

Nomination

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Section 1 – Essential Information

Location

The Nebraska Lincoln Highway Scenic and Historic Byway encompasses all of U.S. Highway 30 border to border across Nebraska. From east to west, it begins at the Missouri River Bridge in Blair, Nebraska and continues for more than 450 miles west across Nebraska to the Wyoming border just east of Pine Bluff, Wyoming. The route goes through 13 counties and 49 communities including Blair, Fremont, Columbus, Grand Island, Kearney, North Platte, Ogallala, Sidney and Kimball.

The Lincoln Highway was America's first transcontinental highway, and followed closely the historic transportation route of the "Great Platte River Road" that began with the early Native Americans, fur trappers and traders, westward migration routes, Pony Express and the Union Pacific Railroad. Driving across this roadway today is a reminder of what the road was like during the era of transportation development in America.

Date of Local Designation

The Nebraska Lincoln Highway Scenic and Historic Byway first began as the Platte River Trails Scenic Byway designated by the then Nebraska Department of Roads in 1999, encompassing Highway 30 in only the counties of Dawson and Lincoln in central Nebraska. In 2004, the Nebraska Department of Roads approved an extension of the Platte River Trails Scenic Byway to create the Nebraska Lincoln Highway Scenic and Historic Byway that encompassed all of Highway 30 in Nebraska border to border.

Section 2 – Statement of Qualification

Travelers along the Nebraska Lincoln Highway Scenic and Historic Byway experience America's transportation history. The "Great Platte River Road" was first traversed by Native Americans and the fur traders who first began exploring the west. The route then was used in America's great westward migration, first by Oregon and Mormon Trail pioneers, then by the Union Pacific Railroad, and finally America's first transcontinental highway – the Lincoln Highway.

The Lincoln Highway first began as a dream for Henry B. Joy, president of the Packard Motor Car Company, who envisioned a transcontinental route that would encourage the proliferation of the automobile. The Lincoln Highway was designated in 1913, as a collection of local roads connected by lines on a map. Later, U.S. Highway 30 encompassed many of these original alignments across America. Nationally, less than 25% of the original alignments are navigable, but across Nebraska, most of the original 1913 route can still be traveled.

In 1919 the first military convoy to cross the country traveled from Washington D.C. to San Francisco following the route of the Lincoln Highway. The convoy highlighted the need for a national transportation system. Dwight D. Eisenhower traveled with the convoy, and his experiences paved the way for the implementation of the Eisenhower National System of Interstate and Defense Highways responsible for America's modern transportation infrastructure.

Travelers navigating the byway from east to west, will see a changing geography as America's moist east meets the arid west. They will see historic transportation structures that served Lincoln Highway travelers and be reminded of the importance of the route in American history and the Lincoln Highway in America's transportation history. The journey begins in the historically significant community of Blair in an area mentioned in the journals of Lewis and Clark.

From Blair the route joins the Platte River valley near Fremont and continues to follow the Platte River valley westward to the town of North Platte where the North and South Platte rivers converge. The route continues along the South Platte River valley to Brule, Nebraska, where it diverges from the river valley and continues westward as the river turns to the south.

The Byway follows the route of the Union Pacific Railroad which completed construction through Nebraska in 1869. Early surveyors recognized the wisdom of Native Americans and fur traders in using Nebraska's Platte River valley as a transportation corridor. It is centrally located and is relatively straight and flat, with ready access to water. At the time of construction, towns were developed along the route at a distance developers felt it was reasonable for a team and wagon to travel in a day. Therefore, modern travelers will experience small rural towns every six to twelve miles across the entire Byway.

One of the original purposes for the Lincoln Highway was to bring economic activity to the communities through which it passed. To serve this purpose, the route purposely diverted through business districts. While later development of Highway 30 straightened the route and bypassed the circuitous routes through the communities, the Lincoln Highway continues to be an important economic driver for the towns through which it passes. Byway travelers will find a rich heritage of historical architecture dating to the heyday of the 'open road.' Service stations, historic hotels, motels and 'tourist camps' still dot the road.

Nebraska's contribution to the development of the Lincoln Highway cannot be overstated. On October 31, 1913, Central City became the first community in the nation to ratify the Lincoln Highway proclamation, on the steps of the Merrick County courthouse. Modern day travelers can experience where this momentous occasion occurred. Grand Island's 'seedling mile' was the first in the state and the second in the nation to be completed, followed two weeks later by the seedling mile at Kearney. The original pavement of the seedling mile at Grand Island has been preserved, and both are marked with historical interpretive panels. In nearby Fremont, the longest seedling mile in the nation – six miles – soon followed and can still be traversed on Highway 30 between Fremont and Ames. Finally, the last link of pavement on US Route 30 was completed just west of North Platte and dedicated on November 6, 1935.

Across the Byway travelers will find numerous historical markers commemorating significant incidents that happened along the highway. These are in addition to the dozens of original 1928 concrete Lincoln Highway markers placed by the Boy Scouts, reproduction concrete markers and utility poles painted with iconic red, white and blue "L" emblems.

Section 3 – Route Information

Byway Length

The designated Lincoln Highway Scenic and Historic Byway through Nebraska is 450 miles long.

