

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 for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Camden Paint Creek Concrete Arch Bridge

Other names/site number: INDOT State Bridge Number 218-08-03279

Name of related multiple property listing:

N/A

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

2. Location

Street & number: State Road 218 over Paint Creek

City or town: Camden State: IN County: Carroll

Not For Publication: ☐

Vicinity: ☒

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 at the following level(s) of significance:

 national statewide x local

Applicable National Register Criteria:

x A B x C D

Signature of certifying official/Title:

Date

Indiana DNR-Division of Historic Preservation and Archaeology

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: ☐
Public – Local ☐
Public – State ☒
Public – Federal ☐

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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

0

0

buildings

0

0

sites

1

0

structures

0

0

objects

1

0

Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: road-related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: road-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

Reinforced Concrete Arch Bridge

Materials: (enter categories from instructions.)

foundation: CONCRETE

walls: CONCRETE

roof: N/A

other:

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Paint Creek Concrete Arch Bridge on the east edge of Camden was constructed between 1940-1941 to carry State Highway 218 over the small stream for a new route that was opened in 1941 by the Indiana State Highway Commission. The bridge is located on a curve on State Highway 218 and is sixty-five feet in length and rises about fifteen feet above the creek. It features a filled spandrel arch and concrete railing, solid, with recessed panel design.

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Narrative Description

Camden Paint Creek Concrete Arch Bridge is on a gently curve of State Highway 218 on the east edge of Camden (photos 01 and 08). The highway features a slight decline leaving Camden as it passes over the creek. The bridge rises about fifteen feet above Paint Creek which flows southwest/northeast below. The area is mostly wooded in the vicinity of the bridge with a few houses and lawns on higher ground on the southwest side of Highway 218. Construction on the bridge began in 1940 in preparation of a new state highway to connect Deer Creek on the Michigan Road/Highway 29 to the east to Camden, and then to Delphi by way of State Road 25 to the west. The bridge was completed and the new highway opened in 1941. A crossing in the vicinity of this location dates to at least the late 1800s.

The bridge is approximately sixty-five feet in length and thirty feet wide. The bridge's roadway is oriented northwest/southeast and carries Highway 218, which is a two-lane paved road with narrow shoulders. A drainpipe is located through the bridge deck on the southwest side of the bridge (seen in photo 06). The broad, low-slung arch shows evidence of wood plank forms on the underside of the arch (photo 05). The outer edges of the arch rest well above the water's edge on sandy banks covered by modern erosion control mats. The arch, which rises approximately ten feet above the water, has a raised edge framing each portal (best seen in photo 04). The remaining face of each side of the bridge has been troweled smooth. Each side of the bridge has been poured in three sections with the arch being the center section flanked by approaches that flare out slightly. These sections are joined by expansion joints. See photos 06, 10.

The solid railing is concrete and approximately 30 inches tall (photo 07). It projects slightly over each side of the bridge with a base from which the remaining railing rises. A bottom rail rests on the base and features a chamfered top (photos 02, 09). The wall of the railing rises from the bottom rail and features a recessed panel design on both sides and chamfered corners on each end of the railing (left side of photo 02). The solid railing features a slightly washed aggregate pattern that is not fully troweled smooth. The wall is topped with a top rail or cap with chamfered top. The railing is divided into several sections by expansion joints, typically with two recessed panels in each section (photo 07). The outer extents of the railings flare slightly outward at the approaches. Modern steel guardrails and reflective signs are also attached to the outer extents of the railings on each side of the bridge with lag bolts.

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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.)

- ☐ 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 old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ENGINEERING

TRANSPORTATION

Period of Significance

1941-1974

Significant Dates

Significant Person (last name, first name)

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder (last name, first name)

Indiana State Highway Commission

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Period of Significance (justification)

The period of significance begins when the bridge was finished and opened for traffic on Highway 218 in 1941. Because this span remains a critical link as part of the local transportation system, the end date for the period of significance is 1974, or the fifty-year cut-off for eligibility. The statement of significance has more information about the role of Highway 218.

