's most significant monuments stood on the barren knoll at the Continental Divide until its relocation to the Interstate 80 rest stop at Sherman Summit in 2001. This is the Henry B. Joy Monument, which was erected to honor the president of the LHA and the Packard Motor Company. Joy wanted to be buried at this location. His wife, Helen, ensured that he was not, but she had the monument erected in 1938. It was surrounded by a fence with four Lincoln Highway markers.

West of Green River, WY, the original Lincoln Highway followed the Overland Trail through Telephone Canyon until 1924, when a new road was opened through the Green River

The Abraham Lincoln Memorial at the Sherman Hill Summit in Wyoming

Valley. This second generation highway passed the foot of Tollgate Rock and ran along the base of the spectacular Green River Palisades before crossing the longest Lincoln Highway span in Wyoming, the 286-foot long Green River Bridge.



Farther west, near Moss Agate Knoll, the original Lincoln Highway hooked up with the Oregon-California Emigrant Trail, which angled southwest from South Pass to Fort Bridger. A more direct alignment was constructed through Little America in the 1940s. At Granger Junction, the road split. After 1925, traffic bound for the Pacific Northwest followed U.S. 30N (later U.S. 30) to Kemmerer and then went into Idaho's Snake River Valley. California-bound traffic followed U.S. 30S, the modern Lincoln Highway replacement, to its reunion with the 1913 Lincoln Highway east of Lyman, then through Fort Bridger, Evanston, and into Utah.

Utah

Sixty-six years after Brigham Young looked out over the Salt Lake Valley and declared, "This is the place," the Lincoln Highway followed the route of the Mormons over the Wasatch Mountains and into Utah. From the Wyoming border, the route passed through Echo Canyon to Main Forks (a.k.a. Echo Fork) on the Weber River. The Union Pacific Railroad rebuilt part of this route during the early 1920s when the old road was buried beneath the heavy fill required by the double tracking of the line.

The Proclamation Route of the Lincoln Highway, influenced by the wishes of Utah Governor Spry, turned northwestward through Echo and Weber Canyon to Ogden. From there the route turned south to Salt Lake City. In 1849, Parley P. Pratt blasted the Golden Pass Road through what was then Big Kanyon. Decades later, the Union Pacific Railroad drove a line down the same narrow canyon, crisscrossing the old wagon road.

With the Lincoln Highway, early guidebooks warned motorists to be careful of the ten grade crossings that existed within the canyon walls. As this was a 36-mile deviation, the LHA amended the route in 1915 to drop this leg, reverting to its first choice alignment, which was south from Main Forks along the Weber River Valley and through Silver Creek Canyon to the Wasatch Mountain summit, then along the west slope through Parleys Canyon.

After the Ogden leg of the Lincoln Highway was dropped, the highway entered Salt Lake City on 21st Street South (now 2100 South) to State Street, where it turned south, then west again on 33rd Street South (now 3300 South). By 1924, the Lincoln Highway west from Salt Lake City had already been rebuilt as the first piece of concrete pavement on the Lincoln Highway in Utah. The hard surface extended through the copper smelting towns of Magna and Garfield, near the shores of the Great Salt Lake.

After rounding the northern tip of the Oquirrh Mountains, the Lincoln Highway struck west to Timpie near the eastern edge of the Great Salt Lake Desert. The original Lincoln Highway circled around the south end of the Great Salt Lake Desert through the remote settlements of Fish Springs and Callao to Ibapah, 6 miles east of the Nevada line.

In 1919, the LHA made substantial improvements to the route between the Great Salt Lake and Ibapah. Carl Fisher donated $25,000 to open a road over the Onaqui Mountains at Johnson Pass. This allowed the Lincoln Highway to be redirected over an improved gravel road through Tooele and Rush Valley, leading to the abandonment of the Skull Valley route. After passing over the newly renamed Fisher Pass in the Onaquis, the Lincoln Highway reconnected with the old route at Orr's Ranch.

The success of the Fisher Pass improvement was tempered by the fiasco of what became known as the "Goodyear Cutoff" farther west. Frank Seiberling, president of both the LHA and the Goodyear Tire and Rubber Company, committed $100,000 to build a 40-mile shortcut across the southern tip of the Great Salt Lake Desert from County Well - west of Orr's Ranch - to Gold Hill. With this financial commitment, the Utah State Highway Department agreed to use its own equipment and funds to finish the road. When the state withdrew support after only seven miles of grading and gravel, the LHA's most acrimonious relationship was initiated.

The Utah state government, realizing that at least $100,000 more would be required to finish the Goodyear Cutoff, had reevaluated its long-term highway plan and terminated the project. Officials in the LHA were understandably annoyed because of the large sum of money that already had been invested in Utah and Nevada; this investment would be negated because nearly 600 miles of Lincoln Highway between Salt Lake City and Reno depended on the completion of the Goodyear Cutoff. Utah instead began to construct the Wendover Road across the widest part of the Great Salt Lake Desert west from Timpie to Wendover, UT, on the Nevada line. This would keep southern California-bound motorists in Utah longer by forcing them to take the Arrowhead Trail south from Salt Lake City rather than the Lincoln Highway to Ely, NV, and the Midland Trail across Nevada to California.

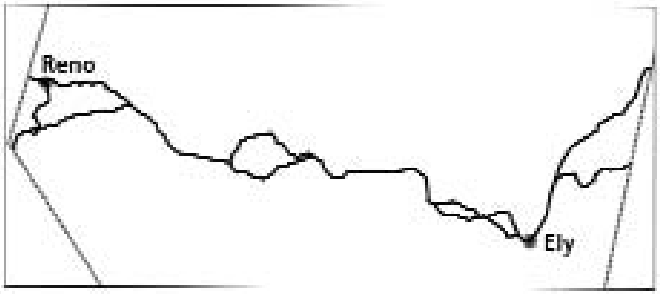
To ensure the success of its plan, the state of Utah refused to designate the desert section of the Lincoln Highway as part of its 7 percent interstate highway system, denying the route any funds available through the Federal Highway Act of 1921. At an extreme cost, the Wendover Road was completed over 40 miles of salt flats in 1927. It was part of the Victory Highway (U.S. 40), a late-arriving transcontinental highway that continued on to San Francisco via the Humboldt Valley in northern Nevada. With this being the only federal highway west from Salt Lake City, the LHA was forced to swallow its pride and accept it as the route of the Lincoln Highway, even though it meant waiting until 1930 before a connecting road was built between Wendover and the original Lincoln Highway north of Ely.

After the Wendover Road was completed, few motorists made the deviation south to Ely to cross central Nevada via the Lincoln Highway, opting instead to continue on the shorter Victory Highway to Reno, where it rejoined the Lincoln Highway. The Goodyear Cutoff was absorbed by the U.S. Army's Dugway Proving Ground in 1942.

This section of Lincoln Highway across the Bonneville Salt Flats of northern Utah represents one of the few road battles lost by the LHA. The association had to accept this route after the state of Utah refused to recognize its more favored desert crossing farther south, known as the Goodyear Cutoff.

Nevada

On a modern road map of Nevada, the bold line marking Interstate 80 appears to have an obvious routing along the



Humboldt River between Salt Lake City and Reno. By comparison, the thin line of U.S. 50, the route of the Lincoln Highway, seems remote and tentative, hardly the expected impression of what was once the country's premier transcontinental highway. With no interstate access through central Nevada, modern traffic to or from California is carried far to the north or south of the Lincoln Highway, which may have resulted in its recent designation as the "Loneliest Road in America. The Lincoln Highway was clearly the best trunk road in Nevada until the end of the 1920s, but its ultimate destiny was largely determined by the physical geography and historical events of neighboring Utah. From 1913 to 1919, the Lincoln Highway Association fixed the main motor route between Salt Lake City and San Francisco through central Nevada. The expansive Great Salt Lake Desert blocked the way west from Salt Lake City, and there were few funds available to build a road across the barren salt flats. Such a road would require heavy grading to raise it above the level of the spring floods. The Lincoln Highway was therefore routed around the south end of the desert to Ely.

The direct link between Salt Lake City and Ely started to fade after 1919. This was when the State of Utah reneged on its contract to complete the Lincoln Highway's Goodyear Cutoff across 20 miles of salt flats at the southern tip of the Great Salt Lake Desert in favor of the 40-mile long Wendover Road through the heart of the desert farther north. This road was designated part of the Victory Highway, a lesser-known transcontinental motor road that also stretched between New York and San Francisco. The Lincoln Highway Association fought the decision, and did its best to mark and maintain its route through western Utah, but it became clear that the under-funded Lincoln Highway would never be able to attract the traffic drawn to the completed Wendover Road.

In 1927, the LHA abandoned its route for the Wendover Road with the assurance that Nevada would build an 80-mile connecting road south from Wendover to join the old route of the Lincoln Highway north of Ely. This 80-mile gap in the now more circuitous Lincoln Highway was not spanned until 1930. By then, the more direct Victory Highway (U.S. 40) through northern Nevada's Humboldt River Valley had been improved enough to capture most of the traffic traveling across the Great Basin.

Before the Lincoln Highway, the Humboldt River Valley was the preferred overland route across Nevada used by the California Trail and the first transcontinental railroad. Following the river from Wells to Humboldt Sink, the Victory Highway had lower grades and crossed fewer mountain ranges than the Lincoln Highway.

The Lincoln Highway's route through central Nevada crossed five ranges with elevations greater than 7,000 feet and included grades as steep as 18 percent. It essentially followed the trails and wagon roads opened along the line of the old Pony Express/Overland Stage Route to serve metal mining and smelting towns such as Ely, Eureka, and Austin. These towns lie in north-south valleys that are separated by parallel ridges. The towns are connected by railroad branch lines northward to the main line railroads in the Humboldt Valley. Running transverse to the alternating basins and ranges, the road inherited by the Lincoln Highway was

established as the only east-west transportation link through central Nevada.

During the early years, there was much optimism over road improvements initiated by the LHA in Nevada. As a large state with a small population (a mere 80,000 people in 1920), there was very little Nevada could do to improve the route. Its section of the Lincoln Highway was therefore the recipient of substantial sums of LHA money. General Motors Corporation and Willys-Overland Company were the financial backers behind $115,000 of LHA donations to improve six sections - a total of 120 miles - of Lincoln Highway between Ely and Reno. Most of the projects were grading and graveling undertaken in 1919, the same year as Utah's ill-fated Goodyear Cutoff. The roads across Frenchman's Flat and Fallon Flats were constructed, as was a section west from the Eureka-White Pine county line to Devil's Gate.

Much of the road between Ely and Eureka was completely relocated northward during the early 1920s to follow the current alignment of U.S. 50. As a result, an array of lonely places listed in the 1915 and 1916 *Complete and Official Road Guide of the Lincoln Highway* were absent from the 1924 edition, including Reipetown, Kimberly, White Pine Summit, and Six-Mile House. In 1924 and 1925, 50 miles of new road was constructed over Carroll Summit between Austin and Eastgate, resulting in the rerouting of the Lincoln Highway away from the old Overland Trail through New Pass and a saving of 15 miles. Ironically, a hard-surface highway improvement project in the 1930s relocated the Lincoln Highway back to the original route.

The westward Victory Highway rejoined the original Lincoln Highway at Fernley, and both ran concurrently through Reno and into California via Donner Pass through the Sierra Nevada. At Reno, the Lincoln Highway's Pioneer Branch turned south down Virginia Street to

Steamboat Springs and Carson City. At the Nevada state capitol, the highway turned west on King Street to climb the tortuous King Canyon Grade to Lake Tahoe before crossing the Sierra Nevada. This alternate trans-Sierra Lincoln Highway route was contrary to the association's prime directive of finding the best, most direct path to San Francisco. It was part of the original Proclamation Route and never explained more than as a way "for those tourists desiring to see Lake Tahoe." The LHA did consider scenic and historic attractions in its routing of the Lincoln Highway, but the Pioneer Branch was the only significant bifurcation established essentially as a scenic byway.

In 1921, the Fallon Cutoff opened over a new gravel road from Carson City east to Lahontan Dam, where it connected with an old trail that continued to the Lincoln Highway 9 miles west of Fallon. This road replaced the section of the Pioneer Branch that ran through the Washoe Valley between Reno and Carson City, and it actually made the Pioneer Branch the shorter of the two routes to Sacramento. West of Carson

City, the steep, twisting King Canyon Grade over the Carson Range's Spooner Summit was eventually abandoned for an alignment farther south, accessed via Stewart.

California

There were only two good passes from central Nevada over the Sierra Nevada to San Francisco, and the Lincoln Highway used both. The main route was over the 7,239-foot high Donner Pass, which had been pioneered by the California-bound Stephens party in 1844, but which was named for the tragic Donner party, who were trapped in the mountains over the winter of 1846-1847. West of Donner Pass, the route passed from the Yuba River to the Bear River Valley via Emigrant Gap, then largely followed the interfluve above and between the steep walls of adjacent valleys, as was typical for trans-Sierra emigrant roads.

To tap into lucrative freight traffic, the route was made passable in 1864 as the Dutch Flat and Donner Lake wagon road. It also served the construction camps building the Central Pacific Railroad (later renamed the Southern Pacific) through the mountains. The rail line was opened in 1868, and a year later it became part of the nation's first transcontinental railroad.
The wagon road was neglected until resurrected as California State Highway 37 in 1909. Four years later it became part of the Lincoln Highway. The road also was marked as the trans-Sierra route for the Victory Highway and, after 1925, as U.S. 40. In 1964 Interstate 80 was opened through Donner Pass as the Lincoln Highway's modern transcontinental successor.

The original Lincoln Highway also included the Pioneer Branch, which split from the main Lincoln Highway at Reno and extended south down the Washoe Valley to Carson City. The Pioneer Branch crossed the Carson Range over Spooner Summit, wrapped around the south end of Lake Tahoe, then breached the Sierra Nevada via the 7,382-foot Johnson (Echo) Pass. Once on the west slope, the road followed the American River's South Fork to Pacific House, then on to Placerville, reaching Folsom at the eastern edge of the Sacramento Valley.

This trans-Sierra route was opened in 1848 by a party of Mormons headed east to Salt Lake City soon after gold was discovered at Sutter's mill. El Dorado, Sacramento, and Yolo counties constructed a public road in the late 1850s. In the 1860s a series of private turnpikes perfected what would become the route of the Pioneer Branch in 1913 and U.S. 50 after 1925. The Lincoln Highway Association established the branch as an alternative scenic byway for tourists who wanted to visit Lake Tahoe. After 1921, however, when the Fallon Cutoff opened a direct road between Fallon and Carson City, the Pioneer Branch became the shorter of the two Lincoln Highway routes to Sacramento, and it was just as likely to be traveled as the other route. Boy Scouts erected memorial concrete posts along both routes during the final marking of the Lincoln Highway in 1928.

The LHA's grand boulevard through the Sierra Nevada was a narrow gravel-surfaced road that was left to be buried under heavy snowfall each winter. The Tahoe Tavern on the shores of Lake Tahoe presented an annual trophy to the first California car to make it to the resort each spring. The demands of a growing skiing industry stimulated winter maintenance of the Pioneer Branch in the 1920s.

Significant improvements were made to the Lincoln Highway's northern Truckee route during the 1920s. In 1926 a shorter road carved out of the Truckee Canyon replaced the Dog Valley Road from Verdi, NV, to Truckee, NV. Farther west, the old Dutch Flat and Donner Lake Wagon

Road had been abandoned for a new alignment over Donner Pass, the crowning achievement being the rainbow arch Donner Summit Bridge, which was completed in 1926.

Early California-bound Lincoln Highway motorists were all but finished with their journey after reaching Sacramento. This was the location of Sutter's Fort, where the westbound wagon trains were broken up. During Lincoln Highway's period of significance, this was where the Truckee route and the Pioneer Branch rejoined, the former entering the city from Auburn on 15th Street, the latter approaching from Placerville on M Street. It was smooth driving from Sacramento to the coast; the entire route already had been paved with concrete or concrete surfaced with bituminous macadam by 1924.

A different sort of barrier determined the original route of the Lincoln Highway between Sacramento and San Francisco. In the middle of the Central Valley, the south-flowing Sacramento River meets the north-flowing San Joaquin in California's Inland Delta, a mammoth tidal marsh crisscrossed by waterways and drainage ditches. From here, the water of the Central Valley drains west to San Francisco Bay. To avoid this morass and the upper reaches of the bay, the Lincoln Highway followed Stockton Boulevard south from Sacramento through Galt and Woodbridge to the inland port of Stockton, staying well to the east of the Delta. Around 1920, the highway was rerouted away from the Lower Sacramento Road through Woodbridge to a new alignment passing through Lodi and entering Stockton on Cherokee Lane.

From Stockton, the Lincoln Highway swung south and west to Banta, taking a bead on Altamont Pass and Dublin Canyon as the way to cross the Coast Ranges, the final mountain barrier to the Pacific Ocean. The tightly twisted Altamont Pass Road was bypassed with the straighter alignment of U.S. 50 in 1938. On the bay side of the mountains, the Lincoln Highway entered Hayward on A Street, then turned north on Foothill Boulevard to Oakland. After turning onto High Street, the Lincoln Highway followed 14th Street to 24th Street to 12th and 13th streets to Broadway in downtown Oakland. The ferry slips to San Francisco were at the foot of Broadway, currently the site of Jack London Square.

In 1927, the Lincoln Highway was rerouted to the north and west of the Delta. This was the route of the Victory Highway (U.S. 40), avoided by the original Lincoln because of an unbridged arm of San Francisco Bay that required a ferry crossing at Benecia. In 1927, however, the Carquinez Strait Bridge opened at Vallejo, creating a more direct link between Sacramento and Oakland. The only obvious deviations were between Davis and Dixon, where the road followed the right-angle section lines until being replaced by a four-lane highway in the late 1940s. South of Carquinez Strait, the Lincoln Highway was marked along San Pablo Boulevard to University Avenue in Berkeley and then onto Berkeley Marina.

Interestingly, a Lincoln Highway journey leaving from either terminal city, New York or San Francisco, began with a ferry crossing. The opening of the Oakland Bay Bridge in 1939 made the ferry crossing obsolete, but, until that time the highway came ashore at the Ferry Building, then coursed up Market Street and west over Post and Geary streets to 36th Street. After turning north for a block, the Lincoln Highway entered Lincoln Park and its western terminus at the Hall of the Palace of Legion of Honor, overlooking the Pacific Ocean.

Chapter Three
Current Context of the Lincoln Highway

Above: An example of an automobile showroom located within Pittsburgh's Lincoln Highway automobile row.

Top: Lincoln Highway monuments flanking the entrance to Clink Boulevard in Crestline, Ohio.

ELEMENTS OF THE CORRIDOR

The routes of the Lincoln Highway add up to approximately 5,000 miles in length. Properties that contribute to the historic significance of the Lincoln Highway include the road itself, the views and vistas, bridges, markers to help travelers find their way, and numerous buildings that served travelers during the period of significance (1913-1956).

Of a potential 5,000 miles, the reconnaissance survey conducted as part of this project identified about 400 discontiguous miles of road and bridges that retain integrity. The survey also revealed about 300 markers and about 1,000 buildings that retain integrity and contribute to the significance of the Lincoln Highway. These resources are scattered throughout the length of the highway's corridor, in each of the 14 states, including 122 counties and 22 major cities. Appendix D contains a summary of the reconnaissance survey results.

OWNERSHIP AND LAND USE

Although the roads of the Lincoln Highway corridor are almost entirely in public ownership (state, county, and in some cases in the West, federal), buildings contributing to the significance of the road are almost entirely privately owned.

The road segments surveyed as part of this study for their intact integrity are, with a few possible exceptions, all under public ownership, either as state or county roads. The few exceptions are no longer easily drivable "remnant" roads that do not appear to be maintained. It is unclear who actually owns these remnants, but none of the identified remnant roads contains "no trespassing" signs or is fenced off. Because of this, it seems likely that these roads are still on public land.

East of Wyoming, the viewshed along identified segments of the road is mostly in private ownership. There are expansive sections of land in the West, however, in which the Lincoln Highway crosses land managed by the U.S. Forest Service (USFS), the Bureau of Land Management (BLM), the Bureau of Reclamation, and the Department of Defense. Together, these segments add up to perhaps 400 miles (see Appendix B). Notably, the road itself across the federal lands is typically not owned or maintained by the federal government, although the surrounding area is.

Of the identified buildings, nearly all appear to be both in private ownership and in commercial use. There are a few exceptions - some buildings that are in municipal ownership. The NPS team that conducted this study tried to send

letters to the owners of the 1,000 identified buildings but was unable to reach about 40 percent of these owners, either because the buildings appear abandoned (8 percent) or because addresses for them were unavailable.[2] About 8 percent of the owners returned the postcards included in the mailing to request more information.

The ownership of the 300 concrete Lincoln Highway markers identified as part of this project is unclear. While ownership of the markers may generally follow the pattern of ownership for other resources - those along road segments would be publicly-owned, those in front of buildings would be privately-owned -- further historical research might also reveal that, at the time of installation, these markers were "gifts" to the municipality or county.

EXISTING IMPACTS AND THREATS

Because the same qualities that lend historic roads integrity, such as narrow alignments and older, less smooth surfaces, can pose safety concerns with the speed demands of today's drivers, maintaining those qualities can be challenging. The same demand for convenient, efficient travel that led to the building of the Lincoln Highway has contributed to its destruction. Of the roughly 5000 miles that comprise routes of the Lincoln Highway, the survey identified less than ten percent of roadway retaining integrity.

Fortunately, even while 90 percent or so of the road itself has been significantly altered, there are about 1000 buildings contributing to its significance that remain. Six percent of these properties appear to be abandoned or neglected. Without further attention, it is likely that these buildings will cease to retain integrity. 49 of the 1471 surveyed resources (road segments, bridges, markers, buildings) are individually listed on the National Register of Historic Places[3], providing them some attention if there is a federally-funded project potentially threatening them.

INTEREST AND SUPPORT

During the scoping period for this project (winter 2002), overwhelming public support was expressed for the preservation of Lincoln Highway resources. State road departments expressed both support of the project and concern about their ability to maintain safety and efficiency standards for historic roads. A few respondents specifically expressed their support for a national park along the Lincoln Highway.

Approximately 600 people attended public meetings for this study in February and March 2003. A total of 900 comments were received at these meetings and through the mail. The feedback received during this comment period expressing support for the preservation and interpretation of the Lincoln Highway reflected the same general response that was received during the scoping period - overwhelming public support tempered by some concern from public roads departments (see Appendix F).

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[2]The study team's method for locating addresses of surveyed properties was as follows: The survey team recorded addresses of buildings as they surveyed them. Where street numbers were not visible on the building, the team recorded the placement as best they could (for example, "at the corner of…") In these cases, attempts were made to locate mailing addresses using business directories (e.g. the yellow pages). Where exact street numbers could still not be located, a mailing was sent to the best address available (e.g. an identified intersection). While that attempt was successful in some cases, roughly 100 letters were returned.

[3]In total, 128 resources surveyed are on the National Register, either individually or within the boundaries of a listed historic district (see Appendix C).

POTENTIAL FOR PUBLIC ENJOYMENT

It is difficult to predict how many people could be expected to travel along the Lincoln Highway and visit historic resources with a more comprehensive and coordinated national program of preservation and interpretation. No reliable mechanism is in place to record visitation to the two established long-distance travel promotion programs for the Lincoln Highway - the Lincoln Highway Heritage Corridor of Pennsylvania, and the Lincoln Highway Scenic Byway Program of Illinois.

One indicator of interest in the highway might be the level of interest in the subject matter generally - classic cars, roadside attractions, and historic roads. *Old Cars Weekly*, a magazine for classic car enthusiasts, has 70,000 subscribers, which indicates that there is a great deal of interest in this subject matter. However, *Roadside*, a magazine for roadside attraction enthusiasts, halted publication in 2001 because of an unsustainably low level of interest. A new magazine for fans of historic roads, *American Road*, expects to nearly double the number of issues it prints in the first year of production, from 5,500 to 10,000.[4] Another indicator of interest might be visitation counts for individual museums dedicated to historic roads. For example, at the Powerhouse Museum along Route 66 in Kingman, AZ, which is dedicated to telling the story of that historic road, 4,800 visitors signed the guest book from July through September 2003[5].

[4]Data gathered in personal communication between magazine publishers and Ruth Heikkinen, Lincoln Highway Study Coordinator, January 2004.

[5]"Visitors." *Route 66 News*, Fall 2003, page 3.

Chapter Four
Evaluation of National Significance

Above: Hotel Yancy in Grand Island, Nebraska-a flagship hotel along the Lincoln Highway built in the 1920s.

Top: Dunkle's Gulf gas station in Bedford, Pennsylvania.

CRITERIA FOR NATIONAL SIGNIFICANCE

According to *NPS Management Policies 2001,* Section 1.3.1, to be considered nationally significant, a resource must, after study by NPS professionals in consultation with subject matter experts, scholars, and scientists, meet the following criteria:

- It is an outstanding example of a particular type of resource.
- It possesses exceptional value or quality in illustrating or interpreting the natural or cultural themes of our nation's heritage.
- It offers superlative opportunities for public enjoyment, or for scientific study.
- It retains a high degree of integrity as a true, accurate, and relatively unspoiled example of a resource.

In addition to meeting these four criteria, it is important that a period of significance for historic properties be established. A period of significance is the length of time when a property was associated with important events, activities, or persons, or attained the characteristics which qualify it for listing in the National Register of Historic Places.

LINCOLN HIGHWAY PERIOD OF SIGNIFICANCE

For the purposes of this study, the study team defined the historic period of significance for the Lincoln Highway as 1913 to 1956. This period encompasses the following events:

- the highway's inception as an early transcontinental automobile road at the behest of the Lincoln Highway Association, founded in 1913
- the highway's rise to national prominence through the LHA's influential promotional and political acumen during the 1920s
- the retention of the highway's national cultural identity and importance for a considerable time beyond the dissolution of the LHA
- the highway's gradual and regionally varied decline as a nationally important representative of early named highways that were eventually supplanted by the modern interstate highway system.

Several episodes in the complex evolution of what was to become the interstate highway network played out from the 1920s through the 1940s. However, the modern interstate highway system's funding and construction was forestalled by events surrounding World War II and then the Korean War. Construction was dramatically has-

tened nationwide by the funding provisions included in the Federal Aid Highway Act of 1956, which President Eisenhower signed on June 29, 1956.[6] Secretary of Commerce Sinclair Weeks immediately announced the allocation of $1.1 billion to the states for only the first year of what he called "the greatest public works program in the history of the world."[7] By August 1956, three claims to the construction of the "first" interstate highway had been staked, two by Missouri and one by Kansas, each dependent on a slightly different definition of "first."[8] Thus, the provisions of the 1956 Act, its appropriated funding level, and the immediate construction of highway projects under its auspices together signal a radical turning point in the historical development of American highway building and a logical termination for the Lincoln Highway's period of historic and cultural significance.

In addition, because of its transcontinental nature and its complex evolution in the states through which it passes, what was historically known and understood as the Lincoln Highway is not easily or neatly defined. The highway developed differently and at different times in different areas of the country because of a variety of contributing factors. Therefore, the Lincoln Highway's applicable period of national significance fully encompasses this fluid historical development and reflects the highway's entire transcontinental range and important associated cultural resources.

EVALUATION OF LINCOLN HIGHWAY USING SIGNIFICANCE CRITERIA

Outstanding Example

The Lincoln Highway is an outstanding example of a particular type of resource. Cultural resources that could be considered of the same type as the Lincoln Highway are other early transcontinental named highways in the United States, such as the following Lincoln Highway contemporaries: The Theodore Roosevelt International Highway, the Yellowstone Trail, the Pike's Peak Ocean-to-Ocean Highway, and the National Old Trails Road.[9] All these early named roads emerged during the "Good Roads" movement in the nation, which originated in the 1890s both to help bicyclists maneuver quickly around cities and to provide rural roads to help farmers bring produce to market.

The Theodore Roosevelt International Highway, which extended from Portland, ME, to Portland, OR, was begun in 1919 by a group of Good Roads boosters based in Duluth, Minnesota, as a memorial to President Theodore Roosevelt. Although it also represented a memorial to a popular president, this highway, perhaps because of its northern route and Canadian segments, did not retain a

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[6] President Eisenhower acknowledged the influence of his personal experience as a young soldier in the 1919 U.S. Army transcontinental convoy along the Lincoln Highway in his support for building a sound national network of interstate highways through the 1956 legislation, a key accomplishment of his administration. This convoy is explained in more detail later in this chapter.

[7] Weingroff, Richard F., "Federal-Aid Highway Act of 1956: Creating the Interstate System." Summer 1996, Federal Highway Administration website at <www.fhwa.dot.gov>.

[8] Weingroff, Richard F, "Three States Claim First Interstate Highway." Summer 1996, Federal Highway Administration website at<(www.fhwa.dot.gov>.

[9] Route 66, perhaps the best-known historic road in the United States, is not described here because it neither a contemporary of the Lincoln Highway nor a transcontinental route. For a discussion of the historic context of that road, see the introduction to chapter 5, where the NPS program to preserve and interpret Route 66 is described.

strong identity beyond the Good Roads era. Today it consists of portions of U.S. Highways 2, 11, and 12, among others.[10]

The Yellowstone Trail, which extended from Plymouth Rock, MA to Puget Sound, WA, was established in 1912 by a group of businessmen and Good Roads boosters in Ipswich, SD. Unlike the Lincoln Highway, however, this highway originated as a regional tourist route from Minneapolis to the northern (automotive) entrance of Yellowstone National Park and grew to reach the coasts. Under the federal numbering system of the late 1920s, the Yellowstone Trail became parts of U.S. Highways 10, 12, and 20.[11]

Similarly, the Pike's Peak Ocean-to-Ocean Highway (New York, NY to Los Angeles, CA) originated in the first decades of the 20th century as a series of regional or tourist routes. In the East it was known as the Roosevelt Highway, in the Midwest, both as the White Way and as the Detroit-Lincoln-Denver (DLD) Highway. Segments farther west were known as the Pike's Peak Highway. Today much of the route is U.S. Highways 6 and 34. With its beginnings as a series of regional or tourist routes, the Pikes Peak/Roosevelt Highway did not retain a strong identity as a single transcontinental highway.[12]

Another early transcontinental highway, the National Old Trails Road, would extend from Baltimore, MD to Los Angeles, CA. The highway's boosters derived the name from the highway's proximity and routing along 19th century transportation routes such as the National Road, the Santa Fe Trail, and the Oregon Trail. Today, the National Old Trails Road is largely U.S. 40 and Interstate 70. In some states, U.S. 40 retains a strong identification with the early 19th century routes such as the National Road.[13]

Since federal funding for road development during the Good Roads movement was minimal, anyone who wanted a road built had to encourage area residents to lobby their local officials for assistance. It was critical to gain public name recognition for roads. Of the four previously cited transcontinental highways of the period, the Lincoln Highway was both the most publicized and the best known; as such, it represents the most successful private roads campaign initiated during the Good Roads movement.

Exceptional Value or Quality

The Lincoln Highway possesses exceptional value or quality in illustrating or interpreting the natural or cultural themes of our nation's heritage. The criterion of possessing exceptional or quality is evaluated by applying the national historic landmarks (NHL) process as defined by the *NPS Management Policies 2001* for evaluating the significance of cultural resources. National historic landmarks are significant properties with exceptional value in representing or illustrating an important theme in the history of the nation. They must meet at least one of the following NHL criteria:

1. association with events that have made a significant contribution to, are identified with, or outstandingly

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[10] Skidmore, Max. 1999. "From Portland to Portland: the Theodore Roosevelt International Highway," *Society for Commercial Archeology Journal*, vol. 17 no. 1, pp 14-21.

[11] Bedeau, Mike, 1996. "The Yellowstone Trail: A Good Road from Plymouth Rock to Puget Sound," *Society for Commercial Archeology Journal*, vol. 14, no. 1 pp. 33-36.

[12] Ahlgren, Carol, 1977. "Dry, Long, and Dusty: The Detroit-Lincoln-Denver (DLD) Highway in Nebraska," *Society for Commercial Archeology Journal*, vol. 15 no. 2; and Weingroff, Richard, 1996. "When Highways Had Names, " *Society for Commercial Archeology Journal*, vol. 14 no. 1.

[13] Weingroff, Richard, "the National Old Trails Road Part 1: The Quest for a National Road." Federal Highway Administration website at <www.fhwa.dot.gov> and Raitz, Karl, 1996. "The U.S. 40 Roadside," *The National Road*, edited by Karl Raitz. John Hopkins University Press.

represent the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained

2. association with lives of persons nationally significant in the history of the United States
3. representation of some great idea or ideal of the American people
4. embodiment of distinguishing characteristics of an architectural type specimen exceptionally valuable for the study of a period, style, or method of construction or that represent a significant, distinctive, and exceptional entity whose components may lack individual distinction
5. composition of integral parts of the environment that are not sufficiently significant by reasons of historical association or artistic merit to warrant individual recognition, but which collectively compose an entity of exceptional historic or artistic significance or outstandingly commemorate or illustrate a way of life or culture
6. yielding, or being likely to yield, information of major scientific importance by revealing new cultures or by shedding light on periods of occupation over large areas of the United States - such sites are those that have yielded or may reasonably be expected to yield data affecting theories, concepts and ideas to a major degree

The national significance of the Lincoln Highway is reflected in two of the above criteria, numbers 1 and 5. In the following text, the Lincoln Highway's significance is placed in context of the larger multifaceted American past with the use of the NPS thematic view of history presented in *History in the National Park Service: Themes and Concepts* (1994). These eight themes are as follows:

I. Peopling Places
II. Creating Social Institutions and Movements
III. Expressing Cultural Values
IV. Shaping the Political Landscape
V. Developing the American Economy
VI. Expanding Science and Technology
VII. Transforming the Environment, and
VIII. Changing Role of the United States in the World Economy

The significance of the Lincoln Highway is best understood when considered in light of Developing the American Economy (NPS historical theme V) and Transforming the Environment (theme VII).

NHL Criterion 1: Association with Events. The Lincoln Highway is associated with events that have made a significant contribution to are identified with or outstandingly represent the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained.

The Lincoln Highway represents the most successful private roads campaign initiated during the Good Roads movement. As mentioned earlier, this movement was launched both to help farmers bring produce to market and to help bicyclists move quickly around cities. However, soon after its initiation, spurred on by the development of the automobile, the Good Roads movement adopted a more ambitious goal - to facilitate long-distance travel by motor vehicle. The automobile manufacturers and businessmen who formed the LHA saw the economic potential and benefit of improved roads. The LHA was active from the establishment of the route in 1913 through 1928. In 1926, the Lincoln Highway was included in the new federal numbering system as U.S. 30 for much of its route, leading the LHA to end its active promotion of the road two years later, in 1928.

An example of a seedling mile in Grand Island, Nebraska. A portion of this road was demolished in 2000 when a new intersection was built, although some of the historic resource remains.

Between 1913 and 1928, the private individuals at the helm of the LHA worked to promote, improve, and mark the Lincoln Highway across the country. The building of the Lincoln Highway was accompanied by a promotion campaign so successful that the road's popular identity would outlast the organization that built it by at least thirty years.[14] Perhaps more significantly, the efforts of the LHA were instrumental in developing the automobile's influence on the way of life in 20th century America.

The Lincoln Highway played a key role in developing the American economy in the area of transportation (NPS historical theme V). The historical evolution of the national economy has depended on the extension and integration of transportation infrastructure into new territories. The Lincoln Highway represents both the extension of a transcontinental auto road westward and one of the early contributions to an integrated grid of national highways.

The LHA's plans to build the highway were reflective of other road-building efforts of the time. The association originally wanted to raise private funds to build the entire route, but its members soon realized that building "seedling miles" — short stretches of pavement designed to encourage others to build more stretches like it — and encouraging public support for completing the road was a more practical tactic. The LHA borrowed the idea of seedling miles from the Bureau of Public Roads, where the same idea was called "object lesson roads." Complete public financing of highway building on a federal level was decades away at the time the LHA was formed. The techniques that the automobile industrialists at its helm adopted are instructive to understanding the development of highway engineering, policy, and financing in America.

The Lincoln Highway provides numerous examples not only of the evolution of highways, but also of the evolution of automobile-related commerce. Over the course of the Lincoln Highway, scores of commercial establishments were built to serve travelers. In addition, existing pre-automobile businesses refocused their establishments to serve travelers on the Lincoln Highway. These auto service, food, and lodging establishments, which emerged to serve this new group of travelers, have become permanent features in our American landscape.

The towns potentially on the highway were keenly aware of the role the Lincoln Highway would play in developing the American economy. As soon as the idea of a cross-country Lincoln Highway was publicized, towns and states petitioned the LHA and competed with each other to be located along the route. State and local governments improved existing roads and promised future funding of improvements as a way to sway the alignment of the Lincoln Highway in their favor. Once the official route was established in 1913, towns celebrated their inclusion with bonfires, parades, speeches and celebrations and, with the encouragement of the LHA, renamed their main streets "Lincoln Way." The arrival of the Lincoln Highway, with its perception of progress, prosperity, modernity, and connectivity, was a definitive moment in the identity of many small, isolated towns across the country. The Lincoln Highway became representative of an American infrastructure in transition between the dominance of the railroad and the emergence of a national, auto-based transportation system.

[14] Patrick, Kevin J., *Learning from the Lincoln Highway: Idendity, Place, and a Pennsylvania Landscape.* Doctoral dissertation from the University of North Carolina. UMI Dissertation Services.

In the first decades of the 20th century, the emerging auto industry was not the only group pursuing good roads. Following World War I, the U.S. military was interested in the quality and availability of decent roads to mobilize troops across the nation. In 1919 the U.S. Army set off on a transcontinental journey to test the efficiency of the American road system in the interest of national defense. From Washington, DC, to San Francisco, CA, the convoy traveled along the Lincoln Highway from mid-Pennsylvania to California - most of their trip. The convoy, accompanied by promoters of the Lincoln Highway and meeting many along the way, brought an enormous amount of attention to the need for good roads, particularly a transcontinental route such as the Lincoln Highway. The message all along their challenging route was, if local and state governments and organizations did not make an effort at road improvement, then the Lincoln Highway would be rerouted and pass them by.

A young officer, Dwight D. Eisenhower, was a member of the convoy and a witness to the meager road system available across the United States at this time. Eisenhower no doubt kept this experience in his mind when he signed the Federal Aid Highway Act as President of the United States in 1956, an act which, as mentioned previously, finally provided the federal funding necessary to fully implement a system of national roads.[15]

The LHA's goal for the highway was to connect American communities by establishing and promoting an improved, toll-free transcontinental road. In doing this, the Lincoln Highway played a key role in transforming both the natural and the built environment (NPS historical theme VII). Today, it is easy to get lost trying to follow this historic road across the country as its path varies from rough unpaved roads to high speed interstates. Ironically, this fact is actually a testament to the success of the Lincoln Highway. Transportation officials over the past 75 years have built on a central idea of the original Lincoln Highway promoters — that good roads could play a pivotal role in economic development — and applied it to developing a vast network of roads across the United States. Today, road building is so prevalent that all other methods of ground transportation are subordinate, both in terms of usage and public funding, to vehicular traffic.[16]

The ability to shape nature through the process of road construction was limited in the early days of the Lincoln Highway; however, that ability became more and more pronounced as the success of early roads encouraged the continual advancements in road engineering.[17] Moreover, the ease of traveling in one's own car to remote corners of the country gave Americans the ability to look at nature differently, to experience it in new ways, and ultimately to alter the natural processes in many areas. Finally, the Lincoln Highway contributed to the evolution of the

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[15] More information about this transcontinental convoy is available in Pete Davies, *American Road: The Story of an Epic Transcontinental Journey at the Dawn of the Motor Age*. New York, 2002: Henry Holt and Company.

