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: Middle Fork Wildcat Creek Concrete Arch Bridge
Other names/site number: INDOT State Bridge Number 75-08-03486
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 75 over Middle Fork of Wildcat Creek
City or town: Cutler 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Not For Publication: [ ] Vicinity: [x]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**

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.)

OTHER: Unreinforced 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 Middle Fork Wildcat Creek Concrete Arch Bridge was constructed by the Indiana State Highway Commission in 1942 to carry State Highway 75 over the wide creek. The bridge is located near the south edge of Carroll County and features a filled spandrel, unreinforced concrete arch, and Modern stylized railings. Construction during World War II required that it be built without steel reinforcement. Bridges built during this time had the categorical description as "War Bridges" in newspaper accounts.

Narrative Description

The unreinforced concrete arch spans the Middle Fork of Wildcat Creek as it flows under State Highway 75 (photo 01), also known as Meridian Road, in the south edge of Democrat Township, Carroll County. The Middle Fork of Wildcat Creek flows west/northwest from its headwaters just east of the community of Middlefork, flowing westward and passing under State Highway 75 before it joins the South Fork of Wildcat Creek on the northeast edge of Lafayette (Tippecanoe County). The concrete arch bridge is located just under two miles north of State Highway 75's crossing into Carroll County to the south. The bridge is approximately two and a half miles south of the community of Cutler on Wildcat Creek (just east of State Highway 75) to the north. The creekbank is wooded to the east, west, and south of the bridge and farmland generally to the north and northeast.

The bridge is approximately sixty feet in length and twenty-four feet wide. The bridge is oriented north/south and carries Highway 75, which is a two-lane paved road with very narrow shoulders (photos 01, 03). The broad, low-slung arch shows evidence of wood plank forms on the underside of the arch (photos 05, 09). The outer edges of the arch rest well above the water's edge on sandy banks. The arch, which rises approximately ten feet above the water, has a raised edge framing each portal. The remaining face of each side of the bridge has been troweled smooth. Each side of the bridge has been poured in three sections as evidenced in control joints (best seen in photo 05). Wing wall abutments, approximately twenty feet long with a central vertical control joint, flare out from each end of the bridge. They have a raised cap and taper down as they extend outward. This cap is carried across the top of each side of the bridge and forms the bottom of a poured concrete railing (photo 05).

The solid railing is concrete and approximately 30 inches tall with taller end piers. The railings are set atop a concrete cap/curb and are divided into three sections by control joints. The railings are poured to step inward in three horizontal bands as they rise from the concrete deck. The outer walls step in more dramatically than the deck sides (photos 06-08). The railings have end piers, also tapered upward. They rise to approximately 36 inches and have projecting end panels (north/south, photo 07). The piers have three vertical incisions on their outside (east and west facing) surface. Modern steel guardrails are attached to the outer extents of the railings on each end of the bridge with lag bolts. The railings extend a considerable distance both north and south of the bridge. The bridge deck is a concrete slab covered with asphalt paving. The general condition of the bridge is fair with several locations where concrete is deteriorating, particularly with regard to the railings.

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
1942-1976

Significant Dates

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

Cultural Affiliation

Architect/Builder (last name, first name)

Indiana State Highway Commission
Deniston-Garber Co.

Period of Significance (justification)

The period of significance begins when the bridge was constructed to carry Highway 75 in 1942. Because this span remains a critical link as part of the local transportation system and is scheduled for rehabilitaiton, 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 Middle Fork Wildcat 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 1942 to carry traffic on State Highway 75 over the Middle Fork of Wildcat Creek connecting several small communities in Carroll County south to Frankfort (Clinton County) and further south to Lebanon (Boone County).

The bridge is also eligible under Criterion C/Engineering. The bridge is an example of a filled-spandrel unreinforced concrete arch with solid Modern stylized railings that came into popular use in the early to mid-20th century. After that period, concrete girder beam or steel beam construction became popular bridge-building methodology. Of note is the bridge's construction without steel reinforcement, a departure from typical highway bridge construction, due to the lack of steel for use during World War II.

