

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

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

---

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 03000104

Property Name: Lincoln Highway—Omaha to Elkhorn

County: Douglas State: Nebraska

Lincoln Highway in Nebraska MPS

Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

*Annika McClellan*  
Signature of the Keeper

March 13, 2003  
Date of Action

=====  
Amended Items in Nomination:

Section 1: Name of Property

"Omaha-Elkhorn" is hereby added to the Historic Name to identify the portion of the highway named in the nomination. "Old Lincoln Highway/174<sup>th</sup> Street (formerly County Road 120)" is, hereby, added under Other Names/Site Number.

Section 2: Location

The following address is hereby entered under Street & Number: "174 St. and County Road, Old Lincoln Highway, between Burt and Cedar Streets."

Section 8: Significance

"Criterion C" is hereby indicated as an additional National Register Criterion for which the property is eligible. Also, "Engineering" is hereby entered as an additional Area of Significance to recognize the highway segment's distinction as a method and type of road design and construction.

-----  
The Nebraska State Historic Preservation Office was notified of this amendment.

---

**DISTRIBUTION:**

National Register property file  
Nominating Authority (without nomination attachment)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

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

### 1. Name of Property

Historic name Lincoln Highway

Other names/site number DO00-014

### 2. Location

Street & number \_\_\_\_\_

Not for publication

City or town Elkhorn

Vicinity

State Nebraska Code NE County Douglas Code 055 Zip code 68022

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. (See continuation sheet for additional comments.)

*Lawrence Sommer*  
Signature of certifying official

1/21/03  
Date

Director, Nebraska State Historical Society  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of certifying official/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

### 4. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.

see continuation sheet.

determined eligible for the National Register.

see continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain): \_\_\_\_\_

*Justin McMillan*

3/13/03

\_\_\_\_\_  
Signature of Keeper

\_\_\_\_\_  
Date of Action

**Lincoln Highway**

Name of Property

**Douglas County, Nebraska**

County and State

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

- Private
- Public-local
- Public-state
- Public-federal

**Category of Property**

(Check only one box)

- Building(s)
- District
- Site
- Structure
- Object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>          </u>	<u>          </u>	Buildings
<u>          </u>	<u>          </u>	Sites
<u>      2      </u>	<u>      3      </u>	Structures
<u>          </u>	<u>          </u>	Objects
<u>      2      </u>	<u>      3      </u>	Total

**Name of related multiple property listing**

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

Historic and Architectural Resources of the Lincoln Highway in Nebraska

**Number of contributing resources previously listed in the National Register**

      1      

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

OTHER  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**

(Enter categories from instructions.)

Foundation	<u>      N/A      </u>
Walls	<u>      N/A      </u>
Roof	<u>      N/A      </u>
Other	<u>      BRICK, CONCRETE      </u>

**Narrative Description**

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

**Lincoln Highway**

Name of Property

**Douglas County, Nebraska**

County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Narrative Statement of Significance**

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

**Areas of Significance**

(Enter categories from instructions.)

TRANSPORTATION

**Period of Significance**

1913 – 1930

**Significant Dates**

1920

**Significant Person**

(Complete if Criterion B is marked above.)

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**9. Major Bibliographical References**

**Bibliography**

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

**Previous documentation on file (NPS):**

- Preliminary determination of individual listing (36 CFR 67) has been requested
- Previously listed in the National Register
- Previously determined eligible by the National Register
- Designated a National Historic Landmark
- Recorded by Historic American Buildings Survey # \_\_\_\_\_
- Recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location for additional data:**

- State Historic Preservation Office
- Other State agency – Nebraska Dept. of Roads
- Federal agency
- Local Government
- University
- Other
- Name of repository: \_\_\_\_\_

**Lincoln Highway**

Name of Property

**Douglas County, Nebraska**

County and State

10. Geographical Data

**Acreage of property** Approximately 24 acres

UTM References (place additional UTM references on a continuation sheet).

	<b>Zone</b>	<b>Easting</b>	<b>Northing</b>		<b>Zone</b>	<b>Easting</b>	<b>Northing</b>
1.	14	735698	4571579	3.	14	734839	4572794
2.	14	735667	4572229	4.	14	733213	4572991

See continuation sheet

**Verbal Boundary Description**

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

**Boundary Justification**

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

11. Form Prepared By

name/title	<u>Mary Ebeling and Christina Slattery, Historic Preservation Specialists</u>		
Organization	<u>Mead &amp; Hunt, Inc.</u>	date	<u>November 2002</u>
street & number	<u>6501 Watts Road</u>	Telephone	<u>608.273.6380</u>
city or town	<u>Madison</u>	state	<u>WI</u> zip code <u>53719</u>

Additional Documentation

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

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

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

**Photographs**

Representative **black-and-white photographs** of the property.

