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: Bachelor Run Steel Truss Bridge
Other names/site number: Carroll County Bridge No. 153
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: County Road East 250 South
City or town: Burlington State: IN County: Carroll
Not For Publication: [ ] Vicinity: [x]

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**

Bachelor Run Steel Truss Bridge | Carroll County, IN
Name of Property | County and State

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	☐

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

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6. Function or Use
Historic Functions
(Enter categories from instructions.)

TRANSPORTATION: road-related

Current Functions
(Enter categories from instructions.)

TRANSPORTATION: road-related

7. Description

Architectural Classification
(Enter categories from instructions.)

Warren Pony Truss

Materials: (enter categories from instructions.)
foundation: CONCRETE
walls: STEEL

roof: N/A
other: ASPHALT

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 Bachelor Run Steel Truss Bridge is an example of a Warren Pony Truss, skewed over Bachelor Run, on poured concrete abutments designed to carry rural traffic on County Road East 250 South. The 27-foot long, 16-foot-wide span was built about 1905 by the Carroll County Board of Commissioners. It features simple steel railings incorporated into the truss and carries a concrete deck covered with asphalt.

Narrative Description

The Bachelor Run Steel Truss Bridge is located on Carroll County Road East 250 South, an east/west paved road in rural Burlington Township (photos 03-04). The bridge crosses Bachelor Run, a small stream with headwaters just east of this location. The stream flows northwest toward the community of Flora and eventually empties into Deer Creek. The bridge is located approximately three miles northwest of Burlington, the largest community in the township, and approximately three miles west of State Road 29/Michigan Road where E 250 S intersects. Except for wooded areas west and northwest of the bridge, where a few residences are located, the land surrounding the bridge is cultivated fields.

The bridge is an example of a small Warren Pony Truss skewed slightly (seen in photos 03-04) to accommodate the northwest flow of Bachelor Run under the county road. The bridge has a span of 27 feet and a concrete deck width of 16 feet. The truss railings rise above the deck approximately three feet. They feature a mid-level steel railing and top and end railings bent from a pair of angle iron with chamfered corners where the steel bends downward to form end rails (photo 05-06). The chamfered corner is reinforced with an additional piece of steel that is riveted to the railing. Three V-shaped webs form the walls of the truss/sides of the bridge. The middle one features an upright member between the top and bottom chord. The webbing features steel plates riveted to secure the various members at the top and bottom. The trusses are connected under the deck by steel I-beams that carry both the angle iron members on which the webbing is secured, but also the concrete deck of the bridge (best seen in photo 07). The steel bridge features an old coat of bright yellow paint.

The Mead & Hunt National Register eligibility study contracted by INDOT for the bridge describes the underside of the bridge deck as “reinforced concrete stringers, fish belly floor beams, and/or jack-arch systems used in floor system design represent an unusual variation within this bridge type.” Aside from concrete abutments, curbs, and deck, no evidence of additional concrete components is found. The underside is composed of a row of corrugated metal half-pipe that rests on steel I-beams, or at the outside edge, C-channels. These are made rigid by cross-bracing with additional C-channels. The concrete deck is poured over the top of the half-piping. It is without doubt an unusual deck construction. See photos from the Mead & Hunt report on continuation page. Due to recent conditions, the underside of the deck was not available for photographing.

The bridge rests on formed concrete abutments approximately nine feet tall with wing wall extensions angled approximately four feet away from the abutments (best seen in photo 07). The top of the wing walls tapers down and outward. The concrete walls of the abutments and wing walls show evidence of horizontal wood plank forms. The concrete deck is also slightly skewed to follow the truss and creek and has a coating of asphalt chip and seal carried through from the road. Reflective panels are located immediately adjacent to the end railings of the bridge but are not attached (photo 04). Aside from paint, the general condition of the bridge is good with no apparent bent members of the truss and only minor deterioration of concrete on the abutments or wing walls.

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.)

