

Indiana Historic Bridge Inventory

Volume 2: Listing of Historic and Non-Historic Bridges

INDOT CC No. 050108

Report prepared for
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Transportation**

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A  company

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1. Listing of Historic Bridges

This section includes a list of historic bridges eligible for listing in the National Register. This list includes bridges recommended eligible as part of this inventory project and bridges previously listed, determined eligible, or that are contributing resources within a listed historic district. The list arranges bridges alphabetically by county and numerically by bridge number (state bridges followed by county bridges). Additional identification information includes the NBI number and latitude and longitude coordinates (when available), and bridge subtype (NBI/INDOT code and type).

The list includes statements to describe if each bridge is eligible under Criteria A and C. Under each criterion, a bridge may possess significance for multiple rationales as described in the National Register evaluation system.

Section 1. Listing of Historic Bridges

Allen	Bridge No. [00541]	NBI No. XX032	Listed in the National Register
	<i>Feature Carried:</i> WELLS ST	<i>Feature Crossed:</i> ST. MARY'S RIVER	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.

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

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.

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. 00110	NBI No. 0200079	Eligible
	<i>Feature Carried:</i> TRIER ROAD	<i>Feature Crossed:</i> BULLERMAN DITCH	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 41 / 06.8	<i>Longitude (degrees/minutes)</i> 085 / 02.0	

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Section 1. Listing of Historic Bridges

Allen	Bridge No. 00191	NBI No.0200142	Eligible
	<i>Feature Carried:</i> HARTZELL ROAD	<i>Feature Crossed:</i> BENDER DITCH	101A Reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 41 / 02.9	<i>Longitude (degrees/minutes)</i> 085 / 01.8	

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: A bridge carrying intersecting roadways endures live-load forces moving in two directions requiring specially engineered substructures and/or superstructure, resulting in an innovative design.

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

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 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.

Section 1. Listing of Historic Bridges

Allen

Bridge No. 00242

NBI No. 0200178 Eligible

Feature Carried: HAMILTON ROAD

Feature Crossed: EIGHT MILE CREEK (#)

910A Iron thru truss

Latitude (degrees/minutes) 40 / 56.7

Longitude (degrees/minutes) 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.

Section 1. Listing of Historic Bridges

Allen	Bridge No. 00268	NBI No. 0200201	Eligible
	<i>Feature Carried:</i> BOSTICK ROAD	<i>Feature Crossed:</i> ST. MARYS RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 58.8	<i>Longitude (degrees/minutes)</i> 085 / 05.7	

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.

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. 00277	NBI No. 0200207	Eligible
	<i>Feature Carried:</i> MONROEVILLE ROAD	<i>Feature Crossed:</i> HOFFMAN DITCH	505 Prestressed concrete box beam-multiple
	<i>Latitude (degrees/minutes)</i> 40 / 58.7	<i>Longitude (degrees/minutes)</i> 084 / 56.4	

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Section 1. Listing of Historic Bridges

Allen	Bridge No. 00290	NBI No.0200216	Eligible
	<i>Feature Carried:</i> MARION CENTER ROAD	<i>Feature Crossed:</i> ST. MARYS RIVER	910A Iron thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 55.8	<i>Longitude (degrees/minutes)</i> 085 / 03.3	

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 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.

Allen	Bridge No. 00525	NBI No.0200261	Eligible
	<i>Feature Carried:</i> FOURTH STREET	<i>Feature Crossed:</i> SPY RUN CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 41 / 05.3	<i>Longitude (degrees/minutes)</i> 085 / 08.1	

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: The patented Melan arch system reinforcing represents a highly important design innovation 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.

Allen	Bridge No. 00527	NBI No.0200262	Previously determined eligible
	<i>Feature Carried:</i> MAIN STREET	<i>Feature Crossed:</i> ST. MARYS RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 41 / 04.7	<i>Longitude (degrees/minutes)</i> 085 / 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.

Section 1. Listing of Historic Bridges

Allen **Bridge No. 00529** **NBI No.0200264** **Previously determined eligible**
Feature Carried: COLUMBIA STREET *Feature Crossed:* MAUMEE RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 41 / 04.9 *Longitude (degrees/minutes)* 085 / 07.9

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.

Allen **Bridge No. 00532** **NBI No.0200331** **Eligible**
Feature Carried: FRANKE PARK DRIVE *Feature Crossed:* SPY RUN CREEK 102A Reinforced concrete girder
Latitude (degrees/minutes) 41 / 06.3 *Longitude (degrees/minutes)* 085 / 09.3

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Allen **Bridge No. 00537** **NBI No.0200267** **Previously determined eligible**
Feature Carried: TECUMSEH STREET *Feature Crossed:* MAUMEE RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 41 / 05.1 *Longitude (degrees/minutes)* 085 / 07.3

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.

Allen **Bridge No. 00538** **NBI No.0200268** **Previously determined eligible**
Feature Carried: PARNELL AVENUE *Feature Crossed:* ST. JOSEPH RIVER 111B Reinforced concrete arch - open spandrel
Latitude (degrees/minutes) 41 / 06.6 *Longitude (degrees/minutes)* 085 / 07.5

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.

Allen **Bridge No. 00539** **NBI No.0200269** **Previously determined eligible**
Feature Carried: TENNESSEE AVENUE *Feature Crossed:* ST. JOSEPH RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 41 / 05.4 *Longitude (degrees/minutes)* 085 / 07.7

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.

Section 1. Listing of Historic Bridges

Allen	Bridge No. 00546	NBI No. 0200273	Previously determined eligible
<i>Feature Carried:</i> STATE BOULEVARD		<i>Feature Crossed:</i> SPY RUN CREEK	102A Reinforced concrete girder
<i>Latitude (degrees/minutes)</i> 41 / 05.8		<i>Longitude (degrees/minutes)</i> 085 / 08.6	

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.

Bartholomew	Bridge No. 046-03-03782BWBL	NBI No. 10340	Eligible
<i>Feature Carried:</i> SR 46 WBL		<i>Feature Crossed:</i> EAST FORK WHITE RIVER	402D Composite continuous steel beam
<i>Latitude (degrees/minutes)</i> 39 / 121		<i>Longitude (degrees/minutes)</i> 85 / 556	

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.

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.

Section 1. Listing of Historic Bridges

Bartholomew Bridge No. 00001

Feature Carried: 500 SOUTH
Latitude (degrees/minutes) 39 / 07.8

NBI No. 0300003 Eligible

Feature Crossed: BEAR CREEK
Longitude (degrees/minutes) 085 / 41.4
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 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.

Bartholomew Bridge No. 00026

Feature Carried: 850 EAST
Latitude (degrees/minutes) 39 / 14.2

NBI No. 0300024 Eligible

Feature Crossed: CLIFTY CREEK
Longitude (degrees/minutes) 085 / 45.1
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 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.

Section 1. Listing of Historic Bridges

Bartholomew Bridge No. 00046

Feature Carried: 410 NORTH
Latitude (degrees/minutes) 39 / 15.8

NBI No. 0300042 Eligible

Feature Crossed: CLIFTY CREEK
Longitude (degrees/minutes) 085 / 42.3
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 the important contributions made by an accomplished Indiana engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

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 engineers, designers, fabricators or builders and displays distinctive engineering and/or aesthetic characteristics.

Section 1. Listing of Historic Bridges

Bartholomew Bridge No. 00056

Feature Carried: 900 NORTH
Latitude (degrees/minutes) 39 / 20.1

NBI No. 0300052 Previously determined eligible

Feature Crossed: HAW CREEK 111A Reinforced concrete arch
Longitude (degrees/minutes) 085 / 44.7

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.

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 310B Steel thru truss
Longitude (degrees/minutes) 085 / 51.6

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.

Bartholomew Bridge No. 00130

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

NBI No. 0300121 Eligible

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

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.

Bartholomew Bridge No. 00133

Feature Carried: 400 NORTH
Latitude (degrees/minutes) 39 / 15.6

NBI No. 0300123 Listed in the National Register

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

Section 1. Listing of Historic Bridges

Bartholomew Bridge No. 00165

Feature Carried: 600 WEST
Latitude (degrees/minutes) 39 / 13.0

NBI No. 0300138 Eligible

Feature Crossed: BRANCH WOLF CREEK 101A Reinforced concrete slab
Longitude (degrees/minutes) 086 / 01.5

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.

Benton Bridge No. 00010

Feature Carried: 500 W
Latitude (degrees/minutes) 40 / 41.9

NBI No. 0400004 Previously determined eligible

Feature Crossed: SUGAR CREEK 102A Reinforced concrete girder
Longitude (degrees/minutes) 087 / 25.2

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.

Benton Bridge No. 00037

Feature Carried: 500 N
Latitude (degrees/minutes) 40 / 40.7

NBI No. 0400024 Eligible

Feature Crossed: BIG PINE CREEK DITCH 310A Steel pony truss
Longitude (degrees/minutes) 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.

Section 1. Listing of Historic Bridges

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

Boone **Bridge No. 052-06-03138** **NBI No. 19110** **Eligible**
Feature Carried: US 52 *Feature Crossed:* BRUSH CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 94 *Longitude (degrees/minutes)* 86 / 357

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: Crossing built for US 52 and represents ISHC's pre-World War II development of the U.S. Highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Boone **Bridge No. 052-06-03140** **NBI No. 19140** **Eligible**
Feature Carried: US 52 *Feature Crossed:* PRAIRIE CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 65 *Longitude (degrees/minutes)* 86 / 325

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: Crossing built for US 52 and represents ISHC's pre-World War II development of the U.S. Highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Section 1. Listing of Historic Bridges

Boone **Bridge No. 052-06-03141** **NBI No. 19150** **Eligible**
Feature Carried: US 52 *Feature Crossed:* PRAIRIE CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 56 *Longitude (degrees/minutes)* 86 / 315

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: Crossing built for US 52 and represents ISHC's pre-World War II development of the U.S. Highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Boone **Bridge No. 052-06-03142** **NBI No. 19160** **Eligible**
Feature Carried: US 52 *Feature Crossed:* PRAIRIE CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 47 *Longitude (degrees/minutes)* 86 / 305

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: Crossing built for US 52 and represents ISHC's pre-World War II development of the U.S. Highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Boone **Bridge No. 00018** **NBI No. 0600011** **Eligible**
Feature Carried: 950 WEST *Feature Crossed:* GOLDSBERRY CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 09.0 *Longitude (degrees/minutes)* 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**
Feature Carried: 350 WEST *Feature Crossed:* SUGAR CREEK 310B Steel thru truss
Latitude (degrees/minutes) 40 / 09.2 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Boone	Bridge No. 00041	NBI No.0600028	Listed in the National Register
	<i>Feature Carried:</i> 200 EAST	<i>Feature Crossed:</i> SUGAR CREEK	811 Stone arch
	<i>Latitude (degrees/minutes)</i> 40 / 10.7	<i>Longitude (degrees/minutes)</i> 086 / 26.1	

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.

Boone	Bridge No. 00070	NBI No.0600052	Eligible
	<i>Feature Carried:</i> 600 EAST	<i>Feature Crossed:</i> MOUNTS RUN	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 40 / 04.3	<i>Longitude (degrees/minutes)</i> 086 / 21.7	

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 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.

Boone	Bridge No. 00086	NBI No.0600059	Eligible
	<i>Feature Carried:</i> 250 EAST	<i>Feature Crossed:</i> BROWN'S WONDER CREEK	302D Simple steel beam
	<i>Latitude (degrees/minutes)</i> 40 / 04.3	<i>Longitude (degrees/minutes)</i> 086 / 25.6	

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 uses a distinctive construction method to address the engineering challenge of its substantial skew.

Section 1. Listing of Historic Bridges

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.

Boone	Bridge No. 00309	NBI No.0600177	Previously determined eligible
	<i>Feature Carried:</i> E. FORDICE STREET	<i>Feature Crossed:</i> PRAIRIE CREEK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 40 / 03.1	<i>Longitude (degrees/minutes)</i> 086 / 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.

Brown	Bridge No. P000-07-07101B	NBI No.60310	Previously determined eligible
	<i>Feature Carried:</i> PARK ROAD	<i>Feature Crossed:</i> NORTH FORK SALT CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 117	<i>Longitude (degrees/minutes)</i> 86 / 130	

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. 00033	NBI No.0700025	Previously determined eligible
	<i>Feature Carried:</i> GREEN VALLEY ROAD	<i>Feature Crossed:</i> NORTH FORK SALT CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 11.3	<i>Longitude (degrees/minutes)</i> 086 / 17.3	

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.

Section 1. Listing of Historic Bridges

Brown **Bridge No. 00036** **NBI No.0700028** **Listed in the National Register**

Feature Carried: BOND CEMETERY ROAD
Latitude (degrees/minutes) 39 / 11.0

Feature Crossed: NORTH FORK SALT CREEK 310B Steel thru truss
Longitude (degrees/minutes) 086 / 18.2

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.

Brown **Bridge No. 00042** **NBI No.0700031** **Eligible**

Feature Carried: ELKINSVILLE ROAD
Latitude (degrees/minutes) 39 / 05.5

Feature Crossed: GRAVEL CREEK 310A Steel pony truss
Longitude (degrees/minutes) 086 / 13.7

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.

Brown **Bridge No. 00052** **NBI No.0700036** **Previously determined eligible**

Feature Carried: COVERED BRIDGE RD
Latitude (degrees/minutes) 39 / 15.7

Feature Crossed: BEAN BLOSSOM CREEK 710 Timber covered bridge
Longitude (degrees/minutes) 086 / 15.3

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.

Brown **Bridge No. 00127** **NBI No.0700075** **Eligible**

Feature Carried: KIRKS FORD ROAD
Latitude (degrees/minutes) 39 / 05.9

Feature Crossed: MIDDLE FORK SALT CREEK 310A Steel pony truss
Longitude (degrees/minutes) 086 / 13.2

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.

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Carroll	Bridge No. (421)39-08-01788A	NBI No. 32290	Previously determined eligible
	<i>Feature Carried:</i> NORTH STREET	<i>Feature Crossed:</i> US 421	107A Reinforced concrete rigid frame
	<i>Latitude (degrees/minutes)</i> 40 / 350	<i>Longitude (degrees/minutes)</i> 86 / 403	

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. 075-08-03486	NBI No. 24960	Eligible
	<i>Feature Carried:</i> SR 75	<i>Feature Crossed:</i> MIDDLE FK WILDCAT CREEK	111C Unreinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 265	<i>Longitude (degrees/minutes)</i> 86 / 315	

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Constructed during World War II by ISHC, eliminating the use of structural steel due to shortage during the war.

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.

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.

Section 1. Listing of Historic Bridges

Carroll	Bridge No. 218-08-03279	NBI No. 28910	Eligible
	<i>Feature Carried:</i> SR 218	<i>Feature Crossed:</i> PAINT CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 365	<i>Longitude (degrees/minutes)</i> 86 / 317	

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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Carroll	Bridge No. 00002	NBI No. 0800001	Previously determined eligible
	<i>Feature Carried:</i> WASHINGTON ST	<i>Feature Crossed:</i> OLD ERIE CANAL	811 Stone arch
	<i>Latitude (degrees/minutes)</i> 40 / 35.6	<i>Longitude (degrees/minutes)</i> 086 / 40.7	

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.

Carroll	Bridge No. 00018	NBI No. 0800014	Previously determined eligible
	<i>Feature Carried:</i> 500 WEST	<i>Feature Crossed:</i> WILDCAT CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 40 / 28.1	<i>Longitude (degrees/minutes)</i> 086 / 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.

Carroll	Bridge No. 00039	NBI No. 0800030	Listed in the National Register
	<i>Feature Carried:</i> 50 EAST	<i>Feature Crossed:</i> WILDCAT CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 40 / 29.0	<i>Longitude (degrees/minutes)</i> 086 / 30.7	

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.

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.

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Carroll **Bridge No. 00087** **NBI No.0800064** **Previously determined eligible**
Feature Carried: MERIDIAN ROAD *Feature Crossed:* DEER CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 36.0 *Longitude (degrees/minutes)* 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**
Feature Carried: 300 NORTH *Feature Crossed:* DEER CREEK 310B Steel thru truss
Latitude (degrees/minutes) 40 / 35.4 *Longitude (degrees/minutes)* 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.

Carroll **Bridge No. 00132** **NBI No.0800101** **Listed in the National Register**
Feature Carried: CARROLLTON RD *Feature Crossed:* WABASH RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 39.0 *Longitude (degrees/minutes)* 086 / 39.5

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.

Carroll **Bridge No. 00142** **NBI No.0800105** **Previously determined eligible**
Feature Carried: 250 WEST *Feature Crossed:* WABASH RIVER 204 Continuous concrete tee
Latitude (degrees/minutes) 40 / 41.6 *Longitude (degrees/minutes)* 086 / 34.3 beam

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. 00144** **NBI No.0800107** **Previously determined eligible**
Feature Carried: 1025 NORTH *Feature Crossed:* LITTLE ROCK CREEK 811 Stone arch
Latitude (degrees/minutes) 40 / 41.7 *Longitude (degrees/minutes)* 086 / 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.

Carroll **Bridge No. 00150** **NBI No.0800111** **Previously determined eligible**
Feature Carried: BICYCLE BRIDGE RD *Feature Crossed:* OLD ERIE CANAL 811 Stone arch
Latitude (degrees/minutes) 40 / 35.0 *Longitude (degrees/minutes)* 086 / 41.0

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.

Section 1. Listing of Historic 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.

Carroll	Bridge No. 00181	NBI No. 0800119	Listed in the National Register
	<i>Feature Carried:</i> TOWPATH RD	<i>Feature Crossed:</i> BURNETTS CREEK	819 Masonry culvert - under fill
	<i>Latitude (degrees/minutes)</i> 40 / 42.1	<i>Longitude (degrees/minutes)</i> 086 / 34.2	

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.

Carroll	Bridge No. 00502	NBI No. 0800129	Eligible
	<i>Feature Carried:</i> 750 NORTH	<i>Feature Crossed:</i> RYAN APPLETON DITCH	302A Encased steel beam
	<i>Latitude (degrees/minutes)</i> 40 / 29.4	<i>Longitude (degrees/minutes)</i> 086 / 28.6	

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 uses a distinctive construction method to address the engineering challenge of its substantial skew.

Cass	Bridge No. (25)24-09-04178A	NBI No. 6000	Previously determined eligible
	<i>Feature Carried:</i> SR 25	<i>Feature Crossed:</i> EEL RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 452	<i>Longitude (degrees/minutes)</i> 86 / 224	

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.

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Cass	Bridge No. 017-09-04177A	NBI No. 4410	Previously determined eligible
	<i>Feature Carried:</i> SR 17	<i>Feature Crossed:</i> EEL RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 454	<i>Longitude (degrees/minutes)</i> 86 / 221	

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.