**Additional items**

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

Property Owner

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

Name/title	<u>City of Elkhorn/Douglas County Board of Commissioners/Union Pacific Rail Road Company</u>		
Street & number	<u>401 Glenn Street/1819 Farnam Street/ 1800 Farnham Street</u>	telephone	<u>402.479.2678/402.444.6767 402.497.3562</u>
City or town	<u>Elkhorn/Omaha/Omaha</u>	state	<u>NE/NE/NE</u> zip code <u>68022/68183 68102</u>

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determined eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended, (15 USC 470 et seq.).

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

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Lincoln Highway

Name of Property

Douglas County, Nebraska

County and State

Section 7 Page 2

location of the two replacement bridges and at the intersection of Old Lincoln Highway with North 192<sup>nd</sup> Street, which was reconfigured slightly during the 1990s to increase the distance of the Old Lincoln Highway from the railroad tracks for safety reasons.

The eastern section of the highway, or North 174<sup>th</sup> Street, no longer connects to Dodge Street but dead ends at Burt Street. Access to Dodge Street from North 174<sup>th</sup> Street has been permanently closed with the upgrading of Dodge Street to freeway standards.<sup>3</sup> The Omaha Regency Mobile Home Park is situated northeast of the former intersection of the Old Lincoln Highway with West Dodge Street. Along North 174<sup>th</sup> Street the roadway surface is brick pavement with frequent asphalt patching.

Approximately 1,750 feet north of Burt Street, the highway turns west and bears the name Old Lincoln Highway (former County Road 120). From this point to the intersection with North 180<sup>th</sup> Street, the highway is brick with some small areas of asphalt patching. The Omaha Public Power District's complex is located on the south side of the roadway, near North 180<sup>th</sup> Street. The eastern section of the nominated highway, from Burt Street to North 180<sup>th</sup> Street, includes slightly more development outside the historic boundaries of the property than the remainder of the nominated section, although the view shed retains enough open space to convey the historic rural character of the setting and road.

The section of highway from Burt Street to North 180<sup>th</sup> Street features a c. 1920 concrete culvert with marker that is a contributing resource of this property. The concrete culvert with wing walls retains its concrete marker shaped in the form of an obelisk on the north side of the road. The marker on the south side of the road is nonexistent. A second smaller concrete pipe culvert is located west of the concrete culvert with marker. This small culvert is not visible from the road and has undergone alterations with removal of most of the headwall. As a result, this culvert is considered a minor feature and has not been included in the resource count.

The segment of the Lincoln Highway between North 180<sup>th</sup> and North 192<sup>nd</sup> Streets contains the .87-mile portion of the Lincoln Highway currently listed in the National Register, which extends from North 180<sup>th</sup> Street to North 191<sup>st</sup> Street. A turnout with two replicated Lincoln Highway markers and a historical plaque is located on North 180<sup>th</sup> Street at the southeast corner of the intersection of Old Lincoln Highway and North 180<sup>th</sup> Street and outside of the property's historic boundary. This segment of highway is characterized by brick pavement in good condition with minimal patching. The only exception is the replaced road surface at the paneled truss bridge and the new concrete road surface at the intersection of North 192<sup>nd</sup> Street. The concrete section at North 192<sup>nd</sup> Street was laid in the 1990s, when this intersection was slightly reconfigured to move the Old Lincoln Highway further away from the railroad for safety reasons.<sup>4</sup>

A small concrete pipe culvert is located west of the intersection of Old Lincoln Highway and North 180<sup>th</sup> Street. This culvert is not visible from the road and has undergone alterations with the removal of a portion of the headwall. The culvert is considered a minor feature and has not been included in the resource count. This section of highway also includes a noncontributing modern concrete girder bridge with historic truss panels attached. The original pony truss bridge was replaced in 1997 with a concrete girder structure. The original truss panels from the 1920 bridge were retained and attached to the new structure to help keep the historic character of the road's setting, feeling, and association.

<sup>3</sup> RDG Crose Gardner Shukert, *A Preservation Plan for the Lincoln Highway in Elkhorn* (Unpublished, August 2002 draft), 9.

<sup>4</sup> RDG Crose Gardner Shukert, 9.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Lincoln Highway

Name of Property

Douglas County, Nebraska

County and State

Section 7 Page 1

### Introduction and General Setting

The nominated section of the historic Lincoln Highway is a 3-mile, brick segment of rural highway along North 174<sup>th</sup> Street and Old Lincoln Highway between the cities of Omaha and Elkhorn in Douglas County, Nebraska. Overall, the road retains good integrity and provides the experience of traveling on an early twentieth-century highway. The nominated section of the Lincoln Highway largely parallels the Union Pacific Railroad, which is located to the north of the highway. Beginning at the T-intersection of North 174<sup>th</sup> Street with Burt Street (Dodge Street frontage road), the nominated section of road extends north for about 1,750 feet on North 174<sup>th</sup> Street and turns west on Old Lincoln Highway for approximately another 2.7 miles to the intersection with Cedar Street in the Elkhorn city limits. This nomination encompasses a .87-mile section of the Lincoln Highway between North 180<sup>th</sup> and North 191<sup>st</sup> Streets that was listed in the National Register of Historic Places (National Register) in 1987.<sup>1</sup>

