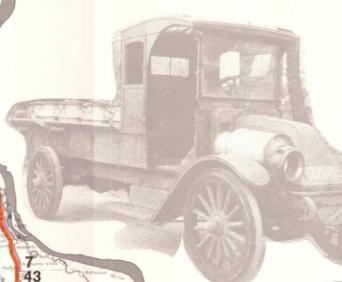
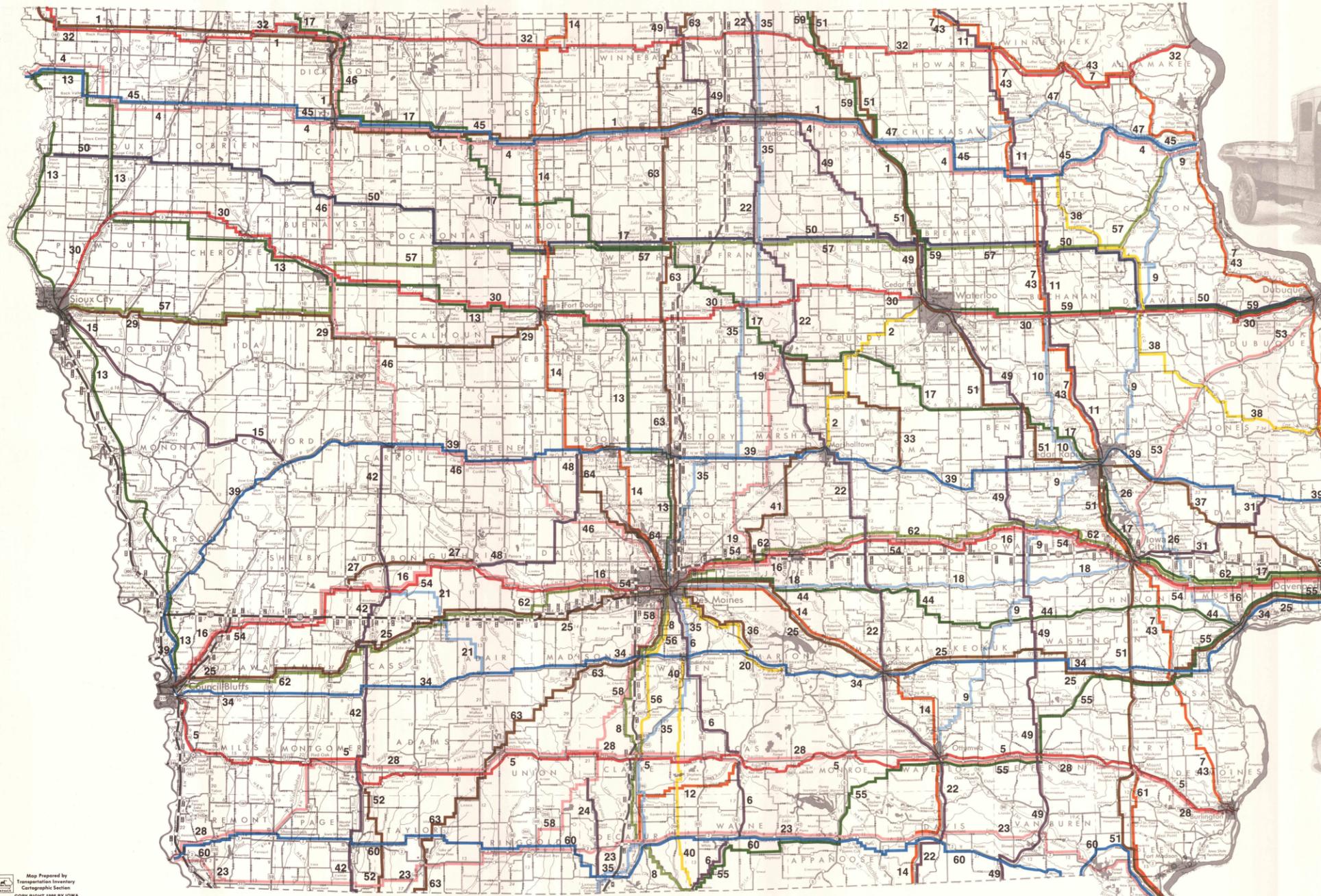


IOWA REGISTERED HIGHWAY ROUTES 1914-1925



There were few guides for travelers crossing Iowa in 1838 when it was organized as a territory, and travelers often became lost or wandered far out of their way. The 1838 Territorial Government authorized the first state roads, and the federal government appropriated money to expedite the movement of soldiers. The Territorial Government used the federal money for laying out a road from Dubuque to Keokuk via Iowa City, and this was the beginning of what was to become a 112,000-mile system of roads and streets in Iowa. The original roads followed the high ground of the state, and were known as ridge roads; but as the state was settled, roads began to follow section lines to accommodate landowners.