- [x] 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.
- [X] 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

Areas of Significance
(Enter categories from instructions.)
ENGINEERING
TRANSPORTATION

Period of Significance
c. 1905-1976

Significant Dates

Significant Person (last name, first name)
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder (last name, first name)

Carroll County Commissioners

Period of Significance (justification)

The period of significance begins c. 1905, the year the bridge was fabricated and put into service by the Carroll County Board of Commissioners. Because this span remains part of the local transportation system, the end date for the period of significance is 1976, or the fifty-year cut-off for eligibility.

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 Bachelor Run Steel Truss Bridge is eligible for listing on the National Register of Historic Places under Criterion C/Engineering. The slightly skewed bridge is a small, single-span example of a Warren Pony Truss fabricated in steel for application on a rural county road. The bridge has an unusual steel half-pipe on I-joist substructure to its deck, over which a concrete deck is poured. It retains all of its important features that qualify it as an example of the truss type set on poured concrete abutments.

The Bachelor Run Steel Truss Bridge is also eligible for listing on the National Register of Historic Places under Criterion A/Transportation. The bridge was built c. 1905 as part of a local road network that connected farms and residences to larger transportation routes, in this case, Michigan Road/Highway 29 to the east and Highway 75 to the west. A rare survivor of late 19th and early 20th century rural road construction, it exemplifies the early stages of county road construction over a grid system related to section lines as well as development of county drainage improvements.

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

ENGINEERING

The Bachelor Run Steel Truss Bridge is skewed in its crossing of Bachelor Run. It is a small example of a Warren Pony Truss with vertical stiffening members to carry the bridge deck and top chord that functions as the top of the bridge railing (photo 06). This gives the structure the categorical inclusion of a pony truss since the sides are lower than other examples of the Warren Truss which require overhead members. The structure features triangular, or V-shaped compositions of webbing that form alternating, diagonal compression and tension. The one vertical member in the middle, triangular composition, stiffens the overall frame and is braced on the outer wall of the truss.

The bridge was fabricated about 1905 for a span of 27 feet and width of 16 feet. The trusses (photo 03) are approximately three feet tall and carry a simple mid-level railing fastened to the main structure. The various members are riveted together, typically through small steel plates where diagonal members are present.

The other notable aspect of this bridge design is the substructure that composes the deck. The bridge uses fish-belly floor beams, a rather uncommon feature. The beams were used to add strength and rigidity to the bridge for spans utilizing smaller trusses. In the case of Bachelor Run, these beams are fastened to I-beams running with the span of the bridge. A middle beam that extends to the outer edges of the deck is fastened to the trusses forming the sides. The bridge structure is built-up with a series of corrugated steel half-pipes that rest on the flanges of the I-beams in the center and C-channels at the outside edges. The concrete deck is poured over the raised area of the piping, leaving the underside's vaulted areas of the half-piping exposed. See earlier documentation photographs on continuation page.

The Warren Truss was an invention of James Warren and Willoughby Monzani who patented the design in 1848. While the truss continues to bear Warren's name, it has evolved from the original patent but retains the common diagonal compression/tension members that form triangular-shaped webbing, and the common trapezoidal-shaped frame which features canted ends which again are part of the overall composition of diagonal compression/tension. This was modified slightly for the Bachelor Run bridge, eliminating the canted ends and providing canted corners instead, however, the webbing and top and bottom chords are clear elements of the Warren Truss.

The Warren patent provided for four modifications to the truss that could allow its use for both aqueduct and roof design. It was engineered to carry two decks rather than just one for which it is more commonly used. The four modifications from the patent are as follow:

1) The bridge is built with cast iron side bands, rods, or plates, inclined towards each other, and combined so as to form a series of Vandykes [V shapes]. They are bolted at top to horizontal

compression rods, and at bottom to horizontal tension rods, and carry a roadway at top or at bottom, or at both.

2) Or the bridge may be built of cast iron side angular frames (placed with the apices [point] downwards), which have their bases bolted together, end to end, and their apices bolted to horizontal rods.

