



841

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

**National Register of Historic Places  
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If 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** Armstrong Creek Bridge  
**other names/site number** Red Bridge

**2. Location**

<b>street &amp; number</b>	Old 101 Road over Armstrong Creek	N/A	<b>not for publication</b>
<b>city or town</b>	Town of Armstrong Creek	N/A	<b>vicinity</b>
<b>state</b> Wisconsin	<b>code</b> WI	<b>county</b> Forest	<b>code</b> 041
			<b>zip code</b> 54103

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 X meets \_ does not meet the National Register criteria. I recommend that this property be considered significant \_ nationally \_ statewide X locally. (\_ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State Historic Preservation Officer - Wisconsin

State or Federal agency and bureau

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

Signature of commenting official/Title

Date

State or Federal agency and bureau

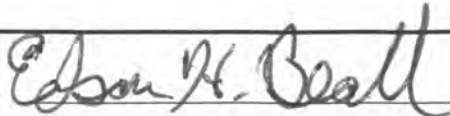
Armstrong Creek Bridge

Forest County

Wisconsin

Name of Property

County and State

**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.☐ See continuation sheet.☐ removed from the National  
Register.☐ other, (explain:)

11-18-11



Signature of the Keeper

Date of Action

**5. Classification****Ownership of Property**  
(check as many boxes as  
as apply)

private

X public-local

public-State

public-Federal

**Category of Property**  
(Check only one box)

building(s)

district

X structure

site

object

**Number of Resources within Property**  
(Do not include previously listed resources  
in the count)

contributing	noncontributing
0	0 buildings
0	0 sites
1	0 structures
0	0 objects
1	0 total

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

N/A

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

0

**6. Function or Use****Historic Functions**

(Enter categories from instructions)

**Current Functions**

(Enter categories from instructions)

TRANSPORTATION/ROAD-RELATED (VEHICULAR)

TRANSPORTATION/PEDESTRIAN-RELATED

**7. Description****Architectural Classification**

(Enter categories from instructions)

Other: Pratt Pony Truss

**Materials**

(Enter categories from instructions)

Foundation N/A

Walls N/A

roof N/A

other Steel

**Narrative Description**

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

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Armstrong Creek Bridge  
Forest County, Wisconsin

Section 7 Page 1

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**INTRODUCTION**

The Armstrong Creek Bridge is a steel, Pratt pony truss bridge located in the Northwest  $\frac{1}{4}$  of the Southwest  $\frac{1}{4}$  of Section 36, near the section line with Section 35, in Armstrong Creek Township (Town 37 North, Range 16 East), Forest County. Erected in 1908,<sup>1</sup> the bridge carried Old 101 Road over Armstrong Creek, until the roadway was re-routed just west of the bridge, in the 1940s. The Armstrong Creek Bridge was then closed to automobile traffic, but continued to serve pedestrians. The bridge was removed from its original location in 1907. After a refurbishing project, it was reset at a pivot from its original placement in 2010. The location of the north end of the bridge is unchanged from its historic point; the south end is set 20 feet east of the original point. It continues in use as a pedestrian bridge. The Armstrong Creek Bridge is locally known as the Red Bridge, the name taken from the red paint which was historically applied to its trusses, pylons and other metal components.

**DESCRIPTION**

The Armstrong Creek Bridge crosses Armstrong Creek on the edge of the Chequamegon-Nicolet National Forest. Old 101 Road (also called Forest Road 2371), a quiet, two-lane roadway, passes just west of the bridge. The uplands adjacent to both sides of the bridge are covered by a mature, mixed deciduous and coniferous forest community that contributes to a tranquil setting. Since the location which includes the bridge came into Town of Armstrong Creek ownership, the Town in 2010 cooperated with the USDA Forest Service in creating a picnic area along with placement of three interpretive panels adjacent to the bridge. The location now serves as a recreation area and tourist attraction.

The Armstrong Creek Bridge is a three-span structure. The central span is a steel, pin-connected, Pratt pony truss that is 50 feet long. The flanking, steel deck girder approach spans are each 24 feet long. The bridge's wooden deck is 16 feet wide. The central segment of the bridge rests on two pairs of riveted, metal tube pylons, each pair situated on opposing sides of the stream channel. Both ends of the bridge rest on poured concrete abutments. While an original plan for the bridge could not be located, it is known to have been constructed by the Hennepin Bridge Company, and the steel used for bridge construction was manufactured by Cambria Steel Company, Oak Hill, Ohio.