Route Description

The Nebraska Lincoln Highway Scenic and Historic Byway begins at the Nebraska border where Highway 30 crosses into Nebraska on the Missouri River bridge at Blair, Nebraska. (41.551064, -96.096280) It continues for 450 miles to the west, ending where the Lincoln Highway crosses the Wyoming border at Pine Bluffs. (41.186003, -104.053338)

The designated Lincoln Highway Scenic and Historic Byway through Nebraska is Highway 30.

By state statute (39-217.2), any portion of a highway designated as a scenic byway which is located within the limits of any incorporated municipality shall not be designated as part of the scenic byway, except when such route possesses intrinsic scenic, historic, recreational, cultural, natural or archaeological features which support designation of the route as a scenic byway.

When U.S. Highway 30 passes through a community, that portion within the corporate limits is not included in the designated byway. The byway will resume when U.S. Highway 30 passes out of the corporate limits of the community. Portions of Highway 30 within corporate limits of communities along the Byway are segmented out. Many communities have historic sites that relate to the historic intrinsic quality and contribute to the Byway story. The traveler experience is continuous throughout the route.

All of the communities along the Byway have relatively small populations. The largest include Grand Island, 51,390; Kearney, 33,835; Fremont, 26,457; North Platte 23,888; Columbus 23,128. The longest length of a segmented section within these communities is six miles.

From east to west, the Nebraska Lincoln Highway Scenic and Historic Byway passes through the following communities:

County	Community	Mile Marker	Incorporated or Not
Washington	Blair	451	Incorporated
	Kennard	442	Incorporated
	Arlington	433	Incorporated
Dodge	Fremont	423	Incorporated
	Ames	419	Unincorporated
	North Bend	410	Incorporated
Colfax	Rogers	404	Incorporated
	Schuyler	396	Incorporated
	Richland	383	Incorporated
Platte	Columbus	377	Incorporated
	Duncan	370	Incorporated
Merrick	Silver Creek	359	Incorporated
	Clarks	348	Incorporated
	Central City	336	Incorporated
	Chapman	326	Incorporated
Hall	Grand Island	310	Incorporated

	Alda	307	Incorporated
	Wood River	299	Incorporated
Buffalo	Shelton	290	Incorporated
	Gibbon	285	Incorporated
	Kearney	270	Incorporated
	Odessa	263	Incorporated
	Elm Creek	257	Incorporated
Dawson	Overton	248	Incorporated
	Lexington	235	Incorporated
	Darr	231	Unincorporated
	Cozad	223	Incorporated
	Gothenburg	212	Incorporated
Lincoln	Brady	200	Incorporated
	Maxwell	190	Incorporated
	North Platte	175	Incorporated
	Hershey	164	Incorporated
	Sutherland	157	Incorporated
Keith	Paxton	145	Incorporated
	Roscoe	133	Unincorporated
	Ogallala	127	Incorporated
	Brule	116	Incorporated
Deuel	Big Springs	107	Incorporated
	Chappell	86	Incorporated
Cheyenne	Lodgepole	76	Incorporated
	Sunol	70	Unincorporated
	Colton	65	Unincorporated
	Sidney	58	Incorporated
	Brownson	50	Unincorporated
	Potter	39	Incorporated
Kimball	Jacinto	35	Unincorporated
	Dix	30	Incorporated
	Kimball	20	Incorporated
	Bushnell	9	Incorporated
Nebraska / Wyoming State Line Mile Marker 0			

Beginning and End Points

The Nebraska Lincoln Highway Scenic and Historic Byway begins at the Nebraska border on the Missouri River bridge at Blair, Nebraska. 41.551064, -96.096280

It ends where the Lincoln Highway crosses the Wyoming border at Pine Bluffs. 41.186003, -104.053338

Continuity of the Route

The designated Lincoln Highway Scenic and Historic Byway through Nebraska is Highway 30. Wherever the road has been rerouted from earlier alignments, straightened, or bypasses created, the new Highway 30 route remains the Lincoln Highway Scenic and Historic Byway.

By state statute (39-217.2), any portion of a highway designated as a scenic byway which is located within the limits of any incorporated municipality shall not be designated as part of the scenic byway, except when such route possesses intrinsic scenic, historic, recreational, cultural, or archaeological features which support designation of the route as a scenic byway.

Though the portions of Highway 30, the Lincoln Highway Scenic and Historic Byway, within the corporate limits of communities are segmented out of the byway by state statute, the communities themselves have embraced their Lincoln Highway heritage and consider themselves to be part of the byway, and many points of interest contribute to the historic Intrinsic Quality. The traveler experience remains seamless. Original and reproduction 1928 concrete Lincoln Highway markers can be found as can utility poles painted with the unique red, white and blue 'L' logo. Communities have preserved and restored the unique architecture of the Lincoln Highway era, recreated Lincoln Highway advertising, and preserved 'ghost signs' touting era products and services.

The support for the Lincoln Highway Scenic and Historic Byway is also evidenced by the letters of support from many of the communities along the Byway. No community has requested not to be included in the Byway.

Section 4 Route Conditions

Vehicle Accommodation

All segments of the Nebraska Lincoln Highway Scenic and Historic Byway, a.k.a. U.S. Highway 30 are paved and can accommodate passenger vehicles and motorcycles.

The Nebraska Lincoln Highway Scenic and Historic Byway, along most of the route is a 2-lane highway with a shoulder. In rural areas, bicycles are accommodated in the driving lane or on surfaced shoulders where present, however, bicycle riding is not recommended in these areas. In urban areas, pedestrians are generally accommodated through sidewalks and crosswalks.

