

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

FEB 12 1993

NATIONAL
REGISTER

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 an 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 The Lincoln Highway: Raccoon River Rural Segment

other names/site number County Road E53

2. Location

street & number easternmost point located approximately .1 mile west of Jefferson city limits on County Road E53 not for publication

city or town Jefferson vicinity

state Iowa code IA county Greene code 073 zip code 50129

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.)

[Signature] 1/26/93
Signature of certifying official/Title Date

State Historical Society of Iowa
State of 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 the 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): _____

entered in the National Register
Signature of the Keeper [Signature] Date of Action 7/28/93

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	
		buildings
1		sites
10	1	structures
		objects
11	1	Total

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

The Lincoln Highway in Greene County, Iowa

Number of contributing resources previously listed
in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/highway

Current Functions
(Enter categories from instructions)

Transportation/highway

7. Description

Architectural Classification
(Enter categories from instructions)

Other/Lincoln Highway

Materials
(Enter categories from instructions)

foundation n/a

walls n/a

roof n/a

other concrete; asphalt

Narrative Description

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

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 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.)

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 # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Engineering

Period of Significance

1912-1928

Significant Dates

1912; 1913; 1920; 1924

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Iowa Highway Commission; F.E. Marsh Construction Co (Jefferson); C.C. Barnes Construction Co. (Des Moines); Empire Construction Co. (Des Moines); Marsh Engineering Co. (Des Moines); Landgren-Reis Co. (Des Moines)

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Greene County Lincoln Highway Preservation Group, Inc.

10. Geographical Data

Acreage of Property 28.8

UTM References

(Place additional UTM references on a continuation sheet.)

1	1,5	37,88,4,0	4,65,15,1,0
	Zone	Easting	Northing
2	1,5	38,13,6,0	4,65,19,2,0

3	1,5	38,18,2,5	4,65,18,3,0
	Zone	Easting	Northing
4	1,5	38,42,9,5	4,65,17,8,0

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 Rebecca Conard

organization PHR Associates date June 30, 1992

street & number 275 Crescent Park Drive telephone 712/657-3347

city or town Lake View state Iowa zip code 51450

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 SHPO or FPO.)

name See Continuation Sheet

street & number telephone

city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine 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 (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including 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 Projects (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

Narrative Description

The Raccoon River Rural Segment consists of 3.6 miles of continuous rural, paved road and 600' of abandoned route. At the west edge, the highway district begins at .5 mile east of the section line dividing Sections 8/9 and 17/16 of Jackson Township (T83N, R31W), where the road surface narrows from 22' to 18'. The corridor then runs east for 3.6 miles to a point where the road surface widens from 18' to 22', which is approximately .1 mile west of the corner where the historic route turns north onto Lincoln Way in Jefferson. Several associated structures and features are located along this segment, including the Eureka Bridge, 6 culverts, 1 cattle pass, and a road drainage system. At the top of Danger Hill, 600' of the abandoned route intersects with the traveled highway on the north side of the road. All component properties are further described below. The western portion of this segment (west of the Eureka Bridge) was paved with concrete in 1924; the eastern portion (Jefferson to Eureka Bridge) in 1920. Since then, the original surface material has been covered with asphalt. The right-of-way, alignment, plan and profile, and appurtenant features as of 1924 remain intact.

Official maps of Greene County confirm that this segment of the route was part of the Lincoln Highway from the time the route was established in 1913 until it was absorbed into the federal highway system. The abandoned segment at the top of Danger Hill represents not a shift in the route, but a realignment of the route in 1920 in order to reduce the travel hazards associated with the steep grade. The alignment prior to 1920 is clearly depicted on the 1917 *Standard Atlas of Greene County*.

The setting is rolling farm country between the west beginning point to a graveled road on the section line at the east edge of section 12. Four farmsteads are intact along this stretch; two other farmsteads which are noted on the 1923 plans have been mostly razed. An abandoned motel (c. 1950) on the west side of the road at Danger Hill is the only feature that is out of character with the setting in this area.