Cass	Bridge No. 025-09-03841	NBI No. 6490	Eligible
	<i>Feature Carried:</i> SR 25	<i>Feature Crossed:</i> HARVEY CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 461	<i>Longitude (degrees/minutes)</i> 86 / 215	

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: Bridge is associated with Dixie Highway and development of the state's transportation system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Cass	Bridge No. 00123	NBI No. 0900083	Previously determined eligible
	<i>Feature Carried:</i> CO. RD. 825 EAST	<i>Feature Crossed:</i> WABASH RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 44.6	<i>Longitude (degrees/minutes)</i> 086 / 13.1	

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.

Cass	Bridge No. 00203	NBI No. 0900137	Eligible
	<i>Feature Carried:</i> CO. RD. 250 SOUTH	<i>Feature Crossed:</i> CONRAIL RAILROAD	303F Riveted plate girder - floor beam system
	<i>Latitude (degrees/minutes)</i> 40 / 43.7	<i>Longitude (degrees/minutes)</i> 086 / 17.5	

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

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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.

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.

Section 1. Listing of Historic Bridges

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. 00096	NBI No. 1100083	Previously determined eligible
	<i>Feature Carried:</i> CR 500 NORTH	<i>Feature Crossed:</i> ILLINOIS CREEK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 27.3	<i>Longitude (degrees/minutes)</i> 087 / 00.7	

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.

Clay	Bridge No. 00122	NBI No. 1100100	Previously determined eligible
	<i>Feature Carried:</i> CR 650 WEST	<i>Feature Crossed:</i> BIG SLOUGH CREEK	202A Continuous reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 23.5	<i>Longitude (degrees/minutes)</i> 087 / 13.9	

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.

Section 1. Listing of Historic Bridges

Clay	Bridge No. 00123	NBI No. 1100101	Eligible
	<i>Feature Carried:</i> CR 250 WEST	<i>Feature Crossed:</i> BRANCH OF BIRCH CREEK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 21.2	<i>Longitude (degrees/minutes)</i> 087 / 09.5	

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 examples of concrete thru girders constructed with an integrated slab deck illustrates the transition between these two bridge types.

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. 00145	NBI No. 1100122	Eligible
	<i>Feature Carried:</i> CR 200 NORTH	<i>Feature Crossed:</i> BRANCH OF BIRCH CREEK	101A Reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 25.0	<i>Longitude (degrees/minutes)</i> 087 / 06.6	

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.

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.

Section 1. Listing of Historic Bridges

Clay	Bridge No. 00211 <i>Feature Carried:</i> FIRST STREET <i>Latitude (degrees/minutes)</i> 39 / 17.1	NBI No.1100176 <i>Feature Crossed:</i> BRANCH OF CONNELEY DITCH <i>Longitude (degrees/minutes)</i> 087 / 07.0	Previously determined eligible 103 Rein conc girder (trans girder) floor beam system
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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.

Clay	Bridge No. 00301 <i>Feature Carried:</i> CR 200 WEST <i>Latitude (degrees/minutes)</i> 39 / 35.7	NBI No.1100237 <i>Feature Crossed:</i> CONRAIL RAILROAD <i>Longitude (degrees/minutes)</i> 087 / 09.1	Eligible 202A Continuous reinforced concrete girder
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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.

Clay	Bridge No. 00333 <i>Feature Carried:</i> LANKFORD STREET <i>Latitude (degrees/minutes)</i> 39 / 17.0	NBI No.1100242 <i>Feature Crossed:</i> BRANCH OF CONNELEY DITCH <i>Longitude (degrees/minutes)</i> 087 / 06.8	Previously determined eligible 102A Reinforced concrete girder
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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.

Clinton	Bridge No. (421)39-12-00930 <i>Feature Carried:</i> US 421 <i>Latitude (degrees/minutes)</i> 40 / 236	NBI No.32220 <i>Feature Crossed:</i> CRIPE RUN <i>Longitude (degrees/minutes)</i> 86 / 353	Eligible 111A Reinforced concrete arch
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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: Crossing likely built by state for State Route 6 and represents ISHC's early development of the state highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Section 1. Listing of Historic Bridges

Clinton **Bridge No. (421)39-12-01792B** **NBI No.32200** **Eligible**
Feature Carried: US 421 *Feature Crossed:* S FORK WILDCAT CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 190 *Longitude (degrees/minutes)* 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**
Feature Carried: US 421 *Feature Crossed:* KILMORE CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 205 *Longitude (degrees/minutes)* 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. 00036** **NBI No.1200042** **Previously determined eligible**
Feature Carried: 950 W *Feature Crossed:* SOUTH FORK WILDCAT CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 19.6 *Longitude (degrees/minutes)* 086 / 41.1

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.

Section 1. Listing of Historic Bridges

Clinton	Bridge No. 00054	NBI No. 1200058	Eligible
	<i>Feature Carried:</i> 300 W	<i>Feature Crossed:</i> SOUTH FORK WILDCAT CREEK	502 Prestressed concrete I-beam
	<i>Latitude (degrees/minutes)</i> 40 / 19.3	<i>Longitude (degrees/minutes)</i> 086 / 33.8	

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.

Clinton	Bridge No. 00055	NBI No. 1200059	Previously determined eligible
	<i>Feature Carried:</i> 250 W	<i>Feature Crossed:</i> KILMORE CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 20.1	<i>Longitude (degrees/minutes)</i> 086 / 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.

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.

Clinton	Bridge No. 00076	NBI No. 1200075	Eligible
	<i>Feature Carried:</i> 400 N	<i>Feature Crossed:</i> KILMORE CREEK	505 Prestressed concrete box beam-multiple
	<i>Latitude (degrees/minutes)</i> 40 / 20.6	<i>Longitude (degrees/minutes)</i> 086 / 17.7	

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.

Section 1. Listing of Historic Bridges

Clinton	Bridge No. 00077	NBI No. 1200076	Eligible
	<i>Feature Carried:</i> 400 N	<i>Feature Crossed:</i> KILMORE CREEK	505 Prestressed concrete
	<i>Latitude (degrees/minutes)</i> 40 / 20.6	<i>Longitude (degrees/minutes)</i> 086 / 18.5	box beam-multiple

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.

Clinton	Bridge No. 00116	NBI No. 1200109	Eligible
	<i>Feature Carried:</i> 150 S	<i>Feature Crossed:</i> MANN DITCH	505 Prestressed concrete
	<i>Latitude (degrees/minutes)</i> 40 / 15.7	<i>Longitude (degrees/minutes)</i> 086 / 28.9	box beam-multiple

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.

Clinton	Bridge No. 00131	NBI No. 1200121	Previously determined eligible
	<i>Feature Carried:</i> 680 S	<i>Feature Crossed:</i> DAVIS DITCH	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 11.1	<i>Longitude (degrees/minutes)</i> 086 / 25.5	

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.

Clinton	Bridge No. 00138	NBI No. 1200126	Previously determined eligible
	<i>Feature Carried:</i> 100 W	<i>Feature Crossed:</i> BRUSH CREEK	101A Reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 40 / 12.5	<i>Longitude (degrees/minutes)</i> 086 / 31.5	

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.

Section 1. Listing of Historic Bridges

Clinton **Bridge No. 00195** **NBI No. 1200151** **Eligible**
Feature Carried: 200 E *Feature Crossed:* ROBINSON BRANCH 122 Precast concrete beam -
Latitude (degrees/minutes) 40 / 24.5 *Longitude (degrees/minutes)* 086 / 28.1 channel beam

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.

Clinton **Bridge No. 00505** **NBI No. 1200006** **Previously determined eligible**
Feature Carried: EAST WASHINGTON ST *Feature Crossed:* PRAIRIE CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 16.8 *Longitude (degrees/minutes)* 086 / 30.6

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.

Clinton **Bridge No. 00508** **NBI No. 1200009** **Contributing resource in a listed historic district**
Feature Carried: ARMSTRONG STREET *Feature Crossed:* PRAIRIE CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 16.5 *Longitude (degrees/minutes)* 086 / 30.6

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.

Clinton **Bridge No. 00509** **NBI No. 1200001** **Previously determined eligible**
Feature Carried: CLAY STREET *Feature Crossed:* PRAIRIE CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 16.3 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Crawford	Bridge No. 037-13-01457	NBI No. 11860	Eligible
	Feature Carried: SR 37	Feature Crossed: CAMP FORK CREEK	101A Reinforced concrete slab
	Latitude (degrees/minutes) 38 / 201	Longitude (degrees/minutes) 86 / 279	

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.

Crawford	Bridge No. 064-13-03507	NBI No. 23050	Eligible
	Feature Carried: SR 64	Feature Crossed: LITTLE PATOKA RIVER	111C Unreinforced concrete arch
	Latitude (degrees/minutes) 38 / 196	Longitude (degrees/minutes) 86 / 356	

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Constructed during World War II by ISHC, eliminating the use of structural steel due to shortage during the war.

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.

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

Section 1. Listing of Historic Bridges

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

Crawford **Bridge No. 00025** **NBI No. 1300018** **Eligible**
Feature Carried: MILLTOWN RD *Feature Crossed:* SLICK RUN 302C Riveted plate girder
Latitude (degrees/minutes) 38 / 19.0 *Longitude (degrees/minutes)* 086 / 17.4

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.

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

Section 1. Listing of Historic Bridges

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.

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 engineers, designers, fabricators or builders and displays distinctive engineering and/or aesthetic characteristics.

Section 1. Listing of Historic Bridges

Crawford **Bridge No. 00042** **NBI No. 1300033** **Previously determined eligible**
Feature Carried: ALTON RD *Feature Crossed:* MILL CREEK 910A Iron thru truss
Latitude (degrees/minutes) 38 / 07.8 *Longitude (degrees/minutes)* 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**
Feature Carried: BEECHWOOD RD *Feature Crossed:* LITTLE BLUE RIVER 310B Steel thru truss
Latitude (degrees/minutes) 38 / 10.0 *Longitude (degrees/minutes)* 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.

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.

Section 1. Listing of Historic Bridges

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.

Crawford **Bridge No. 00129** **NBI No. 1300069** **Eligible**
Feature Carried: MAIN ST *Feature Crossed:* SOUTHERN RAILROAD 104 Concrete tee beam
Latitude (degrees/minutes) 38 / 20.9 *Longitude (degrees/minutes)* 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 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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

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.

Section 1. Listing of Historic Bridges

Daviess **Bridge No. 00183** **NBI No. 1400119** **Previously determined eligible**
Feature Carried: RD 1025 E *Feature Crossed:* EAST FORK WHITE RIVER 310B Steel thru truss
Latitude (degrees/minutes) 38 / 30.1 *Longitude (degrees/minutes)* 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. 001-15-01683A** **NBI No. 20** **Previously determined eligible**
Feature Carried: SR 1 *Feature Crossed:* SALT FORK 309 Steel deck truss
Latitude (degrees/minutes) 39 / 93 *Longitude (degrees/minutes)* 84 / 527

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**
Feature Carried: SR 46 *Feature Crossed:* WHITEWATER RIVER 310B Steel thru truss
Latitude (degrees/minutes) 39 / 168 *Longitude (degrees/minutes)* 84 / 525

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. 046-15-03032** **NBI No. 17460** **Previously determined eligible**
Feature Carried: SR 46 *Feature Crossed:* E FORK TANNERS CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 170 *Longitude (degrees/minutes)* 85 / 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.

Section 1. Listing of Historic Bridges

Dearborn **Bridge No. 050-15-00210A** **NBI No. 18790** **Eligible**
Feature Carried: US 50 *Feature Crossed:* TANNERS CR & SERVICE RD 402H Continuous riveted plate girder
Latitude (degrees/minutes) 39 / 58 *Longitude (degrees/minutes)* 84 / 517

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: Crossing built for US 50 and represents ISHC's early development of the U.S. Highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Dearborn **Bridge No. 050-15-01232A** **NBI No. 18780** **Eligible**
Feature Carried: US 50 *Feature Crossed:* WILSON CREEK 119B Reinforced concrete arch - under fill
Latitude (degrees/minutes) 39 / 46 *Longitude (degrees/minutes)* 84 / 536

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: Crossing built for US 50 and represents ISHC's early development of the U.S. Highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Dearborn **Bridge No. 00015** **NBI No. 1500014** **Previously determined eligible**
Feature Carried: BELLS BRANCH ROAD *Feature Crossed:* LAUGHERY CREEK 310B Steel thru truss
Latitude (degrees/minutes) 38 / 56.2 *Longitude (degrees/minutes)* 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. 00020** **NBI No. 1500018** **Previously determined eligible**
Feature Carried: CHESTERVILLE ROAD *Feature Crossed:* ALLEN BRANCH 119B Reinforced concrete arch - under fill
Latitude (degrees/minutes) 39 / 03.0 *Longitude (degrees/minutes)* 084 / 59.6

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.

Section 1. Listing of Historic Bridges

Dearborn Bridge No. 00024 NBI No. 1500021 Eligible
Feature Carried: COLD SPRING ROAD *Feature Crossed:* LEE BRANCH/S.HOGAN CREEK 119B Reinforced concrete arch - under fill
Latitude (degrees/minutes) 39 / 04.1 *Longitude (degrees/minutes)* 085 / 04.6

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.

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

Dearborn Bridge No. 00077 NBI No. 1500070 Previously determined eligible
Feature Carried: WOLLUING ROAD *Feature Crossed:* TAYLOR CREEK 103 Rein conc girder (trans girder) floor beam system
Latitude (degrees/minutes) 39 / 13.3 *Longitude (degrees/minutes)* 085 / 01.6

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

Section 1. Listing of Historic Bridges

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

Dearborn Bridge No. 00223 **NBI No. 1500116** **Previously determined eligible**
Feature Carried: CO. PARK ENTRANCE *Feature Crossed:* BRANCH TANNERS CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 10.2 *Longitude (degrees/minutes)* 084 / 54.5

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.

Decatur Bridge No. 00002 **NBI No. 1600002** **Eligible**
Feature Carried: 421N *Feature Crossed:* CLIFTY CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 23.7 *Longitude (degrees/minutes)* 085 / 33.3

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: Crossing originally built by state for State Route 6 and represents ISHC's early development of the state highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Decatur Bridge No. 00018 **NBI No. 1600009** **Previously determined eligible**
Feature Carried: 400W *Feature Crossed:* FLATROCK RIVER 310B Steel thru truss
Latitude (degrees/minutes) 39 / 26.7 *Longitude (degrees/minutes)* 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**
Feature Carried: 750N *Feature Crossed:* FLATROCK RIVER 310B Steel thru truss
Latitude (degrees/minutes) 39 / 25.3 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Decatur **Bridge No. 00033** **NBI No. 1600022** **Eligible**
Feature Carried: 650N *Feature Crossed:* LITTLE FLATROCK RIVER 811 Stone arch
Latitude (degrees/minutes) 39 / 25.9 *Longitude (degrees/minutes)* 085 / 33.1

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.

Decatur **Bridge No. 00045** **NBI No. 1600033** **Eligible**
Feature Carried: 100W *Feature Crossed:* MUDDY FORK SAND CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 22.2 *Longitude (degrees/minutes)* 085 / 30.0

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 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: Stone arch bridges designed with segmental or elliptical arches represent a highly important and unusual variation from the typical Roman (or semicircular) arch.

Decatur **Bridge No. 00080** **NBI No. 1600061** **Eligible**
Feature Carried: 1000E *Feature Crossed:* SALT CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 19.2 *Longitude (degrees/minutes)* 085 / 17.3

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.

Section 1. Listing of Historic Bridges

Decatur

Bridge No. 00114

NBI No. 1600092 Eligible

Feature Carried: 220SW

Feature Crossed: MUDDY FORK SAND CREEK 811 Stone arch

Latitude (degrees/minutes) 39 / 17.2

Longitude (degrees/minutes) 085 / 31.6

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 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: Stone arch bridges designed with segmental or elliptical arches represent a highly important and unusual variation from the typical Roman (or semicircular) arch.

Decatur

Bridge No. 00115

NBI No. 1600093 Previously determined eligible

Feature Carried: 500S

Feature Crossed: SAND CREEK

310B Steel thru truss

Latitude (degrees/minutes) 39 / 15.8

Longitude (degrees/minutes) 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.

Decatur

Bridge No. 00118

NBI No. 1600096 Eligible

Feature Carried: 250S

Feature Crossed: MUDDY FORK SAND CREEK 811 Stone arch

Latitude (degrees/minutes) 39 / 18.0

Longitude (degrees/minutes) 085 / 31.7

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.

Section 1. Listing of Historic Bridges

Decatur **Bridge No. 00124** **NBI No. 1600101** **Eligible**
Feature Carried: 100S Feature Crossed: CLIFTY CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 19.3 Longitude (degrees/minutes) 085 / 41.0

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

Decatur **Bridge No. 00131** **NBI No. 1600107** **Eligible**
Feature Carried: 200S Feature Crossed: CLIFTY CREEK 403A Continuous steel girder-
Latitude (degrees/minutes) 39 / 18.4 Longitude (degrees/minutes) 085 / 41.2 floor beam system

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.

Decatur **Bridge No. 00134** **NBI No. 1600110** **Eligible**
Feature Carried: 600W Feature Crossed: BR FALL FORK CLIFTY CR 811 Stone arch
Latitude (degrees/minutes) 39 / 16.3 Longitude (degrees/minutes) 085 / 35.7

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.

Section 1. Listing of Historic Bridges

Decatur **Bridge No. 00137** **NBI No. 1600113** **Eligible**
Feature Carried: 700W *Feature Crossed:* BR FALL FORK CLIFTY CR 811 Stone arch
Latitude (degrees/minutes) 39 / 16.6 *Longitude (degrees/minutes)* 085 / 36.9

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.

Decatur **Bridge No. 00138** **NBI No. 1600114** **Eligible**
Feature Carried: 700W *Feature Crossed:* BR FALL FORK CLIFTY CR 811 Stone arch
Latitude (degrees/minutes) 39 / 17.1 *Longitude (degrees/minutes)* 085 / 36.9

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.

Decatur **Bridge No. 00159** **NBI No. 1600133** **Eligible**
Feature Carried: 1300S *Feature Crossed:* MILLSTONE CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 08.8 *Longitude (degrees/minutes)* 085 / 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 is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Decatur **Bridge No. 00162** **NBI No. 1600201** **Listed in the National Register**
Feature Carried: LAYTON DRIVE *Feature Crossed:* SAND CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 10.0 *Longitude (degrees/minutes)* 085 / 32.8

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.

