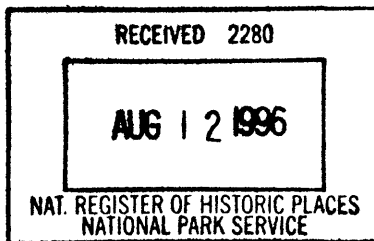


NPS Form 10-900
(Rev. 8/86)
Wisconsin Word Processor Format (1331D)
(Approved 3/87)

OMB No. 1024-0018



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries. Use letter quality printer in 12 pitch, using an 85 space line and a 10 space left margin. Use only archival paper (20 pound, acid free paper with a 2% alkaline reserve).

1. Name of Property

historic name	First Street Bridge
other names/site number	WisDOT B-35-2

2. Location

street & number	First Street spanning the Prairie River	N/A	not for publication
city, town	Merrill	N/A	vicinity
state	<u>Wisconsin</u>	code	<u>WI</u>
		county	<u>Lincoln</u>
		code	<u>069</u>
		zip code	<u>54452</u>

3. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district		
<input type="checkbox"/> public-State	<input type="checkbox"/> site		
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	
	<input type="checkbox"/> object		
		<u>1</u>	<u>0</u>
			Total

Name of related multiple property listing:
N/A

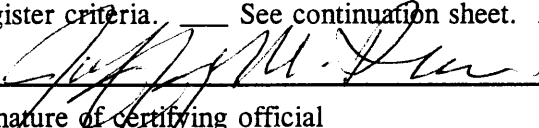
No. of contributing resources previously listed in the National Register N/A

First Street Bridge
Name of Property

Lincoln County, Wisconsin
County and State

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.



Signature of certifying official
State Historic Preservation Officer-WI

9/7/96

Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
 See continuation sheet.

Signature of commenting official/title

Date

Division of Historic Preservation
State Historical Society
816 State Street
Madison, WI 53703
(608) 264-6500

5. National Park Service Certification

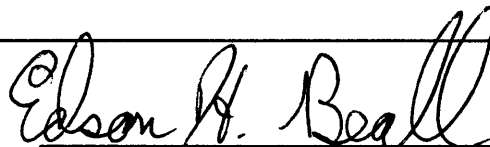
entered in the National Register
See continuation sheet

 determined eligible for the National Register. See continuation sheet

 determined not eligible for the National Register.

 removed from the National Register.


 other, (explain):



Edson H. Beall

9-12-96

Date



Signature of the Keeper

Date

6. Functions or Use

Historic Functions
(enter categories from instructions)
TRANSPORTATION/road-related (vehicular)

Current Functions
(enter categories from instructions)
TRANSPORTATION/road-related (vehicular)

7. Description		
Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)	
Other: Stone-Arch	foundation	CONCRETE
	walls	N/A
	roof	N/A
	other	STONE

Describe present and historic physical appearance.

Description

First Street Bridge

The First Street Bridge provides a crossing over the Prairie River in downtown Merrill connecting the east and west sides of town. The bridge was built in 1904 and it carries the traffic of its namesake, also known as State Highway 64. The First Street Bridge is a rubble-granite, pedestrian and vehicular bridge with three identical, segmental arches, rising 13 feet above the waterline. Each span is 37 feet. The structure features the longest series of arches of any stone-arch highway structure in the state. Each arch displays a decorative pattern of alternating, single- and double-ring stones with tapered keystones that are about 30-inches-tall. Pyramidal cutwaters adorn the upstream (north) faces of the piers. The foundations of the piers and abutments are concrete set on pilings.¹ The bridge's total length is about 130 feet and its width is about 54 feet. Local stone was used for the construction of the bridge. The southeast and northeast banks of the river display rubble-granite retaining walls.