From the graveled road at section 12 east to the east end point, the landscape is semi-rural with one intact farmstead. The 1919 highway plans depict a commercial greenhouse in the present location of Krieger's Nursery, indicating that this stretch probably was semi-rural at that time.

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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

Although a half-dozen newer homes have been built in this area, most of them are set back from the road, which preserves the scenic quality of the landscape through here.

Twenty-three right-of-way markers occur at .1 mile intervals. As is true elsewhere along the highway, they occur only on the south side of the highway (no markers have been located where the route travels in a north-south direction). In addition, these markers seem to occur only in Greene County; no markers have been located in the adjoining Carroll and Boone counties. It is therefore possible that they were placed along the highway by Greene County, though no reference to them has been found in the Board of Supervisors' minutes. In addition, no markers are visible in historic photographs taken when the highway was under construction, although in design they are similar to guardrail posts which are depicted in photographs of bridges. Their origin is thus speculative. For these reasons, they are considered important components of the historic setting, but not contributing resources. Further research may indicate that they should be counted as contributing resources of the historic district.

Seven decorative concrete posts on the E. Monthei property, near Danger Hill, are also important components of the historic setting. No historical information was discovered relating to these structures, but they are typical of concrete fence posts and property markers found periodically along the Lincoln Highway route in Greene County, suggesting that property owners dressed the appearance of their farms to showcase this celebrated thoroughfare. Each post measures 12"x14"x5' with a peaked cap. They are located at 1.0 mi.-1.3 mi. from the west beginning point.

Contributing Resources

- 1) 3.6 mi. road of rural roadway with 66' r-o-w (in three contiguous subsegments; counted as one structure)
- * The first subsegment contains 1.4 miles of 18' rural roadway west of Danger Hill. The 1923 highway plans show this segment was to be paved, and on December 10, 1923, Greene County entered into a contract with Empire Construction Company of Des Moines to grade and pave Primary Road No. 6 (Lincoln Highway), Section B. The concrete surface has since been covered

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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

with asphalt, but the traveled roadway remains the same width, 18', and the cross-section profile remains essentially unchanged.

- * The second subsegment contains 1.3 miles of 20'-24' rural roadway (east and west of Eureka Bridge). The 1919 plans indicate that the curve at Danger Hill was to be widened to 22' in the future and superelevated (banked). At that time, however, the road angled to the west about half-way up Danger Hill, then made a second 90 degree turn south, following property lines. A contract was let on March 18, 1920 with C.C. Barnes Co. for relocating the alignment at Danger Hill, indicating this was when the angled jog was abandoned and replaced with a curve. A Iowa Highway Commission photograph, c. 1920, shows the grade as it appeared then.

The 1923 plans indicate that .95 mile of roadway at Danger Hill and across Eureka Bridge was to be widened and, in addition, the curve at the top of the hill was to be realigned from an angled curve to a smooth curve (its present alignment) On December 10, 1923 Empire Construction Co. was awarded a contract for grading and paving Danger Hill. Iowa Highway Commission photographs, c. 1924, show the grading in progress.

Plans dated 1955 indicate that .265 mi. of roadway at the bottom of Danger Hill was superelevated. Iowa DOT records show that Danger Hill was resurfaced in September-October 1955.

- * The third subsegment contains .9 mile of 18' rural roadway east of the Eureka Bridge. The 1919 plans show this segment to be paved, and on December 4, 1919, Greene County awarded a contract to F.E. Marsh Company of Jefferson to grade and pave the road from the west edge of Jefferson city limits to the Eureka Bridge. An Iowa Highway Commission photograph, undated, shows the highway as it appeared after paving.

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*Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa*2) 600' abandoned roadway (site)

At the top of Danger Hill a portion of the abandoned highway is visible. This segment is located 1.5 mi. from the west beginning point. It runs in a north-south direction on the north side of the road, adjacent to a cattle pass. The graded roadway and cut slopes are clearly discernible. No broken concrete was observed during field inspection. This correlates with the 1919 highway plans and 1920 contract with C.C. Barnes Co., indicating that the section was abandoned at that time and therefore would not have been paved. A culvert located on this segment is described below.