3) Or, instead of the preceding modes of longitudinal construction, hollow cast-iron transverse frames may be employed, which are inclined, and bolted together at top, and are similarly attached at bottom to horizontal rods, bars, or plates.

4) Or wrought iron tie rods may be bolted at top to compression rods, and at bottom held together by the side of wooden girders, and the structure strengthened by means of stay rods. The angles of the plates are regulated by longitudinal screw rods and nuts.

In the patent, Warren claimed the truss was unique in its design due to, and capable of, the following:

1) The mode of constructing bridges, aqueducts, or roofing with iron rods, bars, or plates, inclined towards each other, and connected together at top by compression band, and at bottom by tension band, so as to carry a roadway at top or bottom, or at both.

2) The mode of constructing bridges with cast iron angular frames bolted together at their bases, and having their apices bolted to horizontal compression rods.

3) The mode of constructing bridges with transverse hollow cast iron frames inclined towards each other and bolted together at top and at bottom to horizontal plates.

4) The mode of constructing bridges with wrought iron rods inclined towards each other, and attached at top and bottom, as described.

One of the earliest uses of the Warren Truss, at least in similar design to the patent, was constructed by Joseph Cubitt in 1852 for a span of 240 feet known as the Newark Dyke Railroad Bridge for the Great Northern Railroad (Great Britain). The truss featured A-frame members of compression/tension Cubitt called equilateral triangles, 18’-6” in length, connected at the top and bottom by additional steel chords.[1]

The Warren Truss, particularly its lower pony truss version, became very popular for bridge construction in the United States. While many Warren Trusses were used for long spans, the pony truss version became commonly used for shorter spans on county roads and city streets, as well as a common application by railroads for simple spans. Such was the case with the Bachelor Run bridge, the only extant small span bridge of its type in the county. The Meridian Line Road

[1] Griggs, Frank, Jr. The Warren Truss: https://www.structuremag.org/?p=8715

Bridge, on the south edge of Camden, is a much larger example of a Warren Pony Truss built by the Indiana State Highway Commission in 1931 and relocated to its site in Carroll County in 1972. Most of the county's extant iron bridges fall into other categories such as the Parker and Pratt Through-Truss and Whipple Truss (1890). The examples of Pratt Trusses date to 1898, 1901, and 1913. The example of the Parker Through Truss dates to 1947 and is located over Wildcat Creek on State Road 75.

The examples of fish-belly beam construction in Indiana seem quite rare. Mead & Hunt noted this construction in their 2009 survey of the Bachelor Run bridge. The Hamilton Road Bridge in Allen County has a much longer span but is also an example of this construction type. It was supplied by the Smith Bridge Company of Toledo, Ohio in 1883.[2] Indiana bridge expert, Paul Brandenburg, who was a member of the Historic Spans Taskforce, calls the Bachelor Run Steel Truss Bridge his favorite in Carroll County.[3]

TRANSPORTATION

The Bachelor Run Steel Truss Bridge is an unusual survivor of small steel trusses used for rural county roads during the late 19th and early 20th centuries. Construction of the bridge seems to have been part of an improvement of the county road grid system in this part of Carroll County. Through the 1870s, a northwest/southeast diagonal road more or less connected the communities of Flora and Bringhurst in Monroe Township to the Michigan Road and Burlington in Burlington Township. This diagonal route followed, for the most part, the creek that is known as Bachelor Run which begins just east of Carroll County and flows west before flowing in a more northwesterly direction, ultimately emptying into Deer Creek near the Jackson and Deer Creek Township line.

By 1881, the diagonal route had been largely replaced by north/south and east/west county roads which includes modern-day Carroll County Road 250 South which crosses Bachelor Run. The road's construction extended east to the Michigan Road, or State Road 29 (north of Burlington), and west to Meridian Road, or State Road 75, which leads north into Bringhurst and Flora and south into Cutler. This route conformed to county quarter section lines and allowed for easier travel for residents in rural northern Burlington Township. With construction of 250 South, a crossing was required over Bachelor Run. By 1907, this section of Bachelor Run was named the William F. Barber Ditch, for a farmer in the northeast corner of section 21 in Burlington Township, a name that it retained into the late 20th century. This seems to indicate the ditch/creek had been improved as part of the county's rural drainage system between the 1890s-1900s.