Travel Restrictions

There are no travel restrictions along the byway since it is a U.S. Highway. This is an easy route to navigate along and is perfect for recreational vehicles or other vehicles looking for a slower pace.

The Nebraska Lincoln Highway Scenic and Historic Byway can close due to weather related events. Travelers also need to be aware that some attractions along the Highway operate under seasonal hours and peak months are typically May through September. The historic brick section in Elkhorn is closed to traffic from October to April.

Seasons

The best time to travel the 450 miles of the Nebraska Lincoln Highway Scenic and Historic Byway is during the summer months. The Byway offers a variety in climate throughout the year. Attractions along the byway operate under seasonal hours and peak months are typically May through September. However, most of the historic sites along the highway that are not open for business can still be viewed from the outside anytime of the year.

You can travel the 450 miles of the Nebraska Lincoln Highway Scenic and Historic Byway any time of the year. The highest concentration of traffic a traveler will encounter is in larger communities along the

route. Much of the Byway offers a rural view along the roadway where travel counts can drop dramatically. During the spring, summer and fall a traveler could encounter an occasional farmer moving his equipment from farm to field. It is also a route shared with trucks that provide material to towns across the state. Despite these occasional traffic slowdowns, the traffic is never too heavy to navigate the roadway. There is plenty of vehicle space to enjoy the ride anytime of the year.

The same holds true for access to the attractions along the Byway. There may be peak hours when a bus tour or school bus might stop and enjoy an attraction, but each stop offers room for all travelers. Byway travelers will encounter few delays due to overcrowding to mar their Byway experience.

Safety

The 450-mile byway has edge line rumble strips and centerline rumble strips/stripes on most of the Byway to assist with lane departure. U.S. Highway 30 speed is 65 mph throughout most of the rural trek, but speeds drop to 15 – 35 mph through metropolitan areas, villages and towns along the route. Lighting along the highway occurs at busy intersections outside of communities and on drives through each community across the entire Byway. Most of the route is a 2-lane highway with shoulders to accommodate emergency stopping if needed by motorists. Guard rails are placed where necessary to protect motor vehicles from sharp shoulder drop-offs and roadside hazards. Regulation, warning and directional signage is prevalent along Highway 30 to assist drivers to anticipate road changes, hazards and speed limit changes.

Section 5 Traveler Experience

Getting to the Byway

Location	Distance	Average Drive Time
Omaha, Nebraska	26 miles	35 minutes
I80 at Grand Island, Nebraska	5 miles	12 minutes
I80 at North Platte, Nebraska	2 miles	5 minutes
Cheyenne, Wyoming	42 miles	38 minutes

Traveler Services

Visitor Centers

Travelers will encounter one of the Visitor Centers along the Nebraska Lincoln Highway Scenic and Historic Byway no more than 50 miles apart. All but the Shelton and Spruce Street Station are open Monday through Friday year-round. Those with * are open Monday through Saturday.

Visit Fremont

529 N. Main St., Fremont, NE

402-753-6414

<https://visitfremontne.org/>

Visit Columbus

753 - 33rd Avenue, Columbus, NE

402-276-3606

<http://www.visitcolumbusne.com/>

Visit Grand Island

2424 South Locust St., Suite C, Grand Island, NE

308-382-4400

<https://visitgrandisland.com/>

Shelton Historical Interpretive Center and Lincoln Highway Center

130 C St Shelton, NE

308-390-4123

Visit Kearney*

1007 Second Avenue, Kearney, NE

308-237-3178

<https://visitkearney.org/>

Visit North Platte*

101 Halligan Drive, North Platte, NE

308-532-4729

<https://visitnorthplatte.com/>

Ogallala Spruce Street Station Visitor Center

220 N Spruce St., Ogallala, NE

800-658-4390

<http://www.visitogallala.com/>

Visit Sidney

658 Glover Rd, Sidney, NE

308-254-4030

<https://visitsidneyne.com/>

Visit Kimball*

Kimball Blvd, Kimball, NE

308-241-0573

<https://visitkimball.com/>

Universal Access Accommodations

Because the Byway is U.S. Highway 30 and is routed through many communities with populations between 5,000 and 50,000, there are numerous universal access accommodations. Visitor centers, lodging, restaurants, attractions and service stations that are accessible to travelers with varying degrees of mobility exist in nearly every community. However, also because the Byway is U.S. Highway 30, accommodation for bicycle, foot traffic and wheelchairs is limited. This may be more accessible within the corporate limits of communities, but the availability of such accommodation should be addressed.

Service Gaps

There are no gaps of 50 miles or more where no traveler services are available.

Alternative Fuel Corridors

The Nebraska Lincoln Highway Scenic and Historic Byway has not been designated an Alternative Fuels Corridor. However, charging stations are plentiful along the Byway. They can be found in the following communities: Fremont, Columbus, Grand Island, Kearney, Lexington, Gothenburg, North Platte, Ogallala, and Sidney. At no time are electric vehicle travelers more than 50 miles from a charging station.

In addition, the following alternative fuels are accommodated in the following communities.