Section 1. Listing of Historic Bridges

Decatur	Bridge No. 00237	NBI No. 1600178	Eligible
	<i>Feature Carried:</i> EAST STREET	<i>Feature Crossed:</i> GAS CREEK	811 Stone arch
	<i>Latitude (degrees/minutes)</i> 39 / 20.0	<i>Longitude (degrees/minutes)</i> 085 / 29.0	

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: Association with Michigan Road, one of Indiana's earliest transportation routes.

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.

Dekalb	Bridge No. 00003	NBI No. 1700004	Listed in the National Register
	<i>Feature Carried:</i> MILL ST	<i>Feature Crossed:</i> SAINT JOSEPH RIVER	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 41 / 16.9	<i>Longitude (degrees/minutes)</i> 084 / 54.9	

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.

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.

Section 1. Listing of Historic Bridges

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

Delaware Bridge No. 00085 NBI No. 1800070 Eligible
Feature Carried: RD 800 E *Feature Crossed:* MISSISSINEWA RIVER 310B Steel thru truss
Latitude (degrees/minutes) 40 / 17.5 *Longitude (degrees/minutes)* 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
Feature Carried: RD 700 N *Feature Crossed:* MISSISSINEWA RIVER 310A Steel pony truss
Latitude (degrees/minutes) 40 / 17.5 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

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

Delaware Bridge No. 00130 NBI No. 1800110 Previously determined eligible
Feature Carried: RD 300 S *Feature Crossed:* WHITE RIVER 310B Steel thru truss
Latitude (degrees/minutes) 40 / 09.0 *Longitude (degrees/minutes)* 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
Feature Carried: ABANDONED RD 750 W *Feature Crossed:* WHITE RIVER 310B Steel thru truss
Latitude (degrees/minutes) 40 / 10.0 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

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

Delaware **Bridge No. 00503** **NBI No. 1800180** **Listed in the National Register**
Feature Carried: MEEK AVENUE *Feature Crossed:* WHITE RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 11.7 *Longitude (degrees/minutes)* 085 / 23.5

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.

Delaware **Bridge No. 00701** **NBI No. 1800193** **Eligible**
Feature Carried: WATER STREET *Feature Crossed:* HALFWAY CREEK 302D Simple steel beam
Latitude (degrees/minutes) 40 / 17.9 *Longitude (degrees/minutes)* 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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

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

Section 1. Listing of Historic Bridges

Dubois	Bridge No. 164-19-03717A	NBI No.28450	Eligible
	<i>Feature Carried:</i> SR 164	<i>Feature Crossed:</i> PATOKA RIVER	201A Continuous reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 38 / 233	<i>Longitude (degrees/minutes)</i> 86 / 557	

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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Dubois	Bridge No. 00055	NBI No.1900045	Eligible
	<i>Feature Carried:</i> CUZCO ROAD WEST	<i>Feature Crossed:</i> DAVIS CREEK	302D Simple steel beam
	<i>Latitude (degrees/minutes)</i> 38 / 29.3	<i>Longitude (degrees/minutes)</i> 086 / 45.4	

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: Crossing built for Main Market No. 4 and represents ISHC's early state highway development.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Dubois	Bridge No. 00114	NBI No.1900080	Eligible
	<i>Feature Carried:</i> SCHNELLVILE ROAD	<i>Feature Crossed:</i> HALL CREEK	505 Prestressed concrete box beam-multiple
	<i>Latitude (degrees/minutes)</i> 38 / 21.8	<i>Longitude (degrees/minutes)</i> 086 / 49.7	

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.

Section 1. Listing of Historic Bridges

Elkhart	Bridge No.	NBI No.	XX029	Eligible
	Feature Carried: W. Jefferson Street Latitude (degrees/minutes) /	Feature Crossed: Hydraulic Canal Longitude (degrees/minutes) /		811 Stone arch

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.

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

Elkhart	Bridge No.	NBI No.	XX019	Eligible
	Feature Carried: Murray Street Latitude (degrees/minutes) /	Feature Crossed: Hydraulic Canal Longitude (degrees/minutes) /		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 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. 033-20-03906A	NBI No. 10970	Eligible
	Feature Carried: US 33 Latitude (degrees/minutes) 41 / 305	Feature Crossed: ELKHART RIVER Longitude (degrees/minutes) 85 / 456	201A Continuous reinforced concrete slab

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: Variable depth is an important innovation in bridge construction to achieve greater span distances than can be achieved with a traditional form.

Section 1. Listing of Historic Bridges

Elkhart	Bridge No. 00303	NBI No.2000113	Eligible
	<i>Feature Carried:</i> CO RD 17	<i>Feature Crossed:</i> TURKEY CREEK	505 Prestressed concrete box beam-multiple
	<i>Latitude (degrees/minutes)</i> 41 / 26.3	<i>Longitude (degrees/minutes)</i> 085 / 53.1	

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

Elkhart	Bridge No. 00367	NBI No.2000197	Previously determined eligible
	<i>Feature Carried:</i> LEXINGTON AVENUE	<i>Feature Crossed:</i> ST. JOSEPH RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 41 / 41.0	<i>Longitude (degrees/minutes)</i> 085 / 58.8	

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.

Elkhart	Bridge No. 00374	NBI No.2000159	Previously determined eligible
	<i>Feature Carried:</i> ELKHART AVENUE	<i>Feature Crossed:</i> ELKHART RIVER	111B Reinforced concrete arch - open spandrel
	<i>Latitude (degrees/minutes)</i> 41 / 41.1	<i>Longitude (degrees/minutes)</i> 085 / 58.1	

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.

Elkhart	Bridge No. 00381	NBI No.2000202	Contributing resource in a listed historic district
	<i>Feature Carried:</i> N. MAIN ST	<i>Feature Crossed:</i> ST. JOSEPH RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 41 / 41.5	<i>Longitude (degrees/minutes)</i> 086 / 58.5	

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.

Elkhart	Bridge No. 00383	NBI No.2000163	Previously determined eligible
	<i>Feature Carried:</i> JOHNSON STREET	<i>Feature Crossed:</i> ST. JOSEPH RIVER	309 Steel deck truss
	<i>Latitude (degrees/minutes)</i> 41 / 41.6	<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.

Section 1. Listing of Historic Bridges

Elkhart **Bridge No. 00387** **NBI No.2000165** **Previously determined eligible**
Feature Carried: BRIDGE STREET *Feature Crossed:* ST. JOSEPH RIVER 202A Continuous reinforced
Latitude (degrees/minutes) 41 / 40.6 *Longitude (degrees/minutes)* 085 / 59.4 concrete girder

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.

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

Elkhart **Bridge No. 00408** **NBI No.2000174** **Previously determined eligible**
Feature Carried: LINCOLN AVENUE *Feature Crossed:* ELKHART RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 41 / 35.2 *Longitude (degrees/minutes)* 085 / 50.4

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.

Fayette **Bridge No. 00025** **NBI No.2100020** **Eligible**
Feature Carried: ROAD 300 NORTH *Feature Crossed:* WILLIAMS CREEK 319A Multiplate arch - under fill
Latitude (degrees/minutes) 39 / 41.2 *Longitude (degrees/minutes)* 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 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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Section 1. Listing of Historic Bridges

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

Floyd	Bridge No. 00024 <i>Feature Carried:</i> GEORGETOWN-GREENVL <i>Latitude (degrees/minutes)</i> 38 / 20.0	NBI No.2200023 Eligible <i>Feature Crossed:</i> RICHLAND CREEK <i>Longitude (degrees/minutes)</i> 086 / 00.1	201A Continuous reinforced concrete slab
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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.

Floyd	Bridge No. 00046 <i>Feature Carried:</i> PAOLI PIKE <i>Latitude (degrees/minutes)</i> 38 / 19.5	NBI No.2200045 Eligible <i>Feature Crossed:</i> LITTLE INDIAN CREEK <i>Longitude (degrees/minutes)</i> 085 / 52.6	111A Reinforced concrete arch
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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: Crossing on Dixie Highway demonstrates development of the cross country transportation system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Floyd	Bridge No. 00070 <i>Feature Carried:</i> SPRING STREET <i>Latitude (degrees/minutes)</i> 38 / 17.9	NBI No.2200086 Previously determined eligible <i>Feature Crossed:</i> SILVER CREEK <i>Longitude (degrees/minutes)</i> 085 / 47.5	111B Reinforced concrete arch - open spandrel
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Section 1. Listing of Historic 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. 00062	NBI No. 2300050	Previously determined eligible
	<i>Feature Carried:</i> 270 EAST	<i>Feature Crossed:</i> EAST FORK OF COAL CREEK	102B Reinforced concrete beam
	<i>Latitude (degrees/minutes)</i> 40 / 05.4	<i>Longitude (degrees/minutes)</i> 087 / 12.6	

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.

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.

Section 1. Listing of Historic 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.

Section 1. Listing of Historic 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. 00122	NBI No. 2300096	Previously determined eligible
	<i>Feature Carried:</i> 450 NORTH	<i>Feature Crossed:</i> RATTLESNAKE CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 11.6	<i>Longitude (degrees/minutes)</i> 087 / 19.5	

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.

Fountain	Bridge No. 00126	NBI No. 2300099	Eligible
	<i>Feature Carried:</i> 670 WEST	<i>Feature Crossed:</i> MALLORY BRANCH	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 08.9	<i>Longitude (degrees/minutes)</i> 087 / 23.3	

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 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: Spandrel braced arches represents a highly important method of construction within this bridge type for their efficient use of materials.

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 engineers, designers, fabricators or builders and displays distinctive engineering and/or aesthetic characteristics.

Section 1. Listing of Historic Bridges

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.

Fountain	Bridge No. 00139	NBI No. 2300109	Previously determined eligible
	<i>Feature Carried:</i> 800 NORTH	<i>Feature Crossed:</i> BIG SHAWNEE CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 40 / 14.6	<i>Longitude (degrees/minutes)</i> 087 / 14.8	

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.

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.

Section 1. Listing of Historic Bridges

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.

Fountain	Bridge No. 00151	NBI No. 2300118	Previously determined eligible
	<i>Feature Carried:</i> 1300 NORTH	<i>Feature Crossed:</i> OPOSSUM HOLLOW	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 19.0	<i>Longitude (degrees/minutes)</i> 087 / 09.1	

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.

Fountain	Bridge No. 00169	NBI No. 2300157	Previously determined eligible
	<i>Feature Carried:</i> OLD US 41	<i>Feature Crossed:</i> DRY RUN	102B Reinforced concrete beam
	<i>Latitude (degrees/minutes)</i> 40 / 07.6	<i>Longitude (degrees/minutes)</i> 087 / 15.0	

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.

Section 1. Listing of Historic 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.

Section 1. Listing of Historic Bridges

Franklin **Bridge No. 046-24-03124A** **NBI No. 17430** **Previously determined eligible**
Feature Carried: SR 46 *Feature Crossed:* LAUGHERY CREEK 102A Reinforced concrete girder
Latitude (degrees/minutes) 39 / 186 *Longitude (degrees/minutes)* 85 / 144

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.

Franklin **Bridge No. 052-24-00825** **NBI No. 19420** **Eligible**
Feature Carried: US 52 *Feature Crossed:* BUTLERS RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 258 *Longitude (degrees/minutes)* 85 / 10

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: Crossing built for US 52 and represents ISHC's early development of the U.S. Highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Franklin **Bridge No. 00005** **NBI No. 2400003** **Previously determined eligible**
Feature Carried: CHAPEL ROAD *Feature Crossed:* S FORK LITTLE SALT CREEK 104 Concrete tee beam
Latitude (degrees/minutes) 39 / 28.0 *Longitude (degrees/minutes)* 085 / 16.7

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.

Franklin **Bridge No. 00025** **NBI No. 2400015** **Eligible**
Feature Carried: STONE CHURCH ROAD *Feature Crossed:* SALT WELL CREEK 104 Concrete tee beam
Latitude (degrees/minutes) 39 / 30.3 *Longitude (degrees/minutes)* 085 / 01.3

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.

Section 1. Listing of Historic Bridges

Franklin	Bridge No. 00035	NBI No. 2400020	Previously determined eligible
	<i>Feature Carried:</i> HARVEY BRANCH RD	<i>Feature Crossed:</i> BROWN BRANCH SALT CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 22.7	<i>Longitude (degrees/minutes)</i> 085 / 12.6	

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.

Franklin	Bridge No. 00041	NBI No. 2400025	Eligible
	<i>Feature Carried:</i> SNAIL CREEK ROAD	<i>Feature Crossed:</i> SNAIL CREEK	104 Concrete tee beam
	<i>Latitude (degrees/minutes)</i> 39 / 25.4	<i>Longitude (degrees/minutes)</i> 085 / 03.9	

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

Franklin	Bridge No. 00044	NBI No. 2400028	Eligible
	<i>Feature Carried:</i> SNAIL CREEK ROAD	<i>Feature Crossed:</i> SNAIL CREEK	101A Reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 25.0	<i>Longitude (degrees/minutes)</i> 085 / 04.7	

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.

Franklin	Bridge No. 00045	NBI No. 2400029	Eligible
	<i>Feature Carried:</i> SNAIL CREEK ROAD	<i>Feature Crossed:</i> SNAIL CREEK	101A Reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 25.0	<i>Longitude (degrees/minutes)</i> 085 / 04.9	

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

Section 1. Listing of Historic Bridges

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

Franklin **Bridge No. 00073** **NBI No.2400050** **Listed in the National Register**
Feature Carried: ENOCHSBURG ROAD *Feature Crossed:* SALT CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 20.1 *Longitude (degrees/minutes)* 085 / 16.9

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.

Franklin **Bridge No. 00078** **NBI No.2400053** **Eligible**
Feature Carried: HARVEY BRANCH RD *Feature Crossed:* HARVEY BRANCH SALT CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 20.9 *Longitude (degrees/minutes)* 085 / 12.4

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.

Franklin **Bridge No. 00089** **NBI No.2400060** **Eligible**
Feature Carried: HIGHLAND CENTER RD *Feature Crossed:* EAST FORK BLUE CREEK 101A Reinforced concrete slab
Latitude (degrees/minutes) 39 / 19.1 *Longitude (degrees/minutes)* 085 / 00.2

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.

Section 1. Listing of Historic Bridges

Franklin	Bridge No. 00090 <i>Feature Carried:</i> CAMPGROUND ROAD <i>Latitude (degrees/minutes)</i> 39 / 21.2	NBI No.2400061 Previously determined eligible <i>Feature Crossed:</i> RAMSEY CREEK <i>Longitude (degrees/minutes)</i> 084 / 56.8	111A Reinforced concrete arch
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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.

Franklin	Bridge No. 00102 <i>Feature Carried:</i> SNOWHILL ROAD <i>Latitude (degrees/minutes)</i> 39 / 19.5	NBI No.2400072 Listed in the National Register <i>Feature Crossed:</i> JOHNSON FORK WHITEWATER <i>Longitude (degrees/minutes)</i> 084 / 51.1	710 Timber covered bridge
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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.

Franklin	Bridge No. 00163 <i>Feature Carried:</i> WATER STREET <i>Latitude (degrees/minutes)</i> 39 / 20.3	NBI No.2400099 Previously determined eligible <i>Feature Crossed:</i> HARVEY BRANCH <i>Longitude (degrees/minutes)</i> 085 / 12.5	104 Concrete tee beam
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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.

Fulton	Bridge No. 00091 <i>Feature Carried:</i> MICHIGAN ROAD <i>Latitude (degrees/minutes)</i> 41 / 04.7	NBI No.2500038 Eligible <i>Feature Crossed:</i> MILL CREEK <i>Longitude (degrees/minutes)</i> 086 / 13.0	119B Reinforced concrete arch - under fill
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This bridge is eligible under Criterion A as it is has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Associated with Dixie Highway and Main Market No. 1 and demonstrates the development of significant transportation route.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Section 1. Listing of Historic Bridges

Gibson	Bridge No. 041-26-03917E	NBI No. 14560	Eligible
	<i>Feature Carried:</i> US 41	<i>Feature Crossed:</i> WHITE RIVER	403C Cont riveted plate girder-floor beam system
	<i>Latitude (degrees/minutes)</i> 38 / 295	<i>Longitude (degrees/minutes)</i> 87 / 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 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: Variable depth is an important innovation in bridge construction to achieve greater span distances than can be achieved with a traditional form.

Rationale: Cantilevered spans allow greater bridge lengths to be achieved than could be gained with simple-span construction, representing of a highly important innovation in beam bridge construction.

Gibson	Bridge No. 00047	NBI No. 2600033	Previously determined eligible
	<i>Feature Carried:</i> BARNES ROAD	<i>Feature Crossed:</i> BIG BAYOU	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 38 / 15.5	<i>Longitude (degrees/minutes)</i> 087 / 52.8	

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.

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.

Section 1. Listing of Historic Bridges

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

Gibson **Bridge No. 00398** **NBI No.2600279** **Previously determined eligible**
Feature Carried: OLD S.R. 65 *Feature Crossed:* PATOKA RIVER 310B Steel thru truss
Latitude (degrees/minutes) 38 / 23.5 *Longitude (degrees/minutes)* 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**
Feature Carried: CR 550S *Feature Crossed:* BIG BAYOU 310A Steel pony truss
Latitude (degrees/minutes) 38 / 16.2 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

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.

Gibson	Bridge No. 00514	NBI No.2600050	Previously determined eligible
	<i>Feature Carried:</i> MOORES BRIDGE ROAD	<i>Feature Crossed:</i> PATOKA RIVER	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 38 / 24.7	<i>Longitude (degrees/minutes)</i> 087 / 27.4	

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.

Grant	Bridge No. 00100	NBI No.2700072	Eligible
	<i>Feature Carried:</i> EAST COUNTY LINE	<i>Feature Crossed:</i> WALNUT CREEK	502 Prestressed concrete I-beam
	<i>Latitude (degrees/minutes)</i> 40 / 30.2	<i>Longitude (degrees/minutes)</i> 085 / 26.8	

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.

Grant	Bridge No. 00174	NBI No.2700121	Listed in the National Register
	<i>Feature Carried:</i> ROAD 990 EAST	<i>Feature Crossed:</i> MISSISSINEWA RIVER	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 40 / 23.3	<i>Longitude (degrees/minutes)</i> 085 / 29.1	

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.