While 250 South was important for people living on the road, an improved gravel road paralleled 250 South to the north. It was known as the Bringhurst & Carrollton Gravel Road by 1897 (now Carroll County Road 200 South). This is important to note because it would indicate that 250

[2] Historic Bridges: https://historicbridges.org/bridges/browser/?bridgebrowser=truss%2Fhamilton%2F
[3] Email correspondence on April 6, 2026.

South was never considered more than a minor collector route, which may indicate why the crossing of Bachelor Run on 250 South and its small steel truss bridge was never improved or replaced. Michigan Road, which operated as the Burlington toll road into the early 1900s, may have also created the need for an improved county road to allow residents the ability to avoid tolls. The bridge at Burlington, on the toll road, was blown up with dynamite from upset residents, in 1900.[4]

A number of road and bridge improvement projects were being undertaken in the late 1890s through early 1910s, likely in conjunction with ditch construction. In 1897, the Lafayette Bridge Company was contracted to fabricate and install at least four bridges in Carroll County. This includes one over Bachelor Run at Reichter's Ford in Jackson Township for $770.00.[5] The Lafayette Bridge Company received a contract for another bridge in Burlington Township (near Simon Bell's, likely over the Hurricane Branch between sections 4 and 5 in southern Burlington Township) as well as three other projects in 1900.[6] In 1902, James M. Pierce was paid $825.00 for constructing a bridge over Bachelor Run in Burlington Township.[7] The notice did not specify which of the six crossings it was for in the township, but it fits into the timeframe anticipated for construction of the subject bridge. By 1913, Carroll County touted the number of miles it had improved under Indiana's township road law which permitted townships to make road improvements. Burlington Township had improved 41 miles of roads, third to Deer Creek and Monroe Townships.[8] Most county highway construction was funded through the Three-Mile Road Law or County Unit Road Law, which were enacted to provide revenue or bonding to finance construction of county roads in the early 1910s through 1930s.[9]

While the exact date of construction and fabricator are unknown, it would seem the Bachelor Run Steel Truss Bridge was a product not unlike those the Lafayette Bridge Company supplied to Carroll County during the late 1890s and early 1900s. The bridge may well be a Lafayette Bridge Company structure, and most likely dates between about 1897-1907. Two bridges in Burlington Township were repaired in 1922.[10] These were named the Douglass and Magart Bridges, but these property owner names are not in the immediate vicinity of the Bachelor Run Bridge.

Developmental History/Additional historic context information

[4] "Happened Not that Far Away" *Lafayette Sunday Times*. 29 April 1900. Pg. 5, col. 2
[5] "Lafayette Industry in Carroll County" *The Lafayette Daily Call*. 18 Sept 1897. Pg. 8, col. 3
[6] "City and Personals" *Lafayette Weekly Courier*. 15 June 1900. Pg. 12, col. 1
[7] *Delphi Citizen* 17 April 1902. Pg. 8, col. 2
[8] "Road Building" *Lafayette Journal*. 23 Dec 1913. Pg. 3, col. 2
[9] Sixteenth Annual Road School publication, pgs. 113-116. See link to Purdue University, accessed Sept 25, 2024.https://docs.lib.purdue.edu/cgi/viewcontent.cgi?article=1986&context=roadschool#:~:text=county%20and%20county%20highways%20upon%20which%20road,Mile%20Road%20Law%20or%20County%20Unit%20Act

[10] "Carroll Board Acts on Roads, Bridges" *Lafayette Journal and Courier*. 14 Nov 1922. Pg. 2, col. 2

9. Major Bibliographical References

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

Atlas & Plat Book of Carroll County (IN), 1882.

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

Brandenberg, Paul. Email correspondence on April 6, 2026.