- Biodiesel – Grand Island
- Compressed Natural Gas – North Platte
- E85 Ethanol – Blair, Fremont, Central City, Grand Island, Kearney, Lexington, Cozad, Gothenburg, North Platte, Ogallala, Chappell
- Liquefied Natural Gas – North Platte
- Propane – Columbus, Clarks, Grand Island, Lexington, North Platte, Sidney, Kimball

Wayfinding

The online map provided by the Lincoln Highway Association (<https://www.lincolnhighwayassoc.org/map/>) provides an invaluable tool to navigate the Byway, including the existing Highway 30 route, and all of the previous alignments. As the Nebraska Lincoln Highway Scenic and Historic Byway is officially designated as Highway 30 through Nebraska, a traveler only has to follow the signs for U.S. Highway 30. In addition, the Byway itself is marked by the Nebraska Byway logo and the words “Lincoln Highway” at the corporate limits of communities along the Byway. Because many communities have embraced their Lincoln Highway heritage, travelers will find red, white and blue “L” painted signs, as well as original 1928 and reproduction concrete Lincoln Highway concrete markers along the Byway.

The Byway magazine visitor guide provides a printed map, and the Byway is clearly mapped on the official Nebraska State Highway map.

Nebraska U.S. Highway 30 is very well marked across the state. Where applicable, “link” roads connect Highway 30 with Interstate 80. There are numerous junctions with major intersecting highways. These include: U.S. 75 in Blair; U.S. 77 in Fremont; U.S. 81 in Columbus; Nebraska 14, U.S. 281 and U.S. 2 Sandhills Journey Scenic Byway in Grand Island; U.S. 83 in North Platte; U.S. 385 in Chappell/Sidney; and Nebraska 71 in Kimball. These intersections are all very well marked where travelers can access and navigate the byway from these intersecting highways.

Evidence of Intrinsic Qualities

1913 Alignments (Collection)

The original Lincoln Highway was a collection of roads on a map. These were the best roads available in the localities through which the Highway passed. The founders of the Lincoln Highway purposefully routed the road through communities to be a local economic driver. Nationally less than 25% of the original route designated in 1913 is drivable, whereas along the Nebraska Lincoln Highway Scenic and Historic Byway, travelers can experience most of the original 1913 route. Although the designated

Nebraska Lincoln Highway Scenic and Historic Byway is U.S. 30, the collection of original 1913 alignments is accessible to travelers and is an important feature of the Nebraska Lincoln Highway Scenic and Historic Byway.

- **Omaha to Fremont** – Located only a short way off the official Nebraska Lincoln Highway Scenic and Historic Byway (Highway 30), this original route contains the longest section of brick paving that still exists along the entire national Lincoln Highway. (41.259457, -95.922901 to 41.451425, -96.502184)
- **Fremont to Ames** – This section of the original alignment was once the longest section of “seedling mile” in America, at six miles. (41.451474, -96.542245 to 41.451651, -96.626402)
- **Schuyler to Richland** – Winding through the community of Schuyler and along County Road “D” to Richland, this section gives east-to-west Lincoln Highway Scenic and Historic Byway travelers their first taste of the experiences of early Lincoln Highway travelers – driving on dirt roads. (41.466268, -97.040449 to 41.437770, -97.214042)
- **Columbus to Duncan** – The route winds through downtown Columbus passing many iconic Lincoln Highway points of interest, then continues on a ‘stair-step’ route. In 1913, the best local roads were ‘farm to market’ roads, many of which fell along section lines, creating a ‘stair-step’ look when mapped. (41.438365, -97.343904 to 41.387942, -97.493000)
- **Duncan, Silver Creek, Clarks, Central City, Chapman, Grand Island** – The original 1913 route through these communities still exists on city streets. (41.387942, -97.493000, 41.315473, -97.663761, 41.215233, -97.836192, 41.118452, -97.984330, 41.023332, -98.155949, 40.921233, -98.348638)
- **Grand Island to Wood River, Wood River to Shelton** – the county roads between these communities and those listed below were the original 1913 alignment of the Lincoln Highway. (gravel) (40.899957, -98.401768 to 40.818553, -98.607675, 40.818553, -98.607675 to 40.781388, -98.734190)
- **Odessa to Elm Creek** – (gravel). (40.706216, -99.255354 to 40.718837, -99.384272)
- **Elm Creek to Overton** – (gravel). (40.718837, -99.384272 to 40.738504, -99.536510)
- **Overton to Lexington** – (gravel). (40.738504, -99.536510 to 40.776213, -99.738856)
- **Lexington to Cozad** – (gravel). (40.776213, -99.738856 to 40.859519, -99.983173)
- **Cozad to Gothenburg** – (gravel). (40.859519, -99.983173 to 40.925829, -100.160285)
- **Gothenburg to North Platte** – the longest section of original 1913 ‘stair-step’ alignment that can still be driven stretches for nearly 40 miles between these two communities (paved). (40.925829, -100.160285 to 41.104379, -100.791570)
- **Ogallala to Brule** – (gravel). (41.126494, -101.719399 to 41.092574, -101.888100)
- **Brule to Big Springs** – (gravel/paved). (41.092574, -101.888100 to 41.063524, -102.074567)
- **Lodgepole** – Original 1913 route still exists on community streets and along a county road (gravel) before rejoining Highway 30. (41.148783, -102.636887)

Many of the original alignments are gravel and are best traveled when the weather has been dry and are not recommended during the winter months.