Originally, the bridge featured low, stone railings and a concrete-slab deck surfaced with brick and traversed by streetcar tracks. In 1951, the tracks and brick pavers were removed so that the deck could be covered with a bituminous surface. At the same time, the stone railings were replaced with metal railings.² These alterations did not significantly affect the engineering integrity of the bridge. With its well-proportioned arches, symmetrical design, and adeptly crafted masonry, the First Street Bridge is perhaps the state's finest example of a municipal, stone-arch river crossing. Public parkland known as Stange Park is located immediately to the north and the south of First Street and the First Street Bridge. The parkland to the north includes three pedestrian bridges crossing the Prairie River and its branches. In contrast to the stone-arch construction of the First Street Bridge, these bridges include a concrete arch bridge constructed in 1909 and two smaller metal bridges with wood decks.

Integrity

The replacement of the original brick deck and stone railings had some effect on the historic appearance of the bridge but did not detract from the arches or the well-crafted stone workmanship. The bridge has remained in continuous use as a vehicular and pedestrian bridge since its completion in 1904. The First Street Bridge is an excellent example of a stone-arch municipal bridge that has retained substantial integrity of location, design, setting, and materials.

¹Plans for the Stone Arch Bridge, prepared by Charles V. Sheldon, unpublished, 1904 (hereafter cited as *Plans*). Located at Merrill City Hall.

² WisDOT files, Remodeling plans for Bridge B-35-2, 1951, located in the Central Office Files of the Wisconsin Department of Transportation, Madison, Wisconsin.

First Street Bridge
Name of Property

Lincoln County, Wisconsin
County and State

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Period of Significance
1904

Significant Dates
1904

Engineering

Cultural Affiliation

N/A

Significant Person

Architect/Builder

N/A

Sheldon, Charles V./ Engineer

Hesterman, Fred/ Contractor

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Statement of Significance

The First Street Bridge is eligible locally for the National Register of Historic Places under Criterion C, in the area of **Engineering**. The bridge is a rare surviving example of a stone-arch municipal bridge in Wisconsin. The 1986 study titled Historic Highway Bridges in Wisconsin, Volume 1: Stone-Arch and Concrete Arch Bridges, completed by Jeffrey A. Hess and Robert M. Frame III for the Wisconsin Department of Transportation (WisDOT), identified forty-nine extant stone-arch bridges within the state. Of these, this intensive survey documented eight surviving municipal stone-arch bridges that were constructed between 1891 and 1913. The identified stone-arch urban bridges are as follows: Third Street Bridge, Menomonee Falls; Bridge Road Bridge, Cedarburg; First Street Bridge, Merrill; Berlin Street and Mill Street bridges, Waupaca; Bluff Street Bridge, Boscobel; Milwaukee Street Bridge, Plymouth; and North Street Bridge, Whitewater. Of the eight, three were identified to hold architectural and historical significance, including the First Street Bridge, Merrill; Bridge Road Bridge, Cedarburg; and Third Street Bridge, Menomonee Falls.³ Major alterations and lesser designs diminished the significance of the other identified bridges. The First Street Bridge holds the distinction of having the longest series of stone-arch highway spans in the state. The bridge is locally significant as a municipally sponsored structure designed and constructed by local engineers and contractors and making use of local stone construction materials.

See continuation sheet

³ This bridge is currently scheduled for replacement.

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First Street Bridge
Lincoln County, Wisconsin

Historic Setting

In 1873, the town of Jenny, later renamed Merrill, was separated from Marathon County and became part of Lincoln County. The city of Merrill is located in southern Lincoln County on the Wisconsin River. The city's settlement began in 1847, when Andrew Warren constructed a dam across the Wisconsin River.⁴ The dam encouraged settlement, and was followed by the erection of a sawmill in 1848 to 1849.⁵ By 1851, six families were residing in the community, which was named "Jenny Bull Falls." The name was soon shortened to "Jenny," which was retained until 1881, when it was renamed Merrill after the general manager of the Chicago, Milwaukee & St. Paul Railroad. Railroad service was first established to "Jenny" by the Wisconsin Valley Railroad Company, later a part of the Chicago, Milwaukee & St. Paul Railroad. Although proposals had been made two years earlier, opposition prohibited the construction of the railroad until 1880, when the first line ran from Wausau to "Jenny."⁶

