

Resolution of Public Review Comments on *National Register Eligibility Results* (Draft Report dated April 2008)

Introduction – The 60-day review period for the draft report, *National Register Eligibility Results*, extended from April 1 to May 31, 2008. During this period, INDOT received comments on bridges listed in Table 1. To consistently address these comments, they were grouped into the seven categories described below. The resolution for each category is explained. Actions taken for each bridge will be reflected in the final *National Register Eligibility Results* report. Tables 2 and 3 present newly evaluated bridges and the re-evaluation of trusses respectively.

Category	Description of category	Resolution
A	Newly evaluated bridges – Public review comments revealed that these bridges were not included in the inventory population as a result of inaccurate information received earlier in the project.	<p>These bridges are now included in the project. Data collection and field survey were completed for these bridges in order to complete a National Register evaluation.</p> <p>Based on these public review comments, Mead & Hunt reviewed the inventory population to identify other bridges that may have overlooked. As a result of these efforts, four additional bridges were found that met inventory criteria. These bridges were returned to the inventory population. A summary of the results is provided in Table 2.</p>
B	Re-evaluation of Pre-1920 Truss Bridges (Thru and Pony) – Public review comments requested that early Pratt Thru and Warren Pony Trusses be recommended eligible.	<p>The National Register Evaluation System was reviewed for both Pratt Thru and Warren Pony Trusses to determine if additional significant characteristics should be considered. In order to have a consistent methodology, all trusses were also reconsidered in the same manner. As a result of this review, pre-1920 Thru and Pony Trusses are recommended eligible if they possess historic integrity. This revision to the methodology recognizes the importance of truss construction by Indiana builders in the era before establishment of the ISHC in 1919.</p> <p>A summary of the results is provided in Tables 3A and 3B. Tables B-9 and B-10 of the <i>National Register Eligibility Results</i> are revised.</p>
C	Request for re-evaluation - Public review comments provided additional data on these bridges and requested a change in the National Register recommendation.	<p>Mead & Hunt completed a re-evaluation using the new data and following the National Register Evaluation System. The results of the evaluation are provided in Table 1.</p> <p>Two types of re-evaluation requests did not yield new results:</p> <p>1.) Local significance under Criterion A - To possess significance under <i>Criterion A</i>, a direct connection between the bridge and an important state or local event, trend, or pattern must be demonstrated. This project included state-level research and relied on public involvement to identify locally significant bridges. Comments provided did not establish the necessary connection between a bridge and an important local event, trend or pattern. To allow for such information to be considered in the future, "Identified local importance" was added to the National Register Evaluation System under Criterion A to allow bridges to receive points as new data is provided. For examples of Indiana bridges now listed in the National Register under <i>Criterion A</i> and the type of information used to demonstrate a direct connection with a significant local trend, see Criterion A Examples under the Historic Bridges Inventory Summary & Results page on the project web site).</p> <p>2.) Request that bridges be recommended not eligible – These bridges meet eligibility requirements set forth in the National Register Evaluation System but owners did not want their bridges to be found eligible. Owner objection is not considered under the National Register Evaluation System. Agencies may consider specific owner concerns during the identification of select or non-select bridges.</p>
D	Bridge does not meet inventory criteria – Agency or public review comments were received on bridges that are not included in the inventory. These bridges are not listed in the National Bridge Inventory (NBI) and are not under the primary jurisdiction of INDOT or are border bridges. The deadline for members of the public to identify non-NBI bridges was August 30, 2007. As such, these bridges are not included in the inventory population.	<p>Mead & Hunt verified the location and/or ownership of these bridges. Bridges that do not meet inventory criteria were not evaluated using the National Register Evaluation System and are not included in the <i>National Register Eligibility Results</i>. The results are provided in Table 1.</p>
E	Bridge has previous determination – Public review comments brought forth a previous SHPO or FHWA eligibility determination for these bridges.	<p>Mead & Hunt confirmed existing determinations and updated the results to reflect the corrected status. The results are provided in Table 1.</p>

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Category	Description of category	Resolution
F	Bridge is nonextant – Public review comments indicated one of the following: (1) bridge has been replaced; (2) bridge is in the process of being replaced; or (3) re-evaluation was requested for a replaced bridge.	Mead & Hunt verified that these bridges are replaced or currently being replaced. Nonextant bridges were not evaluated using the National Register Evaluation System and are not included in the <i>National Register Eligibility Results</i> . The results are provided in Table 1.
NA	Not applicable – These public review comments did not require re-evaluation for the following reasons: (1) information received was unrelated to a bridge's National Register evaluation, or (2) a request for clarification was provided with no request for re-evaluation.	No further work was required. The results are provided in Table 1.

Table 1. Bridges Identified in Public Review Comments

Category	Bridge	Response/Action Taken	Resolution
A	Allen County Bridge #290 (NBI No. 0200216)	Newly evaluated under Criteria A and C using National Register Evaluation System	Eligible - See Table 2
A	Carroll County Bridge #18 (NBI No. 0800014)	Newly evaluated under Criteria A and C using National Register Evaluation System	Status changed to <i>Previously determined eligible</i> - See Table 2
A	Carroll County Bridge #25 (NBI No. 0800021)	Newly evaluated under Criteria A and C using National Register Evaluation System	Not eligible - See Table 2
A	Decatur County Bridge over Sand Creek Muddy Fork (Vandalia Road/CR 100 N, west of US 421) (NBI No. 1600158)	Newly evaluated under Criteria A and C using National Register Evaluation System	Not eligible - See Table 2
B	Dearborn County Bridge #55 (NBI No. 1500050)	Re-evaluated under Criterion C based on revised methodology	Eligible - See Table 3A
B	Knox County Bridge #119 (NBI No. 4200208)	Re-evaluated under Criterion C based on revised methodology	Not eligible - See Table 3B
B	Orange County Bridge #102 (NBI No. 5900070)	Re-evaluated under Criterion C based on revised methodology	Eligible - See Table 3A
B	Orange County Bridge #31 (NBI No. 5900021)	Re-evaluated under Criterion C based on revised methodology	Eligible - See Table 3A
B	Orange County Bridge #49 (NBI No. 5900035)	Re-evaluated under Criterion C based on revised methodology	Eligible - See Table 3A
B	Orange County Bridge #95 (NBI No. 5900065)	Re-evaluated under Criterion C based on revised methodology	Eligible - See Table 3A
B	Putnam County Bridge #10 (NBI No. 6700009)	Re-evaluated under Criterion C based on revised methodology	Eligible - See Table 3A
B	Putnam County Bridge #137 (NBI No. 6700122)	Re-evaluated under Criterion C based on revised methodology	Eligible - See Table 3A
B	Putnam County Bridge #139 (NBI No. 6700124)	Re-evaluated under Criterion C based on revised methodology	Eligible - See Table 3A
B	Putnam County Bridge #152 (NBI No. 6700131)	Re-evaluated under Criterion C based on revised methodology	Eligible - See Table 3A
B/C	Orange County Bridge #37 (NBI No. 5900027)	Re-evaluated under Criterion C based on revised methodology and under Criterion A following National Register Evaluation System	Not eligible - Status unchanged. When re-evaluated under Criterion A, new data provided did not demonstrate a direct connection between the bridge and a significant local event, trend, or pattern. For more information, see Category C Resolution in the Introduction. See Table 3B for Criterion C status.
B/C	Orange County Bridge #91 (NBI No. 5900064)	Re-evaluated under Criterion C based on revised methodology and under Criterion A following National Register Evaluation System	Not eligible - Status unchanged. When re-evaluated under Criterion A, new data provided did not demonstrate a direct connection between the bridge and a significant local event, trend, or pattern. For more information, see Category C Resolution in the Introduction. See Table 3B for Criterion C status.

Table 1. Bridges Identified in Public Review Comments

Category	Bridge	Response/Action Taken	Resolution
B/C	Adams County Bridge 106 (NBI No. 0100082)	Re-evaluated under Criteria A and C following National Register Evaluation System	Not eligible - Status unchanged. When re-evaluated under Criterion A, new data provided did not demonstrate a direct connection between the bridge and a significant local event, trend, or pattern. For more information, see Category C Resolution in the Introduction. See Table 3B for Criterion C status.
C	Bartholomew County Bridge #193 (Snyder Bridge) (NBI No. 0300165)	Re-evaluated under Criteria A and C following National Register Evaluation System	Not eligible - Status unchanged. Information received on this bridge did not justify changing the National Register recommendation under Criterion C. When re-evaluated under Criterion A, new data provided did not demonstrate a direct connection between the bridge and a significant local event, trend, or pattern. For more information, see Category C Resolution in the Introduction.
C	Bartholomew County Bridge #291 (NBI No. 0300209)	Re-evaluated under Criteria A and C following National Register Evaluation System	Not eligible - Status unchanged. This bridge is associated with an important historic program or project at the state or local level; however, it does not retain historic integrity necessary to convey historical significance. As such, it is not eligible under Criterion A. This bridge is an example of an early or distinctive phase in bridge construction, design, or engineering; however, it no longer retains the historic integrity necessary to convey its engineering significance. As such, it is not eligible under Criterion C.
C	Bartholomew County Bridge #50 (NBI No. 0300046)	Re-evaluated under Criteria A and C following National Register Evaluation System	Not eligible - Status unchanged. Information received on this bridge did not justify changing the National Register recommendation under Criterion C. When re-evaluated under Criterion A, new data provided did not demonstrate a direct connection between the bridge and a significant local event, trend, or pattern. For more information, see Category C Resolution in the Introduction.
C	Clinton County Bridge #29 (NBI No. 1200060)	Re-evaluated under Criteria C following National Register Evaluation System	Not eligible - Status changed to not eligible. This bridge is coded as a prestressed bridge built in 1953. The first time prestressed concrete was used on a bridge in the United States was on the Walnut Lane Bridge in Philadelphia in 1949. Based on visual inspection, this bridge does not exhibit the characteristics of early prestressed concrete construction. Therefore, the 1953 date for this bridge appears to be erroneous. Public comments requested the re-evaluation of Gibson County Bridge #168 and St. Joseph County Bridge #68. The date of construction for these bridges were also considered to be erroneous for the same reason.
C	Elkhart County Bridge #00303 (NBI No. 2000113)	Re-evaluated under Criterion C following National Register Evaluation System	Eligible - Status unchanged. A high degree of skew is recognized as an important variation that resulted from site conditions and required a specially engineered superstructure.

Table 1. Bridges Identified in Public Review Comments

Category	Bridge	Response/Action Taken	Resolution
C	Gibson County Bridge #16 (NBI No. 2600009)	Re-evaluated under Criterion C following National Register Evaluation System	Not eligible - Status changed to not eligible. This bridge is an example of an early or distinctive phase in bridge construction, design, or engineering; however, it no longer retains the historic integrity necessary to convey its engineering significance. As such, it is not eligible under Criterion C.
C	Gibson County Bridge #168 (NBI No. 2600121)	Re-evaluated under Criterion C following National Register Evaluation System	Not eligible - Status changed to not eligible. This bridge is coded as a prestressed bridge built in 1950. The first time prestressed concrete was used on a bridge in the United States was on the Walnut Lane Bridge in Philadelphia in 1949. Based on visual inspection, this bridge does not exhibit the characteristics of early prestressed concrete construction. County bridge inspectors believe that the bridge was probably built in 1971. Therefore, the 1950 date for this bridge appears to be erroneous. St. Joseph County Bridge #68 (public comment received) and Clinton County Bridge #59 have been changed to not eligible for the same reason.
B/C	Jasper County Bridge #198 (NBI No. 3700103)	Re-evaluated under Criterion C following National Register Evaluation System	Not eligible - See Table 3B
C	Monroe County Bridge #15 (NBI No. 5300009)	Re-evaluated under Criteria A and C following National Register Evaluation System	Eligible - Status unchanged. The unusual two-part skew used to construct this bridge represents a distinctive method of construction. This variation resulted from site conditions and required a specially engineered superstructure. This rationale for National Register eligibility differs from a high degree of skew and will be clarified in Table B-4.
C	Monroe County Bridge #182 (NBI No. 5300091)	Re-evaluated under Criteria A and C following National Register Evaluation System	Eligible - Status unchanged. A high degree of skew is recognized as an important variation that resulted from site conditions and required a specially engineered superstructure.
C	Monroe County Bridge #919 (NBI No. 5300135)	Re-evaluated under Criteria A and C following National Register Evaluation System	Eligible - Status unchanged. Information received on this bridge did not justify changing the National Register recommendation under Criterion A.
C	Morgan County Bridge #174 (NBI No. 5500158)	Re-evaluated under Criteria A and C following National Register Evaluation System	Not eligible - Status unchanged. Information received on this bridge did not justify changing the National Register recommendation under Criterion C. When re-evaluated under Criterion A, new data provided did not demonstrate a direct connection between the bridge and a significant local event, trend, or pattern. For more information, see Category C Resolution in the Introduction.
B/C	Orange County Bridge #59 (NBI No. 5900043)	Re-evaluated under Criterion C following National Register Evaluation System	Eligible - See Table 3A

Table 1. Bridges Identified in Public Review Comments

Category	Bridge	Response/Action Taken	Resolution
C	Orange County Bridge #63 (NBI No. 5900046)	Re-evaluated under Criteria A and C following National Register Evaluation System	Eligible - Status changed to eligible. When re-evaluated under Criterion A, new data provided did not demonstrate a direct connection between the bridge and a significant local event, trend, or pattern. For more information, see Category C Resolution in the Introduction. See Table 3B for Criterion C status. See Table 3A for Criterion C status.
C	Orange County Bridge #64 (NBI No. 5900047)	Re-evaluated under Criterion C following National Register Evaluation System	Eligible - See Table 3A
C	Putnam County, State #042-67-03172A (NBI No. 15830)	Re-evaluated under Criteria A and C following National Register Evaluation System	Not eligible - Status unchanged. Information received on this bridge did not justify changing the National Register recommendation under Criterion C. When re-evaluated under Criterion A, new data provided did not demonstrate a direct connection between the bridge and a significant local event, trend, or pattern. For more information, see Category C Resolution in the Introduction.
C	St. Joseph County Bridge #214 (NBI No. 7100006)	Re-evaluated under Criterion C following National Register Evaluation System	Eligible - Status unchanged. Information received on this bridge did not justify changing the National Register recommendation under Criterion C. The bridge received points for its early use of welding. This special feature/innovation was mistakenly left off Table B-7 and will be added.
C	St. Joseph County Bridge #68 (NBI No. 7100075)	Re-evaluated under Criterion C following National Register Evaluation System	Not eligible - Status changed to not eligible. This bridge is coded as a prestressed bridge built in 1950. The first time prestressed concrete was used on a bridge in the United States was on the Walnut Lane Bridge in Philadelphia in 1949. Based on visual inspection, this bridge does not exhibit the characteristics of early prestressed concrete construction. Therefore, the 1950 date for this bridge appears to be erroneous. Gibson County Bridge #168 (public comment received) and Clinton County Bridge #59 have been changed to not eligible for the same reason.
C	Vigo County Bridge #95 (NBI No. 8400069)	Re-evaluated under Criteria C following National Register Evaluation System	Eligible - Status unchanged. Cambered girders were designed to solve unusual site conditions and/or span greater distances than traditional girder bridges. As such, this example represents an unusual variation within this bridge type.
C	Wayne County Bridge #197 (NBI No. 8900147)	Re-evaluated under Criteria A and C following National Register Evaluation System	Eligible - Status unchanged. This bridge is already recommended eligible under Criterion C. Comments indicated that this bridge may be part of historic district eligible under Criterion A. Evaluation of districts is beyond the scope of the inventory.
C	Wayne County Bridge #213 (NBI No. 8900160)	Re-evaluated under Criterion C following National Register Evaluation System	Eligible - Status unchanged. The changes made to this bridge do not result in the loss of the important physical features of this bridge.
C	Wayne County Bridge #511 (NBI No. 8900210)	Re-evaluated under Criterion A following National Register Evaluation System	Not eligible - Status changed to not eligible. Reassessment of data for this bridge indicated this bridge was near or adjacent to the Dixie Highway, but no direct association can be established.