3) Eureka Bridge (structure)

Eureka Bridge, a five-span reinforced concrete arch bridge, is located at 2.0 mi. from the west beginning point. Each span measures 77' with an overall length of 422'. The roadway measures 20'4" wide. Eureka Bridge was constructed in 1912, and the deck was widened in 1924. The bridge was constructed by Marsh Engineering Company of Des Moines (possibly a different company than the F.E. Marsh Construction Co. of Jefferson). Eureka Bridge was determined NRHP eligible in 1990.

4) road drainage system (counted as one structure)

The road drainage system comprises two lines of drain tiles which parallel the highway on both sides and 10 intakes. As noted on the 1919 and 1923 plans, some areas contain 6" tiles and some contain 8" tiles, depending upon the amount of water the system needs to carry. Tile probes, field observation of water flowing from drain tile outlets in culverts and bridges, and conversations with residents along the highway indicate that most of the original drain tiles are still in place and functioning properly. Each intake consists of a conical-shaped cast iron grate covering a subsurface concrete cylinder. Some cylinders have a course of mortared brick around the top, presumably to raise the level of the intake. Since not all intakes have the brick collar, those that do may have been modified at a later date to counter the effects of siltation. All of the intake

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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

locations are noted on the 1923 plan. Locations occur on both sides of the road.

5) 6 culverts, located east of the beginning point as follows (six structures):

* at .85 mi.

4'x3'x33' concrete box culvert with 14' straight headwalls; 1923 plans indicate that this culvert was built in 1924.

* at 1.2 mi.

3'x2'x68' concrete box culvert with wing walls, built at a 45-degree angle under the road; 1923 plans indicate that this culvert was built in 1924, replacing a smaller culvert.

* at 1.5 mi. (on abandoned segment)

18" concrete culvert with straight headwall on east side slopes at 45-degree angle under abandoned roadway section; culvert still functional.

* at 2.5 mi.

4'x4'x30' concrete box culvert with 15' straight headwalls; 1919 plans indicate that an existing culvert was extended; the extensions are clearly visible where the beveled corners along the ceiling of the box change angle.

* at 2.55 mi.

15" concrete tile driveway culvert with straight headwalls on north side of road; 1919 plans indicates that this was an existing culvert in good condition at that time.

* at 2.7 mi.

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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

15"x76' concrete culvert with wing headwalls; 1919 plans indicate that this culvert was constructed in 1920.

6) 1 cattle pass (structure)

A 4'x7'x38' concrete cattle pass under road at 1.5 miles from the west beginning point. Attached to the pass itself is a 40' concrete wall (curved walkway) on north side; 1923 plans indicate that an existing 24' cattle pass was extended in 1924.

Noncontributing Resources

1) 1 culvert at 2.3 mi. from west beginning point (structure)

18" concrete culvert with headwall missing; 1919 plans indicate that this culvert was extended in 1920.