Lumber was the most important industry for the early settlers of "Jenny," and mills sprang up along the rivers. The community grew quickly, fostered by its natural resources, timber and water. The community's location at the confluence of the Wisconsin and Prairie rivers was an important element to its growth. By 1895, the city of Merrill incorporated a population of 9,000 and boasted such amenities as paved streets lighted by electricity, electric street railway, Holly system of waterworks, city hall, public library, and an opera house. The community supported fourteen churches and four weekly newspapers. Most businesses were related to the lumber industry, including nine planing mills; four sash, door and blind factories; and a box factory. Other industries included a machine shop and a flour mill.⁷ The population of Merrill remained fairly steady through the early 1920s, as the leading manufacturers remained lumber-related. Although the lumber and associated businesses continued to be dominant, other industries were also introduced in Merrill. For example, by 1911, an iron works, an excelsior factory and a glove and mitten factory had been established in the city.⁸

First Street Bridge

On 2 June 1902, the Merrill Advocate reported that "the [wood-truss] bridge on First Street which crosses Prairie River settled last Friday morning in such a manner that the street cars were unable to pass over it." After authorizing temporary repairs, the city commissioned a local engineer, Francis E. Mathews, to prepare plans for a new structure. Mathews produced a stone-arch design with two identical, three-centered arches with a pyramidal

⁴ Lincoln County History and Biographies (Merrill, WI: Lincoln County Biographies, 1947), 24.

⁵ Lincoln County History and Biographies, 24.

⁶ Lincoln County History and Biographies, 30-31.

⁷ Wisconsin State Gazetteer and Business Directory 1895-1896 (Chicago, IL: R.L. Polk and Company, 1896), 549.

⁸ Wisconsin State Gazetteer and Business Directory 1911-1912 (Chicago, IL: R.L. Polk & Company, 1912), 611.

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First Street Bridge
Lincoln County, Wisconsin

cutwater on the river pier. In December 1902, the city council contracted with Fred Hesterman, a local builder, to construct a new bridge for \$9,200.⁹ However, there was no further action for a full year.

Surviving city records do not explain this delay, but it may have resulted from a factional dispute within the city council. When the city of Merrill incorporated in 1884, it combined rival villages on either side of the Prairie River. In 1900, the old rivalry between "eastiders" and "westiders" flared into almost open warfare over the selection of a site for a new city hall, which was eventually claimed by the east side. Bitterness over the battle apparently affected almost all civic activities for the next few years.¹⁰ In an editorial on the conflict, the Merrill Advocate of 1 December 1903 chastised local politicians by declaring, "Today a public woodshed could not be built without contention."

The newspaper's criticism may have spurred the city council into action, for in January 1904, it once again took up the question of building the First Street Bridge. At this time, the council reconfirmed its contract with Hesterman but changed the original bridge design from two large arches to three smaller ones, presumably to simplify the structure's engineering.¹¹ New plans were prepared by Charles V. Sheldon, who served as city engineer.¹² Stone for the structure was apparently supplied by granite quarries north of the city. By the end of February, the concrete foundations had been poured and seven months later the bridge was completed.¹³ Literally and figuratively, the successful completion of the bridge project helped heal the rift between the east and west sides of the city. As the Merrill Advocate of 2 August 1904 proudly noted: "The work [is] beautiful in symmetry and grace, a delight to every citizen of Merrill." In addition to its status as a major community landmark, the First Street Bridge is historically notable as a symbol of municipal solidarity.

⁹Merrill City Council Minutes, 3 December 1902, 12 January and 6 September 1904, unpublished (hereafter cited as *Minutes*). Located at Merrill City Hall.

¹⁰Letitia Helen McQuillan, "The Industrial and Social Development of Merrill, Wisconsin" (unpublished B. A. thesis, University of Wisconsin, 1914), 15-16. Located at Merrill Public Library.

¹¹*Minutes*.

¹²*Plans*.

¹³*Minutes*.

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First Street Bridge
Lincoln County, Wisconsin

Design and Engineering

A historic context for stone-arch bridges in Wisconsin has been developed by Jeffrey A. Hess and Robert M. Frame III for the Wisconsin Department of Transportation and is summarized below.¹⁴

Materials

Wisconsin stone-arch bridges represent the state's four basic types of building stone: quarried granite, glacially deposited fieldstone (mostly granite), limestone, and sandstone. Since stone was expensive to transport, its economic feasibility for construction projects usually depended on the availability of a local supply. The primary exceptions were the railroads, which could afford to transport stone from more distant locations for their numerous bridges. Apart from railroad bridges, all Wisconsin stone-arched bridges appear to have been built of local stone.