The early roads were used mainly by farmers to move their goods to town, with railroads handling most of the long-distance travel until the early 1900s. Even then, there were 104,000 miles of roads in the state when the first road inventory was taken in 1904. However, only about 2 percent of these roads were classified as improved.

Associations representing bicycle riders, threshermen and auto owners began campaigning for better roads in the early 1900s, and Iowans became more vocal in demanding roads which would make travel between different areas of the state easier.

In response to these demands the Iowa Legislature designated Iowa State College as the highway commission in 1904. The highway commission was to devise plans and methods for construction and maintenance of roads, and to disseminate that information to the county supervisors and other persons involved with highways.

Communities recognized, even at this early state of Iowa's development, the importance of good roads to their towns. To promote roads, communities along a route would cooperate in the development of that road. Each community was responsible for the maintenance of a certain portion of the road, and the upkeep of the markers for that route. This cooperation spread from community to community, and continuous routes soon crisscrossed the state.

In 1913 the Iowa Legislature recognized the need for greater coordination in the road system, and formed the Iowa State Highway Commission, which had general supervisory control over all county and township road officials.

At the same time, the Legislature enacted a law to protect the names of the highways which had been developed by the communities. The Highway Commission was given the responsibility for registering the routes, including the authority to decide who had priority for the use of route names, color combinations and designs for continuous routes of 25 miles or more in length.

A primary road law passed in 1919 provided federal aid for building and improving roads, and in 1920, the Highway Commission began numbering the road systems. The registration of routes by associations promoting continuous routes was continued through 1924, but in 1925 it was decided the official highway markings placed by the state highway departments had replaced the need for registered route markings.

In addition, in 1925 the American Association of State Highway Officials suggested highway markings use standardized information and directional signs. In the same year the U.S. Congress also approved a nationwide road numbering plan which assigned odd numbers to north-south routes, and even numbers to east-west routes.

There were 64 routes registered with the Iowa State Highway Commission between 1913 and 1924. These routes are shown on this map over a background of the current Transportation Map. If you would like more information concerning any of these routes, contact your local library or the Iowa Department of Transportation.