The Pratt trusses are composed of four panels, each of which measures 12.5 feet. The panels on either end of each truss display full-slope end posts. The end posts and top chords appear to be double

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<sup>1</sup> Caswell Township (Forest County, Wisconsin), Minutes of the Town Board of Supervisors, Meetings of 20 February 1908, and 15 April 1908.

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

**National Register of Historic Places  
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Armstrong Creek Bridge  
Forest County, Wisconsin

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upright channels with a cover plate. An upright channel joined to a rectangular eyebar forms each bottom chord. The vertical members are composed of double, back-to-back angles with v-lacing, and the counters consist of pairs of crossing, cylindrical rods.

Steel floor beams and stringers support the wooden planks that serve as deck. Narrow metal guardrails run along the east and west truss forming a vertical post and rail system which supports steel lattice panels. This post and rail system was added to address public safety when the bridge was restored and reset in 2010.

### **ALTERATIONS**

Two primary episodes of alteration have occurred. First, in 1992 at which time the bridge was privately owned, the Wisconsin Conservation Corps rehabilitated the Armstrong Creek Bridge, then a pedestrian bridge. Existing wooden planks were removed, and new planks were laid on the west half of the floor system, and metal guardrails were installed. The loss of the original deck altered the appearance of the bridge, but did not affect the high degree of integrity displayed by the Pratt trusses and deck girders that form the structure. In 2007, the bridge was removed and rehabilitated to accommodate the realignment of Old 101 Road. Through consultation among State Historic Preservation Officer, the Forest Service and the Town of Armstrong Creek, documented in a 2006 memorandum of agreement, the bridge was removed. Following conservation treatments the bridge was reset in 2010. Because of the realignment of Old 101 Road, the bridge's new location is slightly different than the original location. That is, the bridge's placement was pivoted on its north end, the south end of the structure is now 20 feet east of its original location, and the location of the bridge's north end unchanged (center point of bridge's new location is reflected in Section 10). Bridge removal and restoration, sponsored by the USDA Forest Service and funded through the American Recovery and Reinvestment Act, retained all major bridge components. Decking, already having been removed in 1992, was replaced with 2 inch by ten inch wooden planks, each 16 feet two inch in length. In its current condition, it is the Pratt trusses and deck girders, restored but original, that confers the engineering significance that makes the Armstrong Creek Bridge eligible for the National Register.

### **Criteria Consideration B**

While the bridge was removed from its original location, its significance is in the area of engineering and those aspects of the bridge retain good integrity to the date of construction. Further, the bridge is still over the same creek and its current location differs very little from its original placement.

Armstrong Creek Bridge  
Name of Property

Forest County  
County and State

Wisconsin

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the 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.

### Areas of Significance

(Enter categories from instructions)

Engineering

### Period of Significance

1908

### Significant Dates

1908

### Significant Person

(Complete if Criterion B is marked)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Hennepin Bridge Company

### Narrative Statement of Significance

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



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Armstrong Creek Bridge  
Forest County, Wisconsin

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**SUMMARY**

The Armstrong Creek Bridge is eligible for the National Register of Historic Places at the local level under *Criterion C*, in engineering, as a good example of a Pratt, full-slope, pony truss bridge. It was built by the Hennepin Bridge Company of Minneapolis, Minnesota in 1908, and retains a high degree of integrity. The period of significance corresponds to the date of construction.