Section 1. Listing of Historic Bridges

Grant	Bridge No. 00712	NBI No. 2700163	Eligible
	<i>Feature Carried:</i> BRANSON STREET	<i>Feature Crossed:</i> MISSISSINEWA RIVER	201A Continuous reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 40 / 33.6	<i>Longitude (degrees/minutes)</i> 085 / 39.4	

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

Greene	Bridge No. (231)157-28-03525	NBI No. 27860	Eligible
	<i>Feature Carried:</i> US 231	<i>Feature Crossed:</i> DOANS CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 38 / 552	<i>Longitude (degrees/minutes)</i> 86 / 554	

This bridge is eligible under Criterion A as it is has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Located on US 231, this bridge was likely built to serve increased traffic on route to the Crane Naval Ammunition Depot.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Greene	Bridge No. (231)157-28-03526	NBI No. 27870	Eligible
	<i>Feature Carried:</i> US 231	<i>Feature Crossed:</i> BRANCH DOANS CREEK	119B Reinforced concrete arch - under fill
	<i>Latitude (degrees/minutes)</i> 38 / 555	<i>Longitude (degrees/minutes)</i> 86 / 554	

This bridge is eligible under Criterion A as it is has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Located on US 231, this bridge was likely built to serve increased traffic on route to the Crane Naval Ammunition Depot.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Section 1. Listing of Historic Bridges

Greene	Bridge No. (231)157-28-03527	NBI No.27880	Eligible
	<i>Feature Carried:</i> US 231	<i>Feature Crossed:</i> BOGARD CREEK	119B Reinforced concrete
	<i>Latitude (degrees/minutes)</i> 38 / 569	<i>Longitude (degrees/minutes)</i> 86 / 557	arch - under fill

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Located on US 231, this bridge was likely built to serve increased traffic on route to the Crane Naval Ammunition Depot.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

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.

Section 1. Listing of Historic Bridges

Greene	Bridge No. 00015	NBI No. 2800009	Previously determined eligible
	<i>Feature Carried:</i> CO. RD. 490 NORTH	<i>Feature Crossed:</i> DRY BRANCH	201A Continuous reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 05.6	<i>Longitude (degrees/minutes)</i> 086 / 47.4	

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.

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.

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. 00086	NBI No. 2800060	Listed in the National Register
	<i>Feature Carried:</i> CO. RD. 25 EAST	<i>Feature Crossed:</i> PLUMMER CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 38 / 59.6	<i>Longitude (degrees/minutes)</i> 086 / 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.

Section 1. Listing of Historic Bridges

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 engineers, designers, fabricators or builders and displays distinctive engineering and/or aesthetic characteristics.

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.

Section 1. Listing of Historic Bridges

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.

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 engineers, designers, fabricators or builders and displays distinctive engineering and/or aesthetic characteristics.

Section 1. Listing of Historic Bridges

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 engineers, designers, fabricators or builders and displays distinctive engineering and/or aesthetic characteristics.

Greene	Bridge No. 00255	NBI No. 2800204	Eligible
	<i>Feature Carried:</i> CO. RD. 1400 EAST	<i>Feature Crossed:</i> INDIANA RAILROAD COMPANY	702A Timber beam
	<i>Latitude (degrees/minutes)</i> 39 / 06.3	<i>Longitude (degrees/minutes)</i> 086 / 41.0	

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 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.

Section 1. Listing of Historic Bridges

Greene

Bridge No. 00260

NBI No.2800175 Eligible

Feature Carried: CO. RD. 390 NORTH

Feature Crossed: INDIANA RAILROAD
COMPANY

702A Timber beam

Latitude (degrees/minutes) 39 / 04.8

Longitude (degrees/minutes) 086 / 53.6

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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Greene

Bridge No. 00272

NBI No.2800176 Eligible

Feature Carried: CO. RD. 200 NORTH

Feature Crossed: INDIANA RAILROAD
COMPANY

702A Timber beam

Latitude (degrees/minutes) 39 / 03.1

Longitude (degrees/minutes) 086 / 55.2

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.

Section 1. Listing of Historic Bridges

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

Hamilton **Bridge No. 00023** **NBI No. 2900021** **Eligible**
Feature Carried: JOLIET ROAD *Feature Crossed:* BRANCH LITTLE EAGLE CRK. 101A Reinforced concrete slab
Latitude (degrees/minutes) 40 / 03.1 *Longitude (degrees/minutes)* 086 / 13.9

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

Hamilton **Bridge No. 00133** **NBI No. 2900120** **Eligible**
Feature Carried: 186TH STREET EAST *Feature Crossed:* STONY CREEK 201A Continuous reinforced
Latitude (degrees/minutes) 40 / 03.5 *Longitude (degrees/minutes)* 085 / 55.8 concrete slab

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 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 a rusticated façade.

Section 1. Listing of Historic Bridges

Hamilton **Bridge No. 00151** **NBI No. 2900138** **Previously determined eligible**
Feature Carried: CUMBERLAND ROAD *Feature Crossed:* STONY CREEK 201A Cont reinforced concrete slab
Latitude (degrees/minutes) 40 / 01.8 *Longitude (degrees/minutes)* 085 / 59.7

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.

Hancock **Bridge No. 040-30-03505** **NBI No. 13970** **Previously determined eligible**
Feature Carried: US 40 *Feature Crossed:* BRANDYWINE CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 47.2 *Longitude (degrees/minutes)* 85 / 45.5

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.

Hancock **Bridge No. 00017** **NBI No. 3000085** **Eligible**
Feature Carried: CR 675 E *Feature Crossed:* SUGAR CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 55.4 *Longitude (degrees/minutes)* 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**
Feature Carried: CR 900 E *Feature Crossed:* BIG BLUE RIVER 310B Steel thru truss
Latitude (degrees/minutes) 39 / 42.6 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Harrison	Bridge No. 00050	NBI No. 3100031	Eligible
	<i>Feature Carried:</i> RIVER ROAD	<i>Feature Crossed:</i> LICK RUN CREEK	104 Concrete tee beam
	<i>Latitude (degrees/minutes)</i> 38 / 01.3	<i>Longitude (degrees/minutes)</i> 086 / 12.0	

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 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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

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. 00106	NBI No. 3200078	Previously determined eligible
	<i>Feature Carried:</i> RD 550 N	<i>Feature Crossed:</i> W FORK BIG WALNUT CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 50.5	<i>Longitude (degrees/minutes)</i> 086 / 40.0	

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.

Section 1. Listing of Historic Bridges

Hendricks Bridge No. 00143 **NBI No. 3200109 Eligible**
Feature Carried: RD 700 S *Feature Crossed:* BRANCH OF MILL CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 39.5 *Longitude (degrees/minutes)* 086 / 38.6

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Hendricks Bridge No. 00162 **NBI No. 3200121 Eligible**
Feature Carried: E COLUMBIA STREET *Feature Crossed:* W FORK WHITE LICK CREEK 502 Prestressed concrete I-beam
Latitude (degrees/minutes) 39 / 45.9 *Longitude (degrees/minutes)* 086 / 31.0

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 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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

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

Hendricks Bridge No. 00227 **NBI No. 3200173 Previously determined eligible**
Feature Carried: RD 600 S *Feature Crossed:* E FORK WHITE LICK CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 40.5 *Longitude (degrees/minutes)* 086 / 20.1

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.

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Hendricks **Bridge No. 00272** **NBI No. 3200214** **Eligible**
Feature Carried: RD 550 W *Feature Crossed:* CONRAIL RAILROAD 202A Continuous reinforced
Latitude (degrees/minutes) 39 / 43.6 *Longitude (degrees/minutes)* 086 / 37.4 concrete girder

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.

Henry **Bridge No. 040-33-03596A** **NBI No. 14070** **Previously determined eligible**
Feature Carried: US 40 *Feature Crossed:* SIMMONS CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 487 *Longitude (degrees/minutes)* 85 / 137

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.

Henry **Bridge No. 00241** **NBI No. 3300146** **Eligible**
Feature Carried: 850 N *Feature Crossed:* FALL CREEK 319A Multiplate arch - under fill
Latitude (degrees/minutes) 40 / 05.5 *Longitude (degrees/minutes)* 085 / 48.4

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 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 dressed stone or ornamental coursing or bonding patterns.

Henry **Bridge No. 00902** **NBI No. 3300157** **Eligible**
Feature Carried: FIRST STREET *Feature Crossed:* APPLEBUTTER CREEK 104 Concrete tee beam
Latitude (degrees/minutes) 39 / 48.3 *Longitude (degrees/minutes)* 085 / 35.2

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: Bridge is associated with Dixie Highway and development of the state's transportation system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Section 1. Listing of Historic Bridges

Howard	Bridge No.	NBI No.	XX020	Previously determined eligible
	Feature Carried: Highland Park, north of Old Ben Dr	Feature Crossed: Kokomo Creek		710 Timber Covered Bridge
	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.

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

Howard	Bridge No. 00132	NBI No. 3400113	Eligible
	Feature Carried: ROAD 500 WEST	Feature Crossed: LITTLE DEER CREEK	101A Reinforced concrete slab
	Latitude (degrees/minutes) 40 / 31.4	Longitude (degrees/minutes) 086 / 13.3	

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 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.

Section 1. Listing of Historic Bridges

Howard **Bridge No. 00504** **NBI No. 3400122** **Eligible**
Feature Carried: UNION STREET *Feature Crossed:* WILDCAT CREEK 502 Prestressed concrete I-beam
Latitude (degrees/minutes) 40 / 29.0 *Longitude (degrees/minutes)* 086 / 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.

Howard **Bridge No. 00506** **NBI No. 3400124** **Previously determined eligible**
Feature Carried: APPERSON WAY *Feature Crossed:* WILDCAT CREEK 111B Reinforced concrete arch - open spandrel
Latitude (degrees/minutes) 40 / 29.0 *Longitude (degrees/minutes)* 086 / 07.6

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.

Howard **Bridge No. 00508** **NBI No. 3400126** **Eligible**
Feature Carried: PARK AVENUE *Feature Crossed:* KOKOMO CREEK 502 Prestressed concrete I-beam
Latitude (degrees/minutes) 40 / 28.3 *Longitude (degrees/minutes)* 086 / 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 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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Huntington **Bridge No. 105-35-05447A** **NBI No. 25280** **Eligible**
Feature Carried: SR 105 *Feature Crossed:* SALAMONIE RIVER - RESER. 602 Continuous prestressed concrete I-beam
Latitude (degrees/minutes) 40 / 463 *Longitude (degrees/minutes)* 85 / 373

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Associated with development of Salamonie Reservoir and built to accommodate the reservoir.

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.

Section 1. Listing of Historic Bridges

Huntington Bridge No. 00019 **NBI No. 3500015** **Previously determined eligible**
Feature Carried: COUNTY ROAD 800 S *Feature Crossed:* SALAMONIE RIVER 310B Steel thru truss
Latitude (degrees/minutes) 40 / 42.8 *Longitude (degrees/minutes)* 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**
Feature Carried: STATION ROAD *Feature Crossed:* LITTLE WABASH RIVER 310B Steel thru truss
Latitude (degrees/minutes) 40 / 57.4 *Longitude (degrees/minutes)* 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**
Feature Carried: COUNTY ROAD 475 W *Feature Crossed:* WABASH RIVER 310B Steel thru truss
Latitude (degrees/minutes) 40 / 52.7 *Longitude (degrees/minutes)* 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.

Huntington Bridge No. 00133 **NBI No. 3500088** **Eligible**
Feature Carried: BROADWAY STREET *Feature Crossed:* LITTLE WABASH RIVER 202A Continuous reinforced concrete girder
Latitude (degrees/minutes) 40 / 52.8 *Longitude (degrees/minutes)* 085 / 28.3

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 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.

Section 1. Listing of Historic Bridges

Huntington **Bridge No. 00502** **NBI No. 3500103** **Previously determined eligible**
Feature Carried: BRIANT STREET *Feature Crossed:* LITTLE WABASH RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 52.7 *Longitude (degrees/minutes)* 085 / 29.1

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.

Jackson **Bridge No.** **NBI No. XX012** **Listed in the National Register**
Feature Carried: SR 235 *Feature Crossed:* EAST FORK WHITE RIVER 710 Timber covered bridge
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.

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

Section 1. Listing of Historic Bridges

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.

Jackson	Bridge No. [00005]	NBI No. XX021	Previously determined eligible
	<i>Feature Carried:</i> Shields Road	<i>Feature Crossed:</i> EAST FORK WHITE RIVER	710 Timber Covered Bridge
	<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.

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.

Section 1. Listing of Historic Bridges

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.

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

Section 1. Listing of Historic Bridges

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.

Jackson Bridge No. 00193 NBI No. 3600128 Previously determined eligible
Feature Carried: COUNTY ROAD 375W *Feature Crossed:* EAST FORK WHITE RIVER 910A Iron thru truss
Latitude (degrees/minutes) 38 / 51.2 *Longitude (degrees/minutes)* 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. 00194 NBI No. 3600129 Eligible
Feature Carried: COUNTY ROAD 600W *Feature Crossed:* STUCKWISCH DITCH 402A Continuous steel beam
Latitude (degrees/minutes) 38 / 47.5 *Longitude (degrees/minutes)* 086 / 08.8

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.

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

Section 1. Listing of Historic Bridges

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.

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.

Section 1. Listing of Historic Bridges

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. 027-38-06182A	NBI No. 7350	Contributing resource in a listed historic district
	<i>Feature Carried:</i> US 27	<i>Feature Crossed:</i> SALAMONIE RIVER	112 Thru reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 259	<i>Longitude (degrees/minutes)</i> 84 / 587	

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.

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.

Jay	Bridge No. 00062	NBI No. 3800175	Previously determined eligible
	<i>Feature Carried:</i> ROAD 850 EAST	<i>Feature Crossed:</i> LIMBERLOST CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 29.6	<i>Longitude (degrees/minutes)</i> 084 / 49.2	

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.

Section 1. Listing of Historic Bridges

Jefferson	Bridge No. P000-39-02602	NBI No.60360	Previously determined eligible
	<i>Feature Carried:</i> ENTRANCE	<i>Feature Crossed:</i> MADISON RR	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 38 / 453	<i>Longitude (degrees/minutes)</i> 85 / 238	

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. P000-39-06876B	NBI No.60290	Previously determined eligible
	<i>Feature Carried:</i> PARK ROAD	<i>Feature Crossed:</i> LITTLE CROOKED CREEK	111B Reinforced concrete arch - open spandrel
	<i>Latitude (degrees/minutes)</i> 38 / 448	<i>Longitude (degrees/minutes)</i> 85 / 247	

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. P000-39-07097	NBI No.60280	Eligible
	<i>Feature Carried:</i> PARK ROAD	<i>Feature Crossed:</i> DEANS BRANCH	319A Multiplate arch - under fill
	<i>Latitude (degrees/minutes)</i> 38 / 458	<i>Longitude (degrees/minutes)</i> 85 / 254	

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 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 dressed stone or ornamental coursing or bonding patterns.

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.

Section 1. Listing of Historic Bridges

Jefferson Bridge No. 00041 **NBI No. 3900028 Eligible**
Feature Carried: POLK RD. *Feature Crossed:* LITTLE CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 43.6 *Longitude (degrees/minutes)* 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**
Feature Carried: BR-BURG-MANVILLE *Feature Crossed:* MOLLYS RUN 310A Steel pony truss
Latitude (degrees/minutes) 38 / 46.7 *Longitude (degrees/minutes)* 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. 050-40-00854 **NBI No. 18670 Eligible**
Feature Carried: US 50 *Feature Crossed:* INDIAN CREEK 119B Reinforced concrete
Latitude (degrees/minutes) 38 / 59.1 *Longitude (degrees/minutes)* 85 / 403 arch - under fill

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: Crossing built for US 50 and represents ISHC's early development of the U.S. Highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Section 1. Listing of Historic Bridges

Jennings	Bridge No. 050-40-00917C	NBI No. 18680	Previously determined eligible
	<i>Feature Carried:</i> US 50	<i>Feature Crossed:</i> V FORK MUSCATATUCK RIVER	111B Reinforced concrete arch - open spandrel
	<i>Latitude (degrees/minutes)</i> 39 / 5	<i>Longitude (degrees/minutes)</i> 85 / 363	

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.

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 / 577	<i>Longitude (degrees/minutes)</i> 85 / 370	

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.

Jennings	Bridge No. 00007	NBI No. 4000007	Eligible
	<i>Feature Carried:</i> CO. RD. 900 NORTH	<i>Feature Crossed:</i> BEAR CREEK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 06.9	<i>Longitude (degrees/minutes)</i> 085 / 40.8	

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.

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.

Section 1. Listing of Historic Bridges

Jennings	Bridge No. 00015	NBI No. 4000015	Eligible
	<i>Feature Carried:</i> CO. RD. 400 NORTH	<i>Feature Crossed:</i> MUTTON CREEK	101A Reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 02.5	<i>Longitude (degrees/minutes)</i> 085 / 44.7	

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.

Jennings	Bridge No. 00024	NBI No. 4000023	Eligible
	<i>Feature Carried:</i> CO. RD. 75 WEST	<i>Feature Crossed:</i> FISH CREEK	201A Continuous reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 03.9	<i>Longitude (degrees/minutes)</i> 085 / 37.6	

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.

Jennings	Bridge No. 00025	NBI No. 4000024	Previously determined eligible
	<i>Feature Carried:</i> CO. RD. 575 WEST	<i>Feature Crossed:</i> SAND CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 05.0	<i>Longitude (degrees/minutes)</i> 085 / 43.0	

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.

Section 1. Listing of Historic Bridges

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.

Jennings	Bridge No. 00034	NBI No.4000032	Eligible
	<i>Feature Carried:</i> CO. RD. 710 NORTH	<i>Feature Crossed:</i> RATTAIL CREEK	111B Reinforced concrete arch - open spandrel
	<i>Latitude (degrees/minutes)</i> 39 / 05.4	<i>Longitude (degrees/minutes)</i> 085 / 40.8	

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.

Section 1. Listing of Historic Bridges

Jennings	Bridge No. 00040	NBI No. 4000038	Eligible
	<i>Feature Carried:</i> CO. RD. 475 EAST	<i>Feature Crossed:</i> PLEASANT RUN	811 Stone arch
	<i>Latitude (degrees/minutes)</i> 39 / 02.7	<i>Longitude (degrees/minutes)</i> 085 / 31.5	

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Represents WPA project of Federal Work Relief Program.

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 uses a distinctive construction method to address the engineering challenge of its substantial skew.

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.

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.

Section 1. Listing of Historic Bridges

Jennings **Bridge No. 00055** **NBI No.4000053** **Eligible**
Feature Carried: CO. RD. 750 EAST *Feature Crossed:* BRUSH CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 04.8 *Longitude (degrees/minutes)* 085 / 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 is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

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

Jennings **Bridge No. 00076** **NBI No.4000069** **Previously determined eligible**
Feature Carried: CO. RD. 800 SOUTH *Feature Crossed:* BIG GRAHAM CREEK 211 Cont reinforced concrete arch
Latitude (degrees/minutes) 38 / 52.1 *Longitude (degrees/minutes)* 085 / 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.