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

ENGINEERING

Construction of filled-spandrel and reinforced concrete arch bridges followed a number of early bridge-building techniques prior to the 20th century. Early bridge construction was predominantly stone with arch designs that would be duplicated in concrete typically by 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 replaced 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 movement and availability of Oolitic Indiana Limestone quarried in southwest Indiana that was carried by railroads. 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 off of 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.[1] This became the predecessor for a number of early 20th century concrete bridges, but steel reinforcement 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, often through the influence a variety of organizations and municipalities had, to create grand structures for their cities.

Given steel's limited use during World War II for things other than military machinery, the departure from state highway standards to include steel reinforcement in the Middle Fork bridge is noteworthy. The other noteworthy aspect is the introduction of modern styling, in keeping with the popular Art Deco and Art Moderne styles in architecture. While steel reinforcement allows for wider spans and more limited use of concrete material with a narrower arch and supporting members, an unreinforced concrete arch relies on more historic properties associated with arch construction.

The Middle Fork bridge was cast in place in three major sections, beginning with the outer portions of the arch, north and south of the upper part of the arch. This is shown by joints located in each side of the bridge (see photo 05). Once these were in place, the top of the arch was formed in place and functioned like a broad keystone with the outer sections creating resistance to hold the middle section in place. The concrete deck and railings were added to the top of the bridge, as were concrete wing walls that function as retaining walls to the highway's

[1] "Concrete Arch Bridges" Maryland State Highway Department. https://www.roads.maryland.gov/OPPEN/IX-CABr.pdf

embankment. Wood plank forms were used, as were traditionally used in construction of both reinforced and unreinforced concrete arches. The railings are also divided into three sections, following the sections of the arch. These may have been further broken into three or four pours that occurred vertically in order to achieve their stepped and tapered design.

Originally, the Indiana State Highway Commission requested bids for six bridges, including this one, due December 16, 1941. Due to the outbreak of World War II, acknowledging that steel would be limited for use, those bids were rejected, and the bridges were redesigned to eliminate the need for steel in their construction. This resulted in a new request for bids in May 1942 with bids due on June 9, 1942.[2] Deniston-Garber Company of New York received the contract for the Middle Fork bridge with the bid amount of $31,331.[3] The Middle Fork bridge was the only one designed as an all-concrete bridge without reinforcing, called "a departure from recent engineering practice."[4] The other five bridges incorporated a variety of materials, like treated lumber for a ten-span bridge on Highway 120 west of Howe (Lagrange County), Indiana. Old reinforcing steel was used for a bridge on Highway 13 and treated timber was used over a concrete substructure for two bridges on Highway 30 east of Valparaiso (Porter County) as part of a dual lane road widening project. Steel salvaged from an old bridge on Highway 40 near Greenfield (Hancock County) was used in the construction of a bridge on Highway 250 east of Brownstown (Jackson County). Many of these bridges used timber decks in lieu of concrete with steel reinforcement until steel became available again, at which time the decks were to be replaced with concrete.

Most concrete bridges leading up to World War II feature a simple recessed panel design in their concrete railings, along with a raised outline of the arch over the portal. These bridges, in very simple form, exhibited qualities of the City Beautiful movement employing classical elements. The Indiana State Highway Commission began to use a more streamlined design, reflecting the Modern movement, during the 1940s. The simple, short concrete railings of what became fairly conventional bridge construction into the 1960s were straight, not tapered, and used a three-line horizontal design that extended to the ends of the railings to form a three-tiered curved end design. The steel-reinforced railings sat on reinforced concrete beams rather than arches. This design emphasized movement, much like contemporary architecture being built during the 1940s through 1950s.