Table 1. Bridges Identified in Public Review Comments

Category	Bridge	Response/Action Taken	Resolution
C	Wayne County Bridge #512 (NBI No. 8900211)	Re-evaluated under Criterion A following National Register Evaluation System	Not eligible - Status changed to not eligible. Reassessment of data for this bridge indicated this bridge was near or adjacent to the Dixie Highway and Main Market No. 3, but no direct association can be established.
D	Benton County Bridge #60 (NBI No. 0400116)	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Cass County Bridge #150 (CR 100 E over Deer Creek)	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Cass County Bridge #151 (CR 100 over Toney Ditch or Deer Creek Branch)	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Ceylon Covered Bridge (CR 900 S over Wabash River in Limberlost County Park)	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Covered Bridge at the Lake County Fairgrounds	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Harmony Way Bridge, Posey County	Verified this bridge not included in NBI. INDOT does not have primary jurisdiction for this bridge. FHWA determined in July 2006 that this bridge would undergo an individual Section 106 process if a Federal-aid project is advanced.	Not evaluated because bridge does not meet inventory criteria.
D	Knox County, State #(441)50-42-00690D (NBI No. 32670)	Verified as a border bridge	Not evaluated because bridge does not meet inventory criteria.
D	Knox County, State 050-42-04625BEBL (NBI No. 18140)	Verified as a border bridge	Not evaluated because bridge does not meet inventory criteria.
D	Knox County, State #050-40-04625BWBL (NBI No. 18150)	Verified as a border bridge	Not evaluated because bridge does not meet inventory criteria.
D	Lake County Bridge #36 (NBI No. 4500033)	Verified as a border bridge	Not evaluated because bridge does not meet inventory criteria.
D	Lake County Bridge #221 (NBI No. 4500124)	Verified as a border bridge	Not evaluated because bridge does not meet inventory criteria.
D	Newton County Bridge, carries East Owen Street over Kent Ditch	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Newton County Bridge #53 (NBI No. 5600026)	Verified as a border bridge	Not evaluated because bridge does not meet inventory criteria.
D	Newton County Bridge #57 (NBI No. 5600029)	Verified as a border bridge	Not evaluated because bridge does not meet inventory criteria.
D	Newton County Bridge #77 (NBI No. 5600038)	Verified as a border bridge	Not evaluated because bridge does not meet inventory criteria.

Table 1. Bridges Identified in Public Review Comments

Category	Bridge	Response/Action Taken	Resolution
D	Newton County Bridge #200 (NBI No. 5600131)	Verified as a border bridge	Not evaluated because bridge does not meet inventory criteria.
D	North Lake Gage Drive Bridge over the channel between Lime Lake and Lake Gage, Steuben County (southeast of the Town of Orland and between Lime Lake and Lake Gage)	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Old State Route 120 Bridge over the Pigeon River in LaGrange County (west of the town of Howe & immediately south of the current SR 120)	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Randolph County Bridge #1001 (NBI No. 6800246)	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Randolph County Bridge #1003 (NBI No. 6800248)	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Union County Bridge #57 (NBI No. 8100036)	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
D	Unnumbered Lincoln Highway Bridge in Allen County	Verified this bridge not included in NBI	Not evaluated because bridge does not meet inventory criteria.
E	Owen County Bridge #14 (NBI No. 6000014)	Confirmed previous determination	Status unchanged - This bridge has been previously determined eligible and rehabilitated.
E	Putnam County Bridge #278 (Big Four RR/CR 275S; NBI No. 6700218)	Confirmed previous determination	Status changed to <i>Previously determined eligible</i>
E	Tipton County Bridge #70 (NBI No. 8000062)	Confirmed previous determination	Status changed to <i>Determined not eligible</i>
E	Warren County Bridge #6 (NBI No. 8600004)	Confirmed previous determination	Status changed to <i>Determined not eligible</i>
E	Wayne County Bridge #173 (NBI No. 8900126)	Confirmed previous determination	Status unchanged - This bridge was already shown as previously determined eligible.
E	West Washington Street over west fork of White River, Muncie, Delaware County (NBI No.1800180)	Confirmed previous determination	Status changed to <i>Listed in the National Register</i>
F	Harrison County Bridge #55 (NBI No.3100034)	Verified bridge replaced after 1965	Not evaluated because bridge does not meet inventory criteria.
F	Henry County, State #3-33-3158, SR 3 over Rogers St., (NBI No. 870)	Verified bridge replaced after 1965	Not evaluated because bridge does not meet inventory criteria.
F	Owen County Bridge #85 (NBI No. 6000060)	Verified bridge replaced after 1965	Not evaluated because bridge does not meet inventory criteria.

Table 1. Bridges Identified in Public Review Comments

Category	Bridge	Response/Action Taken	Resolution
F	Posey County Bridge #137 (NBI No. 6500264)	Verified bridge replaced after 1965	Not evaluated because bridge does not meet inventory criteria.
F	Posey County Bridge #139 (NBI No. 6500267)	Verified bridge replaced after 1965	Not evaluated because bridge does not meet inventory criteria.
F	Posey County Bridge #183 (NBI No. 6500280)	Verified bridge replaced after 1965	Not evaluated because bridge does not meet inventory criteria.
F	Switzerland County Bridge #49 (NBI No. 7800033)	Verified replacement to occur in 2008	Not evaluated because bridge does not meet inventory criteria.
F	Wayne County Bridge #185 (NBI No. 8900138)	Verified replacement to occur in 2008	Not evaluated because bridge does not meet inventory criteria.
NA	Crawford County Bridge #123 (NBI No. 1300067)	None	Status unchanged - This bridge has been previously determined eligible. For the purposes of this inventory, bridges that are listed in the National Register do not differ from bridges that have been previously determined eligible for listing in the National Register.
NA	Howard County Bridges	None	Respondent agreed with recommendations.
NA	Miami County Bridge #54 (Butler Bridge) (NBI No.5200041)	None	Status unchanged - This bridge has been previously determined eligible. For the purposes of this inventory, bridges that are listed in the National Register do not differ from bridges that have been previously determined eligible for listing in the National Register.
NA	Miami County Bridges	None	Respondent agreed with recommendations.
NA	Monroe County Bridge #s XX (NBI No. XX013); 83 (NBI No. 5300061); 114 (NBI No. 5300110); 127 (NBI No. 5300083); and 913 (NBI No. 5300130)	None	Respondent agreed with recommendations.
NA	Shelby County Bridge #13 (NBI No.7300013)	None	Status unchanged - This bridge has been previously determined eligible. For the purposes of this inventory, bridges that are listed in the National Register do not differ from bridges that have been previously determined eligible for listing in the National Register.
NA	St. Joseph County Bridges	None	Respondent agreed with recommendations.

Table 2. Newly Evaluated Bridges

Bridge	National Register Eligibility Recommendation/Status
Allen County Bridge #109 (NBI No. 0200341), Concrete tee beam	Not eligible - No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.
Allen County Bridge #116 (NBI No. 0200085), Timber slab	Not eligible - No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.
Allen County Bridge #117 (NBI No. 0200086), Timber slab	Not eligible - No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.
Allen County Bridge #290 (NBI No. 0200216), Iron thru truss	<p>Not eligible under Criterion A - The new data provided by the public was insufficient to establish significance under this criterion. For a bridge to possess significance under Criterion A, data must demonstrate a direct connection between the construction of the bridge and a significant state or local event, trend, or pattern. For more information and examples, see Category C Resolution in the Introduction to this document. As such, it is recommended not eligible under Criterion A.</p> <p>Eligible under Criterion C - This Bridge represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance. Rationale: This bridge represents the earliest period of timber, metal, concrete, or stone construction in the state. Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana. This bridge is eligible under Criterion C since it represents a significance phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance. Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.</p>
Carroll County Bridge #18 (NBI No. 0800014), Simple steel beam	Previously determined eligible
Carroll County Bridge #25 (NBI No. 0800021), Steel thru truss	Not eligible - No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.
Decatur County Bridge over Sand Creek Muddy Fork (Vandalia Road/CR 100 N, west of US 421) (NBI No. 1600158), Stone arch	Not eligible - This bridge is associated with an important historical local event or trend; however, it does not retain historic integrity necessary to convey historical significance. As such, it is not eligible under Criterion A. This bridge is an example of an early or distinctive phase in bridge construction, design, or engineering; however, it no longer retains the historic integrity necessary to convey its engineering significance. As such, it is not eligible under Criterion C.
Floyd County Bridge #70 (NBI No. 2200086), Reinforced concrete arch - open spandrel	Previously determined eligible

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Allen	Bridge No. [00541]	NBI No. XX032	Listed in the National Register
	Feature Carried: WELLS ST Latitude (degrees/minutes) /	Feature Crossed: ST. MARY'S RIVER Longitude (degrees/minutes) /	910A Iron thru truss

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Allen	Bridge No. 00032	NBI No. 0200022	Eligible
	Feature Carried: VAN ZILE ROAD Latitude (degrees/minutes) 41 / 14.8	Feature Crossed: ST. JOSEPH RIVER Longitude (degrees/minutes) 084 / 58.4	910A Iron thru truss

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.

Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.

Allen	Bridge No. 00236	NBI No. 0200172	Eligible
	Feature Carried: SOUTH COUNTY LINE Latitude (degrees/minutes) 40 / 55.0	Feature Crossed: REBECCA KNIGHT DRAIN Longitude (degrees/minutes) 085 / 19.3	310A Steel pony truss

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Non-uniform truss webs incorporated into truss bridges to account for extreme skew represent a highly important variation within this bridge type.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Allen	Bridge No. 00242	NBI No. 0200178	Eligible
	<i>Feature Carried:</i> HAMILTON ROAD	<i>Feature Crossed:</i> EIGHT MILE CREEK (#)	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 56.7	<i>Longitude (degrees/minutes)</i> 085 / 20.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: 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.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Allen	Bridge No. 00268	NBI No.0200201	Eligible
	<i>Feature Carried:</i> BOSTICK ROAD <i>Latitude (degrees/minutes)</i> 40 / 58.8	<i>Feature Crossed:</i> ST. MARYS RIVER <i>Longitude (degrees/minutes)</i> 085 / 05.7	910A Iron thru truss
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p>			
<p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p>			
<p><i>Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.</i></p>			
<p><i>Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.</i></p>			
<p>This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.</p>			
<p><i>Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.</i></p>			
<p>This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.</p>			
<p><i>Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.</i></p>			
Allen	Bridge No. 00290	NBI No.0200216	Eligible
	<i>Feature Carried:</i> MARION CENTER ROAD <i>Latitude (degrees/minutes)</i> 40 / 55.8	<i>Feature Crossed:</i> ST. MARYS RIVER <i>Longitude (degrees/minutes)</i> 085 / 03.3	910A Iron thru truss
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p>			
<p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p>			
<p><i>Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.</i></p>			
<p><i>Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.</i></p>			
<p>This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.</p>			
<p><i>Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.</i></p>			

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Bartholomew Bridge No. [00119]	NBI No.XX034	Eligible
<i>Feature Carried:</i> Mill Race People Trail	<i>Feature Crossed:</i> Driftwood Overflow	310A Steel pony truss
<i>Latitude (degrees/minutes)</i> /	<i>Longitude (degrees/minutes)</i> /	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Bartholomew Bridge No. 00001	NBI No.0300003	Eligible
<i>Feature Carried:</i> 500 SOUTH	<i>Feature Crossed:</i> BEAR CREEK	310A Steel pony truss
<i>Latitude (degrees/minutes)</i> 39 / 07.8	<i>Longitude (degrees/minutes)</i> 085 / 41.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Bartholomew Bridge No. 00026	NBI No. 0300024 Eligible	
<i>Feature Carried:</i> 850 EAST	<i>Feature Crossed:</i> CLIFTY CREEK	310B Steel thru truss
<i>Latitude (degrees/minutes)</i> 39 / 14.2	<i>Longitude (degrees/minutes)</i> 085 / 45.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Bartholomew Bridge No. 00046	NBI No. 0300042 Eligible	
<i>Feature Carried:</i> 410 NORTH	<i>Feature Crossed:</i> CLIFTY CREEK	310B Steel thru truss
<i>Latitude (degrees/minutes)</i> 39 / 15.8	<i>Longitude (degrees/minutes)</i> 085 / 42.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Bartholomew Bridge No. 00047

Feature Carried: 1150 EAST
Latitude (degrees/minutes) 39 / 17.5

NBI No. 0300043 Eligible

Feature Crossed: CLIFTY CREEK
Longitude (degrees/minutes) 085 / 41.8
 310B Steel thru truss

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits important contributions made by multiple engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Bartholomew Bridge No. 00073

Feature Carried: 900 NORTH
Latitude (degrees/minutes) 39 / 19.9

NBI No. 0300068 Listed in the National Register

Feature Crossed: FLATROCK RIVER
Longitude (degrees/minutes) 085 / 51.6
 310B Steel thru truss

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Bartholomew Bridge No. 00130

Feature Carried: 1100 SOUTH
Latitude (degrees/minutes) 39 / 02.4

NBI No. 0300121 Eligible

Feature Crossed: EAST FORK WHITE CREEK
Longitude (degrees/minutes) 085 / 55.0
 310A Steel pony truss

Statement

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Bartholomew Bridge No. 00133	NBI No. 0300123	Listed in the National Register
<i>Feature Carried:</i> 400 NORTH	<i>Feature Crossed:</i> FLATROCK RIVER	310B Steel thru truss
<i>Latitude (degrees/minutes)</i> 39 / 15.6	<i>Longitude (degrees/minutes)</i> 085 / 55.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Benton Bridge No. 00037	NBI No. 0400024	Eligible
<i>Feature Carried:</i> 500 N	<i>Feature Crossed:</i> BIG PINE CREEK DITCH	310A Steel pony truss
<i>Latitude (degrees/minutes)</i> 40 / 40.7	<i>Longitude (degrees/minutes)</i> 087 / 15.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge uses a distinctive construction method to address the engineering challenge of its substantial skew.

Rationale: Early fabrication and use of rolled metal truss members represents the initial application of an important innovation in metal bridge construction.

Benton Bridge No. 00078	NBI No. 0400042	Eligible
<i>Feature Carried:</i> 225 N	<i>Feature Crossed:</i> OWENS DITCH	310A Steel pony truss
<i>Latitude (degrees/minutes)</i> 40 / 38.3	<i>Longitude (degrees/minutes)</i> 087 / 10.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early fabrication and use of rolled metal truss members represents the initial application of an important innovation in metal bridge construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Boone	Bridge No. 00018	NBI No.0600011	Eligible
	<i>Feature Carried:</i> 950 WEST	<i>Feature Crossed:</i> GOLDSBERRY CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 09.0	<i>Longitude (degrees/minutes)</i> 086 / 38.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Boone	Bridge No. 00032	NBI No.0600022	Previously determined eligible
	<i>Feature Carried:</i> 350 WEST	<i>Feature Crossed:</i> SUGAR CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 09.2	<i>Longitude (degrees/minutes)</i> 086 / 32.2	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Boone	Bridge No. 00207	NBI No.0600140	Eligible
	<i>Feature Carried:</i> O'NEAL ROAD	<i>Feature Crossed:</i> BIG EAGLE CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 58.7	<i>Longitude (degrees/minutes)</i> 086 / 16.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.

Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Brown	Bridge No. 00033 <i>Feature Carried:</i> GREEN VALLEY ROAD <i>Latitude (degrees/minutes)</i> 39 / 11.3	NBI No.0700025 Previously determined eligible <i>Feature Crossed:</i> NORTH FORK SALT CREEK 310A Steel pony truss <i>Longitude (degrees/minutes)</i> 086 / 17.3
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This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Brown	Bridge No. 00036 <i>Feature Carried:</i> BOND CEMETERY ROAD <i>Latitude (degrees/minutes)</i> 39 / 11.0	NBI No.0700028 Listed in the National Register <i>Feature Crossed:</i> NORTH FORK SALT CREEK 310B Steel thru truss <i>Longitude (degrees/minutes)</i> 086 / 18.2
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This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Brown	Bridge No. 00042 <i>Feature Carried:</i> ELKINSVILLE ROAD <i>Latitude (degrees/minutes)</i> 39 / 05.5	NBI No.0700031 Eligible <i>Feature Crossed:</i> GRAVEL CREEK 310A Steel pony truss <i>Longitude (degrees/minutes)</i> 086 / 13.7
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This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Brown	Bridge No. 00127 <i>Feature Carried:</i> KIRKS FORD ROAD <i>Latitude (degrees/minutes)</i> 39 / 05.9	NBI No.0700075 Eligible <i>Feature Crossed:</i> MIDDLE FORK SALT CREEK 310A Steel pony truss <i>Longitude (degrees/minutes)</i> 086 / 13.2
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This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Carroll	Bridge No. 075-08-03653B	NBI No. 24970	Eligible
	<i>Feature Carried:</i> SR 75	<i>Feature Crossed:</i> WILDCAT CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 290	<i>Longitude (degrees/minutes)</i> 86 / 318	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Carroll	Bridge No. 00081	NBI No. 0800058	Previously determined eligible
	<i>Feature Carried:</i> 150 EAST	<i>Feature Crossed:</i> PAINT CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 36.6	<i>Longitude (degrees/minutes)</i> 086 / 29.8	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Carroll	Bridge No. 00087	NBI No. 0800064	Previously determined eligible
	<i>Feature Carried:</i> MERIDIAN ROAD	<i>Feature Crossed:</i> DEER CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 36.0	<i>Longitude (degrees/minutes)</i> 086 / 31.4	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Carroll	Bridge No. 00121	NBI No. 0800093	Listed in the National Register
	<i>Feature Carried:</i> 300 NORTH	<i>Feature Crossed:</i> DEER CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 35.4	<i>Longitude (degrees/minutes)</i> 086 / 37.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Carroll	Bridge No. 00153	NBI No. 0800113	Eligible
	<i>Feature Carried:</i> 250 SOUTH	<i>Feature Crossed:</i> BACHELOR RUN	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 30.6	<i>Longitude (degrees/minutes)</i> 086 / 26.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: 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.