Section 1. Listing of Historic Bridges

Jennings Bridge No. 00082 NBI No. 4000074 Eligible
Feature Carried: CO. RD. 600 SOUTH *Feature Crossed:* BEAR CREEK 102A Reinforced concrete girder
Latitude (degrees/minutes) 38 / 53.9 *Longitude (degrees/minutes)* 085 / 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 represents the earliest period of timber, metal, or concrete construction in the state.

Jennings Bridge No. 00084 NBI No. 4000076 Previously determined eligible
Feature Carried: CO. RD. 700 SOUTH *Feature Crossed:* BEAR CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 38 / 53.0 *Longitude (degrees/minutes)* 085 / 33.6

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.

Jennings Bridge No. 00085 NBI No. 4000077 Previously determined eligible
Feature Carried: CO. RD. 625 SOUTH *Feature Crossed:* BIG GRAHAM CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 38 / 53.6 *Longitude (degrees/minutes)* 085 / 36.9

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.

Jennings Bridge No. 00109 NBI No. 4000100 Eligible
Feature Carried: CO. RD. 1000 SOUTH *Feature Crossed:* SLATE CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 38 / 50.4 *Longitude (degrees/minutes)* 085 / 42.8

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.

Section 1. Listing of Historic Bridges

Jennings **Bridge No. 00147** **NBI No. 4000114** **Eligible**
Feature Carried: CO. RD. 150 NORTH *Feature Crossed:* STORM CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 00.4 *Longitude (degrees/minutes)* 085 / 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 represents the earliest period of timber, metal, or concrete construction in the state.

Johnson **Bridge No. 031-41-03040ASBL** **NBI No. 9320** **Previously determined eligible**
Feature Carried: US 31 SBL *Feature Crossed:* BIG BLUE RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 214 *Longitude (degrees/minutes)* 85 / 591

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.

Johnson **Bridge No. 031-41-03040JANB** **NBI No. 9310** **Previously determined eligible**
Feature Carried: US 31 NBL *Feature Crossed:* BIG BLUE RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 214 *Longitude (degrees/minutes)* 85 / 591

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.

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

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

Section 1. Listing of Historic Bridges

Johnson **Bridge No. 00026** **NBI No. 4100021** **Eligible**
Feature Carried: ROAD 550 EAST *Feature Crossed:* SUGAR CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 24.0 *Longitude (degrees/minutes)* 085 / 59.9

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: Crossing built for Main Market No. 1 and represents ISHC's early state highway development.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Johnson **Bridge No. 00501** **NBI No. 4100099** **Previously determined eligible**
Feature Carried: SOUTH STREET *Feature Crossed:* YOUNGS CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 28.6 *Longitude (degrees/minutes)* 086 / 02.9

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.

Knox **Bridge No. 00045** **NBI No. 4200150** **Listed in the National Register**
Feature Carried: WASHINGTON ROAD *Feature Crossed:* WHITE RIVER 310B Steel thru truss
Latitude (degrees/minutes) 38 / 40.8 *Longitude (degrees/minutes)* 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**
Feature Carried: PIEPER ROAD *Feature Crossed:* PURDY MARSH 310A Steel pony truss
Latitude (degrees/minutes) 38 / 47.3 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

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.

Knox	Bridge No. 00165	NBI No. 4200004	Eligible
	<i>Feature Carried:</i> OIL FIELD ROAD	<i>Feature Crossed:</i> BUSSERON CREEK	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 53.7	<i>Longitude (degrees/minutes)</i> 087 / 29.9	

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 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: 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.

Section 1. Listing of Historic Bridges

Knox	Bridge No. 00232	NBI No. 4200098	Eligible
	<i>Feature Carried:</i> CR 1050S	<i>Feature Crossed:</i> LONG POND & WHITE RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 34.3	<i>Longitude (degrees/minutes)</i> 087 / 15.3	

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 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.

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.

Knox	Bridge No. 00377	NBI No. 4200147	Eligible
	<i>Feature Carried:</i> OVERHEAD ROAD	<i>Feature Crossed:</i> CSX RAILROAD	702C Timber trestle
	<i>Latitude (degrees/minutes)</i> 38 / 40.9	<i>Longitude (degrees/minutes)</i> 087 / 25.3	

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 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.

Section 1. Listing of Historic Bridges

Knox	Bridge No. 00392	NBI No. 4200261	Eligible
	<i>Feature Carried:</i> HAZELTON ROAD	<i>Feature Crossed:</i> OVERFLOW TO WHITE RIVER	104 Concrete tee beam
	<i>Latitude (degrees/minutes)</i> 38 / 30.1	<i>Longitude (degrees/minutes)</i> 087 / 33.4	

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

Lake	Bridge No.	NBI No. XX001	Previously determined eligible
	<i>Feature Carried:</i> interior roadway	<i>Feature Crossed:</i> drainage ditch	710 Timber covered bridge
	<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.

Lake	Bridge No. (12)912-45-02352B	NBI No. 33080	Eligible
	<i>Feature Carried:</i> US 12 & SR 912	<i>Feature Crossed:</i> EJ&E RR, GARY AV & DR	402D Composite continuous steel beam
	<i>Latitude (degrees/minutes)</i> 41 / 371	<i>Longitude (degrees/minutes)</i> 87 / 260	

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.

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 / 364	<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.

Section 1. Listing of Historic Bridges

Lake	Bridge No. 912-45-06596B	NBI No. 33035	Eligible
	Feature Carried: RAMP B Latitude (degrees/minutes) 41 / 392	Feature Crossed: RAMP B Longitude (degrees/minutes) 87 / 267	107A Reinforced concrete rigid frame

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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Lake	Bridge No. 00002	NBI No. 4500002	Previously determined eligible
	Feature Carried: RANGE LINE ROAD Latitude (degrees/minutes) 41 / 13.1	Feature Crossed: KANKAKEE RIVER Longitude (degrees/minutes) 087 / 16.5	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.

Lake	Bridge No. 00243	NBI No. 4500135	Eligible
	Feature Carried: NORTH LAKE STREET Latitude (degrees/minutes) 41 / 36.9	Feature Crossed: GRAND CALUMET RIVER Longitude (degrees/minutes) 087 / 16.1	111A Reinforced concrete arch

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Section 1. Listing of Historic Bridges

Lake	Bridge No. 00245	NBI No.4500137	Eligible
	<i>Feature Carried:</i> COLUMBIA AVENUE	<i>Feature Crossed:</i> LITTLE CALUMET RIVER	402A Continuous steel beam
	<i>Latitude (degrees/minutes)</i> 41 / 34.2	<i>Longitude (degrees/minutes)</i> 087 / 30.0	

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 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: Cantilevered spans allow greater bridge lengths to be achieved than could be gained with simple-span construction, representing of a highly important innovation in beam bridge construction.

LaPorte	Bridge No.	NBI No.XX022	Eligible
	<i>Feature Carried:</i> Near 8th and Dixon, Michigan City	<i>Feature Crossed:</i> Nickelplate RR	302C Riveted plate girder
	<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.

Section 1. Listing of Historic Bridges

LaPorte	Bridge No. 00505	NBI No. 4600143	Eligible
	<i>Feature Carried:</i> FRANKLIN STREET	<i>Feature Crossed:</i> TRAIL CREEK	316 Bascule bridge - lift bridge
	<i>Latitude (degrees/minutes)</i> 41 / 43.4	<i>Longitude (degrees/minutes)</i> 086 / 54.3	

This bridge is eligible under Criterion A as it has a direct and important association with a significant historical event or trend at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Bridge is significant for community planning and development and serves as a gateway to the community, including Washington Park and Naval Armory.

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.

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 extensive overall design treatment resulting in outstanding ornamentation and/or architectural treatment.

Lawrence	Bridge No. 050-47-01335	NBI No. 18460	Eligible
	<i>Feature Carried:</i> US 50	<i>Feature Crossed:</i> S FORK LEATHERWOOD CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 38 / 526	<i>Longitude (degrees/minutes)</i> 86 / 229	

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: Crossing built for US 50 and represents ISHC's early development of the U.S. Highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Section 1. Listing of Historic Bridges

Lawrence	Bridge No. P000-47-07093	NBI No.60460	Eligible
	<i>Feature Carried:</i> PARK ROAD	<i>Feature Crossed:</i> SPRING MILL LAKE	311 Metal pipe arch-round pipe
	<i>Latitude (degrees/minutes)</i> 38 / 442	<i>Longitude (degrees/minutes)</i> 86 / 248	

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Represents federal work relief project- built by CCC.

This bridge possesses artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation; however, it does not retain the historic integrity necessary to convey design significance. As such, it is not eligible under Criterion C.

Rationale: This bridge displays notable ornamentation in the use dressed stone or ornamental coursing or bonding patterns.

Lawrence	Bridge No. 00020	NBI No.4700122	Previously determined eligible
	<i>Feature Carried:</i> OLD STATE RD 37	<i>Feature Crossed:</i> GULLETT'S CREEK	111B Reinforced concrete arch - open spandrel
	<i>Latitude (degrees/minutes)</i> 38 / 56.2	<i>Longitude (degrees/minutes)</i> 086 / 31.9	

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.

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.

Section 1. Listing of Historic Bridges

Lawrence **Bridge No. 00054** **NBI No.4700029** **Eligible**
Feature Carried: JASPER MCKEAIGG RD *Feature Crossed:* GUTHRIE CREEK 310B Steel thru truss
Latitude (degrees/minutes) 38 / 48.6 *Longitude (degrees/minutes)* 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**
Feature Carried: HENDERSON CREEK RD *Feature Crossed:* LITTLE SALT CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 58.0 *Longitude (degrees/minutes)* 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**
Feature Carried: TWIN BRIDGES RD *Feature Crossed:* BRANCH ROCK LICK CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 47.1 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Lawrence	Bridge No. 00080	NBI No. 4700053	Previously determined eligible
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Feature Carried: TWIN BRIDGES RD
Latitude (degrees/minutes) 38 / 47.1

Feature Crossed: ROCK LICK BRANCH 310A Steel pony truss
Longitude (degrees/minutes) 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
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Feature Carried: OLD STATE RD 158
Latitude (degrees/minutes) 38 / 51.6

Feature Crossed: SALT CREEK 310B Steel thru truss
Longitude (degrees/minutes) 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
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Feature Carried: ARMSTRONG STATION
Latitude (degrees/minutes) 38 / 54.5

Feature Crossed: SPRING CREEK 310A Steel pony truss
Longitude (degrees/minutes) 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.

Section 1. Listing of Historic Bridges

Lawrence **Bridge No. 00128** **NBI No. 4700096** **Listed in the National Register**
Feature Carried: HURON WILLIAMS RD *Feature Crossed:* EAST FORK WHITE RIVER 710 Timber covered bridge
Latitude (degrees/minutes) 38 / 47.8 *Longitude (degrees/minutes)* 086 / 39.9

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.

Lawrence **Bridge No. 00139** **NBI No. 4700106** **Eligible**
Feature Carried: SADDLE BARN ROAD *Feature Crossed:* LEATHERWOOD CREEK 310B Steel thru truss
Latitude (degrees/minutes) 38 / 51.6 *Longitude (degrees/minutes)* 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. 00150** **NBI No. 4700111** **Eligible**
Feature Carried: MILL CREEK RD *Feature Crossed:* CSX RAILROAD 402C Continuous encased
Latitude (degrees/minutes) 38 / 44.6 *Longitude (degrees/minutes)* 086 / 25.2 steel beam

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.

Section 1. Listing of Historic Bridges

Lawrence **Bridge No. 00172** **NBI No.4700114** **Eligible**
Feature Carried: CEMENT PLANT RD *Feature Crossed:* LEATHERWOOD CREEK 202A Continuous reinforced
Latitude (degrees/minutes) 38 / 51.3 *Longitude (degrees/minutes)* 086 / 28.2 concrete girder

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.

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

Lawrence **Bridge No. 00197** **NBI No.4700137** **Previously determined eligible**
Feature Carried: JEFFERSON ST *Feature Crossed:* LEATHERWOOD CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 38 / 55.6 *Longitude (degrees/minutes)* 086 / 22.4

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.

Section 1. Listing of Historic Bridges

Lawrence **Bridge No. 00203** **NBI No.4700147** **Eligible**
Feature Carried: POPCORN CHURCH RD *Feature Crossed:* BRANCH OF POPCORN CREEK 302A Encased steel beam
Latitude (degrees/minutes) 38 / 58.0 *Longitude (degrees/minutes)* 086 / 39.7

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 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. 00087** **NBI No.4800077** **Eligible**
Feature Carried: RD 700 N *Feature Crossed:* LITTLE KILLBUCK CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 12.5 *Longitude (degrees/minutes)* 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**
Feature Carried: RD 450 N *Feature Crossed:* KILLBUCK CREEK 310B Steel thru truss
Latitude (degrees/minutes) 40 / 10.3 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Madison Bridge No. 00123 NBI No. 4800107 Eligible
Feature Carried: RD 600 W *Feature Crossed:* WHITE RIVER 202A Continuous reinforced concrete girder
Latitude (degrees/minutes) 40 / 08.0 *Longitude (degrees/minutes)* 085 / 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 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.

Madison Bridge No. 00136 NBI No. 4800117 Previously determined eligible
Feature Carried: RD 750 W *Feature Crossed:* LICK CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 57.2 *Longitude (degrees/minutes)* 085 / 48.9

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.

Madison Bridge No. 00149 NBI No. 4800129 Previously determined eligible
Feature Carried: HUNTSVILLE PIKE *Feature Crossed:* FALL CREEK 310B Steel thru truss
Latitude (degrees/minutes) 40 / 00.5 *Longitude (degrees/minutes)* 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
Feature Carried: OLD RD 600 S *Feature Crossed:* FALL CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 01.1 *Longitude (degrees/minutes)* 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.

Madison Bridge No. 00509 NBI No. 4800185 Previously determined eligible
Feature Carried: JACKSON STREET *Feature Crossed:* WHITE R. & KILLBUCK CR. 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 07.0 *Longitude (degrees/minutes)* 085 / 40.8

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.

Section 1. Listing of Historic Bridges

Marion	Bridge No. P000-49-07961	NBI No.60563	Eligible
	<i>Feature Carried:</i> TRACK OF CHAMPIONS	<i>Feature Crossed:</i> WEST TUNNEL	107A Reinforced concrete rigid frame
	<i>Latitude (degrees/minutes)</i> 39 / 498	<i>Longitude (degrees/minutes)</i> 86 / 83	

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.

Marion	Bridge No. P000-49-07962	NBI No.60565	Eligible
	<i>Feature Carried:</i> TRACK OF CHAMPIONS	<i>Feature Crossed:</i> EAST TUNNEL	107A Reinforced concrete rigid frame
	<i>Latitude (degrees/minutes)</i> 39 / 498	<i>Longitude (degrees/minutes)</i> 86 / 78	

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.

Marion	Bridge No. P000-49-BV600	NBI No.60590	Contributing resource in a listed historic district
	<i>Feature Carried:</i> KENT AVENUE	<i>Feature Crossed:</i> EAST FORK SCHOEN CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 519	<i>Longitude (degrees/minutes)</i> 86 / 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.

Marion	Bridge No. P000-49-BV800	NBI No.60595	Previously determined eligible
	<i>Feature Carried:</i> SHAFTER ROAD	<i>Feature Crossed:</i> LAWRENCE CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 521	<i>Longitude (degrees/minutes)</i> 86 / 43	

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.

Section 1. Listing of Historic Bridges

Marion	Bridge No. 0310L	NBI No.4900018	Eligible
	<i>Feature Carried:</i> 76TH STREET	<i>Feature Crossed:</i> CROOKED CREEK	119B Reinforced concrete arch - under fill
	<i>Latitude (degrees/minutes)</i> 39 / 53.4	<i>Longitude (degrees/minutes)</i> 086 / 12.5	

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 Michigan Road, one of Indiana's early transportation routes.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Marion	Bridge No. 0409F	NBI No.4900491	Eligible
	<i>Feature Carried:</i> KEYSTONE AVENUE	<i>Feature Crossed:</i> WHITE RIVER	202A Continuous reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 53.5	<i>Longitude (degrees/minutes)</i> 086 / 07.3	

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 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.

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.

Marion	Bridge No. 0910L	NBI No.4900050	Previously determined eligible
	<i>Feature Carried:</i> HOLLINGSWORTH ROAD	<i>Feature Crossed:</i> LITTLE EAGLE CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 51.9	<i>Longitude (degrees/minutes)</i> 086 / 14.8	

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.

Section 1. Listing of Historic Bridges

Marion	Bridge No. 1007F	NBI No.4900059	Contributing resource in a listed historic district
	<i>Feature Carried:</i> KESSLER BLVD W DR	<i>Feature Crossed:</i> CROOKED CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 51.3	<i>Longitude (degrees/minutes)</i> 086 / 11.8	

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.

Marion	Bridge No. 1104F	NBI No.4900071	Eligible
	<i>Feature Carried:</i> KESSLER BLVD W DR	<i>Feature Crossed:</i> WHITE RIVER	202A Continuous reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 51.7	<i>Longitude (degrees/minutes)</i> 086 / 09.7	

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 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.

Section 1. Listing of Historic Bridges

Marion	Bridge No. 1109L	NBI No.4900076	Eligible
	<i>Feature Carried:</i> GUILFORD AVENUE	<i>Feature Crossed:</i> I.W.C. CANAL	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 52.3	<i>Longitude (degrees/minutes)</i> 086 / 08.5	

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.

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: The patented Melan arch system reinforcing represents a highly important design innovation 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Marion	Bridge No. 1111L	NBI No.4900078	Previously determined eligible
	<i>Feature Carried:</i> ILLINOIS STREET	<i>Feature Crossed:</i> I.W.C. CANAL	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 51.3	<i>Longitude (degrees/minutes)</i> 086 / 09.6	

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.

Marion	Bridge No. 1123F	NBI No.4900638	Eligible
	<i>Feature Carried:</i> MERIDIAN STREET	<i>Feature Crossed:</i> I.W.C. CANAL	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 51.5	<i>Longitude (degrees/minutes)</i> 086 / 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 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 engineers, designers, fabricators or builders and displays distinctive engineering and/or aesthetic characteristics.

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Marion	Bridge No. 1202F	NBI No.4900497	Eligible
	<i>Feature Carried:</i> 56TH STREET WB	<i>Feature Crossed:</i> FALL CREEK	202A Continuous reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 51.3	<i>Longitude (degrees/minutes)</i> 086 / 04.9	

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

Marion	Bridge No. 1303F	NBI No.4900088	Eligible
	<i>Feature Carried:</i> SHAFTER AVENUE	<i>Feature Crossed:</i> FALL CREEK	202A Continuous reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 52.1	<i>Longitude (degrees/minutes)</i> 086 / 02.3	

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 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.