[16] About 5 percent of Americans use public transportation to commute to work; about 85 percent drive to work. Over the past decade, rail and transit funding has averaged 20 percent of total government expen diture - local, state, and federal - and highway funding has averaged 60 percent. Source: U.S. Bureau of Transportation Statistics, *National Transportation Statistics 2001* and *Government Transportation Financial Statistics 2001*.

[17] The study team thanks Bruce Seely, Chair, Department of Social Sciences at Michigan Technological University, for this observation. Mr. Seely adds "Compared to the post-1945 construction patterns, when machinery allowed road builders to completely alter the shape of nature, the impact on nature of roads built in the 1920s and 1930s seems sedate and constrained." (letter dated July 21, 2003).

American landscape from a series of urban centers and rural communities to a radiating landscape of development. This pattern of development, growing out from the cities to create suburban communities wherever there were roads, was an outgrowth of the popularity of the highways like the Lincoln Highway.

To credit the Lincoln Highway with the systemic changes to the environment brought on both by the expansive network of roads and by the proliferation of automobiles of the 20th century would be an overstatement. The Lincoln Highway, symbolic of the Good Roads movement, was only one of many factors contributing to these changes. Nevertheless, the Lincoln Highway's significance reflects the historical theme of transforming both the natural and built environments through highway planning, promotion, design, and construction.

NHL Criterion 5: Exceptional as a Collective Whole. The Lincoln Highway includes sites that are composed of integral parts of the environment that are exceptional as a collective whole but not necessarily as individual components.

The Lincoln Highway corridor encompasses numerous buildings and structures that could be cited individually for their historical significance. The historical significance of the highway, however, is better understood when considered as a collective whole, or as segments of concentrated resources. The Lincoln Highway is a complex corridor that consists of original and subsequent routes and includes roadways constructed at different times from 1913 to 1956. During this time, the road's promoters were continually working to improve the route; thus, they abandoned some of the earlier sections. Today the highway may be likened to a braided stream with as many as four "generations" of road offering different paths through the same area. Within the corridor are numerous examples of roadside commercial architecture that evolved throughout the period of significance.

The Lincoln Highway linked town and country, city and suburb. Its design elements and associated roadside landscape reflect both automobile age capitalism and government perceptions of public roads. The appearance of the Lincoln Highway landscape is largely defined by the changing image of modernity and its influence on architecture and highway design.

The Lincoln Highway landscape is a representative example of automobile culture and popular vernacular styles as applied to the road and roadside of one of America's first transcontinental highways. Of particular importance are roadway remnants, structures, and markers, along with roadside commercial architecture in use during the Lincoln Highway's period of significance (1913-1956) and especially during its heyday before the road was numbered by the American Association of State Highway Officials (1914-1928). Roadway elements depicting changes in highway design and engineering standards are represented by the development and evolution of the nation's premier long-distance highway.

The Lincoln Highway's expansive history began at a time when automobiles inherited a pre-modern road network and continued through the construction of limited access bypasses. The Lincoln Highway contains specific examples of noteworthy highway and bridge designs, as well as landscape ensembles that illustrate changes in highway and bridge design left near to each other as a result of route succession and the construction of multiple bypasses of different ages.

The Lincoln Highway's commercial roadside buildings represent a transition in the architecture of automobile-oriented retailing from early 20th cen-

tury vernacular styles through numerous periods of modern roadside architecture, including: Early Auto, Art Deco, Streamlined Moderne, Modern, and Exaggerated Modern styles. The Lincoln Highway's commercial roadside is a testament to the economic impact the highway had on the communities it passed through. Commercial roadside businesses most directly linked to the influences of the Lincoln Highway are gas, food, and lodging establishments from the period of significance (1913-1956).

The Lincoln Highway also contains auto-oriented commercial landscape districts such as urban "automobile rows" that resulted from an agglomeration of auto show rooms, gas stations, garages, hotels, and roadside restaurants along the main thoroughfare leading into the central business district. North Broad Street in Philadelphia and Farnam Street in Omaha are two noteworthy examples. Other districts resulting from the influence of the Lincoln Highway are commercial strips of motels, gas stations, and restaurants at the edge of numerous small towns, and "one-stop" tourist centers containing gas, food, and lodging accommodations as part of a single operation. When taken collectively, these resources tell the story of the Lincoln Highway and its effect on the American landscape.

Opportunities for Public Enjoyment.
The Lincoln Highway offers superlative opportunities for public enjoyment or for scientific study. The Lincoln Highway routes and associated resources offer countless opportunities for public enjoyment and for understanding the significance of this road from coast to coast. Collectively, the roadway and historic resources within the Lincoln Highway corridor could give the public the opportunities to experience travel along the route reminiscent of the adventures enjoyed by previous generations of Americans. Individually, many of the adjacent historic resources are accessible or could be made accessible for public understanding and enjoyment.

Today there is no nationally coordinated effort to provide for public enjoyment of the Lincoln Highway and its associated historic resources. However, the current Lincoln Highway Association, a reincarnation of the organization that founded the road, is a national organization with roughly 1,000 members that works to preserve, interpret, improve access to, and promote the road to enthusiasts and the general public. At present this organization does not have the capacity to provide for the public enjoyment of the road and its related resources consistently on a national basis, but it does provide a forum for coordinating local efforts. A few regional efforts exist to provide for the public enjoyment of the Lincoln Highway. These efforts, which are limited geographically, include the Lincoln Highway Heritage Corridor in western Pennsylvania and the Lincoln Highway Scenic Byways in Ohio and Illinois. Preservation and interpretation efforts such as these are discussed in more detail near the beginning of chapter 5 of this study.

Integrity as a True, Accurate, and Relatively Unspoiled Example
The Lincoln Highway in its entirety does not retain a high degree of integrity as a true, accurate, and relatively unspoiled example of a resource. The passages above demonstrate that the Lincoln Highway possesses exceptional significance in illustrating or interpreting the heritage of the United States with respect to three of the four criteria for national significance. The fourth criterion for national significance requires that the resource also retains "a high degree of integrity as a true, accurate, and relatively unspoiled example of a resource." A wealth of individual resources in the Lincoln Highway corridor do retain integrity, as demonstrated by the find-

ings of the reconnaissance survey conducted as part of this project. 1,500 resources were identified that contribute to the highway's significance; however, the Lincoln Highway as a whole does not retain the necessary high degree of integrity.

Appendix C lists the 49 incoln Highway resources that are already individually listed in the National Register of Historic Places. In addition, at least 40 of the surveyed resources have been determined eligible for listing by State Historic Preservation Offices.

Because a variety of road and roadside resources contribute to the significance of the Lincoln Highway, it would be important for a wide cross section of those resources to be present throughout the corridor nationally at a density that would approximate the highway's appearance during its period of significance in order for the entire highway to retain integrity. However, there are large stretches of this corridor that retain only one or two features to remind today's travelers of the history of the road. Along many stretches, there are no such features. The reconnaissance survey identified less than ten percent of the road and its associated landscape as retaining integrity. As mentioned previously, a wealth of individual resources retain integrity throughout the Lincoln Highway's 5,000 miles. In some places, these resources are grouped so close together that the district in which they are located may be eligible for designation as a historic district. The National Park Service would welcome nominations for both national register and national historic landmark listings of significant Lincoln Highway resources. However, since the entire corridor does not retain a high level of integrity, the Lincoln Highway does not meet the necessary criteria for national significance to warrant its inclusion in the national park system.

In summary, the Lincoln Highway's significance is reflected in three of the four necessary criteria -it is an outstanding example of a particular type of resource; it possesses exceptional value or quality in illustrating or interpreting the natural or cultural themes of our nation's heritage; and it offers superlative opportunities for public enjoyment or for scientific study. However, as a whole, it does not retain a high degree of integrity as a true, accurate, and relatively unspoiled example of a resource.

Because the Lincoln Highway does not meet all the significance criteria for inclusion in the national park system, neither analysis of the suitability and feasibility of managing the Lincoln Highway as a unit of the system nor an assessment of whether or not direct NPS management would be necessary is included in this study. The possibility of including a small part of the highway in the national park system was considered during this project, but that possibility was eliminated from further study. This decision is described in more detail in chapter 5.

Chapter Five
Management Alternatives

Above: The Red Bat's Nest, an early auto roadside restaurant in domestic vernacular style in Fulton County, Pennsylvania.

Top: The Lincoln Motor Court in Bedford, Pennsylvania, an early auto cabin court.

This chapter describes existing means of protecting historic roads for public enjoyment and presents a range of viable management alternatives for the Lincoln Highway.

EXISTING MEANS OF PROTECTING HISTORIC ROADS FOR PUBLIC ENJOYMENT

Historic Roads and the National Park Service

Representation within the national park system is one method of protecting historic roads. A number of historic roads are currently included in the national park system. These roads fall into two groups: parkways, including the George Washington Memorial Parkway (in Virginia), the Blue Ridge Parkway (in North Carolina and Virginia), the Natchez Trace Parkway (in Mississippi, Alabama, and Tennessee) and the John D. Rockefeller Jr. Memorial Parkway (in Wyoming) and roads that figure prominently in the visitor experience at other national parks, such as Skyline Drive in Shenandoah National Park (in Virginia), Going-to-the-Sun Road in Glacier National Park (in Montana), Trail Ridge Road in Rocky Mountain National Park (in Colorado) and the Rock Creek and Potomac Parkway in Rock Creek Park (in Washington, D.C.). Since the national park parkways were all built as units of the national park system, development adjacent to the road was limited in favor of preserving aesthetic, natural, and cultural values. The type of roadside commercial development typical of the Lincoln Highway is absent from the landscape of these roads. Like the parkways, roads that figure prominently in the visitor experience at national parks were built for scenic, aesthetic reasons and cannot be said to reflect the same set of historic themes as the Lincoln Highway.

Historic roads that cross the boundaries of national parks are also worth mentioning in this discussion because of the high preservation standard afforded them by their inclusion within the boundary of a unit of the national park system. The National Road, built in the early 19th century, crosses Fort Necessity National Battlefield in Pennsylvania. The Fort Necessity staff tells the story of the National Road as part of its interpretation program. The National Road was the subject of an NPS special resource study published in January 1994. Although the term "National Road" is sometimes applied to what is today known as transcontinental U.S. 40 (which, in the heyday of the Lincoln Highway was referred to as the National Old Trails Road), the 1994

special resource study included only the 600 miles of the original National Road from Cumberland, MD, to Vandalia, IL. That study determined that those 600 miles were suitable for addition to the national park system as either a national historic trail or a national heritage area and that two shorter stretches of the National Road also would have been feasible to manage. Today, however, no stretch of the National Road is, by itself, a part of the national park system.

The Lincoln Highway crosses or comes within a few blocks of the boundaries of 13 units and affiliated areas of the system. However, because the Lincoln Highway is not related to the purpose and significance of any of these parks, it is not part of the interpretation program at any of those units or areas (see Appendix B).

The National Park Service does provide assistance to the preservation of other historic roads without managing the resources. The grant and technical assistance program for Route 66 is one example of this. Although Route 66 is not a unit of the national park system, the National Park Service has managed a grant and technical assistance program to support other organizations in preserving and interpreting that road since 2001. Route 66 and the Lincoln Highway share in common great scale, diversity of landscape, and evolution of roadside commercial development, but each road played a different role in American history. The period of significance for Route 66 is 1933 to 1970. In comparison, the LHA's successful marketing campaign began in 1913 and ultimately led to the building of a transcontinental highway easily passable by automobiles in all weather by the mid-1920s.[18] Like the National Road, Route 66 was the subject of an NPS special resource study in the 1990s. The Route 66 study, published in July 1995, did not analyze the road's suitability or feasibility for inclusion in the national park system, but it did find the road to be nationally significant.

Another means of bringing attention to historic roads is by listing them in the National Register of Historic Places or designating them as national historic landmarks. Both of these are federal programs administered by the National Park Service. Eight segments of the Lincoln Highway are currently listed in the National Register - the King's Highway Historic District in New Jersey (between Lawrenceville and Kingston), six segments of the Lincoln Highway in Greene County, Iowa and a segment near Elkhorn, Nebraska (just west of Omaha -see Appendix C).

Listing, or eligibility for listing, in the National Register triggers the need for compliance with §106 of the National Historic Preservation Act whenever the federal government or another organization funded or licensed by the federal government proposes an undertaking involving those sections of the highway. Although §106 does not require that these sections of the highway be protected, it does require that the federal agency undertaking the project consider the historic significance of the affected property in project planning and that the Advisory Council on Historic Preservation be afforded an opportunity to comment on the effect of the undertaking being proposed. Designation as a national historic landmark and National Register listing, or eligibility for listing, also triggers §4(f) of the U.S. Department of Transportation Act, which requires the Federal Highway Administration to dis-

[18] In 1924, Austin Bement, vice-president and secretary of the Lincoln Highway Association, boasted that "Instead of 60 days or more now being required to drive from the Atlantic to the Pacific, the ordinary, unhurried progress of a pleasure party can make the trip on the Lincoln Highway in the summer months in less than a month. Twenty days is an easy drive for anyone." *A Complete Official Guide of the Lincoln Highway,* fifth edition. The Lincoln Highway Association., 1924, p. 87.

approve of any project that requires land from a historic site unless there is no "feasible and prudent" alternative and "all possible planning" is undertaken to minimize harm. Section 4(f) applies if a historic bridge or highway is proposed to be demolished or if its historic integrity would be adversely affected by the project. As is the case with §106, the State Historic Preservation Officer is consulted in these cases. National Register listing or eligibility or designation of Lincoln Highway resources as national historic landmarks would make them eligible for federal historic preservation funding when funding is available.

The Historic American Buildings Survey/ Historic American Engineering Record/ Historic American Landscape Survey (HABS/HAER/HALS), a program managed by the National Park Service, documents important architectural, engineering, and industrial sites throughout the United States and its territories. HABS/HAER/HALS documentation, consisting of measured drawings, large-format photographs, and written history, adds to the creation of an archive of American architecture and engineering. To ensure that such evidence is not lost to future generations, the HABS/HAER/HALS collections are archived at the Library of Congress, where they are made available to the public. HABS/HAER/HALS documentation does not save the physical elements of properties, but it nevertheless plays a leading role in what the program refers to as "preservation through documentation."

To summarize this section, although there are a number of historic roads in the national park system, none is of the same type of resource in terms of scale and historic function as the Lincoln Highway. Although the Lincoln Highway passes through or lies near 13 different units and affiliated areas of the national park system, the highway is not related to the purpose and significance of any of these parks and is not part of their interpretation program. In addition to the technical assistance and grant program for Route 66, three programs of the National Park Service, the National Register of Historic Places, the National Historic Landmark Program, and the HABS/HAER/HALS program contribute to the preservation of historic roads in varied ways, but those programs do not contribute directly to the preservation and interpretation of the Lincoln Highway.

Historic Roads and Other Federal Agencies and Programs

Federal Highway Administration

Two programs managed by the Federal Highway Administration (FHwA) benefit the preservation and interpretation of historic roads. One, the National Scenic Byways Program, was established under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and reauthorized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21). In 1995, the FHwA published an interim policy for this program, outlining the criteria it would use to designate a road as •National Scenic Byway" or as an "All-American Road."[19] To receive either designation, a nominated road must have at least one of six intrinsic qualities: scenic, natural, historic, cultural, archeological, or recreational. The requirements for historical designation do not specify qualifying historical themes; rather, they state that these roads must be "of such historic significance that they educate the viewer and stir an appreciation of the past."

As of 2002, 53 National Scenic Byways and 9 All-American Roads have been designated. The U.S. Secretary of Transportation designates roads and byways on the basis of nominations

[19] This policy was published in volume 60, number 96 of the Federal Register on May 18, 1995, pages 26759-26762.

from either states or federal land management agencies. States look to grassroots groups to submit nominations. In 2000, grassroots advocates of the Lincoln Highway in Illinois submitted a successful nomination for one route of the highway in that state as a national scenic byway. More recently (2003), the same occurred in Ohio. For 10 miles in Iowa, the Lincoln Highway shares alignment with the Loess Hills National Scenic Byway. Likewise, for 15 miles in Nevada, the Lincoln Highway shares an alignment with Lake Tahoe's Eastshore Drive, another national scenic byway. However, neither the Iowa road nor the Nevada road includes the preservation and interpretation of the Lincoln Highway the focus of the byway.

The complex process of gaining designation as a long-distance national scenic byway involves the coordination of multiple partners in multiple jurisdictions. Since state scenic byway agencies need to submit nominations for federal byway status to the FHwA, garnering national scenic byway status for the entire contiguous Lincoln Highway would require all 14 states it crosses to submit nominations,[20] with the possible exception of Colorado. In 1993, the Iowa Lincoln Highway Association nominated the highway in that state as a state scenic byway, but the state determined that the Lincoln Highway did not meet the requirement for this designation. The state of Iowa recognizes that its scenic byway requirements are unlikely to be met for historic roads and is conducting research to develop a program to benefit historic roads. The Iowa experience is an indication of the difficulties entailed in designating a multistate road as a national scenic byway. Although such a designation would be difficult, it would not be impossible. In June 2002, the entire length of the National Road crossing six states - Maryland, West Virginia, Pennsylvania, Ohio, Indiana, and Illinois - was designated an "All-American Road."

TEA-21 also supports historic road preservation through transportation enhancement funding. Among other activities, enhancement funding is available for historic highway programs; the historic preservation, rehabilitation, and operation of historic transportation structures; and the establishment of transportation museums. Projects to commemorate, preserve, and interpret features of the Lincoln Highway are eligible for enhancement funding (see Appendix E for a list of Lincoln Highway projects that have received enhancement and byway funding to date).

U.S. Forest Service and Bureau of Land Management

In the West, several segments of the Lincoln Highway cross land managed by the U.S. Forest Service (USFS), the Bureau of Land Management (BLM), the Bureau of Reclamation, and the Department of Defense (see Appendix B). Together, these segments add up to approximately 400 miles, the longest continuous segment for which the federal government has maintenance responsibilities. The length at the Fish Springs National Wildlife Refuge in Utah is shorter than 20 miles. Both the BLM and the USFS manage scenic byway programs. The BLM has an internal process for designating the roads as BLM Scenic Byways through its resource management plans; however, one of the six criteria for designation is that "all local, state, and federal agencies with jurisdiction over road segments of the proposed byway must agree to the byway designation and agree to cooperate with the BLM in

[20] Colorado's route of the Lincoln Highway was officially bypassed in 1914 by an alternate route through eastern Wyoming. If this bypass or a later generation was selected for National Scenic Byway status, then there could be only 13 states involved and still maintain a continuous national byway.

joint development and management of the byway." The remaining five criteria for nomination as a BLM Scenic Byway are that the road must posses the following attributes (a) important attractions on a state or national basis (including historic attractions), (b) a road on an existing route where BLM is a principal landholder, (c) a route with legal access, (d) a road safe for the type of vehicle prescribed for the proposed designation, and (e) the management of the road and its resources within the byway corridor must be consistent with affected agencies' land use plans.[21] No section of the Lincoln Highway on BLM land is currently designated as a scenic byway.

The USFS also has an internal process for designating scenic byways, but to provide better access to funding for maintaining the intrinsic qualities of those roads, the agency prefers to partner with the state or national scenic byway program to nominate and designate roads in national forests. Roughly half of the national scenic byways in the United States cross the boundaries of national forests. The rights-of-way for improved roads that cross these forests are typically the responsibilities of counties or states. This is the case for all of the miles of the Lincoln Highway that cross national forests. Therefore, maintaining byways that cross USFS land is not a federal responsibility, but maintaining the context for the roads - their landscapes - is. Designation under any of these federal scenic byway programs has as its ultimate goal the promotion of motor tourism. Providing for the preservation of historic features of the corridors, together with increasing public awareness through signs and offering interpretation and education, is a way to achieve this goal, but preservation is not specifically required by the FHwA's Scenic Byway program. The extent to which national scenic byway designation facilitates the preservation of a road and its resources depends on the how the requisite corridor management plan required for that designation is written and implemented. Corridor management plans are developed independently by each organization that nominates a road for scenic byway designation, and their preservation requirements vary.

In summary, federal programs outside of the National Park Service that preserve and interpret historic roads are the FHwA's National Scenic Byway and Transportation Enhancement programs and the land management programs of the BLM and USFS when historic roads cross the boundaries of their lands.

Historic Roads and State Government Programs

In addition to the national scenic byways program, most states (including the 14 states crossed by the Lincoln Highway) have state scenic byway programs. These programs vary somewhat from state to state, but they generally are modeled after the federal program. Both Ohio and Illinois have designated the Lincoln Highway as a state scenic byway (these byways are also designated nationally, as discussed previously). The required grassroots-level nominations have not been submitted in most of the 14 Lincoln Highway states. In Pennsylvania, the portion of the Lincoln Highway from Adams to Westmoreland counties has been designated as a "Heritage Corridor." This designation provides limited funding for staff and the prestige of being part of the Pennsylvania state heritage park system. The purpose of this heritage corridor is to promote local economic development through tourism by telling the Lincoln Highway story along

[21] BLM Handbook 8357-1, "Byways," dated 12/17/93.

the 200-mile route. Designating the Lincoln Highway a "Heritage Corridor" has not been not copied in any other of the 14 states. Indiana has designated its length of the National Road a "Heritage Corridor," but this designation has not been applied to Indiana's length of the Lincoln Highway. In Indiana, that designation alone does not provide funding, but the National Road in Indiana does benefit financially from its designation as a National Scenic Byway.

Ohio, Illinois, and Pennsylvania stand out as the only states with governmental programs in place to preserve and interpret their sections of the Lincoln Highway. Other states have programs in place to preserve other historic roads. In New York and New Jersey, for example, improvements to the Palisades Interstate Parkway, a 42-mile stretch of road along the Hudson River built between 1947 and 1961 (listed in its entirety as a national historic landmark), are supervised by the Palisades Interstate Park Commission to ensure that historic integrity is not compromised. In addition, because most of the Lincoln Highway, like many other roads, was laid out over previous roads and trails, in a number of cases it is preserved not as the Lincoln Highway but rather under its previous or subsequent name. This occurs in New Jersey, where Kings Highway (later known as the Lincoln Highway) is listed in the National Register of Historic Places and in Nebraska, where the Platte River Scenic Trails Byway, part of which shares an alignment with the Lincoln Highway, is a Nebraska scenic byway. Most of the Lincoln Highway in Nevada is a Nevada scenic byway, but, again, under another name, "The Loneliest Road". Finally, for 10 miles in eastern Colorado (between Julesburg and Ovid), the Lincoln Highway shares an alignment with the South Platte River Trail, a Colorado scenic byway.

In summary, in 9 of the 14 Lincoln Highway states, there is a federal or state designation that includes at least one section of the Lincoln Highway (but not always under that name) and affords that section some level of protection and/or recognition. Those eight states are, from east to west, New Jersey, Pennsylvania, Ohio, Illinois, Iowa, Nebraska, Colorado, Utah, and Nevada.

Historic Roads in Local Government and Nonprofit Programs

Local Government Initiatives

As it crosses the country, the Lincoln Highway passes through the center of numerous small towns. In some cases, this routing brought motorists to existing businesses, in other cases, towns grew up around the highway. Either way, there is potential to take advantage of programs to preserve and revitalize downtown areas and bring attention to the role the Lincoln Highway played in the development of these towns. Many cities and towns along the highway have procedures in place to designate historically significant areas as local historic districts. For example, the city of South Bend, IN, has designated a local historic district in a neighborhood that is crossed by the Lincoln Highway. This designation carries with it development restrictions to ensure that historic integrity is maintained.

Resident painting Lincoln Highway sign on telephone pole in Clarks, Nebraska.

Nonprofit Organization Initiatives

The American Society of Civil Engineers (ASCE), a nonprofit professional organization for the promotion and advancement of civil engineering, maintains a "Historic Civil Engineering Landmark Program," which recognizes historically significant local, national, and international civil engineering projects, structures, and sites. Bronze plaques are placed to mark properties that are designated by this program. The Lincoln Highway is not on the society's list of landmarks. Although the National Road is on this list, along with nine other historic roads, none of

the historic transcontinental roads cited in chapter four of this study is on the ASCE's list of landmarks.

The new LHA (mentioned earlier in this study) is a national nonprofit organization dedicated to the interpretation and preservation of the highway, building on the cultural identity of the original LHA, which disbanded in 1927. Launched in 1992, the new LHA both hosts an annual meeting through its various state chapters and publishes a quarterly journal, The Lincoln Highway Forum. LHA state chapters have sponsored numerous projects to preserve and interpret the Lincoln Highway, including "pole painting" - marking the route by painting telephone poles along it with the red, white, and blue "L" symbol of the highway.

Within its rural heritage program the National Trust for Historic Preservation has a National Task Force for Historic Roads. The Task Force's purpose is "to promote the recognition of historic roads in the United States and to advocate the protection of the integrity of design, purpose, and use in the manner that is both historically appropriate and responsive to modern safety needs." Two other programs of the trust housed within the rural heritage program offer solutions that could be employed to preserving and interpret the Lincoln Highway, the "Main Street Program" and the "Heritage Tourism Promotion Program," but at this point historic roads are not a specific focus of either of these programs. The "Main Street Program" supports downtown revitalization. Main Street Galion (OH) is centered on Harding Way, the name given to the Lincoln Highway through Galion. Livermore, CA also has a "Main Street Program," but the boundaries of its redevelopment district miss the Lincoln Highway's route through Livermore by a few blocks.

To summarize this section, some local governments, mostly in small towns, have made impressive efforts to preserve and publicize their sections of the Lincoln Highway. However, there is no concerted effort to link these local programs so as to tell the national story of this long-distance road, but the national LHA offers a forum for voluntary collaboration among its members, who represent every state along the highway.

MANAGEMENT ALTERNATIVES CONSIDERED AND ANALYZED

The objective of each alternative described below is to commemorate, preserve, and interpret the significance of the Lincoln Highway[22]. For a description of the process used to develop and analyze these alternatives, see Chapter 6 and Appendix F (which contains a summary of the public involvement in the study). Note that none of these alternatives proposes that the Lincoln Highway be included in the national park system (see the "Management Alternatives Considered but Eliminated from Further Study," below).

Alternative 1: National Lincoln Highway Program (preferred alternative).

Concept: Under this alternative, either a new nonprofit organization would be established or the capabilities of an existing organization would be

[22]The Congressional act directing this study (included as Appendix A) stated that this study was also to include options for using remaining segments of the highway. All of these alternatives provide for continued use of the Lincoln Highway. When preservation of an historic segment of a road is determined to be incompatible with its continued use, solutions to this dilemma are typically made on a case-by-case basis among relevant parties, including the State Historic Preservation Office. This would continue to be the case under any of the management alternatives. Because these alternatives do not vary with respect to the extent to which the highway would continue to be used, this factor was not included in the objective statement for the management alternatives.

enhanced in order to coordinate a program that would commemorate, preserve, and interpret the Lincoln Highway. The National Park Service would provide financial and technical support for this organization. The program would include comprehensive planning, certified interpretive sites (CISs), uniform signs, an information clearinghouse, and the development of a website offering personalized travel itineraries. A matching grant program to prioritize preservation efforts would also be part of the program. In addition to providing financial and technical support, the National Park Service would encourage the inclusion of Lincoln Highway resources in existing federal programs that influence preservation and interpretation of historic roads. This alternative would have an impact on all significant Lincoln Highway resources.

Leading Agency or Organization: A national nonprofit organization would take the lead, working with the following entities:

- the National Park Service
- State Departments of Transportation (SDOTS)
- State Historic Preservation Offices (SHPOs), Tribal Historic Preservation Offices (THPOs), Federal Preservation Officers (FPOs) and certified local governments (CLGs)
- other partners, especially organizations that promote the appreciation and preservation of local history and roadside architecture

How the Program Would Be Implemented:
The leading organization would take the following steps to implement this alternative, working with others as indicated.

- Develop a management plan, including a comprehensive interpretive strategy.
- Establish criteria for certified interpretive sites along the Lincoln Highway, where the story of the Lincoln Highway will be interpreted. Preferably, these interpretive sites will be established in or at historic resources that contribute to the significance of the Lincoln Highway, but that is not a requirement for certification (NPO, working with all the groups mentioned above).
- Design a template for interpretive information to be used at certified interpretive sites (NPO, working with all the groups mentioned above).
- Establish a matching grants program for preservation, planning, interpretation, and education, with a priority on preservation efforts (NPO)
- Coordinate commemoration, preservation, and interpretation efforts (NPO).
- Create a clearinghouse of related information (maps, survey data, brochures) (NPO).
- Implement a unified system of signs (NPO with SDOTS).
- Create and manage a website from which individual itineraries can be created (NPO).
- Facilitate technical assistance in preservation and interpretation (NPO and NPS).
- Promote the inclusion of Lincoln Highway resources in existing federal programs that encourage the commemoration, preservation, and interpretation of historic resources (such as national scenic byways, listing in or eligibility for listing in the National Register of Historic Places, and national historic landmarks programs) through outreach efforts and technical assistance (NPS).

Alternative 2: Lincoln Highway Touring and Discovery

Concept: Under this alternative, a series of discovery hubs (defined below) and certified interpretive sites (CISs) would be developed to introduce visitors to the Lincoln Highway. State based programming and local interpretive efforts would be encouraged. The National Park Service would

provide a set amount of matching funds per state for the establishment of at least one hub in each Lincoln Highway state to be established in an existing highway resource. Additional certified interpretive sites would be identified throughout each state. Personal travel itineraries would be available to the general public through a website. This alternative would have an impact at state hubs (a minimum of one hub in each Lincoln Highway state), at CISs, and potentially along the entire route through personal itineraries.

Leading Agency or Organization: The National Park Service would be the leading agency, working with various partners in each state, as follows:

- State Historic Preservation Offices (SHPOs), Tribal Historic Preservation Offices (THPOs), Federal Preservation Officers (FPOs) and certified local governments (CLGs)
- businesses, tourism offices, chambers of commerce, historical societies

How the Program Would Be Implemented:
The leading agency would take the following steps to implement this alternative, working with others as indicated.

- Provide national coordination and develop criteria for Lincoln Highway hubs, locations to be selected by state and local partners. Ideally, these hubs would be established in a historic facility contributing to the significance of the Lincoln Highway. The budget estimated for this alternative assumes that the hubs would be roughly the size of a Lincoln Highway-era gas station - about 2,000 square feet (NPS).
- Provide a set amount of matching funds to grantees for the establishment of at least one hub in each state in existing facilities or the production of interpretative panels for national story at each hub. No new construction would be funded (NPS).
- Design a template for interpretive panels for state and local stories to be used at hubs and at certified sites (NPS).
- Create and manage a website from which individual itineraries can be created (NPS).

Alternative 3: Lincoln Highway Heritage Corridor

Concept: Under this alternative, a collection of locally initiated coalitions consisting of multiple geographically defined segments of the Lincoln Highway and associated resources would be developed, with a minimum of one per NPS region. (Lincoln Highway states in the Northeast Region are New York, New Jersey, Pennsylvania, and West Virginia; in the Midwest Region are the Lincoln Highway states of Ohio, Indiana, Illinois, Iowa, and Nebraska; in the Intermountain Region, Wyoming and Utah, and in the Pacific West Region, Nevada and California.) Together, the coalition would make up one national heritage corridor. Within each segment, local groups (businesses, nonprofit organizations, units of local government) would take actions to protect, preserve, and promote the role that segment played in the national Lincoln Highway story. Each segment would pursue an action agenda developed as part of the national management plan for the heritage highway as a whole.

Like a national heritage area (NHA), this corridor would be a place designated by Congress where natural, cultural, historic, and scenic resources would combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity and shaped by geography. A designation by Congress is required to make an area a national heritage area. They typically are authorized for a ten-year period, and federal financial assistance of up to $1 million per year is typically authorized.

Congressional designation would authorize the Secretary of the Interior to provide technical assistance; however, the effort would be directed by a local management entity. This entity would develop a comprehensive plan for the heritage corridor with strategies for resource protection and interpretation. It also would develop a methodology for including various public and private partners in its implementation. No such management entity exists today to work on the Lincoln Highway at a national scale, but there are a number of potential organizations that may be interested in pursuing this opportunity. Congress specifies the managing entity of national heritage areas in legislation. This alternative would have an impact within identified segments of the Lincoln Highway.

Leading Agency or Organization: Leadership under this alternative would consist of a coalition of state, local, and/or regional organizations, including the following:

- State Historic Preservation Offices (SHPOs), Tribal Historic Preservation Offices (THPOs), Federal Preservation Officers (FPOs) and certified local governments (CLGs) working with the National Park Service.

How the Program Would Be Implemented:
The coalition would first identify the boundaries of segments in each NPS region that would compose the national heritage highway, building on existing efforts wherever possible. This step would be necessary before congresional designation was sought.

As would be done to create a national heritage area, the coalition would develop a management plan as one of its first actions after congressional designation. Because that plan would be developed by the coalition, it is not possible to know precisely which program elements would be included in the plan. However, it is reasonable to assume that at a minimum, the following activities would be involved:

- Provide a unified system of signs for the national heritage highway (management entity appointed by the coalition, working with state departments of transportation).
- Provide grants. The National Park Service would recommend that these grants be explicitly for preservation projects (management entity appointed by the coalition, with 50 percent matched funding from the National Park Service for the first ten years).

Alternative 4: No New Federal Action (no-action alternative)

Concept: In this alternative, no new federal action would be taken. The managing entity would work within existing programs (for example, the National Scenic Byway and National Register of Historic Places programs) to preserve and interpret the Lincoln Highway. This no-action alternative today primarily would have an impact in the locales and states with active scenic byway programs and historic preservation programs, but eventually it could result in nationwide impacts.

Agencies That Would Be Involved:
The Federal Highway Administration (FHwA) and the National Park Service (NPS).

How the Program Would Be Implemented:
The agencies would take the following actions to implement this alternative:

- Consider segments of the Lincoln Highway for designation as national scenic byways as nominations are received (FHwA, working with SDOTs).
- As time and funding permits, continue to support grassroots groups in nominating segments of the Lincoln Highway as national scenic byways (NPS and the FHwA, working with

SDOTs).

- As time and funding permits, continue supporting transportation enhancements in the Lincoln Highway corridor.
- As time and funding permits, continue to support the nomination of significant Lincoln Highway properties to the National Register of Historic Places (NPS, working with SHPOs, THPOs, FPOs, and CLGs).

COST AND BENEFIT ANALYSES

Benefits

The Lincoln Highway Study Team used a decision-making method called "Choosing by Advantages" to develop a list of objectives that the ideal management system for the highway should meet. In developing the objectives, the team considered both the requirements of the enabling legislation and public feedback on preliminary alternatives that had been received. The preliminary alternatives had been described in a January 2003 newsletter and discussed at public meetings that were conducted in March and April 2003. The management objectives for the Lincoln Highway were as follows:

1. Commemorate and interpret the national significance of both the Lincoln Highway and its related resources.
2. Provide for a diversity of Lincoln Highway experiences.
3. Preserve significant Lincoln Highway resources.
4. Continue to identify and evaluate significant Lincoln Highway resources.
5. Provide for private sector efforts to commemorate, preserve, and interpret Lincoln Highway resources.
6. Provide for state and local government efforts to commemorate, preserve, and interpret Lincoln Highway resources.
7. Provide for national coordination efforts to commemorate, preserve, and interpret the Lincoln Highway.

Before assessing the alternatives against the management objectives, the team revised the preliminary alternatives on the basis of public comments received as a result of the January 2003 newsletter. At that point, the alternatives were scored on the degree to which each alternative would meet the objectives. This process enabled the team to understand better the specific benefits of each alternative and resulted in the creation of a preliminary preferred alternative built from the some of the best parts of each alternative. Then the costs of the alternatives were analyzed and the potential environmental impacts of each alternative were identified. Finally, the alternatives were revisited given cost and environmental factors, resulting in the current preferred alternative.

Costs

The estimated costs of each alternative are summarized below. These estimates take into account staffing costs (salaries, benefits, and overhead), equipment costs, and funds to be distributed as grants. The methodology for these estimates involved breaking each alternative down into individual program elements and researching the likely cost of each element. The estimates are based on experience with successful implementation of similar programs. The costs were estimated over ten years, with future costs discounted for fair comparison across alternatives (see Appendix E for details).

Because the current federal expenditures under Alternative 4, the no-action alternative, would continue if any alternative was implemented, the chart below shows both the NPS cost of each alternative alone and the total amount of federal funding that would support the commemoration, preservation, and interpretation of the Lincoln Highway. (Appendix E details current federal expenditures towards these ends, funded by U.S. DOT). Although these U.S. DOT-funded projects serve to commemorate, preserve, and interpret Lincoln Highway resources, they were not conceived as a collective effort wards this goal. Rather, each project had its own independent goal (improving tourism, downtown revitalization, etc). Because there is no concerted effort at this time to focus these U.S. DOT funds on the Lincoln Highway specifically, the no-action alternative was not considered a viable management alternative for the purposes of this study, but rather a baseline from which to compare the other alternatives.

Costs of Alternatives (over 10 years)

	Costs to NPS	Cost to U.S. DOT (no new federal action alternative costs)	Total Cost of Lincoln Highway Commemoration, Preservation, and Interpretation (cost of alternative plus cost of no new federal action)
Alternative 1 (Preferred)	$9.3 million	$5.8 million	$15.1 million
Alternative 2	$6.6 million	$5.8 million	$12.3 million
Alternative 3	$8.6 million	$5.8 million	$14.3 million
Alternative 4 (No Action)	$0	$5.8 million	$ 5.8 million

Cost/ Benefit Ratios

The advantage points assigned to each alternative represent the benefits of each action alternative in meeting the previously stated objectives. These points, along with the cost/benefit ratio, are described in the chart below. Because Alternative 4, the "no new federal action" alternative, was not considered a viable management alternative for this study, neither the benefits nor the costs of that alternative are included in this chart.

Cost/Benefit Ratios

	Ten-year Cost to NPS of Lincoln Highway Commemoration, Preservation, and Interpretation	Benefit	Cost per Unit of Benefit
Alternative 1 (Preferred)	$9.3 million	415	$22,400
Alternative 2	$6.6 million	335	$19,600
Alternative 3	$8.6 million	375	$22.900

ENVIRONMENTALLY PREFERRED ALTERNATIVE

The environmentally preferred alternative is the one that will best promote the national environmental policy expressed in the National Environmental Policy Act (NEPA) section 101 (b)). The policy expressed in the act includes alternatives that fulfill the goals listed in the chart on the following page.

NPS Management Policies 2001 and Director's Order 12 ask that an environmental assessment identify the environmentally preferred alternative. Expressed simply, the environmentally preferred alternative is " . . . the alternative that causes the least damage to the biological and physical environment; it also means the alternative which best protects, preserves, and enhances historic, cultural and natural resources". The National Park Service may consider the no-action alternative as the environmentally preferred alternative.