Clark	Bridge No. 403-10-01941A	NBI No. 32000	Eligible
	<i>Feature Carried:</i> SR 403	<i>Feature Crossed:</i> SILVER CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 249	<i>Longitude (degrees/minutes)</i> 85 / 444	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Clark	Bridge No. 00063	NBI No. 1000053	Eligible
	<i>Feature Carried:</i> ELROD ROAD	<i>Feature Crossed:</i> SILVER CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 30.4	<i>Longitude (degrees/minutes)</i> 085 / 45.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Clay	Bridge No. 042-11-03101A	NBI No. 15790	Listed in the National Register
	<i>Feature Carried:</i> SR 42	<i>Feature Crossed:</i> EEL RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 267	<i>Longitude (degrees/minutes)</i> 86 / 597	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Clay	Bridge No. 046-11-01313A	NBI No. 17020	Eligible
	<i>Feature Carried:</i> SR 46	<i>Feature Crossed:</i> BIRCH CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 233	<i>Longitude (degrees/minutes)</i> 87 / 77	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Clay	Bridge No. 046-11-01316A	NBI No. 17050	Listed in the National Register
	<i>Feature Carried:</i> SR 46	<i>Feature Crossed:</i> EEL RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 231	<i>Longitude (degrees/minutes)</i> 87 / 13	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Clay	Bridge No. 00127	NBI No. 1100105	Listed in the National Register
	<i>Feature Carried:</i> CR 200 SOUTH	<i>Feature Crossed:</i> BIRCH CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 21.6	<i>Longitude (degrees/minutes)</i> 087 / 08.8	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Clay	Bridge No. 00208	NBI No. 1100175	Listed in the National Register
	<i>Feature Carried:</i> TOWPATH ROAD	<i>Feature Crossed:</i> EEL RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 20.2	<i>Longitude (degrees/minutes)</i> 087 / 07.0	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Clinton	Bridge No. (421)39-12-01792B	NBI No. 32200	Eligible
	<i>Feature Carried:</i> US 421	<i>Feature Crossed:</i> S FORK WILDCAT CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 190	<i>Longitude (degrees/minutes)</i> 86 / 328	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Clinton	Bridge No. (421)39-12-01793B	NBI No. 32210	Eligible
	<i>Feature Carried:</i> US 421	<i>Feature Crossed:</i> KILMORE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 205	<i>Longitude (degrees/minutes)</i> 86 / 339	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Clinton	Bridge No. 00060	NBI No. 1200061	Previously determined eligible
	<i>Feature Carried:</i> 000 E/W	<i>Feature Crossed:</i> KILMORE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 20.5	<i>Longitude (degrees/minutes)</i> 086 / 30.4	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Crawford	Bridge No. 00007	NBI No. 1300004	Eligible
	<i>Feature Carried:</i> 590N	<i>Feature Crossed:</i> BLUE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 22.6	<i>Longitude (degrees/minutes)</i> 086 / 15.6	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Pinned connections represent a highly unusual variation within Warren and Parker truss construction.

Crawford	Bridge No. 00011	NBI No. 1300008	Eligible
	<i>Feature Carried:</i> BACON HOLLOW RD	<i>Feature Crossed:</i> WHISKEY RUN	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 22.5	<i>Longitude (degrees/minutes)</i> 086 / 21.6	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Crawford	Bridge No. 00038	NBI No. 1300030	Eligible
	<i>Feature Carried:</i> DRY RUN RD	<i>Feature Crossed:</i> DRY RUN	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 13.7	<i>Longitude (degrees/minutes)</i> 086 / 19.6	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Crawford	Bridge No. 00039	NBI No. 1300031	Eligible
	<i>Feature Carried:</i> ROTHROCKS MILL RD	<i>Feature Crossed:</i> BLUE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 16.5	<i>Longitude (degrees/minutes)</i> 086 / 16.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Pinned connections represent a highly unusual variation within Warren and Parker truss construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Crawford	Bridge No. 00040	NBI No. 1300032	Eligible
	<i>Feature Carried:</i> 650S	<i>Feature Crossed:</i> BLUE RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 11.9	<i>Longitude (degrees/minutes)</i> 086 / 18.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Pinned connections represent a highly unusual variation within Warren and Parker truss construction.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits important contributions made by multiple engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Crawford	Bridge No. 00042	NBI No. 1300033	Previously determined eligible
	<i>Feature Carried:</i> ALTON RD	<i>Feature Crossed:</i> MILL CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 07.8	<i>Longitude (degrees/minutes)</i> 086 / 25.1	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Crawford	Bridge No. 00043	NBI No. 1300071	Eligible
	<i>Feature Carried:</i> BEECHWOOD RD	<i>Feature Crossed:</i> LITTLE BLUE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 10.0	<i>Longitude (degrees/minutes)</i> 086 / 24.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Crawford Bridge No. 00044 NBI No. 1300035 Previously determined eligible
Feature Carried: ARCHIBALD FALLS RD *Feature Crossed:* LITTLE BLUE RIVER 310B Steel thru truss
Latitude (degrees/minutes) 38 / 08.5 *Longitude (degrees/minutes)* 086 / 24.2

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Crawford Bridge No. 00045 NBI No. 1300036 Previously determined eligible
Feature Carried: ALTON FREDONIA RD *Feature Crossed:* LITTLE BLUE RIVER 310B Steel thru truss
Latitude (degrees/minutes) 38 / 07.3 *Longitude (degrees/minutes)* 086 / 24.8

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Crawford Bridge No. 00091 NBI No. 1300078 Eligible
Feature Carried: MANSFIELD RD *Feature Crossed:* TURKEY FORK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 14.3 *Longitude (degrees/minutes)* 086 / 24.5

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Crawford Bridge No. 00123 NBI No. 1300067 Previously determined eligible
Feature Carried: MAIN STREET *Feature Crossed:* BLUE RIVER 310A Steel pony truss
Latitude (degrees/minutes) 38 / 20.4 *Longitude (degrees/minutes)* 086 / 16.4

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Daviess Bridge No. 257-14-03017A NBI No. 30960 Previously determined eligible
Feature Carried: SR 257 *Feature Crossed:* VEALE CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 379 *Longitude (degrees/minutes)* 87 / 78

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Daviess	Bridge No. 00183	NBI No. 1400119	Previously determined eligible
<i>Feature Carried:</i> RD 1025 E		<i>Feature Crossed:</i> EAST FORK WHITE RIVER 310B Steel thru truss	
<i>Latitude (degrees/minutes)</i> 38 / 30.1		<i>Longitude (degrees/minutes)</i> 086 / 58.6	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Dearborn	Bridge No. 046-15-01987A	NBI No. 17540	Eligible
<i>Feature Carried:</i> SR 46		<i>Feature Crossed:</i> WHITEWATER RIVER 310B Steel thru truss	
<i>Latitude (degrees/minutes)</i> 39 / 168		<i>Longitude (degrees/minutes)</i> 84 / 52.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Dearborn	Bridge No. 00015	NBI No. 1500014	Previously determined eligible
<i>Feature Carried:</i> BELLS BRANCH ROAD		<i>Feature Crossed:</i> LAUGHERY CREEK 310B Steel thru truss	
<i>Latitude (degrees/minutes)</i> 38 / 56.2		<i>Longitude (degrees/minutes)</i> 085 / 05.9	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Dearborn	Bridge No. 00055	NBI No. 1500050	Eligible
<i>Feature Carried:</i> COLLIER RIDGE ROAD		<i>Feature Crossed:</i> WEST FORK TANNERS CREEK 310B Steel thru truss	
<i>Latitude (degrees/minutes)</i> 39 / 10.2		<i>Longitude (degrees/minutes)</i> 084 / 55.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Dearborn	Bridge No. 00095	NBI No. 1500079	Listed in the National Register
	<i>Feature Carried:</i> OLD SR 56	<i>Feature Crossed:</i> BRANCH LAUGHERY CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 01.5	<i>Longitude (degrees/minutes)</i> 084 / 53.2	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Dearborn	Bridge No. 00159	NBI No. 1500091	Listed in the National Register
	<i>Feature Carried:</i> GEORGE STREET	<i>Feature Crossed:</i> HOGAN CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 03.5	<i>Longitude (degrees/minutes)</i> 084 / 53.9	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Decatur	Bridge No. 00018	NBI No. 1600009	Previously determined eligible
	<i>Feature Carried:</i> 400W	<i>Feature Crossed:</i> FLATROCK RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 26.7	<i>Longitude (degrees/minutes)</i> 085 / 33.4	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Decatur	Bridge No. 00019	NBI No. 1600010	Previously determined eligible
	<i>Feature Carried:</i> 750N	<i>Feature Crossed:</i> FLATROCK RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 25.3	<i>Longitude (degrees/minutes)</i> 085 / 34.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Decatur	Bridge No. 00115	NBI No. 1600093	Previously determined eligible
	<i>Feature Carried:</i> 500S	<i>Feature Crossed:</i> SAND CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 15.8	<i>Longitude (degrees/minutes)</i> 085 / 32.9	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Dekalb	Bridge No. 00134	NBI No. 1700135	Eligible
	<i>Feature Carried:</i> CR 75	<i>Feature Crossed:</i> CSX RAILROAD	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 41 / 18.3	<i>Longitude (degrees/minutes)</i> 084 / 48.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Pinned connections represent a highly unusual variation within Warren and Parker truss construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Delaware	Bridge No. 00045	NBI No. 1800036	Previously determined eligible
	<i>Feature Carried:</i> RD 850 N	<i>Feature Crossed:</i> MISSISSINEWA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 18.8	<i>Longitude (degrees/minutes)</i> 085 / 18.4	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Delaware	Bridge No. 00085	NBI No. 1800070	Eligible
	<i>Feature Carried:</i> RD 800 E	<i>Feature Crossed:</i> MISSISSINEWA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 17.5	<i>Longitude (degrees/minutes)</i> 085 / 14.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Delaware	Bridge No. 00107	NBI No. 1800089	Previously determined eligible
	<i>Feature Carried:</i> RD 700 N	<i>Feature Crossed:</i> MISSISSINEWA RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 17.5	<i>Longitude (degrees/minutes)</i> 085 / 18.8	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Delaware	Bridge No. 00108	NBI No. 1800090	Eligible
	<i>Feature Carried:</i> RD 500 W	<i>Feature Crossed:</i> WILLIAMS CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 06.2	<i>Longitude (degrees/minutes)</i> 085 / 28.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Delaware	Bridge No. 00130	NBI No. 1800110	Previously determined eligible
	<i>Feature Carried:</i> RD 300 S	<i>Feature Crossed:</i> WHITE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 09.0	<i>Longitude (degrees/minutes)</i> 085 / 33.2	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Delaware	Bridge No. 00134	NBI No. 1800111	Eligible
	<i>Feature Carried:</i> ABANDONED RD 750 W	<i>Feature Crossed:</i> WHITE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 10.0	<i>Longitude (degrees/minutes)</i> 085 / 31.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

Delaware	Bridge No. 00161	NBI No. 1800136	Previously determined eligible
	<i>Feature Carried:</i> RD 170 S	<i>Feature Crossed:</i> WHITE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 10.1	<i>Longitude (degrees/minutes)</i> 085 / 16.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Dubois	Bridge No. 162-19-01925A	NBI No.28400	Eligible
	<i>Feature Carried:</i> SR 162	<i>Feature Crossed:</i> STRAIGHT RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 214	<i>Longitude (degrees/minutes)</i> 86 / 536	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Elkhart	Bridge No.	NBI No.XX019	Eligible
	<i>Feature Carried:</i> Murray Street	<i>Feature Crossed:</i> Hydraulic Canal	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> /	<i>Longitude (degrees/minutes)</i> /	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

Elkhart	Bridge No. 00403	NBI No.2000170	Listed in the National Register
	<i>Feature Carried:</i> INDIANA AVENUE	<i>Feature Crossed:</i> ELKHART RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 41 / 35.6	<i>Longitude (degrees/minutes)</i> 085 / 50.9	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Floyd	Bridge No. 00023	NBI No.2200022	Previously determined eligible
	<i>Feature Carried:</i> JOHN PECTOL ROAD	<i>Feature Crossed:</i> BIG INDIAN CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 20.3	<i>Longitude (degrees/minutes)</i> 085 / 59.0	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Fountain	Bridge No. 00005	NBI No. 2300003	Eligible
	<i>Feature Carried:</i> 800 SOUTH	<i>Feature Crossed:</i> COAL CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 00.6	<i>Longitude (degrees/minutes)</i> 087 / 23.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

Rationale: 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.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Fountain	Bridge No. 00066	NBI No. 2300054	Eligible
	<i>Feature Carried:</i> STATE STREET	<i>Feature Crossed:</i> COAL CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 06.3	<i>Longitude (degrees/minutes)</i> 087 / 15.6	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Fountain	Bridge No. 00097	NBI No. 2300075	Eligible
	<i>Feature Carried:</i> 500 EAST	<i>Feature Crossed:</i> NORTH FORK OF COAL CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 10.9	<i>Longitude (degrees/minutes)</i> 087 / 10.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Fountain	Bridge No. 00104	NBI No. 2300081	Eligible
	<i>Feature Carried:</i> 200 EAST	<i>Feature Crossed:</i> NORTH FORK OF COAL CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 12.1	<i>Longitude (degrees/minutes)</i> 087 / 13.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Fountain	Bridge No. 00113	NBI No. 2300088	Eligible
	<i>Feature Carried:</i> 30 EAST	<i>Feature Crossed:</i> COAL CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 11.8	<i>Longitude (degrees/minutes)</i> 087 / 15.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

Fountain	Bridge No. 00131	NBI No. 2300103	Eligible
	<i>Feature Carried:</i> 100 NORTH	<i>Feature Crossed:</i> COAL CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 08.6	<i>Longitude (degrees/minutes)</i> 087 / 14.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: 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.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Fountain	Bridge No. 00142	NBI No. 2300112	Eligible
	<i>Feature Carried:</i> 230 EAST	<i>Feature Crossed:</i> BIG SHAWNEE CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 14.7	<i>Longitude (degrees/minutes)</i> 087 / 13.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Fountain	Bridge No. 00143	NBI No. 2300113	Eligible
	<i>Feature Carried:</i> 300 EAST	<i>Feature Crossed:</i> BIG SHAWNEE CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 15.1	<i>Longitude (degrees/minutes)</i> 087 / 12.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: 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.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Fountain	Bridge No. 00211	NBI No. 2300140	Eligible
	<i>Feature Carried:</i> WEAVER ROAD	<i>Feature Crossed:</i> SUGAR MILL CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 59.1	<i>Longitude (degrees/minutes)</i> 087 / 09.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Franklin	Bridge No. (1X)1-24-06625B	NBI No. 516	Eligible
	<i>Feature Carried:</i> SR 1X	<i>Feature Crossed:</i> WHITEWATER RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 212	<i>Longitude (degrees/minutes)</i> 84 / 566	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Franklin	Bridge No. 00048	NBI No. 2400032	Previously determined eligible
	<i>Feature Carried:</i> PIPE CREEK ROAD	<i>Feature Crossed:</i> PIPE CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 24.5	<i>Longitude (degrees/minutes)</i> 085 / 07.2	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Gibson	Bridge No. 00068	NBI No. 2600044	Previously determined eligible
	<i>Feature Carried:</i> CR 550E	<i>Feature Crossed:</i> NEW PAKOTA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 24.0	<i>Longitude (degrees/minutes)</i> 087 / 30.1	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Gibson	Bridge No. 00191	NBI No. 2600138	Previously determined eligible
	<i>Feature Carried:</i> CR 1800W	<i>Feature Crossed:</i> BIG BAYOU	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 14.4	<i>Longitude (degrees/minutes)</i> 087 / 54.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Gibson	Bridge No. 00313	NBI No. 2600229	Eligible
	<i>Feature Carried:</i> CORDER ROAD	<i>Feature Crossed:</i> SMITH FORK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 14.2	<i>Longitude (degrees/minutes)</i> 087 / 20.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Gibson	Bridge No. 00398	NBI No.2600279	Previously determined eligible
	<i>Feature Carried:</i> OLD S.R. 65	<i>Feature Crossed:</i> PATOKA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 23.5	<i>Longitude (degrees/minutes)</i> 087 / 33.0	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Gibson	Bridge No. 00401	NBI No.2600282	Eligible
	<i>Feature Carried:</i> CR 550S	<i>Feature Crossed:</i> BIG BAYOU	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 16.2	<i>Longitude (degrees/minutes)</i> 087 / 51.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Gibson	Bridge No. 00402	NBI No.2600283	Eligible
	<i>Feature Carried:</i> ANTIOCH CHURCH RD.	<i>Feature Crossed:</i> BLACK RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 12.1	<i>Longitude (degrees/minutes)</i> 087 / 43.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Greene	Bridge No. 057-28-00341C	NBI No. 20710	Eligible
	<i>Feature Carried:</i> SR 57	<i>Feature Crossed:</i> WHITE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 558	<i>Longitude (degrees/minutes)</i> 87 / 12	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