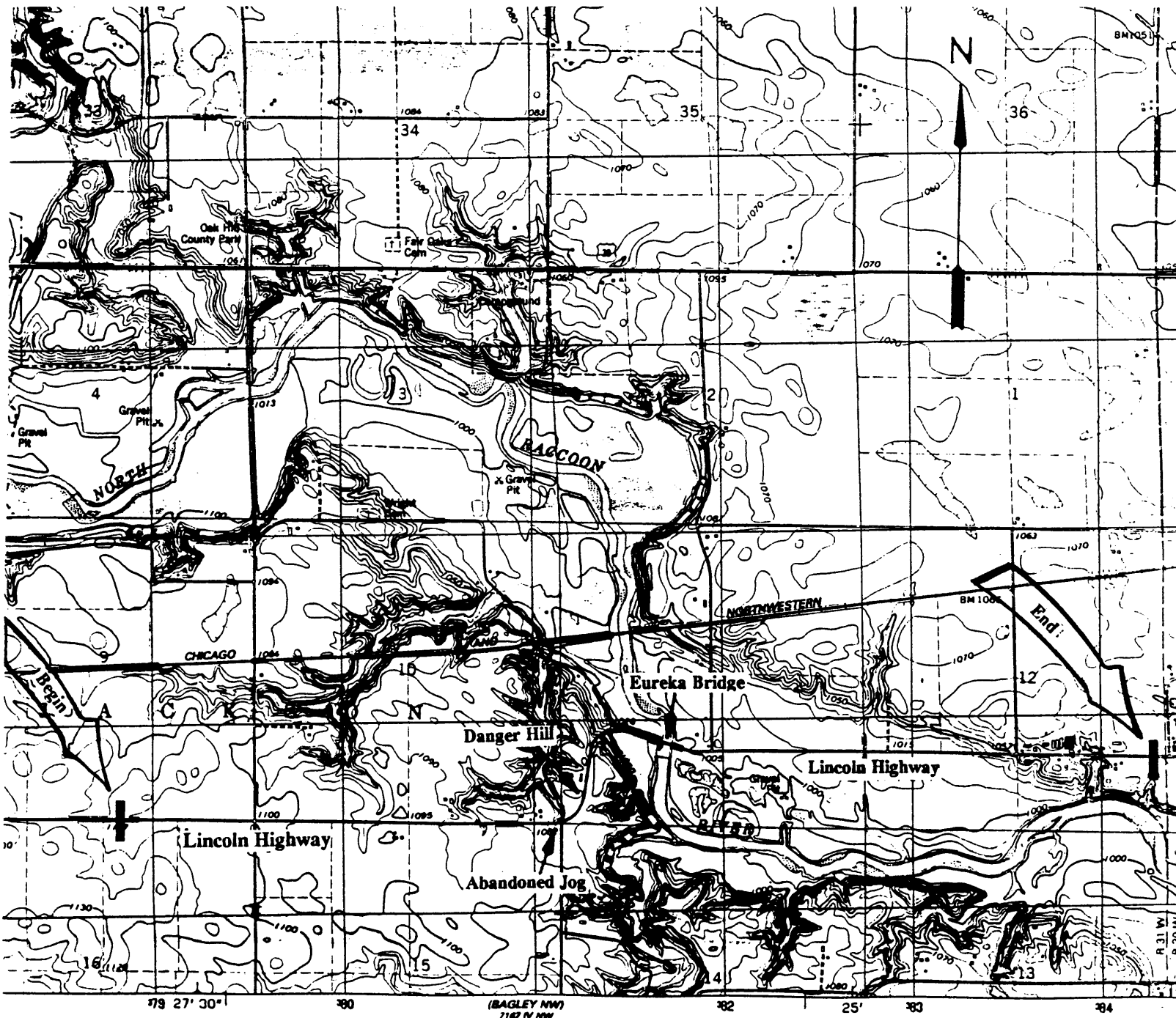
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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

Resource Location (U.S.G.S. Jefferson West Quadrangle, 7.5 minute, 1986)