Alternatives 1 and 3 best address the goals of NEPA. These two alternatives include the best means to preserve the Lincoln Highway both as a finite resource and as an element of American history and culture. As such, they would preserve portions of the resource and history in trust for future generations and would help attain a wide range of beneficial uses without degrading the quality of life. In addition, the preservation of a valuable resource would not come at the expense of the resources itself or be in conflict with the population or its standards of living. These alternatives would not fully address the sixth goal, which concerns the reuse and recycling of depletable resources. However, both Alternatives 1 and 3 would strongly encourage adaptive reuse of structures, and in doing so, they would benefit energy conservation.[23] Moreover, nei-

[23] As is discussed in chapter 6, "Environmental Consequences," most building materials have considerable "embodied energy," meaning that it takes considerable energy to produce them. The more materials that are reused in a building, the less embodied energy the building would have.

ther of these alternatives would expend much in terms of nonrenewable resources and neither would use an unreasonable amount of recyclable resources; thus, neither alternative would be wasteful of such resources.

Alternative 2 would address most of the goals of NEPA but would not be as successful at achieving those goals as would Alternatives 1 and 3. The alternative is not as focused on preserving the Lincoln Highway as a resource as are Alternatives 1 and 3; rather, it is more focused on the interpretive centers (hubs) and interpreting the Lincoln Highway story. Alternative 2 would involve some "tradeoffs" - concentrating preservation efforts on reusing a limited number of Lincoln Highway resources as new interpretive centers rather than less extensive rehabilitation of more historic structures, as in the other alternatives.

To some degree, Alternative 4 would address the NEPA goals, but it would be much less successful in meeting those goals than the other alternatives. Without a focused approach to the Lincoln Highway, there would be more possibility of losing parts of the resource, and efforts to interpret the resource for the benefit of succeeding generations would be scattered. Without a single national focus, other related resources could be lost or would not be interpreted for the benefit of all Americans.

Alternatives 1 and 3 are nearly equal in their ability to meet the national goals. Alternative 1 is environmentally preferable because its beneficial effects on overall preservation and interpretation of the Lincoln Highway would slightly outweigh the relatively minor adverse impacts it might have on economic development factors. Alternative 3 might result in fewer adverse impacts on economic development, but it would not be quite as successful in preserving and interpreting the resource.

National Environmental Policy Act (NEPA) Goals (taken from section 101 (b) of the act)

	Alternatives			
	1	**2**	**3**	**4**
Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations.	F-2	S-1	F-2	S-1
Ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings.	F-2	F-2	F-2	S-1
Attain the widest range of beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences.	F-2	S-1	F-2	S-1
Preserve important historic, cultural, and natural aspects of our national heritage and maintain, wherever possible, an environment that supports diversity and variety of individual choice.	F-2	S-1	F-2	S-1
Achieve a balance between population and resource use that will permit high standards of living and wide sharing of life's amenities.	F-2	S-1	F-2	S-1
Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.	S-1	S-1	S-1	S-1
Total Scores	**11**	**7**	**11**	**6**

Note: S means that the alternative would meet the goal somewhat; F means that the alternative would meet the goal fully. The number 1 was assigned to the S scores and the number 2 was assigned to the F scores to arrive at a total score for each alternative, as shown.

MANAGEMENT ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER STUDY

National Park Unit, the Lincoln Highway National Historic Site

Concept: One possible alternative considered would have involved having the National Park Service oversee a small part of the Lincoln Highway and adjacent land. A section of the highway with high integrity, along with accompanying auto-related resources, would have been chosen for preservation or rehabilitation and used to interpret the national story of the highway. (NPS policies for the treatment of cultural resources are discussed in *Management Policies 2001*, section 5.3.5, in which NPS definitions of preservation, rehabilitation, restoration, and reconstruction are explained.) A centralized visitor center would have connected to satellite sites at other historic resources across the country.

This suggested national historic site (a unit of the national park system) would have been the center for coordinating a Lincoln Highway grants program; and the NHS staff would have provided technical assistance to Lincoln Highway groups throughout the country, serving as a clearinghouse for information, interpretation, and maps. Such a unit of the national park system would have had to meet the criteria for addition to the system that was discussed in the introduction to this study (national significance, suitability, feasibility, and the need for direct NPS management).

The level of resource survey and public engagement conducted for this study was not sufficient to identify the best site in the 5,000-mile Lincoln Highway corridor for such a national historic site. Comprehensive, intensive-level survey documentation would have been necessary to responsibly evaluate a single representative portion to determine if it could effectively interpret the nationwide story of the highway's historic and cultural importance. It also would have been necessary to ascertain not only the level of public support for Lincoln Highway commemoration, preservation, and interpretation in concept, but also the degree to which supportive partnerships among necessary local agencies and organizations could be expected to develop for such a unit.

Although no location for a Lincoln Highway National Historic Site was proposed as part of this study, the study team did develop criteria for determining the best location that would allow for effective interpretation of the Lincoln Highway, should this alternative be pursued further. Such a site should possess the following:

- a very high concentration of identified significant Lincoln Highway resources
- a diversity of Lincoln Highway resources, that is, a nexus of roadbed and roadside resources
- a lack of existing adequate preservation or interpretation (this would address the suitability requirements discussed in Chapter 1)
- sufficient partnership commitment to the park

In addition, such a site also would have to meet the following preferred criteria:

- a central location along the length of the highway (considering either the geographic center or the population density center)
- strong local public support
- an easily accessible location

Reasons This Alternative Was Eliminated from Further Study: Resources are recommended for addition to the national park system only if they are nationally significant, suitable, and feasible and if there is a need for direct NPS management. As was discussed above, more work would have been necessary to identify the best

location for a potential Lincoln Highway National Historic Site and conduct these analyses. Other than developing the criteria for potential locations listed above, this alternative was not considered further.

In deliberating the value of selecting a single representative site that could interpret the nationwide story of the Lincoln Highway, the study team noted the connectivity of the highway between diverse communities, states, and regions at a national scale. This character is an essential part of the highway's historic development and is key to generating support for its preservation today. Selecting a single segment with the use of the above criteria might be possible, but this approach would run counter to the inherent transcontinental character of this historic road. The national story of the Lincoln Highway was played out in hundreds of communities across the nation.

Lincoln Highway National Historic Highway

Concept: In this alternative a new program would have been created within the U.S. Department of Transportation (U.S. DOT) to designate, preserve, and interpret historic roads and highways that are nationally significant. The Lincoln Highway would have been designated as the first national historic highway. This alternative not only would have affected all Lincoln Highway resources, it also potentially could have affected other historic roads.

Reasons This Alternative Was Eliminated from Further Study: During the public comment period on preliminary alternatives, considerable concern was expressed about this alternative, and there was very little support for it. There was concern about a lack of focus on historic preservation in the mission of the U.S. Department of Transportation, along with the perception that the Department of Transportation has little institutional experience in that field. Comments were not received from the U.S. DOT about this alternative, but a number of State Departments of Transportation commented they felt that further requirements to preserve historic roads not only were unnecessary but also could be harmful to the overall mission of these agencies to maintain safe and efficient transportation corridors.

Above: Barn Painting on the Lincoln Highway in Columbiana County, Ohio.

Top: The Lincoln Garage, Fallsington, Pennsylvania.

Chapter Six
Environmental Assessment

The National Park Service has undertaken this special resource study of the Lincoln Highway in response to the requirements of Public Law (PL) 106-563. Special Resource Studies are designed to evaluate natural and cultural resources within a selected study area. The evaluation determines if an area is nationally significant and whether it meets suitability and feasibility criteria for addition to the national park system. In accordance with this legislative direction, the National Park Service has provided a range of management alternatives (options) for the long-term preservation of the Lincoln Highway.

The National Park Service, through the Secretary of the Interior, forwards the study and any recommendations to Congress.

PURPOSE

The purpose of this Lincoln Highway Special Resource Study is to evaluate the Lincoln Highway for possible designation as a unit of the national park system and to determine what measures should be taken to commemorate, preserve, and interpret the Lincoln Highway. This environmental assessment (EA) analyzes management alternatives and their direct, indirect, and cumulative effects on the human environment, per the requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. §4379, et seq.), NEPA regulations (40 CFR 1500-1508), and NPS policies (NPS 2001). NEPA is considered an umbrella law. NEPA analyses include other legislative requirements such as the consultation requirements of section 106 of the National Historic Preservation Act and section 7 of the Endangered Species Act, as well as others.

NEED

As the findings of Public Law 106-563 acknowledge, although some parts of the Lincoln Highway have disappeared or have been realigned, many historic qualities of the road are still evident. However, as time passes, that remaining integrity is at risk of being lost. The same qualities that lend historic roads integrity, such as narrow alignments and older, less smooth surfaces can pose safety concerns with the speed demands of today's drivers. Maintaining these historic qualities can be challenging. The demand for convenient, efficient travel that led to the building of the Lincoln Highway also has contributed to its destruction. Of the roughly 5,000 miles that compose routes of the Lincoln Highway, the survey identified less than ten percent of the road and its associated landscape

that retain integrity. Fortunately, even though about 90 percent of the road itself has been significantly altered, there are about 1,000 buildings contributing to its significance that remain. Six percent of these properties appear to be abandoned or neglected. Without further attention, it is likely that these buildings will cease to retain integrity.

Public Law 106-563 cites the interest by organized groups and state governments in the preservation of features associated with the Lincoln Highway, the route's history, and its role in American popular culture as comprising a need to evaluate preservation options for the highway.

PUBLIC INVOLVEMENT, ISSUES, AND IMPACT TOPICS

At the beginning of this study, the public was invited to provide input on issues that the study team should consider. Appendix F describes public involvement in this study in detail. This chapter summarizes the issues - obstacles to commemorating, preserving, and interpreting the Lincoln Highway - that were raised both by the public and during internal team discussions.

Summary of Issues Raised

- As Americans who lived through the promotion and building phases of the Lincoln Highway age, an understanding of the significant role the highway played in history among the broader public is fading.
- Preserving the integrity of the Lincoln Highway requires preserving not only the historic buildings that served travelers along the road but also the road itself and its associated landscape.
- Since Lincoln Highway resources were intentionally built close to a main road that is narrow by today's standards, many of them have been destroyed over the years to create rights-of-way for wider roads. In this way, the Lincoln Highway and other historic roads face unique threats from continued development and increased traffic demands.
- Preserving and interpreting elements of the Lincoln Highway could be expected to attract more automobile travelers to the roadway, because a large source of interest in the road comes from automobile enthusiasts. Vehicle emissions from a substantial increase in traffic involving older classic or vintage automobiles without current emission control technology and still using leaded gasoline could degrade air quality.
- It is a challenge to both preserve the historic integrity of the Lincoln Highway and keep the road and its bridges safe for today's cars and speeds. One of the solutions that has been used to address this challenge -- constructing bypasses - could ultimately result in threats to the natural environment, other historic resources, and the quality of life in neighborhoods.

Issues Considered But Dismissed

This study considers the best ways to commemorate, preserve, and interpret the Lincoln Highway nationwide (on a programmatic, conceptual level). The study does not propose specific actions at any specific site. For example, each alternative proposes some preservation and adaptive reuse of structures, but under any of the alternatives more planning would be necessary to determine which specific structures should be preserved and how that should be accomplished. The selected structures might be located in an area with sacred sites, abundant archeological evidence, and poor air quality, and the proposed preservation method might significantly affect each of these features of the affected environment.

At the other extreme, the structures could be located in an area with none of these features, and preservation could be implemented in a way that would not affect any of them. Until a specific site is selected and the parame-

Impact Topics

Cultural Resources
Impacts to Historic and Archeological Properties, including properties listed on the National Register (mandatory and from issues). Preserving the integrity of the Lincoln Highway requires preserving not only the historic buildings that served travelers along the road but also the road itself and its associated landscape. This need poses unique challenges since Lincoln Highway resources were intentionally built close to a main road that is narrow by today's standards and many of them have been destroyed over the years to create right of way for a wider road. In this way, the Lincoln Highway and other historic roads faces unique threats from continued development and increased traffic demands.
Impacts to Sacred Sites and Indian Trust Resources (mandatory). Since there are no foreseen impacts as a result of any alternative to sacred sites and Indian trust resources, this impact topic is not discussed in this environmental assessment.
Natural Resources
Impacts to Wetlands and Floodplains (mandatory). Management alternatives for preserving the Lincoln Highway could be expected to encourage adaptive reuse of existing buildings in historic districts, avoiding the pressure for new development which could impact surrounding wetlands and floodplains.
Impacts to Energy and Natural or Depletable Resource Requirements and Conservation Potential (mandatory). By encouraging adaptive reuse not only of historic buildings, but also of entire districts, the management alternatives could be expected to conserve energy and natural resources when compared to the energy and resource implications of new development.
Impacts to Prime and Unique Agricultural Lands (mandatory). Since there are no foreseen impacts as a result of any alternative to prime and unique agricultural lands, this impact topic is not discussed in this environmental assessment.
Impacts to Ecologically Critical areas, Wild and Scenic Rivers, or Other Unique Natural Resources (mandatory). At a number of places, the Lincoln Highway shares a corridor with these unique natural features. Preserving the associated landscape of the Lincoln Highway could also serve to preserve the landscape surrounding these unique resources.
Impacts to Endangered or Threatened Plants and Animals and Their Habitats (including those proposed for listing, or on state lists) (mandatory) Since there are no foreseen impacts as a result of any alternative to endanger or threatened plants and animals and their habitats, this impact topic is not discussed in this environmental assessment.
Impacts to Air Quality: (mandatory and from issues). Vehicle emissions from a substantial increase in traffic involving older automobiles without current emission control technology and still using leaded gasoline could degrade air quality as "road rallys" are encouraged along the Lincoln Highway. At the same time, the adaptive reuse that would benefit energy conservation could also be expected to yield air quality benefits from fewer everyday vehicle emissions.
Visitor Experience
Impacts to Public Health and Safety (mandatory and from issues). Preserving the historic integrity of the Lincoln Highway could pose a concern for keeping the road and its bridges safe for today's cars and speeds.
Socioeconomic Environment
Impacts to Socially or Economically-disadvantaged Populations (mandatory). Bringing attention to historic qualities of towns along the Lincoln Highway could have both beneficial and adverse impact to socially and economically-disadvantaged populations in those towns.

ters of a project are known, it is not possible to meaningfully analyze the impacts associated with a project. When the effects of actions would vary significantly on the basis of site, those actions were considered in this environmental assessment but dismissed from further analysis because of the programmatic nature of this study.

The last issue above, regarding the construction of bypasses, is an example of an action that, because it would require site-specific information, was dismissed

from further analysis. The study team was aware that bypass construction is a strategy that has been used to preserve at least one historic section of the Lincoln Highway, and it could be replicated at other areas along the highway.[24] The team also recognized that the environmental consequences of this activity could be major and should be evaluated before such an activity was undertaken to determine whether better alternatives exist. However, it is impossible to predict at this study stage where bypasses might be built. Without that location information, it is impossible to determine the likely environmental consequences, which could range from negligible to major.

With federal funding available through transportation enhancements to support the preservation of historic roads, it is likely that a community considering building a bypass for the purpose of saving a section of historic Lincoln Highway would look to that source of funding. Since federal funding triggers the need for compliance with NEPA, section 106 of the National Historic Preservation Act, and other federal laws, environmental impacts would be evaluated at that point.

NEPA requires that if environmental impacts are determined to be likely, a range of alternative means of preserving the Lincoln Highway need to be considered. For example, if high traffic volume threatens the integrity of the highway, one alternative might be to construct a bypass; another might be to reduce traffic volume by expanding public transportation. It should be noted that using 100 percent local or state funding to build a bypass would obviate the need for the development of alternatives and for environmental impact analysis, since NEPA requirements apply only to federal or federally funded activities. However, the cost of road construction, together with the availability of federal transportation enhancement funding, makes it unlikely that this would happen without federal funding. Therefore, it is highly unlikely that environmental impacts would not be evaluated at the project stage, where critical parameters like location, timing, and the affected environment would be known.

Impact Topics

The chart on the previous page discusses impact topics considered in this environmental assessment. These topics address both relevant issues and mandatory topics that must be addressed according to NEPA regulations.

AFFECTED ENVIRONMENT

This section presents the components of the existing environment that would be affected by the alternatives if implemented. The relevant components of the environment were determined by the impact topics in the previous chart.

Historic and Archeological Properties

The reconnaissance survey conducted as part of this project found about 1,500 resources that contribute to the significance of the highway. About 1,000 of the identified resources are buildings (mostly garages or food and lodging establishments); the rest are sections of the road and associated landscape and objects such as route markers and memorials. A total of 128 of the identified resources are listed on the National Register of Historic Places, either individually or within the boundaries of historic districts, but none is a national historic landmark. National historic landmarks have been

[24] In Elkhorn, NE, a bypass road designed to preserve a national register-listed section of original road is in the final stages of planning.

recognized by the secretary of the interior as possessing national significance; they also are recognized for their exceptional value in representing or illustrating an important theme in the history of the nation. National historic landmarks are automatically included in the National Register of Historic Places, yet the majority of National Register-listed properties are significant within local or statewide contexts.

Since the Lincoln Highway was mostly built over existing transportation corridors, it is likely that prehistoric and historic archeological evidence could be found in the areas through which the highway passes. However, more site-by-site research would have to be conducted to determine the precise locations of this evidence relative to the Lincoln Highway corridor. The scope of the reconnaissance survey conducted as part of this project did not include assessing the presence of archeological evidence.

Wetlands and Floodplains

According to the U.S. Fish and Wildlife Service's National Wetlands Inventory (NWI), which is developed mostly with the use of aerial photography with some ground-truthing, 30 percent of the counties in the Lincoln Highway corridor do not contain wetlands. In another 10 percent of the counties, the only wetlands appear from the NWI maps to be located more than 1 mile from the area of the Lincoln Highway corridor. In the remaining 60 percent of the counties in the Lincoln Highway corridor, there are wetlands either close to or in direct contact with the highway.

The U.S. Federal Emergency Management Agency (FEMA) maintains maps with locations of flood insurance zones - a good indicator of floodplain areas. However, that information is kept at such a small, community-level scale that analyzing it for a resource of this size would be exceedingly time-consuming and cost-prohibitive. Given the geographic history of the highway - across most of the country, the Lincoln Highway was routed along existing trails that had been followed by Native Americans who, by necessity, traveled close to water sources - this impact analysis assumes that there are floodplains in the Lincoln Highway corridor. For example, this is the case with the Lincoln Highway across Nebraska, where it follows the Platte River, and Colorado, where it follows the South Platte River. As is the case with all of the impacts analyzed in this environmental assessment, as projects are implemented under any of these alternatives, the project managers will need to revisit this analysis.

Ecologically Critical Areas, Wild and Scenic Rivers, and Other Unique Natural Resources

There are nine national natural landmarks (NNLs) within a few miles of the Lincoln Highway corridor, as follows:

1. Tinicum Wildlife Preserve (Philadelphia County, Pennsylvania)
2. Wissahickon Valley (Philadelphia County, Pennsylvania)
3. Hoosier Prairie (Lake County, Indiana)
4. Loess Hills (Harrison County, Iowa)
5. Bone Cabin Fossil Area (Albany County, Wyoming)
6. Como Bluff (Albany and Carbon counties, Wyoming)
7. Emerald Bay (El Dorado County, Wyoming)
8. American River Bluffs and Phoenix Park Vernal Pools (Sacramento County, California)
9. Consumnes River Riparian Woodlands (Sacramento County, California)

All these NNLS are managed as parts of both federal and state park systems, with the exception of parts of the Loess Hills, Bone Cabin Fossil Area, parts of Como Bluff, and the

Consumnes River Riparian Woodlands, which are privately owned.

The Lincoln Highway also comes within 1 mile of four wild and scenic rivers, as follows:

1. Little Beaver Creek (in Columbiana County, Ohio)
2. Cache La Poudre (in Larimer County, Colorado)
3. American River (Lower) (in Sacramento County, California)
4. American River (North Fork) (in Sierra and Nevada counties, California)

There may be other unique natural resources in the Lincoln Highway corridor that are not recorded on national scale databases. As projects are undertaken under any of these alternatives, this impact topic will need to be revisited.

Air Quality

Fifty-six of the 122 counties in the Lincoln Highway corridor report to the U.S. Environmental Protection Agency's (EPA) Air Quality Index. This index includes information on the levels of major air pollutants that can cause adverse health effects within a few hours or days of breathing polluted air. These 56 counties include both cities with a population of 350,000 or more, which are required to report to this index, and many smaller communities that report voluntarily. The air quality in the counties that do not report could not be determined for this assessment.

Of the 56 counties that do report to this national index, 6 had air quality measured at the level EPA labels as "orange" for more than 10 percent of the year. An orange air quality rating means that the air is unhealthy for sensitive groups (children, the elderly, and those who are physically active outdoors). These six counties are New York, NY; Allegheny, PA; Franklin, PA; Hancock, WV; and Sacramento and El Dorado, CA. In Hancock County, WV, the air quality during the worst days rose to the next level, "red," the level at which the air is considered unhealthy for everyone and seriously unhealthy for the more sensitive groups. The rest of the reporting counties had, on average, healthier air quality, but it is worth noting that in 32 counties at least one day of the year rose to the red level. The two primary pollutants contributing to these high pollution levels were ozone and fine particulate matter. Emissions from motor vehicles are one source of these pollutants. Other sources include power and industrial plants.

Visitor Experience; Public Health and Safety

The Lincoln Highway's 5,000 miles comprise a wide variety of road types ranging from one-lane dirt roads to four-lane divided freeways. Narrow dirt, gravel, brick, or concrete roads are often considered unsafe because of uneven paving conditions, narrow width, or sharp turns; however, these roads often maintain much of the character and integrity of the historic Lincoln Highway.

There are no consistent standards for preserving historic roads while addressing safety concerns for modern vehicles and speeds. Often local engineers are restrained by the policies and procedures of state laws meant to provide for safety; and they can be limited by funding or liability issues. Creative design solutions allowing for preservation and safety are needed. Without such solutions, as populations continue to grow and a greater strain is put on the more than 3 million miles of roads in America, it is likely that historic roads like the Lincoln Highway will lose their integrity, which in turn will decrease the experience of historic roads enthusiasts.

At the state level, according to highway statistics on fatalities collected in 2001 by the U.S. Department of Transportation, rural areas have a slightly higher number of accidents leading to fatalities. However, these numbers are compiled from all interstate highways, other freeways, principal arterials, minor arterials, major collectors, minor collectors and local roads, not just the roads that make up the Lincoln Highway. Figures about the safety of the Lincoln Highway are difficult to find on a county and city level and will need to be assessed case by case. Because there is great variability within smaller areas of counties and cities, the health and safety conditions along the narrow strips of land that make up the Lincoln Highway corridor would have to be examined more closely in the planning stages of specific projects.

Socially or Economically Disadvantaged Populations

The figures in the following assessment are taken from 2000 and 2001 data (U.S. Census and Bureau of Economic Statistics) for the counties and cities crossed by the Lincoln Highway as a whole. Because there is great variability within smaller areas of counties and cities, the socioeconomic conditions within the narrow strips of land that compose the Lincoln Highway corridor would have to be examined more closely in the planning stages of specific projects.

The Lincoln Highway's 5,000 miles cross through 122 counties and 22 major cities. Half of these counties are densely populated (more than 100 people per square mile) and one-third of them are very densely populated (more than 250 people per square mile). However, the highway also crosses through a few sparsely populated areas - 16 of the 122 counties have fewer than 10 people per square mile.

On average, per capita income in the Lincoln Highway corridor is slightly less than the U.S. average per capita income (95 percent of the average). However, there is wide disparity in income levels along the highway. The highest per capita income can be found in the terminus city, San Francisco, where per capita income is 190 percent of the U.S. average. The lowest per capita income is in Juab County, UT, where per capita income is only 52 percent of the U.S. average.

The population of 75 percent of the counties in the Lincoln Highway corridor is 10 percent or fewer minorities. However, 19 of the 122 counties range from 30-50 percent minority. All of these more diverse counties are located at the east or west ends of the highway (in New York, New Jersey, Pennsylvania, and California) except for Allen and Saint Joseph counties in Indiana (home to Fort Wayne and South Bend) and Lake County in Illinois (in the Chicago suburbs). For comparison, the United States population as a whole is approximately 25 percent minority.

ENVIRONMENTAL CONSEQUENCES

This section describes the probable consequences, or impacts, of each alternative on selected environmental resources. This analysis provides the basis for comparing the effects of the alternatives. The intensity, duration, and cumulative effects have been assessed. Since the alternatives described in this special resource study are presented in a general "brush-stroke" manner, the analysis of environmental consequences also must be general. Thus, the ideas presented in this document are conceptual.

Methodology

The National Park Service based this analysis on the existing impacts of sim-

ilar actions on a smaller scale. Where such examples were not readily available, the professional judgment of the interdisciplinary study team was relied on.

Context. Impacts, either beneficial or adverse, are discussed in terms of the effect on the resource or impact topic throughout the entire Lincoln Highway corridor. The National Park Service can make only reasonable projections of the context (where, how, when) of each activity under the alternatives and the impacts associated with those context. Likewise, it is possible to make only reasonable projections of the duration (short-term or long-term) nature of the impacts.

Timing. It is impossible to predict when any alternative would be adopted. Therefore, it is impossible to predict the timing of any impacts resulting from any of the five alternatives, and the specific timing of impacts is not addressed in this document. The timing of impacts would need to be addressed during future planning processes.

Intensity. For the purposes of this analysis, the intensity or severity of the impact is defined as follows:

Negligible: The effect would be barely perceptible and not measurable or would be confined to a small area.

Minor: The effect would be perceptible and measurable, but it would be localized.

Moderate: The effect would be clearly detectable and could have appreciable effect.

Major: The action would have a substantial, highly noticeable influence.

Direct and Indirect Effects.

Direct effects are those that would be caused by the action and would occur at the same time and place. Indirect effects are those that would be caused by the action but would occur later in time or would be farther removed in distance, but they must be reasonably foreseeable. Indirect effects may include changes in ecological processes that would result in a change to the environment.

Consequences Common to Multiple Alternatives

With any of the alternatives, the trend in certain areas toward increased development and increased traffic will continue. As a result of both of these trends, threats to historic resources will continue in these areas. Also with any of these alternatives, preservation projects could be targeted at areas that seem at the most risk of development and traffic pressure. Therefore, each alternative has the same potential to preserve the Lincoln Highway in the face of development and traffic demands. Likewise, the potential environmental consequences associated with development and traffic would be the same for each alternative.

The greater traffic demands are, the greater is the threat to the integrity of historic roads like the Lincoln Highway. Therefore, it is useful to review project projections to understand where the Lincoln Highway is most threatened. For the past 20 years, the Texas Transportation Institute has kept data on U.S. roadway congestion in the Roadway Congestion Index (RCI). This index tracks traffic data for the following ten metropolitan areas near the Lincoln Highway corridor:

1. New York City and Northeastern New Jersey
2. Philadelphia, Pennsylvania

3. Pittsburgh, Pennsylvania
4. Cleveland, Ohio
5. Chicago, Illinois, and Northwestern Indiana
6. Boulder, Colorado
7. Denver, Colorado
8. Salt Lake City, Utah
9. Sacramento, California
10. San Francisco-Oakland, California

The RCI is the measure of vehicle travel density during peak periods, an RCI greater than 1.0 has been determined undesirable by the U.S. Department of Transportation. In 1982, the San Francisco-Oakland area had an RCI greater than 1.0. By 2000, most of those cities surveyed along the Lincoln Highway had an RCI of more than 1.0. The San Francisco-Oakland area is still the highest RCI at 1.45. Salt Lake City, UT, Omaha, NE, and Pittsburgh, PA are all less than 1.0. Pittsburgh, PA is well below the national average for large cities (1.12) at only 0.77.

In addition to traffic growth, population growth is another good indicator of the threat that might be faced by the resources in the Lincoln Highway corridor. According to the U.S. Census Bureau, 4 of the 14 Lincoln Highway states are on the top-ten list of projected fastest growing states over the next 20 years - Colorado, Wyoming, Nevada, and California. Although this statistic seems to suggest that threats from development could be quite high, it is likely that the population will not grow evenly across these states. Therefore, the degree to which resources in the Lincoln Highway corridor would be threatened by population growth is unclear.

To determine the best way to avoid the adverse environmental consequences associated with development and traffic, population projections for the communities in the narrow stretch of land that makes up the Lincoln Highway corridor would need to be obtained in the planning stages of specific projects.

Alternative 1: National Lincoln Highway Program (preferred alternative)

Historic and Archeological Properties. The beneficial consequences on historic and archeological properties from Alternative 1 would be moderate. This alternative would result in attention being brought to the historic properties contributing to the Lincoln Highway and provide some seed funding for their commemoration, preservation, and interpretation.

The adverse consequences on historic and archeological properties from Alternative 1 would be negligible. Since this alternative would raise public awareness of the historic significance of the Lincoln Highway, it is likely that increased visitation and tourism development would result, causing some adverse impacts on historic and archeological properties. The level of adverse impacts would vary considerably, depending on the type and level of tourism encouraged and the facilities that would be developed to serve these tourists. However, at this programmatic stage of planning, it is reasonable to assume that, nationwide, this alternative would result in negligible adverse impacts on historic and archeological properties.

Further site-specific planning of federally funded projects would be necessary to identify the specific level of impacts and to propose mitigation if necessary. To the extent that increased attention would attract privately funded tourism development with little or no federal involvement, the assessment of impacts on these resources typically would not be required.

Wetlands and Floodplains. The beneficial consequences on wetlands and floodplains from Alternative 1 would be negligible. If adaptive reuse of Lincoln Highway buildings would avert the need for new construction in

the 82 counties that have wetlands, these wetlands could be protected from development. The same protection from development pressure would be true for floodplains. This consequence is rated as negligible in that where a wetland is of considerable size (more than 1/10 of an acre), a U.S. Army Corps of Engineers permit is required for disturbing that wetland. Since the requirement for a permit applies to private activities as well as governmental activities, the likelihood that wetlands would be disturbed without mitigation activities is slight. Likewise, development in a floodplain would be discouraged through economic disincentives such as flood insurance requirements or mitigation requirements.

No adverse consequences on wetlands and floodplains from Alternative 1 are foreseen.

Energy and Natural Resource Requirements and Conservation Potential. The beneficial consequences on energy requirements and conservation potential from Alternative 1 would be minor. Through preservation grants, national register listing, and the attention that interpretation and commemoration would bring, this program could be expected to advance the adaptive reuse of historic resources in the Lincoln Highway corridor. Since at least 8 percent of the buildings identified in the survey that accompanied this project appeared to be abandoned, this program would be presented with abundant opportunities to return underused historic resources to productive use. Generally, reuse is a more natural resource- and energy-efficient way to develop than new construction.[25]

Because a diversity of resources contribute to the Lincoln Highway's significance (roadway, bridges, motels, gas stations, etc), this alternative could be expected to encourage and support the reuse not only of individual structures, but also of historic districts. Historic districts tend to have more concentrated commercial and residential centers. For people who live in these districts, commuting to work and shop takes less energy than would commuting to work and shop from newer residential areas to newer office parks and retail centers, which typically are more spread out. One of the causes of sprawl is a lack of investment in existing cities and towns. By providing an alternative, this program could, in the long run, help to alleviate some of the tendency towards sprawl development.

It is likely that this program would encourage more motor touring, especially by older vehicles, which typically are less fuel-efficient than newer cars. However, no overall adverse impact of this alternative on energy use and natural resource requirements is foreseen because the likelihood that motor touring would increase with this program, as opposed to being diverted from other places, is unclear.

Ecologically Critical Areas, Wild and Scenic Rivers, or Other Unique Natural Resources. The beneficial effects on ecologically critical area, wild and scenic rivers, and other unique natural resources from Alternative 1 would be negligible. Most of the national natural landmarks and all of the wild and scenic rivers are managed to maintain their unique qualities by, for example, inclusion in a park system; therefore, protective measures are already in place to ensure

[25] Most building materials have considerable "embodied energy," meaning it takes considerable energy to produce them. The more materials that are reused in a building, the less embodied energy the building would have. Of course, it is important to ensure that current energy codes are met in adaptively reusing older buildings so that the benefits in saving embodied energy and natural resources are not overshadowed by inefficient use of energy by building occupants.

that these qualities will be retained to the extent possible. However, the landscape surrounding Wild and Scenic Rivers often is privately owned. If privately funded development infringed on the privately owned viewsheds, there would be no protection (on a federal level) from disturbance.

The focus of this alternative on heritage tourism and preservation makes it less likely that non-federally funded development would occur in unique settings in the Lincoln Highway corridor. Therefore; this alternative could result in a beneficial effect impact on these settings. The use of federal funds for development would trigger the need for NEPA analysis, in which case the impacts would be revisited and, if necessary, mitigated.

No adverse effects on ecologically critical areas, wild and scenic rivers, and other unique natural resources from Alternative 1 are foreseen.

Air Quality. The beneficial effects on air quality from Alternative 1 would be potentially minor. In areas where the primary source of air pollutants is automobiles, the benefits to energy consumption from less vehicle traffic (as noted above under "Energy Conservation" impacts) would also translate into improved air quality.

The adverse consequences on air quality from Alternative 1 would be negligible. The consequences associated with motor touring, especially from older vehicles without up-to-date emissions control equipment from diesel-powered buses (an activity that probably would be promoted by this program) has been evaluated to assess whether or not this activity would cause concern for air quality. Both of the key air pollutants in the Lincoln Highway corridor, ozone and fine particulate matter, are related to vehicle emissions.

The likelihood that motor touring would cause concern for air quality depends on the specific geographic area for the tour (not all Lincoln Highway counties experience periods of unhealthy air quality), the time of year (in summer, the intense sun tends to amplify unhealthy ozone levels), and the number and types of vehicles involved. Even under the worst conditions, the adverse effects of air pollution from motor touring would be short-lived.
In Michigan, the Woodward Dream Cruise attracts 30,000 classic cars every summer to Detroit, a city where good air quality days occur less than half of the year. Data from air quality monitors in the area near the location of the cruise do not show an appreciable difference in air quality on the days it is held. From this, we can assume that classic car touring along the Lincoln Highway that could result from this alternative would be unlikely to compromise the air quality at a level that would be of concern for any but the most sensitive people (that is, people with heart and lung diseases, the elderly, and children) for the short duration of the tour. Therefore, this consequence would be negligible.

Visitor Experience. The beneficial effects on the visitor experience from Alternative 1 would be moderate. Attention to historic road resources could increase from this alternative - not only attention to the Lincoln Highway but to all historic roads. This could lead to the development of nationwide standards for preservation and safety on historic roads and to improved quality of the experience for historic roads enthusiasts. The alternative also would lead to opportunities for improving the understanding of the early days of the automobile in America.

The adverse impacts on the visitor experience from Alternative 1 would be negligible. Increased tourism might attract development that would not be consistent with the character-defining features of the highway, detracting

from the experience of the historic road. However, because the program design under this alternative would be focused on preservation, the tendency for incompatible tourist activities to detract from the character-defining features of the highway would be less likely than under Alternative 3.

Socially or Economically Disadvantaged Populations. The beneficial effects on disadvantaged populations from Alternative 1 would be minor. The actions of this alternative could bring attention to the historic importance of the towns and areas along the Lincoln Highway, leveraging funding to improve living conditions, keeping and attracting tourism and heritage-focused business investment, and raising property values

The adverse impacts on disadvantaged populations from Alternative 1 also would be minor. Emphasizing the historic significance of Lincoln Highway resources could pose regulatory barriers on particular types of development and also could result in public pressure. If developers chose to build in other areas to avoid these barriers, socially and economically disadvantaged populations living in these areas might be denied the economic benefits of business investment.

Alternative 2: Lincoln Highway Touring and Discovery

Historic and Archeological Properties. The beneficial effects on historic and archeological properties from Alternative 2 would be minor. The actions of this alternative would bring attention to some of the historic properties (those that are hubs and CISs) contributing to the Lincoln Highway and provide some seed funding for their commemoration, preservation, interpretation. The benefits that could accrue from the avoidance and/or redirection of inappropriate development would be limited to hubs and, to a lesser extent, to CISs; therefore, this benefit is rated lower than that of Alternative 1.

The adverse consequences on historic and archeological properties from Alternative 2 would be negligible for the same reasons mentioned for Alternative 1.

Wetlands and Floodplains. No beneficial effects on wetlands and floodplains would result from Alternative 2. The beneficial effects mentioned for Alternative 1 would not occur under this alternative because the focus of Alternative 2 would be on the adaptive reuse of individual buildings as Lincoln Highway hubs. The potential to avoid development in wetlands and floodplains that would result from the adaptive reuse of 14-28 individual buildings (depending on the range of state matches) as hubs would not result in measurable benefits to wetlands or floodplains.

No adverse impacts on wetlands and floodplains would occur from Alternative 2.

Energy and Natural Resource Requirements and Conservation Potential. The beneficial effects on energy requirements and conservation potential from Alternative 2 would be negligible. Through hub development, this alternative could be expected to advance the adaptive reuse of some historic resources in the Lincoln Highway corridor. As was mentioned previously, reuse is generally a more energy-efficient way to develop than new construction, but this consequence would be negligible because the number of buildings for which the National Park Service would directly support rehabilitation probably would range from 14 to 28, depending on state matches.

There would be no adverse impacts on energy requirements and conservation potential from Alternative 2.

Ecologically Critical Areas, Wild and Scenic Rivers, or Other Unique Natural Resources. There would be no beneficial effects on ecologically critical areas, wild and scenic rivers, or other unique natural resources from Alternative 2.

There would be no adverse Impacts on ecologically critical areas, wild and scenic rivers, or other unique natural resources from Alternative 2.

Air Quality. No beneficial effects on air quality would result from Alternative 2.

The adverse impacts on air quality from Alternative 2 would be negligible. Rehabilitation work on hubs might temporarily result in emissions from construction equipment, but because of the relatively small size and short duration of these rehabilitation projects, the effects from the emissions would be negligible.

Visitor Experience. The beneficial effects on the visitor experience from Alternative 2 would be minor Much of the experience sought by historic roads enthusiasts involves an authentic driving experience. Because this alternative would focus only on preserving roadside architecture, it is unlikely that the historic qualities of the road itself would be protected. Although the hubs and, to a lesser extent, the interpretive sites, would offer a destination for visitors, the "road trip" experience would not be supported.

There would be no adverse impacts on the visitor experience from Alternative 2.

Socially or Economically Disadvantaged Populations. The beneficial effects on disadvantaged populations from Alternative 2 would be moderate. If hubs were located in the more disadvantaged areas of the states, then more business opportunities in tourism could be concentrated there.

The adverse impacts on disadvantaged populations from Alternative 2 would vary, depending on the population density of the area. In places with a high population density, the adverse consequences could be moderate because developing hubs to attract automobile tourists would necessitate added parking. In already densely populated areas, residents would have to compete for parking with tourists. In less crowded areas, this effect would be only minor. Such effects would not be of concern in undeveloped areas, but these areas would be less likely to be selected as hubs, given the distance from population centers.

Alternative 3: Lincoln Highway Heritage Corridor

Historic and Archeological Properties. Alternative 3 would result in major beneficial effects on historic and archeological properties. The actions of this alternative would bring attention to the historic properties contributing to the Lincoln Highway and provide some seed funding for their commemoration, preservation, and interpretation

The adverse impacts on historic and archeological properties from Alternative 3 would be negligible for the same reasons as those described for Alternative 1.

Wetlands and Floodplains. The beneficial effects on wetlands and floodplains from Alternative 3 would be negligible. If the adaptive reuse of buildings in the Lincoln Highway corridor averted the need for new construction in the 82 counties that have wetlands, those wetlands could be protected from development. The same protection from development pressure would be true for floodplains. This consequence would be minor because

when a wetland is of considerable size (more than 1/10 acre), a U.S. Army Corps of Engineers permit is required for disturbing that wetland. Since this permit requirement applies to private activities as well as governmental activities, the likelihood that wetlands would be disturbed without mitigation is slight. Likewise, development in a floodplain would be discouraged through economic disincentives such as flood insurance requirements or mitigation requirements.