[Seedling Miles \(Collection\)](#)

The Good Roads Movement had been gaining momentum since the late 19th century, but there was still little central administration and no federal funding for road construction when Fisher began

planning his highway. By 1913 the route of the Lincoln Highway had been chosen and dedicated nationwide by the newly formed Lincoln Highway Association. The association's main goal was to develop a paved, toll-free, transcontinental highway from New York City to San Francisco. To help meet this goal, the association conceived the Seedling Mile program. Seedling Miles would be the "seeds" from which paved roads would extend across the nation.

The Lincoln Highway Association did not have enough funds to sponsor large sections of the road. According to the 1924 LHA Guide the seedling miles were intended "to demonstrate the desirability of this permanent type of road construction" to rally public support for government-backed construction.

It was due in large part to the LHA's efforts to educate the public as to the value of good highways that substantial progress was made toward paving the route in the years after World War I. In addition to the object lesson of the seedling miles, the association dramatically demonstrated the need for improved roads after persuading the government to send a military convoy across the country over the Lincoln Highway in July 1919. The much-publicized trip brought a sense of urgency to the nation's need for reliable roads, and contributed to the successful passage of both local bond initiatives and increased federal funding for highway construction.

The importance of the Seedling Miles in America's efforts at nation building and the development of a modern system of roads cannot be overstated.

- **Between Fremont and Ames** – Built in 1921, this section of seedling mile was the longest in the country at six miles. This seedling mile has been incorporated into Highway 30. (41.451526, -96.568124)
- **Grand Island** – A portion of the Grand Island seedling mile is on the National Register of Historic Places. The Grand Island section of Seedling Mile, constructed in 1915, was the first of only three that were approved and built in the state and the second in America. No other example of a Seedling Mile is known to be extant in any of the five states that built Seedling Miles. (40.930983, -98.323060)
- **Kearney** – The Kearney section of Seedling Mile was completed in 1915, two weeks after the Grand Island Seedling Mile on West 24th Street (Highway 30) from present-day 19th Avenue to 30th Avenue, formerly a dirt road. The section is commemorated with a Nebraska State Historical Society historical marker. (40.699444, -99.105107)

The Fremont and Kearney seedling miles are incorporated into the existing Byway. The Grand Island seedling mile, because it is the only seedling mile anywhere in America that can be experienced in its original state, is not drivable. However, it is located directly adjacent to the Byway.

Because these seedling miles are either a part of the Byway or just a short distance off, they are accessible all year long.

[Brick Sections \(Collection\)](#)

As roads became more sophisticated and horse drawn carts and early automobiles began to populate them, bricks became especially important. Before the late 19th and early 20th century, most streets

were made out of dirt and gravel. At this time, however, the roads, especially in cities, became nicer and began to be constructed out of bricks. Mordecai Levi created the idea of using brick road construction to pave the early streets. By 1873, he had paved an entire block in Charleston West Virginia. He obtained the first patent for paving brick roads during the 1870s. Soon, bricks became the solution to the increasing problem of how to improve roads under heavier traffic, and shortly thereafter, thousands of brickmaking companies opened their doors to keep up with the new demand for covering streets all across America.

Nebraska communities followed suit. Bricks were seen as a great option for creating streets because they were extremely durable. These brick sections dating from more than 100 years ago are an important reminder of the development of America's transportation systems.

Because the original 1913 alignment of the Lincoln Highway incorporated city streets, throughout these communities brick sections represent the original paving of the Lincoln Highway.

- **Elkhorn** – The longest section of brick paving that still exists across the entire national route of the Lincoln Highway is in Elkhorn along East Park Road and is on the National Register of Historic Places. (41.277070, -96.217184)
- **Fremont** – West 10th Street between N. Broad St and N. Nye Avenue is still paved with original bricks. (41.438855, -96.500124)
- **Schuyler** – B Street between E. 18th St. and E. 11th St. is still paved with original bricks. (41.450275, -97.057187)
- **Shelton** – South C Street from West 1st St. and Highway 30 is still paved with the original bricks. The intersection of C Street and West 1st St. includes the unique circular pattern designed to prevent the bricks from shifting as cars made the turn. (40.781693, -98.734007)
- **Lexington** - Four blocks of original Lincoln Highway brick paving can be seen on North Washington Street from 13th to 17th Streets. (40.789292, -99.741495)

The Elkhorn section of brick paving can be accessed from the byway at Fremont and follow the original 1913 alignment toward Omaha. All of the other sections can be experienced just a short way off of the designated Byway within the communities of Fremont, Schuyler, Shelton and Lexington.

The Elkhorn section of brick paving is generally closed to traffic from October to April to protect the roadway. All of the other sections of brick paving can be accessed year-round.

[Duncan Avenue of Trees](#)

(41.389451, -97.493453)

The former route of the original 1913 alignment of the Lincoln Highway on the north side of the Union Pacific railroad tracks can still be seen today in the community of Duncan. A concrete marker can still be found in its original location at the southeast corner of 8th Street and Main Avenue and indicates the northeastern end of a 2.4-mile (3.9 km) section of the original roadway. The block-long section of the Avenue of Trees between Main Ave. and 10th Ave. has not changed significantly since the 1920s.

This section of road, including the marker and the avenue of hackberry trees through which the old highway passed just south of downtown Duncan, is listed in the National Register of Historic Places as Lincoln Highway - Duncan West.

