

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: Wildcat Creek Steel Truss Bridge

Other names/site number: INDOT State Bridge Number 075-08-03653 B

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: Highway 75 over Wildcat Creek

City or town: Cutler 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Not For Publication: ☐ Vicinity: ☒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 ☒ local

Applicable National Register Criteria:

XA ☐B xC ☐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	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	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.)

Parker Through Truss

Materials: (enter categories from instructions.)

foundation: CONCRETE

walls: STEEL

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 Wildcat Creek Steel Truss Bridge is an example of a Parker Through Truss fabricated in steel to carry State Highway 75 over Wildcat Creek in Democrat Township, Carroll County. The bridge, which features a span approximately 175 feet long and 32 feet wide, was built in 1947-1948 by the Indiana State Highway Commission. The truss rests on wide concrete piers. A long, steel-girder supported south approach, approximately 70 feet, also rests on a wide concrete pier.

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Narrative Description

The Wildcat Creek Steel Truss Bridge is an example of a Parker Through Truss bridge placed into service by the Indiana State Highway Commission in 1948. The bridge is located approximately one-quarter mile northwest of the small village of Cutler on State Highway 75. Highway 75 connects several small communities in Carroll County south to Frankfort (Clinton County) and further south, to Lebanon (Boone County). The span rises over Wildcat Creek which features wooded banks (photo 01). The south side of the creek is a wide floodplain (photo 13) while the north bank is higher. Wildcat Creek flows in a winding, east-west direction between Kokomo (Howard County) to the east and Lafayette (Tippecanoe County) to the west. The land north and south of the bridge is a combination of cultivated fields and woodlands.

The trusses are composed of webbing that is formed from vertical and angled members, each rising from a bottom chord to the top chord which forms a large segmental arch (photos 01, 08). The vertical and angled members near the center of the truss are composed of steel channels connected by steel bar lattice bracing. The cross-bracing between the top chord of the trusses is composed of the same type of channels. Lower cross bracing is between each of the vertical members and connects to a bottom strut that has a slight arc allowing a higher clearance for vehicles passing across the bridge (photos 09-10). The top chords of the trusses are composed of two I-beams covered by a steel plate on top with open-laced bars joining the underside. The segments of the chords angle down to large steel plates riveted to the bottom chord and rest on steel feet bolted into the concrete pier (photo 06). These top chords, as they angle down at each end of the bridge, are connected by a wide, arched steel strut forming the portals (photo 12).

Steel railings composed of simple pickets fastened to horizontal rails at the top and bottom extend across each side of the bridge. They are fastened to steel brackets that extend down and connect to steel girders under the bridge (photo 13). A tall concrete curb is to the inside of the railing and features an additional, short steel railing (photo 12).

The trusses are set on wide concrete piers with formed caps and rounded ends (photos 01-02). A long south approach to the bridge, approximately 70 feet long, is elevated and rests on wide concrete piers (left side of photo 13). The approach is composed of steel girders on which the concrete deck rests. A steel railing that matches and is a continuation of the railing fixed to the bridge trusses continues south on the approach. The bridge deck is concrete over steel beams connected to the bottom chord of the trusses. The bridge was recently rehabilitated, adding the new concrete curb and deck as well as modern steel guardrails leading up to the approaches on both ends of the bridge.

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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

1948-1976

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 Department of Transportation

Schutt, R. L.

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Period of Significance (justification)

The period of significance begins in 1948, the year the bridge was completed and put into service by the Indiana Highway Commission. Because this span remains a critical link as part of the local transportation system and was recently rehabilitated, the end date for the period of significance is 1976, or the fifty-year cut-off for eligibility.

Criteria Considerations (explanation, if necessary)

N/A

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 Wildcat Creek Steel Truss Bridge is eligible for listing on the National Register of Historic Places under Criterion C/Engineering. The bridge is a double span, composed of a steel, riveted Parker Truss (175') and simple steel girder truss built by the Indiana State Highway Commission between 1947 and 1948. It retains all of its important features that qualify it as an example of the truss type with little modification except for modern concrete curbing inside the bridge.

The Wildcat Creek Steel Truss Bridge is also 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 1947-1948 to carry State Highway 75 that connected several small communities in Carroll County to larger population and work centers to the south in Frankfort.