Alternative 3 would not result in any adverse impacts on wetlands and floodplains.

Energy and Natural Resource Requirements and Conservation Potential. Alternative 3 would result in moderate beneficial consequences on energy requirements and conservation potential. The coalition would decide which activities to undertake, and the degree to which those activities would conserve or use energy could vary considerably. This moderate rating was arrived at with the assumption that the activities would be similar to those that would be undertaken in Alternative 1.

Alternative 3 would not result in any adverse impacts on energy requirements and conservation potential. This rating was arrived at under the assumption that the activities of this alternative would be similar to those undertaken in Alternative 1.

Ecologically Critical Areas, Wild and Scenic Rivers, or Other Unique Natural Resources. The beneficial effects from Alternative 3 on ecologically critical areas, wild and scenic rivers, and other unique natural resources would be negligible. Most of the national natural landmarks and all of the wild and scenic rivers are managed to maintain their unique qualities by, for example, inclusion in a park system; therefore, protective measures are already in place to ensure that these qualities are retained to the extent possible.

The landscape surrounding wild and scenic rivers often is privately owned. If privately funded development infringes on the privately owned viewsheds, there would be no protection (on a federal level) from disturbance. The focus of this alternative on heritage tourism and preservation would make it less likely that non-federally funded development would occur in unique settings in the Lincoln Highway corridor. The use of federal funds for development would trigger the need for NEPA analysis, in which case the impacts would be revisited and, if necessary, mitigated.

Alternative 3 would not result in any adverse effects on ecologically critical areas, wild and scenic rivers, and other unique natural resources.

Air Quality. The beneficial effects on air quality from Alternative 3 would be minor.. As in Alternative 1, in areas where the primary source of air pollutants is automobiles, the benefits to energy consumption from less vehicle traffic would also translate into improved air quality.

The adverse impacts from Alternative 3 on air quality would be negligible for same reasons described for Alternative 1.

Visitor Experience. Alternative 3 would result in moderate beneficial effects on the visitor experience: This alternative could bring increased attention to historic road resources (not only of the Lincoln Highway, but also of all historic roads), potentially leading to the development of nationwide standards for the preservation of historic roads and safety on them. The actions of this alternative also could improve the quality of the visitor experience for historic roads enthusiasts,

and it would lead to opportunities for improving the understanding of the early days of the automobile in America.

The adverse impacts on the visitor experience from Alternative 3 would be minor. It might encourage more traffic congestion in areas of the highway, which would adversely impact the quality of the experience for historic roads enthusiasts. This alternative also would increase tourism substantially. Its emphasis on tourism might attract development that would be inconsistent with the character-defining features of the highway, detracting from the experience of the historic road. This impact is rated higher than that of Alternative 1 because it would be more likely to emphasize economic development.

Socially or Economically Disadvantaged Populations. Alternative 3 would result in minor beneficial effects on disadvantaged populations. It could bring attention to the historic importance of the Lincoln Highway towns and areas, leveraging funding to improve their living conditions, keeping and attracting more business investment, and raising property values.

The adverse impacts on disadvantaged populations from Alternative 3 would be negligible, similar to the effects described for Alternative 1. However, while still overall an adverse impact, its effect might be slightly less because the coalition management focus that is typical for heritage areas could cause more diverse interests to find and encourage economic development compatible with historic preservation.

Alternative 4: No New Federal Action

Historic and Archeological Properties. The beneficial effects on historic and archeological properties from Alternative 4 would be minor. The alternative could bring some attention to the historic properties that contribute to the Lincoln Highway through national register, national historic landmark and national scenic byways programs as funding and time permits for listing and inclusion of Lincoln Highway resources in these programs. Transportation enhancement funding would continue to support the commemoration, preservation, and interpretation of Lincoln Highway resources to the extent that these funds were requested and became available.

The adverse impacts on historic and archeological properties from Alternative 4 would be moderate. Without directed attention, it is likely that historic properties contributing to the Lincoln Highway would lose integrity. Of the 1,000 buildings surveyed as part of this study, 8 percent appeared abandoned. Only 8 percent of the owners of the buildings responded to a mailing asking about their interest in this project.

Wetlands and Floodplains. The beneficial effects on wetlands and floodplains from Alternative 4 would be moderate. In an area dense with wetlands and floodplains, modernization of an already developed roadway to serve traffic needs would avert the destruction of undisturbed land for this purpose. Thus, an adverse consequence from a cultural resource perspective could be a beneficial consequence from the perspective of preserving wetlands and floodplains.

The adverse impacts on wetlands and floodplains from Alternative 4 would be negligible. Without an incentive to adaptively reuse buildings in the Lincoln Highway corridor, it is possible that developers serving the needs of growing areas would favor previously undisturbed land, potentially wetlands and floodplains. This impact is rated minor for two reasons: (a) Prohibitive cost would makes it unlikely that developers would preserve existing build-

ings associated with the Lincoln Highway; however, it is possible that they might choose to build on already disturbed land by demolishing these existing buildings (note that this would be a strong adverse impact for cultural resources). (b) When a wetland is of considerable size (more than 1/10 acre), a U.S. Army Corps of Engineers permit is required for disturbing that wetland. Since this permit requirement applies to private activities as well as governmental activities, the likelihood that wetlands would be disturbed without mitigation activities is slight. Likewise, development in a floodplain would be discouraged through economic disincentives such as flood insurance requirements or mitigation requirements.

Energy and Natural Resource Requirements and Conservation Potential. There would be no beneficial effects on energy requirements and conservation potential from Alternative 4.

The adverse impacts on energy requirements and conservation potential from Alternative 4 would be minor. Without new strong incentive to return historic resources to productive use, the tendency toward new development to encourage economic growth would continue. Compared to the concentrated nature of historic areas and the potential for reusing structures, new construction would be energy intensive.

Ecologically Critical Areas, Wild and Scenic Rivers, or Other Unique Natural Resources. There would be no beneficial effects on ecologically critical areas, wild and scenic rivers, or other unique natural resources from Alternative 4.

Alternative 4 would not result in any adverse Impacts on ecologically critical areas, wild and scenic rivers, or other unique natural resources.

Air Quality. There would be no beneficial effects on air quality from Alternative 4.

Alternative 4 would not result in any adverse impacts on air quality.

Visitor Experience. There would be no beneficial effects on the visitor experience from Alternative 4. Alternative 4 would result in moderate adverse impacts on the visitor experience. Some scattered preservation and interpretation would continue under this alternative, but the effort would not make a substantial enough impact on the Lincoln Highway as a whole to allow for a meaningful visitor experience on a national or regional scale or even on a statewide scale (with the possible exception of statewide scenic byways).

Socially or Economically Disadvantaged Populations. There would be no beneficial effects on disadvantaged populations from Alternative 4.

Alternative 4 would not result in any adverse impacts on disadvantaged populations.

Summary of Impacts

Impact Topic	Alternative 1 National Lincoln Highway Program (preferred)	Alternative 2 Lincoln Highway Touring and Discovery	Alternative 3 National Heritage Highway	Alternative 4 No New Federal Action
Historic and Archeological Properties	Moderate beneficial impacts. Could bring needed attention to historic properties. No foreseen adverse impacts.	Minor beneficial impacts. Could bring attention to historic properties (limited to hubs and CISs) No foreseen adverse impacts.	Same as Alternative One	Minor beneficial impacts. Inclusion in existing programs and funding through transportation enhancements aids preservation. Moderate adverse impacts. Without directed attention, it is likely more Lincoln Highway resources will lose integrity.
Wetlands and Floodplains	Negligible beneficial impacts. Adaptive reuse may avoid some wetland/flood-plain development. No foreseen adverse impacts.	No foreseen beneficial or adverse impacts.	Same as Alternative One	Moderate beneficial impacts. Modernization of already developed roadway to serve traffic needs avoids the destruction of undisturbed land, potentially wetlands and floodplains, for the same purpose. Negliglible adverse impacts. Without incentive to reuse historic buildings, development will tend to favor undisturbed land.
Energy and Natural Resource Requiirements and Conservation Potential	Minor beneficial impacts. Underused historic buildings and districts could be returned to productive use. No foreseen adverse impacts.	Negligible beneficial impacts due to reuse of historic building, limited to hubs. No forseen adverse impacts	Same as Alternative One	No foreseen beneficial impacts. Minor adverse impacts. Without strong incentive to reuse historic buildings and districts, the tendency toward new development, (which is, compared to reuse, relatively energy and resource intensive) will continue.

Summary of Impacts continued

Impact Topic	Alternative 1 National Lincoln Highway Program (preferred)	Alternative 2 Lincoln Highway Touring and Discovery	Alternative 3 National Heritage Highway	Alternative 4 No New Federal Action
Ecologically Critical Areas,Wild and Scenic Rivers, or other unique natural resources	Negligible beneficial impacts. Focus on heritage tourism makes inappropriate development less likely. No foreseen adverse impacts.	No foreseen beneficial or adverse impacts.	Same as Alternative One	No foreseen beneficial or adverse impacts.
Air Quality	Potentially minor beneficial impacts. Could reduce pollution from motor vehicles due to reuse of historic districts replacing sprawl development. Negligible adverse impacts. Short duration of high levels of pollution emitted from older vehicles touring could adversely affect very sensitive people.	No foreseen beneficial or adverse impacts to air quality. Negligible, short-term adverse impacts due to emissions from construction equipment as hubs are renovated	Same as Alternative One	No foreseen beneficial or adverse impacts.
Visitor Experience	Moderate beneficial impact. Improve quality of experience for road enthusiasts and cultural appreciation. Negligible adverse impact. Increased tourism may attract inappropriate development.	Minor beneficial impacts. More hub and CIS destinations, but no focus on preservation of the road itself or the driving experience. No foreseen adverse impacts.	Monderate beneficial impact. Improve quality of experience for road enthusiasts and cultural appreciation. Minor adverse impacts. Tourism emphasis of this alternative would be stronger than alternative 1 and so may be more likely to attract inapporpriate development.	No foreseen beneficial impacts. Moderate adverse impacts. While some scattered interpretation would continue, no concerted national effort would be undertaken and the telling of the Lincoln Highway story as a national story would suffer.
Socially or Economically-Disadvantaged Populations	Minor beneficial impacts. Attracting tourism and heritage-focus investment. Minor adverse impacts. Preservation focus could stifle some types of development.	Moderate beneficial impacts to hub areas (if they were located in disadvantaged areas). Negligible to moderate adverse impacts from parking scarcity in hub areas (intensity of impact depends on population density of area).	Minor beneficial impacts. Attracting tourism and heritage-focus investment. Negligible adverse impacts. Adverse impacts may be slightly less than alternative 1 due to diversity of interests involved in coalition.	No foreseen beneficial or adverse impacts.

Appendixes

Appendix A: Legislation

Public Law 106–563
106th Congress

An Act

To require the Secretary of the Interior to undertake a study regarding methods to commemorate the national significance of the United States roadways that comprise the Lincoln Highway, and for other purposes.

Dec. 23, 2000
[H.R. 2570]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled ,

Lincoln Highway Study Act of 2000.

SECTION 1. SHORT TITLE.

This Act may be cited as the "Lincoln Highway Study Act of 2000".

SEC. 2. NATIONAL PARK SERVICE STUDY AND REPORT REGARDING THE LINCOLN HIGHWAY.

(a) FINDINGS.—The Congress finds the following:

(1) The Lincoln Highway, established in 1913, comprises more than 3,000 miles of roadways from New York, New York, to San Francisco, California, and encompasses United States Routes 1, 20, 30 (including 30N and 30S), 40, 50, and 530 and Interstate Route 80.

(2) The Lincoln Highway played a historically significant role as the first United States transcontinental highway, providing motorists a paved route and allowing vast portions of the country to be accessible by automobile.

(3) The Lincoln Highway transverses the States of New York, New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California.

(4) Although some parts of the Lincoln Highway have disappeared or have been realigned, the many historic, cultural, and engineering features and characteristics of the route still remain.

(5) Given the interest by organized groups and State governments in the preservation of features associated with the Lincoln Highway, the route's history, and its role in American popular culture, a coordinated evaluation of preservation options should be undertaken.

(b) STUDY REQUIRED.—The Secretary of the Interior, acting through the Director of the National Park Service, shall coordinate a comprehensive study of routes comprising the Lincoln Highway. The study shall include an evaluation of the significance of the Lincoln Highway in American history, options for preservation and use of remaining segments of the Lincoln Highway, and options for the preservation and interpretation of significant features associated with the Lincoln Highway. The study shall also consider private sector preservation alternatives.

(c) COOPERATIVE EFFORT.—The study under subsection (b) shall provide for the participation of representatives from each State traversed by the Lincoln Highway, State historic preservation offices, representatives of associations interested in the preservation of the Lincoln Highway and its features, and persons knowledgeable in American history, historic preservation, and popular culture.

Deadline.

(d) REPORT.—Not later than 1 year after the date on which funds are first made available for the study under subsection (b), the Secretary of the Interior shall submit a report to Congress containing the results of the study.

(e) LIMITATION.—Nothing in this section shall be construed to authorize the Secretary of the Interior or the National Park Service to assume responsibility for the maintenance of any of the routes comprising the Lincoln Highway.

(f) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated $500,000 to carry out this section.

Approved December 23, 2000.

LEGISLATIVE HISTORY—H.R. 2570:

HOUSE REPORTS: No. 106–912 (Comm. on Resources).
CONGRESSIONAL RECORD, Vol. 146 (2000):
Oct. 17, considered and passed House.
Dec. 15, considered and passed Senate.

Appendix B: Federal Lands and the Lincoln Highway

Federal Lands and the Lincoln Highway

State	Federally-Owned Lands with Boundaries Crossing or Close to the Lincoln Highway (NPS, BLM, BOR, FWS, USFS, and DOD)	NPS Affiliated Areas and Heritage Areas with Boundaries Crossing or Close to the Lincoln Highway
NY	None	None
NJ	None	None
PA	NPS: Gettysburg National Battlefield. NPS: Flight 93 National Memorial (new park, Lincoln Highway is being considered for the northern boundary of the park).	Rivers of Steel National Heritage Area (Lincoln Highway crosses near Pittsburgh). Path of Progress National Heritage Area (includes 9 counties in Southwestern PA). Schuykill River Valley National Heritage Area (Lincoln Highway crosses in Philadelphia area). Delaware and Lehigh National Heritage Corridor (Lincoln Highway crosses in Philadelphia area).
WV	None	None
OH	NPS: First Ladies National Historic Site (located a few blocks off of the Lincoln Highway in Canton).	Ohio and Erie Canal National Heritage Corridor (Lincoln Highway crosses near Massillon and Canton).
IN	None	None
IL	None	Illinois and Michigan Canal National Heritage Corridor (Lincoln Highway crosses near Joliet).
IA	None	America s Agricultural Heritage Partnership National Heritage Area (in Northeastern IA).
NE	None	None
CO	None	Cache La Poudre National Heritage Area (covers floodplain of the Cache La Poudre river, includes Ft. Collins).
WY	BLM: owns small (about 1 mile square) parcels of land in a checkerboard-like pattern across the length of the Lincoln Highway.	None
UT	BLM: owns most of the land crossed by two routes (two generations) of the Lincoln Highway west of Salt Lake City. FWS: Fish Springs National Wildlife Service. DOD: Dugway Proving Ground (not open to public). USFS: Lincoln Highway intersects the southeastern corner of Wasatch National Forest.	None
NV	BLM: owns nearly all of the land crossed by the Lincoln Highway east of Fallon. Owns a small amount of land in a checkerboard pattern west of Fallon. BOR: owns a small amount of land west of Fallon in a checkerboard pattern. USFS: About 20 miles of the Lincoln Highway crosses through the Humboldt-Toiyabe National Forest - 10 miles east of Shelbourne and 10 miles east and west of Austin.	None
CA	NPS: Ft. Mason (in San Francisco - the Lincoln Highway forms a border with Van Ness Street). NPS: Golden Gate National Recreation Area (in San Francisco - the Lincoln Highway comes within a block to the south). NPS: San Francisco Maritime National Historical Park (the Lincoln Highway comes within a block). USFS: The Lincoln Highway crosses through sections of the Tahoe National Forest and the Eldorado National Forest on two routes (two generations), both south- and northwest of Lake Tahoe to Sacramento.	None

Appendix C

Lincoln Highway Resources in the National Register of Historic Places

Name	City	State	National Register Listing
Tower Bridge	Sacramento/W. Sacramento	CA	Individual
Hotel Stockton	Stockton	CA	Individual
Tracy Inn	Tracy	CA	Individual
Oakland Hotel	Oakland	CA	Individual
Patagonia (auto showroom)	Denver	CO	District
The Granite Building	Denver	CO	District
Brown Palace Hotel	Denver	CO	Individual
Lincoln Hotel	Lowden	IA	Individual
Mount Vernon Visitor Center (gas station)	Mt. Vernon	IA	District
Lincoln Highway Marker	Mt. Vernon	IA	District
10th Ave Brick Remnant	Lisbon	IA	District
Mount Vernon Railroad Viaduct	Lisbon	IA	District
First Ave Bridge	Cedar Rapids	IA	Individual
Sankot Motor Company	Belle Plaine	IA	Individual
Tama Lincoln Highway Bridge	Tama	IA	Individual
Middle Branch Little Beaver Bridge	Ogden	IA	Individual
Lions Club Bridge Interpretive Site	east of Grand Junction	IA	District
Lincoln Statue	Jefferson	IA	Individual
Lincoln Highway Marker	Jefferson	IA	Individual
Lincoln Highway Marker	Jefferson	IA	Individual
Eureka Bridge	3 miles west of Jefferson	IA	Individual
Lincoln Highway Marker	north of Scranton	IA	District
Moss Corner Lincoln Property Markers	2 miles north of Scranton	IA	District
Beaver Creek Lincoln Highway Landscape	east of Grand Junction	IA	District
West Beaver Creek Remnant	east of Grand Junction	IA	Individual
West Greene County Lincoln Highway Landscape	Jefferson	IA	Individual
Theiss Building (auto showroom)	Aurora	IL	District
Auto Showroom	Aurora	IL	District
Coats Building (auto showroom)	Aurora	IL	District
Hotel Aurora	Aurora	IL	Individual
Nachusa House	Dixon	IL	Individual
The Ultimate Body Shop (garage)	Elkhart	IN	District
Grand Trunk Western Railroad Viaduct	South Bend	IN	District
Bowman Run Culvert	South Bend	IN	District
Blackstone Hotel	Omaha	NE	Individual
Saddle Creek Underpass	Omaha	NE	Individual
Elkhorn Brick Section	Elkhorn	NE	Individual
Ernst Chevrolet	Columbus	NE	District
The Evans Hotel	Columbus	NE	District
Duster's Brew Pub	Columbus	NE	District
Columbus Loup River Bridge	Columbus	NE	Individual
Yancy Hotel	Grand Island	NE	Individual
Heritage Bank (Gloe Brothers Gas Station)	Wood River	NE	Individual
Phelps Hotel	Big Springs	NE	Individual
Lodgepole Opera House	Lodgepole	NE	Individual
Wheat Growers Hotel	Kimball	NE	Individual
Holland Tunnel	Jersey City	NJ	Individual
Seated Lincoln Statue	Newark	NJ	Individual
Merchants and Drovers Tavern	Rahway	NJ	Individual
Edison Memorial Tower	Menlo Park	NJ	Individual
Walts Union Line Garage	Kingston	NJ	District
Kingston Remnant D&R Canal Bridge	Kingston	NJ	District

Kingston Remnant Millstone River Bridge	Kingston	NJ	District
Kingston Remnant	Kingston	NJ	District
Brook Creek Bridge	Princeton	NJ	District
Lincoln Highway Marker	Princeton	NJ	District
Princeton Battlefield Monument	Princeton	NJ	District
Stony Brook Bridge	Princeton	NJ	District
Tavern by Stony Brook	Princeton	NJ	District
Shipetaukin Pony Truss Bridge	NE of Lawrenceville	NJ	District
Shipetaukin Masonry Arch Bridge	NE of Lawrenceville	NJ	District
Riverside Hotel	Reno	NV	Individual
Candler Hotel	New York	NY	Individual
Knickerbocker Hotel	New York	NY	Individual
Lincoln Highway Marker	East Liverpool	OH	District
Dayco Office Supplies (auto showroom)	East Liverpool	OH	District
Harding Hotel	Marion	OH	Individual
Divine Lorraine Hotel	Philadelphia	PA	Individual
Packard Motor Corporation Building	Philadelphia	PA	Individual
Market Street Bridge	Philadelphia	PA	District
Wayne Hotel	Wayne	PA	District
Icabods News/Frolic (Williams Deluxe Cabin Court)	West Whiteland	PA	Individual
Ball and Ball Antique Hardware (Exton Hotel)	Exton	PA	Individual
Hotel and Famous Restaurant	Coatesville	PA	District
Soldiers and Sailors Monument	Lancaster	PA	Individual
Lincoln Highway Marker	Columbia	PA	District
Crouse's Body and Paint Shop/Used Cars	Columbia	PA	District
Columbia-Wrightsville Bridge	Columbia/Wrightsville	PA	Individual
Codorus Hotel	York	PA	District
Ernies Texas Lunch	Gettysburg	PA	District
Getty's Tavern	Gettysburg	PA	District
Garage	Gettysburg	PA	District
26th Pennsylvania Emergency Infantry Battalion Memorial	Gettysburg	PA	District
Gettysburg Battlefield	Gettysburg	PA	District
Gas Station in Fayetteville	Fayetteville	PA	District
Lincoln Highway Marker	Chambersburg	PA	District
Chambersburg and Bedford Turnpike Road Company Toll House	West of St. Thomas	PA	Individual
Lincoln Highway Marker	McConnellsburg	PA	District
Fulton House	McConnellsburg	PA	Individual
Defibaugh Tavern	Bedford	PA	Individual
Frazer Tavern	Bedford	PA	District
Fritz Electric (garage)	Bedford	PA	District
Garage	Bedford	PA	District
Anderson House	Bedford	PA	District
Golden Eagle Inn	Bedford	PA	District
Bedford Garage	Bedford	PA	District
Hotel Pennsylvania	Bedford	PA	District
Union Hotel	Bedford	PA	District
Laurel Sport Shop (garage)	Bedford	PA	District
Dunkles Gulf	Bedford	PA	District
Fort Bedford Inn	Bedford	PA	District
Jean Bonnet Tavern	Schellsburg	PA	District
Lincoln Highway Garage	Schellsburg	PA	District
May Brothers Garage	West of Schellsburg	PA	District
Forbes Road Marker	West of Schellsburg	PA	District
Pied Piper	Schellsburg	PA	District

Allegheny Mountains Lincoln Highway Landscape	Stoystown	PA	District
Hite House	Stoystown	PA	Individual
Compass Inn	Laughlintown	PA	Individual
LH Marker	Ligonier	PA	District
Ligonier Diamond	Ligonier	PA	District
Lincoln Highway Garage and House	Greensburg	PA	District
Greensburg Transmission	Greensburg	PA	District
Road Kings	Greensburg	PA	District
Moore Tire Service	Greensburg	PA	District
George Westinghouse Memorial Bridge	East Pittsburgh	PA	Individual
William Penn Hotel	Pittsburgh	PA	Individual
Modern Café	Pittsburgh	PA	District
Fat Eddie's Bar and Grill	Ambridge	PA	District
Bridgewater-Rochester Bridge	Rochester/Bridgewater	PA	District
Bridge Street Inn	Bridgewater	PA	District
Hotel	Beaver	PA	District
Soldiers and Sailors Monument	Beaver	PA	District
Lincoln Square	Gettysburg	PA	District
Plank Garage	Gettysburg	PA	District
Lincoln Highway Marker	Stoufferstown	PA	District
WW I Memorial	Chambersburg	PA	District
The Virginian Hotel	Medicine Bow	WY	Individual
NOTE: In the last column "individual" means listed individually in the National Register of Historic Places. "District" means that the resource is located within the boundaries of an historic district listed in the National Register.			

	D	F	G	H	J	K
1	**Lincoln Highway Reconnaissance Survey Results (summer 2002)**					
2	Name of Surveyed Resource	Address	City	State	Circa	Resource Type
3	Summit Tires	742 San Pablo Blvd.	Albany	CA	1950	GAS - MODERN
4	Steve's Auto Center	744 San Pablo Blvd	Albany	CA	1950	GAS - MODERN
5	Union Pacific Bridge		Altamont	CA	1925	BRIDGE - PLATE GIRDER
6	Southern Pacific Railroad Underpass		Applegate	CA	1930	BRIDGE - BEAM
7	Auburn Promenade Hotel	853 Lincoln Way	Auburn	CA	1925	LODGING - EARLY AUTO
8	Tahoe Club	902 High Street	Auburn	CA	1909	LODGING - EARLY AUTO
9	Avantgarden	1085 High Street	Auburn	CA	1930	GAS - EARLY AUTO
10	Living Elements	923 Lincoln Way	Auburn	CA	1928	AUTO SHOWROOM - EARLY AUTO
11	Goodyear	984 Lincoln Way	Auburn	CA	1940	GAS - EARLY AUTO
12	Hilda's Pastries	1050 Lincoln Way	Auburn	CA	1950	GAS - MODERN
13	LH Marker	1225 Lincoln Way	Auburn	CA	1928	OBJECT - MARKER
14	Custom Tops	101 Nevada Street	Auburn	CA	1945	GAS - MODERN
15	Auburn Ravine Railroad Bridge		Auburn	CA	1910/1959	BRIDGE - PLATE GIRDER
16	Horath Garage	11126 Ophir Road	Auburn	CA	1930	GAS - EARLY AUTO
17	Gilman Auto	1197 San Pablo Blvd.	Berkeley	CA	1935	GAS - MODERN
18	Big Bend Yuba River Bridge		Big Bend	CA	1935	BRIDGE - OTHER
19	LH Marker		Big Bend	CA	1928	OBJECT - MARKER
20	Economy Garage	8436 Auburn Boulevard	Citrus Heights	CA	1925	GAS - EARLY AUTO
21	Oliver's Foothills Gas	Lake Arthur Road	Clipper Gap	CA	1930	GAS - EARLY AUTO
22	Colfax Garage	Canyon Way	Colfax	CA	1930	GAS - MODERNE
23	Boat Storage	Hwy 29	Collins	CA		GAS - EARLY AUTO
24	The Dead Fish	10950 San Pablo	Crockett	CA	1940	FOOD - EARLY AUTO
25	LH Marker		Davis	CA	1928	OBJECT - MARKER
26	LH Marker		Davis	CA	1928	OBJECT - MARKER
27	Southern Pacific Railroad Subway		Davis	CA	1917	BRIDGE - PLATE GIRDER
28	Russell Blvd between Arthur Street and Pedrick Road		Davis	CA		ROAD - LANDSCAPE VISTA
29	Studio Video and Fotos	110 Porter Street	Dixon	CA	1955	GAS - EXAGGERATED MODERN
30	Donner Summit Rainbow Bridge		Donner Summit	CA	1926	BRIDGE - ARCH
31	Hirschdale Road Remnant		East of Hirschdale	CA	1925/1926	ROAD

	D	F	G	H	J	K
32	Santa Fe Railroad Bridge		east of Pinole	CA	1939	BRIDGE - BEAM
33	Cary House	Main Street	El Dorado	CA	1857/1900	LODGING - PRE-AUTO
34	Weber Creek Bridge		El Dorado County	CA	1914	BRIDGE - ARCH
35	Echo Summit Grade/Remnant		El Dorado County	CA		ROAD - LANDSCAPE VISTA
36	Nelson Road Remnant		Fairfield	CA	1927	ROAD
37	LH Marker		Fairfield	CA	1928	OBJECT - MARKER
38	Fairfield Suspended Sign		Fairfield	CA	1930	OBJECT - ALL OTHERS
39	Joe's Buffet	834 Texas Street	Fairfield	CA	1949	FOOD - MODERN
40	Graphic Auto Body	1451 West Texas Street	Fairfield	CA	1945	GAS - EARLY AUTO
41	LH Marker	2849 Rockville Rd.	Fairfield	CA	1928	OBJECT - MARKER
42	Iwama Market	2437 Rockville Road	Fairfield	CA	1910	FOOD - EARLY AUTO
43	Rockville Inn	4163 Suisun Valley Road	Fairfield	CA	1925	FOOD - EARLY AUTO
44	Thompson's Corner Saloon	2147 Cordelia Road	Fairfield	CA	1890	LODGING/FOOD - PRE-AUTO
45	Power Plant Bridge		Folsom	CA	1916	BRIDGE - BEAM
46	American River Bridge		Folsom	CA	1917	BRIDGE - ARCH
47	Golden Bros. Garage	232 South Lincoln Way	Galt	CA	1940	GAS - EARLY AUTO
48	Southern Pacific Subway		Galt	CA	1910	BRIDGE - BEAM
49	Southern Pacific Railroad Underpass		Heatherglen	CA	1927	BRIDGE - ARCH
50	Kyburz Lodge	13672 Highway 50	Kyburz	CA	1918	GAS/FOOD/LODGING - EARLY AUTO
51	Summit Garage	10605 Altamont Pass Road	Livermore	CA	1935	GAS - EARLY AUTO
52	Altamont Pass Union Pacific Railroad Trestle	Alameda	Livermore	CA	1925	BRIDGE - PLATE GIRDER
53	R & M Enterprises	1412 Portola Avenue	Livermore	CA	1935	GAS - EARLY AUTO
54	Grafco Minimart	1309 Portola Avenue	Livermore	CA	1940	GAS - MODERN
55	Duarte Garage	Portola and L Streets	Livermore	CA	1915	GAS - EARLY AUTO

	D	F	G	H	J	K
56	Mossdale Southern Pacific Railroad		Mossdale	CA	1920	BRIDGE - PLATE GIRDER
57	San Joaquin River Bridge		Mossdale	CA	1926	BRIDGE - TRUSS
58	Earl's Radiator	4381 Hwy 29	Napa Junction	CA	1945	GAS - MODERN
59	Southern Pacific Railroad Underpass		Newcastle	CA	1910	BRIDGE - OTHER
60	R&R Foreign and Domestic Sales	565 Taylor Road	Newcastle	CA	1930	GAS - EARLY AUTO
61	Canopy gas	1133 Taylor Road	Newcastle	CA	1935	GAS - EARLY AUTO
62	El Camino Motel	986 El Camino Avenue	North Sacramento	CA	194=55	LODGING - MODERN
63	Che Bella Trina	700 Darina Street	North Sacramento	CA	1925	AUTO SHOWROOM - EARLY AUTO
64	Gas station	Hawthorn and Del Paso	North Sacramento	CA	1950	GAS - MODERN
65	Original Auto Parts	1309 Del Paso Boulevard	North Sacramento	CA	1925	AUTO SHOWROOM - EARLY AUTO
66	Bud's Custom Upholstery	1201 Del Paso Boulevard	North Sacramento	CA	1955	AUTO SHOWROOM - MODERN
67	Wong's Auto	2801 Foothill Blvd.	Oakland	CA		GAS - EARLY AUTO
68	S & K Auto Service	2701 Foot Hill Boulevard	Oakland	CA	1955	GAS - EXAGGERATED MODERN
69	Barbacoa	19th and Foothill Blvd.	Oakland	CA	1935	GAS - MODERNE
70	Quality Auto Service and Body	1200 East 12th Street	Oakland	CA	1930	GAS - EARLY AUTO
71	Hotel Oakland	270 13th Street	Oakland	CA	1910	LODGING/FOOD - EARLY AUTO
72	Sweetheart Company	317 9th Street	Oakland	CA	1925	GAS - EARLY AUTO
73	Oakland Metro	201 Broadway	Oakland	CA	1930	GAS - EARLY AUTO
74	Tailpipes Smog Test Station	9292 Greenback Lane	Orangevale	CA	1950	GAS - MODERN
75	LH Marker	6702 Chestnut	Orangeville	CA	1928	OBJECT - MARKER
76	Pacific House	Old US 50	Pacific	CA	1930	GAS/FOOD/LODGING - EARLY AUTO
77	Square Deal Garage	2500 San Pablo Avenue	Pinole	CA	1925	GAS - EARLY AUTO
78	The Gables Motel	855 San Pablo	Pinole	CA	1940s	LODGING - MODERN
79	Donner Summit Remnant		Placer County	CA	1912	ROAD - LANDSCAPE VISTA
80	Baxter-Gold Run Segment		Placer County	CA	1913	ROAD - LANDSCAPE VISTA
81	LH Marker		Placerville	CA	1928	OBJECT - MARKER
82	LH Marker		Placerville	CA	1928	OBJECT - MARKER
83	LH Marker	Tortilla Flat Restaurant, 564 Main St.	Placerville	CA	1928	OBJECT - MARKER
84	Pine Lodge Club	Pony Express Trail	Pollock Pines	CA	1930	LODGING/FOOD - EARLY AUTO
85	Olson Rentals (gas)		Pollock Pines	CA	1920	GAS - EARLY AUTO
86	Rainbow Yuba River Bridge		Rainbow	CA	1935	BRIDGE - OTHER

	D	F	G	H	J	K
87	S & T Service	10793 San Pablo Boulevard	Richmond	CA	1945	GAS - MODERN
88	Roadshow Limited	Douglas and Vernon	Roseville	CA	1945	GAS - MODERN
89	Auto Resale Service	415 Riverside Avenue	Roseville	CA	1950	AUTO SHOWROOM - MODERN
90	LH Marker	4300 Engle Rd.	Sacramento	CA	1928	OBJECT - MARKER
91	Bob's Supply	410 North 16th Street	Sacramento	CA	1920	GAS - EARLY AUTO
92	Jim & Denny's	12th and Terminal	Sacramento	CA	1950	FOOD - MODERN
93	Congress Hotel	906 12th Street	Sacramento	CA	1945	LODGING - MODERN
94	Ridgeway Hotel	912-914 12th Street	Sacramento	CA	1900	LODGING - EARLY AUTO
95	LH Marker	Towe Auto Museum, 2200 Front St.	Sacramento	CA	1928	OBJECT - MARKER
96	Capitol Park Hotel	L Street	Sacramento	CA	1915	LODGING - EARLY AUTO
97	Budget Motel	904 West Capitol Avenue	Sacramento	CA	1959	EXAGGERATED MODERN
98	Dude Motel	West Capitol Avenue	Sacramento	CA	1940	LODGING - EARLY AUTO
99	Fremont Motel	West Capitol Avenue	Sacramento	CA	1955	EXAGGERATED MODERN
100	Tower Bridge		Sacramento/West Sacramento	CA	1934	BRIDGE - TRUSS
101	Ferry Building		San Francisco	CA	1898	OTHERS - EARLY AUTO
102	California Statehood Monument		San Francisco	CA	1890	OBJECT - ALL OTHERS
103	Sheraton Palace Hotel	Market & New Montgomery	San Francisco	CA	1907	LODGING/FOOD - EARLY AUTO
104	Graystone Hotel	66 Geary Street	San Francisco	CA	1900	LODGING - EARLY AUTO
105	Westin St. Francis Hotel	335 Powell Street	San Francisco	CA	1904/1907 /1913	LODGING/FOOD - EARLY AUTO
106	Handlery Union Square Hotel	347 - 357 Geary Street	San Francisco	CA	1900	LODGING - EARLY AUTO
107	Union Square Plaza Hotel	432 Geary Street	San Francisco	CA	1900	LODGING - EARLY AUTO

	D	F	G	H	J	K
108	Warwick Hotel	490 Geary Avenue	San Francisco	CA	1913	LODGING - EARLY AUTO
109	Shannon Court Hotel	550 Geary Street	San Francisco	CA	1930	LODGING - MODERNE
110	Post Street Automotive	2360 Post Street	San Francisco	CA	1930	GAS - EARLY AUTO
111	U.W.M.G. Honda	Post Street	San Francisco	CA	1920	GAS - EARLY AUTO
112	Monza Motors	880 Post Street	San Francisco	CA	1920	GAS - EARLY AUTO
113	Garage	865 Post Street	San Francisco	CA	1920	GAS - EARLY AUTO
114	Unique Cleaners and Laundry	820 Post Street	San Francisco	CA	1920	GAS - EARLY AUTO
115	Will's Auto Service	766 Post Street	San Francisco	CA	1920	GAS - EARLY AUTO
116	Hotel Berestord Arms	701 Post Street	San Francisco	CA	1915	LODGING - EARLY AUTO
117	Public Parking Garage	571 Post Street	San Francisco	CA	1910	GAS - EARLY AUTO
118	Kensington Park Hotel	450 Post Street	San Francisco	CA	1920	LODGING - EARLY AUTO
119	Handa Auto Repair	2941 Geary Street	San Francisco	CA	1925	GAS - EARLY AUTO
120	Toyota Service	Spruce and Geary	San Francisco	CA	1925	GAS - EARLY AUTO
121	Melrose Motors	4818 Geary Street	San Francisco	CA	1927	GAS - EARLY AUTO
122	Foreign Auto Sales	6027 Geary Street	San Francisco	CA	1925	GAS - EARLY AUTO
123	Gas station	891 North Point	San Francisco	CA	1955	GAS - MODERN
124	Jiffy Lube and Columbus Auto Body	2020 Van Ness	San Francisco	CA	1915	GAS - EARLY AUTO
125	Medical Arts Building	2000 Van Ness	San Francisco	CA	1920	LODGING - EARLY AUTO
126	LH Marker		San Francisco	CA	1928	OBJECT - MARKER
127	LH Marker		San Francisco	CA	1928	OBJECT - MARKER
128	Palace of Legion of Honor		San Francisco	CA	1923	OTHERS - EARLY AUTO
129	Laser Video at Geary	6033 Geary Street	San Francisco	CA	1925	GAS - EARLY AUTO
130	Rainbow Lodge	Hampshire Rocks Road	Soda Springs	CA	1915	GAS/FOOD/LODGING - EARLY AUTO
131	Swiss Village Motel	1008 Pioneer Trail	South Lake Tahoe	CA	1930	LODGING - EARLY AUTO
132	Carquinez Bridge		South of Vallejo	CA	1927/1958	BRIDGE - TRUSS
133	Stockton Hotel	100 East Weber Avenue	Stockton	CA	1920	LODGING - EARLY AUTO
134	German Auto Service	600 North El Dorado Street	Stockton	CA	1925	AUTO SHOWROOM - EARLY AUTO
135	Mike Buckenham and Son Porsche, Audi, BMW	1241 North El Dorado Street	Stockton	CA	1920	AUTO SHOWROOM - EARLY AUTO
136	Connell Tire Service	2211 North Wilson Way	Stockton	CA	1940	SHOWROOM - MODERNE
137	El Camino Tires	340 North Wilson Way	Stockton	CA	1940	AUTO SHOWROOM - MODERNE
138	Hotel Lido	310 Wilson Way	Stockton	CA	1920	LODGING - EARLY AUTO