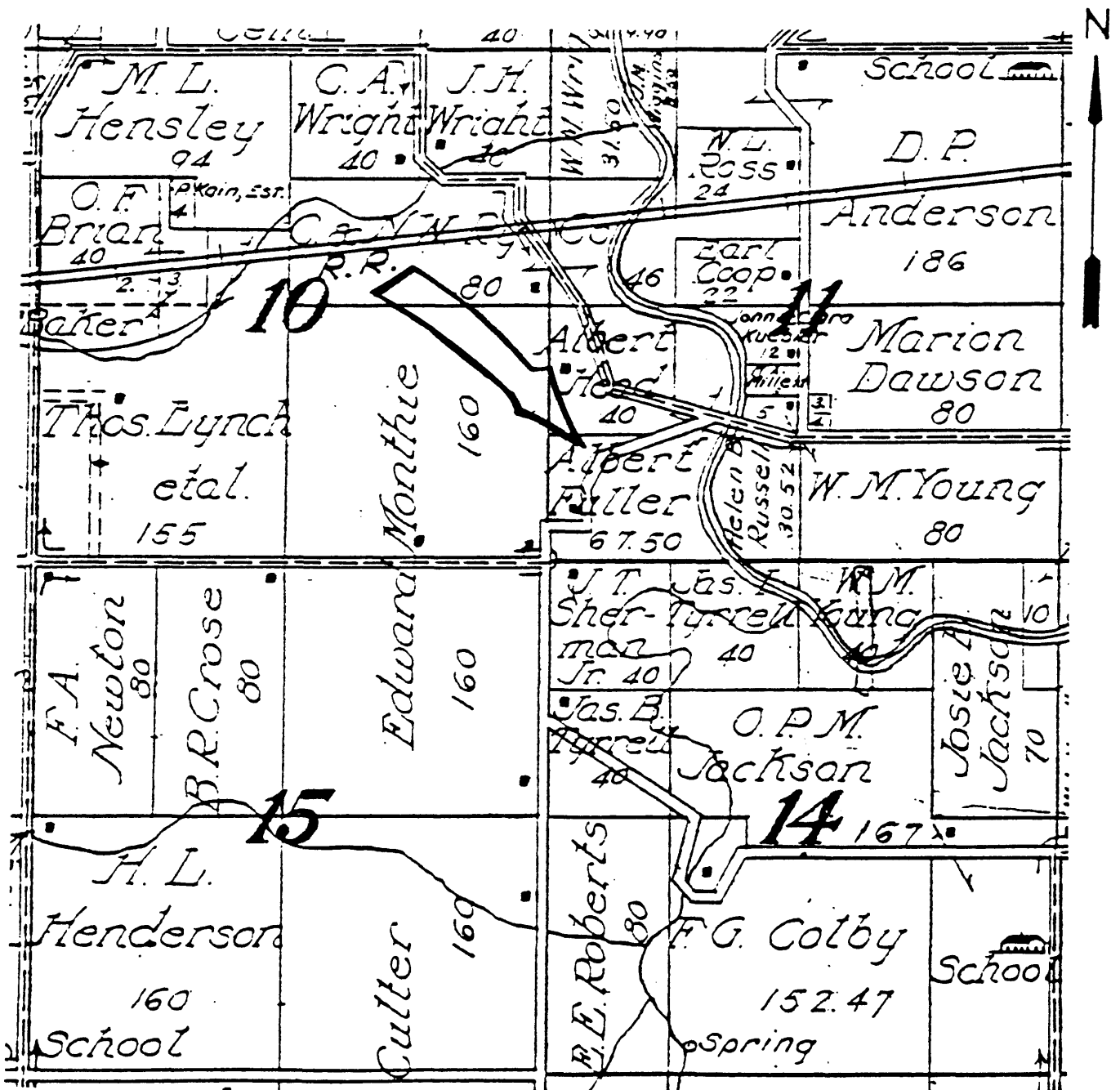
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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

Jog at Danger Hill Prior to 1920 (Standard Atlas of Greene County, 1917, Jackson Township)