Marion	Bridge No. 1501F	NBI No.4900100	Eligible
	<i>Feature Carried:</i> DANDY TRAIL	<i>Feature Crossed:</i> EAGLE CREEK	505 Prestressed concrete box beam-multiple
	<i>Latitude (degrees/minutes)</i> 39 / 48.8	<i>Longitude (degrees/minutes)</i> 086 / 18.2	

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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Section 1. Listing of Historic Bridges

Marion	Bridge No. 1615F	NBI No.4900116	Eligible
	<i>Feature Carried:</i> LAFAYETTE ROAD	<i>Feature Crossed:</i> CONRAIL	302D Simple steel beam
	<i>Latitude (degrees/minutes)</i> 39 / 48.9	<i>Longitude (degrees/minutes)</i> 086 / 13.6	

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.

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

Marion	Bridge No. 1705F	NBI No.4900125	Contributing resource in a listed historic district
	<i>Feature Carried:</i> 30TH STREET	<i>Feature Crossed:</i> WHITE RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 48.6	<i>Longitude (degrees/minutes)</i> 086 / 11.7	

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.

Marion	Bridge No. 1715F	NBI No.4900135	Contributing resource in a listed historic district
	<i>Feature Carried:</i> COLD SPRING ROAD	<i>Feature Crossed:</i> CROOKED CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 49.1	<i>Longitude (degrees/minutes)</i> 086 / 12.0	

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.

Marion	Bridge No. 1801F	NBI No.4900140	Contributing resource in a listed historic district
	<i>Feature Carried:</i> 38TH STREET	<i>Feature Crossed:</i> FALL CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 49.5	<i>Longitude (degrees/minutes)</i> 086 / 07.8	

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.

Section 1. Listing of Historic Bridges

Marion	Bridge No. 1803F	NBI No.4900142	Contributing resource in a listed historic district
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Feature Carried: COLLEGE AVENUE
Latitude (degrees/minutes) 39 / 48.4

Feature Crossed: FALL CREEK
Longitude (degrees/minutes) 086 / 08.7

811 Stone arch

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.

Marion	Bridge No. 1804F	NBI No.4900143	Contributing resource in a listed historic district
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Feature Carried: CENTRAL AVENUE
Latitude (degrees/minutes) 39 / 48.3

Feature Crossed: FALL CREEK
Longitude (degrees/minutes) 086 / 09.0

811 Stone arch

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.

Marion	Bridge No. 1805F	NBI No.4900144	Contributing resource in a listed historic district
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Feature Carried: DELAWARE STREET
Latitude (degrees/minutes) 39 / 48.3

Feature Crossed: FALL CREEK
Longitude (degrees/minutes) 086 / 09.2

111A Reinforced concrete arch

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.

Marion	Bridge No. 1807F	NBI No.4900146	Eligible
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Feature Carried: KEYSTONE AVENUE
Latitude (degrees/minutes) 39 / 50.0

Feature Crossed: FALL CREEK OVERFLOW
Longitude (degrees/minutes) 086 / 07.3

102A Reinforced concrete girder

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Represents larger federal project including bridge and drainage structure.

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.

Marion	Bridge No. 1808L	NBI No.4900147	Contributing resource in a listed historic district
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Feature Carried: 39TH STREET
Latitude (degrees/minutes) 39 / 49.6

Feature Crossed: FALL CREEK
Longitude (degrees/minutes) 086 / 07.8

111A Reinforced concrete arch

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.

Section 1. Listing of Historic Bridges

Marion	Bridge No. 1809F	NBI No.4900633	Contributing resource in a listed historic district
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<i>Feature Carried:</i> MERIDIAN STREET	<i>Feature Crossed:</i> FALL CREEK	111A Reinforced concrete arch
<i>Latitude (degrees/minutes)</i> 39 / 48.2	<i>Longitude (degrees/minutes)</i> 086 / 09.4	

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.

Marion	Bridge No. 2308F	NBI No.4900192	Eligible
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<i>Feature Carried:</i> GASOLINE ALLEY	<i>Feature Crossed:</i> BIG EAGLE CREEK	202A Continuous reinforced concrete girder
<i>Latitude (degrees/minutes)</i> 39 / 46.4	<i>Longitude (degrees/minutes)</i> 086 / 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 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: Variable depth is an important innovation in bridge construction to achieve greater span distances than can be achieved with a traditional form.

Marion	Bridge No. 2406F	NBI No.4900205	Eligible
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<i>Feature Carried:</i> MICHIGAN STREET	<i>Feature Crossed:</i> WHITE RIVER	402D Composite continuous steel beam
<i>Latitude (degrees/minutes)</i> 39 / 46.5	<i>Longitude (degrees/minutes)</i> 086 / 11.3	

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

Marion	Bridge No. 2407F	NBI No.4900206	Contributing resource in a listed historic district
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<i>Feature Carried:</i> 16TH STREET	<i>Feature Crossed:</i> FALL CREEK	111A Reinforced concrete arch
<i>Latitude (degrees/minutes)</i> 39 / 47.3	<i>Longitude (degrees/minutes)</i> 086 / 10.7	

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.

Section 1. Listing of Historic Bridges

Marion	Bridge No. 2408F	NBI No. 4900207	Contributing resource in a listed historic district
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<i>Feature Carried:</i> 16TH STREET	<i>Feature Crossed:</i> WHITE RIVER	111A Reinforced concrete arch
<i>Latitude (degrees/minutes)</i> 39 / 47.3	<i>Longitude (degrees/minutes)</i> 086 / 11.8	

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.

Marion	Bridge No. 2410F	NBI No. 4900209	Eligible
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<i>Feature Carried:</i> 16TH / DR MLK JR	<i>Feature Crossed:</i> I.W.C. CANAL	201A Continuous reinforced concrete slab
<i>Latitude (degrees/minutes)</i> 39 / 47.3	<i>Longitude (degrees/minutes)</i> 086 / 10.0	

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: Bridge is associated with Dixie Highway and development of the state's transportation system.

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: National Resource Management program project and example of federal work relief efforts.

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: A bridge carrying intersecting roadways endures live-load forces moving in two directions requiring specially engineered substructures and/or superstructure, resulting in an innovative design.

Marion	Bridge No. 2414F	NBI No. 4900620	Eligible
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<i>Feature Carried:</i> WASHINGTON STREET	<i>Feature Crossed:</i> BIG EAGLE CREEK	111A Reinforced concrete arch
<i>Latitude (degrees/minutes)</i> 39 / 45.8	<i>Longitude (degrees/minutes)</i> 086 / 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 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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Section 1. Listing of Historic Bridges

Marion **Bridge No. 2415F** **NBI No.4900619** **Eligible**
Feature Carried: WASHINGTON STREET *Feature Crossed:* LITTLE EAGLE CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 45.8 *Longitude (degrees/minutes)* 086 / 12.9

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: Bridge is associated with the National Road and development of the state's early 20th century transportation systems.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Marion **Bridge No. 2501F** **NBI No.4900213** **Contributing resource in a listed historic district**
Feature Carried: CAPITOL AVENUE *Feature Crossed:* FALL CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 48.1 *Longitude (degrees/minutes)* 086 / 09.7

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.

Marion **Bridge No. 2502F** **NBI No.4900214** **Contributing resource in a listed historic district**
Feature Carried: ILLINOIS STREET *Feature Crossed:* FALL CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 48.2 *Longitude (degrees/minutes)* 086 / 09.5

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.

Marion **Bridge No. 2513L** **NBI No.4900225** **Contributing resource in a listed historic district**
Feature Carried: JEFFERSON AVENUE *Feature Crossed:* POGUE'S RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 47.2 *Longitude (degrees/minutes)* 086 / 07.5

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.

Marion **Bridge No. 2514F** **NBI No.4900226** **Contributing resource in a listed historic district**
Feature Carried: RURAL STREET *Feature Crossed:* POGUE'S RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 47.2 *Longitude (degrees/minutes)* 086 / 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.

Section 1. Listing of Historic Bridges

Marion **Bridge No. 2515L** **NBI No. 4900227** **Contributing resource in a listed historic district**

Feature Carried: NOWLAND AVENUE
Latitude (degrees/minutes) 39 / 47.2

Feature Crossed: POGUE'S RUN
Longitude (degrees/minutes) 086 / 07.2

811 Stone arch

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.

Marion **Bridge No. 2516L** **NBI No. 4900228** **Contributing resource in a listed historic district**

Feature Carried: NOWLAND AVENUE
Latitude (degrees/minutes) 39 / 47.1

Feature Crossed: POGUE'S RUN
Longitude (degrees/minutes) 086 / 07.0

111A Reinforced concrete arch

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.

Marion **Bridge No. 2517F** **NBI No. 4900229** **Contributing resource in a listed historic district**

Feature Carried: COMMERCE DRIVE
Latitude (degrees/minutes) 39 / 47.1

Feature Crossed: POGUE'S RUN
Longitude (degrees/minutes) 086 / 07.8

111A Reinforced concrete arch

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.

Marion **Bridge No. 2520L** **NBI No. 4900233** **Eligible**

Feature Carried: ORIENTAL STREET
Latitude (degrees/minutes) 39 / 46.7

Feature Crossed: POGUE'S RUN
Longitude (degrees/minutes) 086 / 08.1

201A Continuous reinforced concrete slab

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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Marion **Bridge No. 2527L** **NBI No. 4900240** **Contributing resource in a listed historic district**

Feature Carried: SENATE AVENUE
Latitude (degrees/minutes) 39 / 47.8

Feature Crossed: FALL CREEK
Longitude (degrees/minutes) 086 / 09.8

111A Reinforced concrete arch

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.

Section 1. Listing of Historic Bridges

Marion	Bridge No. 2609F	NBI No. 4900249	Contributing resource in a listed historic district
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Feature Carried: PLEASANT RUN PKWY
Latitude (degrees/minutes) 39 / 46.5

Feature Crossed: PLEASANT RUN
Longitude (degrees/minutes) 086 / 04.7

111A Reinforced concrete arch

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.

Marion	Bridge No. 2615L	NBI No. 4900255	Eligible
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Feature Carried: PARK DRIVE
Latitude (degrees/minutes) 39 / 47.5

Feature Crossed: POGUE'S RUN
Longitude (degrees/minutes) 086 / 06.7

111A Reinforced concrete arch

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 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 dressed stone or ornamental coursing or bonding patterns.

Marion	Bridge No. 3012L	NBI No. 4900286	Eligible
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Feature Carried: WESTBROOK AVENUE
Latitude (degrees/minutes) 39 / 45.1

Feature Crossed: NEELD DITCH
Longitude (degrees/minutes) 086 / 14.4

101A Reinforced concrete slab

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.

Section 1. Listing of Historic Bridges

Marion	Bridge No. 3102F	NBI No.4900290	Eligible
	<i>Feature Carried:</i> MINNESOTA STREET	<i>Feature Crossed:</i> BIG EAGLE CREEK	505 Prestressed concrete
	<i>Latitude (degrees/minutes)</i> 39 / 44.6	<i>Longitude (degrees/minutes)</i> 086 / 12.1	box beam-multiple

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Constructed as part of the Eagle Creek Flood Control Project completed by the Indianapolis Flood Control District to alleviate flooding in Indianapolis.

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.

Marion	Bridge No. 3103F	NBI No.4900291	Contributing resource in a listed historic district
	<i>Feature Carried:</i> BLUFF ROAD	<i>Feature Crossed:</i> PLEASANT RUN	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 43.6	<i>Longitude (degrees/minutes)</i> 086 / 10.1	

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.

Marion	Bridge No. 3104F	NBI No.4900292	Contributing resource in a listed historic district
	<i>Feature Carried:</i> OLIVER AVENUE	<i>Feature Crossed:</i> WHITE RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 45.5	<i>Longitude (degrees/minutes)</i> 086 / 10.4	

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.

Marion	Bridge No. 3106F	NBI No.4900294	Contributing resource in a listed historic district
	<i>Feature Carried:</i> RAYMOND STREET	<i>Feature Crossed:</i> WHITE R / WEST ST / RR	402A Continuous steel beam
	<i>Latitude (degrees/minutes)</i> 39 / 44.2	<i>Longitude (degrees/minutes)</i> 086 / 10.2	

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.

Section 1. Listing of Historic Bridges

Marion **Bridge No. 3108F** **NBI No.4900296** **Contributing resource in a listed historic district**

Feature Carried: MORRIS STREET *Feature Crossed:* WHITE RIVER 111B Reinforced concrete arch - open spandrel
Latitude (degrees/minutes) 39 / 45.1 *Longitude (degrees/minutes)* 086 / 10.5

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.

Marion **Bridge No. 3110F** **NBI No.4900298** **Contributing resource in a listed historic district**

Feature Carried: KENTUCKY AVENUE *Feature Crossed:* WHITE RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 45.4 *Longitude (degrees/minutes)* 086 / 10.4

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.

Marion **Bridge No. 3203F** **NBI No.4900302** **Contributing resource in a listed historic district**

Feature Carried: SHELBY STREET *Feature Crossed:* PLEASANT RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 44.7 *Longitude (degrees/minutes)* 086 / 08.4

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.

Marion **Bridge No. 3204F** **NBI No.4900303** **Contributing resource in a listed historic district**

Feature Carried: STATE AVENUE *Feature Crossed:* PLEASANT RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 45.0 *Longitude (degrees/minutes)* 086 / 07.8

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.

Marion **Bridge No. 3209F** **NBI No.4900308** **Contributing resource in a listed historic district**

Feature Carried: CHURCHMAN AVENUE *Feature Crossed:* PLEASANT RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 45.0 *Longitude (degrees/minutes)* 086 / 07.5

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.

Section 1. Listing of Historic Bridges

Marion Bridge No. 3210L NBI No. 4900309 Contributing resource in a listed historic district

Feature Carried: VILLA AVENUE *Feature Crossed:* PLEASANT RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 44.9 *Longitude (degrees/minutes)* 086 / 07.6

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.

Marion Bridge No. 3213F NBI No. 4900312 Contributing resource in a listed historic district

Feature Carried: LINDEN STREET *Feature Crossed:* PLEASANT RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 44.8 *Longitude (degrees/minutes)* 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.

Marion Bridge No. 3215L NBI No. 4900314 Contributing resource in a listed historic district

Feature Carried: GARFIELD PARK ROAD *Feature Crossed:* PLEASANT RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 44.2 *Longitude (degrees/minutes)* 086 / 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.

Marion Bridge No. 3216L NBI No. 4900315 Contributing resource in a listed historic district

Feature Carried: GARFIELD PARK ROAD *Feature Crossed:* PLEASANT RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 44.1 *Longitude (degrees/minutes)* 086 / 09.0

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.

Marion Bridge No. 3219L NBI No. 4900316 Contributing resource in a listed historic district

Feature Carried: GARFIELD PARK ROAD *Feature Crossed:* BEAN CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 44.0 *Longitude (degrees/minutes)* 086 / 08.7

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.

Section 1. Listing of Historic Bridges

Marion **Bridge No. 3220L** **NBI No.4900317** **Contributing resource in a listed historic district**

Feature Carried: GARFIELD PARK ROAD *Feature Crossed:* BEAN CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 43.8 *Longitude (degrees/minutes)* 086 / 08.6

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.

Marion **Bridge No. 3221F** **NBI No.4900318** **Contributing resource in a listed historic district**

Feature Carried: SOUTHERN AVENUE *Feature Crossed:* BEAN CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 43.8 *Longitude (degrees/minutes)* 086 / 08.5

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.

Marion **Bridge No. 3228L** **NBI No.4900322** **Contributing resource in a listed historic district**

Feature Carried: BARTH AVENUE *Feature Crossed:* PLEASANT RUN 302C Riveted plate girder
Latitude (degrees/minutes) 39 / 44.6 *Longitude (degrees/minutes)* 086 / 08.5

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.

Marion **Bridge No. 3229L** **NBI No.4900323** **Contributing resource in a listed historic district**

Feature Carried: GARFIELD PARK ROAD *Feature Crossed:* BEAN CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 44.1 *Longitude (degrees/minutes)* 086 / 08.7

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.

Marion **Bridge No. 3301F** **NBI No.4900324** **Contributing resource in a listed historic district**

Feature Carried: ENGLISH AVENUE *Feature Crossed:* PLEASANT RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 45.6 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Marion **Bridge No. 3311F** **NBI No.4900334** **Previously determined eligible**
Feature Carried: SOUTHEASTERN AVE *Feature Crossed:* PLEASANT RUN 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 45.5 *Longitude (degrees/minutes)* 086 / 06.5

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.

Marion **Bridge No. 3313L** **NBI No.4900336** **Previously determined eligible**
Feature Carried: HOBART AVENUE *Feature Crossed:* BEAN CREEK 201A Continuous reinforced concrete slab
Latitude (degrees/minutes) 39 / 44.0 *Longitude (degrees/minutes)* 086 / 06.5

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.

Marion **Bridge No. 3802F** **NBI No.4900375** **Eligible**
Feature Carried: BLUFF ROAD *Feature Crossed:* LICK CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 42.3 *Longitude (degrees/minutes)* 086 / 10.3

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: Crossing on Dixie Highway demonstrates development of the cross country transportation system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Marion **Bridge No. 3901F** **NBI No.4900377** **Eligible**
Feature Carried: KEYSTONE AVENUE *Feature Crossed:* LICK CREEK 202A Continuous reinforced concrete girder
Latitude (degrees/minutes) 39 / 42.2 *Longitude (degrees/minutes)* 086 / 07.2

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: Flared reinforced-concrete girder ends are a important feature that led to an increased span lengths within concrete girder construction.

Section 1. Listing of Historic Bridges

Marion	Bridge No. 4101F	NBI No.4900390	Eligible
	<i>Feature Carried:</i> FRANKLIN ROAD	<i>Feature Crossed:</i> MILLER DITCH	505 Prestressed concrete box beam-multiple
	<i>Latitude (degrees/minutes)</i> 39 / 42.9	<i>Longitude (degrees/minutes)</i> 086 / 01.1	

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

Marion	Bridge No. 4403F	NBI No.4900415	Eligible
	<i>Feature Carried:</i> SOUTHPORT ROAD	<i>Feature Crossed:</i> WHITE RIVER	202A Continuous reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 39.8	<i>Longitude (degrees/minutes)</i> 086 / 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 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.

Marion	Bridge No. 4513F	NBI No.4900484	Eligible
	<i>Feature Carried:</i> BLUFF ROAD	<i>Feature Crossed:</i> PLEASANT RUN	201A Continuous reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 38.4	<i>Longitude (degrees/minutes)</i> 086 / 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 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: Variable depth is an important innovation in bridge construction to achieve greater span distances than can be achieved with a traditional form.