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139	Hotel Terry	Main Street	Stockton	CA	1920	LODGING/FOOD - EARLY AUTO
140	Strawberry Lodge	17510 U.S. 50	Strawberry	CA	1930	LODGING/FOOD - EARLY AUTO
141	Tracy Auto Parts	203 11th Street	Tracy	CA	1930	AUTO SHOWROOM - EARLY AUTO
142	Biondi Bros. Furniture	3 East 11th Street	Tracy	CA	1930	AUTO SHOWROOM - EARLY AUTO
143	Tracy Inn	20 - 24 West 11th Street	Tracy	CA	1915	LODGING - EARLY AUTO
144	Old Stone Garage	10600 Bridge Street	Truckee	CA	1909	GAS - EARLY AUTO
145	Truckee Hotel	Donner Pass and Bridge Street	Truckee	CA	1865	LODGING/FOOD - PRE-AUTO
146	Hotel Rex	Donner Pass Road	Truckee	CA	1918	LODGING - EARLY AUTO
147	Sierra Tavern	Donner Pass Road	Truckee	CA	1925	LODGING/FOOD - EARLY AUTO
148	Gas station	Donner Pass and Donner Trail	Truckee	CA	1945	GAS - MODERN
149	Sunset Inn II	11732 Donner Pass Road	Truckee	CA	1940	LODGING - EARLY AUTO
150	LH Marker	13569 Donner Pass Road	Truckee	CA	1928	OBJECT - MARKER
151	LH Marker	100 Ute Dr.	Truckee	CA	1928	OBJECT - MARKER
152	LH Marker	1012 Tamarack Dr.	Truckee	CA	1928	OBJECT - MARKER
153	Richards Motel	Donner Pass Road	Truckee	CA	1940	LODGING - EARLY AUTO
154	LH Marker		Vacaville	CA	1928	OBJECT - MARKER
155	LH Marker		Vacaville	CA	1928	OBJECT - MARKER
156	Ulatis Creek Bridge		Vacaville	CA	1911	BRIDGE - ARCH
157	Fred & Sons Foreign and Domestic Auto Repair	1925 Broadway	Vallejo	CA	1940	GAS - EARLY AUTO
158	West Coast Auto Repair	1696 Broadway	Vallejo	CA	1955	GAS - EXAGGERATED MODERN
159	Bill Pendergast's Auto Center	850 Broadway	Vallejo	CA	1945	GAS - EARLY AUTO
160	LH Marker	Cedar Ave.	Vallejo	CA	1928	OBJECT - MARKER
161	Broadway Motel	441 Broadway	Vallejo	CA	1935	LODGING - EARLY AUTO
162	Mac's Auto Top Shop	129 Broadway	Vallejo	CA	1936	GAS - EARLY AUTO
163	Le Bonte's Gas Station (former name)	Paoli Road/Old US 40	Weimer	CA	1930	GAS/FOOD - EARLY AUTO
164	Jameson Canyon Road		West of Cordelia	CA	1927	ROAD - LANDSCAPE VISTA
165	Kingvale Yuba River Bridge		West of Kingvale	CA	1935	BRIDGE - OTHER
166	Donner Monument		west of Truckee	CA		OBJECT - ALL OTHERS
167	Welcome Grove Lodge Motel	600 West Capitol Avenue	West Sacramento	CA	1955	LODGING - MODERN
168	Silvey's Motel	1030 West Capitol Avenue	West Sacramento	CA	1950	LODGING - MODERN
169	Siesta Inn	1731 West Capitol Avenue	West Sacramento	CA	1945	LODGING - MODERN

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170	El Tejana Motel	1821 West Capitol Avenue	West Sacramento	CA	1945	LODGING - MODERN
171	South Main Canal Bridge		Woodbridge	CA	1926	BRIDGE - BEAM
172	Colorado and Southern Railroad Bridge		4 miles north of Wellington	CO	1935	BRIDGE - PLATE GIRDER
173	Dutch Mill Cottage Court	11937 Colfax Avenue	Aurora	CO	1935	LODGING - EARLY AUTO
174	One Stop (currently closed)		Aurora	CO	1935	GAS/FOOD/LODGING - EARLY AUTO
175	Little Thompson Valley Pioneer Museum	224 Mountain Ave	Berthoud	CO	1893	GAS - EARLY AUTO
176	Cabin court	Edison & Elm	Brush	CO	1935	LODGING - EARLY AUTO
177	Garage	need better address (returned) -- 511 West Edison Street	Brush	CO	1925	GAS - EARLY AUTO
178	Cabin court (signed "coin shop")		Brush (West of)	CO	1930	LODGING - EARLY AUTO
179	Sinclair gas station	224 2nd Avenue	Crook	CO	1920	GAS - EARLY AUTO
180	The Washout		Crook	CO	1920	GAS - EARLY AUTO
181	Garage		Crook	CO	1925	GAS - EARLY AUTO
182	Harmony Ditch No. 1 Bridge		Crook (West of)	CO	1925	BRIDGE - BEAM
183	Patagonia	1431 15th Street	Denver	CO	1900	AUTO SHOWROOM - EARLY AUTO
184	The Granite Building	1228 15th Street	Denver	CO	1880	LODGING/FOOD - PRE-AUTO
185	Brown Palace Hotel	321 17th Street	Denver	CO	1892	LODGING/FOOD - PRE-AUTO
186	Newhouse Hotel	1470 Grant Street	Denver	CO	1910	LODGING - EARLY AUTO
187	Pete's Kitchen	1962 East Colfax	Denver	CO	1925	GAS - EARLY AUTO
188	Hotel	Vine and Colfax	Denver	CO	1900	LODGING - EARLY AUTO
189	Northern Hotel	172 North College	Fort Collins	CO	1936	LODGING - MODERNE
190	Mountain Empire Hotel	need better address (returned) -- 249-261 South College	Fort Collins	CO	1905	LODGING - EARLY AUTO
191	Trout's Garage	Emerson and Marietta	Hillrose	CO	1915	GAS - EARLY AUTO
192	Gas station	Cedar and First	Julesburg	CO	1920	GAS - EARLY AUTO
193	Old Ford garage	110 East First Street	Julesburg	CO	1915	AUTO SHOWROOM - EARLY AUTO
194	Circle Motel	200 West Baseline Road	LaFayette	CO	1935	LODGING - EARLY AUTO
195	Santagos II	100 North Public Rd	LaFayette	CO	1925	GAS - EARLY AUTO
196	Ralph's Castle	1300 Main Street	Longmont	CO	1930	GAS - EARLY AUTO
197	China Panda Café	301 South Main Street	Longmont	CO	1880	LODGING - PRE-AUTO
198	MC Motors	Main and Ken Pratt Blvd	Longmont	CO	1935	GAS - EARLY AUTO
199	Colotex Electric	320 North Lincoln Avenue	Loveland	CO	1925	AUTO SHOWROOM - EARLY AUTO
200	Honda Doctor	123 Lincoln Avenue	Loveland	CO	1935	GAS - EARLY AUTO

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201	Cabin court	Lincoln Avenue	Loveland	CO	1935	LODGING - EARLY AUTO
202	Garage	Colorado Ave and Pratt Street	Merino	CO	1920	GAS - EARLY AUTO
203	Cottage gas station	205 Platte Street	Merino	CO	1930	GAS - EARLY AUTO
204	Weld-Larimer Remnant		North of Wellington	CO	1914	ROAD - LANDSCAPE VISTA
205	Canopy gas station	32361 US 138	Proctor	CO	1925	GAS - EARLY AUTO
206	Culvert		South of Merino	CO	1935	BRIDGE - OTHER
207	Gas station	3rd and Cedar	Sterling	CO	1925	GAS - EARLY AUTO
208	J. Hilderman Showroom	4th between Oak and Poplar	Sterling	CO	1925	AUTO SHOWROOM - EARLY AUTO
209	Bill's Motor Co. c/o William Pospicil	402 Main Street	Sterling	CO	1930	AUTO SHOWROOM - EARLY AUTO
210	Colonial Motel	527 E. Lincoln Way	Ames	IA	1938	LODGING - MODERN
211	Ames Motor Lodge	318 E. Lincoln Way	Ames	IA	1950	LODGING - MODERN
212	LH Marker	Lincoln Hwy and Beech Ave	Ames	IA	1928	OBJECT - MARKER
213	Willow Creek Bridge		Arion (Northeast of)	IA	1920	BRIDGE - TRUSS
214	Sparks Garage	Third and Doran	Beaver	IA	1912	GAS - EARLY AUTO
215	Middle Branch Little Beaver Bridge		Beaver (Northeast of)	IA	1920	BRIDGE - BEAM
216	Little Beaver Creek Bridge		Beaver (Northwest of)	IA	1950	BRIDGE - OTHER
217	F. L. Sankot Garage	807 13th Street	Belle Plaine	IA	1920	GAS - EARLY AUTO
218	Lincoln Cafe	1214 8th Avenue	Belle Plaine	IA	1920	FOOD - EARLY AUTO
219	Graham Hotel	718 13th Street	Belle Plaine	IA	1910	LODGING - EARLY AUTO
220	Lodging	13th Street & 7th Avenue	Belle Plaine	IA	1900	LODGING - EARLY AUTO
221	George Preston Gas Station	4th and 13th	Belle Plaine	IA	1920	GAS/LODGING - EARLY AUTO
222	LH Marker	4th and 13th (at Preston's)	Belle Plaine	IA	1928	OBJECT - MARKER
223	Canopy gas station	US 30, 1/4 mile west of 14th Ave	Belle Plaine (Northeast of)	IA	1930	GAS - EARLY AUTO
224	Corner Property Marker	IA 67 and Lincoln Hwy	Boone	IA	1925	OBJECT - ALL OTHERS
225	LH Marker	6th and Story	Boone	IA	1928	OBJECT - MARKER
226	Kruck Plumbing	734 Seventh Street	Boone	IA	1930	GAS - EARLY AUTO
227	Boone Monument Co.	801 West 3rd Street	Boone	IA	1920	GAS - EARLY AUTO
228	Westside Pub	92 W Mamie Eisenhower Ave	Boone	IA	1925	GAS - EARLY AUTO
229	LH Marker	State and W. Mamie Eisenhower	Boone	IA	1928	OBJECT - MARKER
230	Motel	Mamie Eisenhower and Story St	Boone	IA	1950	LODGING - MODERN
231	Cottage Gas Station	R Street and IA 17	Boone (East of)	IA	1920	GAS - EARLY AUTO

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232	Marsh Rainbow Arch Bridge		Boone (North of)	IA	1915	BRIDGE - ARCH
233	LH Marker	2nd and Clinton	Calamus	IA	1928	OBJECT - MARKER
234	Calamus Creek Bridge		Calamus (West of)	IA	1935	BRIDGE - TRUSS
235	LH Marker	Main and US 30	Carroll	IA	1928	OBJECT - MARKER
236	Wittrock Motor Company	218 West 6th Street, Box 396	Carroll	IA	1931	SHOWROOM - EARLY AUTO
237	John's Lock and Key	1602 1st Avenue	Cedar Rapids	IA	1935	GAS - EARLY AUTO
238	Light House Restaurant	6905 Mt. Vernon Road	Cedar Rapids	IA	1930	FOOD - EARLY AUTO
239	Motel	4558 Mount Vernon	Cedar Rapids	IA	1940	LODGING - MODERN
240	Gul's Garage	need better address (returned) 1502 Mount Vernon Road	Cedar Rapids	IA	1940	GAS - MODERN
241	Johnson Two-Way Radio	1432 Mount Vernon Road	Cedar Rapids	IA	1930	GAS - EARLY AUTO
242	First Avenue Bridge		Cedar Rapids	IA	1920/1965	BRIDGE - ARCH
243	LH Marker	3975 Johnson Street NW	Cedar Rapids	IA	1928	OBJECT - MARKER
244	Twin Towers	need better address (returned) 4030 Johnson Avenue NW	Cedar Rapids	IA	1930	GAS/FOOD/LODGING - EARLY AUTO
245	Ced-Rel Supper Club and Motel	11909 16th Avenue SW	Cedar Rapids	IA	1946	LODGING/FOOD - MODERN
246	DX Garage	102 Short Street	Chelsea	IA	1920	GAS - EARLY AUTO
247	Tony's Place Garage	Irish Street and Station Street	Chelsea	IA	1920	GAS - EARLY AUTO
248	LH Marker	Irish Street and Station Street	Chelsea	IA	1928	OBJECT - MARKER
249	Canopy gas station	Irish Street and Station Street	Chelsea	IA	1920	GAS - EARLY AUTO
250	Otter Creek Bridge		Chelsea	IA	1928	BRIDGE - OTHER
251	Oster's Drive-In Restaurant	Between 1st and 2nd on US 30	Clarence	IA	1920	GAS - EARLY AUTO
252	Earl's Service	2000 North 2nd Street	Clinton	IA	1955	GAS - EXAGGERATED MODERN
253	LH Marker	6th and 2nd Avenue	Clinton	IA	1928	OBJECT - MARKER
254	Lafayette Hotel	6th Avenue South & 2nd Avenue	Clinton	IA	1914	LODGING/FOOD - EARLY AUTO
255	Bartel's Garage	118 4th Street	Clinton	IA	1920	GAS - EARLY AUTO
256	W. F. Coan LH Memorial	US 67 and US 30	Clinton	IA		OBJECT - ALL OTHERS
257	Clinton Co. Garage	need better address (returned) -- 1100 11th Avenue	Clinton	IA	1945	GAS - MODERN
258	Crossroads Cycle	Main Street and Fourth Street	Colo	IA	1935	GAS - EARLY AUTO
259	LH Marker	at Nilands Corner	Colo	IA	1928	OBJECT - MARKER
260	Niland's Corner	US 65 and US 30	Colo	IA	1923	GAS/FOOD/LODGING - EARLY AUTO
261	Railroad viaduct brick remnant		Council Bluffs	IA	1915	ROAD
262	Petro Stop	313 11th Street	De Witt	IA	1920	GAS - EARLY AUTO

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263	Kirby Water Conditioning	723 10th Street	De Witt	IA	1940	GAS - EARLY AUTO
264	West Wind Motel	1221 11th Street	De Witt	IA	1950	LODGING - MODERN
265	Dalton Auto Center	P.O. Box 400	Denison	IA	1940	AUTO SHOWROOM - EARLY AUTO
266	Garage	1600 block of 4th avenue	Denison	IA	1925	GAS - EARLY AUTO
267	Motel	1500 Block 4th Avenue	Denison	IA	1930	LODGING - EARLY AUTO
268	The Glass Station	1303 4th Avenue South	Denison	IA	1955	GAS - MODERN
269	LH Markers	4th and 12th	Denison	IA	1928	OBJECT - MARKER
270	Carlyle Memorials	1204 4th Avenue South	Denison	IA	1940	AUTO SHOWROOM - EARLY AUTO
271	Ho Hum Motel	Highway 30, 1916 4th Avenue S	Denison	IA	1930	LODGING - EARLY AUTO
272	Motel/Apartments	4th Avenue between 8th & 9th	Denison	IA	1945	LODGING - MODERN
273	Park Motel	803 4th Avenue South	Denison	IA	1940/1960	LODGING - EARLY AUTO
274	LH Marker	Park Motel, 803 4th Avenue S	Denison	IA	1928	OBJECT - MARKER
275	LH Marker	6th and Iowa	Dunlap	IA	1928	OBJECT - MARKER
276	Mill Creek Bridge		Dunlap (Southwest of)	IA	?	BRIDGE - OTHER
277	Yankee Bridge		East of Wheatland	IA	1930	BRIDGE - BEAM
278	Canopy gas station	402 E. Main Street	Grand Junction	IA	1915	GAS/FOOD/LODGING - EARLY AUTO
279	Coop, Johnston's Corner	315 Main Street	Grand Junction	IA	1930	GAS - EARLY AUTO
280	LH Marker	at City Hall, 11th and Main	Grand Junction	IA	1928	OBJECT - MARKER
281	Hardware Store	206 E. Main Street	Grand Junction	IA	1920	GAS - EARLY AUTO
282	Canopy gas station	Main and Eighth	Grand Junction	IA	1925	GAS - EARLY AUTO
283	Star Motel Complex	Old 30 and 8th	Grand Junction	IA	1920	GAS/FOOD/LODGING - MODERN
284	Lions Club Bridge Interpretive Site	Lions Club Park	Grand Junction (East of)	IA		SITE
285	Canopy gas station	North Cedar and West Lincoln Way	Jefferson	IA	1925	GAS - EARLY AUTO
286	Lincoln Statue	Greene County Courthouse Lawn	Jefferson	IA	1918	OBJECT - ALL OTHERS
287	LH Marker	Wilson and Lincoln Way	Jefferson	IA	1928	OBJECT - MARKER
288	Firestone	300 West Lincoln Way	Jefferson	IA	1945	GAS - MODERN
289	LH Marker	east of Maple along Lincoln Way	Jefferson	IA	1928	OBJECT - MARKER
290	Abandoned motel	4 miles west of Jefferson	Jefferson	IA	1938	LODGING - MODERN
291	Eureka Bridge		Jefferson (West of)	IA	1913	BRIDGE - ARCH
292	LH Marker	US 30 and IA 200	Keystone (South of)	IA	1928	OBJECT - MARKER
293	LeGrand Motel	500 Block Main Street	Le Grand	IA	1935	LODGING - MODERN

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294	Canopy Gas Station	504 East Main Street	Lisbon	IA	1920	GAS - EARLY AUTO
295	LH Marker	414 East Main Street	Lisbon	IA	1928	OBJECT - MARKER
296	Al Allsip Bricklayer	139 East Main Street	Lisbon	IA	1920	GAS - EARLY AUTO
297	D&D Bodyshop	133 E. Main Street	Lisbon	IA	1920	GAS - EARLY AUTO
298	10th Avenue Brick Remnant		Lisbon	IA	1920	ROAD
299	Mt. Vernon RR Viaduct		Lisbon	IA	1910	BRIDGE - TRUSS
300	Hog Creek Remnant		Logan	IA	1913	ROAD
301	Concrete bridge		Logan (Southwest of)	IA	1930	BRIDGE - OTHER
302	Roadside Park		Logan (Southwest of)	IA	1930	SITE
303	Store/restaurant	33353 Highway 183	Loveland	IA	1900	FOOD - EARLY AUTO
304	New Horizon, Inc.	Main and Grant Streets	Lowden	IA	1920	GAS - EARLY AUTO
305	Lincoln Hotel	408 Main Street, P.O. Box 222	Lowden	IA	1915	LODGING - EARLY AUTO
306	Big Creek Lincoln Highway Segment		Marion	IA		ROAD - LANDSCAPE VISTA
307	Civil War Statue	Marion City Park	Marion	IA	1914	OBJECT - ALL OTHERS
308	Stone's Cafe	507 South 3rd Street	Marshalltown	IA	1880	FOOD - PRE-AUTO
309	LH Marker	1707 W. Lincoln Way	Marshalltown	IA	1928	OBJECT - MARKER
310	Tallcorn Towers	134 East Main Street	Marshalltown	IA	1910	LODGING/FOOD - EARLY AUTO
311	Shady Oaks	2310 Shady Oaks Road	Marshalltown	IA	1924	LODGING - EARLY AUTO
312	Sunnyside Motel	2219 Highway 30	Missouri Valley	IA	1930	LODGING - MODERN
313	Hillside Motel	975 Sunnyside Avenue	Missouri Valley	IA	1940	LODGING - MODERN
314	LH Marker	US 30 bet. 6th and 7th	Missouri Valley	IA	1928	OBJECT - MARKER
315	Garage	6th Street south of US 30	Missouri Valley	IA	1915	GAS - EARLY AUTO
316	LH Marker	US 30 at IA Welcome Center	Missouri Valley (East of)	IA	1928	OBJECT - MARKER
317	Joan's Crafts	East Lincoln Hwy and Franklin Street	Montour	IA	1925	GAS - EARLY AUTO
318	Canopy gas station	S. Main and E. Lincoln	Montour	IA	1925	GAS - EARLY AUTO
319	Mount Vernon Visitor Center	311 1 St W	Mt. Vernon	IA	1910	GAS - EARLY AUTO
320	LH Marker	4th and 1st	Mt. Vernon	IA	1928	OBJECT - MARKER
321	LH Marker	Abbey Creek School	Mt. Vernon (West of)	IA	1928	OBJECT - MARKER
322	LH Marker	At Harrington Park	Nevada	IA	1928	OBJECT - MARKER
323	Story County Can and Bottle Redemption (auto showroom)	1420 L Avenue	Nevada	IA	1925	AUTO SHOWROOM - EARLY AUTO
324	Motel	West Lincoln Highway & 1st	Nevada	IA	1930	LODGING - MODERN

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325	LH Marker	W. Lincoln Hwy west of 1st	Nevada	IA	1928	OBJECT - MARKER
326	C&NW Railroad Viaduct		Nevada (East of)	IA	1920	BRIDGE - PLATE GIRDER
327	LH Marker	401 Walnut Street	Ogden	IA	1928	OBJECT - MARKER
328	Kerr McGee	Walnut and First Streets	Ogden	IA	1945	GAS - MODERN
329	Ogden Auto Service	201 Walnut Street	Ogden	IA	1925	AUTO SHOWROOM - EARLY AUTO
330	Standard	Walnut and Sixth Streets	Ogden	IA	1940	GAS - MODERN
331	Scranton Machine Shop	1013 Main Street	Scranton	IA	1925	GAS - EARLY AUTO
332	Gas station	IA 25 and Jefferson	Scranton	IA	1925	GAS - EARLY AUTO
333	Mid States Energy Station		Scranton (East of)	IA	1950	GAS - EARLY AUTO
334	LH Marker	US 30 and IA 25	Scranton (North of)	IA	1928	OBJECT - MARKER
335	Moss Corner Lincoln Property Markers		Scranton (North of)	IA	1926/2002	OBJECT - ALL OTHERS
336	Gas Station	Main and US 30	Stanwood	IA	1920	GAS - EARLY AUTO
337	J&R Auto Repair	206 East Highway 30	Stanwood	IA	1950	GAS - MODERN
338	LH Marker	at the City Rose Garden	State Center	IA	1928	OBJECT - MARKER
339	Home Oil Co.	Second Ave and Fourth Street	State Center	IA	1925	GAS - EARLY AUTO
340	Tama Lincoln Highway Bridge		Tama	IA	1915	BRIDGE - BEAM
341	Gas Station	609 E. 5th Street	Tama	IA	1920	GAS - EARLY AUTO
342	King's Tower Cafe	1701 East 5th Street #30	Tama (East of)	IA	1931	GAS/FOOD/LODGING - EARLY AUTO
343	Gas station	US 30 and Main	Vail	IA	1925	GAS - EARLY AUTO
344	Youngville Highway History Association (Youngville Café)	301 1st Street	Vinton	IA	1940	GAS/FOOD/LODGING - EARLY AUTO
345	Garage	US 30 at Eagle	Westside	IA	1930	GAS - EARLY AUTO
346	LH Marker	US 30	Westside (one mile west of)	IA	1928	OBJECT - MARKER
347	Wapsipinicon River Bridge		Wheatland	IA	1930	BRIDGE - BEAM
348	Wapsipinicon River Branch Bridge		Wheatland (East of)	IA	1930	BRIDGE - BEAM
349	Woodbine Brick Segment		Woodbine	IA	1921	ROAD
350	Canopy gas station	NE Corner of 6th and Lincoln Way	Woodbine	IA	1925	GAS - EARLY AUTO
351	Canopy gas station	NW Corner of 5th and Lincoln Way	Woodbine	IA	1925	GAS - EARLY AUTO
352	LH Marker	Lincoln Way and 3rd	Woodbine	IA	1928	OBJECT - MARKER
353	Big Creek Bridge			IA	1930	BRIDGE - TRUSS
354	Iowa River Valley Lincoln Highway			IA		ROAD - LANDSCAPE VISTA
355	Select Used Cars	need better address (returned) -- First and Hicks Streets	Ashton	IL	1920	GAS - EARLY AUTO

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356	Gas Station	need better address (returned) -- 907 First Street	Ashton	IL	1945	GAS - MODERN
357	Sunshine Motel	1174 Route 30	Aurora	IL	1950	LODGING - EARLY AUTO
358	Council Court Motel	1016 Route 30	Aurora	IL	1950	LODGING - EARLY AUTO
359	Phillips Park Remnant		Aurora	IL	1913	ROAD
360	Los Dos Hermanos	Hill Avenue at Phillips Park	Aurora	IL	1925	GAS - EARLY AUTO
361	Swony's Drive In	737 Hill Avenue	Aurora	IL	1955	EXAGGERATED MODERN
362	Service Perez	441 Hill Avenue	Aurora	IL	1945	GAS - MODERN
363	Escalantes Auto Repair	301 Hill Avenue	Aurora	IL	1945	GAS - MODERN
364	LH Marker	22 Smith Street	Aurora	IL	1928	OBJECT - MARKER
365	Theiss Building	7428 South LaSalle Street	Aurora	IL	1910	AUTO SHOWROOM - EARLY AUTO
366	Auto showroom	70 LaSalle	Aurora	IL	1920	AUTO SHOWROOM - EARLY AUTO
367	Coats Building	56 LaSalle Street	Aurora	IL	1925	AUTO SHOWROOM - EARLY AUTO
368	Aurora Hotel	2 North Stolp Ave	Aurora	IL	1917	LODGING - EARLY AUTO
369	Leland Hotel/Fox Island Place	7 South Stolp Ave	Aurora	IL	1928	LODGING/FOOD - EARLY AUTO
370	Galena Hotel	116 W. Galena	Aurora	IL	1880	LODGING - PRE-AUTO
371	John's Service	650 Lake Street	Aurora	IL	1950	GAS - MODERN
372	L&N Railroad Viaduct		Chicago Heights	IL	1930	BRIDGE - PLATE GIRDER
373	Arche Memorial Fountain		Chicago Heights	IL	1916	OBJECT - ALL OTHERS
374	Automechanical Service	Lincoln Hwy and Prairie Avenue	Chicago Heights	IL	1930s	GAS - MODERN
375	Garage	817 E. Lincoln Highway	De Kalb	IL	1940	GAS - EARLY AUTO
376	Napa Auto Parts	607 East Lincoln Highway	De Kalb	IL	1930	AUTO SHOWROOM - EARLY AUTO
377	Dixon Arch		Dixon	IL	/1965/1985	OBJECT - ALL OTHERS
378	Nachusa House	215 S. Galena Ave	Dixon	IL	1853/1867/1915	LODGING - PRE-AUTO
379	Lincoln Great Speech Marker	Lee County Courthouse	Dixon	IL	1908	OBJECT - ALL OTHERS
380	Blackhawk War Lincoln Statue	Fort Dixon Site	Dixon	IL	1939	OBJECT - ALL OTHERS
381	Frankfort Remnant		Frankfort	IL	1913	ROAD
382	Abe Lincoln Motel	10841 West Lincoln Way	Frankfort	IL	1955	LODGING - MODERN
383	Valley View Motel	US 30 east of Wolf Road	Frankfort	IL	1955	EXAGGERATED MODERN
384	LH Marker	LHA National Headquarters	Franklin Grove	IL	1928	OBJECT - MARKER
385	Franklin Creek Remnant		Franklin Grove	IL	1913	ROAD
386	Franklin Creek Bridge		Franklin Grove	IL	1954	BRIDGE - BEAM

	D	F	G	H	J	K
387	Wendell Repair Service	1218 4th Street	Fulton	IL	1920	GAS - EARLY AUTO
388	Closed gas station	SE corner of 4th and 12th	Fulton	IL	1945	GAS - MODERN
389	Burlington Northern Railroad Bridge		Fulton (east of)	IL	1920	BRIDGE - PLATE GIRDER
390	CNW Railroad Bridge	600 S. First Street	Geneva	IL	1910	BRIDGE - PLATE GIRDER
391	Architectural Resources	427 West State Street	Geneva	IL	1925	GAS - EARLY AUTO
392	Pure Oil	502 State Street	Geneva	IL	1925	GAS - EARLY AUTO
393	Pure Oil	502 State Street	Geneva	IL	1955	GAS - EXAGGERATED MODERN
394	Lucenta Tire	1531 East Cass Street	Joliet	IL	1950	GAS - MODERN
395	Riverside Auto	1419 E. Cass Street	Joliet	IL	1920	GAS - EARLY AUTO
396	Jonkavich's Auto Body	1313 E. Cass	Joliet	IL	1920s	GAS - EARLY AUTO
397	Fleet Specialty Painting	809 East Cass Street	Joliet	IL	1925	GAS - EARLY AUTO
398	Muncie	801 E. Cass Street	Joliet	IL	1925	GAS - EARLY AUTO
399	Cass Street Bridge		Joliet	IL	1920	BRIDGE - OTHER
400	Hotel	Pine and Western	Joliet	IL	1920	LODGING - EARLY AUTO
401	Taylor Welding	221 Center Street	Joliet	IL	1940s	GAS - MODERN
402	Bertino's Auto Service	900 Plainfield Road	Joliet	IL	1950	GAS - MODERN
403	Adelman Heating & Air Conditioning	1399 Plainfield Road	Joliet	IL	1930	GAS - EARLY AUTO
404	LH Marker	International Drive	Mooseheart	IL	1928	OBJECT - MARKER
405	LH Marker	Lincoln Road and Yager Road	Morrison	IL	1928	OBJECT - MARKER
406	LH Marker	Blue Goose Rd and Lincoln Way	Morrison	IL	1928	OBJECT - MARKER
407	Forest Inn	20657 Lincoln Road	Morrison	IL	1934	GAS/FOOD - EARLY AUTO
408	LH Marker	202 Lincoln Way	Morrison	IL	1928	OBJECT - MARKER
409	LH Marker	Base and Main	Morrison	IL	1928	OBJECT - MARKER
410	LH Marker	Morris Road and Orange Street	Morrison	IL	1928	OBJECT - MARKER
411	Climco Coils Co	222 West Main Street	Morrison	IL	1930	GAS - EARLY AUTO
412	Brick House Restaurant	Lincoln Highway west of Orange	Morrison	IL	1820	FOOD - PRE-AUTO
413	Hillendale Bed and Breakfast	600 Lincoln Way West	Morrison	IL	1891	OTHERS - EARLY AUTO
414	Log Cabin Court	on Lincoln Highway	Morrison	IL	1920	LODGING - EARLY AUTO
415	LH Marker		New Lennox	IL	1928	OBJECT - MARKER
416	Motel	US Highway 30	New Lenox	IL	1950s	LODGING - MODERN
417	Auto showroom	SE corner of Joliet and Dillman	Plainfield	IL	1945	AUTO SHOWROOM - MODERN

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418	Plainfield Automotive	408 North Division Street	Plainfield	IL	1945	GAS - MODERN
419	LH Marker	6th and 4th Streets	Rochelle	IL	1928	OBJECT - MARKER
420	Rochelle Beacon Restaurant	444 West State Route 38	Rochelle	IL	1945	FOOD - MODERN
421	Rochelle Welcome Center	500 Lincoln Avenue	Rochelle	IL	1920	GAS - EARLY AUTO
422	LH Marker	Dillon House Museum	Sterling	IL	1928	OBJECT - MARKER
423	LH Marker	Dillon House Museum	Sterling	IL	1928	OBJECT - MARKER
424	Midway Drive-In Theater	Prairieville Road	Sterling	IL	1950	BUILDINGS - ALL OTHERS - MODERN
425	Civil War Monument		Sterling	IL	1890	OBJECT - ALL OTHERS
426	Canopy gas station	501 West Fourth Street	Sterling	IL	1935	GAS - EARLY AUTO
427	Brent's Upholstery	405 Elm Avenue	Sterling	IL	1945	GAS - MODERN
428	Track Road Remnant			IL	1913	ROAD - LANDSCAPE VISTA
429	LH Marker	Between Ashland and Franklin Grove		IL	1928	OBJECT - MARKER
430	LH Marker	Between Ashland and Franklin Grove		IL	1928	OBJECT - MARKER
431	LH Marker	Between Ashland and Franklin Grove		IL	1928	OBJECT - MARKER
432	LH Marker	Between Ashland and Franklin Grove		IL	1928	OBJECT - MARKER
433	Union Pacific (CNW) Railroad Bridge			IL	1920	BRIDGE - PLATE GIRDER
434	Elkhart River Bridge		Benton	IN	1930	BRIDGE - ARCH
435	Hire Ditch Bridge		Benton Twp.	IN	1930	BRIDGE - OTHER
436	McBride Photography	Center Street East of Main	Bourbon	IN	1925	GAS - EARLY AUTO
437	Solon Ditch Bridge		Coesse Corners	IN	?	BRIDGE - OTHER
438	Eel River Bridge		Columbia City	IN	1950	BRIDGE - BEAM
439	J&K Auto Detailing	725 East Business 30	Columbia City	IN	1945	GAS - MODERN
440	Rawleigh Auto/Dave's Car Care	315 West Van Buren	Columbia City	IN	1935	GAS - EARLY AUTO
441	Motel	19431 Lincoln Highway	Donaldson	IN	1940	LODGING - MODERN
442	Ideal Section Memorials	US 30 west of Dyer	Dyer	IN	1921	OBJECT - ALL OTHERS
443	Ideal Section Memorials	US 30 west of Dyer	Dyer	IN	1921	OBJECT - ALL OTHERS
444	Ideal Section Memorials	US 30 west of Dyer	Dyer	IN	1921	OBJECT - ALL OTHERS
445	Anytime Auto	2620 South Main Street	Elkhart	IN	1945	GAS - EARLY AUTO
446	Premier Motors Auto Sales	1419 Indiana Ave	Elkhart	IN	1930	GAS - EARLY AUTO
447	The Ultimate Body Shop	726 South Main Street	Elkhart	IN	1920	GAS - EARLY AUTO
448	Railroad Viaduct		Elkhart	IN	1910	BRIDGE - PLATE GIRDER

	D	F	G	H	J	K
449	Midwest Motel	7021 Lincoln Highway East	Fort Wayne	IN	1955	LODGING - MODERN
450	Wayne Motel	7001 Lincoln Highway East	Fort Wayne	IN	1955	LODGING - MODERN
451	J.J.R. Mobility (auto showroom)	400 block of Washington Street	Fort Wayne	IN	1925	AUTO SHOWROOM - EARLY AUTO
452	Harrison Street Bridge		Fort Wayne	IN	1915/1987	BRIDGE - BEAM
453	Heldor Spas	1700 Harrison Street	Fort Wayne	IN	1925	GAS - EARLY AUTO
454	Kelly Jean Beauty Salon	need better address (returned) -- Jacobs and Wells	Fort Wayne	IN	1925	GAS - EARLY AUTO
455	Hotel and Garage	Van Buren & Berry	Fort Wayne	IN	Hotel/1920 Garage	GAS/FOOD/LODGING - PRE-AUTO
456	Keystone Realty	843 Goshen Road	Fort Wayne	IN	1925	GAS - EARLY AUTO
457	Knotty Pine Motel	1201 Goshen Avenue	Fort Wayne	IN	1950	LODGING - MODERN
458	Sharpening Center	1327 Goshen	Fort Wayne	IN	1950	GAS - MODERN
459	Neuhaus Creek Bridge		Fort Wayne	IN	1950	BRIDGE - OTHER
460	Conrail Railroad Bridge		Fort Wayne	IN	1920	BRIDGE - PLATE GIRDER
461	Goshen Police Booth		Goshen	IN	1939	BUILDINGS - ALL OTHERS - MODERNE
462	Elkhart River Bridge		Goshen	IN	1926	BRIDGE - ARCH
463	Robbins Ditch Bridge		Hamlet	IN	1950	BRIDGE - BEAM
464	Abandoned garage	Thompson and Old US 30	Hanna	IN	1930	GAS - EARLY AUTO
465	Fireworks Stand (temporary use)	US 30 and Old US 30	Hanna	IN	1945	GAS - MODERN
466	Antique Mall	500 Lincolnway	La Porte	IN	1920	AUTO SHOWROOM - EARLY AUTO
467	South Bend Tribune	322 East Lincolnway	LaPorte	IN	1930	GAS - EARLY AUTO
468	Auto showroom	321 Lincoln Way	LaPorte	IN	1924	AUTO SHOWROOM - EARLY AUTO
469	Gilbert Heating	1108 4th Street	LaPorte	IN	1920	GAS - EARLY AUTO
470	Radio Museum	800 Lincolnway Street	Ligonier	IN	1925	GAS - EARLY AUTO
471	Triangle Park		Ligonier	IN	1905	SITE
472	Discount Liquors	905 Lincolnway Street	Ligonier	IN	1920	GAS - EARLY AUTO
473	Ligonier Brick Remnant		Ligonier, Sparta Twp	IN	1913	ROAD
474	Dan's Auto Sales	4 West 73rd Avenue	Merrillville	IN	1945	GAS - MODERN
475	Studebaker Auto Showroom	315 Lincoln Way West	Mishawaka	IN	1925	AUTO SHOWROOM - EARLY AUTO
476	Sorgen Ditch Bridge		Monroe Twp	IN	1930	BRIDGE - OTHER
477	White Ditch Bridge		Monroe Twp.	IN	1930	BRIDGE - OTHER
478	Trier Ditch Bridge	60048 Lincoln Highway	New Haven	IN	1930	BRIDGE - ARCH
479	Hemmingers Travel Lodge	800 Lincoln Hwy	Plymouth	IN	1937	LODGING - EARLY AUTO

	D	F	G	H	J	K
480	D&M Automotive	620 East Jefferson Street	Plymouth	IN	1925	AUTO SHOWROOM - EARLY AUTO
481	Yellow River Bridge		Plymouth	IN	1930	BRIDGE - ARCH
482	Subway	500 North Michigan Street	Plymouth	IN	1955	GAS - MODERN
483	Bob's Towing	1101 West Jefferson	Plymouth	IN	1950	GAS - MODERN
484	Mayflower Tavern		Plymouth	IN	1920	FOOD - EARLY AUTO
485	Deep River Bridge		Ross Twp	IN	?	BRIDGE - OTHER
486	Turkey Creek Culvert		Schererville	IN	1930	BRIDGE - OTHER
487	Railroad Bridge		Schererville	IN	1930	BRIDGE - PLATE GIRDER
488	Grand Trunk Western Railroad Viaduct		South Bend	IN	1920	BRIDGE - PLATE GIRDER
489	Bowman Run Culvert		South Bend	IN	1930	BRIDGE - OTHER
490	Big Wheel Restaurant	902 LincolnWay	Valparaiso	IN	1955	EXAGGERATED MODERN
491	The Academy School of Martial Arts	210 East Lincoln Way	Valparaiso	IN	1930	AUTO SHOWROOM - EARLY AUTO
492	Wedaman - McDonald Building	119 East Center	Warsaw	IN	1920	AUTO SHOWROOM - EARLY AUTO
493	LH Marker	Funk Park	Warsaw	IN	1928	OBJECT - MARKER
494	Tippecanoe Roadside Park		Warsaw	IN	1930	SITE
495	Ryan's Service Center	East Main and Flynn	Westville	IN	1930	GAS - EARLY AUTO
496	Wolf Lake Body Shop	US 33	Wolf Lake	IN	1940	GAS - EARLY AUTO
497	Zulu Garage	18449 East Lincoln Hwy	Zulu	IN	1930	GAS - EARLY AUTO
498	Whitley County Remnants			IN	1928	ROAD
499	Whitley County Remnants			IN	1928	ROAD
500	Whitley County Remnants			IN	1928	ROAD
501	Whitley County Remnants			IN	1928	ROAD
502	Whitley County Remnants			IN	1928	ROAD
503	Hamlet Vista			IN	1930	ROAD - LANDSCAPE VISTA
504	Canopy gas station	15 Blvd and US 30	Ames	NE	1925	GAS - EARLY AUTO
505	Big Springs Cafe and Garage	E 3rd and Chestnut	Big Springs	NE	1925	GAS/LODGING - EARLY AUTO
506	Garage	Between Chestnut and Pine on 3rd	Big Springs	NE	1920	GAS - EARLY AUTO
507	Phelps Hotel	401 Pine	Big Springs	NE	1885	LODGING - PRE-AUTO
508	Auto showroom	Third and Pine	Big Springs	NE	1930	AUTO SHOWROOM - MODERNE
509	Texaco	US 30 and Main	Brady	NE	1930	GAS/LODGING - EARLY AUTO
510	Canopy gas station and garage	US 30 and Main	Brady	NE	1920	GAS - EARLY AUTO