There is no question that Wisconsin had an abundance of quarry sites. In 1898, Ernest Robertson Buckley surveyed the Wisconsin quarrying industry and counted approximately 100 sites throughout the state that produced building stone in commercial quantities. To this number must be added several dozen more that supplied small amounts of stone only for their immediate areas. Except for fieldstone construction bridges and railroad-related structures, it is possible in almost every instance to identify a quarry site within five miles of a Wisconsin stone-arch bridge.

The widespread availability of quarry material raises the question of why there are not more stone-arch bridges in Wisconsin. Masonry skills were commonplace among the nineteenth-century immigrants from the British Isles, Germany, and Scandinavia, who settled much of Wisconsin. As Richard W. E. Perrin has pointed out, these early settlers used local stone extensively for constructing foundations, barns, and outbuildings. However, the state's surviving stone-arch bridges are clustered in Brown, Calumet, Outagamie, Price, and Waupaca Counties, which account for nearly half of the total number.

Country Bridges

There are thirty-three stone-arch structures in Wisconsin that might best be described as "country bridges." All were built by either unincorporated towns or small rural villages. Most are sited on remote farm roads. Positive construction dates, all from the period 1900-1913, have been established for two-thirds of the group, and it is highly probable that the remaining third is of the same vintage. Typical features include rock-faced, rubble-masonry construction with mortar joints of at least one inch; one or two segmental arches averaging about 18 feet in clear span; ringstones (including keystones) about 20 inches high; stone or simple metal railings; and an overall, structure width of about 20 feet. Except for the instances of a polished keystone (P-68-903) and a flared, elongated keystone

¹⁴ For complete text and reference citations see Jeffrey A. Hess and Robert M. Frame III, Historic Highway Bridges in Wisconsin, Volume 1: Wisconsin Stone-Arch and Concrete-Arch Bridges (Prepared for the Wisconsin Department of Transportation, 1986).

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First Street Bridge
Lincoln County, Wisconsin

(P-5-133), the bridges display no architectural ornamentation, relying on their proportions and symmetry for whatever aesthetic statement they make. Even datestones are rare.

The bridges vary considerably in sophistication of design and quality of craftsmanship. At one extreme is the River Road Bridge (PR-1-5) in Price County, with its crude stonework and misshapen arch, designed and built by a local contractor for \$587 in 1909. At the other extreme is the graceful Barteau Bridge (B-44-912) in Outagamie County, designed by the Appleton engineer John H. Hayes and completed at a cost of \$7,633 in 1906. Firmly nestled on deep pilings, the bridge displays four, low, sloping arches, pleasingly proportioned and expertly finished. Individual aesthetic differences, however, are less pronounced than regional construction patterns, which are manifest in three distinct groups: the fieldstone bridges of Price and Waupaca counties and the limestone bridges of Brown, Calumet, Fond du Lac, and Outagamie counties.

Although surviving records do not document the circumstances of construction for each bridge, there is sufficient data to suggest that many were designed by professional engineers, primarily from the cities of Appleton and Green Bay. There are minor regional variations in construction and design.

City Bridges

Stone-arch bridges in Wisconsin cities are a geographically dispersed group, accounting for eight structures in seven counties: two in the city of Waupaca (Waupaca County; P-68-717, P-68-709), and one each in the cities of Boscobel (Grant County; P-22-708), Merrill (Lincoln County; B-35-2), Cedarburg (Ozaukee County; P-45-72), Plymouth (Sheboygan County; B-59-288), Whitewater (Walworth County; P-64-705), and Menomonee Falls (Waukesha County; P-67-717). In construction date, they range from 1881 to 1913; in cost, from about \$1,400 to \$9,200; in spans, from one to six arches; in materials, from quarried granite to limestone, sandstone, and fieldstone.