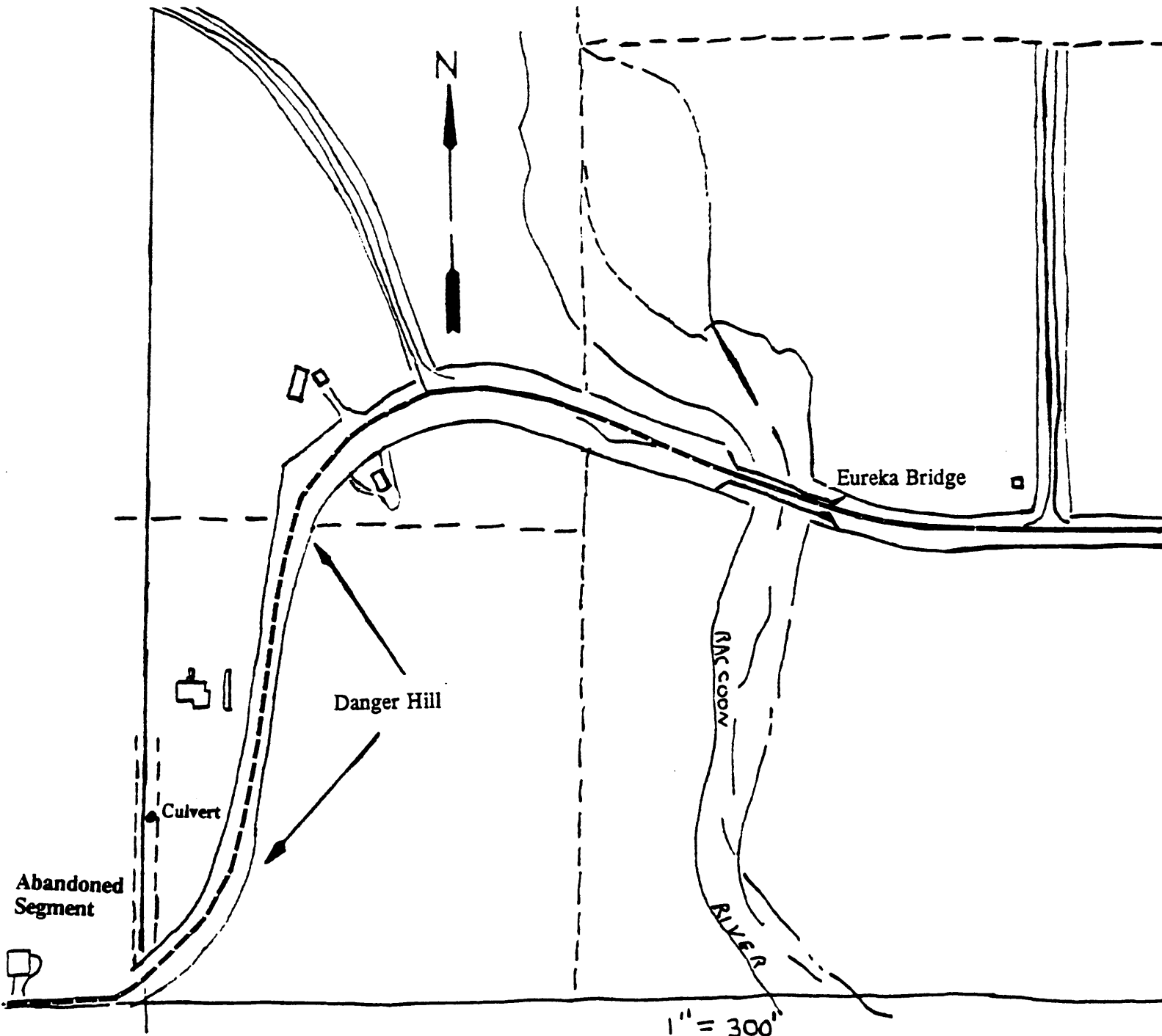
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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

Sketch Map



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The Raccoon River Segment of the Lincoln Highway is significant under Criterion A as a district which embodies the evolution of highway engineering standards between 1912 and 1928 and reflects pioneering efforts in the construction of the highway through Iowa. The 3.6 mile segment is part of the route established in 1913,¹ as modified in 1920 when the jog at Danger Hill was realigned. Without doubt, the new Eureka Bridge west of Jefferson, built in 1912, influenced the Lincoln Highway Association's decision to route the highway across the Raccoon River using this existing road. The road may already have been graveled in 1912, since it was well-traveled, but presumably it was included in the thirty miles of the highway which were both graded and graveled in 1914.² The year 1919 marked a milestone for Lincoln Highway supporters, when Greene County became the first county in Iowa to accept federal aid for paving rural roads. As reported in the local newspaper, a federal allocation of \$163,000 was to be supplemented by monies from the state auto fund and an allotment of 3000 barrels of cement from the Lincoln Highway Association for a "seedling mile."³

F.E. Marsh Construction Company of Jefferson received the contract for grading and paving in late 1919; and approximately 6.5 miles of the Lincoln Highway were paved in 1920, including the eastern portion of the Raccoon River segment.⁴ Federal assistance also brought government oversight, and the State Highway Commission sent Walter O. Hill to act as resident engineer during the summer of 1920.⁵ As an auxiliary project, the grade at Danger Hill was reduced considerably, with the contract awarded to C.C. Barnes Construction Co. Both projects