**HISTORICAL CONTEXT: EARLY STATE ROADS AND  
STEEL TRUSS HIGHWAY BRIDGES**

The Armstrong Creek Bridge originally carried the road that is now known as Old 101 Road. This road was authorized as Highway 101 by the Wisconsin Legislature in Chapter 132 of the Public Laws of 1860. It was part of a 96-mile route from Shawano to the Michigan state line near present-day Florence, intended to connect with a road running from L'Anse, Michigan on Lake Superior's Copper Harbor. Due to a constitutional provision prohibiting the state government from participating in works of internal improvement, early state roads such as Highway 101 were built and maintained by the local town and county authorities, until the constitution was amended in 1908. When the State Trunk Highway system was laid out across Wisconsin in 1918, the segment of Highway 101 that incorporates the Armstrong Creek Bridge was not included.<sup>2</sup>

Highway 101 opened in 1860.<sup>3</sup> However, there were few European-American residents of Forest County until the railroads laid tracks through the area, opening up previously inaccessible pine and hardwood forests and providing a direct route for the raw materials of Wisconsin's northwoods to timber and pulp mills in cities such as Green Bay, Wisconsin, and Minneapolis and St. Paul, Minnesota in the 1880s. The Minneapolis, St. Paul, and Sault Ste Marie Railroad (the SOO line) runs east-west across the state about one and one-half miles north of the Armstrong Creek Bridge. By 1888, a station named "Armstrong" had been established on the SOO line north of the bridge. A small community, predominantly made up of Polish immigrants, grew up around this station. At first, Armstrong Station was a lumbering support community, with large tracts of land around it owned by timber firms such as

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<sup>2</sup> State Highway Commission of Wisconsin, *A History of Highway Development, 1835-1945*, (Madison, Wisconsin: State Highway Commission of Wisconsin, 1947), pp. 15, 232, and 239.

<sup>3</sup> *Ibid.*, p. 232.

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Armstrong Creek Bridge  
Forest County, Wisconsin

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the Grimmer Land Company, the Brown Land and Lumber Company, and the Goodman Land Company. By the early twentieth century, most of the timber had been cleared and dairy farmers were settling in the area, although the lumber companies retained large holdings.<sup>4</sup>

In 1908, the Board of the Town of Caswell (of which Armstrong Creek Township was then a part) decided that a new bridge was urgently needed over Armstrong Creek south of the community of Armstrong Station. The Board petitioned Forest County for aid in constructing a new bridge, stating, "the old bridge ... is old and dilapidated and dangerous and no longer fit for public traffic."<sup>5</sup> The earlier bridge was likely constructed of wood, as was typical of highway bridges erected prior to 1895. The Caswell Town Board contracted with the Hennepin Bridge Company of Minneapolis, Minnesota for the erection of a 50-foot, iron, low-truss bridge with 24-foot approach spans at a cost of \$2,187.50. The contract was signed on 20 February 1908, and work began immediately.<sup>6</sup> The completed bridge was inspected on 23 April 1908 and "found ... to be satisfactory in every respect..."<sup>7</sup> The County Board of Supervisors then reimbursed the Town of Caswell for half the cost of the bridge.

By the mid-1920s, landowners in Forest County were losing their property due to a failure to pay taxes. Farmers lost their land because Forest County had proven ill-suited to agriculture and they were unable to earn a sufficient livelihood from farming. In addition, lumber companies, having cleared the forests, abandoned the cut over as worthless. In 1928, the Forest Service, a branch of the U.S. Department of Agriculture, began buying up tax delinquent acreage in Forest, Oneida, Ashland, Bayfield, Vilas, Taylor, and Price counties. By 1931, the Forest Service owned 1.5 million acres in northern Wisconsin. In 1933, President Herbert Hoover proclaimed these areas the Nicolet and Chequamegon National Forests. The federal Civilian Conservation Corps (CCC) program was organized later that year. CCC camps erected in the Nicolet and Chequamegon National Forests brought in hundreds of men to plant trees, build bridges and roads, and carry out other conservation and beautification projects under the direction of the Forest Service. The last CCC camp in the Nicolet National Forest closed in 1942. Since that time, Forest Service personnel have guided reforestation, wildlife and fish management, outdoor recreation, watershed protection, and cultural resource management efforts benefiting the thousands of visitors who come every year to what is today the Chequamegon-Nicolet

<sup>4</sup> *Map of the United States Land Grant to the Chicago & North Western Railway Co.*, (Chicago: Land Department of the Chicago & North Western Railway Company, 1888); and *Plat Book of Forest County, Wisconsin*, (Rockford, Illinois: W. W. Hixson & Co., c. 1924).

<sup>5</sup> Caswell Township (Wisconsin), Minutes of the Town Board of Supervisors, Meeting of 17 February 1908.