The rural landscape along this portion of the Lincoln Highway is gently rolling to flat and displays rows of mature trees along the right-of-way. The view shed includes the Union Pacific Railroad line to the north and the rolling hills in the distance to the north and south of the highway. The location of the highway's route in a shallow valley allows for expansive views and scenic gentle curves as one travels along the length of the nominated section. The West Papillion Creek and its tributaries flow through this area, crossing the highway at several points. Development along this portion of the Lincoln Highway is sparse, contributing to the experience of the highway as a rural section of early twentieth-century roadway.

The nominated section of road is currently named the Old Lincoln Highway, with the exception of an approximately 1,750-foot section at the east end, which is named North 174<sup>th</sup> Street. North 174<sup>th</sup> Street is part of a north/south section-line road. Contributing resources associated with the property include the brick roadbed and a c.1920 historic culvert with a concrete marker. A modern concrete girder bridge with historic truss panels attached, a second modern concrete girder bridge, and a larger modern culvert are considered noncontributing resources of this property. The 3-mile roadbed is the primary contributing resource of the property and its overall size and scale diminishes the impact of the noncontributing resources on the eligibility of the property.

Minor features and objects related to the highway include five reproduction Lincoln Highway markers and three small concrete pipe culverts not visible from the roadbed. These minor features are not included in the property's resource count. Overall, the road and related resources retain excellent integrity, contributing to the feeling and association of an early twentieth-century highway.

### *Lincoln Highway*

The nominated section of the Lincoln Highway closely reflects the 1920 construction reflected in the State of Nebraska Department of Public Works, Bureau of Roads and Bridges final construction plans.<sup>2</sup> The highway measures 18-foot-wide from edge of concrete to edge of concrete, with the brick lanes divided into two 8-foot lanes with a 1-foot concrete curb. The brick pavers are laid horizontally in a wavy pattern and are flush with the curb. The roadbed has a center rise and slopes downward towards the shoulder to provide surface drainage of the roadway. Portions of the brick pavement have been patched with asphalt and some larger sections have been replaced with concrete. Concrete has been used at the

<sup>1</sup> Bob Adwers and Kathleen Fimple, "Lincoln Highway," National Register of Historic Places Nomination, October 1987.

<sup>2</sup> State of Nebraska, Department of Public Works, Bureau of Roads and Bridges, "Plan and Profile of Proposed State Highway, Federal Aid Project, Lincoln-Highway, Douglas County Final" plans prepared by the State of Nebraska, Department of Public Works, Bureau of Roads and Bridges. Cover page identifies that the final plans for fiscal year 1918 were approved by State Engineer, R.L. Cochran on 17 December 1920; however, several plan and profile sheets of the set were plotted in 1921.



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Lincoln Highway

Name of Property

Douglas County, Nebraska

County and State

Section 7 Page 3

The landscape in this section of highway is characterized by gently rolling fields and open lands. A working farm is located on the north side of the Lincoln Highway and can be viewed from the roadway, contributing to the traveler's experience of this segment as a rural section of highway.

West from North 192<sup>nd</sup> Street to Cedar Street, the roadway is a mixture of brick in good condition and brick with occasional asphalt patching. Roadway features in this section include a noncontributing bridge and a noncontributing culvert. A modern concrete girder bridge, constructed in 1998 to replace a historic truss bridge, is located west of the intersection of Old Lincoln Highway and North 192<sup>nd</sup> Street. The brick road surface at the bridge location has been replaced with concrete. A larger modern concrete culvert is located in this section of highway. This replacement culvert has a headwall that is visible on the south side of the road, and the roadbed has been replaced with concrete in this section. Since this culvert is larger in scale from the others, is visible from the road, and the brick road surface has been altered, this feature has been included as a noncontributing resource of the historic property. A smaller concrete pipe culvert is also located in this section of highway. The culvert is not visible from the road and does not have headwalls. The culvert is considered a minor feature and has not been included in the resource count.

The Elkhorn Wastewater Treatment Plant is located southwest of North 192<sup>nd</sup> Street and has frontage on the Old Lincoln Highway, which does not diminish the rural character of the road. Cedar Street forms the western boundary of the nominated segment, as the road shifts from a rural to an urban setting. West of Cedar Street, the road is constructed to urban design standards and displays a raised curb with a sidewalk. It is here that the road changes from brick to concrete surfacing. A modern overpass for U.S. Highway (USH) 31 crosses the Lincoln Highway just past Cedar Street and provides another visual indication of the shift in character from a rural to an urban setting. Also west of Cedar Street are several commercial and industrial buildings located on the south side of the road that add to the feel of an urban setting.