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Camden Paint Creek Concrete Arch Bridge is eligible for listing on the National Register of Historic Places under criterion A/transportation. The bridge was built as part of the Indiana State Highway Commission's expanding road network connecting rural communities to larger population centers. The bridge was built in 1940-41 for the newly designated State Highway 218 that connected Camden to Delphi and Michigan Road (State Road 29) to the west and east, respectively. The latter also permitted ease of travel to Logansport. Construction of the bridge was the final part of a broader project: the completion of State Highway 218 from the Ohio border through to western Indiana.

The bridge is also eligible under criterion C/engineering. The bridge is an example of a filled-spandrel concrete arch with solid railings that came into popular use in the early 1900s through the 1950s. After that period, concrete girder beam or steel beam construction became popular bridge-building methodology.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

TRANSPORTATION

The bridge carrying State Highway 218 over Paint Creek on the east side of Camden was placed in service by the Indiana State Highway Commission in 1941. Contracts for construction of the bridge were let in 1940 and construction began soon after. The bridge was part of internal state improvement projects during the 1930s-1940s that resulted in significant road construction and highway route designations. In this case, the Paint Creek Concrete Arch Bridge was constructed to carry a proposed state highway between State Highways 35 (now State Road 29) on the east and Highway 25 on the west. This permitted easy travel for Camden residents to Delphi, the county seat, by way of Highway 25 and to one of the larger population centers in the region, Logansport, by way of Highway 35/29 or the old Michigan Road. The new Highway 218 officially opened for traffic on October 11, 1941.

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Camden was platted in 1836 on sixteen acres once reserved for school purposes in Jackson Township. Connectivity to other population centers and markets were important even during this early stage of development for the town. County roads followed some of the same paths modern-day Highway 218 covers. Michigan Road, also known as the Burlington Turnpike (State Road 29) to the east was an important route between Indianapolis and Logansport. Main Street through Camden extended east to ultimately connect with the Michigan Road. It also extended west to connect to a northeasterly extension of Main Street out of Delphi.

Camden remained small until 1872 when the Logansport, Crawfordsville, & Southwestern Railroad was routed along the east edge of town, just west of the bridge site. With this, the small village began to grow more substantially. By the early 1910s, Main Street extended directly east and crossed the railroad and Paint Creek before splitting at a T intersection, then continued again in two eastward paths. The southern route did not require any additional waterway crossings before intersecting Michigan Road on the north edge of Deer Creek, on the south edge of the village of Deer Creek. The northern route had multiple waterway crossings of smaller tributaries to Paint Creek and took a more staggered route to the north side of the village of Deer Creek. These dual routes are best illustrated in the 1876 Indiana State Atlas of counties and 1919 Jackson Township Plat Map of Carroll County.

With the formation of the Indiana State Highway Commission, in response to the growing demand for better roads, several routes were designated to become part of a network of state highways in 1919. For Carroll County, only one route was designated as part of that early network. Highway 9, which follows modern-day U.S. 421, was routed through Delphi between Frankfort and Monticello. By 1926, Michigan Road between Indianapolis, through Deer Creek, to Logansport was represented by the state network of highways as Highway 29. Highway 25, west of Camden through Delphi, between Logansport and Lafayette, was in various stages of construction by 1932. That same year, the route that would become Highway 218 through Camden was shown as an improved county road composed of gravel and stone.

In 1940, plans were already in place to create Highway 218 from the county gravel road into a state highway between Highways 25 and 29. The state followed the southern route, leaving Camden to the east that required only one crossing of Paint Creek, however, the route required a new bridge and S-curve alignment in order to make a seamless connection of the county road to Main Street in Camden. A notice to bridge contractors was placed in the *Delphi Citizen* on May 30, 1940, by the Indiana State Highway Commission for the construction of a reinforced concrete arch bridge, 65 feet in length, over Paint Creek on the new alignment.¹ The new bridge was part of a \$1.25 million highway infrastructure program awarded in June 1940 that included nine new highway bridges. The emphasis on highway infrastructure improvements was to “modernize the state road system and eliminate all possible safety hazards.”² The bridge was

¹ “Notice to Bridge Contractors” *Delphi Citizen* 30 May 1940. Pg. 5

² “New Bridge on 218 is Among Road Jobs” *Delphi Citizen* 11 July 1940. Pg. 2

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already under construction by October 24, 1940, when timbers fell from scaffolding being removed from the structure and injured two workers named Ross Dewdall and John Dilling.³