-
- 1 1913 Official Map of Greene County.
 - 2 *Bee*, 18 February 1914; "Paving for Greene County," *Bee*, 2 April 1919, notes that this section had been graded and surfaced and was ready for paving.
 - 3 *Bee*, 2 April 1919.
 - 4 1919 Plan and Profile of Proposed Inter-County Highway, Federal Aid Project No. 39, Greene County, West, East and North Out of Jefferson, Iowa State Highway Commission. Located at Iowa Department of Transportation.
 - 5 *Bee*, "Let Paving Contract," 10 December 1919; "Highway Engineer Arrives," 12 May 1920.

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proceeded at about the same time, and both represented pioneering efforts in highway construction in Iowa. The State Highway Commission called the Danger Hill project a "spectacular cut," and documented the grading with photographs (attached).⁶ A contemporary description of the work noted that:

at the lower turn of the hill...the grade will be widened to the south and a deep fill made. The grade from the west end of Eureka Bridge will be raised, and, at the place where the big fill is to be made the plat calls for an elevation of some 27 feet above the present surface of the ground. A gradual slope will be continued up the hill, the road swinging into the present cut, which will be cut out about fifteen feet deeper than the present bed of the road, and the excavation continued to a more distant point at the top of the hill than at present.⁷

Dr. J.K. Johnson of Jefferson was one of many people who periodically went out to watch the grading. He recalls that,

the first time they took Danger Hill down was with horses, mules, and Fresnos [Fresno scrapers] -- that was a two-wheel outfit with a handle to raise the load after it was loaded. [Each scraper had] one-fourth to one-third yard capacity. As the cut became more rounded, they were able to use the excavator. The animals were housed by the railroad tunnel north of Eureka Bridge. Everybody went out to watch. It was really a spectacle.⁸

After the grading was finished, the new grade was tiled and graveled.⁹

6 *Iowa Highway Commission Service Bulletin*, 9 (August-September 1920), 8.

7 "The Danger Hill Job," *Bee*, 15 October 1919.

8 Dr. J.K. Johnson to Bob Ausberger, interviewed 14 September 1991.

9 *Bee*, 8 September 1920.

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In 1924, Danger Hill and the Eureka Bridge were included in the project which completed paving of the Lincoln Highway through Greene County. At that time Danger Hill was realigned a second time to produce a smoother "S" curve, the present alignment.¹⁰ Eureka Bridge was widened from 16' to 20' to accommodate increasing traffic on the highway. Empire Construction Company of Des Moines was awarded the contract for all work.¹¹ When the job was completed in the fall of 1924, the local newspaper once again proclaimed Greene County's "first":

Many folks do not know it, but Greene county will be the first county on the Lincoln highway in Iowa to fully complete the job of paving from border to border. While Clinton is paved to the west edge of the county, a stretch of a quarter of a mile has been left out at Wheatland, awaiting the building of an overhead crossing of the railway.¹²

Eureka Bridge has previously been determined eligible under NRHP Criterion C.¹³ Numerous single-span concrete arches can be found in rural settings in Iowa, but multiple-span examples are relatively rare. Moreover, among the remaining concrete arch bridges in Iowa, the Eureka Bridge is one of the earliest and apparently one of the first such arch structures designed by the State Highway Commission. Though altered in 1924, the structure retains a high degree of integrity of materials, design, and workmanship. Under Criterion C, it embodies the distinctive characteristics of a bridge type and method of construction.

The Eureka Mill crossing of the Raccoon River historically has been a pivotal one for Greene County. Located three miles west of Jefferson, it linked the county seat with the town of Scranton, the entire western portion of the county, and points beyond. A bridge proved difficult to maintain here, however, due to its location immediately downstream from a tight

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- 10 1923 Plan and Profile of Proposed Improvement on the Primary Road System, Federal Aid Project No. 39, East and West of Jefferson Extending Federal Aid Project No. 39 to the County Lines, Iowa State Highway Commission. Located at Iowa Department of Transportation.
- 11 *Bee*, "Paving Contract Let," 21 November 1923; "Will Widen Bridge," 28 November 1923.
- 12 "East Paving is Done," *Bee*, 10 September 1924.
- 13 See evaluation of Eureka Bridge, Greene County Structure No. 162260, by Fraserdesign, 10 April 1990. This evaluation is summarized here.