Section 1. Listing of Historic Bridges

Marion **Bridge No. 4602F** **NBI No.4900431** **Eligible**
Feature Carried: SOUTHPORT ROAD *Feature Crossed:* LITTLE BUCK CREEK 102A Reinforced concrete girder
Latitude (degrees/minutes) 39 / 39.9 *Longitude (degrees/minutes)* 086 / 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 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.

Marion **Bridge No. 4610F** **NBI No.4900438** **Eligible**
Feature Carried: BANTA ROAD *Feature Crossed:* DERBYSHIRE CREEK 101A Reinforced concrete slab
Latitude (degrees/minutes) 39 / 40.3 *Longitude (degrees/minutes)* 086 / 07.1

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

Marshall **Bridge No. 00226** **NBI No.5000002** **Previously determined eligible**
Feature Carried: SOUTH MICHIGAN ST *Feature Crossed:* YELLOW RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 41 / 20.5 *Longitude (degrees/minutes)* 086 / 18.5

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.

Marshall **Bridge No. 00227** **NBI No.5000003** **Previously determined eligible**
Feature Carried: GARRO STREET *Feature Crossed:* YELLOW RIVER 111C Unreinforced concrete arch
Latitude (degrees/minutes) 41 / 20.5 *Longitude (degrees/minutes)* 086 / 18.3

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.

Section 1. Listing of Historic Bridges

Marshall **Bridge No. 00231** **NBI No. 5000006** **Eligible**

Feature Carried: CENTER STREET *Feature Crossed:* ARMEY DITCH 811 Stone arch
Latitude (degrees/minutes) 41 / 27.0 *Longitude (degrees/minutes)* 086 / 08.8

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.

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

Martin **Bridge No. 050-51-01295** **NBI No. 18410** **Eligible**

Feature Carried: US 50 *Feature Crossed:* MT ZINA BRANCH 119B Reinforced concrete arch - under fill
Latitude (degrees/minutes) 38 / 410 *Longitude (degrees/minutes)* 86 / 446

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: Crossing built for US 50 and represents ISHC's early development of the U.S. Highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Martin **Bridge No. 050X-51-07333T** **NBI No. 18841** **Eligible**

Feature Carried: DRIVE-50X *Feature Crossed:* BEAVER CREEK 310C Bailey truss
Latitude (degrees/minutes) 38 / 393 *Longitude (degrees/minutes)* 86 / 479

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.

Section 1. Listing of Historic Bridges

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

Martin **Bridge No. 00044** **NBI No. 5100019** **Eligible**
Feature Carried: BUCKLEY BOTTOM RD *Feature Crossed:* BEAVER CREEK 310A Steel pony Truss
Latitude (degrees/minutes) 38 / 41.4 *Longitude (degrees/minutes)* 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**
Feature Carried: DEEP CUT LAKE RD *Feature Crossed:* BEAVER CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 40.9 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

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

Martin **Bridge No. 00049** **NBI No.5100024** **Eligible**
Feature Carried: DEEP CUT LAKE RD *Feature Crossed:* BEAVER CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 40.6 *Longitude (degrees/minutes)* 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**
Feature Carried: DEEP CUT LAKE RD *Feature Crossed:* BEAVER CREEK 310B Steel thru truss
Latitude (degrees/minutes) 38 / 40.7 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Martin	Bridge No. 00058	NBI No. 5100029	Eligible
	<i>Feature Carried:</i> BRICKYARD RD	<i>Feature Crossed:</i> BOGGS CREEK	309 Steel deck truss
	<i>Latitude (degrees/minutes)</i> 38 / 41.1	<i>Longitude (degrees/minutes)</i> 086 / 53.0	

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 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: Stone arch approach spans provide a highly unusual and distinctive variation in the design of the overall structure.

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.

Section 1. Listing of Historic 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.

Section 1. Listing of Historic Bridges

Martin **Bridge No. 00137** **NBI No. 5100061** **Eligible**
Feature Carried: DALE COURTRIGHT RD *Feature Crossed:* BEAVER CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 41.0 *Longitude (degrees/minutes)* 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**
Feature Carried: 100 E *Feature Crossed:* EEL RIVER 310B Steel thru truss
Latitude (degrees/minutes) 40 / 51.3 *Longitude (degrees/minutes)* 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**
Feature Carried: 950N *Feature Crossed:* EEL RIVER 310B Steel thru truss
Latitude (degrees/minutes) 40 / 54.3 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

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

Section 1. Listing of Historic 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. 00110	NBI No. 5200087	Eligible
	Feature Carried: 1100 S	Feature Crossed: RUSSELL DITCH	101A Reinforced concrete slab
	Latitude (degrees/minutes) 40 / 36.4	Longitude (degrees/minutes) 086 / 08.8	

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.

Section 1. Listing of Historic Bridges

Miami	Bridge No. 00159	NBI No. 5200122	Eligible
	<i>Feature Carried:</i> BUSINESS 31	<i>Feature Crossed:</i> WABASH RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 44.5	<i>Longitude (degrees/minutes)</i> 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
	<i>Feature Carried:</i> Clear Creek	<i>Feature Crossed:</i> Church Lane	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.

Monroe	Bridge No. 00015	NBI No. 5300009	Eligible
	<i>Feature Carried:</i> OLD SR 37S	<i>Feature Crossed:</i> JUDAH BRANCH	119B Reinforced concrete arch - under fill
	<i>Latitude (degrees/minutes)</i> 39 / 00.1	<i>Longitude (degrees/minutes)</i> 086 / 33.0	

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: Crossing on Dixie Highway demonstrates development of the cross country transportation system.

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: Two-part skew represents an unusual variation within this bridge type.

Section 1. Listing of Historic Bridges

Monroe **Bridge No. 00083** **NBI No. 5300061** **Eligible**
Feature Carried: DILLMAN ROAD *Feature Crossed:* CLEAR CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 05.6 *Longitude (degrees/minutes)* 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**
Feature Carried: FRIENDSHIP ROAD *Feature Crossed:* STEPHENS CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 08.9 *Longitude (degrees/minutes)* 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.

Monroe **Bridge No. 00127** **NBI No. 5300083** **Previously determined eligible**
Feature Carried: HARBISON ROAD *Feature Crossed:* JACKS DEFEAT CREEK 102B Reinforced concrete beam
Latitude (degrees/minutes) 39 / 13.2 *Longitude (degrees/minutes)* 086 / 36.7

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.

Section 1. Listing of Historic Bridges

Monroe	Bridge No. 00182	NBI No. 5300091	Eligible
	<i>Feature Carried:</i> OLD SR 46	<i>Feature Crossed:</i> BR OF JACKS DEFEAT CREEK	101A Reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 13.1	<i>Longitude (degrees/minutes)</i> 086 / 36.2	

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 uses a distinctive construction method to address the engineering challenge of its substantial skew.

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	

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.

Monroe	Bridge No. 00919	NBI No. 5300135	Eligible
	<i>Feature Carried:</i> HARRODSBURG ROAD	<i>Feature Crossed:</i> BRANCH OF CLEAR CREEK	101A Reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 00.9	<i>Longitude (degrees/minutes)</i> 086 / 32.6	

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: Crossing on Dixie Highway demonstrates development of the cross country transportation system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Section 1. Listing of Historic Bridges

Montgomery Bridge No.	NBI No.	XX007	Previously determined eligible
Feature Carried: 800 West, Shades State Park Latitude (degrees/minutes) /	Feature Crossed: Sugar Creek Longitude (degrees/minutes) /		710 Timber covered bridge

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.

Montgomery Bridge No. 032-54-03342C	NBI No. 10490	Eligible
Feature Carried: SR 32 Latitude (degrees/minutes) 40 / 29	Feature Crossed: WALNUT FORK Longitude (degrees/minutes) 86 / 516	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 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.

Montgomery Bridge No. 032-54-03347A	NBI No. 10470	Eligible
Feature Carried: SR 32 Latitude (degrees/minutes) 40 / 16	Feature Crossed: SUGAR CREEK Longitude (degrees/minutes) 86 / 583	111B Reinforced concrete arch - open spandrel

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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Section 1. Listing of Historic Bridges

Montgomery Bridge No. 00011

Feature Carried: ROAD 1000 NORTH
Latitude (degrees/minutes) 40 / 11.2

NBI No. 5400007 Eligible

Feature Crossed: BOWER CREEK
Longitude (degrees/minutes) 086 / 46.2
319A Multiplate arch - under fill

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Represents WPA project of the Federal Work Relief Program.

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Montgomery Bridge No. 00501

Feature Carried: CHESTNUT STREET
Latitude (degrees/minutes) 40 / 02.0

NBI No. 5400181 Previously determined eligible

Feature Crossed: DRY BRANCH CREEK
Longitude (degrees/minutes) 086 / 53.7
111A Reinforced concrete arch

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.

Morgan Bridge No. 039-55-03108B

Feature Carried: SR 39
Latitude (degrees/minutes) 39 / 261

NBI No. 13110 Eligible

Feature Crossed: WHITE RIVER
Longitude (degrees/minutes) 86 / 270
403C Cont riveted plate girder-floor beam system

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Morgan Bridge No. 067-55-01564A

Feature Carried: SR 67
Latitude (degrees/minutes) 39 / 254

NBI No. 23980 Previously determined eligible

Feature Crossed: LAMBS CREEK
Longitude (degrees/minutes) 86 / 285
310A Steel pony 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.

Section 1. Listing of Historic Bridges

Morgan	Bridge No. 252-55-01968	NBI No. 30720	Eligible
	<i>Feature Carried:</i> SR 252	<i>Feature Crossed:</i> LONG RUN CREEK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 223	<i>Longitude (degrees/minutes)</i> 86 / 161	

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.

Morgan	Bridge No. 00030	NBI No. 5500024	Previously determined eligible
	<i>Feature Carried:</i> MAHALASVILLE ROAD	<i>Feature Crossed:</i> PIKE CREEK	103 Rein conc girder (trans girder) floor beam system
	<i>Latitude (degrees/minutes)</i> 39 / 21.3	<i>Longitude (degrees/minutes)</i> 086 / 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.

Morgan	Bridge No. 00044	NBI No. 5500037	Previously determined eligible
	<i>Feature Carried:</i> PEAVINE ROAD	<i>Feature Crossed:</i> STOTTS CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 25.6	<i>Longitude (degrees/minutes)</i> 086 / 16.0	

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.

Morgan	Bridge No. 00056	NBI No. 5500049	Previously determined eligible
	<i>Feature Carried:</i> TEETERS ROAD	<i>Feature Crossed:</i> WEST FORK CLEAR CREEK	103 Rein conc girder (trans girder) floor beam system
	<i>Latitude (degrees/minutes)</i> 39 / 26.9	<i>Longitude (degrees/minutes)</i> 086 / 22.7	

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.

Morgan	Bridge No. 00096	NBI No. 5500079	Listed in the National Register
	<i>Feature Carried:</i> DITCH ROAD	<i>Feature Crossed:</i> BRANCH OF LAKE DITCH	303F Riveted plate girder - floor beam system
	<i>Latitude (degrees/minutes)</i> 39 / 34.5	<i>Longitude (degrees/minutes)</i> 086 / 31.5	

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.

Section 1. Listing of Historic Bridges

Morgan	Bridge No. 00103	NBI No.5500084	Eligible
	<i>Feature Carried:</i> BRIARHOPPER ROAD	<i>Feature Crossed:</i> LAMBS CREEK	103 Rein conc girder (trans girder) floor beam system
	<i>Latitude (degrees/minutes)</i> 39 / 31.9	<i>Longitude (degrees/minutes)</i> 086 / 30.4	

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: The patented Luten truss system used in slab, beam and girder bridges was a highly innovative reinforcing arrangement incorporated into horizontal bridge forms as an economical alternative to traditional reinforced-concrete construction.

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. 00161	NBI No.5500125	Previously determined eligible
	<i>Feature Carried:</i> OLD SR 37	<i>Feature Crossed:</i> LITTLE INDIAN CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 22.3	<i>Longitude (degrees/minutes)</i> 086 / 28.7	

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.

Section 1. Listing of Historic Bridges

Morgan **Bridge No. 00166** **NBI No.5500153** **Previously determined eligible**
Feature Carried: OLD SR 37 *Feature Crossed:* BLUFF CREEK 119A Reinforced concrete
Latitude (degrees/minutes) 39 / 33.0 *Longitude (degrees/minutes)* 086 / 16.0 slab - under fill

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.

Morgan **Bridge No. 00224** **NBI No.5500142** **Previously determined eligible**
Feature Carried: OLD SR 37 *Feature Crossed:* INDIAN CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 23.7 *Longitude (degrees/minutes)* 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.

Newton **Bridge No. 000K2** **NBI No.5600113** **Eligible**
Feature Carried: EAST ALLEN STREET *Feature Crossed:* KENT DITCH 319A Multiplate arch - under fill
Latitude (degrees/minutes) 40 / 45.9 *Longitude (degrees/minutes)* 087 / 26.3

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: Crossing likely built by state for State Route 7 and represents ISHC's early development of the state highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Newton **Bridge No. 000K3** **NBI No.5600114** **Eligible**
Feature Carried: KENT ST. (OLD 41) *Feature Crossed:* KENT DITCH 102A Reinforced concrete
Latitude (degrees/minutes) 40 / 46.0 *Longitude (degrees/minutes)* 087 / 26.3 girder

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: Crossing likely built by state for State Route 7 and represents ISHC's early development of the state highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

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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.

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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.

Section 1. Listing of Historic Bridges

Orange **Bridge No. 00034** **NBI No. 5900024** **Eligible**
Feature Carried: 350 W *Feature Crossed:* LICK CREEK 402C Continuous encased
Latitude (degrees/minutes) 38 / 34.0 *Longitude (degrees/minutes)* 086 / 31.8 steel beam

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: Crossing built for Main Market No. 4 and represents ISHC's early state highway development.

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. 00049** **NBI No. 5900035** **Eligible**
Feature Carried: FIRST STREET *Feature Crossed:* FRENCH LICK CREEK 310B Steel thru truss
Latitude (degrees/minutes) 38 / 32.5 *Longitude (degrees/minutes)* 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. 00055** **NBI No. 5900040** **Previously determined eligible**
Feature Carried: OLD SR 145 *Feature Crossed:* FRENCH LICK CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 38 / 30.7 *Longitude (degrees/minutes)* 086 / 36.9

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.

Orange **Bridge No. 00059** **NBI No. 5900043** **Eligible**
Feature Carried: 1075 W *Feature Crossed:* CANE CREEK S 310A Steel pony truss
Latitude (degrees/minutes) 38 / 28.3 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Orange	Bridge No. 00063	NBI No. 5900046	Eligible
	Feature Carried: 100 S	Feature Crossed: UPPER SULPHUR CREEK	310A Steel pony truss
	Latitude (degrees/minutes) 38 / 32.5	Longitude (degrees/minutes) 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.

Orange	Bridge No. 00064	NBI No. 5900047	Eligible
	Feature Carried: 240 S	Feature Crossed: BR UPPER SULPHUR CREEK	310A Steel pony truss
	Latitude (degrees/minutes) 38 / 31.6	Longitude (degrees/minutes) 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
	Feature Carried: 250 S	Feature Crossed: LICK CREEK	310A Steel pony truss
	Latitude (degrees/minutes) 38 / 31.2	Longitude (degrees/minutes) 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.

Section 1. Listing of Historic Bridges

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.

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.

Section 1. Listing of Historic Bridges

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.

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.

Section 1. Listing of Historic Bridges

Orange **Bridge No. 00200** **NBI No.5900102** **Listed in the National Register**
Feature Carried: GOSPEL STREET *Feature Crossed:* LICK CREEK 910A Iron thru truss
Latitude (degrees/minutes) 38 / 33.3 *Longitude (degrees/minutes)* 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.

Orange **Bridge No. 00206** **NBI No.5900099** **Eligible**
Feature Carried: BEECHWOOD AV *Feature Crossed:* BRANCH FRENCH LICK CREEK 302A Encased steel beam
Latitude (degrees/minutes) 38 / 33.5 *Longitude (degrees/minutes)* 086 / 36.7

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: Crossing built for Main Market No. 4 and represents ISHC's early state highway development.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Owen **Bridge No.** **NBI No.XX006** **Previously determined eligible**
Feature Carried: Upper Falls Cataract Falls State Park *Feature Crossed:* Mill Creek 710 Timber covered bridge
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.

Owen **Bridge No. 042-60-03761A** **NBI No.15810** **Previously determined eligible**
Feature Carried: SR 42 *Feature Crossed:* CATARACT LAKE 111B Reinforced concrete arch - open spandrel
Latitude (degrees/minutes) 39 / 270 *Longitude (degrees/minutes)* 86 / 516

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.

Section 1. Listing of Historic Bridges

Owen	Bridge No. 157-60-05190A	NBI No.27960	Eligible
	<i>Feature Carried:</i> SR 157	<i>Feature Crossed:</i> EEL RIVER OVERFLOW	606 Cont prestressed concrete box beam-spread
	<i>Latitude (degrees/minutes)</i> 39 / 104	<i>Longitude (degrees/minutes)</i> 87 / 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 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.

Owen	Bridge No. P000-60-07083	NBI No.60320	Listed in the National Register
	<i>Feature Carried:</i> PARK ROAD	<i>Feature Crossed:</i> MC CORMICKS CREEK	811 Stone arch
	<i>Latitude (degrees/minutes)</i> 39 / 174	<i>Longitude (degrees/minutes)</i> 86 / 430	

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.

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.

Section 1. Listing of Historic Bridges

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.

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.

Section 1. Listing of Historic Bridges

Owen **Bridge No. 00059** **NBI No. 6000048** **Eligible**
Feature Carried: CO. RD. 450 EAST *Feature Crossed:* MCCORMICKS CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 15.4 *Longitude (degrees/minutes)* 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.

Owen **Bridge No. 00083** **NBI No. 6000058** **Eligible**
Feature Carried: CO. RD. 75 SOUTH *Feature Crossed:* WEST FORK OF FISH CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 16.9 *Longitude (degrees/minutes)* 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**
Feature Carried: CO. RD. 750 SOUTH *Feature Crossed:* BRANCH OF BRUSH CREEK 310A Steel pony truss
Latitude (degrees/minutes) 39 / 10.8 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Owen	Bridge No. 00144	NBI No. 6000105	Eligible
	<i>Feature Carried:</i> CO. RD. 310 WEST	<i>Feature Crossed:</i> BRANCH OF LICK CREEK	103 Rein conc girder (trans girder) floor beam system
	<i>Latitude (degrees/minutes)</i> 39 / 10.5	<i>Longitude (degrees/minutes)</i> 086 / 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 represents the earliest period of timber, metal, or concrete construction in the state.