To demonstrate the commercial importance of this connecting route designated as part of the state highway system, the opening of the bridge and new route through Camden was celebrated in town. Organizing the celebration were the Camden Chamber of Commerce and Businessmen's Club, both of which would see their members benefit from a good route connecting the town to other parts of the region. The celebration included potato sack races and greased pig-catching contests, a costume parade, bicycle race, and hog and husband calling contests. The greased pig-catching contest and a soybean guessing contest were sponsored by the Camden Elevator located at the railroad. A street dance that included a jitterbug contest was held in the evening.⁴ Certainly, with the improved route, farmers had an easier time getting their crops to the elevator at Camden. They also had more options with other grain elevators at railroads both east and west of Camden. Camden also enjoyed a far better connection to the county seat at Delphi with construction of Highway 218 to Highway 25.

Highway 218 was gradually being constructed in an east-west direction from Ohio, across Indiana, during the early 1930s through the time this section was under construction between Highways 29 and 25 by 1939. In March 1935, a new cement road linking Delphi to Deer Creek was announced for future work by the Indiana State Highway Commission. It was said that the route was one that was badly needed to connect the county seat to this region and all the way to the east, to Marion.⁵ Bids were opened for construction of the route between Camden and Deer Creek in April 1940. When the state highway commission announced that it would be taking bids for the Paint Creek Bridge in June 1940, it was stated that the section between Camden and Highway 25 was "rapidly nearing completion."⁶ This section was constructed at a cost just under \$75,000.⁷ When the bridge was built in 1941, it became the final point in the development and opening of Highway 218 in Indiana. The following year, as America entered World War II, Highway 218 was routed south around Naval Air Station Bunker Hill (now Grissom Air Reserve Base) well east of Camden. By the late 1950s, Highway 218 was shifted around the north side of the base. It is unclear if the state highway commission made the final improvements to Highway 218 in Carroll County in preparation for a better connection to the air base, 27 miles to the east, which opened on July 1, 1942.⁸

The route remains part of the Indiana Highway system and the bridge was restored in the last several years. While modern steel guardrails have been attached to the ends of the solid concrete railings, the bridge appears much as it did when it first opened in 1941. The route continues to

³ "Two Hurt by Timber" *Delphi Citizen* 24 Oct 1940. Pg. 1

⁴ "Camden Celebrates Opening of Road 218" *Delphi Citizen* 9 Oct 1941. Pg. 1

⁵ "New Cement Road Delphi-Deer Creek May be Ordered" *Delphi Journal*. 28 March 1935. Pg. 1, right column

⁶ "Ask for Bridge Bids" *The Kokomo Tribune*. 1 June 1940. Pg. 3, col. 5

⁷ "Indiana at a Glance" *Logansport Press*. 28 Sept 1939. Pg. 1, col. 2

⁸ It should be noted that after its WW II role in naval air training, Bunker Hill/Grissom remained a highly active air base until military planners designated it an air reserve base in 1994.

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carry local vehicular traffic into and through Camden from the east and west, or to Highways 25 and 29 to the west and east. The town has a population of about 600 with a few small commercial and manufacturing establishments, churches, and an elementary school.

ENGINEERING

Construction of filled-spandrel and reinforced concrete arch bridges followed a number of early bridge-building techniques prior to the 20th century. Early masonry bridge construction was predominantly stone with arch designs whose appearance would be emulated in concrete using reinforcement and curing over forms instead of voussoirs. During the 19th century, wood bridge construction, both covered and open timbers, became popular during much of the century, though it was superseded by steel structures beginning in the second half of the century. Concrete bridges typically followed steel construction.

