

Wisconsin Department of Transportation
Determination of Eligibility Short Form for Bridges

(Revised Oct. 2019)

Property Name(s): Black River Bridge
Address/Location: CTH G over the Black River
City & County: City of Greenwood, Clark County Zip Code: 54437
Town: T26/27N Range: R2W Section: S3/34
Date of Construction: 1938

WisDOT Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility:

Meets the National Register of Historic Places criteria.
 Does not meet the National Register of Historic Places criteria.

DocuSigned by:
Scott J. Lawry

25 October 2021

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WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

Meets the National Register of Historic Places criteria.
 Does not meet the National Register of Historic Places criteria.

Sandra Leubum

11/11/2021

State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

The bridge retains sufficient integrity as a Warren through-truss. Its double span and overhead construction set it apart from other identified examples in Clark Co.

Division of Historic Preservation
State Historical Society of Wisconsin
816 State Street
Madison, WI 53706

Public Owner: Clark County

Criteria:

<u> </u> A (history)	Areas of Significance:	<u>Engineering</u>
<u> </u> B (important persons)	Period of Significance:	<u>1938</u>
<u> X </u> C (architecture/eng.)	Significant Date:	<u>1938</u>
<u> </u> D (archeology)	Significant Person:	<u>N/A</u>
	Cultural Affiliation:	<u>N/A</u>
	Architect/Builder:	<u>Wisconsin Highway Commission</u>

Classification:

# of Contributing Structures	<u> 0 </u>
# of Noncontributing Structures	<u> 1 </u>

UTM Reference:	<u> 15 </u>	<u>689482</u>	<u>4960005</u>
	Zone	Easting	Northing

Statement of Significance:

(Describe the context in which you have evaluated the bridge and provide a statement of significance)

The CTH G bridge is a Warren Through-Truss comprised of two, 144' spans with a total length is 288'. It is 28'-2" wide, outer-edge-to-outer-edge and carries a 24'-1/2" wide traffic deck. The structure's inclined end posts and top chord are 18" x 10 1/2" and comprised of channels, plates and lacing. Verticals and diagonals are all rolled "I" beams that measure 9 3/4" x 8". Additional members include portal struts and bracing of "I" beams and channels, struts of "I" beams and sway bracing of angles and "I" beams. The floor beams and deck stringers are all rolled "I" beams while the bottom lateral bracing is of angles. The lower chords are fabricated from channels and stay plates. Additionally is the deck made of concrete while the railing's top chord is 42" above the deck. The bridge was reportedly rehabilitated in 1988.¹

A bridge across the Black River was situated at this location in 1880 (see Figure 3, page 5). The nature of that structure, as well as the number of successors it may have had, is uncertain. What is known is that the current bridge was constructed in 1938 at the same place, as illustrated in Figure 2, page 4.

The CTH G bridge was not yet 50 years old when *Cultural Resource Management in Wisconsin* was published in 1986 (Volume 2 of which addressed truss bridges in Chapter 12 [Transportation]). Indeed, having been built in 1938, the structure reached the 50 year threshold two years thereafter, in 1988. That fact notwithstanding, National Register eligibility for truss bridges in Wisconsin has been and continues to be predicated on a very high level of historical and structural integrity being retained by a resource. Bridges with altered integrity are not considered eligible. The integrity of the CTH G bridge has been consequentially altered over time, a fact that is clearly made evident by two specific examples. First, a close study of the photograph in Figure 4 (page 6) shows significant hits by high clearance vehicles (i.e., trucks) and the resulting disfigurement of the portal bracing as well as of the lower chords of the sway bracing. But second, and more significantly since it illustrates the loss of a structural element of the bridge, Figure 7 (page 7) clearly shows where the lower chord of a sway bracing component (and thus the whole sway brace) on the easternmost truss was removed. Given the beating the portal bracing and the lower sway bracing struts have taken, in addition to the loss of the lower sway bracing strut in the easternmost span, it must be concluded the bridge lacks the integrity necessary to be considered eligible for the National Register of Historic Places.

¹ The rehabilitation date is attributable to the following: Begley Street Bridge [CTH G over Black River], National Bridge Inventory Data, Viewed at www.BridgeReports.com on 27 September 2021.