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

ENGINEERING

The Parker Truss was an engineering development on the Pratt truss by Charles H. Parker, a mechanical engineer from Boston, in the mid-19th century. Parker looked at the Pratt truss, with its flat, top chord, and understood that greater distances could be spanned using less material if the top chord was polygonal in design. This resulted in a descending row of structural steel members from the center of the span's top chord, where the most depth was needed in the truss, down to the portal frame. This is similar in appearance to the segmental arch. Each segment of the top chord is joined to a vertical member of the sides of the truss by wood pins or steel bolts

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or rivets, depending on construction type. The remaining features of the Parker truss, the vertical and cross-brace webbing in the walls and flat bottom chord match those of the Pratt truss.¹

Parker's first patent on the truss design was registered on February 22, 1870. The Pratt truss, invented by Caleb and Thomas Pratt, was patented in 1844. The use of Parker trusses continued well into the mid-1900s. The example over Wildcat Creek is a relatively late use of the design when it was erected between 1947 and 1948 by the Indiana State Highway Commission. The highway commission had been using Parker trusses since it began constructing bridges after the commission was formed in 1919. The only other example of a Parker truss in Carroll County (described below) is a 1931 design fabricated for the Indiana State Highway Commission but relocated to a county road in 1968.

Most of Carroll County's extant iron bridges fall into a few categories including Warren Truss, Pratt and Parker through-trusses, and a Whipple Truss example built in 1890. The only other example of a Parker through-truss, known as the Xenia Bridge, was fabricated in 1931 by the Indiana State Highway Commission, later relocated to span Wildcat Creek on Prince William Road in 1968. The Meridian Line Road Bridge south of Camden (1932, relocated to Carroll County in 1970) and a much smaller bridge over Bachelor Run Creek in Burlington Township (c. 1905) are examples of Warren Pony Trusses in Carroll County. The three examples of Pratt through-trusses date to 1898, 1901, and 1913.

TRANSPORTATION

The Indiana Highway steel bridge over Wildcat Creek near Cutler 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.

¹ Truss Bridge – North Carolina Department of Transportation: <https://www.ncdot.gov/initiatives-policies/Transportation/bridges/historic-bridges/bridge-types/Pages/truss.aspx>. Accessed October 1, 2024

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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, following the Wabash River between Delphi and Logansport (Cass County), 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 its route 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, Bringham, 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.

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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 manufacture 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 the 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 over Wildcat Creek (the subject of this nomination) and a concrete arch bridge over the Middle Fork of Wildcat Creek. The other two bridges near Camden have been replaced by modern highway structures.

The Wildcat Creek Steel Truss Bridge was constructed and put into service in 1948, just as Highway 75 was improved in Carroll County from near its south border with Clinton County. For a short period of time, Highway 75 was designated on Meridian Road through the small village of Cutler and over its covered wood bridge crossing Wildcat Creek. Plans were made to reroute Highway 75 west of Cutler over a new 1.6-mile section of road with a new crossing over Wildcat Creek by mid-1947. The covered bridge was called the weakest bridge on a state-maintained road in 1947. State engineer of bridges, J. R. Cooper, noted that the covered bridge had a one-ton weight limit, unlike any other structure on Indiana highways, and indicated that the wood floor in the structure was equivalent in strength to a floor in an ordinary house.

Contracts were let for construction of the road and bridge on July 17, 1947. The contractors were awarded to R. L. Schutt Company of Indianapolis for the bridge and Andrew Ward and Sons of Lansing, Illinois, for the new road. The proposed structure was two spans covering approximately 237 feet over Wildcat Creek and 28 feet in width with two walkways.² Construction on the bridge continued well into 1948. A large photograph of several men inspecting the bridge ran on the front page of the *Delphi Citizen* on June 17, 1948, showing most of the steel structure was in place. The bridge was considered a revised plan to the fifth generation of Parker truss bridges developed by the Indiana State Highway Commission for long spans. The riveted Parker truss covered 175 feet of the double-span, leaving the remaining span a simple deck and girder bridge over the south half/floodplain area. The bridge was rehabilitated in 2020 by INDOT. Work on the bridge included sandblasting rust, priming, and repainting steel members of the bridge. A new concrete road deck and concrete sidewalls were installed to the inside of the original railing. The new wall is topped by steel barrier railings (photos 11-12).

² "To Replace Bridge in Carroll County" (Lafayette) *Journal and Courier*. 17 July 1947. Pg. 7, cols. 6-7

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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.)

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

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

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

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

“To Replace Bridge in Carroll County” (Lafayette) *Journal and Courier*. 17 July 1947. Pg. 7, cols. 6-7

Truss Bridge – North Carolina Department of Transportation: <https://www.ncdot.gov/initiatives-policies/Transportation/bridges/historic-bridges/bridge-types/Pages/truss.aspx>. Accessed October 1, 2024

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: _____

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Historic Resources Survey Number (if assigned): 015-553-65014

10. Geographical Data

Acreage of Property Less than one acre

Use the UTM system

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☒ NAD 1983

1. Zone: 16	Easting: 539829	Northing: 4481344
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 north and south boundaries are lines parallel to and 10 feet north and south 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 steel truss bridge, its approaches, all parts of the bridge, and the portion of the 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 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.