A series of five concrete reconstructed Lincoln Highway markers are located along the route between North 180<sup>th</sup> and North 192<sup>nd</sup> Streets. These markers were placed along the highway in 1976 and replicate the concrete directional markers with a small bust of Lincoln and a directional arrow put in place nationwide by the Boy Scouts in 1928 as one of the last efforts of the Lincoln Highway Association. In addition, several telephone and electrical poles along the stretch of road have been painted with the traditional red, white, and blue "L" Lincoln Highway symbol. These elements are minor features and are not included in the resource count.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Lincoln Highway

Name of Property

Douglas County, Nebraska

County and State

Section 8 Page 1

**Statement of Significance**

The 3-mile stretch of the Lincoln Highway, located between the Dodge Street frontage road (Burt Street) west of the city of Omaha to the intersection of Cedar Street in the city of Elkhorn, is eligible for the National Register under *Criterion A* due to its association with the Lincoln Highway and as a good example of an intact rural section of the highway. Under *Criterion A*, this section of the Lincoln Highway is eligible for the National Register for its role in transportation and for its contribution to the promotion of a national road network leading to our present highway system. Originally an unpaved route, the nominated section of the Lincoln Highway was paved with brick during the spring and summer of 1920. The period of significance for this property begins in 1913, when the route of the Lincoln Highway was designated and extends until 1930, when this 3-mile segment of the Lincoln Highway was bypassed in favor of a shorter route that avoided Omaha.

This nominated section of Lincoln Highway possesses statewide significance in Nebraska as one of the best preserved sections of the highway that continues to evoke a sense of time and place as an early twentieth-century automobile route. The original alignment of this section remains largely intact, as does much of the brick pavement, allowing the road to retain integrity of location, design, and workmanship. The rural character of the landscape and environs has been retained, contributing to the significance of the road and its integrity of setting, feeling, and association as an early twentieth-century roadway. The nominated section of highway includes two contributing resources and three noncontributing resources. The 3-mile section of road is the primary contributing feature of the property and its overall size and scale diminishes the impact of the noncontributing bridges and culvert on the property.

The Lincoln Highway is being nominated as a component of the Multiple Property Document "Historic and Architectural Resources of the Lincoln Highway in Nebraska." The history of the Lincoln Highway and the associated historic context of the highway's development statewide and the requirements for listing sections of the road in the National Register, are discussed in the *Multiple Property Document Form*. The following discussion focuses on the history and development of the nominated segment of the Lincoln Highway.

**Development of the Lincoln Highway**

The same year the Lincoln Highway was designated, the *Official Road Book of the Nebraska State Automobile Association* published a 1913 guidebook which delineates the route of the Lincoln Highway east of Elkhorn running parallel to the Union Pacific Railroad, just as it does today.<sup>5</sup> The alignment of the Lincoln Highway in Nebraska ran adjacent to the railroad for "nearly the entire distance" of the road statewide.<sup>6</sup> At the time, much of the highway, including the nominated segment, was a dirt road. Three-years later, the nominated section between Omaha and Elkhorn remained earthen and was described in a 1916 guidebook as a "fair to good dirt road."<sup>7</sup> And in 1919, the road remained dirt and was described in "fair" condition. The guidebook from that year also cautioned motorists to be careful as they approached Elkhorn due to the curves in the road.<sup>8</sup> The fair local road conditions led to the pressure to provide a paved-road surface that continued until 1920 when the brick paving of this stretch of the Lincoln Highway was completed.

<sup>5</sup> *Official Road Book of the Nebraska State Automobile Association* (Fremont, Nebr.: The Road Book Department of the Nebraska State Automobile Association, 1913), 31.

<sup>6</sup> *The Complete Official Road Guide of the Lincoln Highway*, 5<sup>th</sup> ed. (Tucson, Ariz.: The Patrice Press, 1993, republished in facsimile from the 1924 edition), 371.

<sup>7</sup> *Automobile Blue Book 1916*, (New York: The Automobile Blue Book Publishing Co., 1916), 450.