This important site showcases the original nature of the Lincoln Highway – a narrow dirt path and flanked by trees that were encouraged for local beautification. The Duncan Avenue of Trees is foundational to the historic quality of the Nebraska Lincoln Highway Scenic and Historic Byway. By contrasting the original narrow dirt path with original brick paved sections, the seedling mile sections and modern Highway 30, travelers can experience the full lifecycle of the Lincoln Highway and the development of modern transportation systems in America.

The Duncan Avenue of Trees is located only a block north of the Byway in the community of Duncan. It is easily accessible year-round.

[Merrick County Courthouse Central City](#) (41.114086, -97.999634)

On October 8, 1913, Central City, Nebraska, became the first city in the country to ratify the Lincoln Highway Proclamation. More than 200 road proponents met at the Central City Courthouse and unanimously chose to support the transcontinental highway in Nebraska. The proclamation was made on the steps of the courthouse. The enthusiasm brought on by the early adoption of the Lincoln Highway Proclamation laid the foundation for the development of America's first transcontinental highway.

The Merrick County Courthouse was constructed in 1911 to 1913. It was dedicated on April 24 of 1913, making its construction contemporary to the dedication of the Lincoln Highway. A 2007 addition to the front of the Courthouse removed the steps upon which the photo of the historic proclamation was made. However, today's Byway travelers can stand in front of the courthouse where this important step in developing America's modern transportation system was taken.

The Merrick County Courthouse is located at 510 18th St. in the community of Central City through which the Byway passes. It is easily accessible twelve months of the year.

[Grand Island Kensinger Station](#) (40.930679, -98.322177)

Since the Kensinger service station at 1810 E. Highway 30 was built in 1937, it has always been a full-service station. It is an important piece of America's transportation history. The Lincoln Highway through Nebraska became Highway 30 in 1926 when the United States Numbered Highway System was implemented. Just a little more than 10 years later, Kensinger's Service station began servicing highway travelers and has been family-owned and operated for four generations.

As Americans took to the road, so too did numbers of business ventures. Roadside businesses provided the services and products desired by the motorist: gasoline, food, lodging, diversions, groceries, automotive repair and accessories, and automobiles themselves. Of these businesses, the gasoline station was among the first to meet the demand. The Kensinger Station reflects the evolution of the gasoline station between World War I and World War II, a period that witnessed the dominance of the automobile and the corresponding market for petroleum outlets, products and services. The fact that it is still operating today as a full-service station helps today's Byway travelers interpret the development of important traveler services along America's transportation corridors.

The station is a one-story trapezoidal-shaped building with stucco siding, flat roof, stone sills and vertical neon "gas" sign, reminiscent of the art-deco architectural design popular during the era.

Adjacent to the station is a reproduction of the 1928 markers placed on the highway by the Boy Scouts, a concrete post with a medallion featuring the profile of President Abraham Lincoln, in whose honor the highway was named. Behind the station is another cultural gem: Remnants of an original Seedling Mile, completed in 1915.

The Kensinger Service Station is located directly adjacent to the Byway in the community of Grand Island. Because of its proximity to Highway 30, the station is accessible year-round.

[Robert Henri Museum, Cozad](#)
(40.859626, -99.983825)

The Robert Henri Museum, also known as the Hendee Hotel, is located on the original 1913 route, two blocks from the current Nebraska Lincoln Highway Scenic and Historic Byway (U.S. Highway 30) at 218 E. 18th St, next door to the 100th Meridian Museum. The building is listed on the Nebraska Register of Historic Places.

The two-story brick (later stuccoed) building was constructed about 1879 by John J. Cozad, who founded the town in 1874. Local legend holds that the hotel was the scene of a shooting incident between Cozad and a local farmer. In 1883 he sold the hotel to Stephen A. Hendee, a grain dealer. The hotel served as a prominent business and social center in Cozad. John Cozad's son, Robert Henry Cozad, who changed his name to Robert Henri following the shooting incident, achieved international fame as an artist.

Robert Henri (Robert Henry Cozad) was one of America's greatest artists and one of its most important art instructors. In its environmentally controlled gallery, built in 2014, visitors will find the largest collection of Henri's work on display anywhere in the world. In late 2019, a major new exhibit entitled "Through My Own Language: Robert Henri and His Portraits, Paintings and Sketches" opened in the site. There are eleven of his paintings, thirty-four of his sketches and three prints exhibited along with personal items including letters and props. There are also examples of the work of some of his students.

Robert Henri is thought to be the founder of the Ash Can School. The Ash Can School was an artistic movement in the United States during the late 19th-early 20th century that is best known for works portraying scenes of daily life in New York, often in the city's poorer neighborhoods.

In 1910, John C. Simonson purchased the hotel from the Hendee estate and in 1920 he sold it to William J. Foster. It continued in use as a hotel during this time and managed to survive the transition from train to automobile travel because the Lincoln Highway went by it on 8th Street. William J. Foster died in 1936 and the hotel became a private residence. It was restored to its 1878-79 appearance in the 1980s.

The Museum not only pays homage to the artist Robert Henri but retains the history of the Cozad family and the development of the community, as well as the history of the Lincoln Highway and the necessary lodging establishments developed to service travelers. It is open to the public from May 1 to September 30, 10:00 a.m. to 5:00 p.m. from Tuesday through Saturday.