	D	F	G	H	J	K
511	One Stop	219 US 30	Brady	NE	1925	GAS/FOOD/LODGING - EARLY AUTO
512	LH Marker	5th and State	Brule	NE	1928	OBJECT - MARKER
513	Canopy gas station	4th and State Street	Brule	NE	1925	GAS - EARLY AUTO
514	Garage	3rd and State Street	Brule	NE	1940	GAS - EARLY AUTO
515	Fraser Welding	107 State Street	Brule	NE	1925	GAS - EARLY AUTO
516	Pete's Tire and Auto Center	102 State Street	Brule	NE	1940	GAS - EARLY AUTO
517	One Stop	US 30 and Olive	Brule	NE	1950	GAS/LODGING - MODERN
518	Bushnell Tubes Railroad Underpass		Bushnell	NE	1940	BRIDGE - OTHER
519	Lincoln Manor	1525 16th Street	Central City	NE	1880	LODGING - PRE-AUTO
520	Lennox/Bill's Hobby Shop	412-420 G Street	Central City	NE	1925	AUTO SHOWROOM - EARLY AUTO
521	D&D Building Supply	422-426 G Street	Central City	NE	1930	GAS - EARLY AUTO
522	Mustard's Used Cars	510 G Street	Central City	NE	1955	GAS - EXAGGERATED MODERN
523	Mustard's Garage	510 G Street	Central City	NE	1950	GAS - MODERN
524	Ace Used Cars	701 G Street	Central City	NE	1940	GAS - MODERN
525	Ace Body Shop and Used Cars	705 G Street	Central City	NE	1945	GAS - EARLY AUTO
526	Wrangler Saloon	PO Box 164	Chapman	NE	1925	GAS - EARLY AUTO
527	Property Owner	212 9th Street	Chapman	NE	1915	GAS - EARLY AUTO
528	Garage and cabins	1st and Cutler	Chappell	NE	1940	GAS/LODGING - EARLY AUTO
529	Cabin court	On First Street	Chappell	NE	1940	LODGING - EARLY AUTO
530	Garage	Hayward and 1st	Chappell	NE	1920	GAS - EARLY AUTO
531	Bruer's Service	811 First Street	Chappell	NE	1920	GAS - EARLY AUTO
532	One stop	3rd and Ochs	Chappell	NE	1940	GAS/FOOD/LODGING - EARLY AUTO
533	Double K Cafe and Motel	US 30	Clarks	NE	1940	LODGING/FOOD - EARLY AUTO
534	Millard Street Brick Remnant		Clarks	NE	1913	ROAD
535	Garage	current use -- North Green Street and Millard St	Clarks	NE	1920	GAS - EARLY AUTO
536	Former Motel c/o Wanda Temme	103 South George Street	Clarks	NE	1930	GAS/FOOD/LODGING - EARLY AUTO
537	Ernst Chevrolet	2304 13th Street	Columbus	NE	1930	GAS - EARLY AUTO
538	The Evans Hotel	13th Street	Columbus	NE	1913	LODGING/FOOD - EARLY AUTO
539	Duster's Brew Pub	2804 13th Street	Columbus	NE	1921	AUTO SHOWROOM - EARLY AUTO
540	Mike's Auto Service	1858 33rd Avenue	Columbus	NE	1940	GAS - MODERN
541	Geno's	1771 33rd Avenue	Columbus	NE	1945	GAS - EXAGGERATED MODERN

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542	Wojcik's Towing	771 33rd Avenue	Columbus	NE	1955	GAS - EXAGGERATED MODERN
543	Loup River Bridge		Columbus	NE	1930	BRIDGE - TRUSS
544	Canopy gas station	8th and Newell	Cozad	NE	1920	GAS - EARLY AUTO
545	Henri Robert Museum Hendee Hotel	218 East 8th Street	Cozad	NE	1870	LODGING - PRE-AUTO
546	Motel	C & US 30	Cozad	NE	1930	LODGING - MODERN
547	Garage	Between Cedar and Maple on Miller	Dix	NE	1920	GAS - EARLY AUTO
548	Gas Station	Spruce and Miller	Dix	NE	1920	GAS - EARLY AUTO
549	LH Marker	Main Street and North	Duncan	NE	1928	OBJECT - MARKER
550	LH Marker	Main Street and 9th	Duncan	NE	1928	OBJECT - MARKER
551	Garage	appears abandoned -- US 30 and Main Avenue	Duncan	NE	1930	GAS - MODERN
552	Avenue of Trees		Duncan	NE	1913	ROAD - LANDSCAPE VISTA
553	Overton "L" Bridge		east of Overton	NE	1920	BRIDGE - BEAM
554	Elkhorn Brick Section		Elkhorn	NE	1920	ROAD - LANDSCAPE VISTA
555	Gas Station	Mill & Front	Elm Creek	NE	1930	GAS/LODGING - EARLY AUTO
556	The Legacy Chest	First & Main Streets	Fremont	NE	1930	GAS - EARLY AUTO
557	Brick remnant		Fremont	NE	1920	ROAD
558	Errin Swiss Motel (formerly)	US 30 and Broad Street	Fremont	NE	1945	LODGING - MODERN
559	Ranch Motel	545 West 23 Street	Fremont	NE	1940	LODGING - MODERN
560	Lake Sunset Motel	4205 US 30	Fremont	NE	1955	LODGING - MODERN
561	Jaabarr's Ice Cream	704 US 30	Gibbon	NE	1945	GAS - MODERN
562	Fabricating Shop	Kelsey & Highway 30	Gibbon	NE	1925	GAS - EARLY AUTO
563	Goodyear Pick's Repair	D Avenue & Highway 30	Gothenburg	NE	1950	GAS - MODERN
564	Grand Island Seedling Mile		Grand Island	NE	1917	ROAD
565	Kensinger Service and Supply	1810 East US Highway 30	Grand Island	NE	1933	GAS - MODERNE
566	Shady Bend	Shady Bend &US 30	Grand Island	NE	1929	GAS/FOOD/LODGING - EARLY AUTO
567	K&L Market	2008 US 30 East	Grand Island	NE	1930	LODGING - EARLY AUTO
568	Musil Machine and Tool	304 East 2nd Street	Grand Island	NE	1925	GAS - EARLY AUTO
569	Gulzow Motor Co	223 East Second Street	Grand Island	NE	1955	GAS - EXAGGERATED MODERN
570	Bridge Street Auto	204 East 2nd Street	Grand Island	NE	1950	GAS - MODERN
571	Yancey Hotel	123 North Locust Street	Grand Island	NE	1923	LODGING - EARLY AUTO
572	Riley's Auto Sales	2009 West 2nd Street	Grand Island	NE	1950	GAS - MODERN

	D	F	G	H	J	K
573	Pine Court Apartments	4870 US 30	Grand Island	NE	1940	LODGING - EARLY AUTO
574	Lazy V Motel	2703 East Highway 30	Grand Island (1/2 miles east of)	NE	1955	LODGING - MODERN
575	Stan's Auto Sales	1100 25th Street	Kearney	NE	1928	GAS - EARLY AUTO
576	Laser Art Design	20 East 25th Street	Kearney	NE	1935	GAS - EARLY AUTO
577	Central Auto Electric/United Services Motors	10 East 25th Street	Kearney	NE	1945	GAS - MODERNE
578	Logan View Apts.	1818 West 24th Street	Kearney	NE	1955	LODGING - MODERN
579	Budget Motel and RV Park	19th Avenue & West 24th	Kearney	NE	1955	LODGING - MODERN
580	Rodeo Court	2414 West 24th Street	Kearney	NE	1945	LODGING - MODERN
581	Covered Wagon Gift Shop	near 1733 ranch site	Kearney (2 miles west)	NE	1928	OTHERS - EARLY AUTO
582	LW Cartage Company	701 East 3rd	Kimball	NE	1955	GAS - EXAGGERATED MODERN
583	The Arabian Motel	607 East 3rd Street	Kimball	NE	1950	LODGING - MODERN
584	Garage	Main Street	Kimball	NE	1940	GAS - EARLY AUTO
585	Wheat Growers Hotel	102 South Oak Street	Kimball	NE	1915	LODGING - EARLY AUTO
586	Washington Street Brick Section		Lexington	NE	1920	ROAD
587	Green Valley Motel	311 5th Street	Lexington	NE	1945	LODGING - MODERN
588	Cabins	Johnson & Pacific	Lexington	NE	1930	LODGING - EARLY AUTO
589	Panther Den Pit Stop	Payne & Sheldon	Lodgepole	NE	1935	GAS - EARLY AUTO
590	Al's Barber Shop	Sheldon Street	Lodgepole	NE	1925/1945	GAS - EARLY AUTO
591	Former Texaco garage	Sheldon and McCall Streets	Lodgepole	NE	1945	GAS - EARLY AUTO
592	Lodgepole Opera House	Oberfelder and Front Street	Lodgepole	NE	1911	GAS - EARLY AUTO
593	Lodgepole Cabins	Sheldon Street and Newman	Lodgepole	NE	1930	LODGING - EARLY AUTO
594	Hurst's Lodgepole Motel	Sheldon Street and Simmons	Lodgepole	NE	1932	LODGING - EARLY AUTO
595	Gas Station	North Pine and US 30	Maxwell	NE	1930	GAS - EARLY AUTO
596	Garage	US 30 bet. Mulberry and Main	North Bend	NE	1925	GAS - EARLY AUTO
597	Discount Transmission	1501 East 4th Street	North Platte	NE	1945	GAS - MODERN
598	LH Marker	at Memorial Park	North Platte	NE	1928	OBJECT - MARKER
599	Nebraskaland Pools	315 East 4th Street	North Platte	NE	1925	AUTO SHOWROOM - EARLY AUTO
600	Hendy Ogier Auto Company, Inc.	Bailey and 4th Street	North Platte	NE	1924	AUTO SHOWROOM - EARLY AUTO
601	Pawnee Retirement Hotel	221 East 5th Street	North Platte	NE	1910	LODGING - EARLY AUTO
602	Stan's Shoe Repair and Canvas Repair (gas)	105 East 7th Street	North Platte	NE	1925	GAS - EARLY AUTO
603	Motel	10th & Jeffers	North Platte	NE	1950	LODGING - MODERN

	D	F	G	H	J	K
604	Ecowater	1119 N. Jeffers	North Platte	NE	1945	GAS - MODERN
605	Cedar Lodge	421 Rodeo Road	North Platte	NE	1955	LODGING - MODERN
606	Lazy K Motel	1501 East 1st Street	Ogalalla	NE	1955	LODGING - MODERN
607	Midwest Motel	need better address (returned) -- 1st & East G Street	Ogallala	NE	1950	LODGING - MODERN
608	Plaza Inn	311 East 1st Street	Ogallala	NE	1940/1955	LODGING - MODERNE
609	Hoke's Cafe	302 East 1st Street	Ogallala	NE	1950	FOOD - MODERN
610	Oregon Trail Motel	214 East 1st Street	Ogallala	NE	1925/1950	GAS/FOOD/LODGING - EARLY AUTO
611	Kohl Sales Office	201 West First Street	Ogallala	NE	1950	AUTO SHOWROOM - MODERN
612	Kohl GM Dealership	202 West First Street	Ogallala	NE	1930	AUTO SHOWROOM - EARLY AUTO
613	Gas station	West F and First Streets	Ogallala	NE	1940	GAS - MODERN
614	AP Mufflers and Pipes	First & F Streets	Ogallala	NE	1950	GAS - MODERN
615	Elms Motel	1st and West G Streets	Ogallala	NE	1940	GAS/LODGING - MODERN
616	Residence (one stop)	1st & West H Streets	Ogallala	NE	1935	GAS/FOOD/LODGING - EARLY AUTO
617	Hupmobile Showroom	2523 Farnam Street	Omaha	NE	1920	AUTO SHOWROOM - EARLY AUTO
618	All Makes Office	2558 Farnam Street	Omaha	NE	1920	AUTO SHOWROOM - EARLY AUTO
619	Prime Motors	3141 Farnam Street	Omaha	NE	1920/1930	AUTO SHOWROOM - EARLY AUTO
620	The Blackstone	302 South 36th Street	Omaha	NE	1920	LODGING/FOOD - EARLY AUTO
621	Colonial Hotel	3804 Farnam Street	Omaha	NE	1920	LODGING - EARLY AUTO
622	McFosters	302 South 38th Street	Omaha	NE	1930	GAS - EARLY AUTO
623	Saddle Creek Interchange		Omaha	NE	1934	BRIDGE - BEAM
624	Jensen Garage	4611 Dodge Street	Omaha	NE	1915	GAS - EARLY AUTO
625	Garage	D Street on US 30	Overton	NE	1925	GAS - EARLY AUTO
626	Canopy gas station	Road 144 on US 30	Overton	NE	1928	GAS - EARLY AUTO
627	Garage	US 30 1/2 block east of Oak St	Paxton	NE	1920	GAS - EARLY AUTO
628	Swede's Garage	117, 121, 123 South Oak Street	Paxton	NE	1919	GAS - EARLY AUTO
629	Texaco gas station	950 Chestnut	Potter	NE	1938/1948 /1951	GAS - EARLY AUTO
630	Chesnut Street Memory Station	947 Sherman	Potter	NE	1935	GAS - EARLY AUTO
631	Kracl's garage	Center & Highway 30	Rogers	NE	1925	GAS - EARLY AUTO
632	Canopy gas station	H and US 30	Roscoe	NE	1920	GAS - EARLY AUTO
633	Canopy gas station	1518 B Street	Schuyler	NE	1925	GAS - EARLY AUTO
634	B Street Brick Segment		Schuyler	NE	1923	ROAD

	D	F	G	H	J	K
635	Kopac Bros. Garage / Auto Servicio Los Amigos	221 East 11th Street	Schuyler	NE	1910	GAS - EARLY AUTO
636	Reinecke Auto	204 East 11th Street	Schuyler	NE	1925	AUTO SHOWROOM - EARLY AUTO
637	Public Utilities	A Street and East 11th Street	Schuyler	NE	1925	AUTO SHOWROOM - EARLY AUTO
638	JB Package Liquor	413 East 16th Street	Schuyler	NE	1930	GAS - MODERNE
639	Johnnie's Motel	222 West 16th Avenue	Schuyler	NE	1950	LODGING - MODERN
640	Ryan's Used Cars Inc.	P.O. Box 127	Shelton	NE	1935	AUTO SHOWROOM - EARLY AUTO
641	Shelton Brick Remnant		Shelton	NE	1915	ROAD
642	L & N Truck Parts Garage	PO Box 638	Shelton	NE	1930	GAS - EARLY AUTO
643	Mayfair Service Station	need better address (returned) -- US 30 & Greenwood Road	Sidney	NE	1947	GAS - EARLY AUTO
644	Darin's Auto Repair	9th & Illinois	Sidney	NE	1945	GAS - MODERN
645	Comm Source	Ninth and Illinois	Sidney	NE	1950	AUTO SHOWROOM - MODERN
646	Stores (former Hotel Sidney)	10th & Illinois	Sidney	NE	1915	LODGING - EARLY AUTO
647	Sagebrush/Dance Steps Studio	1103-1119 Illinois Street	Sidney	NE	1930	AUTO SHOWROOM - EARLY AUTO
648	Havorka Motors	1200 Illinois	Sidney	NE	1955	GAS - EXAGGERATED MODERN
649	Sidney Amoco	911 13th Avenue	Sidney	NE	1945	GAS - MODERN
650	Maddox Motors	1403 Illinois	Sidney	NE	1935/1955	SHOWROOM - EARLY AUTO
651	Filling Station	appears abandoned -- 16th and Hickory	Sidney	NE	1920	GAS - EARLY AUTO
652	El Palomino Motel	2220 Illinois Street	Sidney	NE	1950	LODGING - MODERN
653	Delux Motel	2201 Illinois Street	Sidney	NE	1950	LODGING - MODERN
654	LH Marker		Sidney	NE	1928	OBJECT - MARKER
655	Krafty Paws	Chestnut & Highway 30	Silver Creek	NE	1920	GAS - EARLY AUTO
656	Agro Service Inc.	714 Public Road	Silver Creek	NE	1920	GAS - EARLY AUTO
657	Garage	US 30 and Oak Street	Silver Creek	NE	1920	GAS - EARLY AUTO
658	Residence? (Former Motel)	On US 30	Sunol	NE	1940	LODGING - MODERN
659	Cottage gas station	Maple Street and US 30	Sutherland	NE	1910	GAS - EARLY AUTO
660	Cottage gas station	US 30 west of Poplar	Sutherland	NE	1920	GAS - EARLY AUTO
661	Highway Bait and Tackle	104 West Highway 275	Valley	NE	1920	GAS - EARLY AUTO
662	Waterloo Gas Mart	Washington St and Third St	Waterloo	NE	1925	GAS - EARLY AUTO
663	Canopy gas	Road 416 and US 30	Willow Island	NE	1920	GAS/FOOD - EARLY AUTO
664	Voss Alignment and Repair	614 East 11 Street	Wood River	NE	1925	GAS - EARLY AUTO
665	Heritage Bank (Gloe Brothers gas station)	609 East 11th Street	Wood River	NE	1933	GAS - EARLY AUTO

	D	F	G	H	J	K
666	Garage	West and 9th Streets	Wood River	NE	1920	GAS - EARLY AUTO
667	Thienel Builders Inc	902 Main Street	Wood River	NE	1912	GAS - EARLY AUTO
668	Union Pacific Bridge			NE	1920	BRIDGE - PLATE GIRDER
669	Geist's Garage	2011 Lincoln Hwy	Edison	NJ	1950	GAS - MODERN
670	Penn RR Viaduct		Elizabeth	NJ	1910	BRIDGE - PLATE GIRDER
671	Sergio's Used Car Service, Inc	702 Newark Avenue	Elizabeth	NJ	1945	GAS - MODERN
672	Civil War Monument		Elizabeth	NJ	1900	OBJECT - ALL OTHERS
673	Cherry Street Bridge		Elizabeth	NJ	1920	BRIDGE - TRUSS
674	Gerometta's Auto Repair	605 Raritan Avenue	Highland Park	NJ	1955	GAS - MODERN
675	WW I Memorial		Highland Park	NJ	1920	OBJECT - ALL OTHERS
676	Park Dental Group	515 Raritan Ave	Highland Park	NJ	1922	GAS - EARLY AUTO
677	Bargain Auto & Truck Repair	101 Raritan Avenue	Highland Park	NJ	1950	GAS - MODERN
678	Raritan River Bridge		Highland Park	NJ	1915	BRIDGE - ARCH
679	Pershing Road Remnant	Pershing Road	Jersey City	NJ	1913	ROAD
680	Pelegrin Auto Repair	3716 Kennedy Blvd	Jersey City	NJ	1920	GAS - EARLY AUTO
681	Ramzi Auto Repair	3575 Kennedy Blvd	Jersey City	NJ	1930	GAS - EARLY AUTO
682	Holland Tunnel		Jersey City	NJ	1927	BRIDGE - OTHER
683	Liberty Auto Radiator	3218 Kennedy Blvd	Jersey City	NJ	1925	GAS - EARLY AUTO
684	Seated Lincoln Statue, JE Fraser sculptor		Jersey City	NJ	1929	OBJECT - ALL OTHERS
685	Belmont Avenue		Jersey City	NJ	1890	ROAD - LANDSCAPE VISTA
686	James A. Keady Fountain		Jersey City	NJ	1915	OBJECT - ALL OTHERS
687	George's Auto Repair	739 Communipaw Ave	Jersey City	NJ	1920	GAS - EARLY AUTO
688	Jenson & Mitchell Auto Springs	880 Communipaw Ave	Jersey City	NJ	1920	GAS - EARLY AUTO
689	Jenson & Mitchell Garage	881 Communipaw Ave	Jersey City	NJ	1920	GAS - EARLY AUTO
690	Hackensack R Vertical Lift Bridge		Jersey City	NJ	1952	BRIDGE - OTHER
691	Kingston Remnant D&R Canal Bridge		Kingston	NJ	1920	BRIDGE - OTHER
692	Kingston Remnant Millstone Branch Bridge		Kingston	NJ	1920	BRIDGE - OTHER
693	Kingston Remnant Millstone River Bridge		Kingston	NJ	1798	BRIDGE - ARCH
694	Kingston Remnant		Kingston	NJ	1913	ROAD - LANDSCAPE VISTA
695	William Phillips Tavern	US 206 and Fackler Road	Lawrence Township	NJ	1745	LODGING/FOOD - PRE-AUTO
696	Road bridge		Lawrence Twp./Trenton	NJ	1924	BRIDGE - OTHER

	D	F	G	H	J	K
697	Capitol Car Wash	1617 Princeton Pike	Lawrence Twp./Trenton	NJ	1955	EXAGGERATED MODERN
698	CJ's Motor Sales	2200 Princeton Avenue	Lawrence Twp./Trenton	NJ	1920	GAS - EARLY AUTO
699	Ed's Auto Electric	1401 St. Georges Avenue	Linden	NJ	1955	GAS - MODERN
700	St. George Auto Radiator Repair	804 West Saint Georges Ave	Linden	NJ	1935	GAS - MODERNE
701	Hi Tech Collision	716 St. Georges Avenue	Linden	NJ	1925	GAS - EARLY AUTO
702	Edison Memorial Monument		Menlo Park, Edison Twp	NJ	1925	OBJECT - ALL OTHERS
703	Metuchen Inn		Metuchen	NJ	1875	LODGING/FOOD - PRE-AUTO
704	Delaware Canal Bridge		Morrisville	NJ	1938	BRIDGE - ARCH
705	Pennsylvania Railroad Viaduct		New Brunswick	NJ	1910	BRIDGE - OTHER
706	Mack Diner		New Brunswick	NJ	1940	FOOD - MODERNE
707	New Brunswick Memorial Clock		New Brunswick	NJ	1930	OBJECT - ALL OTHERS
708	Salzano's	242 Raymond Blvd	Newark	NJ	1920	GAS - EARLY AUTO
709	Down Neck Diner		Newark	NJ	1950	FOOD - MODERN
710	Seated Lincoln statue		Newark	NJ	1911	OBJECT - ALL OTHERS
711	Fernando Auto Repair	Lafayette between Union and Prospect	Newark	NJ	1920	GAS - EARLY AUTO
712	Lincoln Park Towers	33 Lincoln Park	Newark	NJ	1925	LODGING - MODERNE
713	Parkhurst Hotel	11 Lincoln Park	Newark	NJ	1880	LODGING - PRE-AUTO
714	WW I Memorial		Newark	NJ	1925	OBJECT - ALL OTHERS
715	Margarita's Deli and Restaurant		Newark	NJ	1925	FOOD - EARLY AUTO
716	Sterling American Diesel & Gas	185 Poiner	Newark	NJ	1920	GAS - EARLY AUTO
717	Cartronics	435 Frelinghuysen	Newark	NJ	1925	GAS - EARLY AUTO
718	Ebon Square Mini Mart	Meeker/Fenwick/Frelinghuysen	Newark	NJ	1928	GAS - EARLY AUTO
719	Stankovich Auto Body	Route 27 and School Avenue	North Brunswick	NJ	1940	GAS - MODERNE
720	Six Mile Run Bridge		North Brunswick	NJ	1900	BRIDGE - ARCH
721	Shipetaukin Masonry Arch		Northeast of Lawrenceville	NJ	1924	BRIDGE - OTHER
722	Bellevue-Stratford Hotel	Broad and Walnut Streets	Philadelphia	NJ	1913	LODGING-EARLY AUTO
723	Brook Creek Bridge		Princeton	NJ	1800	BRIDGE - ARCH
724	LH Marker	Nassau Street	Princeton	NJ	1928	OBJECT - MARKER
725	Princeton Battle Monument		Princeton	NJ	1922	OBJECT - ALL OTHERS
726	Stony Brook Bridge		Princeton	NJ	1792/1945	BRIDGE - ARCH
727	Gulf Station	264 Nassau Street	Princeton	NJ	1935	GAS-EARLY AUTO

	D	F	G	H	J	K
728	Railway River Bridge		Rahway	NJ	1914	BRIDGE - ARCH
729	Merchants & Drovers Tavern	1632 St. George Avenue	Rahway	NJ	1790	LODGING/FOOD - PRE-AUTO
730	Robinson's Branch Bridge		Rahway	NJ	1900	BRIDGE - ARCH
731	Walt's Union Line Garage	49 Main Street	South Brunswick	NJ	1925	GAS - EARLY AUTO
732	Little Rocky Hill Remnant	starting two miles east of Kingston	South Brunswick	NJ	1913	ROAD
733	South Kearny cloverleaf		South Kearny	NJ	1938	BRIDGE - OTHER
734	Passaic River Vertical Lift Bridge		South Kearny	NJ	1941	BRIDGE - OTHER
735	Bucky's Body and Fender Shop	1652 Princeton Avenue	Trenton	NJ	1935	GAS - EARLY AUTO
736	Reither Brothers Garage	1570 Princeton Avenue	Trenton	NJ	1925	GAS - EARLY AUTO
737	Calhoun Medical Center	1330 Rev. S. Howard Woodson Jr Way Street	Trenton	NJ	1930	GAS - EARLY AUTO
738	Tom's Auto Sales	910 Calhoun Street	Trenton	NJ	1930	GAS - EARLY AUTO
739	Gas station	need better address (returned) -- 700 Calhoun Street	Trenton	NJ	1955	GAS - MODERN
740	Williford Deli	need better address (returned) -- Pennington and Calhoun	Trenton	NJ	1920	GAS - EARLY AUTO
741	Gas station	South Warren and West Front	Trenton	NJ	1920	GAS - EARLY AUTO
742	Delaware and Raritan Canal Bridge		Trenton	NJ	1920	BRIDGE - OTHER
743	Tabernacle Baptist Church	681 Martin Luther King Blvd	Trenton	NJ	1915	GAS - EARLY AUTO
744	Trenton Brakes	1242 MLK Jr. Boulevard	Trenton	NJ	1925	GAS - EARLY AUTO
745	Aamco Transmissions	4300 JFK Blvd.	Union City	NJ	1925	GAS - EARLY AUTO
746	Kennedy & Assoc Used Cars	4112 JFK Blvd	Union City	NJ	1920	GAS - EARLY AUTO
747	King's Tire & Appliance	3800 Kennedy Blvd.	Union City	NJ	1925	GAS - EARLY AUTO
748	Towne	2214 JFK Blvd	Union City	NJ	1925	AUTO SHOWROOM - EARLY AUTO
749	Chico Tire Repair	2109 JFK Blvd	Union City	NJ	1920	GAS - EARLY AUTO
750	Park Avenue Hotel	60 48th Street	Weehauken	NJ	1880	LODGING - PRE-AUTO
751	Park Avenue Garage	60 48th Street	Weehauken	NJ	1920	GAS - EARLY AUTO
752	Calhoun Street Bridge		Trenton/Morrisville	NJ/PA	1882	BRIDGE - TRUSS
753	Lower Trenton Free Bridge		Trenton/Morrisville	NJ/PA	1929	BRIDGE - TRUSS
754	Austin Garage	3 miles south of McGill	Austin	NV	1925	GAS - EARLY AUTO
755	Lincoln Motel	Cedar and Main	Austin	NV	1950	LODGING - MODERN
756	Lincoln Motel	60 Main Street, P.O. Box 152	Austin	NV	1863	LODGING/FOOD - PRE-AUTO
757	LH Marker		Carson City	NV	1928	OBJECT - MARKER
758	Fountain		Carson City	NV	1909	OBJECT - ALL OTHERS

	D	F	G	H	J	K
759	St. Charles Hotel	302-310 South Carson Street	Carson City	NV	1868	LODGING - PRE-AUTO
760	Ostermann Grade	miles through Kings Cnyn to US 50 at Spooner Summit	Carson City (beginning)	NV	1913	ROAD-LANDSCAPE VISTA
761	Cave Rock		Cave Rock	NV		ROAD
762	Union Hotel	75 Main Street	Dayton	NV	1870	LODGING - PRE-AUTO
763	Fox Hotel	need better address (returned) -- Gate & Main	Dayton	NV	1890	LODGING - PRE-AUTO
764	Orr's Garage	1247 E Aultman Street	East Ely	NV	1946	GAS - MODERN
765	Pete's Drive In	1155 East Aultman Street	East Ely	NV	1955	EXAGGERATED MODERN
766	Garage	Altman Street and Great Basin Blvd.	East Ely	NV	1940	GAS - MODERN
767	Eastgate Ranch		Eastgate	NV	1890	BUILDINGS - ALL OTHERS - PRE-AUTO
768	Buffalo Creek Bridge		Eastgate	NV	1935	BRIDGE - OTHER
769	East Ely Motel	Aultman & 11th	Ely	NV	1945	LODGING - MODERN
770	Great Basin Inn	701 East Avenue F	Ely	NV	1940/1955	GAS/LODGING - MODERN
771	Plaza Hotel	Aultman & 8th	Ely	NV	1915	LODGING - EARLY AUTO
772	Collins Court Casino	Aultman & 6th	Ely	NV	1925	LODGING - EARLY AUTO
773	Hotel Nevada	501 Aultman Street	Ely	NV	1929	LODGING/FOOD - EARLY AUTO
774	Sammi's Video	309 Aultman Street	Ely	NV	1940	AUTO SHOWROOM - MODERNE
775	Sports World	Aultman & 2nd	Ely	NV	1920	AUTO SHOWROOM - EARLY AUTO
776	Rebaleati Garage	U.S. 50 and Gold Street	Eureka	NV	1917	AUTO SHOWROOM - EARLY AUTO
777	LH Marker		Eureka	NV	1928	OBJECT - MARKER
778	Jackson House	11 South Main Street	Eureka	NV	1877	LODGING - PRE-AUTO
779	Eureka Garage	U.S. 50 and Bateman Street	Eureka	NV	1925	GAS - EARLY AUTO
780	Eureka Café	90 South Main Street	Eureka	NV	1873/1907	LODGING/FOOD - PRE-AUTO
781	Popovich, P.O. Box 228, Eureka, 89316	90 North Monroe Street	Eureka	NV	1880	LODGING - PRE-AUTO
782	Hogpen Canyon Remnant		Eureka (west of)	NV	1913	ROAD
783	Middlegate One Stop	42500 Austin Highway	Fallon	NV	1863/1950	GAS/FOOD/LODGING - PRE-AUTO
784	Overland Hotel and Saloon	125 Center Street	Fallon	NV	1908	LODGING - EARLY AUTO
785	Western Hotel	116-126 South Maine Street	Fallon	NV	1915	LODGING - EARLY AUTO
786	Lariat Motel	850 Williams Street	Fallon	NV	1950	LODGING - MODERN
787	Bob's Root Beer	4150 Reno Highway	Fallon	NV	1955	EXAGGERATED MODERN
788	Farmhouse Dinners	9555 US 50	Fallon (west of)	NV	1950	GAS/FOOD/LODGING - MODERN
789	LH Marker		Fernley	NV	1928	OBJECT - MARKER

	D	F	G	H	J	K
790	Hazen Market	US 50	Hazen	NV	1920	GAS/FOOD - EARLY AUTO
791	Frosty Stand		McGill	NV	1955	EXAGGERATED MODERN
792	Club 50 Cafe		McGill	NV	1935	FOOD - EARLY AUTO
793	Lincoln Highway Bridge Rails		Mogul (west of)	NV	1914	BRIDGE - OTHER
794	Steamboat Villa Hot Springs	16010 South Virginia Street	Reno	NV	1930	LODGING/FOOD - EARLY AUTO
795	Everybodys Inn Motel	1756 East 4th Street	Reno	NV	1950	LODGING - MODERN
796	Farris Motel	1752 east 4th Street	Reno	NV	1945	LODGING - MODERN
797	Hi-Way 40 Motel	1750 East 4th Street	Reno	NV	1950	LODGING - MODERN
798	Sandman Motel	1755 East 4th Street	Reno	NV	1945	LODGING - MODERN
799	Sutro Motel	1200 East 4th Street	Reno	NV	1950	LODGING - MODERN
800	Lincoln Hotel/Louis Basque Corner Restaurant	301 East 4th Street	Reno	NV	1920	LODGING/FOOD - EARLY AUTO
801	California Building	100 Cowan Drive	Reno	NV	1915	OTHERS - EARLY AUTO
802	El Tavern Motel	1801 West 4th Street	Reno	NV	1950	LODGING - MODERN
803	Silver State Lodge	1791 West 4th Street	Reno	NV	1930	LODGING - EARLY AUTO
804	Dodge Bros. Dealership	600 South Virginia Street	Reno	NV	1930	AUTO SHOWROOM - MODERNE
805	Riverside Hotel	17 South Virginia	Reno	NV	1915	LODGING/FOOD - EARLY AUTO
806	Virginia Street Bridge		Reno	NV	1910	BRIDGE - ARCH
807	Kashmiri's Pony Express Lodge Sign	Prater Way, East of I-80	Sparks	NV	1955	OBJECT - ALL OTHERS
808	Truckee River Through Truss		Verdi	NV	1915	BRIDGE - OTHER
809	Verdi Remnant		Verdi	NV	1915	ROAD
810	Bowers Mansion	Franktown Road	Washoe City	NV	1864	BUILDINGS - ALL OTHERS - PRE-AUTO
811	Zephyr Cove Lodge	US 50	Zephyr Cove	NV	1920	LODGING/FOOD - EARLY AUTO
812	Steptoe Valley Remnant			NV	1930	ROAD - LANDSCAPE VISTA
813	Copper Flat Remnant			NV	1923	ROAD
814	Edwards Creek Remnant			NV	1913	ROAD
815	Carroll Summit Segment			NV	1925	ROAD - LANDSCAPE VISTA
816	Truckee River Arch Bridge			NV	1935	BRIDGE - ARCH
817	Donner Pass Vista			NV	1924/1926	ROAD - LANDSCAPE VISTA
818	Times Square		New York	NY		SITE
819	Howard Johnsons	need better address (returned) -- 46th and Broadway	New York	NY	1955	FOOD - MODERN
820	Candler Hotel	220 W. 42nd	New York	NY	1910	LODGING - EARLY AUTO

	D	F	G	H	J	K
821	Knickerbocker Hotel	need better address (returned) -- West 46th and 7th	New York	NY	1910	LODGING - EARLY AUTO
822	Hotel	360 W 42nd Street	New York	NY	1880	LODGING - PRE-AUTO
823	Baywood Street Section			OH	1920	ROAD - LANDSCAPE VISTA
824	Studebaker Monument		Ashland	OH		OBJECT - ALL OTHERS
825	Miller Motors	439 Main Street	Ashland	OH	1930	GAS - EARLY AUTO
826	Mail Pouch Tobacco Barn Sign	1880 Windsor Road	Ashland	OH	1920s	OBJECT - ALL OTHERS
827	Parsel Tire and Alignment	558 West Mansfield Street	Bucyrus	OH	1925	GAS - EARLY AUTO
828	Tech Auto Repair	321 West Mansfield Street	Bucyrus	OH	1930	AUTO SHOWROOM - MODERNE
829	Skip's Auto Garage	200 West Mansfield Street	Bucyrus	OH	1920	GAS - EARLY AUTO
830	Weaver Hotel	Mansfield & Poplar	Bucyrus	OH	1915	LODGING - EARLY AUTO
831	Economy Auto Sales	300 East Mansfield Street	Bucyrus	OH	1920	GAS - EARLY AUTO
832	Bucyrus Railroad Viaduct (western)		Bucyrus	OH	1925	BRIDGE - PLATE GIRDER
833	LH Marker		Bucyrus	OH	1928	OBJECT - MARKER
834	Bucyrus Railroad Viaduct (middle)		Bucyrus	OH	1925	BRIDGE - PLATE GIRDER
835	Bucyrus Railroad Viaduct (eastern)		Bucyrus	OH	1925	BRIDGE - PLATE GIRDER
836	LH Stone Pillar		Bucyrus	OH	1929	OBJECT - ALL OTHERS
837	Hopley Memorial		Bucyrus	OH	1929	OBJECT - ALL OTHERS
838	Moll Motor Co.	1780 East Mansfield Street	Bucyrus	OH	1940	GAS - MODERN
839	Bucyrus Motors	2020 East Mansfield Street	Bucyrus	OH	1940	GAS - MODERN
840	Al Smith's Place	1885 East Mansfield Street	Bucyrus	OH	1950	LODGING - MODERN
841	LH Brick Pillar		Bucyrus	OH	1918	OBJECT - ALL OTHERS
842	Sinclair Gas Station	Hopley Ave and Southern Ave	Bucyrus	OH	1925	GAS - EARLY AUTO
843	Steele Service Station	303 Hopley Avenue	Bucyrus	OH	1935	GAS - EARLY AUTO
844	Pike Run 3 Bridge		Cairo	OH	1910	BRIDGE - BEAM
845	Kountry Corners Store	11327 Lincoln Street SE	Canton	OH	1920	GAS - EARLY AUTO
846	Top o the Mark Motel	4135 Lincoln Street E	Canton	OH	1955	LODGING - MODERN
847	Used Tire Co.	2625 Tuscarawas	Canton	OH	1940	GAS - MODERNE
848	Abandoned garage	Schwalm and Tuscarawas St	Canton	OH	1925	GAS - EARLY AUTO
849	Nimishillen Creek Bridge		Canton	OH	1910	BRIDGE - ARCH
850	Onesto Towers	Cleveland & 2nd	Canton	OH	1910	LODGING - EARLY AUTO
851	Diner	920 W. Tuscarawas	Canton	OH	1955	EXAGGERATED MODERN

	D	F	G	H	J	K
852	Upper Prairie Creek Bridge	5561 Lincoln HIghway	Convoy	OH	1930	BRIDGE - OTHER
853	Canopy gas station	west of Colwel	Convoy (one mile east)	OH	1920	GAS - EARLY AUTO
854	McMahon and Bement LH Pillars		Crestline	OH	1922	OBJECT - ALL OTHERS
855	J&M Trading Post	6867 Leesville Road	Crestline	OH	1830	OTHER - STORE
856	LH Marker		Dalton	OH	1928	OBJECT - MARKER
857	Flanagan's Car Care	816 5th Street	Delphos	OH	1940	GAS - MODERN
858	Arrow Motel	718 East 5th Street	Delphos	OH	1955	LODGING - MODERN
859	K&M Tire	502 N. Main	Delphos	OH	1925	GAS - EARLY AUTO
860	The Old Lincoln Inn	24249 OH 66	Delphos	OH	1940	LODGING - MODERN
861	Bob's Used Car Center	300 Main Street	Dunkirk	OH	1920	GAS - EARLY AUTO
862	Oldaker Mfg.	301 North Main Street	Dunkirk	OH	1910	GAS - EARLY AUTO
863	LH Marker		East Canton	OH	1928	OBJECT - MARKER
864	Brunker's Auto Service	Alabama and Lincoln Way	East Greenville	OH	1930	GAS - EARLY AUTO
865	Point of Beginning Monument		East Liverpool	OH	1930	OBJECT - ALL OTHERS
866	LH Marker		East Liverpool	OH	1928	OBJECT - MARKER
867	Dayco Office Supplies	need better address (returned) -- 129 5th Street	East Liverpool	OH	1925	AUTO SHOWROOM - EARLY AUTO
868	Faith Place	115 5th Street	East Liverpool	OH	1925	GAS - EARLY AUTO
869	Malone's Auto Repair	need better address (returned) -- Jefferson and Sixth Streets	East Liverpool	OH	1945	GAS - MODERN
870	Garage, Owner: William Pethtel	860 Lisbon Street	East Liverpool	OH	1920	GAS - EARLY AUTO
871	College Street		East Liverpool	OH	1920	ROAD
872	Lincoln Log Cabin	640 Main Street	Elida	OH	1920	FOOD - EARLY AUTO
873	J.J.'s Flea Market and Antiques	518 East Harding	Galion	OH	1920	AUTO SHOWROOM - EARLY AUTO
874	Gas station	SE Corner of Harding and South	Galion	OH	1920	GAS - EARLY AUTO
875	Canopy gas station	Lisbon St at Cannonsmill Rd	Glenmoor	OH	1925	GAS - EARLY AUTO
876	Hanoverton Hardware	30033 US 30	Hanoverton	OH	1930	GAS - EARLY AUTO
877	Mail Pouch Tobacco Barn Sign		Hanoverton (2 miles east of)	OH		OBJECT - ALL OTHERS
878	Hayesville Garage	4 Main Street	Hayesville	OH	1925	GAS - EARLY AUTO
879	Mail Pouch Tobacco Sign		Honeytown	OH		OBJECT - ALL OTHERS
880	Jeromesville Body Shop	122 West Main Street	Jeromesville	OH	1930	GAS - EARLY AUTO
881	Former Garage	US 30	Kensington	OH	1920	GAS - EARLY AUTO
882	Lowery's Auto Service	15009 State Route 309	Kenton	OH	1930	GAS - EARLY AUTO