<sup>6</sup> Caswell Township (Wisconsin), Minutes of the Town Board of Supervisors, Meeting of 20 February 1908.

<sup>7</sup> Forest County (Wisconsin), Minutes of the County Board of Supervisors, Meeting of 23 April 1908.

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Armstrong Creek Bridge  
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Section 8 Page 3

National Forest. Tourism, recreation, and selective logging within the National Forest are integral to the local economy.<sup>8</sup>

The Armstrong Creek Bridge carried automobile traffic until the late 1940s, when Old 101 Road was relocated just west of the bridge.<sup>9</sup> Pedestrians have used the bridge since that time. In 1992, the bridge was modified by the Wisconsin Conservation Corps, and in 2007 the bridge was removed and restored, then reset in 2010. The location of the bridge is slightly different than its original placement, that is, the south end of the structure is now 20 feet east of its original location, and the location of the bridge's north end is unchanged.

**STATEMENT OF SIGNIFICANCE: STEEL HIGHWAY TRUSS BRIDGES**

Metal truss bridges were most frequently erected in Wisconsin between about 1895 and 1910, although long crossings continued to be bridged with steel trusses through the 1930s. The Pratt truss, patented in 1844 by Thomas and Caleb Pratt of Boston, was the second-most numerous pony truss bridge type in Wisconsin at one time. A statewide survey in 1981 identified 199 surviving Pratt pony trusses. One-third (69) were full-slope (or "standard") Pratt designs, like the Armstrong Creek Bridge, while two-thirds were half-hips. By 1985, only 40 full-slope Pratt pony trusses remained. This number had fallen to eight by 1997. The Armstrong Creek Bridge is a good example of this vanishing resource.

The Armstrong Creek Bridge is also one of the few representatives of the era in metal truss highway bridge construction that predates the involvement of the Wisconsin State Highway Commission (hereafter, SHC), which was established in 1911. Prior to the existence of the SHC, responsibility for building highway bridges fell on town and county agencies, while the designs were produced by bridge-building firms. The SHC developed and promoted standard bridge plans. For crossings under 35 feet, the SHC recommended girder or slab bridges of concrete or steel. Trusses were advocated for crossings over 35 feet; the riveted Warren pony truss for shorter spans; and the Pratt overhead truss for longer spans.<sup>10</sup> After 1911, truss bridges in Wisconsin were generally constructed in conformance with the SHC's plans. Standardization by the SHC brought the era of independently-designed bridges to a close, and reduced the variety of bridge types on Wisconsin's roads.

<sup>8</sup> David Haugen, Phillip C. Freeman and Mark A. Theisen, *The Forest Resources of the Chequamegon-Nicolet National Forest*, (St. Paul, Minnesota: North Central Research Station – U.S. Forest Service, 1998), p. 7.

<sup>9</sup> "Citizens fight to save historic bridge," *The Forest Republican*, 22 February 2006, p. 1.

<sup>10</sup> Wisconsin Department of Transportation, *Historic Highway Bridges in Wisconsin*, 2:1, (Madison, Wisconsin: Wisconsin Department of Transportation, 1998), pp. 11-12.



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Armstrong Creek Bridge  
Forest County, Wisconsin

Section 8 Page 4

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The significance of the Armstrong Creek Bridge is further strengthened by the fact that it was produced by the Hennepin Bridge Company. *Cultural Resource Management in Wisconsin* names this firm as a "known prolific out-of-state builder [of Wisconsin bridges]."<sup>11</sup> The Hennepin Bridge Company was founded by Lawrence H. Johnson in 1900. Johnson (1862-?) had emigrated from Germany in 1875, residing in Augusta, New York, and Durand, Michigan before settling in Minneapolis in 1883. Johnson was employed by the Minneapolis Bridge Company from 1883 through 1888, by another Minneapolis bridge builder from 1889 to 1893, and by the Wisconsin Bridge and Iron Company of Milwaukee from 1894 to 1897. Under Johnson's direction, the Hennepin Bridge Company erected numerous bridges, including the Hastings, Minnesota bridge across the Mississippi River, and a bridge across the Yellowstone River in Montana.<sup>12</sup> Only three other bridges in Wisconsin have been identified as the work of the Hennepin Bridge Company: the Polley Lane Bridge and the Sawyer Road Bridge, both in Taylor County, and Old State Highway 70 Bridge over the Chippewa River in Sawyer County. Both Taylor County bridges were determined eligible for the National Register of Historic Places, and have since been demolished.