USGS Map:

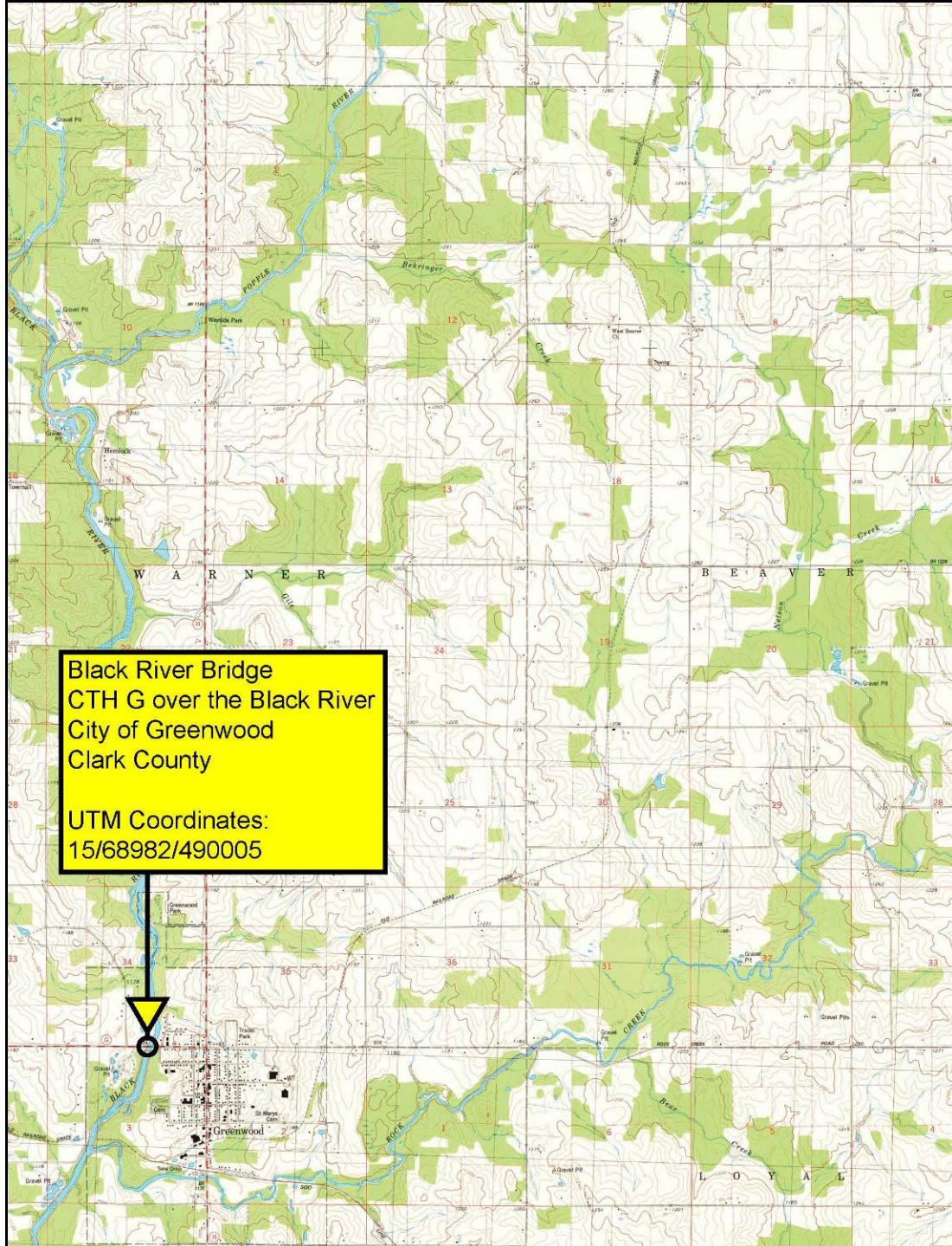


Figure 1: The Black River bridge is located on CTH G, west of the city proper yet within the city of Greenwood limits (U.S. Geological Survey, *Greenwood Quadrangle* [map], 1982, 1:24000, 7.5 Minute Series [Reston, VA: United States Department of the Interior, USGS, 1982]).