Potter Sundry

(41.216887, -103.315687)

The Potter Sundry, 324 Chestnut St, sits right on the original Lincoln Highway route through Potter before it was straightened to the more modern Highway 30 in the 1920's. From all accounts, the structure was built in 1914, only one year after the Lincoln Highway was dedicated and two years after Potter was incorporated.

The Potter Drug Company opened its doors around 1916 and served as a drug store. The drug store also incorporated a soda fountain, and it has retained the soda fountain in continuous operation from 1916 through today.

In those days the pharmacist at the Sundry was James Earl Thayer, whose son, Harold Dean "Pinky" Thayer is credited for inventing the nationally known iconic ice cream treat the "Tin Roof Sundae". According to Dr. J.E. Thayer of Sidney, the family lived above the pharmacy and as a teenager, Pinky worked at the soda fountain. Thayer said there are two stories as to how the ice cream treat got its name. The first is that the treat was named the Tin Roof Sundae because of the tin ceiling in the business. The other, Thayer said, is that there was a stable business across the street that had a tin roof and that he named it after that.

Today visitors to the Sundry can sit at the original bar and enjoy a Tin Roof Sundae still served in some of the original ice cream glassware. In addition, the original soda fountain is still operational. The Potter Sundry is open year-round serving breakfast, lunch, ice cream, with some groceries available Monday through Saturday from 6:00am to 3:00pm.

Residents of Nebraska are currently seeking recognition from the Nebraska Legislature to name the Tin Roof Sundae as Nebraska's official Sundae.

A visit to Potter is like stepping back in time to the original Lincoln Highway era. In addition to the historic Potter Sundry, travelers will find two museums plus seven additional restored historic buildings. No visit to Potter would be complete without bowling a round at the Duckpin Bowling Alley next door to the Potter Sundry. The Duckpin Bowling Alley operated from the 1920's through the 1950's then was restored by the community in the early 2000's and is currently the only operating duckpin bowling alley west of the Mississippi - and possibly the only remaining hand-set one in the country.

Telling Your Story

The Nebraska Lincoln Highway Scenic and Historic Byway produces a magazine-style brochure periodically to serve as a visitor guide, telling the Byway Story and interpreting the historic Intrinsic

Quality of the Byway. This is reprinted as needed and distributed to visitor centers, communities and attractions along the Byway.

The magazine is an evergreen publication that emphasizes the historic nature of the Lincoln Highway and its place in the transportation history of America. It contains detailed maps of the Byway, dividing the 450-mile-long Byway into Eastern, Central and Western regions. It provides information on where to obtain tourist information along the Byway and highlights attractions and events to visit.

The National Lincoln Highway Association has developed an online map that shows the current route as well as previous alignments of the highway, points of interest and vehicle charging stations.

<https://lincolnhighwaynebraskabyway.com/>

<https://www.facebook.com/LincolnHighwayNebraskaByway>

<https://twitter.com/lincolnhwybyway>

Section 6: Planning/Sustainability

Community Support

Organizations and Activities

Nebraska Lincoln Highway Scenic and Historic Byway Board of Directors

National Scenic Byway Foundation

Nebraska Department of Transportation

Nebraska Tourism Commission

History Nebraska

Nebraska Main Street

Wanda Maloney, Corridor Solutions

Tom Johnson

Fremont/Dodge County Visitors Bureau

Columbus/Platte County Visitors Bureau

Grand Island Tourism

Kearney Visitors Bureau

North Platte Visitors Bureau

Sutherland History Center

Lincoln County Historical Society

Ogallala / Keith County Chamber of Commerce

Deuel County Visitors Committee

Sidney/Cheyenne County Visitors Bureau

Kimball County Visitors Committee

Drew and Hal Envoldsen

The Board of Directors of the Nebraska Lincoln Highway Scenic and Historic Byway coordinated the effort to prepare the Corridor Management Plan with the advice and consultation from the National Scenic Byway Foundation and Wanda Maloney, Corridor Solutions. State-level organizations provided oversight and valuable information, research and statistics. Visitors Bureaus and committees hosted

public meetings and provided ongoing support, information and funding. Individuals have researched, written, proofread and edited portions of the plan.

Significant Objections

There have been no significant objections to the CMP.

Outdoor Advertising Control and Viewshed Protection

Over the years the Nebraska Lincoln Highway Scenic and Historic Byway has held meetings in communities across the Byway. The public presentation always includes a component on outdoor advertising and view shed protection. The Byway works closely with the Nebraska Department of Transportation and the Nebraska Tourism Commission on education and enforcement of Nebraska sign regulations.

The Nebraska Legislature and the Nebraska Department of Transportation take very seriously their responsibility to protect the viewsheds along the System of Federal-Aid Primary Roads in the State of Nebraska. Because the Lincoln Highway Scenic and Historic Byway is a part of this system, the regulation of outdoor advertising along the Byway is strictly enforced.

Nomination Development

The effort to develop the nomination began many years ago in anticipation of a possible nomination period with a Peer Advisor Network workshop hosted by National Scenic Byway Foundation member Bobby Koeplin. Byway leaders met for two days before driving the Byway with Koeplin.

Subsequently, Byway leaders hosted meetings in Byway communities all across the 450-mile long Byway from Blair to Bushnell, meeting with individuals, businesses, organizations and community leaders to discuss the importance of the Lincoln Highway and the preservation, promotion and education activities of the Byway organization, the Lincoln Highway Association and the possibility of National Designation. The framework of a CMP was developed through these efforts.