	D	F	G	H	J	K
883	Floral Creations	311 East Franklin	Kenton	OH	1920	GAS - EARLY AUTO
884	Golden Graphics	314 West Franklin Street	Kenton	OH	1915	GAS - EARLY AUTO
885	LH Marker		Leesville	OH	1928	OBJECT - MARKER
886	Lima Telephone (garage)		Lima	OH	1925	AUTO SHOWROOM - EARLY AUTO
887	Hotel Kirwan	112 East Main Street	Lima	OH	1928	LODGING - EARLY AUTO
888	Garage	Lisbon Road and Washington St	Lisbon	OH	1930	GAS - EARLY AUTO
889	Steel Trolley Diner	140 East Lincoln Way	Lisbon	OH	1956	FOOD - MODERN
890	Lisbon Town Square		Lisbon	OH		SITE
891	Crosser Diner	127 West Lincoln Way	Lisbon	OH	1945	FOOD - MODERN
892	Duke Garage	1257 Park Avenue East	Mansfield	OH	1945	GAS - MODERN
893	Bertina's Antique's	335 Park Avenue E	Mansfield	OH		AUTO SHOWROOM - EARLY AUTO
894	Universal Motors	320 Park Avenue East	Mansfield	OH	1920	GAS - EARLY AUTO
895	Grade Separation		Mansfield	OH	1910	BRIDGE - OTHER
896	Forts Industrial Engines	118 Park Avenue East	Mansfield	OH	1926	GAS - EARLY AUTO
897	Central Park		Mansfield	OH		SITE
898	Barrington One Hotel	13 Park Avenue West	Mansfield	OH	1910	LODGING - EARLY AUTO
899	B & O Railroad Viaduct		Mansfield	OH	1941	BRIDGE - PLATE GIRDER
900	Sherman Heinman Park Bridge		Mansfield	OH	1887	BRIDGE - ARCH
901	School of Dance Performing Arts	219 East Center	Marion	OH	1919	AUTO SHOWROOM - EARLY AUTO
902	Harding Hotel	267 Center Street, Suite 210	Marion	OH	1924	LODGING - EARLY AUTO
903	Chase Motel	3400 Lincoln Way	Massillon	OH	1940	LODGING - EARLY AUTO
904	LH Marker		Massillon	OH	1928	OBJECT - MARKER
905	Canopy gas station	Houston and Lincoln Way	Massillon	OH	1925	GAS - EARLY AUTO
906	Hupps Auto Service	1216 Lincoln Way West	Massillon	OH	1950	GAS - MODERN
907	Mail Pouch Tobacco Barn Sign		Meeker (1 mile east of)	OH		OBJECT - ALL OTHERS
908	Van Del Drive-In Theater	19986 Lincoln Highway	Middle Point	OH	1955	BUILDINGS - ALL OTHERS - MODERN
909	Conrad's Truck Stop	18191 Lincoln Highway #A	Middle Point	OH	1950	GAS/FOOD - EARLY AUTO
910	LH Marker		Mifflin	OH	1928	OBJECT - MARKER
911	4 Kids	23011 US 30	Minerva	OH	1945	GAS - MODERN
912	Star Motel	22063 US Route 30	Minerva	OH	1950	LODGING - MODERN
913	Keister Custom Tires	22009 US Route 30	Minerva	OH	1925	GAS - EARLY AUTO

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914	Tom Klimko Auto Sales		Minerva	OH	1925	AUTO SHOWROOM - EARLY AUTO
915	The Coffee Station	228 N. Market	Minerva	OH	1910	GAS - EARLY AUTO
916	Mail Pouch Tobacco Sign		Minerva	OH		OBJECT - ALL OTHERS
917	New Pittsburg Garage	Ashland Road and Elyria Road	New Pittsburg	OH	1920s	GAS - EARLY AUTO
918	New Pittsburg Fitness Center	9808 Ashland Road	New Pittsburg	OH	1921	GAS - EARLY AUTO
919	Western Wyandot County Lincoln Highway		Northwest of Kirby	OH		ROAD - LANDSCAPE VISTA
920	LH Brick Pillar		Oceola	OH	1918/2000	OBJECT - ALL OTHERS
921	LH Brick Pillar	754 US 30	Oceola	OH	1915	OBJECT - ALL OTHERS
922	Lincoln Motel	Lincoln Way East & Locke Avenue	Perry Heights	OH	1947	LODGING - MODERN
923	Mail Pouch Tobacco Barn		Riceland	OH		OBJECT - ALL OTHERS
924	LH Marker		Riceland	OH	1928	OBJECT - MARKER
925	Garage	US 30 and Apple Hill	Robertsville	OH	1920	GAS - EARLY AUTO
926	Kentucky Club Barn Sign		Robertsville	OH		OBJECT - ALL OTHERS
927	Certified Gas Station	222 West Wyandot Avenue	Upper Sandusky	OH	1920	GAS - EARLY AUTO
928	Uptown Video	212 West Wyandot Avenue	Upper Sandusky	OH	1920	GAS - EARLY AUTO
929	LH Brick Pillar		Upper Sandusky	OH	1915	OBJECT - ALL OTHERS
930	Upper Sandusky Remnant		Upper Sandusky	OH	1920	ROAD
931	Lincoln Highway Farm	7230 US Highway 30	Upper Sandusky	OH		OTHERS - EARLY AUTO
932	Klosterman's Pizza	East Main and Wayne Street	Van Wert	OH	1910	GAS - EARLY AUTO
933	R. B. Smith Block	221 East Main Street	Van Wert	OH	1920	AUTO SHOWROOM - EARLY AUTO
934	Balyeat's Coffee Shop	133 East Main Street	Van Wert	OH	1922	FOOD - EARLY AUTO
935	Marsh Hotel	130 East Main Street	Van Wert	OH	1890	LODGING - PRE-AUTO
936	LH Marker		Van Wert	OH	1928	OBJECT - MARKER
937	Partee Supply	303 West Main Street	Van Wert	OH	1925	GAS - EARLY AUTO
938	Spray's Radiator	735 West Main Street	Van Wert	OH	1935/1955	GAS - EARLY AUTO
939	B&K Root Beer Stand	835 West Main Street	Van Wert	OH	1955	EXAGGERATED MODERN
940	Economy Inn	1135 West Main Street	Van Wert	OH	1950	LODGING - MODERN
941	Neinheiser's Apartments	10886 W. Lincoln Highway	Van Wert	OH	1955	LODGING - MODERN
942	Ridgeway Drive In Theater		Van Wert	OH	1955	BUILDINGS - ALL OTHERS - MODERN
943	Converted motel	10041 Lincoln Highway	Van Wert	OH	1950s	LODGING - MODERN
944	West Fork Little Creek Bridge		West Poit	OH	1950	BRIDGE - BEAM

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945	Windsor Gas Station	1981 Windsor Road	Windsor	OH	1920	GAS - EARLY AUTO
946	Sylvan Road		Wooster	OH	1920	ROAD
947	Old concrete culvert		Wooster	OH	1915	BRIDGE - BEAM
948	Scott Murphy Garage	545 Pittsburgh Avenue	Wooster	OH	1955	GAS - MODERN
949	Hopkins & Kip Auto Parts	558 East Liberty Street	Wooster	OH	1920	GAS - EARLY AUTO
950	Civil War Monument		Wooster	OH	1892	OBJECT - ALL OTHERS
951	West Lincoln Way Drive Thru	873 W. Lincoln Way	Wooster	OH	1930	GAS - EARLY AUTO
952	Roller Coaster Road			OH	1915	ROAD - LANDSCAPE VISTA
953	Cindell Road Segment			OH	1920	ROAD
954	Auglaiz River Bridge			OH	1940	BRIDGE - ARCH
955	Beaver Creek Bridge		Abbottstown	PA	1935	BRIDGE - OTHER
956	Abbottstown Square		Abbottstown	PA		SITE
957	Altland House Inn, c/o Ryan Haugh	30 Center Square, P.O. Box 448	Abbottstown	PA	1880	LODGING/FOOD - PRE-AUTO
958	Colonel's Creek Campground	US 30 east of Caledonia St Pk	Adams County	PA	1940	LODGING - EARLY AUTO
959	Big Sewickley Creek Bridge		Ambridge	PA	1827/1919	BRIDGE - ARCH
960	Dave Fitzgerald Auto Repair	201 Merchant Street	Ambridge	PA	1930	GAS - EARLY AUTO
961	Tick Tock Cafe	1101 Merchant St	Ambridge	PA	1920	FOOD - EARLY AUTO
962	Fat Eddie's Bar and Grill	1219 Merchant St	Ambridge	PA	1919	FOOD - EARLY AUTO
963	Grubchug	14th Street east of Merchant	Ambridge	PA	1910	LODGING - EARLY AUTO
964	Major General Anthony Wayne Encampment		Ambridge	PA	1918	OBJECT - ALL OTHERS
965	Chung Sing Restaurant	210 East Lancaster Avenue	Ardmore	PA	1955	FOOD - MODERN
966	Lancaster Pike Mile Marker		Ardmore	PA	1820	OBJECT - ALL OTHERS
967	Bridge Street Inn	Bridge Street & Mulberry	Beaver	PA	1820	LODGING/FOOD - PRE-AUTO
968	Property Owner	600 Block 3rd Street	Beaver	PA	1875	LODGING - PRE-AUTO
969	Soldiers and Sailors Monument		Beaver	PA	1900	OBJECT - ALL OTHERS
970	Defilbaugh Tavern	US Route 30, Box 392	Bedford	PA	1787	LODGING/FOOD - PRE-AUTO
971	Bedford Narrows Bridge		Bedford	PA	1935	BRIDGE - ARCH
972	Motel row	Pitt at Anderson	Bedford	PA	1945	LODGING - MODERN
973	Garage	420 East Pitt Street	Bedford	PA	1920	GAS - EARLY AUTO
974	Bedford Hotel and Tavern	222 Pitt Street	Bedford	PA	1850	LODGING/FOOD - PRE-AUTO
975	Frazer Tavern	Pitt Street at Richard Street	Bedford	PA	1760/1900	GAS - PRE-AUTO

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976	Fritz Electric	103 S Richard Street	Bedford	PA	1920	GAS - EARLY AUTO
977	Game and Dance Club	814 Pitt Street	Bedford	PA	1915	GAS - EARLY AUTO
978	Anderson House	133 Pitt Street	Bedford	PA	1814	LODGING/FOOD - PRE-AUTO
979	Goldern Eagle Inn	131 Pitt Street	Bedford	PA	1820	LODGING/FOOD - PRE-AUTO
980	Bedford Garage	need better address (returned) -- 126 East Pitt Street	Bedford	PA	1920	GAS - EARLY AUTO
981	Hotel Pennsylvania	120 E. Pitt Street	Bedford	PA	1920	LODGING - EARLY AUTO
982	Union Hotel	114 - 116 Pitt Street	Bedford	PA	1830	LODGING/FOOD - PRE-AUTO
983	Laurel Sport Shop	229 West Pitt Street	Bedford	PA	1930	GAS - EARLY AUTO
984	Dunkle's Gulf	300 W. Pitt St	Bedford	PA	1930	GAS - MODERNE
985	Fort Bedford Inn		Bedford	PA	1915	LODGING - EARLY AUTO
986	LH Marker		Bedford	PA	1928	OBJECT - MARKER
987	Forbes Road Marker		Bedford	PA	1930	OBJECT - ALL OTHERS
988	Jean Bonnet Tavern	6048 Lincoln Highway	Bedford	PA	1767	LODGING/FOOD - PRE-AUTO
989	Spruce Run Hollow		Ben Avon	PA	1913	ROAD
990	Roosevelt Memorial Park Building (garage)	Old LH south of Summerton	Bensalem	PA	1935	GAS - EARLY AUTO
991	Jim's Berwyn Auto Repair	576 Lancaster Avenue	Berwyn	PA	1950	GAS - MODERN
992	Penn Art Conservatory	636 Lancaster Pike	Berwyn	PA	1915	GAS - EARLY AUTO
993	Pennsylvania Railroad Bridge		Berwyn	PA	1915	BRIDGE - PLATE GIRDER
994	Columbia-Wrightsville Bridge		Between Columbia & Wrightsville	PA	1930	BRIDGE - ARCH
995	30 West Motel & Apartments	3610 Chambersburg Road #B	Biglerville	PA	1945	LODGING - MODERN
996	Artistry in Motion	2371 Lincoln Highway	Breezewood	PA	1925	LODGING - EARLY AUTO
997	Old Mountain House	closed	Breezewood	PA	1780	LODGING - PRE-AUTO
998	Scenic Acres Cabin Court	US Highway 30	Breezewood	PA	1925	LODGING - EARLY AUTO
999	Old PA Turnpike Bridge		Breezewood	PA	1940	BRIDGE - PLATE GIRDER
1000	Interstate Emergency Services (Breezewood Garage)	US 30 west of North Main	Breezewood	PA	1940	GAS - EARLY AUTO
1001	Maplelawn Inn	appears abandoned -- US 30 West of North Main	Breezewood	PA	1820	LODGING/FOOD - PRE-AUTO
1002	Juniata Crossing Segment Remnant		Breezewood	PA	1913	ROAD
1003	Juniata Crossing Inn	Juniata Crossing	Breezewood	PA	1820	LODGING/FOOD - PRE-AUTO
1004	Jaguar Dealer		Bryn Mawr	PA	1925	AUTO SHOWROOM - EARLY AUTO
1005	Bryn Mawr Garage	Lancaster Ave and Merion Ave	Bryn Mawr	PA	1925	GAS - EARLY AUTO
1006	LH Marker		Buckstown	PA	1928	OBJECT - MARKER

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1007	Lancaster Pike Mile marker		Cain	PA	1820	OBJECT - ALL OTHERS
1008	Caledonia Furnace		Caledonia State Park	PA	1927	OBJECT - ALL OTHERS
1009	Rocky Mountain Creek Bridge		Caledonia State Park	PA	1948	BRIDGE - OTHER
1010	LH Marker		Cashtown	PA	1928	OBJECT - MARKER
1011	Cashtown Hotel	1325 Cashtown Rd	Cashtown	PA	1797	LODGING/FOOD - PRE-AUTO
1012	Totem Pole and Mail Pouch Signs		Cashtown	PA		OTHERS - EARLY AUTO
1013	WW I Memorial		Chambersburg	PA	1919	OBJECT - ALL OTHERS
1014	Railroad Viaduct		Chambersburg	PA	1912	BRIDGE - ARCH
1015	LH Marker		Chambersburg	PA	1928	OBJECT - MARKER
1016	LH Marker		Chambersburg	PA	1928	OBJECT - MARKER
1017	Fountain Square		Chambersburg	PA	1876	SITE
1018	Property Owner	1251 US 30	Clinton	PA	1925	GAS - EARLY AUTO
1019	R. Reese Merchantile	1219 Route 30	Clinton	PA	1930	GAS/FOOD - EARLY AUTO
1020	Coatesville Auto Supply	827 East Lincoln Highway	Coatesville	PA	1940	GAS - EARLY AUTO
1021	Famous Restaurant	340 East Lincoln Highway	Coatesville	PA	1910	LODGING/FOOD - EARLY AUTO
1022	West Branch Brandywine Creek Bridge		Coatesville	PA	1914	BRIDGE - ARCH
1023	Prospect Diner	4030 Minute Drive	Columbia	PA	1955	EXAGGERATED MODERN
1024	West Motel	4040 Columbia Ave	Columbia	PA	1940	LODGING - EARLY AUTO
1025	Columbia Drive-in Theatre	Columbia Avenue	Columbia	PA	1950	BUILDINGS - ALL OTHERS - MODERN
1026	The Cycle Den		Columbia	PA	1925	AUTO SHOWROOM - EARLY AUTO
1027	Bully Restaurant and Pub	647 Union Street	Columbia	PA	1880	LODGING/FOOD - PRE-AUTO
1028	LH Marker		Columbia	PA	1928	OBJECT - MARKER
1029	Crouse's Body & Paint Shop/Used Cars	308 Chestnut Street	Columbia	PA	1945	AUTO SHOWROOM - MODERN
1030	Pennsylvania Railroad Viaduct		Daylesford	PA	1914	BRIDGE - OTHER
1031	Ed Forde's Service Center	Lancaster Ave and Berkeley Rd	Devon	PA	1955	GAS - MODERN
1032	Lancaster Pike Mile Marker		Devon	PA	1820	OBJECT - ALL OTHERS
1033	Don Galbraith Motoring, Inc.	149 Old Lancaster Road	Devon	PA	1732/1920	GAS - PRE-AUTO
1034	Pennsylvania Railroad Viaduct		Devon	PA	1917	BRIDGE - BEAM
1035	East Branch Brandywine Creek Bridge		Downington	PA	1921	BRIDGE - ARCH
1036	Dairy Barn Drive Through	807 West Lancaster Ave.	Downington	PA	1955	EXAGGERATED MODERN
1037	Downingtown Diner	81 West Lancaster Avenue	Downingtown	PA	1955	FOOD - MODERN

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1038	O'Neill's Collision	Downington Arms	Downingtown	PA	1920	GAS - EARLY AUTO
1039	Lodging	Lincoln Highway & Jacob	East McKeesport	PA	1940	LODGING - MODERN
1040	Greensburg Pike Bridge		East McKeesport	PA	1932	BRIDGE - PLATE GIRDER
1041	George Westinghouse Bridge		East Pittsburgh	PA	1931	BRIDGE - ARCH
1042	Barnharts Hospitality Inn	3021 East Market Street	East York	PA	1950	LODGING - MODERN
1043	Little Sewickley Creek Bridge		Edgeworth	PA	1841/1918	BRIDGE - ARCH
1044	Yamaha/Suzuki Motorcycle Dealer (gas)	Ohio River Blvd west of Brighton	Emsworth	PA	1930	GAS - EARLY AUTO
1045	Traveler's Rest Motel, Owner: Karen Bowman	14275 Lincoln Highway	Everett	PA	1950	LODGING - MODERN
1046	Everett Happy Senior Citizens Activity Center (garage)	101 W. Main Street	Everett	PA	1930	GAS - EARLY AUTO
1047	Ridgeview Sales and Service	314 West Main Street	Everett	PA	1940	GAS - EARLY AUTO
1048	LH marker	329 W. Main Street	Everett	PA	1928	OBJECT - MARKER
1049	Mount Dallas Remnants		Everett	PA	1913/1921	ROAD
1050	Mount Dallas Remnants		Everett	PA	1913/1921	ROAD
1051	Ship Inn	693 Lancaster Avenue	Exton	PA	1796	LODGING/FOOD - PRE-AUTO
1052	Hotel	closed	Exton	PA	1865	LODGING/FOOD - PRE-AUTO
1053	Ball & Ball Antique Hardware	463 W. Lincoln Highway	Exton	PA	1800	LODGING/FOOD - PRE-AUTO
1054	Ichabod's News/Frolic	521-525 Lancaster Pike	Exton/ West Whiteland Township	PA	1937	GAS/LODGING - EARLY AUTO
1055	Lincoln Garage	664 Lincoln Highway	Fairless Hills	PA	1925	GAS - EARLY AUTO
1056	New Falls Motel	201 Lincoln Highway	Fairless Hills	PA	1950	LODGING - MODERN
1057	Pennsylvania Railroad Underpass		Fallsington	PA	1917	BRIDGE - BEAM
1058	Gas Station	116 Main Street	Fayetteville	PA	1935	GAS - EARLY AUTO
1059	Lincoln Motel	2277 Lincoln Highway	Feasterville Trevose	PA	1955	EXAGGERATED MODERN
1060	LH Marker		Forest Hills	PA	1928	OBJECT - MARKER
1061	Kliment Bros. Studebaker Garage and Showroom	Ardmore Blvd and Marion St	Forest Hills	PA	1930	AUTO SHOWROOM - EARLY AUTO
1062	Garage	East Main Street	Fort Loudon	PA	1920	GAS - EARLY AUTO
1063	Fort Loudon Memorial		Fort Loudon	PA	1915	OBJECT - ALL OTHERS
1064	White House Motel	Main Street	Fort Loudon	PA	1925	GAS/FOOD/LODGING - EARLY AUTO
1065	Rocky Hollow Culvert		Fort Loudon	PA	1915	BRIDGE - ARCH
1066	Fort Loudon Inn	West Main Street	Fort Loudon	PA	1800/1925	LODGING/FOOD - PRE-AUTO
1067	Cape Horn Remnant		Fort Loudon	PA	1913	ROAD
1068	Frazer Diner	189 Lancaster Pike	Frazer	PA	1940	FOOD - MODERNE

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1069	Illusions (gas)	Lancaster Pike west of Planebrook	Frazer	PA	1925	GAS - EARLY AUTO
1070	LH Marker		Ft. Loudon	PA	1928	OBJECT - MARKER
1071	Cabin court	Old Lincoln Highway and US 30 (1 mile east of Gap)	Gap	PA	1920	LODGING - EARLY AUTO
1072	Waltz Auto Sales	5298 Lincoln Highway East, P.O. Box 167	Gap	PA	1940	GAS - EARLY AUTO
1073	Laundry/Antiques (former garage)	Lincoln Hwy east of PA 772	Gap	PA	1930	GAS - EARLY AUTO
1074	Oh! Shaw Motel	5190 Route 30	Gap	PA	1940	LODGING - EARLY AUTO
1075	Garage	York, Hanover, and Liberty	Gettysbsurg	PA	1925	GAS - EARLY AUTO
1076	Lincoln Logs Restaurant/Motel	Lincoln Hwy w of Low Dutch Rd	Gettysburg	PA	1949	LODGING - EARLY AUTO
1077	Rock Creek Bridge		Gettysburg	PA	1938	BRIDGE - OTHER
1078	Eberhart/Eppley Garage	102 West Chambersburg Street	Gettysburg	PA	1916	GAS - EARLY AUTO
1079	Ernie's Texas Lunch	58 York Street	Gettysburg	PA	1931	FOOD - EARLY AUTO
1080	Getty's Tavern	44 East York Street	Gettysburg	PA	1820	LODGING/FOOD - PRE-AUTO
1081	Lincoln Square		Gettysburg	PA		SITE
1082	Gettysburg Hotel	One Lincoln Square	Gettysburg	PA	1913	LODGING/FOOD - EARLY AUTO
1083	Plank Garage	York and Stratton	Gettysburg	PA	1924	GAS - EARLY AUTO
1084	26th Pennsylvania Emergency Infantry Battalion Memorial		Gettysburg	PA	1925	OBJECT - ALL OTHERS
1085	Gettysburg Battlefield		Gettysburg	PA	1890s - 1920s	SITE
1086	Glenfield Brick Section		Glenfield	PA	1916	ROAD
1087	Lincoln Highway Garage & House	648 Pittsburgh Street	Greensburg	PA	1920	AUTO SHOWROOM - EARLY AUTO
1088	Greensburg Transmission	925 Pittsburgh Street	Greensburg	PA	1920	GAS - EARLY AUTO
1089	Road Kings		Greensburg	PA	1925	AUTO SHOWROOM - EARLY AUTO
1090	Moore Tire Service	205 West Pittsburgh Street, P.O. Box 1012	Greensburg	PA	1920	GAS - EARLY AUTO
1091	Car Quest Auto Parts	140 East Pittsburgh St.	Greensburg	PA	1920	GAS - EARLY AUTO
1092	Triangle Tech	222 East Pittsburgh St.	Greensburg	PA	1925	GAS - EARLY AUTO
1093	Soxman Rental	239 East Pittsburgh St.	Greensburg	PA	1920	GAS - EARLY AUTO
1094	Gas station		Greenwood	PA	1925	GAS - EARLY AUTO
1095	LH Marker		Hallam	PA	1928	OBJECT - MARKER
1096	Licking Creek Bridge		Harrisonville	PA	1923	BRIDGE - OTHER
1097	H&H Market/Hollingshead Groceries	8764 Lincoln Highway	Harrisonville	PA	1875	GAS/FOOD - PRE-AUTO
1098	LH Marker		Harrisonville	PA	1928	OBJECT - MARKER
1099	Sipes Funeral Home	414 RR 64	Harrisonville	PA	1820	LODGING/FOOD - PRE-AUTO

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1100	Lancaster Pike Mile Marker		Haverford	PA	1820	OBJECT - ALL OTHERS
1101	Classic Autobody Ltd.	505 West Lancaster Avenue	Haverford	PA	1950	GAS - MODERN
1102	PETCO	532 West Lancaster Avenue	Haverford	PA	1925	GAS - EARLY AUTO
1103	Frosty Freeze	480 West Market	Hellum	PA	1955	EXAGGERATED MODERN
1104	O'Neils Custom Cabinets	136 Main Circle	Imperial	PA	1930	GAS - EARLY AUTO
1105	Abandoned gas station	639 Route 30	Imperial	PA	1925/1935	GAS - EARLY AUTO
1106	Tax Preference	609 Pennsylvania Street	Irwin	PA	1930	GAS - EARLY AUTO
1107	Property Owner: Robert D. Smith	75 Pennsylvania Avenue	Irwin	PA	1930	GAS - EARLY AUTO
1108	Stirling Auto	73 West Pennsylvania	Irwin	PA	1920	GAS - EARLY AUTO
1109	Electra Lighting (auto showroom)		Irwin	PA	1935/1950	AUTO SHOWROOM - MODERN
1110	Lightning Cycles	10700 US 30 West	Irwin	PA	1940	GAS - MODERNE
1111	Klanchar's Esso	11380 US 30 West	Irwin	PA	1949	GAS - MODERNE
1112	Doug's Motel	13930 Route 30	Irwin	PA	1950	LODGING - MODERN
1113	Park's Motel	14200 Route 30	Irwin	PA		LODGING - EARLY AUTO
1114	Hiland Terrace Motel	14390 Route 30	Irwin	PA	1935/1950	LODGING - EARLY AUTO
1115	Rosegarden Inn	464 Lincoln Highway	Jeannnette	PA	1920	LODGING - EARLY AUTO
1116	Patti's Doll Shop	1652 Pitt Street	Jennerstown	PA	1925	GAS - EARLY AUTO
1117	White Star Inn	1640 Pitt Street	Jennerstown	PA	1934	LODGING - EARLY AUTO
1118	Turillo's Steakhouse Sign	1620 Pitt Street	Jennerstown	PA	1950	OBJECT - ALL OTHERS
1119	Route 30 Auto Detailing	Red Maple and Pitt Street	Jennerstown	PA	1920	GAS - EARLY AUTO
1120	Forbes Road Marker		Jennerstown	PA	1936	OBJECT - ALL OTHERS
1121	RT Auto Repair	Lincoln Hwy west of entrance to US 30	Lancaster	PA	1920	GAS - EARLY AUTO
1122	Lincoln Haus Inn	1672 Lincoln Highway East	Lancaster	PA	1920	LODGING - EARLY AUTO
1123	Conestoga River Bridge		Lancaster	PA	1932	BRIDGE - ARCH
1124	Conestoga Inn	1501 East King Street	Lancaster	PA	1742	LODGING/FOOD - PRE-AUTO
1125	Lutz Auto Sales	1423 E. King Street	Lancaster	PA	1920	GAS - EARLY AUTO
1126	Custom Bugs Auto Sales	1120 King	Lancaster	PA	1950	GAS - MODERN
1127	O'Flaherty's Dingeldein House	1105 E. King Street	Lancaster	PA	1915	LODGING - EARLY AUTO
1128	Nevin Memorial		Lancaster	PA	1898	OBJECT - ALL OTHERS
1129	Blue Star Tavern	602 King Street	Lancaster	PA	1880	LODGING/FOOD - PRE-AUTO
1130	The Wooden Plane	436 King Street	Lancaster	PA	1910	GAS - EARLY AUTO

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1131	Civil War Monument		Lancaster	PA	1874	OBJECT - ALL OTHERS
1132	A&W Jewelry	53 W. King Street	Lancaster	PA	1940	FOOD - MODERN
1133	Conestoga Creek Bridge		Lancaster	PA	1938	BRIDGE - OTHER
1134	Davis & Son Auto Center	1960 Columbia Avenue	Lancaster	PA	1955	GAS - MODERN
1135	Midway Hotel	3441 Columbia Ave	Lancaster	PA	1940	LODGING/FOOD - MODERN
1136	Langhorne Hotel and Tavern	100 West Maple Avenue	Langhorne	PA	1704/c. 1870	LODGING/FOOD - PRE-AUTO
1137	Magic Scissors and Bertland Auto	1351 East Lincoln Highway	Langhorne	PA	1945	GAS - MODERN
1138	The Hollow Tavern	US Route 30, Loyalhanna Gorge	Latrobe	PA	1940	LODGING/FOOD - EARLY AUTO
1139	The Furnace (Washington Furnace Inn)	Route 30 East	Laughlintown	PA	1931	GAS/FOOD/LODGING - EARLY AUTO
1140	Laughlintown Mobil Gas Station		Laughlintown	PA	1930	GAS - EARLY AUTO
1141	Ligonier Country Inn	US Route 30	Laughlintown	PA	1900	LODGING/FOOD - EARLY AUTO
1142	Compass Inn	US Route 30, P.O. Box 167	Laughlintown	PA	1799/1829	LODGING/FOOD - PRE-AUTO
1143	Ligonier Valley Cottages	PO Box E	Ligonier	PA	1940	LODGING - EARLY AUTO
1144	Ligonier Beach		Ligonier	PA	1925	OTHERS - EARLY AUTO
1145	LH Marker		Ligonier	PA	1928	OBJECT - MARKER
1146	Ligonier Diamond		Ligonier	PA		SITE
1147	Cabins	Old Lincoln Highway at Mill Bank	Ligonier	PA	1925	LODGING - EARLY AUTO
1148	Idlewild Park		Ligonier	PA	1870	BUILDINGS - ALL OTHERS - PRE-AUTO
1149	Clark Hollow Bridge		Ligonier	PA	1930	BRIDGE - OTHER
1150	Carman's Ice Cream	West Market Street	Loganville	PA	1930	GAS - EARLY AUTO
1151	Lancaster Pike Mile Marker		Lower Merion	PA	1820	OBJECT - ALL OTHERS
1152	LH Marker		Malvern	PA	1928	OBJECT - MARKER
1153	Herzak and Herzak Auto Truck Repair	Old Lincoln Highway and Bridge Street	Malvern	PA	1935	GAS - EARLY AUTO
1154	Culvert		Malvern	PA	1930	BRIDGE - OTHER
1155	General Warren Inne	On Old Lincoln Highway	Malvern	PA	1745	LODGING/FOOD - PRE-AUTO
1156	Pennsylvania Railroad Overpass		Malvern	PA	1920	BRIDGE - BEAM
1157	Malvern Meeting House Restaurant)	536 Lancaster Avenue	Malvern	PA	1920	LODGING/FOOD - EARLY AUTO
1158	Lincoln Motor Court	5104 Lincoln Highway	Manns Choice	PA	1944	LODGING - EARLY AUTO
1159	Lincoln Outlet and Market	5093 Lincoln Highway	Manns Choice	PA	1926	LODGING/FOOD - EARLY AUTO
1160	Mountain House (Summit Inn)	On US 30	McConnellsburg	PA	1935	LODGING/FOOD - EARLY AUTO
1161	Leon's Deli	416 Lincoln Highway E	McConnellsburg	PA	1920	GAS - EARLY AUTO

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1162	LH Marker		McConnellsburg	PA	1928	OBJECT - MARKER
1163	Fulton House	112-116 Loncoln Way East	McConnellsburg	PA	1793	LODGING/FOOD - PRE-AUTO
1164	Fleming's Garage	West Lincoln Way	McConnellsburg	PA	1920	GAS - EARLY AUTO
1165	Big Cove Creek Bridge		McConnellsburg	PA	1930	BRIDGE - OTHER
1166	Scrub Ridge Inn	Tuscarosa Summit, Little Scrub Ridge	McConnellsburg	PA	1920	LODGING/FOOD - EARLY AUTO
1167	Tuscarora Inn	Tuscarora Summit Lincoln Hwy	McConnelsburg	PA	1915	GAS/FOOD/LODGING - EARLY AUTO
1168	Shamrock Inn (Eagle's Eyre)	Tuscarora Summit Lincoln Hwy	McConnelsburg	PA	1930	GAS/FOOD/LODGING - EARLY AUTO
1169	Twin Hi-Way Drive-in Theater		Moon Run	PA	1950	BUILDINGS - ALL OTHERS - MODERN
1170	Lincoln Highway State Line Sign		Morrisville	PA	1917	OBJECT - ALL OTHERS
1171	Amoco	108 West Trenton Avenue	Morrisville	PA	1940	GAS - MODERNE
1172	Jules Tires and Automotive	535 West Bridge Street	Morrisville	PA	1945	GAS - EARLY AUTO
1173	West Bridge Street Canal Bridge		Morrisville	PA	1941	BRIDGE - OTHER
1174	H-L's Bait and Tackle Shop	78 East Bridge Street	Morrisville	PA	1945	FOOD - MODERNE
1175	West Branch Little Conestoga Creek		Mountville	PA	1938	BRIDGE - OTHER
1176	Cozee Court Lodging	3833 Columbia avenue	Mountville	PA	1940	GAS/LODGING - MODERN
1177	Reading Railroad Bridge		Mountville	PA	1930	BRIDGE - OTHER
1178	Mountville Inn	59 Main Street	Mountville	PA	1835	LODGING/FOOD - PRE-AUTO
1179	Aero Oil Company	230 Lincolnway East	New Oxford	PA	1955	GAS - MODERN
1180	LH Marker		New Oxford	PA	1928	OBJECT - MARKER
1181	Noble Metals, Inc.	4942 York Road	New Oxford	PA	1950	GAS - MODERN
1182	LH Marker		New Oxford	PA	1928	OBJECT - MARKER
1183	South Branch Conewago Creek Bridge		New Oxford	PA	1930	BRIDGE - ARCH
1184	Pennsylvania Railroad Viaduct		North of Strafford	PA	1917	BRIDGE - BEAM
1185	Ft. Pitt Inn	7750 Steubenville Pike	Oakdale	PA	1930	FOOD - EARLY AUTO
1186	Bedford Coffee Pot	West Pitt Street	One mile west of Bedford	PA	1921	FOOD - EARLY AUTO
1187	Marsh Creek Culvert		One mile west of Cashtown	PA	1917	BRIDGE - OTHER
1188	Shawnee Cabins	Lincoln Highway	One mile west of Schellsburg	PA	1925	GAS/LODGING - EARLY AUTO
1189	Cashtown Garage	1080 Old Route 30	Ortanna	PA	1925	GAS - EARLY AUTO
1190	Glen Mitchell Culvert		Osborne	PA	1900	BRIDGE - OTHER
1191	Matthew's Ford	100 West Lancaster Avenue	Paoli	PA	1930	AUTO SHOWROOM - EARLY AUTO
1192	LH Marker		Paradise	PA	1928	OBJECT - MARKER

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1193	Pequea Creek Bridge		Paradise	PA	1930	BRIDGE - BEAM
1194	Revere Tavern/Best Western	3063 Lincoln Highway East	Paradise	PA	1740	LODGING/FOOD - PRE-AUTO
1195	Fisher Motors	3047 Lincoln Hwy East	Paradise	PA	1935	GAS - EARLY AUTO
1196	Keystone Motel/Keystone Family Restaurant	4880 West Lincoln Highway	Parkesburg	PA	1955	GAS/FOOD/LODGING - MODERN
1197	Adult Gift Store (formerly gas)	Bus Route 1 east of Bellevue	Penndel	PA	1925	GAS - EARLY AUTO
1198	Bellevue - Stratford Hotel	Broad and Walnut Streets	Philadelphia	PA	1913	LODGING - EARLY AUTO
1199	Draft Sports Store	4010 North Broad Street	Philadelphia	PA	1925	GAS - EARLY AUTO
1200	Pennsylvania Railroad Viaduct		Philadelphia	PA	1916	BRIDGE - BEAM
1201	Wine and Spirits Shoppe	2532 North Broad Street	Philadelphia	PA	1915	AUTO SHOWROOM - EARLY AUTO
1202	Mount Cavalry Church	2524 North Broad Street	Philadelphia	PA	1915	GAS - EARLY AUTO
1203	Broad Street Electronics	2520-22 North Broad Street	Philadelphia	PA	1920	GAS - EARLY AUTO
1204	Penn Auto Parts	921-923 Broad Street	Philadelphia	PA	1915	GAS - EARLY AUTO
1205	Artscape	808 North Broad Street	Philadelphia	PA	1915	GAS - EARLY AUTO
1206	China King	806 Broad Street	Philadelphia	PA	1915	OTHERS - EARLY AUTO
1207	Michelin Tires	802 North Broad Street	Philadelphia	PA	1915	OTHERS - EARLY AUTO
1208	Property Owner	800 North Broad Street	Philadelphia	PA	1915	OTHERS - EARLY AUTO
1209	Divine Lorraine Hotel	699 North Broad Street	Philadelphia	PA	1910	LODGING - EARLY AUTO
1210	Diving Bell and Scuba Shop	681 North Broad Street	Philadelphia	PA	1916	GAS - EARLY AUTO
1211	United Building	631 North Broad Street	Philadelphia	PA	1880	GAS - PRE-AUTO
1212	Wilkie Auto Body	449 North Broad Street	Philadelphia	PA	1945	AUTO SHOWROOM - MODERNE
1213	Property Owner	331 North Broad Street	Philadelphia	PA	1920	AUTO SHOWROOM - EARLY AUTO
1214	Packard Motor Car Building	317 North Broad Street	Philadelphia	PA	1910	AUTO SHOWROOM - EARLY AUTO
1215	Former Garage	2126-2130 Market Street	Philadelphia	PA	1925	GAS - EARLY AUTO
1216	Market Street Bridge		Philadelphia	PA	1932	BRIDGE - ARCH
1217	DL Used Tires (H.H.B.)	42nd and Lancaster	Philadelphia	PA	1935	GAS - EARLY AUTO
1218	Gas station	Lancaster and Belmont	Philadelphia	PA	1945	GAS - MODERN
1219	Gas station (Pure Oil)	Lancaster and Westminster	Philadelphia	PA	1930	GAS - EARLY AUTO
1220	Union Tabernacle Baptist Church	4856 Lancaster Avenue	Philadelphia	PA	1915	GAS - EARLY AUTO
1221	Westside Auto Clinic	5432 Lancaster Avenue	Philadelphia	PA	1920	GAS - EARLY AUTO
1222	Eastern Casket	2215-17 Hunting Park Avenue	Philadelphia	PA	1920	GAS - EARLY AUTO
1223	Pure Oil gas station	Erie & 22nd Street	Philadelphia	PA	1925	GAS - EARLY AUTO