Greene	Bridge No. 057-28-03042D	NBI No. 20720	Eligible
	<i>Feature Carried:</i> SR 57	<i>Feature Crossed:</i> WHITE RIVER OVERFLOW	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 562	<i>Longitude (degrees/minutes)</i> 87 / 11	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

Greene	Bridge No. 00021	NBI No. 2800014	Eligible
	<i>Feature Carried:</i> CO. RD. 270 EAST	<i>Feature Crossed:</i> RICHLAND CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 02.6	<i>Longitude (degrees/minutes)</i> 086 / 53.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Greene	Bridge No. 00024	NBI No. 2800016	Eligible
	<i>Feature Carried:</i> CO. RD. 390 NORTH	<i>Feature Crossed:</i> RICHLAND CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 04.8	<i>Longitude (degrees/minutes)</i> 086 / 50.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Greene	Bridge No. 00108	NBI No. 2800073	Eligible
	<i>Feature Carried:</i> CO. RD. 175 SOUTH	<i>Feature Crossed:</i> RICHLAND CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 59.9	<i>Longitude (degrees/minutes)</i> 086 / 56.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits important contributions made by multiple engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Greene	Bridge No. 00110	NBI No. 2800074	Eligible
	<i>Feature Carried:</i> CO. RD. 150 EAST	<i>Feature Crossed:</i> PLUMMER CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 59.6	<i>Longitude (degrees/minutes)</i> 086 / 54.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Greene	Bridge No. 00188	NBI No. 2800129	Previously determined eligible
	<i>Feature Carried:</i> CO. RD. 1450 WEST	<i>Feature Crossed:</i> BLACK CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 01.0	<i>Longitude (degrees/minutes)</i> 087 / 12.8	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Greene	Bridge No. 00195	NBI No. 2800135	Eligible
	<i>Feature Carried:</i> CO. RD. 600 WEST	<i>Feature Crossed:</i> FOUR MILE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 00.8	<i>Longitude (degrees/minutes)</i> 087 / 03.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Greene	Bridge No. 00233	NBI No.2800162	Eligible
	<i>Feature Carried:</i> CO. RD. 1000 WEST	<i>Feature Crossed:</i> BEEHUNTER DITCH	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 58.0	<i>Longitude (degrees/minutes)</i> 087 / 07.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits important contributions made by multiple engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Greene	Bridge No. 00237	NBI No.2800165	Eligible
	<i>Feature Carried:</i> CO. RD. 100 SOUTH	<i>Feature Crossed:</i> BUCK CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 00.6	<i>Longitude (degrees/minutes)</i> 087 / 06.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits important contributions made by multiple engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Greene	Bridge No. 00311	NBI No. 2800190	Eligible
	<i>Feature Carried:</i> CO. RD. 100 SOUTH	<i>Feature Crossed:</i> LITTLE INDIAN CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 00.4	<i>Longitude (degrees/minutes)</i> 086 / 41.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Hancock	Bridge No. 00017	NBI No. 3000085	Eligible
	<i>Feature Carried:</i> CR 675 E	<i>Feature Crossed:</i> SUGAR CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 55.4	<i>Longitude (degrees/minutes)</i> 085 / 40.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Hancock	Bridge No. 00105	NBI No. 3000525	Listed in the National Register
	<i>Feature Carried:</i> CR 900 E	<i>Feature Crossed:</i> BIG BLUE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 42.6	<i>Longitude (degrees/minutes)</i> 085 / 38.0	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Harrison	Bridge No. 00058	NBI No. 3100036	Previously determined eligible
	<i>Feature Carried:</i> VALLEY VIEW ROAD	<i>Feature Crossed:</i> INDIAN CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 10.7	<i>Longitude (degrees/minutes)</i> 086 / 11.9	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Harrison	Bridge No. 00065	NBI No. 3100042	Previously determined eligible
	<i>Feature Carried:</i> CIRCLE ROAD	<i>Feature Crossed:</i> INDIAN CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 17.4	<i>Longitude (degrees/minutes)</i> 086 / 05.7	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Hendricks	Bridge No.	NBI No. XX005	Previously determined eligible
	<i>Feature Carried:</i> Near Broyles Road, Washington Township Park	<i>Feature Crossed:</i> White Lick Creek	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> /	<i>Longitude (degrees/minutes)</i> /	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Hendricks	Bridge No. 00178	NBI No. 3200137	Contributing resource in a listed historic district
	<i>Feature Carried:</i> RD 50 S	<i>Feature Crossed:</i> W FORK WHITE LICK CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 45.3	<i>Longitude (degrees/minutes)</i> 086 / 30.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Howard	Bridge No. 026-34-03651B	NBI No.6840	Eligible
	<i>Feature Carried:</i> SR 26	<i>Feature Crossed:</i> WILDCAT CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 253	<i>Longitude (degrees/minutes)</i> 85 / 543	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Huntington	Bridge No. 00019	NBI No.3500015	Previously determined eligible
	<i>Feature Carried:</i> COUNTY ROAD 800 S	<i>Feature Crossed:</i> SALAMONIE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 42.8	<i>Longitude (degrees/minutes)</i> 085 / 27.2	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Huntington	Bridge No. 00113	NBI No.3500074	Eligible
	<i>Feature Carried:</i> STATION ROAD	<i>Feature Crossed:</i> LITTLE WABASH RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 57.4	<i>Longitude (degrees/minutes)</i> 085 / 22.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Huntington	Bridge No. 00123	NBI No.3500083	Listed in the National Register
	<i>Feature Carried:</i> COUNTY ROAD 475 W	<i>Feature Crossed:</i> WABASH RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 52.7	<i>Longitude (degrees/minutes)</i> 085 / 32.6	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Jackson	Bridge No. (11)31A-36-01677E	NBI No.10250	Eligible
	<i>Feature Carried:</i> SR 11	<i>Feature Crossed:</i> EAST FORK WHITE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 600	<i>Longitude (degrees/minutes)</i> 85 / 535	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

Jackson	Bridge No.031-36-01775C	NBI No.9210	Eligible
	<i>Feature Carried:</i> US 31	<i>Feature Crossed:</i> SAND CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 39	<i>Longitude (degrees/minutes)</i> 85 / 500	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Jackson	Bridge No. 00006	NBI No. 3600005	Eligible
	<i>Feature Carried:</i> MAUMEE ROAD	<i>Feature Crossed:</i> COMBS BRANCH	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 02.4	<i>Longitude (degrees/minutes)</i> 086 / 16.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Jackson	Bridge No. 00154	NBI No. 3600099	Eligible
	<i>Feature Carried:</i> COUNTY ROAD 300S	<i>Feature Crossed:</i> RIDER DITCH	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 50.2	<i>Longitude (degrees/minutes)</i> 085 / 52.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Jackson	Bridge No. 00158	NBI No. 3600103	Eligible
	Feature Carried: COUNTY ROAD 600E	Feature Crossed: SMART DITCH	310B Steel thru truss
	Latitude (degrees/minutes) 38 / 46.1	Longitude (degrees/minutes) 085 / 55.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Jackson	Bridge No. 00189	NBI No. 3600125	Eligible
	Feature Carried: BASE ROAD	Feature Crossed: WAYMAN DITCH	310A Steel pony truss
	Latitude (degrees/minutes) 38 / 52.6	Longitude (degrees/minutes) 086 / 06.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Jackson	Bridge No. 00193	NBI No. 3600128	Previously determined eligible
	<i>Feature Carried:</i> COUNTY ROAD 375W	<i>Feature Crossed:</i> EAST FORK WHITE RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 51.2	<i>Longitude (degrees/minutes)</i> 086 / 06.6	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Jackson	Bridge No. 00195	NBI No. 3600130	Listed in the National Register
	<i>Feature Carried:</i> COUNTY ROAD 550W	<i>Feature Crossed:</i> MUSCATATUCK RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 45.8	<i>Longitude (degrees/minutes)</i> 086 / 08.2	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Jackson	Bridge No. 00197	NBI No. 3600132	Eligible
	<i>Feature Carried:</i> COUNTY ROAD 100S	<i>Feature Crossed:</i> MCHARGUE DITCH	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 51.7	<i>Longitude (degrees/minutes)</i> 086 / 07.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Jackson	Bridge No. 00203	NBI No. 3600137	Previously determined eligible
	<i>Feature Carried:</i> COUNTY ROAD 1040W	<i>Feature Crossed:</i> EAST FORK WHITE RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 46.7	<i>Longitude (degrees/minutes)</i> 086 / 13.6	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Jasper	Bridge No. 049-37-01938B	NBI No. 17940	Eligible
	<i>Feature Carried:</i> SR 49	<i>Feature Crossed:</i> KANKAKEE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 41 / 153	<i>Longitude (degrees/minutes)</i> 87 / 21	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Jay	Bridge No. 026-38-03430A	NBI No. 7040	Eligible
	<i>Feature Carried:</i> SR 26	<i>Feature Crossed:</i> SALAMONIE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 260	<i>Longitude (degrees/minutes)</i> 84 / 579	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

Jay	Bridge No. 00008	NBI No. 3800190	Eligible
	<i>Feature Carried:</i> ROAD 700 EAST	<i>Feature Crossed:</i> WABASH RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 34.1	<i>Longitude (degrees/minutes)</i> 084 / 50.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Jefferson	Bridge No. 00030	NBI No. 3900020	Previously determined eligible
	<i>Feature Carried:</i> 1350W	<i>Feature Crossed:</i> BIG CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 48.7	<i>Longitude (degrees/minutes)</i> 085 / 38.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Jefferson	Bridge No. 00041	NBI No. 3900028	Eligible
	<i>Feature Carried:</i> POLK RD.	<i>Feature Crossed:</i> LITTLE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 43.6	<i>Longitude (degrees/minutes)</i> 085 / 32.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Jefferson	Bridge No. 00144	NBI No. 3900080	Eligible
	<i>Feature Carried:</i> BR-BURG-MANVILLE	<i>Feature Crossed:</i> MOLLYS RUN	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 46.7	<i>Longitude (degrees/minutes)</i> 085 / 15.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Jennings	Bridge No. P000-40-07088	NBI No. 60380	Previously determined eligible
	<i>Feature Carried:</i> PARK ROAD	<i>Feature Crossed:</i> MUSCATATUCK RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 57.7	<i>Longitude (degrees/minutes)</i> 85 / 37.0	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Jennings	Bridge No. 00008	NBI No.4000008	Eligible
	<i>Feature Carried:</i> CO. RD. 400 WEST	<i>Feature Crossed:</i> BEAR CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 07.6	<i>Longitude (degrees/minutes)</i> 085 / 41.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Jennings	Bridge No. 00029	NBI No.4000028	Eligible
	<i>Feature Carried:</i> CO. RD. 250 WEST	<i>Feature Crossed:</i> SAND CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 04.8	<i>Longitude (degrees/minutes)</i> 085 / 39.6	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Jennings	Bridge No. 00050	NBI No.4000048	Eligible
	<i>Feature Carried:</i> CO. RD. 1225 NORTH	<i>Feature Crossed:</i> FLATROCK CREEK	910B Iron pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 09.7	<i>Longitude (degrees/minutes)</i> 085 / 27.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Jennings	Bridge No. 00064	NBI No.4000059	Eligible
	<i>Feature Carried:</i> CO. RD. 800 EAST	<i>Feature Crossed:</i> LITTLE GRAHAM CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 56.2	<i>Longitude (degrees/minutes)</i> 085 / 27.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Johnson	Bridge No. P000-41-07080	NBI No.60270	Listed in the National Register
	<i>Feature Carried:</i> PISGAH ROAD	<i>Feature Crossed:</i> SUGAR CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 229	<i>Longitude (degrees/minutes)</i> 85 / 599	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Johnson	Bridge No. P000-41-07430	NBI No.60500	Previously determined eligible
	<i>Feature Carried:</i> STONE ARCH ROAD	<i>Feature Crossed:</i> NINEVAH CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 220	<i>Longitude (degrees/minutes)</i> 86 / 40	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Knox	Bridge No. 00045	NBI No.4200150	Listed in the National Register
	<i>Feature Carried:</i> WASHINGTON ROAD	<i>Feature Crossed:</i> WHITE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 40.8	<i>Longitude (degrees/minutes)</i> 087 / 16.4	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Knox	Bridge No. 00055	NBI No.4200178	Eligible
	<i>Feature Carried:</i> PIEPER ROAD	<i>Feature Crossed:</i> PURDY MARSH	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 47.3	<i>Longitude (degrees/minutes)</i> 087 / 16.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Knox	Bridge No. 00141	NBI No.4200224	Eligible
	<i>Feature Carried:</i> WATSON ROAD	<i>Feature Crossed:</i> BRANCH OF MARIAH CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 52.2	<i>Longitude (degrees/minutes)</i> 087 / 20.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Knox	Bridge No. 00165	NBI No. 4200004	Eligible
	<i>Feature Carried:</i> OIL FIELD ROAD <i>Latitude (degrees/minutes)</i> 38 / 53.7	<i>Feature Crossed:</i> BUSSERON CREEK <i>Longitude (degrees/minutes)</i> 087 / 29.9	310B Steel thru truss
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p>			
<p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p>			
<p><i>Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.</i></p>			
<p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p>			
<p><i>Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.</i></p>			
<p><i>Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.</i></p>			
<p>This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.</p>			
<p><i>Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.</i></p>			
Knox	Bridge No. 00232	NBI No. 4200098	Eligible
	<i>Feature Carried:</i> CR 1050S <i>Latitude (degrees/minutes)</i> 38 / 34.3	<i>Feature Crossed:</i> LONG POND & WHITE RIVER <i>Longitude (degrees/minutes)</i> 087 / 15.3	310B Steel thru truss
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p>			
<p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p>			
<p><i>Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.</i></p>			
<p>This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.</p>			
<p><i>Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.</i></p>			

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Knox	Bridge No. 00235	NBI No.4200257	Previously determined eligible
	<i>Feature Carried:</i> HAZELTON ROAD	<i>Feature Crossed:</i> WHITE RIVER/LOCAL ROAD	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 29.8	<i>Longitude (degrees/minutes)</i> 087 / 33.4	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Lake	Bridge No. 152-45-01031G	NBI No.27660	Previously determined eligible
	<i>Feature Carried:</i> SR 152	<i>Feature Crossed:</i> CONRAIL & IHB RR	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 41 / 36.4	<i>Longitude (degrees/minutes)</i> 87 / 289	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Lake	Bridge No. 00002	NBI No.4500002	Previously determined eligible
	<i>Feature Carried:</i> RANGE LINE ROAD	<i>Feature Crossed:</i> KANKAKEE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 41 / 13.1	<i>Longitude (degrees/minutes)</i> 087 / 16.5	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Lawrence	Bridge No. 00052	NBI No.4700027	Eligible
	<i>Feature Carried:</i> WASH COUNTY BR RD	<i>Feature Crossed:</i> EAST FORK WHITE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 45.6	<i>Longitude (degrees/minutes)</i> 086 / 17.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Lawrence	Bridge No. 00054	NBI No.4700029	Eligible
	<i>Feature Carried:</i> JASPER MCKEAIGG RD	<i>Feature Crossed:</i> GUTHRIE CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 48.6	<i>Longitude (degrees/minutes)</i> 086 / 17.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Lawrence	Bridge No. 00068	NBI No.4700042	Eligible
	<i>Feature Carried:</i> HENDERSON CREEK RD	<i>Feature Crossed:</i> LITTLE SALT CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 58.0	<i>Longitude (degrees/minutes)</i> 086 / 22.6	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Lawrence	Bridge No. 00079	NBI No.4700052	Eligible
	<i>Feature Carried:</i> TWIN BRIDGES RD	<i>Feature Crossed:</i> BRANCH ROCK LICK CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 47.1	<i>Longitude (degrees/minutes)</i> 086 / 26.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Lawrence	Bridge No. 00080	NBI No. 4700053	Previously determined eligible
	<i>Feature Carried:</i> TWIN BRIDGES RD	<i>Feature Crossed:</i> ROCK LICK BRANCH	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 47.1	<i>Longitude (degrees/minutes)</i> 086 / 26.2	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Lawrence	Bridge No. 00100	NBI No. 4700125	Eligible
	<i>Feature Carried:</i> OLD STATE RD 158	<i>Feature Crossed:</i> SALT CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 51.6	<i>Longitude (degrees/minutes)</i> 086 / 31.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.

Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.