1938 Aerial Photograph:

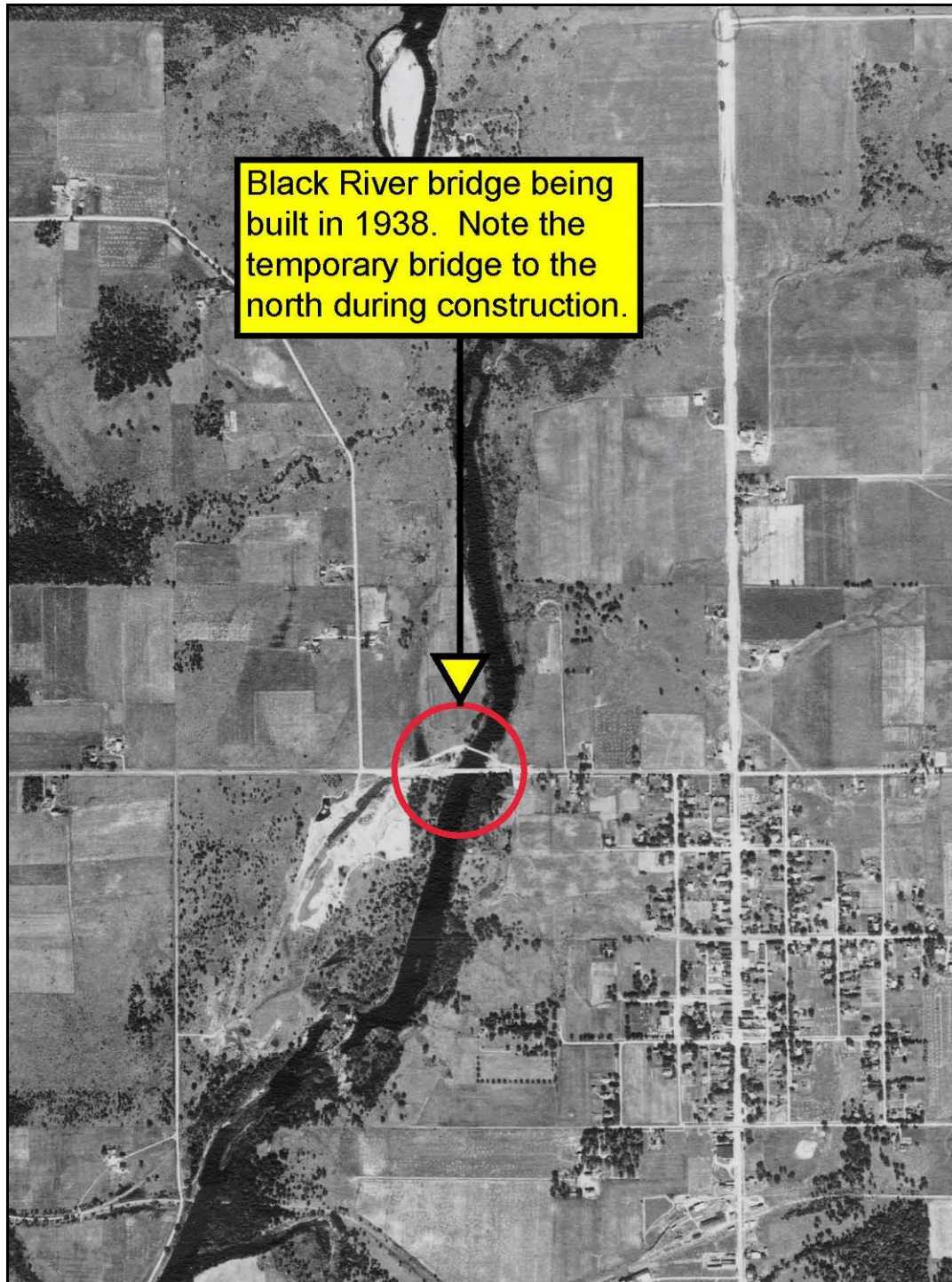


Figure 2: Aerial image adapted from Wisconsin Aerial Image Finder, Image #BHO-5-36, 18 August 1938, Viewed on 15 September 2021 at <http://maps.sco.wisc.edu/WHAOFinder/>.