<sup>8</sup> *TIB (Touring Information Bureau) Automobile Route Book*, (Kansas, City, Mo.: TIB Automobile Book Co., 1919), 589.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Lincoln Highway

Name of Property

Douglas County, Nebraska

County and State

Section 8 Page 2

The paving of the nominated segment of Lincoln Highway was part of a larger push in the early 1920s to pave the entire highway through the state. By the mid-1920s, only 84 miles of the Lincoln Highway in Nebraska remained dirt road.<sup>9</sup> The nominated section of Lincoln Highway between Omaha and Elkhorn was part of a much larger road-improvement project that extended from the outskirts of Omaha to the Douglas-Dodge County line. The reconstruction and paving of the nominated segment of the Lincoln Highway was part of Federal Aid Project No. 20 for fiscal year 1918. The Department of Public Works, Bureau of Roads and Bridges cover page identifies that the final plans were approved by State Engineer, R.L. Cochran on 17 December 1920. The plans for this segment of the highway reflect the final built design of this roadway. According to these plans, the typical cross section for brick pavement details an 8-inch concrete base with an 18-foot-wide roadway. The concrete is laid with an 8-inch-deep depression that is 16 feet wide. The 3-inch-thick bricks were to be set on a 1-inch sand cushion. The highway was constructed with variable slopes "to suit soil conditions of deep cuts or to supply necessary borrow."<sup>10</sup> The final construction plans also record that the brick pavement was paid for by Douglas County.

The paving of the nominated segment of Lincoln Highway had been planned for some time, and despite the fact that newspaper accounts reported that the county had received \$500,000 in federal road funds, the price of bricks had caused the county to delay paving this section. The county also planned to use a portion of the federal road funds to straighten some of the dangerous curves on Lincoln Highway within Douglas County. In 1920, the county finally released funds and the paving began.<sup>11</sup>

Once the paving started, work proceeded at a rapid pace and the "most advanced road-building equipment" available was used for the construction. The concrete base was constructed with a machine that reportedly could lay 600 linear feet of concrete in an 18-foot-wide strip per day.<sup>12</sup> The concrete base, which literally paved the way for the laying of the brick-wearing surface, was heralded by many towns anxious to receive a hard-surfaced road.<sup>13</sup> According to the *Douglas County Gazette*, workers following the concrete machine laid the highway's bricks at a rate of 500 feet per day.<sup>14</sup> The Lincoln Highway pavement, including the nominated section, extended to Elkhorn by July of 1920. The Lincoln Highway between Elkhorn and Valley, west of the nominated section, was completed by Allied Contractors, Inc., and it is possible that they completed the paving of the nominated section. The brick paving was referred to as "Warrenite-Bithulithic-Pavement" and the brick was purchased from the Murphysboro Brick Company.<sup>15</sup>

From 1920 to 1930, the nominated section of road continued to serve as part of the transcontinental Lincoln Highway route. The highway was included in the Federal Highway System in 1925 and was numbered USH 30. Just 5-years later, this section of the Lincoln Highway, as part of the segment running between Omaha and Fremont, was bypassed in favor of a shorter route that eliminated travel through Omaha and extended from the Missouri Valley in Iowa to Fremont,

<sup>9</sup> Mead & Hunt, "Historic and Architectural Resources of the Lincoln Highway in Nebraska," National Register of Historic Places Multiple Property Documentation Form (August 2002), E-25.

<sup>10</sup> State of Nebraska, Department of Public Works, Bureau of Roads and Bridges, "Plan and Profile of Proposed State Highway Federal Aid Project, Lincoln Highway Douglas County Final."

<sup>11</sup> "County is Holding Federal Road Fund of Half Million." *Omaha World Herald*, 14 March 1920.

<sup>12</sup> "Lincoln Highway Paving has Started," *Waterloo Gazette*, 21 May 1920.

<sup>13</sup> "Lincoln Highway Paving has Started."

<sup>14</sup> "Old Lincoln Highway Resurfaces in Elkhorn," *Douglas County Gazette*, 2 July 1985.

<sup>15</sup> Douglas County Board of Commissioners, *Commissioners Record, Douglas County*, Book 9 (Omaha, Nebr.: Douglas County, 1920), 224-226 and "Contractors Delay County Brick Jobs," *Omaha World Herald*, 14 June 1920.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Lincoln Highway

Name of Property

Douglas County, Nebraska

County and State

Section 8 Page 3

Nebraska, via Blair. Gael Hoag, president of the Lincoln Highway Association, ordered the Lincoln Highway markers removed from this section of the route and placed along the new route amid community outrage.<sup>16</sup>

After losing its status as part of the Lincoln Highway in 1930, the section of road between Dodge Street and the city of Elkhorn remained on the state highway system, and was signed US-30S from 1931 to 1933. In 1933 the road was taken off the state highway system and reverted to a local thoroughfare.<sup>17</sup> The loss of the Lincoln Highway designation resulted in a reduction of traffic on this section of the former Lincoln Highway. Traffic volumes were further reduced in 1934, when West Dodge Street was expanded to a four-lane road.<sup>18</sup> The West Dodge Street upgrade effectively removed the majority of truck traffic from the former stretch of Lincoln Highway. In 1975 Lincoln Highway was further bypassed as a result upgrading West Dodge to freeway standards. As a result, there is now no access to the Lincoln Highway from either North 168<sup>th</sup> Street or West Dodge Street. This has had a positive effect in preserving the rural character of the nominated stretch of Lincoln Highway. The low traffic volume has reduced stresses to the highway and has resulted in a remarkable level of preservation that has left this stretch of Lincoln Highway as one of the best preserved in the county and the state.