Lawrence	Bridge No. 00107	NBI No. 4700077	Eligible
	<i>Feature Carried:</i> ARMSTRONG STATION	<i>Feature Crossed:</i> SPRING CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 54.5	<i>Longitude (degrees/minutes)</i> 086 / 39.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Lawrence	Bridge No. 00139	NBI No.4700106	Eligible
	<i>Feature Carried:</i> SADDLE BARN ROAD	<i>Feature Crossed:</i> LEATHERWOOD CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 51.6	<i>Longitude (degrees/minutes)</i> 086 / 27.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Lawrence	Bridge No. 00179	NBI No.4700117	Eligible
	<i>Feature Carried:</i> HUNTERS CREEK RD	<i>Feature Crossed:</i> PIKE BRANCH	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 58.4	<i>Longitude (degrees/minutes)</i> 086 / 22.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Madison	Bridge No. 00087	NBI No.4800077	Eligible
	<i>Feature Carried:</i> RD 700 N	<i>Feature Crossed:</i> LITTLE KILLBUCK CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 12.5	<i>Longitude (degrees/minutes)</i> 085 / 38.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge uses a distinctive construction method to address the engineering challenge of its substantial skew.

Madison	Bridge No. 00097	NBI No.4800086	Previously determined eligible
	<i>Feature Carried:</i> RD 450 N	<i>Feature Crossed:</i> KILLBUCK CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 10.3	<i>Longitude (degrees/minutes)</i> 085 / 36.2	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Madison	Bridge No. 00149	NBI No.4800129	Previously determined eligible
	<i>Feature Carried:</i> HUNTSVILLE PIKE	<i>Feature Crossed:</i> FALL CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 00.5	<i>Longitude (degrees/minutes)</i> 085 / 44.1	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Madison	Bridge No. 00170	NBI No.4800145	Previously determined eligible
	<i>Feature Carried:</i> OLD RD 600 S	<i>Feature Crossed:</i> FALL CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 01.1	<i>Longitude (degrees/minutes)</i> 085 / 38.8	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Marion	Bridge No. 0501F	NBI No. 4900027	Listed in the National Register
	<i>Feature Carried:</i> 82ND STREET EB	<i>Feature Crossed:</i> WHITE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 54.6	<i>Longitude (degrees/minutes)</i> 086 / 06.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Martin	Bridge No. 050X-51-07333T	NBI No. 18841	Eligible
	<i>Feature Carried:</i> DRIVE-50X	<i>Feature Crossed:</i> BEAVER CREEK	310C Bailey truss
	<i>Latitude (degrees/minutes)</i> 38 / 39.3	<i>Longitude (degrees/minutes)</i> 86 / 47.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is important as the last known example of its type in Indiana.

Martin	Bridge No. 00022	NBI No. 5100006	Eligible
	<i>Feature Carried:</i> MT. OLIVE RD	<i>Feature Crossed:</i> SULPHUR CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 47.7	<i>Longitude (degrees/minutes)</i> 086 / 44.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Martin	Bridge No. 00044	NBI No. 5100019	Eligible
	<i>Feature Carried:</i> BUCKLEY BOTTOM RD	<i>Feature Crossed:</i> BEAVER CREEK	310A Steel pony Truss
	<i>Latitude (degrees/minutes)</i> 38 / 41.4	<i>Longitude (degrees/minutes)</i> 086 / 43.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Martin	Bridge No. 00046	NBI No. 5100021	Eligible
	<i>Feature Carried:</i> DEEP CUT LAKE RD	<i>Feature Crossed:</i> BEAVER CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 40.9	<i>Longitude (degrees/minutes)</i> 086 / 42.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Martin	Bridge No. 00047	NBI No. 5100022	Eligible
	<i>Feature Carried:</i> DEEP CUT LAKE RD	<i>Feature Crossed:</i> BEAVER CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 40.8	<i>Longitude (degrees/minutes)</i> 086 / 43.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Martin	Bridge No. 00049	NBI No. 5100024	Eligible
	<i>Feature Carried:</i> DEEP CUT LAKE RD	<i>Feature Crossed:</i> BEAVER CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 40.6	<i>Longitude (degrees/minutes)</i> 086 / 43.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Martin	Bridge No. 00050	NBI No. 5100025	Eligible
	<i>Feature Carried:</i> DEEP CUT LAKE RD	<i>Feature Crossed:</i> BEAVER CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 40.7	<i>Longitude (degrees/minutes)</i> 086 / 43.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Martin	Bridge No. 00067	NBI No. 5100034	Eligible
	<i>Feature Carried:</i> CHARLIE BUTCHER RD	<i>Feature Crossed:</i> FRIENDS CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 37.5	<i>Longitude (degrees/minutes)</i> 086 / 54.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Martin	Bridge No. 00068	NBI No. 5100035	Eligible
	<i>Feature Carried:</i> WHITFIELD RD	<i>Feature Crossed:</i> EAST FORK WHITE RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 36.8	<i>Longitude (degrees/minutes)</i> 086 / 50.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.

Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.

Martin	Bridge No. 00073	NBI No. 5100040	Eligible
	<i>Feature Carried:</i> RUSK RD	<i>Feature Crossed:</i> LOST RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 35.8	<i>Longitude (degrees/minutes)</i> 086 / 45.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Martin	Bridge No. 00137	NBI No. 5100061	Eligible
	<i>Feature Carried:</i> DALE COURTRIGHT RD	<i>Feature Crossed:</i> BEAVER CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 41.0	<i>Longitude (degrees/minutes)</i> 086 / 44.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Miami	Bridge No. 00028	NBI No. 5200022	Listed in the National Register
	<i>Feature Carried:</i> 100 E	<i>Feature Crossed:</i> EEL RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 51.3	<i>Longitude (degrees/minutes)</i> 086 / 03.4	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Miami	Bridge No. 00054	NBI No. 5200041	Previously determined eligible
	<i>Feature Carried:</i> 950N	<i>Feature Crossed:</i> EEL RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 54.3	<i>Longitude (degrees/minutes)</i> 085 / 57.9	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Miami	Bridge No. 00063	NBI No. 5200050	Eligible
	<i>Feature Carried: 440 W</i>	<i>Feature Crossed: EEL RIVER</i>	910A Iron thru truss
	<i>Latitude (degrees/minutes) 40 / 48.8</i>	<i>Longitude (degrees/minutes) 086 / 09.4</i>	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.

Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Miami	Bridge No. 00090	NBI No. 5200070	Eligible
	Feature Carried: 450 E	Feature Crossed: DANIEL CREEK	310A Steel pony truss
	Latitude (degrees/minutes) 40 / 46.2	Longitude (degrees/minutes) 085 / 59.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

Miami	Bridge No. 00159	NBI No. 5200122	Eligible
	Feature Carried: BUSINESS 31	Feature Crossed: WABASH RIVER	310B Steel thru truss
	Latitude (degrees/minutes) 40 / 44.5	Longitude (degrees/minutes) 086 / 05.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

Monroe	Bridge No.	NBI No. XX013	Previously determined eligible
	Feature Carried: Clear Creek	Feature Crossed: Church Lane	910A Iron thru truss
	Latitude (degrees/minutes) /	Longitude (degrees/minutes) /	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Monroe	Bridge No. 00083	NBI No. 5300061	Eligible
	<i>Feature Carried:</i> DILLMAN ROAD	<i>Feature Crossed:</i> CLEAR CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 05.6	<i>Longitude (degrees/minutes)</i> 086 / 33.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Monroe	Bridge No. 00114	NBI No. 5300110	Eligible
	<i>Feature Carried:</i> FRIENDSHIP ROAD	<i>Feature Crossed:</i> STEPHENS CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 08.9	<i>Longitude (degrees/minutes)</i> 086 / 24.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Monroe	Bridge No. 00913	NBI No. 5300130	Eligible
	<i>Feature Carried:</i> BUSINESS 37N	<i>Feature Crossed:</i> BEANBLOSSOM CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 13.9	<i>Longitude (degrees/minutes)</i> 086 / 32.4	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.</i></p> <p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.</i></p>			
Montgomery	Bridge No. 032-54-03342C	NBI No. 10490	Eligible
	<i>Feature Carried:</i> SR 32	<i>Feature Crossed:</i> WALNUT FORK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 29	<i>Longitude (degrees/minutes)</i> 86 / 516	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.</i></p> <p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.</i></p>			
Morgan	Bridge No. 067-55-01564A	NBI No. 23980	Previously determined eligible
	<i>Feature Carried:</i> SR 67	<i>Feature Crossed:</i> LAMBS CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 254	<i>Longitude (degrees/minutes)</i> 86 / 285	
<p>This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.</p>			

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Morgan	Bridge No. 00146	NBI No.5500121	Eligible
	<i>Feature Carried:</i> OLD SR 67	<i>Feature Crossed:</i> LAMBS CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 25.5	<i>Longitude (degrees/minutes)</i> 086 / 28.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Morgan	Bridge No. 00224	NBI No.5500142	Previously determined eligible
	<i>Feature Carried:</i> OLD SR 37	<i>Feature Crossed:</i> INDIAN CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 23.7	<i>Longitude (degrees/minutes)</i> 086 / 27.2	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Newton	Bridge No. 00149	NBI No. 5600093	Eligible
	<i>Feature Carried:</i> ROAD 650 EAST	<i>Feature Crossed:</i> IROQUOIS RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 53.3	<i>Longitude (degrees/minutes)</i> 087 / 16.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Orange	Bridge No. 00015	NBI No. 5900010	Eligible
	<i>Feature Carried:</i> 390 N	<i>Feature Crossed:</i> SULPHUR CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 37.0	<i>Longitude (degrees/minutes)</i> 086 / 38.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Orange	Bridge No. 00018	NBI No. 5900013	Eligible
	<i>Feature Carried:</i> 375 N	<i>Feature Crossed:</i> LOST RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 36.7	<i>Longitude (degrees/minutes)</i> 086 / 35.9	

This bridge is eligible under Criterion A as it has a direct and important association with a significant transportation route or is located at an important crossing. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Associated with the heyday of use of the New Albany-Vincennes State Road, a significant early state transportation system.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Orange	Bridge No. 00031	NBI No. 5900021	Eligible
	<i>Feature Carried:</i> 500 W	<i>Feature Crossed:</i> LOST RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 37.4	<i>Longitude (degrees/minutes)</i> 086 / 33.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Orange	Bridge No. 00049	NBI No. 5900035	Eligible
	<i>Feature Carried:</i> FIRST STREET	<i>Feature Crossed:</i> FRENCH LICK CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 32.5	<i>Longitude (degrees/minutes)</i> 086 / 36.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Orange	Bridge No. 00059	NBI No. 5900043	Eligible
	<i>Feature Carried:</i> 1075 W	<i>Feature Crossed:</i> CANE CREEK S	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 28.3	<i>Longitude (degrees/minutes)</i> 086 / 40.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Orange	Bridge No. 00063	NBI No. 5900046	Eligible
	<i>Feature Carried:</i> 100 S	<i>Feature Crossed:</i> UPPER SULPHUR CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 32.5	<i>Longitude (degrees/minutes)</i> 086 / 33.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Orange	Bridge No. 00064	NBI No. 5900047	Eligible
	<i>Feature Carried:</i> 240 S	<i>Feature Crossed:</i> BR UPPER SULPHUR CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 31.6	<i>Longitude (degrees/minutes)</i> 086 / 32.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Orange	Bridge No. 00077	NBI No. 5900058	Eligible
	<i>Feature Carried:</i> 250 S	<i>Feature Crossed:</i> LICK CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 31.2	<i>Longitude (degrees/minutes)</i> 086 / 25.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Orange	Bridge No. 00090	NBI No. 5900063	Eligible
	<i>Feature Carried:</i> 350 W	<i>Feature Crossed:</i> YOUNGS CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 27.0	<i>Longitude (degrees/minutes)</i> 086 / 31.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: 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.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Orange	Bridge No. 00095	NBI No. 5900065	Eligible
	<i>Feature Carried:</i> 700 S	<i>Feature Crossed:</i> PATOKA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 27.3	<i>Longitude (degrees/minutes)</i> 086 / 23.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Orange	Bridge No. 00102	NBI No. 5900070	Eligible
	<i>Feature Carried:</i> 175 E	<i>Feature Crossed:</i> PATOKA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 25.7	<i>Longitude (degrees/minutes)</i> 086 / 25.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Orange	Bridge No. 00103	NBI No. 5900071	Eligible
	<i>Feature Carried:</i> OWL HOLLOW RD	<i>Feature Crossed:</i> PATOKA RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 26.0	<i>Longitude (degrees/minutes)</i> 086 / 27.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: 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.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Orange	Bridge No. 00200	NBI No. 5900102	Listed in the National Register
	<i>Feature Carried:</i> GOSPEL STREET	<i>Feature Crossed:</i> LICK CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 33.3	<i>Longitude (degrees/minutes)</i> 086 / 28.1	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Owen	Bridge No. [00009]	NBI No. XX043	Listed in the National Register
	<i>Feature Carried:</i> [Texas Ridge Road]/[CR 450E]	<i>Feature Crossed:</i> West Fork White River	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> /	<i>Longitude (degrees/minutes)</i> /	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Owen	Bridge No. 00002	NBI No. 6000001	Eligible
	<i>Feature Carried:</i> CO. RD. 225 EAST	<i>Feature Crossed:</i> MILL CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 20.0	<i>Longitude (degrees/minutes)</i> 086 / 43.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Owen	Bridge No. 00014	NBI No. 6000014	Previously determined eligible
	<i>Feature Carried:</i> CO. RD. 100 EAST	<i>Feature Crossed:</i> MILL CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 26.7	<i>Longitude (degrees/minutes)</i> 086 / 44.8	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Owen	Bridge No. 00027	NBI No. 6000025	Eligible
	<i>Feature Carried:</i> CO. RD. 150 EAST	<i>Feature Crossed:</i> MILL CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 20.0	<i>Longitude (degrees/minutes)</i> 086 / 44.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Owen	Bridge No. 00048	NBI No. 6000038	Eligible
	<i>Feature Carried:</i> CO. RD. 150 NORTH	<i>Feature Crossed:</i> EAST FORK OF FISH CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 18.7	<i>Longitude (degrees/minutes)</i> 086 / 50.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Owen	Bridge No. 00059	NBI No. 6000048	Eligible
	<i>Feature Carried:</i> CO. RD. 450 EAST	<i>Feature Crossed:</i> MCCORMICKS CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 15.4	<i>Longitude (degrees/minutes)</i> 086 / 40.6	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Owen	Bridge No. 00083	NBI No. 6000058	Eligible
	<i>Feature Carried:</i> CO. RD. 75 SOUTH	<i>Feature Crossed:</i> WEST FORK OF FISH CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 16.9	<i>Longitude (degrees/minutes)</i> 086 / 51.6	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Owen	Bridge No. 00103	NBI No. 6000075	Eligible
	<i>Feature Carried:</i> CO. RD. 750 SOUTH	<i>Feature Crossed:</i> BRANCH OF BRUSH CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 10.8	<i>Longitude (degrees/minutes)</i> 086 / 57.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Owen	Bridge No. 00105	NBI No. 6000077	Eligible
	<i>Feature Carried:</i> CO. RD. 750 SOUTH	<i>Feature Crossed:</i> LICK CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 10.8	<i>Longitude (degrees/minutes)</i> 087 / 00.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Owen	Bridge No. 00135	NBI No. 6000095	Eligible
	<i>Feature Carried:</i> CO. RD. 550 SOUTH	<i>Feature Crossed:</i> BEECH CREEK	910B Iron pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 12.6	<i>Longitude (degrees/minutes)</i> 086 / 58.6	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

- Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.*
- Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.*

Owen	Bridge No. 00188	NBI No. 6000134	Eligible
	<i>Feature Carried:</i> CO. RD. 225 SOUTH	<i>Feature Crossed:</i> SAND LICK CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 15.4	<i>Longitude (degrees/minutes)</i> 086 / 52.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

- Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.*
- This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.
- Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.*

Owen	Bridge No. 00198	NBI No. 6000142	Previously determined eligible
	<i>Feature Carried:</i> CO. RD. 1300 WEST	<i>Feature Crossed:</i> EEL RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 10.0	<i>Longitude (degrees/minutes)</i> 087 / 00.6	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Perry	Bridge No. 00082	NBI No. 6200047	Eligible
	<i>Feature Carried:</i> COUNTY ROAD 192	<i>Feature Crossed:</i> HURRICANE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 11.9	<i>Longitude (degrees/minutes)</i> 086 / 47.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Perry	Bridge No. 00083	NBI No. 6200105	Eligible
	<i>Feature Carried:</i> COUNTY ROAD 196	<i>Feature Crossed:</i> HURRICANE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 14.8	<i>Longitude (degrees/minutes)</i> 086 / 46.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Perry	Bridge No. 00098	NBI No. 6200054	Eligible
	<i>Feature Carried:</i> COUNTY ROAD 119	<i>Feature Crossed:</i> OIL CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 07.8	<i>Longitude (degrees/minutes)</i> 086 / 35.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Pike	Bridge No. 00032	NBI No. 6300157	Eligible
	<i>Feature Carried:</i> CR 500 W <i>Latitude (degrees/minutes)</i> 38 / 22.7	<i>Feature Crossed:</i> PATOKA RIVER <i>Longitude (degrees/minutes)</i> 087 / 22.2	310B Steel thru truss
	<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p>		
	<p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p>		
	<p><i>Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.</i></p>		
	<p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p>		
	<p><i>Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.</i></p>		
Pike	Bridge No. 00071	NBI No. 6300057	Eligible
	<i>Feature Carried:</i> MERIDIAN RD. <i>Latitude (degrees/minutes)</i> 38 / 23.0	<i>Feature Crossed:</i> PATOKA RIVER <i>Longitude (degrees/minutes)</i> 087 / 16.3	310B Steel thru truss
	<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p>		
	<p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p>		
	<p><i>Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.</i></p>		
	<p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p>		
	<p><i>Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.</i></p>		
Pike	Bridge No. 00081	NBI No. 6300061	Listed in the National Register
	<i>Feature Carried:</i> CR 315 W <i>Latitude (degrees/minutes)</i> 38 / 23.0	<i>Feature Crossed:</i> PATOKA RIVER <i>Longitude (degrees/minutes)</i> 087 / 20.3	310B Steel thru truss
	<p>This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.</p>		