MARSHALLTOWN-COLFAX SHORT LINE Registered September 6, 1921 This route started in Marshalltown and ended in Colfax covering 45 miles and was sponsored by the Marshalltown Colfax Short Line Association. 41	OLD MILITARY TRAIL Registered October 10, 1922 Route started in Iowa City and ended in Charles City covering 90 miles and was sponsored by the Old Military Trail Association. 47	RED X ROUTE Registered December 22, 1916 This route started in Dubuque and ended in Dubuque over a distance of 87 miles and was sponsored by the Red X Route Association. 53	WASHINGTON HIGHWAY Registered March 23, 1917 This route from Washington D.C. to Seattle, Washington was 3500 miles in length. The segment through Iowa entered Dubuque and passed through Iowa at Mitchell and on to Minnesota and was sponsored by the Washington Highway Association. 59
M.C. TRAIL (Marysville-Carroll Trail) Registered December 6, 1919 Starting point for this route was Marysville, Missouri and ended in Carroll, Iowa and was sponsored by the Marysville-Carroll Trail Association. 42	PERRY PIKE Registered December 22, 1916 Starting point of this route was Ogden and ended in Guthrie Center and was 50 miles. The sponsor was the Perry Bureau of Commerce Association. 48	RIVER TO RIVER ROUTE Registered April 16, 1918 This route started in Davenport and ended in Council Bluffs covering 316 miles and was of military importance. The sponsor was the River to River Route Association. 54	WAUBONSE TRAIL Registered April 3, 1916 This 289 mile route started in Nebraska City, Nebraska, and ended in Keokuk and was sponsored by the Waubonse Trail Association. 60
ATLANTIC-YELLOWSTONE-PACIFIC HIGHWAY Registered September 26, 1923 This was a coast to coast route and entered Lyon County in Ia. 9 and covered approximately 342 miles through Iowa. 1	BLUE J HIGHWAY Registered March 23, 1917 The Iowa portion of this route started at Des Moines and passed through Linville in Des Moines and followed the same route as the Mississippi Valley Highway over a distance of 409 miles. The sponsor was Burlington Way Good Roads Association of Iowa. 6	CHARITON AND LEON SHORT LINE Registered April 3, 1916 Route started at Chariton and ended in Leon, over a distance of 49 miles. 12	DIAGONAL TRAIL Registered December 4, 1918 This route started in Lake Park and ended at Davenport over a distance of 315 miles and was sponsored by the Diagonal Trail Association. 17
BLACK DIAMOND TRAIL Registered September 25, 1916 This route started in Cedar Falls and terminated in Marshalltown covering a distance of 37 miles. This route was sponsored by Black Diamond Trail Association. 2	BURLINGTON WAY Registered December 1, 1917 This route started in Burlington and ended in Cresco and followed the same route as the Mississippi Valley Highway over a distance of 409 miles. The sponsor was Burlington Way Good Roads Association of Iowa. 7	CLUSTER BATTLEFIELD HIGHWAY Registered December 23, 1919 The route started in Omaha, Nebraska and ended at Glacier National Park, Montana, covering a distance of 1475 miles and was sponsored by the Cluster Battlefield Highway Association. 13	DIAMOND TRAIL Registered December 22, 1916 The length of this route was 120 miles and started in Iowa City and ended in Des Moines. The sponsor was the Diamond Trail Association. 18
BLACK HAWK TRAIL Registered September 25, 1916 This route started in Davenport and was also known as the Loop Highway. The sponsor was the Davenport Auto Club. 3	CAPITOL HIGHWAY Registered June 9, 1916 This route started in Des Moines and ended in Linville, a distance of 91 miles. 8	ELLDORA-STATE CENTER AND COLFAX HIGHWAY Registered September 17, 1920 This route started at Eldora and ended at Colfax, approximately 61 miles long and was sponsored by Eldora-State Center and Colfax Highway Association. 19	GOLDEN ROD HIGHWAY Registered October 23, 1919 This route originally started in Nebraska City, Nebraska and ended in Bedford, Iowa. In November 1921 an application for an extension to this route to Keokuk was granted. 23
BLACK HILLS HIGHWAY Registered May 6, 1924 This route started in Chicago, Illinois and terminated in Denver, Colorado covering a distance of 1300 miles. The route through Iowa followed what is now U.S. 18. The sponsor was the Black Hills Highway Association. 4	CEDAR RAPIDS, OTTUMWA AND MCGREGOR TRAIL Registered March 23, 1917 This route started in Ottumwa and ended at McGregor and was a distance of 192 miles. It was also known as the Park Highway. 9	GRAND LINE Registered March 23, 1917 Starting point of this route was Hopewell and ended at Lamoni, a distance of 27 miles. 24	HAWKEYE CUT-OFF Registered September 25, 1916 This route from Davenport to Council Bluffs covered a distance of 330 miles. The letters I.O.A. do not mean anything except that when spoken they sound like the name of our State. Sponsor was I.O.A. Short Line Association. 34
BLUE GRASS ROUTE Registered December 1, 1917 This route started in Burlington and ended in Council Bluffs over a distance of 310 miles. This east-west route was of military importance. 5	CEDAR RAPIDS, URBANA-INDEPENDENCE SHORT LINE Registered November 1, 1923 Route started at Cedar Rapids and ended in Independence, a distance of 43 miles. 10	GREAT WHITE WAY Registered July 20, 1914 This route from Davenport to Council Bluffs covered a distance of 360 miles and was of military importance. It was also of military importance. The sponsor was the Great White Way Association. 25	HAWKEYE HIGHWAY Registered June 9, 1916 This route covered 3000 miles from Washington D.C. to Los Angeles and passed through Burlington and on through Nebraska City, Nebraska. Sponsors were Harding Highway Association. 28
BLUE GRASS ROUTE Registered December 1, 1917 This route started in Burlington and ended in Council Bluffs over a distance of 310 miles. This east-west route was of military importance. 5	DANIEL BOONE TRAIL Registered December 22, 1916 The route started at St. Paul, Minnesota and ended at St. Louis, Missouri, over a distance of 566 miles and was sponsored by the Daniel Boone Trail Association. 14	HAWKEYE CUT-OFF Registered September 25, 1916 This route from Davenport to Council Bluffs covered a distance of 330 miles. The letters I.O.A. do not mean anything except that when spoken they sound like the name of our State. Sponsor was I.O.A. Short Line Association. 34	HERBERT HOOVER HIGHWAY Registered August 15, 1923 This 46 mile route started in Iowa City and ended in Lowden and was sponsored by the Herbert Hoover Association. 26
BLUE GRASS ROUTE Registered December 1, 1917 This route started in Burlington and ended in Council Bluffs over a distance of 310 miles. This east-west route was of military importance. 5	DEWENSON-SIOUX CITY CUT-OFF Registered September 6, 1921 This route started at Des Moines and ended in Sioux City. 15	HERBERT HOOVER HIGHWAY Registered August 15, 1923 This 46 mile route started in Iowa City and ended in Lowden and was sponsored by the Herbert Hoover Association. 26	HERBERT HOOVER HIGHWAY Registered August 15, 1923 This 46 mile route started in Iowa City and ended in Lowden and was sponsored by the Herbert Hoover Association. 26
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