Although the Bridge Road Bridge has been disfigured with concrete-slab additions and an inappropriate fieldstone railing, its finely shaped and dressed voussoirs, individually laid in thin-jointed mortar, are evidence of its excellent workmanship (see Figures 46 and 47). The structure also displays on its upstream pier a well-proportioned, rounded cutwater, which links it to classic, nineteenth-century, American bridge design (see Figure 48). 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 the local stonemason N. P. Lund, this bridge also has experienced unfortunate, concrete-slab additions[45] (see Figures 49 and 50).

The most impressive of the city bridges is the First Street Bridge (B-35-2) in Merrill. Completed in 1904 for a cost of about $9,200, the structure was designed by Charles V. Sheldon, who held an appointment as city engineer.[46] 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 (see Figure 51). 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 (see Figures 52 and 53).

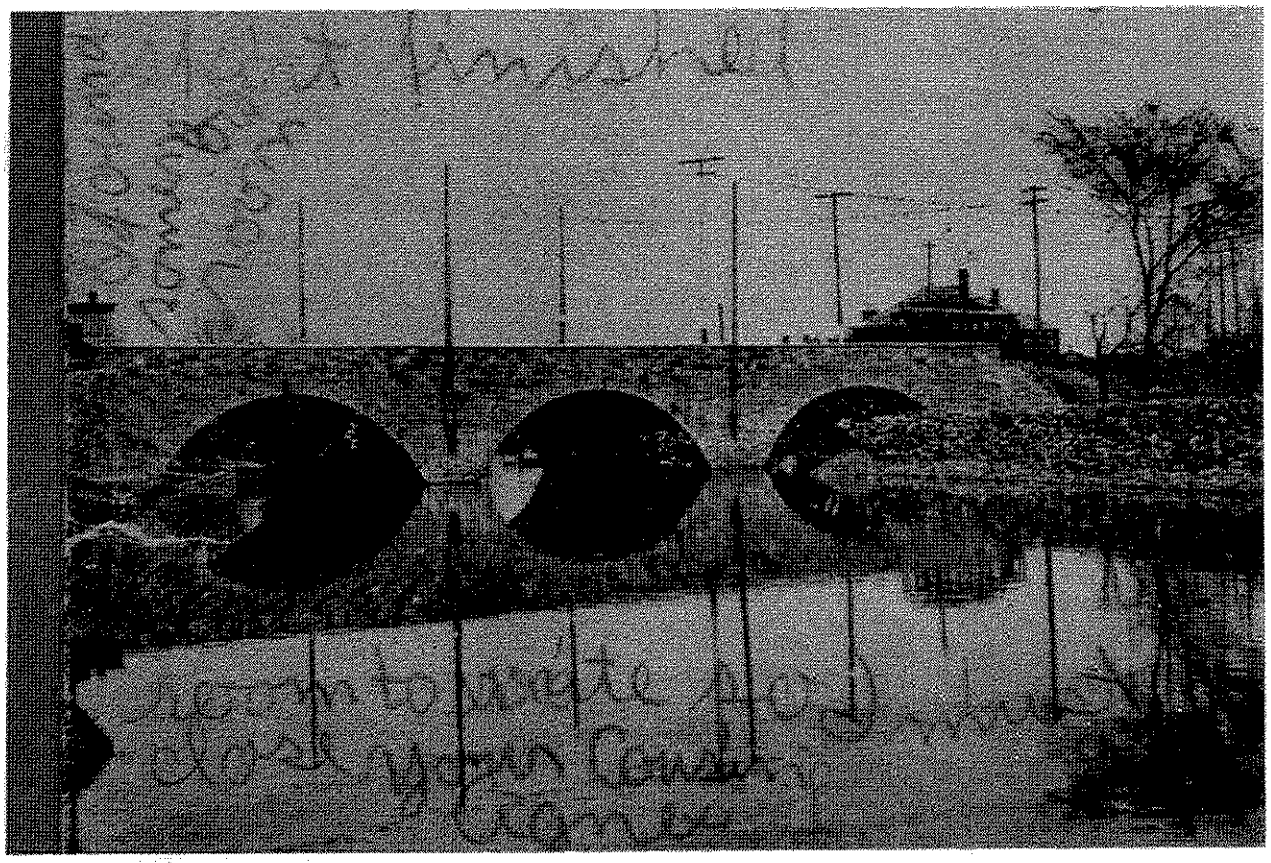

FIGURE 52: First Street Bridge (B-35-2), City of Merrill, c. 1907. (Source: Merrill Public Library.)

FIGURE 53: First Street Bridge (B-35-2), City of Merrill. (Source: Jeffrey A. Hess, 1985.)