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Pike	Bridge No. 00144	NBI No. 6300098	Eligible
	<i>Feature Carried:</i> CR 500 E	<i>Feature Crossed:</i> BRANCH S FK PATOKA RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 14.3	<i>Longitude (degrees/minutes)</i> 087 / 10.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Pike	Bridge No. 00147	NBI No. 6300100	Eligible
	<i>Feature Carried:</i> CR 350 E	<i>Feature Crossed:</i> PATOKA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 22.0	<i>Longitude (degrees/minutes)</i> 087 / 12.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

Pike	Bridge No. 00150	NBI No. 6300101	Previously determined eligible
	<i>Feature Carried:</i> CR 650 E	<i>Feature Crossed:</i> PATOKA RIVER	910B Iron pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 22.4	<i>Longitude (degrees/minutes)</i> 087 / 09.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Pike	Bridge No. 00169	NBI No. 6300110	Eligible
	<i>Feature Carried:</i> CR 625 S	<i>Feature Crossed:</i> CUP CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 19.8	<i>Longitude (degrees/minutes)</i> 087 / 07.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Pike	Bridge No. 00246	NBI No. 6300160	Listed in the National Register
	<i>Feature Carried:</i> CR 325 W	<i>Feature Crossed:</i> SOUTH FORK PATOKA RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 22.8	<i>Longitude (degrees/minutes)</i> 087 / 20.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Posey	Bridge No. 00013	NBI No. 6500044	Eligible
	<i>Feature Carried:</i> CR 350W	<i>Feature Crossed:</i> BIG CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 37 / 59.6	<i>Longitude (degrees/minutes)</i> 087 / 59.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Posey	Bridge No. 00053	NBI No. 6500006	Previously determined eligible
	<i>Feature Carried:</i> GRIFFIN ROAD	<i>Feature Crossed:</i> BLACK RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 10.6	<i>Longitude (degrees/minutes)</i> 087 / 55.1	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Posey	Bridge No. 00058	NBI No. 6500198	Eligible
	<i>Feature Carried:</i> EASTVILLE ROAD	<i>Feature Crossed:</i> BLACK RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 12.4	<i>Longitude (degrees/minutes)</i> 087 / 52.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Posey	Bridge No. 00059	NBI No. 6500002	Eligible
	<i>Feature Carried:</i> CR 300E	<i>Feature Crossed:</i> BLACK RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 13.2	<i>Longitude (degrees/minutes)</i> 087 / 51.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Posey	Bridge No. 00066	NBI No. 6500200	Previously determined eligible
	<i>Feature Carried:</i> WILSEY ROAD	<i>Feature Crossed:</i> BLACK RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 12.0	<i>Longitude (degrees/minutes)</i> 087 / 53.5	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Posey	Bridge No. 00091	NBI No. 6500247	Eligible
	<i>Feature Carried:</i> PFEIFFER ROAD	<i>Feature Crossed:</i> BIG CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 02.3	<i>Longitude (degrees/minutes)</i> 087 / 49.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Posey	Bridge No. 00148	NBI No. 6500183	Eligible
	<i>Feature Carried:</i> KNOWLES ROAD	<i>Feature Crossed:</i> BLACK RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 11.5	<i>Longitude (degrees/minutes)</i> 087 / 46.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Posey	Bridge No. 00163	NBI No. 6500238	Eligible
	<i>Feature Carried:</i> HUEY ROAD	<i>Feature Crossed:</i> BRANCH OF BIG CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 03.3	<i>Longitude (degrees/minutes)</i> 087 / 47.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Posey	Bridge No. 00195	NBI No. 6500150	Eligible
	<i>Feature Carried:</i> UPPER MT VERNON RD	<i>Feature Crossed:</i> LITTLE CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 37 / 59.4	<i>Longitude (degrees/minutes)</i> 087 / 46.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Posey	Bridge No. 00202	NBI No.6500251	Eligible
	<i>Feature Carried:</i> JOHN MILLS ROAD	<i>Feature Crossed:</i> LITTLE CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 00.9	<i>Longitude (degrees/minutes)</i> 087 / 49.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Posey	Bridge No. 00211	NBI No.6500163	Eligible
	<i>Feature Carried:</i> AYLESWORTH ROAD	<i>Feature Crossed:</i> WOLF CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 37 / 58.8	<i>Longitude (degrees/minutes)</i> 087 / 44.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Posey	Bridge No. 00327	NBI No.6500255	Eligible
	<i>Feature Carried:</i> KREITENSTEIN ROAD	<i>Feature Crossed:</i> BIG CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 02.9	<i>Longitude (degrees/minutes)</i> 087 / 48.6	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Pulaski	Bridge No. 119-66-03454A	NBI No.25850	Eligible
	<i>Feature Carried:</i> SR 119	<i>Feature Crossed:</i> TIPPECANOE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 41 / 5	<i>Longitude (degrees/minutes)</i> 86 / 362	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Pulaski	Bridge No. 00196	NBI No.6600106	Eligible
	<i>Feature Carried:</i> 75 EAST	<i>Feature Crossed:</i> TIPPECANOE RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 41 / 01.4	<i>Longitude (degrees/minutes)</i> 086 / 35.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.

Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.

Pulaski	Bridge No. 00291	NBI No.6600152	Eligible
	<i>Feature Carried:</i> 625 EAST	<i>Feature Crossed:</i> TIPPECANOE RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 41 / 09.5	<i>Longitude (degrees/minutes)</i> 086 / 28.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Rationale: Early fabrication and use of rolled metal truss members represents the initial application of an important innovation in metal bridge construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Putnam	Bridge No. P000-67-07096C	NBI No.60030	Previously determined eligible
	<i>Feature Carried:</i> SERVICE ROAD	<i>Feature Crossed:</i> DEER CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 330	<i>Longitude (degrees/minutes)</i> 86 / 534	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Putnam	Bridge No. 00010	NBI No.6700009	Eligible
	<i>Feature Carried:</i> ROAD 1050 NORTH	<i>Feature Crossed:</i> BIG RACCOON CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 48.8	<i>Longitude (degrees/minutes)</i> 086 / 57.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Putnam	Bridge No. 00045	NBI No.6700032	Previously determined eligible
	<i>Feature Carried:</i> ROAD 900 EAST	<i>Feature Crossed:</i> BIG WALNUT CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 49.8	<i>Longitude (degrees/minutes)</i> 086 / 41.2	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Putnam	Bridge No. 00071	NBI No.6700057	Eligible
	<i>Feature Carried:</i> ROAD 500 EAST	<i>Feature Crossed:</i> CLEAR CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 42.4	<i>Longitude (degrees/minutes)</i> 086 / 45.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Putnam	Bridge No. 00073	NBI No.6700059	Eligible
	<i>Feature Carried:</i> ROAD 375 EAST	<i>Feature Crossed:</i> CLEAR CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 41.7	<i>Longitude (degrees/minutes)</i> 086 / 47.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Bolted connections represent a highly unusual variation in Thru truss construction.

Putnam	Bridge No. 00137	NBI No.6700122	Eligible
	<i>Feature Carried:</i> ROAD 100 EAST	<i>Feature Crossed:</i> BIG WALNUT CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 40.6	<i>Longitude (degrees/minutes)</i> 086 / 49.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Putnam	Bridge No. 00139	NBI No. 6700124	Eligible
	<i>Feature Carried:</i> ROAD 125 NORTH	<i>Feature Crossed:</i> BIG WALNUT CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 40.7	<i>Longitude (degrees/minutes)</i> 086 / 48.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Putnam	Bridge No. 00146	NBI No. 6700126	Previously determined eligible
	<i>Feature Carried:</i> ROAD 25 EAST	<i>Feature Crossed:</i> BIG WALNUT CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 40.4	<i>Longitude (degrees/minutes)</i> 086 / 50.6	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Putnam	Bridge No. 00152	NBI No. 6700131	Eligible
	<i>Feature Carried:</i> DEVIL BACKBONE RD	<i>Feature Crossed:</i> DEER CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 36.6	<i>Longitude (degrees/minutes)</i> 086 / 47.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Putnam	Bridge No. 00187	NBI No.6700161	Eligible
	<i>Feature Carried:</i> ROAD 25 EAST	<i>Feature Crossed:</i> DEER CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 34.8	<i>Longitude (degrees/minutes)</i> 086 / 50.8	
<p>This bridge is located on an important transportation route or crossing; however, it does not retain historic integrity necessary to convey historical significance. As such, it is not eligible under Criterion A.</p> <p><i>Rationale: Bridge associated with the National Road.</i></p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.</i></p>			
Putnam	Bridge No. 00199	NBI No.6700173	Eligible
	<i>Feature Carried:</i> ROAD 1300 SOUTH	<i>Feature Crossed:</i> MILL CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 28.2	<i>Longitude (degrees/minutes)</i> 086 / 44.6	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.</i></p>			
Putnam	Bridge No. 00211	NBI No.6700182	Eligible
	<i>Feature Carried:</i> ROAD 450 SOUTH	<i>Feature Crossed:</i> MILL CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 35.6	<i>Longitude (degrees/minutes)</i> 086 / 39.5	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.</i></p>			
Randolph	Bridge No. 001-68-03408B	NBI No.300	Previously determined eligible
	<i>Feature Carried:</i> SR 1	<i>Feature Crossed:</i> MISSISSINAWA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 169	<i>Longitude (degrees/minutes)</i> 85 / 89	
<p>This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.</p>			

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Randolph	Bridge No. 00049	NBI No. 6800035	Eligible
	<i>Feature Carried:</i> 450W	<i>Feature Crossed:</i> BEAR CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 16.3	<i>Longitude (degrees/minutes)</i> 085 / 04.1	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.</i></p> <p><i>Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.</i></p>			
Randolph	Bridge No. 00114	NBI No. 6800089	Eligible
	<i>Feature Carried:</i> 300S	<i>Feature Crossed:</i> LITTLE WHITE RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 07.3	<i>Longitude (degrees/minutes)</i> 085 / 10.4	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.</i></p> <p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.</i></p>			
Randolph	Bridge No. 00154	NBI No. 6800121	Previously determined eligible
	<i>Feature Carried:</i> 1150W	<i>Feature Crossed:</i> LITTLE WHITE RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 08.3	<i>Longitude (degrees/minutes)</i> 085 / 12.3	
<p>This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.</p>			

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Randolph	Bridge No. 00226	NBI No. 6800181	Eligible
	<i>Feature Carried:</i> 400S	<i>Feature Crossed:</i> GREENVILLE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 06.5	<i>Longitude (degrees/minutes)</i> 084 / 50.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Randolph	Bridge No. 00284	NBI No. 6800217	Eligible
	<i>Feature Carried:</i> 750W	<i>Feature Crossed:</i> CABIN CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 08.5	<i>Longitude (degrees/minutes)</i> 085 / 07.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

Ripley	Bridge No. 00014	NBI No. 6900013	Eligible
	<i>Feature Carried:</i> CAVEHILL ROAD	<i>Feature Crossed:</i> LAUGHERY CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 59.8	<i>Longitude (degrees/minutes)</i> 085 / 08.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early fabrication and use of rolled metal truss members represents the initial application of an important innovation in metal bridge construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Rush	Bridge No. 00188	NBI No. 7000173	Listed in the National Register
	<i>Feature Carried:</i> NORTH RAILROAD ST.	<i>Feature Crossed:</i> LITTLE FLATROCK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 30.2	<i>Longitude (degrees/minutes)</i> 085 / 28.0	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Shelby	Bridge No. 009-73-01994B	NBI No. 2410	Previously determined eligible
	<i>Feature Carried:</i> SR 9	<i>Feature Crossed:</i> FLATROCK RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 237	<i>Longitude (degrees/minutes)</i> 85 / 455	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Shelby	Bridge No. 044-73-03332A	NBI No. 16410	Previously determined eligible
	<i>Feature Carried:</i> SR 44	<i>Feature Crossed:</i> SUGAR CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 298	<i>Longitude (degrees/minutes)</i> 85 / 570	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Shelby	Bridge No. 00013	NBI No. 7300013	Previously determined eligible
	<i>Feature Carried:</i> ROAD 875 WEST	<i>Feature Crossed:</i> BUCK CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 37.4	<i>Longitude (degrees/minutes)</i> 085 / 56.9	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Shelby	Bridge No. 00031	NBI No. 7300031	Eligible
	<i>Feature Carried:</i> ROAD 800 EAST	<i>Feature Crossed:</i> LITTLE BLUE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 36.1	<i>Longitude (degrees/minutes)</i> 085 / 37.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important his

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Shelby	Bridge No. 00041	NBI No. 7300041	Previously determined eligible
	<i>Feature Carried:</i> ROAD 275 NORTH	<i>Feature Crossed:</i> SUGAR CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 33.8	<i>Longitude (degrees/minutes)</i> 085 / 56.3	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Shelby	Bridge No. 00097	NBI No. 7300088	Eligible
	<i>Feature Carried:</i> EDINBURGH ROAD	<i>Feature Crossed:</i> BRANCH OF BIG BLUE RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 23.6	<i>Longitude (degrees/minutes)</i> 085 / 55.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Shelby	Bridge No. 00117	NBI No. 7300105	Eligible
	<i>Feature Carried:</i> ROAD 600 SOUTH	<i>Feature Crossed:</i> CONNS CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 26.3	<i>Longitude (degrees/minutes)</i> 085 / 40.4	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Shelby	Bridge No. 00127	NBI No. 7300115	Eligible
	<i>Feature Carried:</i> ROAD 900 SOUTH	<i>Feature Crossed:</i> SLASH CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 23.6	<i>Longitude (degrees/minutes)</i> 085 / 50.7	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

Shelby	Bridge No. 00128	NBI No. 7300116	Eligible
	<i>Feature Carried:</i> ROAD 75 EAST	<i>Feature Crossed:</i> SOUTH FORK LEWIS CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 25.3	<i>Longitude (degrees/minutes)</i> 085 / 45.9	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Shelby	Bridge No. 00136	NBI No. 7300124	Eligible
	<i>Feature Carried:</i> ROAD 200 EAST	<i>Feature Crossed:</i> SOUTH FORK LEWIS CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 25.7	<i>Longitude (degrees/minutes)</i> 085 / 44.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Rationale: This bridge uses a distinctive construction method to address the engineering challenge of its substantial skew.