Despite their diversity, the city stone-arch bridges have one important characteristic in common: all are located in major, regional trade centers. Since they experienced heavier traffic loads than their country cousins, the structures generally displayed more substantial engineering. And since they were far more visible, they were often designed as municipal statements of civic pride. All of the bridges were originally constructed, or subsequently modified, to accommodate at least one, and more often a combination, of the following features: a minimum width of 30 feet, pedestrian walkways, and some degree of architectural ornamentation. Combined with their urban setting, the city stone-arch bridge's features serve to distinguish this group from Wisconsin country bridges. For example, the Bluff Street Bridge (P-22-708) in Boscobel is a narrow, rubble-sandstone, single-arch structure that would be perfectly at home on a back-country road, were it not for the original pedestrian walkway adjoining its south elevation. Similarly, the one-arch, rubble-fieldstone Berlin Street Bridge (P-68-71) in Waupaca is essentially a rural structure that has been dignified with an ornamental, limestone archivolt, which, regrettably, has been defaced.

Several of the structures once offered noteworthy examples of local masonry skills. The earliest, completed in 1881, is the ashlar-limestone, two-arch Bridge Road Bridge (P-45-702) spanning Cedar Creek in Cedarburg. The bridge has been attributed to the local stonemason Burchard Weber, who constructed a similar structure (since demolished)

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First Street Bridge
Lincoln County, Wisconsin

slightly downstream in 1885. The stone for both structures probably came from the nearby Aschuetz Stone Quarry, which supplied thickly bedded limestone for many of the early buildings in this former milling community.

Although the Bridge Road Bridge has been disfigured with concrete-slab additions and an inappropriate fieldstone railing, the finely shaped and dressed voussoirs of its arches, individually laid in thin-jointed mortar, are evidence of its excellent original workmanship. The structure also displays on its upstream pier a well-proportioned, rounded cutwater, which links it to classic, nineteenth-century, American bridge design. Ashlar-limestone masonry and a well-executed, pyramidal cutwater are seen on the two-arch Third Street Bridge in Menomonee Falls (P-67-717), another once-prominent, quarrying and milling center. Completed in 1899 by local stonemason N. P. Lund, this bridge also has experienced unfortunate, concrete-slab additions.¹⁵

The most impressive of the city bridges is the First Street Bridge (B-35-2) in Merrill. Completed in 1904 for about \$9,200, the structure was designed by Charles V. Sheldon, who held an appointment as city engineer. Resting on concrete pilings and foundation, each of the bridge's three, lofty, segmental arches clears a distance of 37 feet, making them the longest series of stone-arch, highway spans in the state. Their boldness is complemented by rock-faced, rubble-granite masonry and angular, pyramidal cutwaters on the upstream piers. In keeping with the bridge's massive, austere character, the blocky ring stones form a restrained, decorative pattern of alternating, single and double voussoirs. Well-designed and sympathetically preserved, the First Street Bridge is the state's finest example of a stone-arch, municipal, river crossing.

Historical Analysis

Each type of stone-arch bridge, either city or county, originated from a different funding source, which shaped the circumstances of its construction. Railroad structures present the most clear-cut example. They were the only stone arches over public highways built and maintained by private capital. Although there is evidence that several railroad companies constructed stone arches in the state, those surviving on public highways were almost all built by the Chicago and North Western Railway, which implemented a stone-arch design at least as early as 1878 (Goette Road Bridge, P-56-140), and continued to use it, with little variation, at least until 1903 (Elgin Avenue Bridge, P-53-734).

The company's adoption of a standard, stone-arch plan was probably inspired by a large-scale track improvement program of the late 1870s and early 1880s, which effected the replacement of earlier wooden bridges with both stone and steel structures. Although bridge construction came to a halt during the depression of the mid-1890s, it resumed at the end of the decade. At that time, stone-arch construction seems primarily to have been limited to widening existing structures for additional trackage. The Chicago and North Western's use of stone-arch construction was compatible with general industry trends, but there is no statistical data on its overall significance to the company's operation. Nor is there any specific information on why the Chicago and North Western apparently abandoned the practice during the first decade of the twentieth century.