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Photo Log

Name of Property: Wildcat Creek Steel Truss 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 northwest from southeast side of bridge (in floodplain)

1 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at bridge approach (in floodplain)

2 of 13.

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

3 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south at south concrete pier from south bank

4 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest along the east side of the bridge from the floodplain

5 of 13.

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

6 of 13.

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Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest from south approach/south extent of east railing

7 of 13.

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

8 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast and up near the center of the bridge

9 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast toward north portal near the center of the bridge

10 of 13.

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

11 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest from the north approach near north extent of east railing

12 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest from the floodplain incline southeast of the bridge

13 of 13.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response 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.).

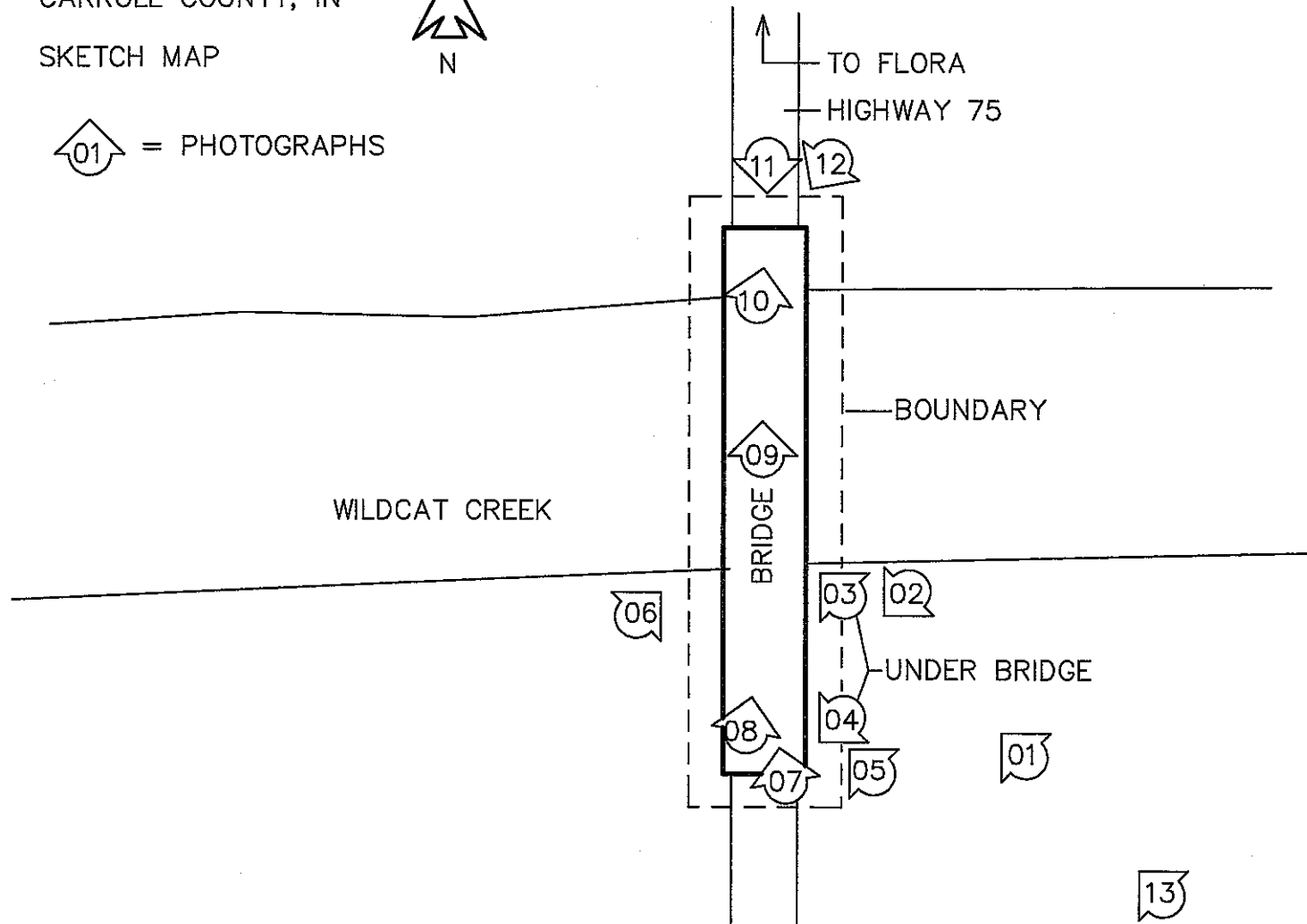
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