Shelby	Bridge No. 00147	NBI No. 7300135	Eligible
	<i>Feature Carried:</i> MOUND ROAD	<i>Feature Crossed:</i> FLATROCK RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 25.1	<i>Longitude (degrees/minutes)</i> 085 / 38.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

St. Joseph	Bridge No. 00213	NBI No. 7100019	Listed in the National Register
<i>Feature Carried:</i> WALKING PATH		<i>Feature Crossed:</i> ST. JOSEPH RIVER	910A Iron thru truss
<i>Latitude (degrees/minutes)</i> 41 / 43.8		<i>Longitude (degrees/minutes)</i> 086 / 16.1	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Starke	Bridge No.	NBI No. XX027	Eligible
<i>Feature Carried:</i> Wythogan Park, Main and Water Streets in Knox		<i>Feature Crossed:</i> Former RR bed for NYC RR	310A Steel pony truss
<i>Latitude (degrees/minutes)</i> /		<i>Longitude (degrees/minutes)</i> /	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Starke	Bridge No.	NBI No. XX003	Eligible
<i>Feature Carried:</i> CR 1100W		<i>Feature Crossed:</i> OLD KANKAKEE RIVER	910A Iron thru truss
<i>Latitude (degrees/minutes)</i> /		<i>Longitude (degrees/minutes)</i> /	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Starke	Bridge No. [00141]	NBI No. XX028	Eligible
	<i>Feature Carried:</i> COUNTY ROAD 600 N.	<i>Feature Crossed:</i> ROBBINS DITCH	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> /	<i>Longitude (degrees/minutes)</i> /	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Sullivan	Bridge No. 154-77-03636A	NBI No. 27680	Previously determined eligible
	<i>Feature Carried:</i> SR 154	<i>Feature Crossed:</i> TURMAN CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 73	<i>Longitude (degrees/minutes)</i> 87 / 357	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Sullivan	Bridge No. 00121	NBI No. 7700108	Eligible
	<i>Feature Carried:</i> ROAD 300 SOUTH	<i>Feature Crossed:</i> BUSSERON CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 02.5	<i>Longitude (degrees/minutes)</i> 087 / 24.0	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.</i></p> <p><i>Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.</i></p> <p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.</i></p> <p>This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.</p> <p><i>Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.</i></p>			
Sullivan	Bridge No. 00253	NBI No. 7700212	Eligible
	<i>Feature Carried:</i> ROAD 550 WEST	<i>Feature Crossed:</i> SUGAR CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 10.0	<i>Longitude (degrees/minutes)</i> 087 / 30.3	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.</i></p> <p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.</i></p> <p>This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.</p> <p><i>Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.</i></p>			

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Tippecanoe	Bridge No. 026-79-03346B	NBI No. 6690	Eligible
	<i>Feature Carried:</i> SR 26	<i>Feature Crossed:</i> SOUTH FORK WILDCAT CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 251	<i>Longitude (degrees/minutes)</i> 86 / 461	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Tippecanoe	Bridge No. 225-79-04016F	NBI No. 29150	Eligible
	<i>Feature Carried:</i> SR 225	<i>Feature Crossed:</i> WABASH RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 298	<i>Longitude (degrees/minutes)</i> 86 / 494	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Vanderburgh	Bridge No. 041-82-03286GSBL	NBI No. 14310	Previously determined eligible
	<i>Feature Carried:</i> US 41 SBL	<i>Feature Crossed:</i> PIGEON CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 3	<i>Longitude (degrees/minutes)</i> 87 / 324	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

<p>Vanderburgh Bridge No. 00810</p>	<p>NBI No. 8200071 Eligible</p>
<p><i>Feature Carried:</i> HECKEL ROAD <i>Latitude (degrees/minutes)</i> 38 / 01.3</p>	<p><i>Feature Crossed:</i> BLUEGRASS CREEK 310B Steel thru truss <i>Longitude (degrees/minutes)</i> 087 / 27.6</p>
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p>	
<p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p>	
<p><i>Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.</i></p>	
<p>This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.</p>	
<p><i>Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.</i></p>	
<p>Vermillion Bridge No. 036-83-03492A</p>	<p>NBI No. 11480 Eligible</p>
<p><i>Feature Carried:</i> US 36 <i>Latitude (degrees/minutes)</i> 39 / 476</p>	<p><i>Feature Crossed:</i> WABASH RIVER 310B Steel thru truss <i>Longitude (degrees/minutes)</i> 87 / 225</p>
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p>	
<p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p>	
<p><i>Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.</i></p>	
<p><i>Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.</i></p>	
<p>Vigo Bridge No. 00077</p>	<p>NBI No. 8400056 Previously determined eligible</p>
<p><i>Feature Carried:</i> FRENCH DRIVE <i>Latitude (degrees/minutes)</i> 39 / 17.3</p>	<p><i>Feature Crossed:</i> PRAIRIE CREEK 310A Steel pony truss <i>Longitude (degrees/minutes)</i> 087 / 29.2</p>
<p>This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.</p>	

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Vigo	Bridge No. 00151	NBI No. 8400113	Eligible
	<i>Feature Carried:</i> GANNON ROAD	<i>Feature Crossed:</i> EAST LITTLE SUGAR CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 28.9	<i>Longitude (degrees/minutes)</i> 087 / 28.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: 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.

Wabash	Bridge No. 00165	NBI No. 8500535	Eligible
	<i>Feature Carried:</i> ROAD 325 EAST	<i>Feature Crossed:</i> EEL RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 41 / 01.0	<i>Longitude (degrees/minutes)</i> 085 / 44.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Warren	Bridge No. 026-86-01572A	NBI No.6620	Eligible
	<i>Feature Carried:</i> SR 26	<i>Feature Crossed:</i> MUD PINE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 276	<i>Longitude (degrees/minutes)</i> 87 / 217	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Warren	Bridge No. 00023	NBI No.8600020	Eligible
	<i>Feature Carried:</i> CR 350 SOUTH	<i>Feature Crossed:</i> REDWOOD CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 15.9	<i>Longitude (degrees/minutes)</i> 087 / 24.5	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of welding represents the initial application of a highly important innovation in metal bridge construction.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Warren	Bridge No. 00036	NBI No. 8600029	Eligible
	<i>Feature Carried:</i> CR 100 EAST	<i>Feature Crossed:</i> WABASH RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 15.3	<i>Longitude (degrees/minutes)</i> 087 / 18.0	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: This bridge displays exceptional overall or main span length for its type representing an innovative design and/or construction method.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.

Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Warren	Bridge No. 00089	NBI No. 8600075	Eligible
	<i>Feature Carried:</i> BRISCOE STATION RD	<i>Feature Crossed:</i> BIG PINE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 24.9	<i>Longitude (degrees/minutes)</i> 087 / 19.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early fabrication and use of rolled metal truss members represents the initial application of an important innovation in metal bridge construction.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Warren	Bridge No. 00092	NBI No. 8600078	Eligible
	<i>Feature Carried:</i> CR 450 EAST	<i>Feature Crossed:</i> BIG PINE CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 27.9	<i>Longitude (degrees/minutes)</i> 087 / 14.1	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Warrick	Bridge No. 00259	NBI No. 8700117	Eligible
	<i>Feature Carried:</i> HOFFMAN ROAD	<i>Feature Crossed:</i> CYPRESS CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 37 / 59.0	<i>Longitude (degrees/minutes)</i> 087 / 19.5	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.</i></p>			
Warrick	Bridge No. 00271	NBI No. 8700123	Previously determined eligible
	<i>Feature Carried:</i> YANKEETOWN ROAD	<i>Feature Crossed:</i> LITTLE PIGEON CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 37 / 54.6	<i>Longitude (degrees/minutes)</i> 087 / 17.7	
<p>This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.</p>			
Warrick	Bridge No. 00273	NBI No. 8700124	Previously determined eligible
	<i>Feature Carried:</i> BONER ROAD	<i>Feature Crossed:</i> LITTLE PIGEON CREEK	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 37 / 56.5	<i>Longitude (degrees/minutes)</i> 087 / 15.1	
<p>This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.</p>			
Warrick	Bridge No. 00310	NBI No. 8700147	Eligible
	<i>Feature Carried:</i> MYERS ROAD	<i>Feature Crossed:</i> CANEY CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 37 / 58.5	<i>Longitude (degrees/minutes)</i> 087 / 13.9	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.</i></p> <p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.</i></p>			

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Warrick	Bridge No. 00371	NBI No. 8700170	Eligible
<i>Feature Carried:</i> OLD HIGHWAY 66		<i>Feature Crossed:</i> LITTLE PIGEON CREEK 310B Steel thru truss	
<i>Latitude (degrees/minutes)</i> 37 / 54.6		<i>Longitude (degrees/minutes)</i> 087 / 16.3	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.</i></p>			
Washington	Bridge No. 00039	NBI No. 8800027	Eligible
<i>Feature Carried:</i> FRANKLIN BOTTOMS		<i>Feature Crossed:</i> CAMMIE THOMAS DITCH 310A Steel pony truss	
<i>Latitude (degrees/minutes)</i> 38 / 43.5		<i>Longitude (degrees/minutes)</i> 085 / 54.0	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.</i></p>			
Washington	Bridge No. 00058	NBI No. 8800038	Eligible
<i>Feature Carried:</i> CANTON/S. BOSTON		<i>Feature Crossed:</i> MIDDLE FORK BLUE RIVER 310A Steel pony truss	
<i>Latitude (degrees/minutes)</i> 38 / 35.1		<i>Longitude (degrees/minutes)</i> 085 / 58.8	
<p>This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.</p> <p>This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.</p> <p><i>Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.</i></p>			
Washington	Bridge No. 00113	NBI No. 8800075	Previously determined eligible
<i>Feature Carried:</i> FREDRICKSBURG ROAD		<i>Feature Crossed:</i> SOUTH FORK BLUE RIVER 310B Steel thru truss	
<i>Latitude (degrees/minutes)</i> 38 / 27.6		<i>Longitude (degrees/minutes)</i> 086 / 11.1	
<p>This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.</p>			

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Washington Bridge No. 20002 NBI No. 8800133 Listed in the National Register

Feature Carried: MAIN STREET *Feature Crossed:* SOUTH FORK BLUE RIVER 910A Iron thru truss
Latitude (degrees/minutes) 38 / 30.1 *Longitude (degrees/minutes)* 086 / 00.6

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Wayne Bridge No. 00213 NBI No. 8900160 Eligible

Feature Carried: CHARLES ROAD *Feature Crossed:* WHITEWATER RIVER 310A Steel pony truss
Latitude (degrees/minutes) 39 / 58.5 *Longitude (degrees/minutes)* 085 / 08.9

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge was built during the initial period of development or application of standards for its type in Indiana. As such, it represents an important phase in construction.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Early use of riveting or bolting represents the initial application of a new metal bridge construction technique.

Wells Bridge No. NBI No. XX011 Previously determined eligible

Feature Carried: SR 316 *Feature Crossed:* Wabash River 910A Iron thru truss
Latitude (degrees/minutes) / *Longitude (degrees/minutes)* /

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Wells Bridge No. 00059 NBI No. 9000048 Previously determined eligible

Feature Carried: CR 900S *Feature Crossed:* SALAMONIE RIVER 310B Steel thru truss
Latitude (degrees/minutes) 40 / 36.6 *Longitude (degrees/minutes)* 085 / 19.1

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

Wells	Bridge No. 00066	NBI No. 9000052	Previously determined eligible
	<i>Feature Carried:</i> CR 1100S	<i>Feature Crossed:</i> SALAMONIE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 34.9	<i>Longitude (degrees/minutes)</i> 085 / 18.9	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Wells	Bridge No. 00074	NBI No. 9000058	Previously determined eligible
	<i>Feature Carried:</i> CR 400W	<i>Feature Crossed:</i> ROCK CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 43.9	<i>Longitude (degrees/minutes)</i> 085 / 17.9	

This bridge has been previously listed or determined eligible for listing in the National Register or is a contributing resource within a historic district listed in the National Register. Therefore, this bridge was not reevaluated as part of this inventory project.

Wells	Bridge No. 00112	NBI No. 9000084	Eligible
	<i>Feature Carried:</i> CR 500W	<i>Feature Crossed:</i> EIGHTMILE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 54.9	<i>Longitude (degrees/minutes)</i> 085 / 19.2	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Non-uniform truss webs incorporated into truss bridges to account for extreme skew represent a highly important variation within this bridge type.

Wells	Bridge No. 00193	NBI No. 9000144	Eligible
	<i>Feature Carried:</i> CR 300W	<i>Feature Crossed:</i> WABASH RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 48.1	<i>Longitude (degrees/minutes)</i> 085 / 16.8	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is important as one of six or fewer examples within a district of the Indiana Department of Transportation.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Metal substructures and caissons, often patented structural elements, provide an important construction feature within this bridge type.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

White	Bridge No. [00298]	NBI No. XX026	Eligible
	<i>Feature Carried:</i> Tioga Road	<i>Feature Crossed:</i> Lake Freeman	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> /	<i>Longitude (degrees/minutes)</i> /	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

Rationale: Employing multiple thru-truss spans allows significant distances to be achieved, while substantially limiting the amount of substructure construction required, and represents an important variation in the design of the overall structure.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey design significance.

Rationale: This bridge displays notable ornamentation in the use of decorative portal elements.

Table 3A - Listing of Pre-1920 Historic Truss Bridges

White	Bridge No. 00156	NBI No. 9100123	Eligible
	<i>Feature Carried:</i> 500 WEST <i>Latitude (degrees/minutes)</i> 40 / 43.3	<i>Feature Crossed:</i> HOAGLAND DITCH <i>Longitude (degrees/minutes)</i> 086 / 58.0	910B Iron pony truss

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge represents the earliest period of timber, metal, or concrete construction in the state.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

This bridge is eligible under Criterion C since it represents a significant phase or feature of the work of a master. It is distinguishable when compared with similar structures and retains historic integrity necessary to convey engineering or design significance.

Rationale: This bridge exhibits the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Adams	Bridge No. 00106	NBI No. 0100082	Not eligible
	<i>Feature Carried:</i> ROAD 200 SOUTH	<i>Feature Crossed:</i> BLUE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 43.1	<i>Longitude (degrees/minutes)</i> 084 / 49.6	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Bartholomew	Bridge No. 031-03-03360C	NBI No. 9260	Not eligible
	<i>Feature Carried:</i> US 31	<i>Feature Crossed:</i> CLIFTY CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 125	<i>Longitude (degrees/minutes)</i> 85 / 524	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Bartholomew	Bridge No. [00147]	NBI No. XX014	Not eligible
	<i>Feature Carried:</i> West of N 100W	<i>Feature Crossed:</i> Breeding Farm, County Historical Society grounds	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> /	<i>Longitude (degrees/minutes)</i> /	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is an example of an early or distinctive phase in bridge construction, design, or engineering; however, it no longer retains the historic integrity necessary to convey its engineering significance. As such, it is not eligible under Criterion C.

Bartholomew	Bridge No. [00198]	NBI No. XX015	Not eligible
	<i>Feature Carried:</i> West of Lindsay Street	<i>Feature Crossed:</i> Pond at Columbus Mill Race Park	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> /	<i>Longitude (degrees/minutes)</i> /	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is an example of an early or distinctive phase in bridge construction, design, or engineering; however, it no longer retains the historic integrity necessary to convey its engineering significance. As such, it is not eligible under Criterion C.

Bartholomew	Bridge No. 00039	NBI No. 0300037	Not eligible
	<i>Feature Carried:</i> 300 NORTH	<i>Feature Crossed:</i> FALL FORK CLIFTY CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 14.8	<i>Longitude (degrees/minutes)</i> 085 / 42.4	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Benton	Bridge No. 00123	NBI No. 0400073	Not eligible
	<i>Feature Carried:</i> 850 S	<i>Feature Crossed:</i> MUD PINE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 28.9	<i>Longitude (degrees/minutes)</i> 087 / 21.9	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Boone	Bridge No. 039-06-01791C	NBI No. 13320	Not eligible
	<i>Feature Carried:</i> SR 39	<i>Feature Crossed:</i> SUGAR CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 97	<i>Longitude (degrees/minutes)</i> 86 / 292	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Boone	Bridge No. 00013	NBI No. 0600007	Not eligible
	<i>Feature Carried:</i> 550 WEST	<i>Feature Crossed:</i> BRUSH CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 10.4	<i>Longitude (degrees/minutes)</i> 086 / 34.5	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Brown	Bridge No. 00037	NBI No. 0700029	Not eligible
	<i>Feature Carried:</i> TC STEELE ROAD	<i>Feature Crossed:</i> NORTH FORK SALT CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 08.9	<i>Longitude (degrees/minutes)</i> 086 / 21.1	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Carroll	Bridge No. 00025	NBI No. 0800021	Not eligible
	<i>Feature Carried:</i> PRINCE WILLIAM RD	<i>Feature Crossed:</i> WILDCAT CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 28.4	<i>Longitude (degrees/minutes)</i> 086 / 35.3	

This bridge does not appear to possess significance under the National Register evaluation system for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is an example of an early or distinctive phase in bridge construction, design, or engineering; however, it no longer retains the historic integrity necessary to convey its engineering significance. As such, it is not eligible under Criterion C.

