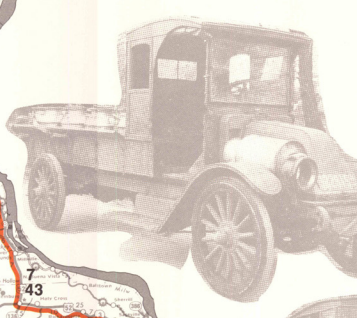
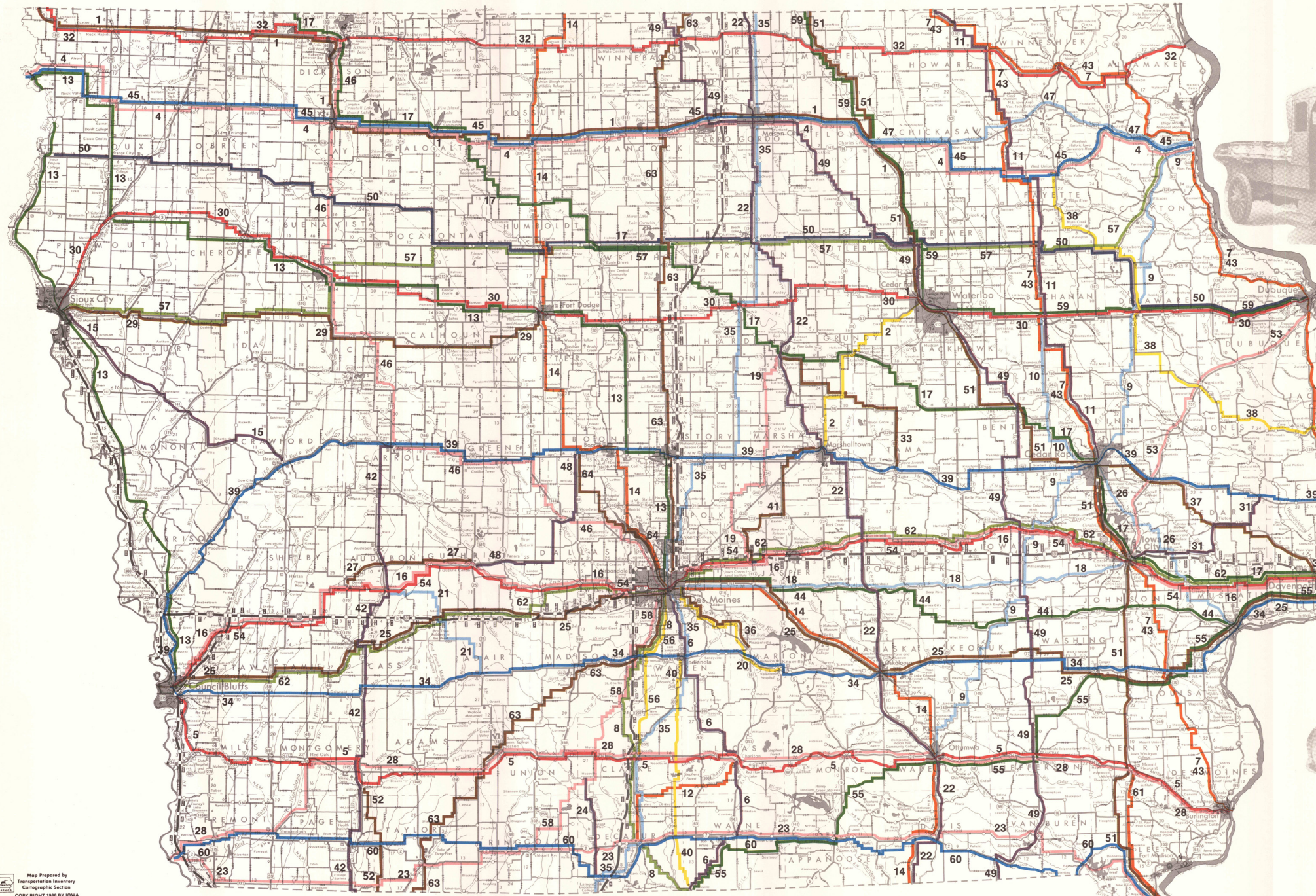


# IOWA REGISTERED HIGHWAY ROUTES 1914-1925



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.