Early stone bridge construction was carried out by masons using regionally available materials during the 19th and early 20th centuries. This was prior to the broader availability of Oolitic Indiana Limestone quarried in southwest Indiana and the rail lines to carry it. Even after Bedford limestone became widely available, officials in some Indiana counties persisted in selecting locally quarried stone for stone arch bridges. Concrete quickly replaced limestone for bridge construction by the first decade of the 20th century because it more easily conformed to site conditions, spans, and was easier to form in place. Roman arch design and construction was based on the erection of full-centered or semicircular arches in which the line of pressure passes through the center of each stone in the arch ring until carried vertically into the substructure. However, in concrete construction, stones were unnecessary, given the curing properties of concrete over wood forms. As steel reinforcement was introduced in concrete construction, greater spans could be achieved.

The first known reinforced concrete arch bridge in the United States was built in 1889 in San Francisco and designed by Ernest L. Ransom. It was reinforced with steel rods and scored to imitate stone.⁹ This became the predecessor for a number of early 20th century concrete bridges, but the latter permitted the concrete to read as the poured, solid surface it was without resembling stone.

Daniel Luten, a civil engineering professor at Purdue University, created a number of patented arch designs for concrete arches that heavily influenced bridge construction in Indiana and much of the United States. Luten and other concrete bridge designers responded to the City Beautiful movement of the early 20th century with elegant structures, often given classical balustrades and railings. The Indiana State Highway Commission seemed to follow suit. The commission was influenced by organizations and city governments to create grand structures in some settings.

⁹ "Concrete Arch Bridges" Maryland State Highway Department. <https://www.roads.maryland.gov/OPPEN/IX-CABr.pdf>

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Even in its simplest form, the Paint Creek Bridge exhibits qualities of the City Beautiful movement with a recessed panel, solid railing design and raised outline of the arch over the portal (photos 02, 09, 11). This was likely important to the people of Camden to have an attractive structure since it was a highly visible entry from the east into town. This was particularly true given the bridge's alignment with a curve in Highway 218 that permits the motorist to view at least portions of the sides of the bridge as well as the railings when descending to cross Paint Creek from Camden. The relatively small structure remains virtually unaltered and represents an example of a state highway bridge near the end of a bridge-building era of concrete arches influenced by the City Beautiful philosophy when it was completed in 1941. Few highway bridges were constructed during World War II and many post-war bridges were larger steel fabrications or girder-style steel or concrete spans that did away with elegance in design that harkened back to the early 20th century.

The location and setting for the bridge brought its own engineering challenges. The bridge had to accommodate the southwest/northeast channel of Paint Creek, causing the bridge to have a slight skew that is probably best demonstrated in how the ends of the railings do not align from side to side (best seen in photo 08). The bridge is also located on a curve in Highway 218 as the highway enters Camden from a southeasterly direction, then bends toward the west as the highway becomes Main Street and joins County Road 425 N from the east. While the middle arch section of the bridge does not bend with the curve, the flanking sections bend slightly outward, particularly on the southwest side, from the middle section to accommodate this curve. This is noticeable both from the sides of the bridge and in the outward taper of the railings. This is best demonstrated in photos 04, 06. There is also a slight bank in the bridge deck to allow for the broader curve to the highway with the northeast side being slightly higher than the southwest side. In earlier times of solid stone or metal truss bridge construction and slower, horse drawn vehicles, an engineer might have forced the road path into a sharper curve before and after the bridge, so the span could be straight and cross the waterway at right angles, therefore making the bridge easier to design and build. The 1940 design solution for the Camden Paint Creek span and its approaches were products of newer technologies. The engineers catered to faster auto and truck traffic and took advantage of the flexibility of concrete construction.

Carroll County features a number of stone arch bridges constructed by John C. O'Conner in the early 1900s, several of which have been listed on the National Register of Historic Places. The county also features a few concrete arch bridges including another state highway bridge over the Middle Fork of Wildcat Creek on State Road 75 (built in 1942). This bridge was constructed without reinforcing steel due to the nation's need for metal during World War II. The North Street Viaduct, a rigid concrete frame with slight arch was built in Delphi in 1935 over Highway 421 by the State Highway Commission. Two other concrete structures form long spans over the Wabash River and include the impressive Carrollton Road Bridge, a Daniel Luten design using six spans to cross the river. It features a framed arch, like the Paint Creek Bridge, and an open balustrade. The bridge design was clearly influenced by the City Beautiful movement and was built between 1926-1927. The other concrete bridge over the Wabash River is located near Lockport and features multiple spans of concrete T-beams with a slight arc. It was built in 1938 with a solid railing and has a light, graceful appearance over the river.