Crawford	Bridge No. 00067	NBI No. 1300040	Not eligible
	<i>Feature Carried:</i> OLD STATE ROAD 37	<i>Feature Crossed:</i> LITTLE BLUE RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 16.9	<i>Longitude (degrees/minutes)</i> 086 / 28.0	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Crawford	Bridge No. 00122	NBI No. 1300066	Not eligible
	<i>Feature Carried:</i> MAIN ST	<i>Feature Crossed:</i> WHISKEY RUN	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 22.5	<i>Longitude (degrees/minutes)</i> 086 / 20.7	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Dubois	Bridge No. 00153	NBI No. 1900117	Not eligible
	<i>Feature Carried:</i> 1ST STREET	<i>Feature Crossed:</i> BRUNER CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 17.5	<i>Longitude (degrees/minutes)</i> 086 / 55.7	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Dubois	Bridge No. 00162	NBI No. 1900124	Not eligible
	<i>Feature Carried:</i> 850 SOUTH	<i>Feature Crossed:</i> HUNLEY CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 15.3	<i>Longitude (degrees/minutes)</i> 086 / 54.2	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Elkhart	Bridge No. [00401]	NBI No. XX018	Not eligible
	<i>Feature Carried:</i> Oakridge Park	<i>Feature Crossed:</i> Rock Run Creek	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> /	<i>Longitude (degrees/minutes)</i> /	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Floyd	Bridge No. 00021	NBI No. 2200020	Not eligible
	<i>Feature Carried:</i> JOHN PECTOL ROAD	<i>Feature Crossed:</i> LITTLE INDIAN CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 20.4	<i>Longitude (degrees/minutes)</i> 085 / 56.5	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Floyd	Bridge No. 00063	NBI No. 2200057	Not eligible
	<i>Feature Carried:</i> FIVE MILE LANE	<i>Feature Crossed:</i> KNOB CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 12.8	<i>Longitude (degrees/minutes)</i> 085 / 53.9	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Fountain	Bridge No. 00039	NBI No.2300032	Not eligible
	<i>Feature Carried:</i> 900 SOUTH	<i>Feature Crossed:</i> SUGAR MILL CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 59.8	<i>Longitude (degrees/minutes)</i> 087 / 07.7	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Fountain	Bridge No. 00105	NBI No.2300082	Not eligible
	<i>Feature Carried:</i> 200 EAST	<i>Feature Crossed:</i> LITTLE SHAWNEE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 13.0	<i>Longitude (degrees/minutes)</i> 087 / 13.5	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Fulton	Bridge No. 00044	NBI No.2500021	Not eligible
	<i>Feature Carried:</i> COUNTY ROAD 300 W	<i>Feature Crossed:</i> CHIPPEWANUCK CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 41 / 05.9	<i>Longitude (degrees/minutes)</i> 086 / 09.5	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Gibson	Bridge No. 064-26-01152D	NBI No.22840	Not eligible
	<i>Feature Carried:</i> SR 64	<i>Feature Crossed:</i> MAUCKS POND	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 237	<i>Longitude (degrees/minutes)</i> 87 / 448	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Gibson	Bridge No. 00327	NBI No.2600241	Not eligible
	<i>Feature Carried:</i> NEWMAN ROAD	<i>Feature Crossed:</i> NEWMAN LATERAL	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 11.0	<i>Longitude (degrees/minutes)</i> 087 / 40.8	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Gibson	Bridge No. 00329	NBI No.2600242	Not eligible
	<i>Feature Carried:</i> ENDICOT ROAD	<i>Feature Crossed:</i> NEWMAN LATERAL	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 11.4	<i>Longitude (degrees/minutes)</i> 087 / 40.8	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Greene	Bridge No. 00009	NBI No. 2800003	Not eligible
	<i>Feature Carried:</i> CO. RD. 650 NORTH	<i>Feature Crossed:</i> RICHLAND CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 07.0	<i>Longitude (degrees/minutes)</i> 086 / 43.0	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Greene	Bridge No. 00035	NBI No. 2800025	Not eligible
	<i>Feature Carried:</i> CO. RD. 1360 EAST	<i>Feature Crossed:</i> INDIAN CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 00.2	<i>Longitude (degrees/minutes)</i> 086 / 41.3	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Greene	Bridge No. 00119	NBI No. 2800080	Not eligible
	<i>Feature Carried:</i> BASELINE ROAD	<i>Feature Crossed:</i> KELLY BRANCH	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 05.7	<i>Longitude (degrees/minutes)</i> 086 / 56.5	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Greene	Bridge No. 00126	NBI No. 2800087	Not eligible
	<i>Feature Carried:</i> CO. RD. 250 WEST	<i>Feature Crossed:</i> LATTAS CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 02.2	<i>Longitude (degrees/minutes)</i> 086 / 59.2	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Greene	Bridge No. 00230	NBI No. 2800160	Not eligible
	<i>Feature Carried:</i> CO. RD. 1200 WEST	<i>Feature Crossed:</i> HAMILTON DITCH NORTH	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 59.3	<i>Longitude (degrees/minutes)</i> 087 / 10.0	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Greene	Bridge No. 00240	NBI No. 2800168	Not eligible
	<i>Feature Carried:</i> CO. RD. 400 SOUTH	<i>Feature Crossed:</i> FOUR MILE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 57.7	<i>Longitude (degrees/minutes)</i> 087 / 04.0	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Jackson	Bridge No. 256-36-03370B	NBI No. 30840	Not eligible
	<i>Feature Carried:</i> SR 256	<i>Feature Crossed:</i> MUSCATATUCK RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 446	<i>Longitude (degrees/minutes)</i> 85 / 507	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Jackson	Bridge No. 00277	NBI No. 3600148	Not eligible
	<i>Feature Carried:</i> COUNTY ROAD 650S	<i>Feature Crossed:</i> RIDER DITCH	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 47.2	<i>Longitude (degrees/minutes)</i> 085 / 53.3	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Jasper	Bridge No. 00198	NBI No. 3700103	Not eligible
	<i>Feature Carried:</i> 1725 SOUTH	<i>Feature Crossed:</i> CARPENTER CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 45.6	<i>Longitude (degrees/minutes)</i> 087 / 08.8	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Jay	Bridge No. 00054	NBI No. 3800145	Not eligible
	<i>Feature Carried:</i> ROAD 500 NORTH	<i>Feature Crossed:</i> BEAR CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 30.7	<i>Longitude (degrees/minutes)</i> 084 / 58.3	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Jennings	Bridge No. 003-40-01754D	NBI No. 770	Not eligible
	<i>Feature Carried:</i> SR 3	<i>Feature Crossed:</i> SAND CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 39 / 49	<i>Longitude (degrees/minutes)</i> 85 / 386	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Knox	Bridge No. 00119	NBI No. 4200208	Not eligible
	<i>Feature Carried:</i> SAND ROAD	<i>Feature Crossed:</i> BLACK CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 53.1	<i>Longitude (degrees/minutes)</i> 087 / 10.4	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Knox	Bridge No. 00135	NBI No.4200023	Not eligible
	<i>Feature Carried:</i> FREELANDVILLE ROAD	<i>Feature Crossed:</i> MARIAH CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 52.9	<i>Longitude (degrees/minutes)</i> 087 / 20.8	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Knox	Bridge No. 00243	NBI No.4200046	Not eligible
	<i>Feature Carried:</i> MAYS ROAD	<i>Feature Crossed:</i> PLASS DITCH	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 31.9	<i>Longitude (degrees/minutes)</i> 087 / 31.6	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Knox	Bridge No. 00291	NBI No.4200122	Not eligible
	<i>Feature Carried:</i> KELLER ROAD	<i>Feature Crossed:</i> VIEKE DITCH	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 37.0	<i>Longitude (degrees/minutes)</i> 087 / 31.8	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Madison	Bridge No. 00505	NBI No.4800161	Not eligible
	<i>Feature Carried:</i> GRAND AVENUE	<i>Feature Crossed:</i> KILLBUCK CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 07.0	<i>Longitude (degrees/minutes)</i> 085 / 40.7	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Martin	Bridge No. 00012	NBI No.5100004	Not eligible
	<i>Feature Carried:</i> INDIAN SPRINGS RD	<i>Feature Crossed:</i> SULPHUR CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 46.9	<i>Longitude (degrees/minutes)</i> 086 / 45.9	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Miami	Bridge No. 00073	NBI No.5200057	Not eligible
	<i>Feature Carried:</i> RIVER RD	<i>Feature Crossed:</i> LITTLE PIPE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 44.5	<i>Longitude (degrees/minutes)</i> 086 / 06.4	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Morgan	Bridge No. 135-55-01522A <i>Feature Carried:</i> SR 135 <i>Latitude (degrees/minutes)</i> 39 / 221	NBI No.26700 <i>Feature Crossed:</i> INDIAN CREEK <i>Longitude (degrees/minutes)</i> 86 / 157	Not eligible 310B Steel thru truss
<p>This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.</p>			
Morgan	Bridge No. 00031 <i>Feature Carried:</i> WHETSTINE ROAD <i>Latitude (degrees/minutes)</i> 39 / 21.6	NBI No.5500025 <i>Feature Crossed:</i> INDIAN CREEK <i>Longitude (degrees/minutes)</i> 086 / 18.3	Not eligible 310A Steel pony truss
<p>This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.</p>			
Morgan	Bridge No. 00097 <i>Feature Carried:</i> FERGUSON ROAD <i>Latitude (degrees/minutes)</i> 39 / 33.3	NBI No.5500080 <i>Feature Crossed:</i> LAKE DITCH <i>Longitude (degrees/minutes)</i> 086 / 33.3	Not eligible 310A Steel pony truss
<p>This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.</p>			
Morgan	Bridge No. 00107 <i>Feature Carried:</i> MEASEL ROAD <i>Latitude (degrees/minutes)</i> 39 / 32.9	NBI No.5500088 <i>Feature Crossed:</i> LAKE DITCH <i>Longitude (degrees/minutes)</i> 086 / 36.8	Not eligible 310A Steel pony truss
<p>This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.</p>			
Newton	Bridge No. 00108 <i>Feature Carried:</i> ROAD 1200 SOUTH <i>Latitude (degrees/minutes)</i> 40 / 49.2	NBI No.5600058 <i>Feature Crossed:</i> DARROCH DITCH <i>Longitude (degrees/minutes)</i> 087 / 21.4	Not eligible 310A Steel pony truss
<p>This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.</p>			
Noble	Bridge No. 00002 <i>Feature Carried:</i> BRIDGE ST <i>Latitude (degrees/minutes)</i> 41 / 28.1	NBI No.5700002 <i>Feature Crossed:</i> ELKHART RIVER <i>Longitude (degrees/minutes)</i> 085 / 35.9	Not eligible 310A Steel pony truss
<p>This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.</p>			

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Orange **Bridge No. 00037** **NBI No.5900027** **Not eligible**
Feature Carried: 500 E *Feature Crossed:* LOST RIVER 310A Steel pony truss
Latitude (degrees/minutes) 38 / 38.2 *Longitude (degrees/minutes)* 086 / 21.9

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Owen **Bridge No. 00004** **NBI No.6000003** **Not eligible**
Feature Carried: CO. RD. 475 NORTH *Feature Crossed:* INDIAN CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 21.7 *Longitude (degrees/minutes)* 086 / 38.9

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Owen **Bridge No. 00113** **NBI No.6000083** **Not eligible**
Feature Carried: CO. RD. 650 WEST *Feature Crossed:* SAND LICK CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 16.1 *Longitude (degrees/minutes)* 086 / 53.0

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Pike **Bridge No. 00175** **NBI No.6300113** **Not eligible**
Feature Carried: CR 135 W *Feature Crossed:* FLAT CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 25.3 *Longitude (degrees/minutes)* 087 / 18.1

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Posey **Bridge No. 00061** **NBI No.6500194** **Not eligible**
Feature Carried: REYNOLDS ROAD *Feature Crossed:* BLACK RIVER 310A Steel pony truss
Latitude (degrees/minutes) 38 / 13.3 *Longitude (degrees/minutes)* 087 / 48.9

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Posey **Bridge No. 00239** **NBI No.6500300** **Not eligible**
Feature Carried: OLD S.R. 62 *Feature Crossed:* MCFADDEN CREEK 310A Steel pony truss
Latitude (degrees/minutes) 37 / 56.5 *Longitude (degrees/minutes)* 087 / 52.2

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Posey **Bridge No. 00354** **NBI No.6500315** **Not eligible**
Feature Carried: CR 100S *Feature Crossed:* MCADOO CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 01.5 *Longitude (degrees/minutes)* 087 / 51.6

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Putnam **Bridge No. 042-67-03172A** **NBI No.15830** **Not eligible**
Feature Carried: SR 42 *Feature Crossed:* MILL CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 299 *Longitude (degrees/minutes)* 86 / 436

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Putnam **Bridge No. 00154** **NBI No.6700133** **Not eligible**
Feature Carried: ROAD 300 SOUTH *Feature Crossed:* DEER CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 37.0 *Longitude (degrees/minutes)* 086 / 47.3

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Putnam **Bridge No. 00202** **NBI No.6700175** **Not eligible**
Feature Carried: ROAD 1200 SOUTH *Feature Crossed:* MILL CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 29.1 *Longitude (degrees/minutes)* 086 / 44.0

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Scott **Bridge No. (3)203-72-03235A** **NBI No.720** **Not eligible**
Feature Carried: SR 3 *Feature Crossed:* STUCKER CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 408 *Longitude (degrees/minutes)* 85 / 415

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Scott **Bridge No. (3)203-72-03236A** **NBI No.730** **Not eligible**
Feature Carried: SR 3 *Feature Crossed:* HOG CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 411 *Longitude (degrees/minutes)* 85 / 415

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Starke Bridge No. 00156 NBI No. 7500082 Not eligible
Feature Carried: RANGE ROAD *Feature Crossed:* ROBBINS DITCH 310A Steel pony truss
Latitude (degrees/minutes) 41 / 21.8 *Longitude (degrees/minutes)* 086 / 41.9

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Sullivan Bridge No. 00010 NBI No. 7700010 Not eligible
Feature Carried: ROAD 975 SOUTH *Feature Crossed:* BRANCH OF MARIA CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 56.3 *Longitude (degrees/minutes)* 087 / 19.3

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Sullivan Bridge No. 00158 NBI No. 7700136 Not eligible
Feature Carried: ROAD 525 EAST *Feature Crossed:* BIG BRANCH CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 07.5 *Longitude (degrees/minutes)* 087 / 18.3

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Sullivan Bridge No. 00172 NBI No. 7700146 Not eligible
Feature Carried: ROAD 300 NORTH *Feature Crossed:* BUSSERON CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 07.8 *Longitude (degrees/minutes)* 087 / 19.0

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Sullivan Bridge No. 00188 NBI No. 7700160 Not eligible
Feature Carried: ROAD 75 NORTH *Feature Crossed:* MORRISON CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 05.8 *Longitude (degrees/minutes)* 087 / 22.3

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Tippecanoe Bridge No. 00028 NBI No. 7900017 Not eligible
Feature Carried: 900S *Feature Crossed:* MONTGOMERY DITCH 310A Steel pony truss
Latitude (degrees/minutes) 40 / 17.4 *Longitude (degrees/minutes)* 086 / 56.5

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Tippecanoe Bridge No. 00091 **NBI No. 7900064** **Not eligible**
Feature Carried: 175N *Feature Crossed:* PINE CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 26.4 *Longitude (degrees/minutes)* 087 / 04.7

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Vermillion Bridge No. 163-83-01393A **NBI No. 28420** **Not eligible**
Feature Carried: SR 163 *Feature Crossed:* BROUILLETES CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 400 *Longitude (degrees/minutes)* 87 / 300

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Warren Bridge No. 00006 **NBI No. 8600004** **Previously determined not eligible**
Feature Carried: POSSUM RUN ROAD *Feature Crossed:* POSSUM RUN 310A Steel pony truss
Latitude (degrees/minutes) 40 / 10.8 *Longitude (degrees/minutes)* 087 / 27.0

Warren Bridge No. 00027 **NBI No. 8600023** **Not eligible**
Feature Carried: CR 575 SOUTH *Feature Crossed:* ROCK CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 14.1 *Longitude (degrees/minutes)* 087 / 20.9

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Warrick Bridge No. 068-87-01281B **NBI No. 28326** **Not eligible**
Feature Carried: SR 68 (SR 161) *Feature Crossed:* UPPER PIGEON CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 115 *Longitude (degrees/minutes)* 87 / 39

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Warrick Bridge No. 00287 **NBI No. 8700133** **Not eligible**
Feature Carried: TENNYSON ROAD *Feature Crossed:* BARREN FORK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 04.8 *Longitude (degrees/minutes)* 087 / 10.5

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Table 3B - Listing of Pre-1920 Non-Historic Truss Bridges

Washington	Bridge No. 256-88-03369B	NBI No. 30830	Not eligible
	<i>Feature Carried:</i> SR 256	<i>Feature Crossed:</i> MUSCATATUCK RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 44.6	<i>Longitude (degrees/minutes)</i> 85 / 54.1	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Washington	Bridge No. 00014	NBI No. 8800011	Not eligible
	<i>Feature Carried:</i> JACKSON ROAD	<i>Feature Crossed:</i> DELANEY CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 38 / 41.9	<i>Longitude (degrees/minutes)</i> 086 / 03.4	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Wayne	Bridge No. 00222	NBI No. 8900167	Not eligible
	<i>Feature Carried:</i> WEAVER ROAD	<i>Feature Crossed:</i> LITTLE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 59.8	<i>Longitude (degrees/minutes)</i> 085 / 08.6	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

Wayne	Bridge No. 00512	NBI No. 8900211	Not eligible
	<i>Feature Carried:</i> FRONT STREET	<i>Feature Crossed:</i> CRIETZ CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 48.8	<i>Longitude (degrees/minutes)</i> 085 / 10.3	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

White	Bridge No. 00104	NBI No. 9100079	Not eligible
	<i>Feature Carried:</i> 100 EAST	<i>Feature Crossed:</i> LITTLE MONON CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 50.7	<i>Longitude (degrees/minutes)</i> 086 / 51.3	

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.