The Middle Fork bridge seems almost prototypical of what became this post-war standard. The Middle Fork bridge's railings are three-tiered but taper inward/up in steps from the base of the railing, giving it a four-tier appearance (photo 06). This gives the railing heavy massing, probably needed due to its lack of steel reinforcement. The railings are also terminated at either end by tapered (not stepped) piers (photo 07). The piers have raised panels on their sides, terminating the railing to one side and facing traffic flow on the other. The main part of the pier is taller and wider than the panels and features three vertical incisions on its inside and outside faces. The nod to style is subtle, but the bridge clearly represents the Modern architectural

[2] "State Asks Bids on Six 'War Bridges'" *Journal and Courier (Delphi*) 1 June 1942. Pg. 1, col. 6
[3] "Bids Announced for Five State Road Bridges" *The Indianapolis News*. 9 June 1942. Pgs. 24, col. 5
[4] "War Bridge Bids Will be Studied" *Linton Daily Citizen*. 5 June 1942. Pg. 4, col. 1

movement of the mid-20th century with features that could be identified as either Art Deco, such as the piers, or Art Moderne, such as the railings. Many post-war bridges were larger steel fabrications or girder-style steel or concrete spans that did away with arches and elegance in design, even in the restrained use of style.

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 Paint Creek on State Road 218 on the east edge of Camden. It was built 1940-1941, prior to America's entry into World War II, as a steel-reinforced bridge with a paneled railing. The relatively small structure remains virtually unaltered and represents an example of a state highway bridge nearing the end of a bridge-building era of concrete arches influenced by the City Beautiful philosophy when it was completed in 1941. It is also listed on the National Register of Historic Places.

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 reinforced 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. All three of the above-named bridges have been listed on the National Register.

TRANSPORTATION

The Indiana Highway bridge over the Middle Fork of the Wildcat Creek was the result of the development of a secondary network of state highways during the mid-20th century. In the early years of the Indiana State Highway Commission, most of the state's major population centers were connected through designated state highways, beginning in 1919. Through the course of the following two decades, the state highway's infrastructure continued to expand on its original concept and purpose, to connect the state's larger cities with highways. During the 1930s, much of the effort came as part of federal relief programs created during the Great Depression.

After the major routes had been established, the Indiana State Highway Commission began making linkages in more rural areas, connecting smaller communities not yet reached with state highways, with larger cities. This continued through the 1940s, despite America's involvement in World War II, and into the 1950s, by which time the state's network of highways was essentially established. The quality of roads also improved from their earliest composition of gravel to an oil mat over mulch, to ultimately, asphalt or concrete. This pattern of improved quality of roads typically followed the hierarchy of the network, with the best quality of construction tied to those highways connecting larger population centers, then declining as traffic volume decreased in more rural areas.

It was fairly typical for highway designations to follow already established roads which were often simply well-traveled county roads. Construction of new roads in new rights-of-way was far less common during the 1920s through 1950s. With the onslaught of suburban development and the interstate highway system, road construction shifted to the creation of new roadways that would bypass population centers, or altogether new multi-lane routes such as those interstate routes.

Highway 75 in Clinton and Carroll Counties was part of the secondary development of state highways in Indiana when it was constructed between about 1941 and 1947, during America's involvement in World War II. The route followed a system of county roads already established north from Frankfort in Clinton County into Camden in Carroll County. The route in Clinton County was an improved county road, dating to at least the 1870s, which roughly paralleled the L. C. & S. W. Railroad that extended north from Frankfort. While the route stayed west of the railroad, it helped to connect several small communities that sprung up with the railroad to Frankfort. This was also the case in Carroll County, where the improved county road was a continuation from Clinton County. In Carroll County, the route became known as Meridian Road and the railroad stayed east of the route except at Cutler, where it curved well west of the community on Wildcat Creek, then ultimately, the railroad crossed the route and headed northwest into Camden.

Most of the communities between Frankfort and Camden, including Camden, were small markets mostly built around the railroads. Frankfort was already connected by a state highway to Delphi, both being larger population centers and county seats for Clinton and Carroll Counties, respectively, when the Indiana State Highway Commission designated the route State Highway 6 in 1919 (later Highway 39). This is modern-day Highway 421. This route, and what would become (old) Highway 25 by 1930, followed the Wabash River between Delphi and Logansport (Cass County), and served the west side of Carroll County. The east side of the county was served by the Michigan Road, a toll road during part of the 19th and early 20th centuries, until it became a state route by 1925, using the designation of Highway 15, then later Highway 29. It connected Burlington and other small Carroll County towns that had sprung up along it with Logansport to the north. This left the small communities that were in the middle of Carroll County without improved state routes. About 1931, the first east/west highway was designated through the middle of Carroll County, connecting Highways 39 and 29 through Flora. It was designated Highway 18, the designation it retains today.