¹⁵ This bridge is currently scheduled for replacement.

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First Street Bridge
Lincoln County, Wisconsin

The historical distinctions between city and country bridges are less obvious but equally germane. Although both were built at public expense, they generally drew on different levels of financial resources. The Wisconsin State Constitution of 1848 prohibited state aid for transportation projects, placing full financial responsibility for bridges at the local level.¹⁶ Since municipalities usually had a heavier traffic load and a greater tax base than rural towns, they required and could afford more substantial bridges. Stone was durable, prestigious, and — at least in some areas — economically competitive. As early as the 1860s, the citizens of Menomonee Falls, an established limestone quarrying center, adopted a stone-arch plan for their main street bridge, and the citizens of Cedarburg, also a limestone-producing area, did the same for their two major bridges of the 1880s.

Rural residents had less leeway in expressing their aesthetic preferences for new bridges. Usually, the overriding consideration was initial cost. In the decades following the Civil War, Wisconsin agriculture was chronically distressed, with the depression of the early 1890s marking a desperate nadir. The state required town governments to raise taxes for road construction and maintenance, but since cash was always in short supply, farmers often exercised their option by serving on road crews of the primitive rural highway system. The result was dirt roads and predominantly wood bridges. Although stone arches were built in some sections, the practice does not seem to have been extensive. Wood was simply cheaper than stone. The fact that there are no documented, surviving examples of nineteenth-century stone arches in rural Wisconsin almost certainly reflects original scarcity as much as subsequent replacement. In Wisconsin, country stone-arches, unlike railroad and city bridges, all seem to date from the early twentieth century. Of the thirty-three country, stone arches in the state, twenty-three (70%) were definitely constructed between 1900 and 1913.

The onset of stone-arch bridge construction in the late 1890s appears to have been part of a larger program for improved rural highways, which is generally called "the Good Roads Movement." Begun in the 1890s, the movement advocated the improvement of the state's rural roads which were found in various conditions. In 1907, good roads activists gained legislative approval for the establishment of a Highway Division under the State Geological and Natural History Survey. Staffed by professional engineers, the division was "organized for the purpose of offering engineering advice on road and bridge matters to towns and villages free of charge."

In its first year of existence, the highway division published a pamphlet on bridge construction that recognized the merits of stone-arch construction. Why then the rapid demise of stone-arch construction after 1910? Ironically, the answer lies at least partly with the same Good Roads Movement that had stimulated stone-arch construction in the first place. In its second year of existence, the highway division opened a separate bridge department under the engineer M. W. Torkelson, a staunch advocate of reinforced concrete construction. In 1908, Torkelson helped prepare a new pamphlet on bridge building that revised recommendations of the previous year and discussed concrete-arch construction methods as superior to stone-arch methods.

¹⁶ State financial assistance for highway construction did not begin until 1911 with the approval of the State Aid Road Law.

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First Street Bridge
Lincoln County, Wisconsin

Initially, the bridge department played only an advisory role, conducting site surveys and circulating standardized plans to local officials, private engineers, and bridge companies. In 1911, however, the legislature established a state highway system and the former highway division was transformed into an autonomous State Highway Commission with statutory powers to prepare all plans for state-aid bridges and to approve all plans for county-aid bridges.

Torkelson's goal was to establish a "uniform standard type of construction" throughout the state. By its very nature, stone-arch construction incorporated greater regional variations of materials and workmanship than reinforced concrete. Although it has been asserted that reinforced concrete construction was more cost-effective than stone-arch construction during this period, there is no firm data that this was, in fact, true.

There is no doubt, however, that the adoption of standardized, reinforced concrete construction facilitated the administration of a statewide bridge program. But it also doomed regional, stone construction practices, no matter what their merit. With the formation of the Wisconsin State Highway Commission in 1911, the era of stone-arch bridge construction in Wisconsin came to an end. Although a few stone arches continued to be built during a brief transitional period, the overwhelming preponderance of state-approved, new construction was concrete. After 1914, there are no known examples of stone-arch, highway-bridge construction in the state.