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1224	J & S Auto collision/Gregg's Top Secret Banquet Hall	1638-42 Hunting Park Avenue	Philadelphia	PA		GAS - EARLY AUTO
1225	RAPCO Automotive Center	1640 Hunting Park Avenue	Philadelphia	PA	1935	GAS - EARLY AUTO
1226	Charlie's Diner	7619 1/2 Penn Avenue	Pittsburgh	PA	1940	FOOD - MODERNE
1227	Evergreen Cafe/Covenant of Truth Ministries	7332 Penn Avenue	Pittsburgh	PA	1925	GAS - EARLY AUTO
1228	Motor Square Garden		Pittsburgh	PA	1898	AUTO SHOWROOM - EARLY AUTO
1229	Auto showroom	Baum and Friendship	Pittsburgh	PA	1925	AUTO SHOWROOM - MODERNE
1230	Baum Blvd. Dodge		Pittsburgh	PA	1940	AUTO SHOWROOM - MODERNE
1231	8th Ward Monument		Pittsburgh	PA	1945	OBJECT - ALL OTHERS
1232	Ford Motor Company	Baum and Morewood	Pittsburgh	PA	1915	AUTO SHOWROOM - EARLY AUTO
1233	William Pitt Union	University of Pittsburgh, 1 William Penn Union	Pittsburgh	PA	1900	LODGING/FOOD - EARLY AUTO
1234	Boulevard of the Allies Forbes St. Interchange		Pittsburgh	PA	1928	BRIDGE - PLATE GIRDER
1235	Faleder Monuments	2414 5th Avenue	Pittsburgh	PA	1925	GAS - EARLY AUTO
1236	Boulevard of the Allies West Terminus Bridge		Pittsburgh	PA	1921	BRIDGE - PLATE GIRDER
1237	William Penn Hotel	530 William Penn Place	Pittsburgh	PA	1913/1929	LODGING/FOOD - EARLY AUTO
1238	Modern Cafe	862 Western Avenue	Pittsburgh	PA	1935	FOOD - MODERNE
1239	McAfee Bridge		Pittsburgh	PA	1927	BRIDGE - ARCH
1240	Pittsburgh Flowers and Limousine	California and Rankin	Pittsburgh	PA	1925	GAS - EARLY AUTO
1241	Laverne's Diner	113 South Main Street	Pittsburgh	PA	1959	FOOD - MODERN
1242	Jack's Run Bridge		Pittsburgh/Bellevue	PA	1924	BRIDGE - ARCH
1243	Penn Beaver Hotel	200 Brighton Avenue	Rochester	PA	1920	LODGING/FOOD - EARLY AUTO
1244	Civil War Monument		Rochester	PA	1900	OBJECT - ALL OTHERS
1245	Bridgewater-Rochester Bridge		Rochester/Bridgewater	PA	1935	BRIDGE - TRUSS
1246	Ronks Road Auto Sales	2790 Lincoln Highway East, P.O. Box 204	Ronks	PA	1935	GAS - EARLY AUTO
1247	Harry's	Lincoln Highway P.O. Box 55, Sadsburyville, PA 19369	Sadsburyville	PA	1799	LODGING/FOOD - PRE-AUTO
1248	Drake's Spanish Court	BR 30 east of US 30 bypass	Sadsburyville	PA	1940	LODGING - MODERN
1249	Saluvia Toll House		Saluvia	PA	1838	BUILDINGS - ALL OTHERS - PRE-AUTO
1250	DeShang's Cabins	5993 Lincoln Highway	Saluvia	PA	1925	GAS/LODGING - EARLY AUTO
1251	Sinclair Gas Pump		Schellsburg	PA	1940	OBJECT - ALL OTHERS
1252	Sleepy Hollow Road Remnant		Schellsburg	PA	1913	ROAD
1253	Shawnee Tavern	Sleepy Hollow Road	Schellsburg	PA	1775	LODGING/FOOD - PRE-AUTO
1254	Lincoln Highway Garage	3758 Pitt Street	Schellsburg	PA	1925	GAS - EARLY AUTO

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1255	May Brothers Garage	3201 Pitts Street	Schellsburg	PA	1920	GAS - EARLY AUTO
1256	Forbes Road Marker		Schellsburg	PA	1930	OBJECT - ALL OTHERS
1257	Pied Piper		Schellsburg	PA	1960	OBJECT - ALL OTHERS
1258	Lincoln Highway Farm	Lincoln Highway	Schellsburg	PA	1918	OTHERS - EARLY AUTO
1259	Shawnee Branch Bridge		Schellsburg	PA	1925	BRIDGE - ARCH
1260	Myers Garage	817 Lincoln Hwy	Schellsburg	PA	1920	GAS - EARLY AUTO
1261	Dutch Haven	2857A Lincoln Avenue East	Soudersburg	PA	1946	FOOD - EARLY AUTO
1262	Jennie's Diner		Soudersburg	PA	1955	LODGING/FOOD - MODERN
1263	Stoystown Bypass		South of Stoystown	PA	1937	ROAD - LANDSCAPE VISTA
1264	Maxheimer Bridge		St. Thomas	PA	1930	BRIDGE - BEAM
1265	Oak Forest Restaurant & Cabin Court	6097 Lincoln Way	St. Thomas	PA	1925	LODGING - EARLY AUTO
1266	St. Thomas History Memorial		St. Thomas	PA	1934	OBJECT - ALL OTHERS
1267	Campbell Creek Bridge		St. Thomas	PA	1935	BRIDGE - BEAM
1268	Toll House		St. Thomas	PA	1820	BUILDINGS - ALL OTHERS - PRE-AUTO
1269	LH Marker		Stoufferstown	PA	1928	OBJECT - MARKER
1270	Stoystown Remnant		Stoystown	PA	1913	ROAD - LANDSCAPE VISTA
1271	American Garage	appears abandoned -- US 30 east of Stoystown	Stoystown	PA	1940	GAS - EARLY AUTO
1272	LH Marker		Stoystown	PA	1928	OBJECT - MARKER
1273	Hite House	121 West Main Street	Stoystown	PA	1915	LODGING - EARLY AUTO
1274	Railroad Bridge		Stoystown	PA	1937	BRIDGE - OTHER
1275	Stony Creek Bridge		Stoystown	PA	1937	BRIDGE - OTHER
1276	Somerset Street Overpass		Stoystown	PA	1937	BRIDGE - OTHER
1277	Lincoln Highway Garage	US 30 west of Stoystown	Stoystown	PA	1925	GAS - EARLY AUTO
1278	Canopy gas station	US 30 west of Stoystown	Stoystown	PA	1920	GAS - EARLY AUTO
1279	Pure Oil gas station	Lancaster Ave and Old Lancaster Ave	Strafford	PA	1925	GAS - EARLY AUTO
1280	Roadside Inn	3361 Lincoln Highway	Thomasville	PA	1800	LODGING/FOOD - PRE-AUTO
1281	LH Marker		Thomasville	PA	1928	OBJECT - MARKER
1282	Kohler Autobody	5400 Lincoln Highway	Thomasville	PA	1945	GAS - MODERN
1283	Rambler Inn	6600 Lincoln Highway West	Thomasville	PA	1933	LODGING/FOOD - EARLY AUTO
1284	Ingleside Diner	3025 Lincoln Highway	Thorndale	PA	1957	EXAGGERATED MODERN
1285	Turtle Creek Bridge		Turtle Creek	PA	1930	BRIDGE - TRUSS

	D	F	G	H	J	K
1286	Upper Dry Run Bridge		Two miles outh of Ohioville	PA	1895	BRIDGE - OTHER
1287	Septa Norristown Line Bridge		Villanova	PA	1911	BRIDGE - PLATE GIRDER
1288	Wayne Hotel	139 East Lancaster Avenue	Wayne	PA	1900	LODGING - EARLY AUTO
1289	Citgo	Columbia Ave West of Schoolhouse Rd.	West Lancaster	PA	1955	GAS - MODERN
1290	Lancaster Pike Mile Marker	3977 Lincoln Highway	West Sadsbury Twp.	PA	1820	OBJECT - ALL OTHERS
1291	Gulf Station	West Market and Diamond	West York	PA	1955	GAS - MODERN
1292	Lee's Diner	4320 West Market	West York	PA	1952	FOOD - MODERN
1293	Penn Lincoln Parkway Arches/Interchange		Wilkinsburg	PA	1948	BRIDGE - ARCH
1294	Penn Lincoln Parkway Arches/Interchange		Wilkinsburg	PA	1948	BRIDGE - ARCH
1295	Penn Lincoln Parkway Arches/Interchange		Wilkinsburg	PA	1948	BRIDGE - ARCH
1296	Lincoln Statue		Wilkinsburg	PA	1916	OBJECT - ALL OTHERS
1297	Demsie Auto Body	1123 Penn Avenue	Wilkinsburg	PA	1925	GAS - EARLY AUTO
1298	Specialty Car Service	Penn. Ave. and Coal Street	Wilkinsburg	PA	1920	GAS - EARLY AUTO
1299	Starlite Classics	811 Penn Avenue	Wilkinsburg	PA	1920	GAS - EARLY AUTO
1300	Penn-Lincoln Hotel	Penn Avenue and Center Street	Wilkinsburg	PA	1927	LODGING/FOOD - MODERNE
1301	Juniata River Bridge		Wolfsburg	PA	1930	BRIDGE - PLATE GIRDER
1302	Shopf's Motel	PA 462	Wrightsville	PA	1925	GAS/LODGING - EARLY AUTO
1303	Snyder's Motel	5776 Lincoln Highway	York	PA	1955	LODGING - MODERN
1304	Jim Mack's Ice Cream	5745 Lincoln Highway	York	PA	1955	EXAGGERATED MODERN
1305	Cabin Court	east of Ducktown Road	York	PA	1925	LODGING - EARLY AUTO
1306	Mom's Diner	3854 East Market	York	PA	1945	FOOD - MODERN
1307	Garage	3701 East Market	York	PA	1925	GAS - EARLY AUTO
1308	The Road House	3691 East Market Street	York	PA	1910	LODGING/FOOD - EARLY AUTO
1309	Paddock Restaurant	3406 East Market	York	PA	1920	FOOD - EARLY AUTO
1310	Flamingo Motel	3600 East Market	York	PA	1950	LODGING - MODERN
1311	Maple Donuts	3455 East Market Street	York	PA	1955	EXAGGERATED MODERN
1312	LH Marker		York	PA	1928	OBJECT - MARKER
1313	Lincoln Highway Garage	1242 East Market Street	York	PA	1921	GAS/FOOD - EARLY AUTO
1314	Spring GardenTavern/Hotel	701 East Market	York	PA	1900	LODGING - EARLY AUTO
1315	Hotel Lincoln	466 East Market Street	York	PA	1900	LODGING - EARLY AUTO
1316	Yorktowne Hotel	48 East Market Street	York	PA	1925	LODGING/FOOD - EARLY AUTO

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1317	Police Traffic Control Station		York	PA	1920	OTHERS - EARLY AUTO
1318	Legg Mason	1 Market Way South	York	PA	1910	LODGING/FOOD - EARLY AUTO
1319	Property Owner	57 West Market Street	York	PA	1865	LODGING - PRE-AUTO
1320	Golden Plough Tavern	157 West Market Street	York	PA	1745	LODGING/FOOD - PRE-AUTO
1321	Codorus Hotel	need better address (returned) -- West Market Street	York	PA	1870	LODGING - PRE-AUTO
1322	Modernaire	3311 Market Street	York	PA	1945	LODGING - MODERNE
1323	Diamond in New Oxford		York	PA		SITE
1324	LH Marker		Youngstown	PA	1928	OBJECT - MARKER
1325	Poquessing Creek Bridge			PA	1805/1917	BRIDGE - ARCH
1326	Cashtown Gap Remnant			PA		ROAD - LANDSCAPE VISTA
1327	Garage	US 30 east of Tuscarora Summit		PA	1955	GAS - MODERN
1328	Patterson Run Bridge			PA	1922	BRIDGE - OTHER
1329	Fulton County Lincoln Highway Landscape			PA		ROAD - LANDSCAPE VISTA
1330	Tulls Hill Remnant			PA	1913	ROAD
1331	Shawnee-Schellsburg East Remnant			PA	1913	ROAD
1332	Shawnee-Schellsburg East Remnant			PA	1913	ROAD
1333	Allegheny Mountains Lincoln Highway Landscape			PA	1913	ROAD - LANDSCAPE VISTA
1334	PA 281 Interchange			PA	1937	BRIDGE - OTHER
1335	Gas station	168 Main Street	Coalville	UT	1925	GAS - EARLY AUTO
1336	Moore Motor Co.	1305 South Main Street	Coalville	UT	1918	AUTO SHOWROOM - EARLY AUTO
1337	Bristow's Garage	need better address (returned) -- 107 Main Street	Coalville	UT	1935	GAS - EARLY AUTO
1338	Government Creek Bridge		Ditto	UT	1913	BRIDGE - OTHER
1339	Echo Cafe One Stop	Echo Canyon Road	Echo	UT	1935/1950 /1955	GAS/FOOD/LODGING - MODERN
1340	LH Marker		Fish Springs	UT	1928	OBJECT - MARKER
1341	LH Marker		Magna	UT	1928	OBJECT - MARKER
1342	Things Forgotten Antiques (gas)	8900 W and 2700 S	Magna	UT	1935	GAS - MODERN
1343	Buzzy's Grill	145 Commercial Street	Morgan	UT	1923	FOOD - EARLY AUTO
1344	Hotel Volus	Commercial Street	Morgan	UT	1886	LODGING - PRE-AUTO
1345	Felt Auto Supply Co.	2581 Lincoln Avenue	Ogden	UT	1925	AUTO SHOWROOM - EARLY AUTO
1346	Willow Springs Lodge	HCR 31	Rush Valley	UT	1922	GAS/FOOD/LODGING - EARLY AUTO
1347	The Inn at Temple Square	71 West South Temple Street	Salt Lake City	UT	1925	LODGING - EARLY AUTO

	D	F	G	H	J	K
1348	Hotel Pludane	376-380 South State Street	Salt Lake City	UT	1903	LODGING - EARLY AUTO
1349	Miller's Auto Center	622-630 South State Street	Salt Lake City	UT	1920	AUTO SHOWROOM - EARLY AUTO
1350	BNA, Owner: Mark Bryant	635 South State Street	Salt Lake City	UT	1915	AUTO SHOWROOM - EARLY AUTO
1351	Penney's (gas)	7766 South Highway 36	South of Stockton	UT	1950	GAS/FOOD - MODERN
1352	Charlie's Shop (gas)	29 South Connor Street	Stockton	UT	1925	GAS - EARLY AUTO
1353	Main Street Garage	397 Main Street	Tooele	UT	1945	GAS - EARLY AUTO
1354	"R" Auto Shop	10 East Wanship Road	Wanship	UT	1940	GAS - MODERN
1355	Echo Canyon Remnant			UT	1913	ROAD
1356	Lamb Canyon Bridge			UT	1914	BRIDGE - OTHER
1357	Orr's Ranch			UT		BUILDINGS - ALL OTHERS - PRE-AUTO
1358	LH Marker			UT	1928	OBJECT - MARKER
1359	Skull Valley Remnant			UT	1913/1919	ROAD - LANDSCAPE VISTA
1360	Timpie Remnant			UT	1913	ROAD - LANDSCAPE VISTA
1361	Great Salt Lake Desert Remnant			UT	1927	ROAD
1362	Pony Express Canyon Remnant			UT	1913	ROAD
1363	Goodyear Cut-off			UT	1919	ROAD - LANDSCAPE VISTA
1364	Chester Teapot		Chester	WV	1938	OTHERS - EARLY AUTO
1365	Arner Funeral Parlor (hotel)	607 Carolina Avenue	Chester	WV	1910	LODGING - EARLY AUTO
1366	LH Marker		Chester	WV	1928	OBJECT - MARKER
1367	LH Marker		Chester	WV	1928	OBJECT - MARKER
1368	LH Marker		Chester	WV	1928	OBJECT - MARKER
1369	Garage	First and VA	Chester	WV	1940	GAS - MODERNE
1370	Lincoln Highway Bridge Remnant		Chester	WV	1913	ROAD
1371	West Hannah Intersection		6 miles west of Hannah	WY		ROAD
1372	West Hannah Intersection		6 miles west of Hannah	WY		ROAD
1373	North Platte River Bridge		9 miles east of Sinclair	WY	1931	BRIDGE - TRUSS
1374	Twin Chimneys Motel	2405 East Lincoln Way	Cheyenne	WY	1955	EXAGGERATED MODERN
1375	Plains Hotel	1600 Central Avenue	Cheyenne	WY	1911	LODGING - EARLY AUTO
1376	Lincoln Theater	1615 Central Avenue	Cheyenne	WY	1955	OTHERS - EXAGGERATED
1377	LH Marker		Cheyenne	WY	1928	OBJECT - MARKER
1378	Dinneen Motors	400 West 16th Street	Cheyenne	WY	1927	AUTO SHOWROOM - EARLY AUTO

	D	F	G	H	J	K
1379	Ruttlidge Radiator Welding	621 East Lincoln Way	Cheyenne	WY	1940	GAS - MODERN
1380	Advantage	821 Lincoln Way	Cheyenne	WY	1950	GAS - MODERN
1381	Wyoming Motel	need better address (returned) -- 1401 Lincoln Way	Cheyenne	WY	1950	LODGING - MODERN
1382	Granite Canyon Remnants	12-17 miles west of Cheyenne	Cheyenne	WY	1913	ROAD
1383	Granite Canyon Remnants	12-17 miles west of Cheyenne	Cheyenne	WY	1913	ROAD
1384	Hamblin Park		East of Evanston	WY	1898	SITE
1385	Concrete Tepee	US 30/I 80 1 mile S of Egbert	Egbert	WY	1940	OTHERS - EARLY AUTO
1386	Union Pacific Subway		Evanston	WY	1930	BRIDGE - BEAM
1387	Garage	Bear River Drive and Front Street	Evanston	WY	1940	GAS - MODERNE
1388	Hotel Evanston (owned by City of Evanston)	Owner address: 1200 Main Street	Evanston	WY	1912	LODGING - EARLY AUTO
1389	City Service Garage	1043 North Front Street	Evanston	WY	1915	GAS - EARLY AUTO
1390	LH Marker		Evanston	WY	1928	OBJECT - MARKER
1391	Old West Repair	189 Bear River Drive	Evanston	WY	1945	GAS - MODERN
1392	TNT Auto		Fort Bridger	WY	1940	GAS - MODERN
1393	Granite Remnant	2 miles west of Granite	Granite	WY	1917	ROAD
1394	Garage Owner	392 East Flaming Gorge	Green River	WY	1950	GAS - MODERN
1395	Darren's Towing	321 East Flaming Gorge Way	Green River	WY	1940	GAS - MODERN
1396	Hotel Tomahawk	First & Flaming Gorge Way	Green River	WY	1920	LODGING - EARLY AUTO
1397	Neldon's Custom Trim	421 West Flaming Gorge	Green River	WY	1930	GAS - EARLY AUTO
1398	Gas station	on WY 374 4 1/4 miles west of Green River	Green River	WY	1930/1935	GAS - MODERN
1399	Hannah Garage	2nd and Front Streets	Hannah	WY	1925	GAS - EARLY AUTO
1400	Coyote Canyon Remnant	16 miles west of Hannah	Hannah	WY		ROAD
1401	Coyote Canyon Remnant	17 miles west of Hannah	Hannah	WY		ROAD
1402	Coyote Canyon Remnant	18 miles west of Hannah	Hannah	WY		ROAD
1403	Coyote Canyon Remnant	19 miles west of Hannah	Hannah	WY		ROAD
1404	Coyote Springs Garage	US 30 west of Hannah	Hannah	WY	1935	GAS - EARLY AUTO
1405	Ames Monument	10 miles east of Hermosa	Hermosa	WY	1882	OBJECT - ALL OTHERS
1406	Garage	Main Street and Markley Ave	Hillsdale	WY	1915	GAS - EARLY AUTO
1407	Suntan USA	420 East Grand Avenue	Laramie	WY	1925	GAS - EARLY AUTO
1408	Connor Apartments	215 South 3rd Street	Laramie	WY	1890	LODGING - PRE-AUTO
1409	Alley Family Fun Center	2nd & Custer	Laramie	WY	1930	AUTO SHOWROOM - MODERNE

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1410	Napa	606 South 2nd Street	Laramie	WY	1925	AUTO SHOWROOM - MODERNE
1411	Shorty's Body Shop	1020 South 2nd Street	Laramie	WY	1940	GAS - MODERN
1412	Motel (Residence?)	2nd and Russell	Laramie	WY	1940	LODGING - MODERN
1413	Gas station	US 287 and Graham Road	Laramie	WY	1950	GAS - MODERN
1414	TnT Motorsports	269 North 3rd Street	Laramie	WY	1930	GAS - EARLY AUTO
1415	McClure Home Decorating	651 North 3rd Street	Laramie	WY	1930	AUTO SHOWROOM - MODERNE
1416	Little America	I-80 Exit 68	Little America	WY	1950	GAS/FOOD/LODGING - MODERN
1417	Longhorn Restaurant	East Clark and East Street N	Lyman	WY	1930	LODGING/FOOD - MODERN
1418	Como Bluff Fossil Cabin Museum	US 30	Medicine Bow	WY	1935	OTHERS - EARLY AUTO
1419	The Historic Virginian Hotel	404 Lincoln Highway	Medicine Bow	WY	1909	LODGING/FOOD - EARLY AUTO
1420	LH Marker		Medicine Bow	WY	1928	OBJECT - MARKER
1421	Cooper Motors	Walnut Street bet. Colorado and Cedar	Medicine Bow	WY	1945	GAS - MODERN
1422	Motel (Residence?)	Cedar & Maple	Medicine Bow	WY	1935	LODGING - EARLY AUTO
1423	West Medicine Bow Remnant	2-7 miles west of Medicine Bow	Medicine Bow	WY	1931	ROAD
1424	Home Ranch One Stop	US 30 20 miles west of Medicine Bow	Medicine Bow	WY	1940	GAS/FOOD/LODGING - MODERN
1425	Property Owner (former garage)	Main and US 30	Pine Bluff	WY	1920	GAS - MODERN
1426	Property Owner (former garage)	Third and US 30	Pine Bluff	WY	1940	GAS - MODERN
1427	Property Owner (former garage)	2nd Ave. and Elm St.	Pine Bluffs	WY	1928	GAS - EARLY AUTO
1428	Texaco	1825 East Cedar Street	Rawlins	WY	1925	GAS - EARLY AUTO
1429	Consumers Gasoline Co.	221 East Cedar Street	Rawlins	WY	1925	GAS - MODERNE
1430	Superior Motors	204 East Cedar Street	Rawlins	WY	1930	GAS - MODERNE
1431	Antiques	209 Wyoming	Rawlins	WY	1924	GAS - EARLY AUTO
1432	Kilburn Tires	116 West Cedar Street	Rawlins	WY	1945	GAS - MODERN
1433	Gas and garage	Second and Cedar Streets	Rawlins	WY	1920	GAS - EARLY AUTO
1434	Property Owner	520 West Spruce Street	Rawlins	WY	1940	GAS - MODERN
1435	Art's Plumbing and Heating	602 West Spruce Street	Rawlins	WY	1930	GAS - MODERNE
1436	Fremont Motor Co.	622 West Spruce Street	Rawlins	WY	1950	AUTO SHOWROOM - MODERN
1437	Buckaroo Motel	8th & Spruce	Rawlins	WY	1945	LODGING - MODERN
1438	Motel	905 West Spruce Street	Rawlins	WY	1940	LODGING - MODERNE
1439	Domestic gas station		Rawlins	WY	1925	GAS - EARLY AUTO
1440	Lubrication Garage	West of 12th on Spruce	Rawlins	WY	1940	GAS - MODERN

	D	F	G	H	J	K
1441	LH Marker		Rock River	WY	1928	OBJECT - MARKER
1442	Rock River Lumber	North 3rd and Avenue C	Rock River	WY	1920	GAS - EARLY AUTO
1443	Gas Station	Schultz and US 30	Rock River	WY	1945	GAS - MODERN
1444	Garage	US 30 and Thompson	Rock River	WY	1925	GAS - EARLY AUTO
1445	Longhorn Lodge	362 North Fourth Street	Rock River	WY	1945	LODGING/FOOD - EARLY AUTO
1446	Lincoln Hotel	115 Avenue C	Rock River	WY	1915	LODGING - EARLY AUTO
1447	LH Marker	115 C Avenue	Rock River	WY	1928	OBJECT - MARKER
1448	Cabin court	US 30 1/2 miles north of Rock River	Rock River	WY	1925	GAS/LODGING - EARLY AUTO
1449	Machine and Auto Parts Garage	1305 9th Street	Rock Springs	WY	1950	GAS - MODERN
1450	B and L Service	1029 Pilot Butte Avenue	Rock Springs	WY	1945	GAS - MODERN
1451	AMC Showroom	Elk and Grant Streets	Rock Springs	WY	1940	AUTO SHOWROOM - MODERN
1452	Rightman Construction	110 Elk Street	Rock Springs	WY	1945	GAS - MODERN
1453	Park Hotel	19 Elk Street	Rock Springs	WY	1905	LODGING - EARLY AUTO
1454	Rock Springs Arch		Rock Springs	WY	1929	OBJECT - ALL OTHERS
1455	Allied Glass	230 C Street	Rock Springs	WY	1910	GAS - EARLY AUTO
1456	LH Marker		Rock Springs	WY	1928	OBJECT - MARKER
1457	Henry Joy Monument		Sherman Hill	WY	1938	OBJECT - ALL OTHERS
1458	Lincoln Monument		Sherman Hill	WY	1959	OBJECT - ALL OTHERS
1459	Sinclair Dry Gulch Bridge	10 miles east of Sinclair	Sinclair	WY	?	BRIDGE - OTHER
1460	Parco Inn		Sinclair	WY	1922	LODGING/FOOD - EARLY AUTO
1461	Sagebrush Motel	Sheridan and McCormick	Wamsutter	WY	1945	GAS/FOOD/LODGING - MODERN
1462	Granite Remnant			WY	1917	ROAD
1463	Ames-Hermosa Remnant			WY	1915	ROAD
1464	Hadsell Remnant			WY	1913/1920	ROAD
1465	Hadsell Remnants			WY	1913/1920	ROAD
1466	Bitter Creek Remnants			WY	1920/1940	ROAD
1467	Bitter Creek Remnants			WY	1920/1940	ROAD
1468	Baster Remnant			WY	1913	ROAD
1469	Peru Remnant			WY	1915	ROAD - LANDSCAPE VISTA
1470	Little America Remnant			WY	1913	ROAD - LANDSCAPE VISTA
1471	Ragan Remnants			WY		ROAD - LANDSCAPE VISTA

Appendix E Detailed Explanation of Cost Benefit Analysis

This appendix is in three parts. The Part I lists current federal funding for Lincoln Highway commemoration, preservation, and interpretation projects through the U.S. Department of Transportation's Transportation Enhancements (TE) and National Scenic Byway (NSB) Programs. Part II is a chart providing more detail on the benefits points assigned each alternative through the choosing by advantages process. Part III pulls both of these two charts together, comparing the total costs and benefits of all four alternatives.

Part I: Current Federal Funding for Lincoln Highway Commemoration, Preservation, and Interpretation Projects through the U.S. Department of Transportation's Transportation Enhancements (TE) and National Scenic Byway (NSB) Programs.

Project	State	County	TE or NSB	Year	Amount
Ferry Building Central Concourse Renovation	CA	San Francisco	TE	1997	$1,000,000
Interpretive Development of the Historic US 50 Corridor	CA	El Dorado	TE	1996	$212,000
South Platte River Trail Travel Guides	CO	Sedgewick	NSB	1993	$8,000
Marsh Rainbow Arch Bridge Rehabilitation	IA	Boone	TE	1996	$112,000
Lincoln Highway State Entry Point Interpretive Center (Woodbine)	IA	Harrison	TE	1998	$336,000
Lincoln Highway Restoration from 2nd to 3rd Street (Woodbine)	IA	Harrison	TE	1996	$300,000
Gas Station Renovation, Reed/Niland Corner Phase I	IA	Story	TE	2000	$252,028
Guide to Bridges of the LH Corridor in Iowa	IA	Greene	TE	1999	$68,385
Reed/Niland Corner "One Stop" Gas Station Restoration, Phase 2	IA	Story	TE	2001	$279,139
Youngville Café (Hist. Gas Station) Rehab	IA	Benton	TE	1996	$80,000
Eureka Bridge on E-53 over the Raccoon River (west of Jefferson)	IA	Greene	TE	1995	$75,002
Geneva's Historic Third Street Landscape	IL	Kane	TE	2000	$400,000
Lincoln Hwy in IL, First Year Marketing	IL	entire length	NSB	2001	$60,000
IL Lincoln Hwy, Corridor Mgmt Grant, Year 2 Administrative Funds	IL	entire length	NSB	2002	$25,000
IL Lincoln Hwy Interpretive Plan	IL	entire length	NSB	2002	$92,800
IL Lincoln Hwy CMP Implementation	IL	entire length	NSB	2003	$25,000
US Route 20 Beautification (in New Carlisle)	IN	St. Joseph	TE	1996	$210,000
Fremont and Dodge County Visitors Center	NE	Dodge	TE	1999	$109,150
Ogallala Spruce Street Interpretive Center	NE	Keith	TE	1999	$132,905
Elkhorn Lincoln Highway Preservation	NE	Douglas	TE	2001	$500,000
Shelton Lincoln Highway Visitor Center	NE	Buffalo	TE	2001	$45,805
Lincoln Highway Resurfacing	NE	Douglas	TE	2003	$443,097
Merchants and Drovers Tavern	NJ	Union	TE	2000	$170,000
Cave Rock Vista Turnout	NV	Douglas	NSB	1999	$32,800
Lincoln Highway Heritage Corridor Transportation Museum	PA	Franklin	TE	1999	$999,000
Lincoln Highway Welcome Center	PA	Multi	TE	2000	$350,000
Lincoln Highway Welcome and Interpretive Center	PA	Westmoreland	TE	2002	$224,000
Total Funding					**$6,542,111**
Average Annual Funding 1993-2003					**$654,211**

Part II. Choosing By Advantages Evaluation of Alternatives

Evaluation Factor	Advantage Points*			
	Alt. 1 Natl Lincoln Hwy Program (preferred)	Alt. 2 Lincoln Hwy Touring and Discovery	Alt 3 Lincoln Hwy Natl Heritage Corridor	Alt 4 No New Federal Action
1. Commemorate and Interpret the National Significance of both the Lincoln Highway and its related resources	75	40	70	0
2. Provide for a Diversity of Lincoln Highway Experiences	40	65	40	0
3. Preserve Significant Lincoln Highway Resources	75	45	75	0
4. Continue to Identify and Evaluate Significant Lincoln Highway Resources	20	5	5	0
5. Provide for Private Sector Efforts to Commemorate, Preserve and Interpret Lincoln Highway Resources	80	65	85	40
6. Provide for State and Local Government Efforts to Commemorate, Preserve and Interpret Lincoln Highway Resources	25	50	30	10
7. Provide for National Coordination Efforts to Commemorate, Preserve, and Interpret the Lincoln Highway	100	65	70	0
Total	415	335	375	50

*To interpret these point scores, consider that a higher advantage point score means more advantage in achieving the goal of the evaluation factor. For example, the preferred alternative would commemorate and interpret the national significance of the Lincoln Highway and its related resources (factor #1) a little better than alternative #3, much better than alternative #2 and tremendously better than alternative #4.

Part III. Comparison of Costs and Benefits Across Alternatives					
Cost	Alt. 1 Natl Lincoln Hwy Program (preferred)	Alt. 2 Lincoln Hwy Touring and Discovery	Alt 3 Lincoln Hwy Natl Heritage Corridor		
Initial costs (signage; planning; setting up clearinghouse; designing website; construction/rehabilitation costs; exhibit fabrication and design)	782,250	5,377,500	0		
Annual costs over ten years (maintenance of clearinghouse, website, signage, and exhibits; staffing costs, eg. management, technical assistance, and operations; grants)	8,533,460	1,201,292	8,580,654		
Subtotal	9,315,710	6,578,792	8,580,654		
Average annual funding currently, continued over ten years (costs from Part I above would continue with implemention of new action)	5,755,045	5,755,045	5,755,045		
Total Cost	15,070,755	12,333,837	14,335,699		
Total Benefit (from Part II)	415	335	375		
Cost/Benefit Ratio	36,315	36,817	38,229		
*a discount rate of 7% is applied to all future costs for fair comparison. Costs were estimated by comparing program elements to current cost of similar efforts for alternatives 1 and 2. Because the program elements of alternative 3 are unknown and would depend on decisions of the management entity, that cost estimate is based simply on typical National Heritage Area costs of $1 million a year for 10 years (discounted at 7%). The no new federal action alternative (alternative 4) is not included in this chart because it provides no substantial benefit in meeting the goals of this study. As mentioned in the management alternatives section of this study, while the projects listed in part I of this study do serve to commemorate, preserve and interpret features of the Lincoln Highway, they were not conceived as a collective effort towards this goal. Rather, each project had its own independent goal (improving tourism, downtown revitalization, etc.).					

Initial Scoping

In fall 2001, letters announcing that the National Park Service had begun work on this study were sent to members of Congress and the Senate in each Congressional district crossed by the Lincoln Highway, State Historic Preservation Offices and Departments of Transportation in the 14 states through which the highway passes, tribes with traditional connections to land in the Lincoln Highway corridor and to representatives of the Certified Local Governments overseeing historic preservation efforts in towns and counties along the highway. In winter 2001, the first study newsletter requesting comments on the scope of this study was sent to roughly 3000 people. The mailing list for this newsletter included the groups mentioned above, members of the Lincoln Highway Association, and others who had indicated their interest in historic roads. Scoping comments were due in February 2002. 125 comments were received.

In general, of the 125 comments received, all but 6 were pleased to hear of this study. Of those 6, 2 were opposed to spending time and money on this study given all of the other work that the National Park Service needs to do, and 4 (all from state and local DOTs in NE, WY, and IL) expressed support but cautioned that they need flexibility to maintain efficient and safe roads.

Comments relevant to the goals of interpreting and preserving the Lincoln Highway included emphasis on the elements of local highway history that need preservation attention, suggesting that while the national story was interesting, perhaps the local history surrounding the Lincoln Highway is of greater interest. Additionally, comments on the interpretative goals of this study suggested that it was important to increase understanding of what life was like in the early part of the Lincoln Highway's period of significance, before cars and good roads were common, and how those two developments changed life in America. These commenters felt that the Lincoln Highway is an excellent venue through which to tell that story - two commenters used the term "a true picture of Americana." Lastly, some of the scoping comments noted that the Lincoln Highway and its resources should be preserved in order to bring attention to the national significance of the highway in terms of how this "feat of ingenuity" influenced a new and enduring direction in American transportation and commercial development.

A number of scoping comments focused on the type of visitor experiences that would be appropriate to achieving interpretation and preservation goals for the Lincoln Highway. Some of the experiences mentioned were:

- utilize existing exit locations for interpretive sites
- mark the route
- provide "interesting spots" as destination points for "Sunday drives"
- boy scouting activity - scavenger hunt for markers
- retain enough original resources to enable historical research
- classic car road trips
- "virtual" visitor experience - documentary possibilities

Lastly, the scoping comments offered some recommendations on management alternatives. There was some discussion over the management of a functioning road as a National Historic Trail. While some commenters thought this would be unworkable, others suggested that the National Trail System would be a good fit for the Lincoln Highway. Commenters noted the importance of working with a broad spectrum of groups in managing the highway, such as the US and State Departments of Transportation, local transportation planners, tourism bureaus (especially in smaller towns where they are particularly interested in the connection to a nationally significant resource), main street advocates, and existing advocates for historic roads, in particular the Lincoln Highway Association. Some of the scoping comments advised the study team to take advantage of existing preservation programs such as National Scenic Byways, National Register listing, museums along the road and those with transportation themes, and National Heritage Areas. A specific suggestion was offered to create a "Lincoln Highway Corridor Parkway" in a key segment of the road.

Public Response to Preliminary Alternatives

After this initial scoping process, a reconnaissance-level field study was conducted in the summer of 2002 as part of this Special Resource Study. This survey aided the study team in developing five preliminary management alternatives in fall 2002. Those preliminary management alternatives were summarized in a newsletter sent out the winter of 2002/2003 and presented at 14 public meetings held across the country at 300-500 mile intervals along the highway. Local community organizations - chapters of the Lincoln Highway Association, State Historic Preservation Offices, Local Historical Societies, Chambers of Commerce, and Tourism Promotion Agencies - reserved spaces for these meetings and announced them locally. The meetings were attended by 500 people. 900 comments on the preliminary alternatives were recorded.

General comments received as part of the comment period on preliminary alternatives could be summarized in the following points:

- While project level activities should be initiated and implemented on a local level ("locals know the road best and care about it the most"), there needs to be national program coordination by a single organization for consistency and continuity.
- National program coordination is key. Some commenters thought that a clearinghouse-type of coordination isn't enough, but rather NPS should develop a management plan
- Uniform signage is necessary in any alternative
- National maps easy for tourists to follow are necessary
- There was disagreement over the level of standardization necessary for interpretation. While some commenters felt that uniform, standardized set of interpretive sites are needed, others stressed that NPS needs to "respect the diversity of the road and let locals take the lead and apply their creativity."
- There was also disagreement over treatment of the integrity of the road itself (roadway surface, alignment, etc). While some commenters stressed that preserving the road itself is key, even if it means shutting the road to traffic, others said that the road needs to be improved enough to facilitate easy driving for tourism
- Almost universally, commenters were concerned about any alternative that treats certain segments of the road differently from others. The sentiment expressed along these lines was "the Lincoln Highway is a national resource that needs to be preserved and interpreted nationally."

Taking these comments into consideration, the 5 preliminary alternatives were then revised by the study team. Public comments and the decision-making model Choosing by Advantages (CBA) led the team to develop the 4 alternatives described in this draft. This CBA process as well as cost estimates for the alternatives are described in chapter six. This Environmental Assessment estimates the potential consequences of each alternative with respect to the impacts outlined in the next section.

Directed Response to Significance Statement

After the study team had written a draft of the statement of national significance of the Lincoln Highway (Chapter 3 of this report) in the summer of 2003, the opinions of experts in highway history, geography, and roadside landscapes were solicited on the text. The following individuals reviewed the statement of significance:

1. Chester Liebs, Professor Emeritus, History and Historic Preservation, University of Vermont
2. Peirce Lewis, Professor Emeritus, Geography, Penn State University
3. Bruce Seely, Department Chair, Social Sciences, Michigan Tech University
4. Bruce Weingroff, Historian, US Federal Highway Administration

Each of the above reviewers agreed that the Lincoln Highway is of national significance, although the reasons for their agreement varied. The text of the significance statement was improved and strengthened as the study team agreed was appropriate to reflect recommendations of these reviewers.

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