The Indiana State Highway Commission determined that there was a need for a third north/south route through the center of Carroll County, leading into Frankfort in Clinton County to the south. The proposed route would connect the communities of Camden, Flora, Bringhurst, and Cutler, though the route stayed slightly west of the towns. Between 1940 and 1941, the route began to be improved from Frankfort north to the south Carroll County line. The new route was a gravel road and carried the state highway designation of No. 75. Between 1946 and 1947, the route was improved to Camden, still being a gravel road, under the same designation. The route was improved to a mulch and oil mat from Frankfort to just north of Cutler by 1953, then improved under this composition to Camden by 1957. The route was paved with asphalt by 1965.

The improvement of the route during the war years may have been precipitated by the need for workers at the Ingram-Richardson Plant in Frankfort, which switched from an enamel coating business to manufacturing of metal wing spars for military aircraft during the war. Several of Indiana's highways were improved to aid in transportation to large manufacturing centers focused on war-time production, such as the Kingsbury Ordnance Plant in LaPorte County. The development of Highway 75 also came at a time when train travel and shipment by railroad was greatly reduced, which had been a primary means for transportation in the small communities along the L. C. & S. W. Railroad.

The construction of Highway 75 in Carroll County would require several crossings of waterways. Much of Carroll County is a watershed with tributaries for the Wabash River, including the forks of Wildcat Creek and Deer Creek. The construction of Highway 75 required crossing the Middle Fork of Wildcat Creek in the south end of the county, Wildcat Creek west of Cutler, and Deer Creek and its tributary, Bachelor Creek, south of Camden. This led to the development of bridges, two of which are extant, the subject of this nomination being one. The other is a Parker Through-Truss bridge over Wildcat Creek west of Cutler (1947). The other two bridges required for Highway 75 over Deer Creek and Bachelor Run have been replaced by modern highway structures.

The Middle Fork bridge was the result of a necessity of wartime limits on the use of steel for public projects when steel was in demand for military production. The bridge was constructed in 1942, as the country was first engaged in the war. Highway 75 had been improved up to Carroll County's south county line with Clinton County by the early 1940s but would require a new structure over the Middle Fork of Wildcat Creek, less than two miles north of the county line, to continue improvements into Carroll County. The crossing of Wildcat Creek west of Cutler was a large streel bridge constructed after the war in 1947.

Developmental History/Additional historic context information

9. Major Bibliographical References

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

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

"Bids Announced for Five State Road Bridges" *The Indianapolis News*. 9 June 1942. Pgs. 24, col. 5

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 State Highway Maps: 1919-1921, 1925, 1932-1942, 1945-1953, 1956-1965

Maxwell, Bonnie. Original research on Carroll County bridges and newspaper clippings.

"State Asks Bids on Six 'War Bridges'" *Journal and Courier (Delphi)* 1 June 1942. Pg. 1, col. 6

"War Bridge Bids Will be Studied" *Linton Daily Citizen*. 5 June 1942. Pg. 4, col. 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): 015-553-65048

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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: 540281	Northing: 4476777
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

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

The east and west boundaries are lines parallel to and 10 feet east and west of the sides of the bridge and extend along the right-of-way for State Highway 75 which is approximately 60 feet wide. Similarly, the south and north boundaries are lines parallel to and 10 feet south and north 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, abutments and retaining/wing walls, all parts of the concrete bridge, and the portion of State Road 75 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 4, 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: Middle Fork Wildcat Creek Concrete Arch Bridge

City or Vicinity: Cutler

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 northeast from south approach to bridge

1 of 9.

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

2 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south across bridge from north approach

3 of 9.

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

4 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at east arch from near the creekbank

5 of 9.

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

6 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast at northwest corner pier of bridge railing

7 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at southwest corner pier and west railing

8 of 9.