Conclusion

In conclusion, the First Street Bridge, completed in 1904, is perhaps the finest municipal stone-arch bridge extant statewide. The bridge features distinctive stonework and has the longest series of stone-arch highway spans within the state. The structure continues to serve as an active vehicular and pedestrian crossing of the Prairie River. Modifications to the bridge's deck and railing have not significantly altered the historic appearance and character of the bridge allowing for it to retain its overall integrity. The First Street Bridge holds significance in the area of engineering for its design and construction materials and possesses statewide significance as Wisconsin's longest stone-arch highway span.

9. Major Bibliographical References

X See continuation sheet

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

Primary location of additional data:

- X State historic preservation office
- X Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Wisconsin Department of Transportation

10. Geographical Data

Acreage of property Less than one acre

UTM References

A	<u>16</u>	<u>287585</u>	<u>5006179</u>	B	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u> </u>	<u> </u>	<u> </u>	D	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

 See continuation sheet

Verbal Boundary Description

X See continuation sheet

Boundary Justification

X See continuation sheet

11. Form Prepared By

name/title	<u>Christina Slattery / Architectural Historian</u>		
organization	<u>Mead & Hunt, Inc.</u>	date	<u>26 June 1995</u>
street	<u>6501 Watts Road, Suite 101</u>	telephone	<u>(608) 273-6380</u>
city or town	<u>Madison</u>	state	<u>Wisconsin</u> zip code <u>53719</u>

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First Street Bridge
Lincoln County, Wisconsin

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 10 Page 1 First Street Bridge
Lincoln County, Wisconsin

Verbal Boundary Description

The general area is a rectangle, 130 feet by 54 feet, the long center axis of which is oriented on an east-west axis. The First Street Bridge is situated over the Prairie River in the city of Merrill, Lincoln County, Wisconsin in Section 11 of Township 31 North, Range 6 East.

Boundary Justification

The boundary is the periphery of the rectangular parcel measuring 130 feet by 54 feet on which the bridge stands.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

First Street Bridge
Lincoln County, Wisconsin

Section number Photos Page 1

PHOTOS

Photo 1 of 8.
First Street Bridge.
Merrill, Lincoln County, Wisconsin.
Photo by Christina Slattery.
Negative at State Historical Society of Wisconsin.
East Approach.
View Looking West.

Photo 2 of 8.
First Street Bridge.
Merrill, Lincoln County, Wisconsin.
Photo by Christina Slattery.
Negative at State Historical Society of Wisconsin.
General View.
View Looking South.

Photo 3 of 8.
First Street Bridge.
Merrill, Lincoln County, Wisconsin.
Photo by Christina Slattery.
Negative at State Historical Society of Wisconsin.
North Elevation
View Looking Southeast.

Photo 4 of 8.
First Street Bridge.
Merrill, Lincoln County, Wisconsin.
Photo by Christina Slattery.
Negative at State Historical Society of Wisconsin.
East Approach and North Elevation
View Looking Southwest.

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CONTINUATION SHEET

First Street Bridge
Lincoln County, Wisconsin

Section number Photos Page 2

Photo 5 of 8.
First Street Bridge.
Merrill, Lincoln County, Wisconsin.
Photo by Christina Slattery.
Negative at State Historical Society of Wisconsin.
South Elevation.
View Looking Northeast.

Photo 6 of 8.
First Street Bridge.
Merrill, Lincoln County, Wisconsin.
Photo by Christina Slattery.
Negative at State Historical Society of Wisconsin.
North Elevation.
View Looking South.

Photo 7 of 8.
First Street Bridge.
Merrill, Lincoln County, Wisconsin.
Photo by Christina Slattery.
Negative at State Historical Society of Wisconsin.
Detail of Arches.
View Looking West.

Photo 8 of 8.
First Street Bridge.
Merrill, Lincoln County, Wisconsin.
Photo by Christina Slattery.
Negative at State Historical Society of Wisconsin.
Detail of Pier.
View Looking North.