The high degree of integrity the highway exhibits, combined with the growing awareness of the importance of the resource, prompted Douglas County and the city of Elkhorn in 1975 to resolve to preserve this intact stretch of Lincoln Highway. At this time, the road was renamed the "Old Lincoln Highway."<sup>19</sup> A recent agreement between the city of Elkhorn, the city of Omaha, and Douglas County reaffirms these government's commitment to preserving the Old Lincoln Highway. The Nebraska Department of Roads and the Federal Highway Administration have also agreed to a financial commitment of \$500,000 in Transportation- Enhancement funds to develop an alternative east-west route that will divert routine traffic away from the Old Lincoln Highway and preserve the rural character of the road.

**Criterion C**

The nominated section of road is not considered to qualify for the National Register under *Criterion C: Engineering* due to its inability to demonstrate a significant method or type of construction and the changes to the physical road features. The road is unusual as an intact, historic segment of brick rural highway, but brick construction was not a significant method or type of construction at the time the road was improved. Brick construction was commonly used for roads in urban areas and was not unusual or innovative for its time period. Previous routine maintenance of the road has included asphalt patching of small sections of road, an improved concrete intersection, and replacement of some of the road's original historic features, including bridges and culverts. The overall effect of this maintenance diminishes the property's ability to meet the National Register criteria under *Criterion C*.

<sup>16</sup> "Strong Protests as Omaha Loses the Lincoln Highway," Omaha World Herald, 25 July 1930.

<sup>17</sup> Nebraska Department of Roads, Project Database Log.

<sup>18</sup> Centennial Nebraskaland. *Elkhorn Nebraska, 1867-1967, The First Century of Progress*, (N.p., 1967), 32.

<sup>19</sup> Adwers and Fimple, 8-2.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

**Lincoln Highway**

Name of Property

**Douglas County, Nebraska**

County and State

Section 8 Page 4

**Conclusion**

The nominated section of the Lincoln Highway is an intact and good example of early twentieth-century road construction and a historic transcontinental transportation route, and is eligible for the National Register under *Criterion A*. This segment of the Lincoln Highway is able to meet *Criterion A* as a rare surviving example of a rural segment of this transcontinental route that preserves the experience of early twentieth-century motor touring. The nominated section of the Lincoln Highway has undergone routine maintenance and improvements that do not diminish its overall integrity. This original section of the Lincoln Highway exhibits good integrity and preserves the setting, location, design, workmanship, feeling, and association of early twentieth-century motor tourism.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Lincoln Highway

Name of Property

Douglas County, Nebraska

County and State

Section 9 Page 1

---

**Bibliography**

- Adwers, Bob and Kathleen Fimple. "Lincoln Highway." National Register of Historic Places Nomination, October 1987. Available at the Nebraska State Historical Society, State Historic Preservation Office, Lincoln, Nebr.
- Automobile Blue Book 1916*. New York: The Automobile Blue Book Publishing Co., 1916. Available at the Nebraska State Historical Society, Lincoln, Nebr.
- Centennial Nebraskaland. *Elkhorn Nebraska, 1867 – 1967, The First Century of Progress*. N.p., 1967. Available at the Nebraska State Historical Society, Lincoln, Nebr.
- The Complete Official Road Guide of the Lincoln Highway*. Detroit, Mich.: The Lincoln Highway Association, 1916.
- The Complete Official Road Guide of the Lincoln Highway*, 5<sup>th</sup> ed. Tucson, Ariz.: The Patrice Press, 1993. (Republished in facsimile from the 1924 edition).
- "Contractors Delay County Brick Jobs." Omaha World Herald, 14 June 1920.
- "County is Holding Federal Road Fund of Half Million." *Omaha World Herald*, 14 March 1920.
- Douglas County Board of Commissioners. *Commissioners Record, Douglas County*, Book 9. Omaha, Nebr.: Douglas County, 1920.
- "Lincoln Highway Paving has Started," *Waterloo Gazette*, 21 May 1920.
- Mead & Hunt, Inc. "Historic and Architectural Resources of the Lincoln Highway in Nebraska." National Register of Historic Places Multiple Property Document Form, August 2002. Available at the Nebraska State Historical Society, State Historic Preservation Office, Lincoln, Nebr.
- Nebraska Department of Roads. Project Database Logs. Available at the Nebraska Department of Roads, Lincoln, Nebr.
- Official Road Book of the Nebraska State Automobile Association*. Fremont, Nebr.: The Road Book Department of the Nebraska State Automobile Association, 1913.
- "Old Lincoln Highway Resurfaces in Elkhorn." *Douglas County Gazette*, 2 July 1985.
- RDG Crose Gardner Shukert. *A Preservation Plan for the Lincoln Highway in Elkhorn*, Unpublished, August 2002 draft. Available at the Nebraska State Historical Society, State Historic Preservation Office, Lincoln, Nebr.
- State of Nebraska, Department of Public Works, Bureau of Roads and Bridges. "Plan and Profile of Proposed State Highway Federal Aid Project, Lincoln Highway Douglas County Final." Approved December 1920. Available at the Nebraska Department of Roads, Lincoln, Nebr.
- "Strong Protests as Omaha Loses the Lincoln Highway." Omaha World Herald, 25 July 1930.
- TIB (Touring Information Bureau) Automobile Route Book. Kansas, City, Mo.: TIB Automobile Book Co., 1919.