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| <b>MARSHALLTOWN-COLFAX SHORT LINE</b><br>Registered September 6, 1921<br>This route started in Marshalltown and ended in Colfax covering 45 miles and was sponsored by the Marshalltown Colfax Short Line Association.  | <b>OLD MILITARY TRAIL</b><br>Registered October 10, 1922<br>Route started in Iowa City and ended in Charles City covering 90 miles and was sponsored by the Old Military Trail Association.   | <b>RED X ROUTE</b><br>Registered December 22, 1916<br>This route started in Dubuque and ended in Dubuque over a distance of 87 miles and was sponsored by the Red X Route Association.   | <b>WASHINGTON HIGHWAY</b><br>Registered March 23, 1917<br>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. |
| <b>M.C. TRAIL (Marysville-Carroll Trail)</b><br>Registered December 6, 1919<br>Starting point for this route was Marysville, Missouri and ended in Carroll, Iowa and was sponsored by the Marysville-Carroll Trail Association.   | <b>PERRY PIKE</b><br>Registered December 22, 1916<br>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.   | <b>RIVER TO RIVER ROUTE</b><br>Registered April 16, 1918<br>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.   | <b>WAUBONSE TRAIL</b><br>Registered April 3, 1916<br>This 289 mile route started in Nebraska City, Nebraska, and ended in Keokuk and was sponsored by the Waubonse Trail Association.  |
| <b>ATLANTIC-YELLOWSTONE-PACIFIC HIGHWAY</b><br>Registered September 26, 1923<br>This was a coast to coast route and entered Lyon County on Ia. 9 and covered approximately 342 miles through Iowa.  | <b>BLUE J HIGHWAY</b><br>Registered March 23, 1917<br>The Iowa portion of this route started at Des Moines and passed through Lineville in Ottumwa 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. | <b>CHARITON AND LEON SHORT LINE</b><br>Registered April 3, 1916<br>Route started at Chariton and ended in Leon, over a distance of 40 miles.   | <b>DIAGONAL TRAIL</b><br>Registered December 4, 1918<br>This route started in Lake Park and ended at Davenport over a distance of 315 miles and was sponsored by the Diagonal Trail Association.   |
| <b>BLACK DIAMOND TRAIL</b><br>Registered September 25, 1916<br>This route started in Cedar Falls and terminated in Marshalltown covering a distance of 17 miles. This route was sponsored by Black Diamond Trail Association.   | <b>BURLINGTON WAY</b><br>Registered December 1, 1917<br>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.                                       | <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.   | <b>DIAMOND TRAIL</b><br>Registered December 22, 1916<br>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.  |
| <b>BLACK HAWK TRAIL</b><br>Registered September 25, 1916<br>This route started at Davenport and was also known as the Loop Highway. The sponsor was the Davenport Auto Club.  | <b>CAPITOL HIGHWAY</b><br>Registered June 9, 1916<br>This route started in Des Moines and ended in Lineville, a distance of 91 miles.   | <b>ELLDORA-STATE CENTER AND COLFAX HIGHWAY</b><br>Registered September 17, 1920<br>This route started at Eldora and ended at Colfax, approximately 61 miles long and was sponsored by Eldora-State Center and Colfax Highway Association.  | <b>GRAND LINE</b><br>Registered March 23, 1917<br>Starting point of this route was Hopewell and ended at Lamoni, a distance of 27 miles.   |
| <b>BLACK HILLS HIGHWAY</b><br>Registered May 6, 1924<br>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. | <b>CEDAR RAPIDS, OTTUMWA AND MCGREGOR TRAIL</b><br>Registered March 23, 1917<br>This route started in Ottumwa and ended at McGregor and covered a distance of 192 miles. It was also known as the Park Highway.   | <b>GOLDEN ROD HIGHWAY</b><br>Registered October 23, 1919<br>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.   | <b>HARDING HIGHWAY</b><br>Registered June 16, 1924<br>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.   |
