

# Indiana Department of Transportation Historic Bridges Program

## What Is INDOT's Historic Bridges Program?



U.S.41 over Pigeon Creek

Indiana's roadways are home to more than 5,000 public bridges built before 1966. The National Historic Preservation Act of 1966 established a national policy for the protection of historic properties and archaeological sites, and outlined responsibilities for federal and state governments to preserve our nation's heritage. Historic bridges are an important part of the heritage, development and transportation system of Indiana.

Over the decades, many historic bridges in Indiana have been replaced with modern bridges to accommodate today's higher traffic speed and volume, and larger, heavier vehicles.

INDOT's Historic Bridges Program helps prevent the loss of these important historic structures by providing incentives to local communities and a process to manage historic bridges in Indiana.



State Road 42 bridge over Cataract Lake



Knox County Bridge 45

## How Are Historic Bridges Preserved?



INDOT and Local Public Agency projects that utilize federal funds and involve a historic bridge are analyzed to determine if the existing bridge will meet the purpose and need of the future traffic conditions expected on that roadway segment.

If a historic bridge can meet future traffic conditions, it may be rehabilitated, which is a feasible option for reuse of an existing structure. If a historic bridge does not meet the purpose and need of the future traffic conditions, other alternatives are considered.



# Bridge Preservation Success Stories

## How Does INDOT Help Preserve Historic Bridges?



U.S.27 over the Salamonie River

When a historic Indiana roadway bridge cannot be rehabilitated, or is scheduled to be bypassed or replaced with a new structure, INDOT's Historic Bridges Program will offer the old bridge to any group or individual that may want to take ownership of it. These groups can relocate the bridge to a new location, or preserve and repurpose it in its original location. Some historic bridges have been removed, dismantled, and placed into storage until they can be rehabilitated and repurposed.



Hamilton County park bridges

### Hamilton County

Three historic steel truss bridges – linked together to form one pedestrian bridge – connect two Hamilton County park facilities once separated by the White River. Hamilton County acquired the two main bridges, originally located in Washington County and Wayne County, to unite trail systems in Strawtown Koteewi Park and nearby White River Campground. Originally built in 1898, the 150-foot-long Washington County bridge now spans the main river channel from the White River Campground bank in Cicero. The 100-foot-long Wayne County bridge, built in 1904, now stretches over a secondary channel from the opposing bank. A third bridge, built new from 1890 plans, completes the pedestrian connection.



Gray Bridge in Carroll County over the Wabash and Erie Canal

### Carroll County

A Putnam County bridge, originally built in 1913 to span Big Walnut Creek, was removed in 2011, rehabilitated, and transported to Carroll County. The restored 160-foot iron bridge was installed in Delphi's Canal Park, where it spans a stretch of the Wabash and Erie Canal and serves as a footbridge linking a Carroll County Historical Society site and the canal interpretive center.

### For More Information:

More information about INDOT's Historic Bridges Program is available on the INDOT website at:

<http://www.in.gov/indot/2530.htm>

Historic INDOT bridges that are available for repurposing can be viewed on the INDOT website at:

<http://www.in.gov/indot/2532.htm>

You can email INDOT's Cultural Resources Office at:

[Culturalresources@indot.IN.gov](mailto:Culturalresources@indot.IN.gov).



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