In conclusion, the Armstrong Creek Bridge is eligible for the National Register as an intact and now rare example of the Pratt full-slope pony truss bridge. Although the original deck and four original pylons were replaced with facsimiles due to deterioration, all other original elements of the bridge were fully restored before the bridge was reset in 2010. Replacement of decking and pylons are cosmetic, aesthetic changes, and the addition of the posts and rails with steel lattice were necessary to address public safety. The trusses themselves, which lend the bridge its engineering significance, retain a high degree of integrity.

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<sup>11</sup> Barbara L. Wyatt, editor, *Cultural Resource Management in Wisconsin*, (Madison, Wisconsin: State Historical Society of Wisconsin, 1986), Vol. 2, p. 12-23.

<sup>12</sup> Albert Marquis, editor, *The Book of Minnesotans: A Biographical Dictionary of Living Men of the State of Minnesota*, (Chicago: A.N. Marquis & Co., 1907), p. 265.

Armstrong Creek Bridge  
Name of Property

Forest  
County and State

Wisconsin

## 9. Major Bibliographic References

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

### Previous Documentation on File (National Park Service):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic landmark
- ☐ recorded by Historic American Buildings Survey # \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record # \_\_\_\_\_

### Primary location of additional data:

- ☒ State Historic Preservation Office
  - ☐ Other State Agency
  - ☒ Federal Agency: USDA Forest Service
  - ☐ Local government
  - ☐ University
  - ☐ Other
- Name of repository: \_\_\_\_\_

## 10. Geographical Data

Acreage of Property Less than one acre

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

1    16    387300    5054970  
      Zone    Easting    Northing

2    \_\_\_\_\_  
      Zone    Easting    Northing

3    \_\_\_\_\_  
      Zone    Easting    Northing

4    \_\_\_\_\_  
      Zone    Easting    Northing

☐ 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	Elizabeth L. Miller (608-233-5942) for	date	29 December 2010
organization	Commonwealth Cultural Resources Group, Inc.	telephone	414-446-4121
street & number	8869 North Deerwood Drive	zip code	53209
city or town	Milwaukee	state	WI

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**National Park Service**

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Armstrong Creek Bridge  
Forest County, Wisconsin

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**BIBLIOGRAPHY**

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*Forest County Republican*. (Crandon, Wisconsin). 2006.

*Map of Forest County, Wisconsin*. Crandon, Wisconsin: Forest County Map Co., 1900.

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Wyatt, Barbara L., editor. *Cultural Resource Management in Wisconsin*. Three volumes. Madison, Wisconsin: State Historical Society of Wisconsin, 1986.

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Armstrong Creek Bridge  
Forest County, Wisconsin

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**Verbal Boundary Description:**

The boundary corresponds to the bridge itself and its abutments. The Armstrong Creek Bridge is located at the crossing of old Highway 101 over Armstrong Creek, in Forest County, Armstrong Creek Township, T37N, R16E, in the NW  $\frac{1}{4}$  of the SW  $\frac{1}{4}$  of Section 36, adjacent to the section line with Section 35. The current UTM datum is WGS84.

**Boundary Justification:**

The boundary includes the resources historically associated with the Armstrong Creek Bridge.

Armstrong Creek Bridge  
Name of Property

Forest County  
County and State

Wisconsin

### 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/title			
organization			
Street & number		date	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 Park Service**

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Armstrong Creek Bridge  
Forest County, Wisconsin

Section photos Page 1

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**Name of Property:** Armstrong Creek Bridge

**City or Vicinity:** Armstrong Creek

**County:** Forest

**State:** Wisconsin

**Name of Photographer:** USDA Forest Service

**Date of Photographs:** 09/16/2010

**Location of Original Digital Files:** USDA Forest Service, Chequamegon-Nicolet National Forest  
500 Hanson Lake Road, Rhineland, WI 54501

Photo #1 of 7

WI\_Forest County\_Armstrong Creek Bridge\_0001

View of SW side of bridge and site environs, camera facing NE at 22 degrees.