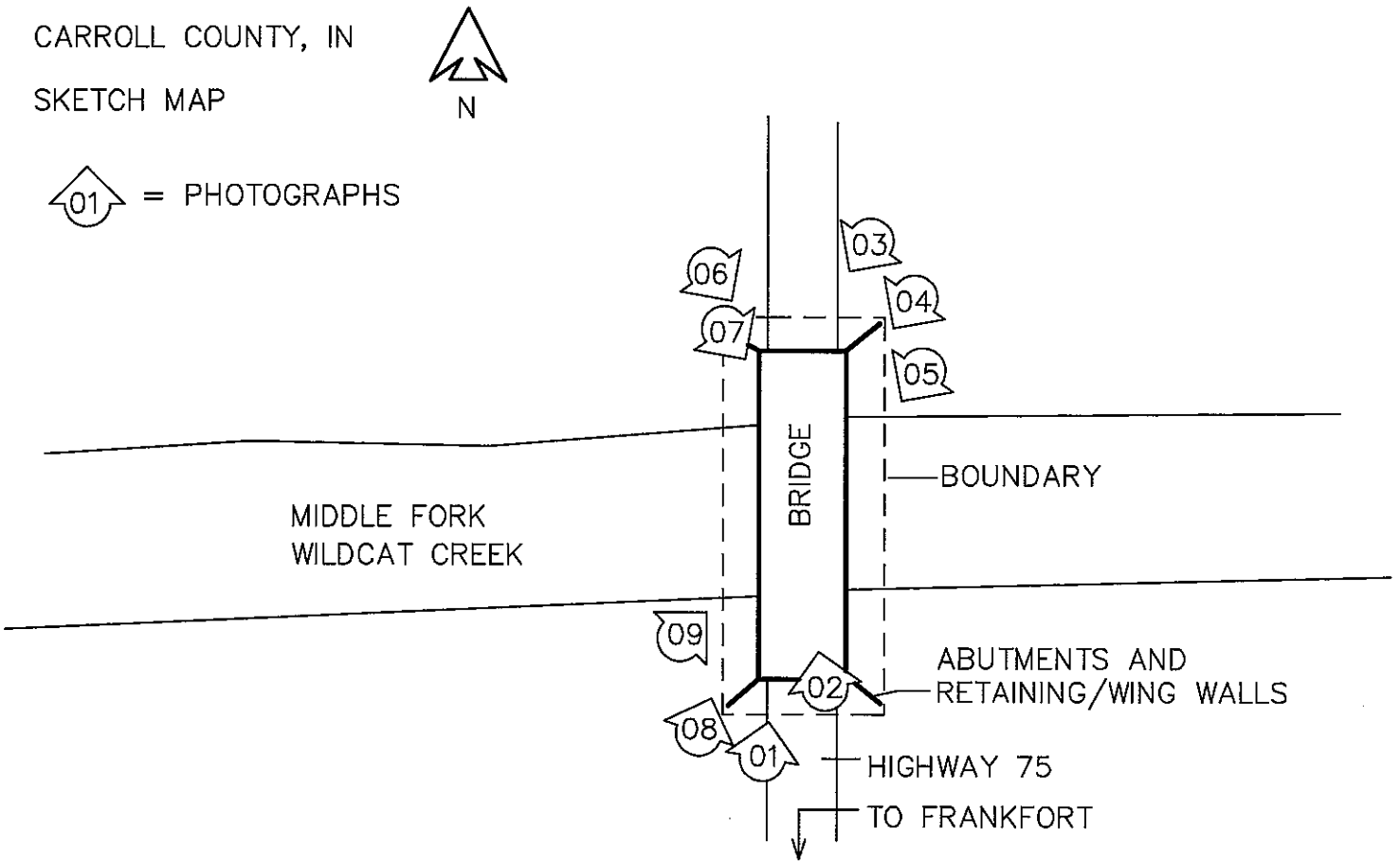
Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at west arch from near the creekbank