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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

bend in the river. The original Eureka Mill Bridge was built in the nineteenth century and was extended by the addition of a 100' through truss on its east end in 1903. This bridge required frequent repairs due to flood damage. Finally, a spring flood in 1912 destroyed its easternmost span.¹⁴

Rather than repair the damage, the county board of supervisors opted to replace the structure. The State Highway Commission drew plans for four pony truss spans supported by concrete piers and abutments. As an alternative, commission engineers designed a five-span, concrete filled spandrel arch structure with massive concrete spread footings set on timber piles.¹⁵ The concrete bridge featured an elliptical arch profile and paneled details on the spandrels and parapets that would later become Iowa State Highway Commission standards. With a total length of 422' and a roadway width of 16', the proposed structure was by far Greene County's most massive bridge. In May of 1912, the county Board of Supervisors awarded the construction contract to Marsh Engineering Company of Des Moines; the bid was \$13,300. Marsh's crew began excavating for the foundations soon thereafter and completed the new bridge by November.¹⁶

Construction of the Eureka Bridge predated the establishment of the Lincoln Highway in Iowa, and it undoubtedly figured in the highway's routing through Greene County. Traffic on this important artery had increased sufficiently by 1923 to warrant widening the bridge deck. In November State Highway Commission engineers designed modifications to increase the roadway width to 20'.¹⁷ In November of 1923, the Greene County Board of Supervisors

- 14 Greene County Supervisors' Minute Book F, 11 April 1903 (contract for through truss span awarded to Marsh Bridge Company for \$2350); "River on a Rampage," *Jefferson Bee*, 3 April 1912.
- 15 Original construction drawings by Iowa State Highway Commission, dated April 1912, located at Greene County Courthouse and Iowa Department of Transportation.
- 16 Greene County Supervisors' Minute Book F, 7 May 1912, 5 August 1912, 26 August 1912, 8 October 1912, 4 November 1912; "New Eureka Bridge," *Bee*, 22 May 1912.
- 17 Original construction drawings by Iowa State Highway Commission, dated November 1923, located at Greene County Courthouse and Iowa Department of Transportation.

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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

awarded the contract for widening the bridge to Lundgren-Reis Company of Des Moines for an estimated cost of \$14,379.¹⁸ The arches remained structurally unaltered, but the original concrete deck and guardrails were removed entirely and replaced, and new paired concrete brackets were attached to the arch sidewalls to carry the wider cantilevered deck. Since the completion of this modification in 1924, the bridge has functioned essentially unaltered.

18 Minute Book I:515, 23 November 1923.

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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

Bibliographical References

See footnotes for sources cited in this nomination. Refer to Section I of the Multiple Property Documentation Form for complete bibliography and source location information.

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Continuation Sheet**

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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

Boundary Description

The boundaries of the Raccoon River Rural Segment are basically a 66' corridor, 33 feet on either side of the center line, beginning .5 mile east of the section line dividing Sections 8/9 and 17/16 of Jackson Township (T83N, R31W), where the road surface narrows from 22' to 18', then running easterly for 3.6 miles to a point where the road surface widens from 18' to 22.' At 1.5 mile from the west beginning point, the boundary makes a 90 degree turn north to encompass a 600'x66' parcel, which represents the remaining portion of the highway alignment abandoned in 1920.

Boundary Justification

The 66' corridor represents the legal highway right-of-way. The 600'x66' portion of the abandoned alignment is contiguous with the main 66' corridor of the historic highway.

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Raccoon River Rural Segment, Lincoln Highway, Greene County, Iowa

Property Owners

County Road E-53 (Lincoln Highway):

Greene County
Greene County Courthouse
Jefferson, Iowa 50129
515/386-2516

Abandoned Alignment:

William and Doris McGregor
West on Old 30
Jefferson, Iowa 50129
515/386-3188