Enlisting the help of statewide organizations, local Visitors Bureaus, communities, business leaders, organizations and individuals, the effort to develop the nomination began in earnest as soon as the announcement was made.

Upon release of the Nomination questions, under the coordination and consultation services of the NSBF and Wanda Maloney, the workload was divided between key team members, each reaching out to a different segment of stakeholders for development of various sections, input, research and information.

Throughout this entire process, no objections were made to the development of a nomination.

Road Management Authorities

The entire route of the Nebraska Lincoln Highway Scenic and Historic Byway is governed by the Nebraska Department of Transportation. From the announcement of the Nomination period through the opening of the portal and submission of the Nomination, the Byway team has been coordinating with Bev Kellison of NDOT.

Community Involvement and Citizen Participation

- Continue meeting with individuals, organizations, governmental bodies and businesses to discuss ongoing community involvement in communities along the Byway
- Continue publication of a quarterly newsletter in partnership with the Nebraska Chapter of the Lincoln Highway Association
- Maintain the Byway website and social media activities to promote the Byway and engage the stakeholders
- Participate in local community events with displays and educational presentations on the Nebraska Lincoln Highway Scenic and Historic Byway
- Encourage preservation activities regarding historic architecture, Lincoln Highway signage, early routes and historic milestones by providing educational and technical materials
- Encourage and assist in the development and distribution of comprehensive interpretive materials including magazines, brochures, signs, audio and video recordings
- Continue promotional efforts including printed material, paid advertising and earned media and provide reports on the efforts to stakeholders
- Provide resources such as photography and videography to local stakeholders for their own promotion and education efforts

Supporting Documentation

PDF of CMP

PDF of Support Letters

Corridor Management Plan

Date CMP Adopted

CMP Updates and Byway Priorities

The State of Nebraska Department of Transportation does not require that Corridor Management Plans be updated regularly to reflect current policies. The priorities of the Byway for the next five years include:

- Partnering with Nebraska Department of Transportation, History Nebraska and the Nebraska Tourism Commission to identify and develop additional interpretation opportunities
- Partnering with stakeholders along the Byway to preserve important architectural and historic route features
- Assisting stakeholders along the Byway to enhance Byway identification by encouraging the adoption of the red/white/blue “L” elements of Byway identity
- Continuing Byway identity enhancement by holding stakeholder meetings across the Byway and attend events along the Byway with educational displays and presentations
- Partnering with the Nebraska Department of Transportation in identifying possible Byway enhancements to increase bicycle and pedestrian usage
- Staying vigilant for outdoor advertising encroachment and viewshed threats

CMP Page Number Table

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1. A map identifying the corridor boundaries, location, intrinsic qualities, and land uses in the corridor	141-181
2. An assessment of the intrinsic qualities and their “context” (the areas surrounding them).	12
3. A strategy for maintaining and enhancing each of those intrinsic qualities	132
4. The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific individual responsibilities. Also, a schedule of when and how you’ll review the degree to which those responsibilities will be met.	126
5. A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.	122
6. A plan for ongoing public participation.	133
7. A general review of the road’s safety record to locate hazards and poor design, and identify possible corrections.	136
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers and pedestrians.	137
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor’s experience of the byway.	123
10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.	138
11. A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.	125
12. Plans of how the byway will be marketed and publicized.	128
13. Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway’s intrinsic qualities.	132
14. A description of what you plan to do to explain and interpret your byway’s significant resources to visitors.	121

Byway Organization

The Nebraska Lincoln Highway Scenic and Historic Byway is governed by a non-profit corporation Board of Directors. Officers include President, Vice President, Secretary, Treasurer, Historian, Nebraska Chapter Lincoln Highway Association Liaison and ex-officio Past President. The 450-mile long Byway is divided into eastern (Merrick, Platte, Colfax, Dodge and Washington Counties), central (Dawson, Buffalo and Hall Counties) and western (Kimball, Cheyenne, Deuel, Keith and Lincoln Counties). Corporate membership levels include individual, organization, business, communities and counties. The Board meets monthly by conference call and in-person meetings with at least four meetings a year conducted in Byway communities with the public invited to participate.

The Board of Directors will recruit additional officers and regional representatives to the Board of Directors. We will ensure that the Byway organization is on a firm financial footing by redoubling member recruitment efforts and fundraising efforts including grant writing. We will develop a library of technical resources for preservation, education and promotion that will be shared with stakeholders

across the Byway. We will partner with History Nebraska and the Nebraska Tourism Commission to develop additional interpretation resources for Byway travelers. Stakeholder and membership meetings along the Byway will continue.

Using a collection of historical documents, the Board will coordinate efforts among stakeholders to identify significant historic resources and target them for preservation and adaptive reuse.

The Byway Board of Directors will monitor transportation improvement projects that may impact the Byway's historical integrity.

The Byway Board of Directors will encourage the use of historic reproductions of period Lincoln Highway roadside signage like the red, white and blue "L" painted on utility poles, the concrete pillars placed by the Boy Scouts in 1928 and period billboards painted on buildings and fences. These will ensure that Intrinsic Qualities will remain evident to travelers along the Byway.

DRAFT 05/13/20