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Developmental History/Additional historic context information

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

“Ask for Bridge Bids” *The Kokomo Tribune*. 1 June 1940. Pg. 3, col. 5

Atlas & Plat Book of Carroll County. Kenyon Company, Des Moines: 1919.

“Camden Celebrates Opening of Road 218” *Delphi Citizen* 9 Oct 1941. Pg. 1

Carroll County, Indiana Historic Sites and Structure Inventory. Indiana Landmarks, 2011.

“Concrete Arch Bridges” Maryland State Highway Department.
<https://www.roads.maryland.gov/OPPEN/IX-CABr.pdf>. Accessed April 20, 2023.

Cooper, James L. Artistry and ingenuity in artificial stone: Indiana’s Concrete Bridges 1900-1942. Greencastle, Indiana, Historic Bridge Books, 1997.

History of Carroll County, Indiana. Chicago: Kingman Brothers, 1882.

Illustrated Historical Atlas, State of Indiana (Carroll County). Baskin, Forster & Co., Chiago: 1876.

“Indiana at a Glance” *Logansport Press*. 28 Sept 1939. Pg. 1, col. 2

Indiana State Highway Maps: 1919, 1926, 1932, 1940.

Maxwell, Bonnie. Original research on Carroll County bridges.

“New Bridge on 218 is Among Road Jobs” *Delphi Citizen* 11 July 1940. Pg. 2

“New Cement Road Delphi-Deer Creek May be Ordered” *Delphi Journal*. 28 March 1935. Pg. 1, right column

“Notice to Bridge Contractors” *Delphi Citizen* 30 May 1940. Pg. 5

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“Two Hurt by Timber” *Delphi Citizen* 24 Oct 1940. Pg. 1

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 # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other
- ☐ Name of repository: _____

Historic Resources Survey Number (if assigned): NBI Number 28910

10. Geographical Data

Acres of Property Less than one acre

Use the UTM system

UTM References

Datum (indicated on USGS map):

Camden Paint Creek Concrete Arch Bridge

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☐ NAD 1927 or ☒ NAD 1983

| | | |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 539966 | Northing: 4495370 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The southwest and northeast boundaries are lines parallel to and 10 feet southwest and northeast of the sides of the bridge and extend along the right-of-way for State Highway 218 which is approximately 80 feet wide. Similarly, the southeast and northwest boundaries are lines parallel to and 10 feet southeast and northwest of the edge of the approaches. Nothing in this boundary description should be construed as intent to include adjacent private property.

Boundary Justification (Explain why the boundaries were selected.)

The boundary described includes the outer extents of the concrete bridge, its approaches, all parts of the concrete bridge, and the portion of State Road 218 alignment that features approaches to the bridge.

11. Form Prepared By

name/title: Kurt West Garner
organization: Heartland Heritage, Inc.
street & number: 12954 6th Road
city or town: Plymouth state: IN zip code: 46563
e-mail: kwgarner@kwgarner.com
telephone: 574-780-1423
date: May 1, 2023

Additional Documentation

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Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)
-

Photographs

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Camden Paint Creek Concrete Arch Bridge

City or Vicinity: Camden

County: Carroll State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2023

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest across bridge from east end

1 of 11.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest/down along north edge of bridge from northeast corner

2 of 11.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest at north side of bridge from south creek bank

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Description of Photograph(s) and number, include description of view indicating direction of camera: Looking along north edge of bridge from south creek bank

4 of 11.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest under bridge from south creek bank

5 of 11.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at south side of bridge from south creek bank

6 of 11.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west at railing from bridge deck

7 of 11.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast across bridge from west end

8 of 11.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at north side of bridge from northeast corner

9 of 11.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at north side of bridge from north creek bank

10 of 11.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at north side of bridge from middle of Paint Creek

11 of 11.