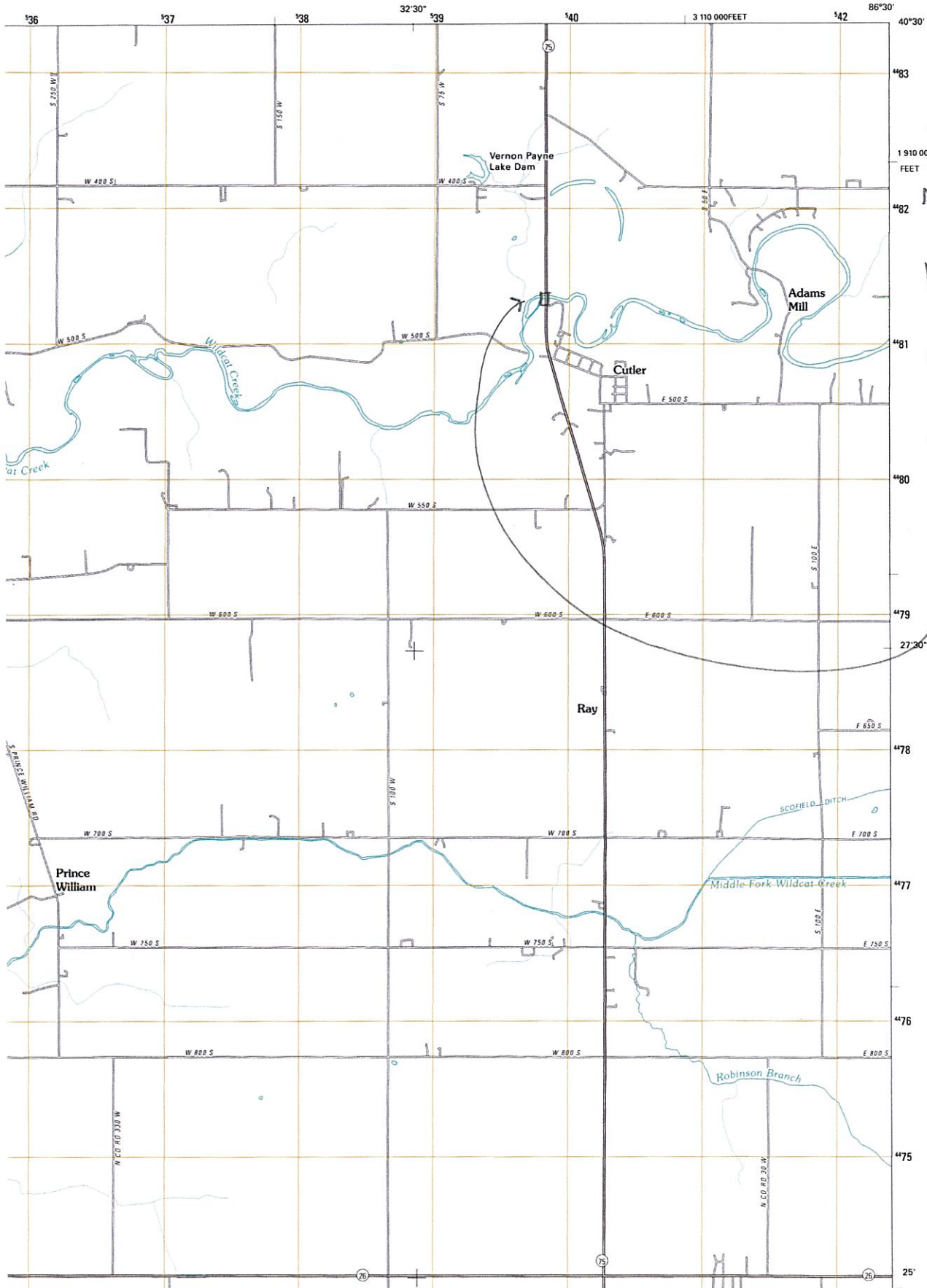
WILDCAT CREEK STEEL TRUSS BRIDGE
NATIONAL REGISTER OF
HISTORIC PLACES

CARROLL COUNTY, IN
SKETCH MAP



01 = PHOTOGRAPHS





Wildcat Creek Steel Taus Bridge
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CARROLL COUNTY, IN



IN_CarrollCounty_WildcatCreekSteelTrussBridge_0001



IN_CarrollCounty_WildcatCreekSteelTrussBridge_0003



IN_CarrollCounty_WildcatCreekSteelTrussBridge_0005



IN_CarrollCounty_WildcatCreekSteelTrussBridge_0006



IN_CarrollCounty_WildcatCreekSteelTrussBridge_0011



IN_CarrollCounty_WildcatCreekSteelTrussBridge_0013