| <b>BLUE GRASS ROUTE</b><br>Registered December 1, 1917<br>This route started in Burlington and ended in Council Bluffs over a distance of 310 miles. This east-west route was of military importance.   | <b>CEDAR RAPIDS, URBA-NA-INDEPENDENCE SHORT LINE</b><br>Registered November 1, 1923<br>Route started at Cedar Rapids and ended in Independence, a distance of 43 miles.   | <b>GREAT WHITE WAY</b><br>Registered July 20, 1918<br>This route from Davenport to Council Bluffs was the first route to get a certificate from the Highway Commission. It was also of military importance. The sponsor was the Great White Way Association.   | <b>HAWKEYE CUT-OFF</b><br>Registered September 25, 1916<br>This route started at Sioux City and ended in Fort Dodge, a distance of 140 miles and was sponsored by the Hawkeye Highway Association.   |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>HAWKEYE HIGHWAY</b><br>Registered June 9, 1916<br>This route from Keokuk to Des Moines was named in honor of Everett Powers who was the first enlisted man from Richard Township, Warren County and the first to lose his life in action in France on May 27, 1917.   | <b>JEFFERSON HIGHWAY</b><br>Registered September 25, 1916<br>This 2000 mile route started in Winnipeg, Canada and ended in New Orleans, Louisiana and was of military importance. The sponsor was the Jefferson Highway Association.   |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>HERBERT HOOVER HIGHWAY</b><br>Registered August 15, 1923<br>This 46 mile route started in Iowa City and ended in Lowden and was sponsored by the Herbert Hoover Association.  | <b>JOHN D. PALMAREE TRAIL</b><br>Registered April 13, 1916<br>This 28 mile route started in Pleasantville and ended in Des Moines.   |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>GLACIER TRAIL</b><br>Registered September 6, 1921<br>Route started in St. Louis, Missouri and ended at Glacier National Park, Montana, a total of 1846 miles. The sponsor was the Glacier Trail Association.  | <b>GREEN CRESCENT</b><br>Registered July 30, 1914<br>Route started at Cedar Rapids and ended in Muscatine over a distance of 63 miles.   |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>HAMLIN SHORT ROUTE</b><br>Registered September 25, 1916<br>This route covered 33 miles from Elkhorn to Guthrie Center.  | <b>IMPERIAL HIGHWAY</b><br>Registered January 4, 1918<br>This route entered Iowa at Lansing on Ia. 9 and on through Sioux Falls, South Dakota, a distance of 325 miles and was sponsored by the Imperial Highway Association.  |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>INDIAN TRAIL</b><br>Registered February 5, 1920<br>This 53 mile route started in Tama and ended in Eldora and was sponsored by the Indian Highway Association.  | <b>KING'S HIGHWAY</b><br>Registered June 28, 1915<br>This route started at Davenport and ended in Clinton over a distance of 1,800 miles and was sponsored by the Auto Club of the King's Highway.   |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>LINCOLN HAWKEYE PIKE</b><br>Registered January 22, 1918<br>This route started at West Union and ended in Clinton over a distance of 150 miles. The sponsor was the Lincoln Hawkeye Pike Association.  | <b>MUSCATINE-DES MOINES SHORT LINE</b><br>Registered December 28, 1917<br>The starting point was Muscatine and ended in Des Moines and was 154 miles in length and sponsored by the Muscatine-Des Moines Short Line Association.   |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>LINCOLN HIGHWAY</b><br>Registered December 2, 1916<br>This was the country's first designated transcontinental route from New York to San Francisco, over 3000 miles in all. It entered Clinton on U.S. 30 and passed through Council Bluffs.   | <b>NATIONAL PARKS PIKE</b><br>Registered April 29, 1920<br>This route started in Madison, Wisconsin and ended in Yellowstone National Park and was sponsored by the National Parks Pike Association.   |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>LINEVILLE-INDIANOLA SHORT LINE</b><br>Registered December 5, 1916<br>This route from Lineville to Indianola was approximately 67 miles long and was sponsored by the Lineville-Indianola Short Line Association.  | <b>OKOBOJI TRAIL</b><br>Registered March 23, 1917<br>Starting point of this route was Des Moines and ended in Anolds Park a distance of 185 miles and was sponsored by Perry Bureau of Commerce Association.   |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>MISSISSIPPI VALLEY HIGHWAY</b><br>Registered September 17, 1920<br>This highway follows the same route in Iowa as the Burlington Way then extended north into Minnesota and south to Louisiana. It's total length was approximately 2000 miles and was sponsored by the Mississippi Valley Highway Association. | <b>RAINBOW TRAIL</b><br>Registered May 16, 1922<br>This 300 mile extended from Hawarden to Dubuque and was sponsored by the Rainbow Booster Club.  |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>PERSHING WAY</b><br>Registered August 14, 1919<br>This route started in Winnipeg, Canada and over a distance of 1,800 miles ended in New Orleans, Louisiana and was sponsored by the Pershing Way Association.  | <b>STAR ROUTE</b><br>Registered in December 1, 1917<br>This route started in Ocala and ended in Des Moines and was 48 miles in length. It was sponsored by the Red Star Line Association.  |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>RED BALL ROUTE</b><br>Registered January 2, 1915<br>This 600 mile route started in St. Paul, Minnesota and ended in St. Louis, Missouri and was of military importance. The sponsor was the Red Ball Route Association.   | <b>TALL CORN TRAIL</b><br>Registered September 19, 1924<br>This route started in McGregor and ended in Sioux City and was sponsored by the Tall Corn Trail Association.  |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>RED LINE ROUTE</b><br>Registered June 9, 1916<br>This route started at the Missouri State Line and ended at Villisca for a total of 53 miles and was sponsored by the Red Line Association.   | <b>TOURISTS TRAIL</b><br>Registered March 23, 1917<br>This route was 50 miles long and started in Des Moines for a distance of 92 miles.   |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>REDFORD TRAIL</b><br>Registered September 21, 1922<br>This 527 mile route started in Chicago, Illinois and ended in Omaha, Nebraska. It entered Iowa at Davenport and continued through Council Bluffs on what is now U.S. 6. The sponsor was the Redford Trail Association.                                    | <b>WILSON HIGHWAY</b><br>Registered September 13, 1918, amended June 24, 1920. This route named for Woodrow Wilson started at the Iowa-Missouri south of Bedford and travelled north to Emmons, Minnesota approximately 273 miles in length. The sponsor was the Wilson Highway Association.         |
| <b>CLUSTER BATTLEFIELD HIGHWAY</b><br>Registered December 23, 1919<br>This 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.                    | <b>DANIEL BOONE TRAIL</b><br>Registered December 22, 1916<br>The route started at St. Paul, Minnesota and ended in Lineville, a distance of 91 miles. It was sponsored by the Daniel Boone Trail Association.   | <b>WEBSTER TRAIL</b><br>Registered April 21, 1921<br>This 48 mile route started in Mt. Pleasant and ended in Keokuk. It was sponsored by the Webster Trail Good Roads Association.   | <b>WOODWARD-OGDEN CUT-OFF</b><br>Registered December 4, 1918<br>This route was 50 miles long and started in Ogden and ended in Des Moines. It was sponsored by the Woodward-Ogden Cut-off Association.   |

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