Photo #2 of 7

WI\_Forest County\_Armstrong Creek Bridge\_0002

View of SW side of bridge, camera facing NE at 22 degrees.

Photo #3 of 7

WI\_Forest County\_Armstrong Creek Bridge\_0003

View of SW side of bridge, view of planking, camera facing SSW at 40 degrees.

Photo #4 of 7

WI\_Forest County\_Armstrong Creek Bridge\_0004

View of E side of bridge, camera facing SW at 222 degrees.

Photo #5 of 7

WI\_Forest County\_Armstrong Creek Bridge\_0005

View of N side of bridge, camera facing SSW at 190 degrees.

Photo #6 of 7

WI\_Forest County\_Armstrong Creek Bridge\_0006

View of N side of bridge, camera facing S at 180 degrees.

Photo #7 of 7

WI\_Forest County\_Armstrong Creek Bridge\_0007

View of one of four steel tubular pylons that support the bridge

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Armstrong Creek Bridge

MULTIPLE  
NAME:

STATE & COUNTY: WISCONSIN, Forest

DATE RECEIVED: 10/07/11 DATE OF PENDING LIST: 10/28/11  
DATE OF 16TH DAY: 11/14/11 DATE OF 45TH DAY: 11/22/11  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000841

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 11.18.11 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