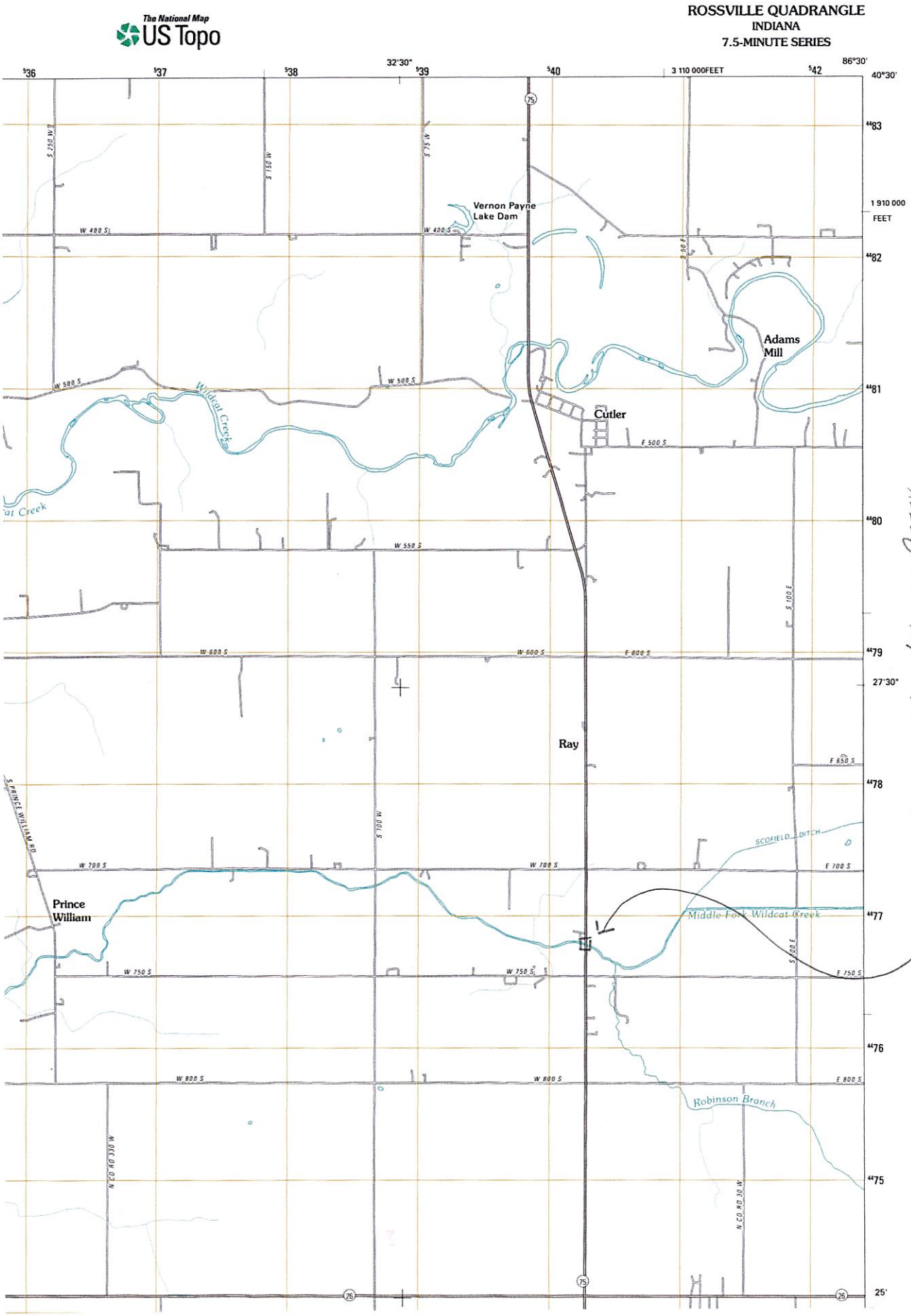
9 of 9.

MIDDLE FORK WILDCAT CREEK CONCRETE ARCH BRIDGE
NATIONAL REGISTER OF HISTORIC PLACES

CARROLL COUNTY, IN

SKETCH MAP





Middle Fork Wildcat Creek
Concrete Arch Bridge
National Register of Historic Places
Carroll County, IN

IN_CarrollCounty_MiddleForkWildcatCreekConcreteArchBridge_0001

IN_CarrollCounty_MiddleForkWildcatCreekConcreteArchBridge_0002

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