"Carroll Board Acts on Roads, Bridges" *Lafayette Journal and Courier*. 14 Nov 1922

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

Carroll County (IN) Map, 1897. Rauch, J. D.

Carroll County (IN) Map, 1898. *Delphi Journal*

Carroll County (IN) Map, 1907. W. W. Hixson, 1907.

"City and Personals" *Lafayette Weekly Courier*. 15 June 1900. Pg. 12, col. 1

Delphi Citizen 17 April 1902. Pg. 8, col. 2

Griggs, Frank, Jr. The Warren Truss: https://www.structuremag.org/?p=8715

"Happened Not that Far Away" *Lafayette Sunday Times*. 29 April 1900. Pg. 5, col. 2

Historic Bridges: https://historicbridges.org/bridges/browser/?bridgebrowser=truss%2Fhamilton%2F. Visited May 6, 2026.

Illustrated Atlas of Carroll County (IN), 1874. Baskin, O. L. & Co., Chicago: 1874

Indiana Historic Bridge Inventory, 2009. Mead & Hunt

Indiana State Highway Map: 1919

"Lafayette Industry in Carroll County" *The Lafayette Daily Call*. 18 Sept 1897. Pg. 8, col. 3

Maxwell, Bonnie. Original research on Carroll County bridges.

"Road Building" *Lafayette Journal*. 23 Dec 1913. Pg. 3, col. 2

Sixteenth Annual Road School publication, pgs. 113-116. See link to Purdue University, accessed Sept 25, 2024.
https://docs.lib.purdue.edu/cgi/viewcontent.cgi?article=1986&context=roadschool#:~:text=county%20and%20county%20highways%20upon%20which%20road,Mile%20Road%20Law%20or%20County%20Unit%20Act

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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): 015-158-70004

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10. Geographical Data

Acreage of Property Less than one acre

Use the UTM system

UTM References
Datum (indicated on USGS map):

[ ] NAD 1927 or [X] NAD 1983

1. Zone: 16	Easting: 547087	Northing: 4484573
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

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

The north and south boundaries are lines parallel to and 10 feet north and south of the sides of the bridge and extend along the right-of-way for County Road 250 South which is approximately 40 feet wide. Similarly, the east and west boundaries are lines parallel to and 10 feet east and west of the edge of the approaches. It should be noted here that the bridge is skewed over Bachelor Run, so more ample east and west boundaries are provided. 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 streel truss bridge, its approaches, abutments and retaining/wing walls, all parts of the bridge, and the portion of County Road E 250 S alignment that features approaches to the bridge.

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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: October 3, 2024

Additional Documentation

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: Bachelor Run Steel Truss Bridge

City or Vicinity: Burlington

County: Carroll State: Indiana

Photographer: Kurt West Garner

Date Photographed: August 16, 2024

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west from east approach to bridge

1 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at south side of bridge from east approach

2 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest from east approach, note skewed line in pavement

3 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east from west approach to bridge

4 of 8.

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

5 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast from near southwest abutment/retaining wing wall

6 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest from near northeast abutment/retaining wing wall

7 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest from near southeast abutment/retaining wing wall

8 of 8.