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

**National Register of Historic Places  
Continuation Sheet**

Lincoln Highway

Name of Property

Douglas County, Nebraska

County and State

Section 10 Page 1

**Geographical Data**

**Verbal Boundary Justification**

Commencing at the intersection of North 174<sup>th</sup> Street and Burt Street, approximately 1,750 feet north to the westerly curve and the intersection with Old Lincoln Highway, approximately 2.7 miles west to the intersection with Cedar Street. The western boundary is the intersection of Cedar Street and Old Lincoln Highway. The eastern boundary is the intersection of North 174<sup>th</sup> Street and Burt Street. The north and south boundaries are the lines of the legal right-of-way, which are 33 feet on either side of the center line of Old Lincoln Highway and North 174<sup>th</sup> Street.

**Boundary Justification**

The boundary includes the historic resources associated with the road and encompasses features directly associated with the transportation corridor, such as bridges and culverts, and does not include unrelated resources. The corridor termini of the nominated section have been delineated to encompass the section of the original Lincoln Highway alignment that retains its rural character and setting. The eastern boundary is the intersection of North 174<sup>th</sup> and Burt Streets. The original Lincoln Highway alignment was terminated at Burt Street when West Dodge Street was reconfigured to highway standards and access was limited. The western boundary is the eastern edge of the intersection with Cedar Street in the city of Elkhorn. At Cedar Street the rural road changes to an urban section with concrete curb-and-gutter and sidewalk and, therefore, there is a loss of the original rural character and feeling of the roadway. Contributing to a change from rural-to-urban character is the modern commercial businesses located on the south side of the road at Cedar Street and the Highway 31 Viaduct located west of the intersection with Cedar Street. The boundary extends 33 feet from the centerline of the road to follow the historic and present 66-foot legal right-of-way width.

**UTM References (continued)**

	Zone	Easting	Northing
5.	14	731723	4573404

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Lincoln Highway

Name of Property

Douglas County, Nebraska

County and State

Section    Photos    Page    1

---

The following information pertains to all photographs:

Lincoln Highway  
Douglas County, Nebraska

Photographer: Christina Slattery, Mead & Hunt, Inc., October 2002  
Negatives in the collection of the Nebraska State Historical Society

Photograph 1 of 11

Lincoln Highway – general view  
View facing east

Photograph 2 of 11

Lincoln Highway with row of trees  
View facing west

Photograph 3 of 11

Lincoln Highway with truss bridge and railroad  
View facing northwest

Photograph 4 of 11

Lincoln Highway with concrete girder bridge  
View facing west

Photograph 5 of 11

Lincoln Highway showing curve at North 174<sup>th</sup> Street  
View facing northwest

Photograph 6 of 11

Lincoln Highway and truss bridge  
View facing northwest

Photograph 7 of 11

Lincoln Highway at intersection with North 180<sup>th</sup> Street  
View facing northwest

Photograph 8 of 11

Lincoln Highway near North 204<sup>th</sup> Street  
View facing west

Photograph 9 of 11

Lincoln Highway – detail of roadbed with concrete curb  
View facing west

Photograph 10 of 11

Lincoln Highway – detail of roadbed showing brick  
patterning  
View facing north