1880 Plat Map:

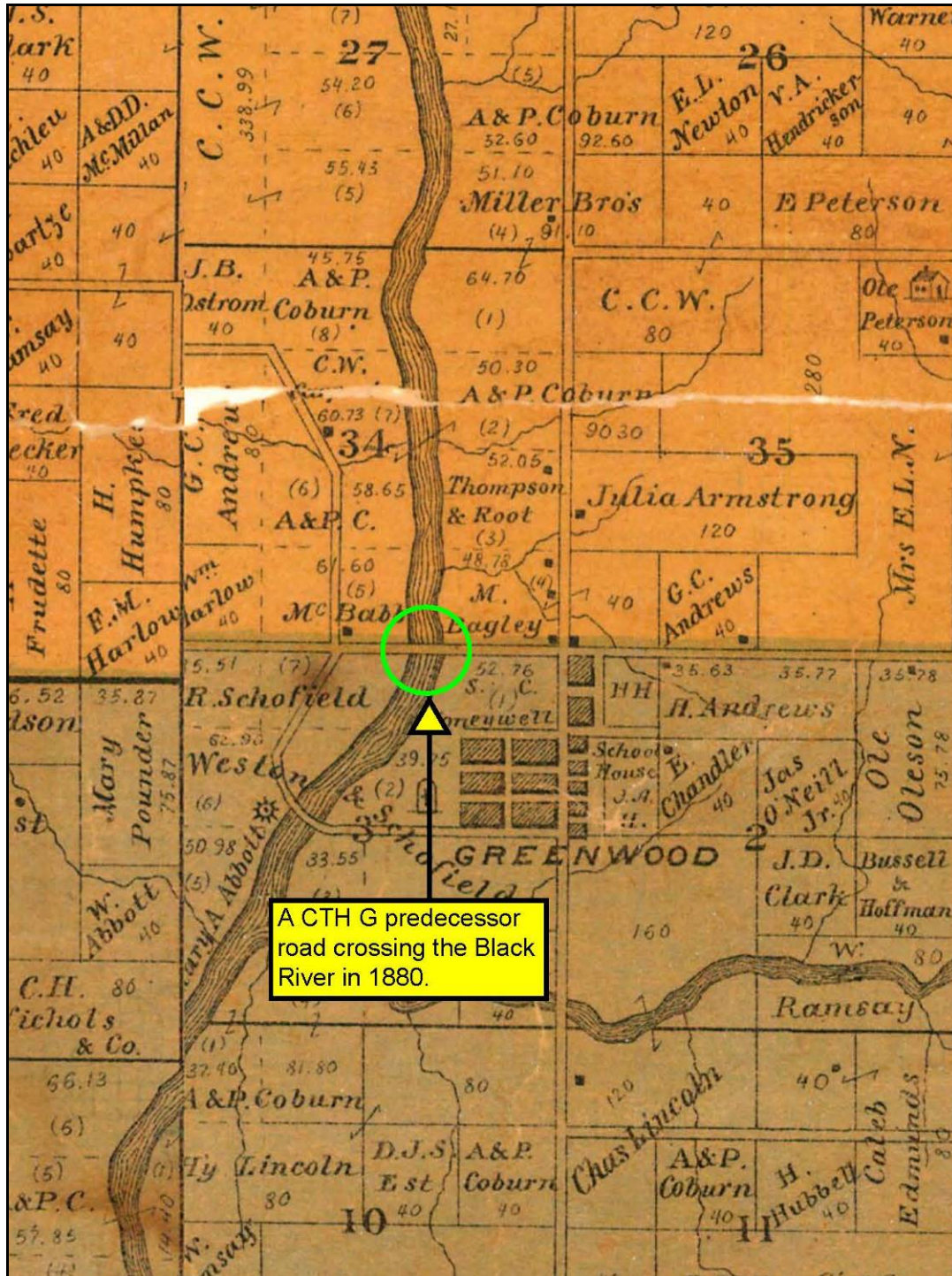


Figure 3: This plat map identifies a road – and thus a bridge – crossing the Black River in 1880 (Map of The County of Clark[,] Wisconsin (Neillsville, WI: Charles E. Bussell, 1880).

DOE Photographs - 1:



Figure 4: AHI #243375. View to WNW.



Figure 5: AHI #243375. View to NNE

DOE Photographs - 2:



Figure 6: AHI #243375. View to ESE. Pier, deck beams, floor beams and stringers.

Structural Deficiencies:



Figure 7: Note the loss of a complete sway bracing component in the easternmost span, as well as evidence of many significant hits to both portal and sway bracing elements.