WI - Forest County -  
Armstrong Creek Bridge - 0001

0227049, WI\_ForestCounty\_ArmstrongCreekB

CAMERA CO. SQUARE, 10/14/10







WI - Forest County -  
Armstrong Creek Bridge - 0002

0227049, WI\_ForestCounty\_ArmstrongCreekB

CAMERA CO. SQUARE, 10/14/10



WI - Forest County -  
Armstrong Creek Bridge - 0003

0227049, WI\_ForestCounty\_ArmstrongCreekB

CAMERA CO, SQUARE, 10/14/10



WI - Forest County -  
Armstrong Creek Bridge - 0004

0227049, WI\_ForestCounty\_ArmstrongCreekB

CAMERA CO. SQUARE, 10/14/10





WI - Forest County -  
Armstrong Creek Bridge - 0005

0227049, WI\_ForestCounty\_ArmstrongsCreekB

CAMERA CO, SQUARE, 10/14/10





WI - Forest County -  
Armstrong Creek Bridge - 0006

0227049; WI\_ForestCounty\_ArmstrongCreekB

CAMERA CO. SQUARE, 10/14/10





WI - Forest County  
Armstrong Creek Bridge - 0007

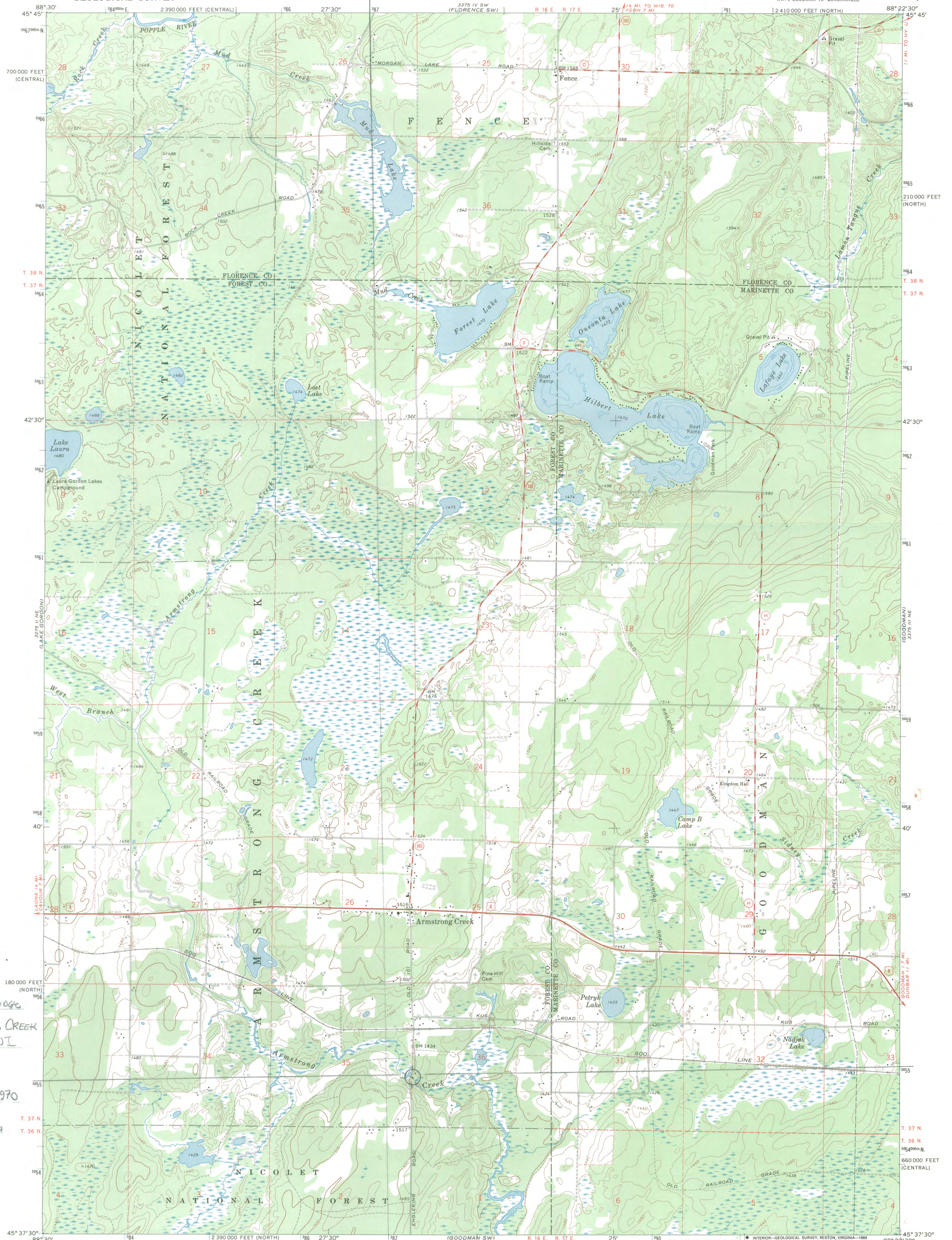
0227049, WI\_ForestCounty\_ArmstrongCreekB

CAMERA CO. SQUARE, 10/14/10



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

ARMSTRONG CREEK QUADRANGLE  
WISCONSIN  
7.5 MINUTE SERIES (TOPOGRAPHIC)  
NW 1/4 GOODMAN 15' QUADRANGLE



ARMSTRONG CREEK BRIDGE  
TOWN OF ARMSTRONG CREEK  
FOREST COUNTY, WI

UTM REFERENCES:  
16 1387300 5054970  
USGS: ARMSTRONG  
CREEK

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial  
photographs taken 1971. Field checked 1972

Hydrography compiled from information furnished by  
Wisconsin Department of Natural Resources

Projection: Wisconsin coordinate system, north zone  
(Lambert conformal conic)

10,000-foot grid ticks based on Wisconsin coordinate  
system, north and central zones

1000-meter Universal Transverse Mercator grid ticks,  
zone 16, shown in blue. 1927 North American datum

Fine red dashed lines indicate selected fence and field lines where  
generally visible on aerial photographs. This information is unchecked

SCALE 1:24 000

CONTOUR INTERVAL 20 FEET

NATIONAL GEODETIC VERTICAL DATUM OF 1929

UTM GRID AND 1972 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Primary highway, hard surface

Secondary highway, hard surface

Light-duty road, hard or improved surface

Unimproved road

Interstate Route U.S. Route State Route



QUADRANGLE LOCATION

To place on the predicted North American Datum 1983,  
move the projection lines 7 meters north and  
9 meters east as shown by dashed corner ticks

Map photorevised 1980  
No major culture or drainage changes observed

ARMSTRONG CREEK, WIS.

NW 1/4 GOODMAN 15' QUADRANGLE

45088-F4-TF-024

1972  
PHOTOINSPECTED 1980  
DMA 3375 III NW-SERIES V861