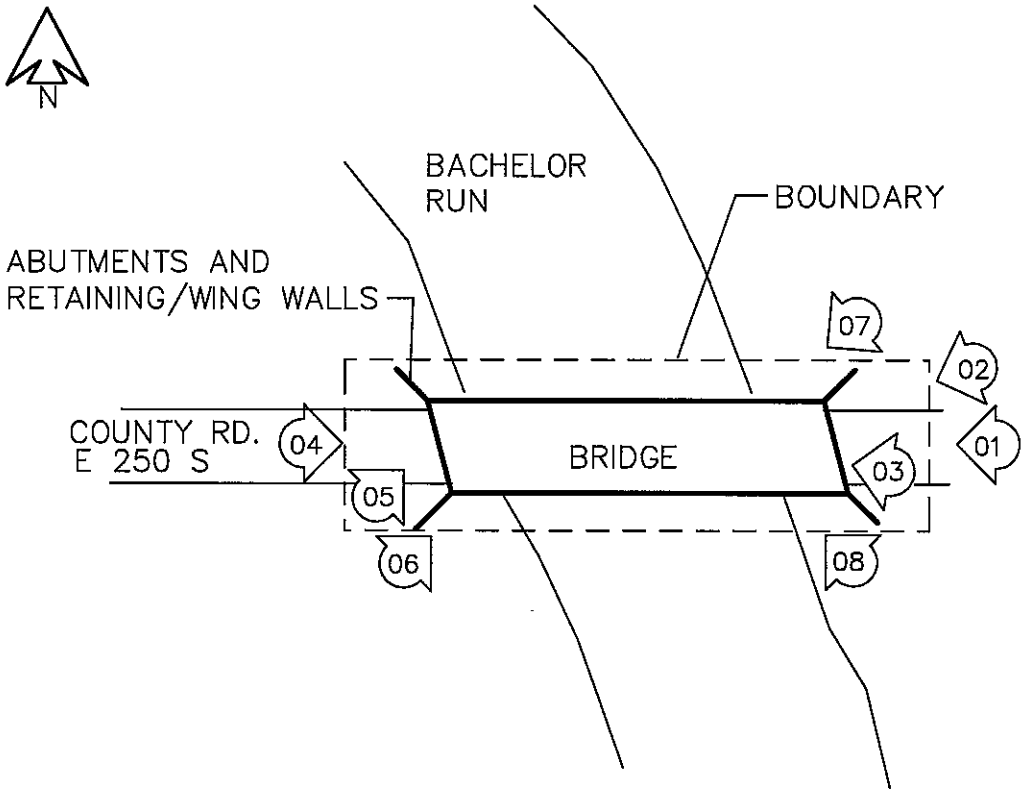
Photographs of underside of bridge from Mead & Hunt's Indiana Historic Bridge Inventory (National Register Eligibility Report), 2009.