Camden Paint Creek Concrete Arch Bridge

Carroll County, IN

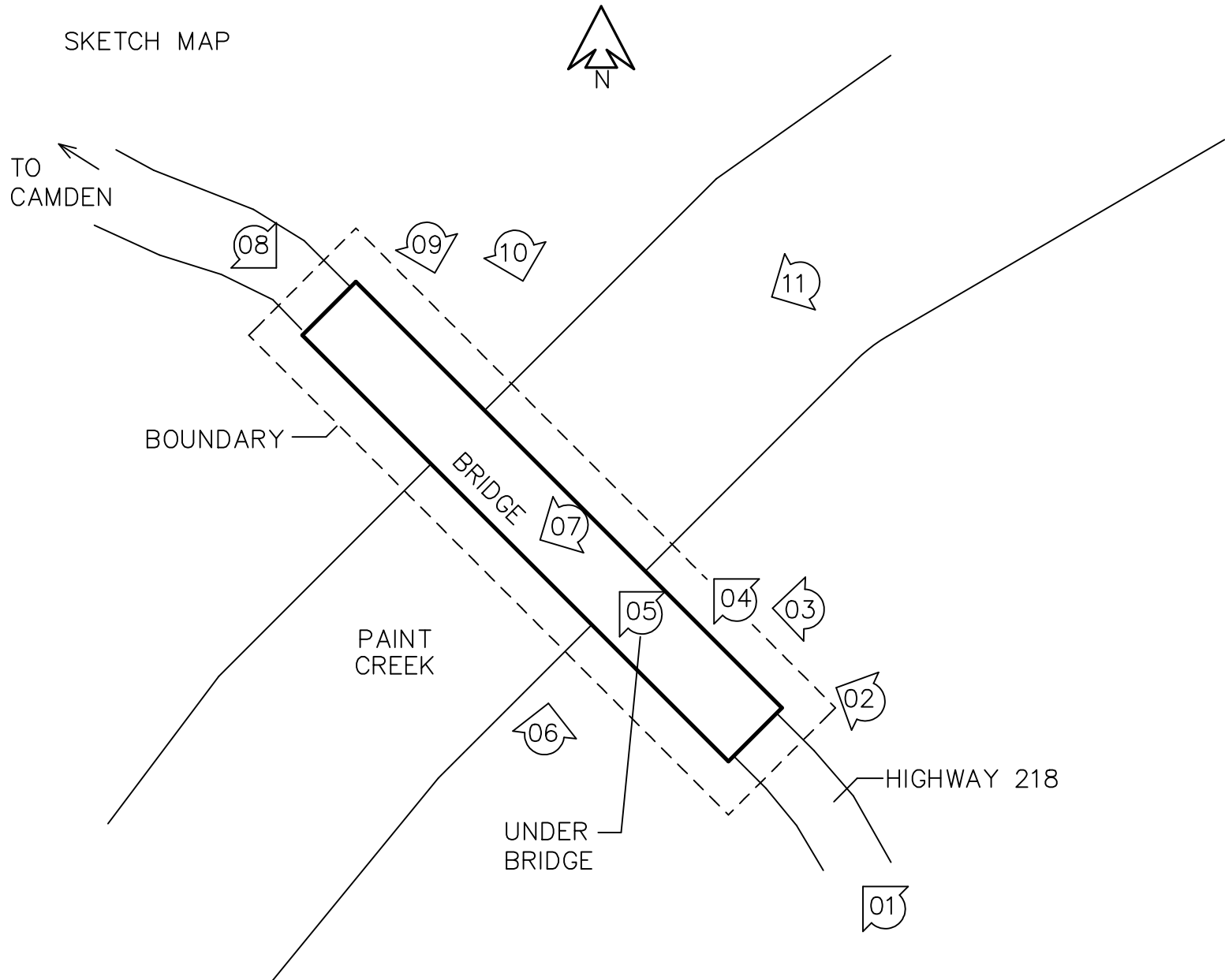
Name of Property

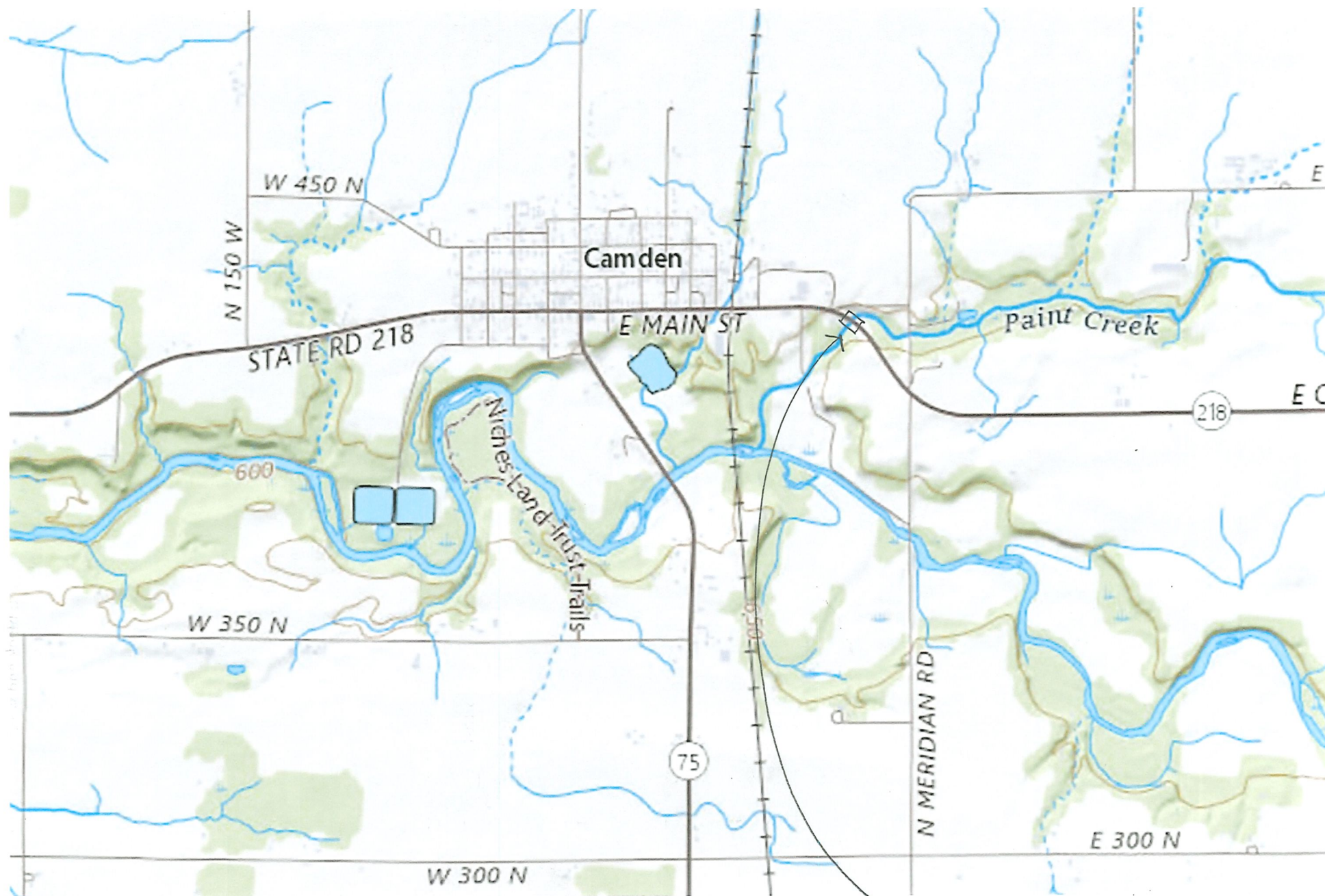
County and State

to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

01 = PHOTOGRAPHS





NAD 83 UTM =
16 539966 4495370

CAMDEN POINT CREEK CONCRETE ARCH
NATIONAL REGISTER OF HISTORIC BRIDGE
CARROLL CO. IN PLACES



IN_CarrollCounty_CamdenPaintCreekConcreteArchBridge_0001



IN_CarrollCounty_CamdenPaintCreekConcreteArchBridge_0002



IN_CarrollCounty_CamdenPaintCreekConcreteArchBridge_0006



IN_CarrollCounty_CamdenPaintCreekConcreteArchBridge_0009



IN_CarrollCounty_CamdenPaintCreekConcreteArchBridge_0011