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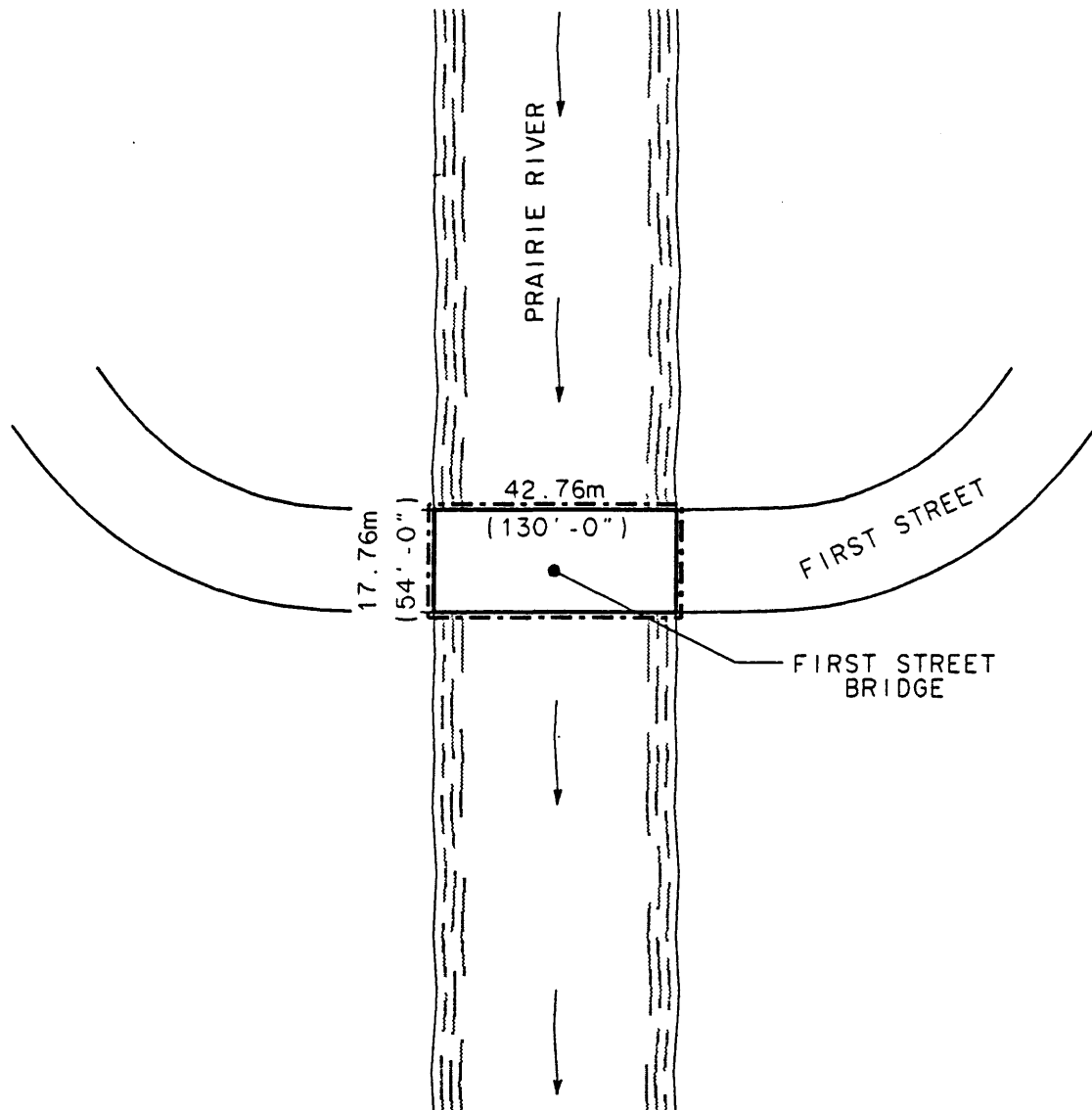
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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number Owner Page 1 First Street Bridge
Lincoln County, Wisconsin

Owner

City of Merrill
City Hall
1004 East First Street
Merrill, Wisconsin 54452



N



FIRST STREET BRIDGE
 MERRILL
 LINCOLN COUNTY, WISCONSIN

LEGEND:

----- HISTORIC BOUNDARY