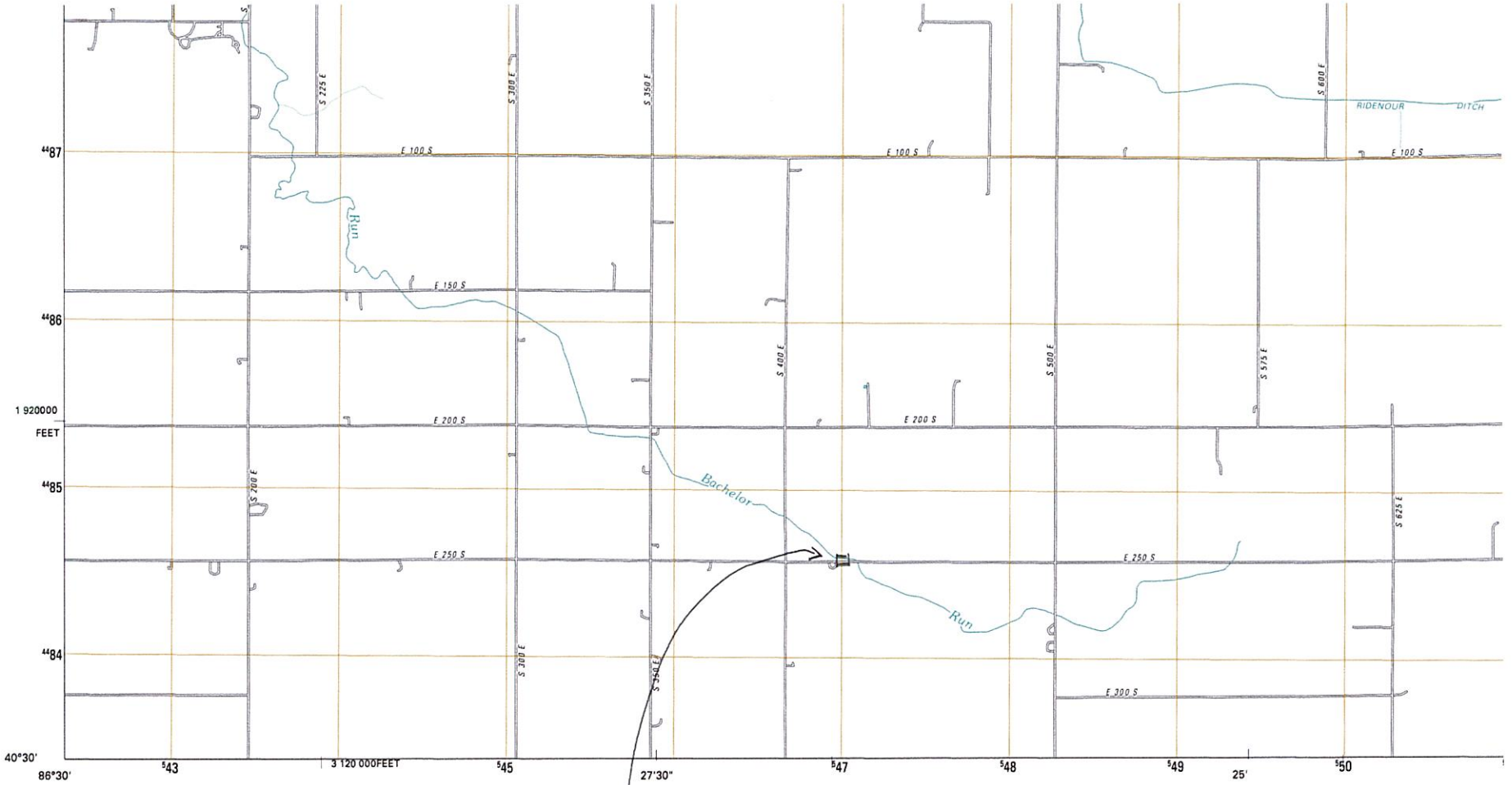
BACHELOR RUN STEEL TRUSS BRIDGE
NATIONAL REGISTER OF HISTORIC PLACES

CARROLL COUNTY, IN

SKETCH MAP

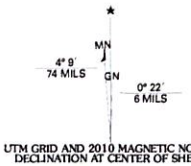
01 = PHOTOGRAPHS





Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid: Universal Transverse Mercator, Zone 16T
10 000-foot ticks: Indiana Coordinate System of 1983
(west and east zones)

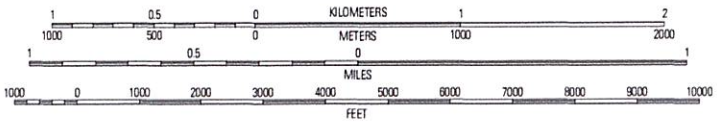
Imagery.....NAIP, August 2008
Roads.....US Census Bureau TIGER data with limited USGS updates, 2005 - 2006
Names.....GNIS, 2008
Hydrography.....National Hydrography Dataset, 2008
Contours.....National Elevation Dataset, 2007



UTM GRID AND 2010 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000-m Square ID
EK
Grid Zone Designation
16T

SCALE 1:24 000



CONTOUR INTERVAL 5 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with version 0.5.10 of the draft USGS Standards for 7.5-Minute Quadrangle Maps.
A metadata file associated with this product is also draft version 0.5.10

QUADRANGLE LOCATION

Burrows	Clymers	Anoka
Flora	Deer Creek	Young America
Rossville	Burlington	Russiaville

ADJOINING 7.5' QUADRANGLES

BACHELOR RUN STEEL TRUSS BRIDGE
NATIONAL REGISTER OF HISTORIC PLACES
CARROLL COUNTY, IN

IN_CarrollCounty_BachelorRunSteelTrussBridge_0001

IN_CarrollCounty_BachelorRunSteelTrussBridge_0003

IN_CarrollCounty_BachelorRunSteelTrussBridge_0007

IN_CarrollCounty_BachelorRunSteelTrussBridge_0008