Photograph 11 of 11

Historic culvert with marker  
View facing north





**LINCOLN HIGHWAY  
(1913 - 1930 Route)  
DOUGLAS COUNTY,  
NEBRASKA  
(D000-014)**


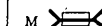
**Contributing Resources**

-  Roadbed
-  Culvert




**Noncontributing Resources**

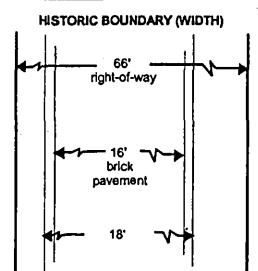
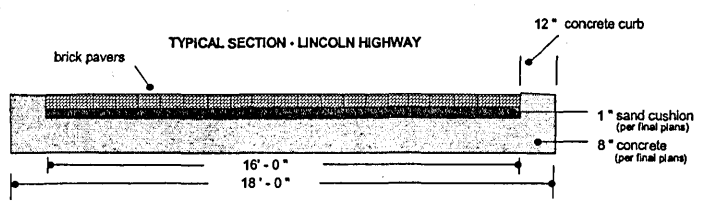
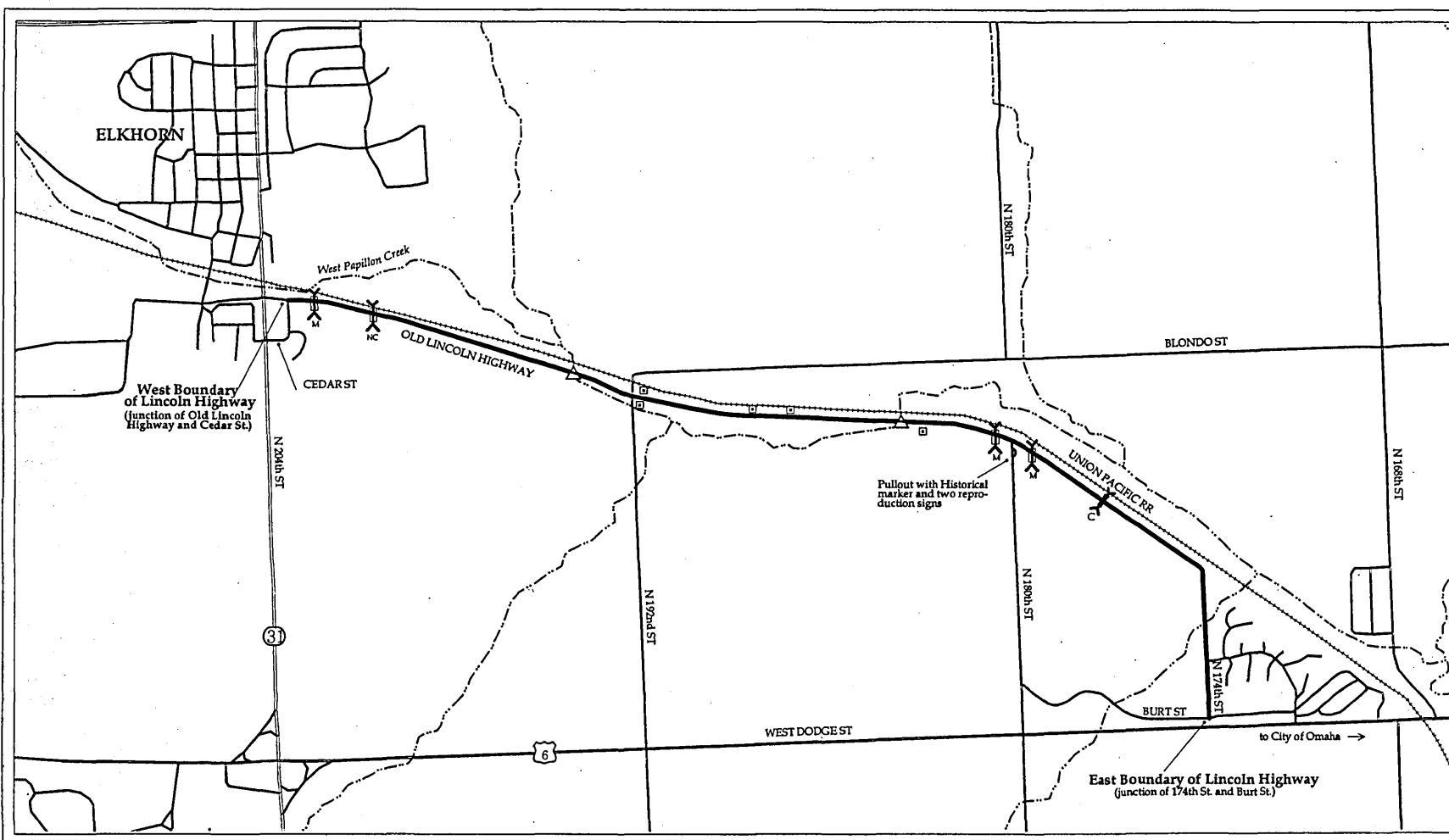
-  Bridge
-  Culvert

**Minor Features**

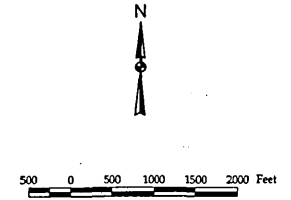
-  Replica Lincoln Highway Markers
-  Culvert

**Landscape Features**

-  Other Roadways
-  Railroad
-  Stream



Historic Roadway Boundary:  
3.0 miles in length, 66 feet in width



Prepared by MEAD & HUNT, Inc.

c:\data\1228\01b\lincolnrd2.apr