Owen	Bridge No. 00158	NBI No. 6000116	Eligible
	<i>Feature Carried:</i> CO. RD. 200 SOUTH	<i>Feature Crossed:</i> MCBRIDE BRANCH	103 Rein conc girder (trans girder) floor beam system
	<i>Latitude (degrees/minutes)</i> 39 / 15.5	<i>Longitude (degrees/minutes)</i> 086 / 45.6	

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.

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.

Section 1. Listing of Historic Bridges

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.

Parke	Bridge No.	NBI No.XX008	Listed in the National Register
	<i>Feature Carried:</i> West of Newport Road, South of Henley	<i>Feature Crossed:</i> Sugar Creek	710 Timber covered bridge
	<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.

Parke	Bridge No. 041-61-05864B	NBI No.15120	Previously determined eligible
	<i>Feature Carried:</i> US 41	<i>Feature Crossed:</i> ROARING CREEK	111B Reinforced concrete arch - open spandrel
	<i>Latitude (degrees/minutes)</i> 39 / 524	<i>Longitude (degrees/minutes)</i> 87 / 141	

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.

Parke	Bridge No. P000-61-07056	NBI No.60020	Previously determined eligible
	<i>Feature Carried:</i> SERVICE ROAD	<i>Feature Crossed:</i> TURKEY RUN	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 530	<i>Longitude (degrees/minutes)</i> 87 / 124	

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.

Parke	Bridge No. 00019	NBI No.6100015	Listed in the National Register
	<i>Feature Carried:</i> 550E	<i>Feature Crossed:</i> BIG RACCOON CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 39.5	<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.

Section 1. Listing of Historic Bridges

Parke	Bridge No. 00021	NBI No. 6100017	Eligible
	<i>Feature Carried:</i> ROSEDALE RD	<i>Feature Crossed:</i> N BR OTTER CREEK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 36.6	<i>Longitude (degrees/minutes)</i> 087 / 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 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: Horizontally curved, cambered and Camelback girders are unusual variations within this bridge type designed to solve a unusual site condition or span greater distances than traditional girder bridges.

Parke	Bridge No. 00034	NBI No. 6100027	Previously determined eligible
	<i>Feature Carried:</i> 500S	<i>Feature Crossed:</i> SUNDERLAND BRANCH	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 41.7	<i>Longitude (degrees/minutes)</i> 087 / 15.6	

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.

Parke	Bridge No. 00035	NBI No. 6100028	Listed in the National Register
	<i>Feature Carried:</i> 130E	<i>Feature Crossed:</i> LITTLE RACCOON CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 41.3	<i>Longitude (degrees/minutes)</i> 087 / 12.5	

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.

Parke	Bridge No. 00051	NBI No. 6100042	Listed in the National Register
	<i>Feature Carried:</i> 325W	<i>Feature Crossed:</i> BIG RACCOON CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 39.1	<i>Longitude (degrees/minutes)</i> 087 / 17.6	

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.

Parke	Bridge No. 00062	NBI No. 6100050	Listed in the National Register
	<i>Feature Carried:</i> 325W	<i>Feature Crossed:</i> ROCK RUN CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 39.7	<i>Longitude (degrees/minutes)</i> 087 / 17.7	

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.

Section 1. Listing of Historic Bridges

Parke Bridge No. 00063 NBI No. 6100051 Listed in the National Register
Feature Carried: TICKRIDGE RD *Feature Crossed:* ROCK RUN CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 41.5 *Longitude (degrees/minutes)* 087 / 17.0

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.

Parke Bridge No. 00069 NBI No. 6100057 Listed in the National Register
Feature Carried: ARABIA RD *Feature Crossed:* ROCKY RUN CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 46.3 *Longitude (degrees/minutes)* 087 / 19.2

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.

Parke Bridge No. 00072 NBI No. 6100059 Eligible
Feature Carried: 600W *Feature Crossed:* BIG RACCOON CREEK 402A Continuous steel beam
Latitude (degrees/minutes) 39 / 45.6 *Longitude (degrees/minutes)* 087 / 21.2

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.

Parke Bridge No. 00074 NBI No. 6100060 Listed in the National Register
Feature Carried: 40N *Feature Crossed:* LEATHERWOOD CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 46.3 *Longitude (degrees/minutes)* 087 / 19.9

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.

Parke Bridge No. 00083 NBI No. 6100068 Listed in the National Register
Feature Carried: 400S *Feature Crossed:* LITTLE RACCOON CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 42.8 *Longitude (degrees/minutes)* 087 / 11.3

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.

Section 1. Listing of Historic Bridges

Parke **Bridge No. 00085** **NBI No.6100070** **Listed in the National Register**
Feature Carried: WIMMER RD *Feature Crossed:* LITTLE RACCOON CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 43.5 *Longitude (degrees/minutes)* 087 / 11.4

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.

Parke **Bridge No. 00098** **NBI No.6100083** **Previously determined eligible**
Feature Carried: NEW DISCOVERY RD *Feature Crossed:* WILLIAMS CREEK 102A Reinforced concrete girder
Latitude (degrees/minutes) 39 / 44.6 *Longitude (degrees/minutes)* 087 / 12.5

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.

Parke **Bridge No. 00101** **NBI No.6100086** **Listed in the National Register**
Feature Carried: OLD 36 *Feature Crossed:* WILLIAMS CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 46.0 *Longitude (degrees/minutes)* 087 / 12.5

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.

Parke **Bridge No. 00104** **NBI No.6100089** **Listed in the National Register**
Feature Carried: 620S *Feature Crossed:* BIG RACCOON CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 41.0 *Longitude (degrees/minutes)* 087 / 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.

Parke **Bridge No. 00106** **NBI No.6100091** **Eligible**
Feature Carried: 700E *Feature Crossed:* N BR OTTER CREEK 102A Reinforced concrete girder
Latitude (degrees/minutes) 39 / 37.0 *Longitude (degrees/minutes)* 087 / 06.6

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: Horizontally curved, cambered and Camelback girders are unusual variations within this bridge type designed to solve a unusual site condition or span greater distances than traditional girder bridges.

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Parke	Bridge No. 00135	NBI No. 6100098	Previously determined eligible
	<i>Feature Carried:</i> GRAVES RD	<i>Feature Crossed:</i> ROCKY FORK CREEK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 41.8	<i>Longitude (degrees/minutes)</i> 087 / 02.3	

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.

Parke	Bridge No. 00155	NBI No. 6100112	Listed in the National Register
	<i>Feature Carried:</i> 650N	<i>Feature Crossed:</i> LITTLE RACCOON CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 52.0	<i>Longitude (degrees/minutes)</i> 087 / 05.2	

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.

Parke	Bridge No. 00156	NBI No. 6100113	Previously determined eligible
	<i>Feature Carried:</i> SADDLE CLUB RD	<i>Feature Crossed:</i> LITTLE RACCOON CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 52.0	<i>Longitude (degrees/minutes)</i> 087 / 05.1	

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.

Parke	Bridge No. 00191	NBI No. 6100140	Listed in the National Register
	<i>Feature Carried:</i> STRAWBERRY RD	<i>Feature Crossed:</i> LEATHERWOOD CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 47.4	<i>Longitude (degrees/minutes)</i> 087 / 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.

Parke	Bridge No. 00198	NBI No. 6100147	Eligible
	<i>Feature Carried:</i> TOWPATH RD	<i>Feature Crossed:</i> SUGAR CREEK	502 Prestressed concrete I-beam
	<i>Latitude (degrees/minutes)</i> 39 / 51.3	<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 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.

Section 1. Listing of Historic Bridges

Parke **Bridge No. 00199** **NBI No.6100148** **Listed in the National Register**
Feature Carried: BLOOMINGDALE RD *Feature Crossed:* SUGAR CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 52.7 *Longitude (degrees/minutes)* 087 / 17.1

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.

Parke **Bridge No. 00204** **NBI No.6100152** **Listed in the National Register**
Feature Carried: TOWPATH RD *Feature Crossed:* MILL CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 54.5 *Longitude (degrees/minutes)* 087 / 21.5

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.

Parke **Bridge No. 00206** **NBI No.6100154** **Listed in the National Register**
Feature Carried: 900N *Feature Crossed:* RUSH CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 53.8 *Longitude (degrees/minutes)* 087 / 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.

Parke **Bridge No. 00207** **NBI No.6100155** **Listed in the National Register**
Feature Carried: 800N *Feature Crossed:* RUSH CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 52.8 *Longitude (degrees/minutes)* 087 / 19.8

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.

Parke **Bridge No. 00208** **NBI No.6100156** **Previously determined eligible**
Feature Carried: 1050N *Feature Crossed:* E FORK RUSH CREEK 102A Reinforced concrete girder
Latitude (degrees/minutes) 39 / 55.0 *Longitude (degrees/minutes)* 087 / 18.0

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.

Parke **Bridge No. 00211** **NBI No.6100159** **Listed in the National Register**
Feature Carried: BOWSHER RD *Feature Crossed:* MILL CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 56.0 *Longitude (degrees/minutes)* 087 / 21.0

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.

Section 1. Listing of Historic Bridges

Parke	Bridge No. 00220	NBI No.6100165	Eligible
	<i>Feature Carried:</i> ROARING CREEK RD	<i>Feature Crossed:</i> ROARING CREEK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 52.9	<i>Longitude (degrees/minutes)</i> 087 / 14.7	

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 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: Horizontally curved, cambered and Camelback girders are unusual variations within this bridge type designed to solve a unusual site condition or span greater distances than traditional girder bridges.

Parke	Bridge No. 00227	NBI No.6100171	Listed in the National Register
	<i>Feature Carried:</i> COXFORD RD	<i>Feature Crossed:</i> SUGAR CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 53.1	<i>Longitude (degrees/minutes)</i> 087 / 13.4	

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.

Parke	Bridge No. 00228	NBI No.6100172	Listed in the National Register
	<i>Feature Carried:</i> COXFORD RD	<i>Feature Crossed:</i> SUGAR MILL CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 54.0	<i>Longitude (degrees/minutes)</i> 087 / 13.9	

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.

Parke	Bridge No. 00237	NBI No.6100180	Eligible
	<i>Feature Carried:</i> 400S	<i>Feature Crossed:</i> SUNDERLAND BRANCH	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 42.6	<i>Longitude (degrees/minutes)</i> 087 / 15.5	

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: Horizontally curved, cambered and Camelback girders are unusual variations within this bridge type designed to solve a unusual site condition or span greater distances than traditional girder bridges.

Section 1. Listing of Historic Bridges

Parke **Bridge No. 00248** **NBI No.6100218** **Eligible**
Feature Carried: 1200E *Feature Crossed:* CONRAIL RR 202A Continuous reinforced
Latitude (degrees/minutes) 39 / 36.3 *Longitude (degrees/minutes)* 087 / 00.8 concrete girder

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.

Parke **Bridge No. 00278** **NBI No.6100189** **Previously determined eligible**
Feature Carried: 720S *Feature Crossed:* BR ROCKY FK CREEK 101A Reinforced concrete slab
Latitude (degrees/minutes) 39 / 39.5 *Longitude (degrees/minutes)* 087 / 03.9

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.

Parke **Bridge No. 00281** **NBI No.6100191** **Eligible**
Feature Carried: ADAMS RD *Feature Crossed:* SAND CREEK 101A Reinforced concrete slab
Latitude (degrees/minutes) 39 / 45.9 *Longitude (degrees/minutes)* 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 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.

Perry **Bridge No. 00082** **NBI No.6200047** **Eligible**
Feature Carried: COUNTY ROAD 192 *Feature Crossed:* HURRICANE CREEK 310A Steel pony truss
Latitude (degrees/minutes) 38 / 11.9 *Longitude (degrees/minutes)* 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.

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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.

Pike	Bridge No. 00032	NBI No. 6300157	Eligible
	<i>Feature Carried:</i> CR 500 W	<i>Feature Crossed:</i> PATOKA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 22.7	<i>Longitude (degrees/minutes)</i> 087 / 22.2	

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 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.

Section 1. Listing of Historic Bridges

Pike	Bridge No. 00071	NBI No. 6300057	Eligible
	<i>Feature Carried:</i> MERIDIAN RD.	<i>Feature Crossed:</i> PATOKA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 23.0	<i>Longitude (degrees/minutes)</i> 087 / 16.3	

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 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.

Pike	Bridge No. 00081	NBI No. 6300061	Listed in the National Register
	<i>Feature Carried:</i> CR 315 W	<i>Feature Crossed:</i> PATOKA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 38 / 23.0	<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.

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.

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Pike	Bridge No. 00147	NBI No. 6300100	Eligible
	Feature Carried: CR 350 E	Feature Crossed: PATOKA RIVER	310B Steel thru truss
	Latitude (degrees/minutes) 38 / 22.0	Longitude (degrees/minutes) 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
	Feature Carried: CR 650 E	Feature Crossed: PATOKA RIVER	910B Iron pony truss
	Latitude (degrees/minutes) 38 / 22.4	Longitude (degrees/minutes) 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.

Pike	Bridge No. 00169	NBI No. 6300110	Eligible
	Feature Carried: CR 625 S	Feature Crossed: CUP CREEK	310A Steel pony truss
	Latitude (degrees/minutes) 38 / 19.8	Longitude (degrees/minutes) 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
	Feature Carried: CR 325 W	Feature Crossed: SOUTH FORK PATOKA RIVER	910A Iron thru truss
	Latitude (degrees/minutes) 38 / 22.8	Longitude (degrees/minutes) 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.

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Pike	Bridge No. 00297	NBI No.6300179	Eligible
	Feature Carried: OLD SR 56	Feature Crossed: PRIDES CREEK	303F Riveted plate girder - floor beam system
	Latitude (degrees/minutes) 38 / 29.3	Longitude (degrees/minutes) 087 / 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 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.

Porter	Bridge No.	NBI No.XX024	Eligible
	Feature Carried: West of 500 E	Feature Crossed: Kankakee River	312B Thru steel arch
	Latitude (degrees/minutes) /	Longitude (degrees/minutes) /	

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.

Porter	Bridge No. P000-64-07069	NBI No.60160	Eligible
	Feature Carried: WILSON ROAD	Feature Crossed: DUNES CREEK	102A Reinforced concrete girder
	Latitude (degrees/minutes) 41 / 394	Longitude (degrees/minutes) 87 / 35	

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

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Porter	Bridge No. 00171	NBI No. 6400123	Eligible
	<i>Feature Carried:</i> JOLIET ROAD	<i>Feature Crossed:</i> SALT CREEK	119B Reinforced concrete arch - under fill
	<i>Latitude (degrees/minutes)</i> 41 / 28.4	<i>Longitude (degrees/minutes)</i> 087 / 04.3	

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: Crossing for Lincoln Highway and later Main Market No. 2 demonstrates evolution of transportation systems.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

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. 00032	NBI No. 6500295	Eligible
	<i>Feature Carried:</i> CR 800S	<i>Feature Crossed:</i> BRANCH OF PITCHER CREEK	302D Simple steel beam
	<i>Latitude (degrees/minutes)</i> 37 / 55.3	<i>Longitude (degrees/minutes)</i> 087 / 58.5	

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.

Section 1. Listing of Historic Bridges

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.

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.

Section 1. Listing of Historic Bridges

Posey **Bridge No. 00065** **NBI No.6500201** **Eligible**
Feature Carried: WILSEY ROAD *Feature Crossed:* BRANCH OF BLACK RIVER 104 Concrete tee beam
Latitude (degrees/minutes) 38 / 11.9 *Longitude (degrees/minutes)* 087 / 53.0

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 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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Posey **Bridge No. 00066** **NBI No.6500200** **Previously determined eligible**
Feature Carried: WILSEY ROAD *Feature Crossed:* BLACK RIVER 310B Steel thru truss
Latitude (degrees/minutes) 38 / 12.0 *Longitude (degrees/minutes)* 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.

Posey **Bridge No. 00091** **NBI No.6500247** **Eligible**
Feature Carried: PFEIFFER ROAD *Feature Crossed:* BIG CREEK 310B Steel thru truss
Latitude (degrees/minutes) 38 / 02.3 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

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.

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.

Section 1. Listing of Historic Bridges

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.

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.

Section 1. Listing of Historic Bridges

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.

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.

Section 1. Listing of Historic 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.

Section 1. Listing of Historic Bridges

Putnam Bridge No. 040-67-01835A NBI No. 13720 Previously determined eligible
Feature Carried: US 40 *Feature Crossed:* DEER CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 346 *Longitude (degrees/minutes)* 86 / 511

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. 040-67-01838B NBI No. 13740 Eligible
Feature Carried: US 40 *Feature Crossed:* SALLUST BRANCH 102A Reinforced concrete girder
Latitude (degrees/minutes) 39 / 375 *Longitude (degrees/minutes)* 86 / 408

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: Crossing built to serve Main Market No. 3 and represents ISHC's early development of the state highway system and pre-World War II widening to serve as a U.S. Highway.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Putnam Bridge No. P000-67-07096C NBI No. 60030 Previously determined eligible
Feature Carried: SERVICE ROAD *Feature Crossed:* DEER CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 330 *Longitude (degrees/minutes)* 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
Feature Carried: ROAD 1050 NORTH *Feature Crossed:* BIG RACCOON CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 48.8 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Putnam Bridge No. 00029 NBI No. 6700017 Previously determined eligible
Feature Carried: ROAD 1350 NORTH *Feature Crossed:* CORNSTALK CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 51.8 *Longitude (degrees/minutes)* 086 / 52.1

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.

Putnam Bridge No. 00045 NBI No. 6700032 Previously determined eligible
Feature Carried: ROAD 900 EAST *Feature Crossed:* BIG WALNUT CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 49.8 *Longitude (degrees/minutes)* 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.

Putnam Bridge No. 00049 NBI No. 6700036 Eligible
Feature Carried: ROAD 650 NORTH *Feature Crossed:* PLUM CREEK 102A Reinforced concrete girder
Latitude (degrees/minutes) 39 / 45.4 *Longitude (degrees/minutes)* 086 / 44.4

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

Putnam Bridge No. 00052 NBI No. 6700039 Previously determined eligible
Feature Carried: ROAD 650 NORTH *Feature Crossed:* BIG WALNUT CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 45.0 *Longitude (degrees/minutes)* 086 / 46.5

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.

Putnam Bridge No. 00058 NBI No. 6700045 Previously determined eligible
Feature Carried: ROAD 900 NORTH *Feature Crossed:* BIG WALNUT CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 47.6 *Longitude (degrees/minutes)* 086 / 46.4

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.

Section 1. Listing of Historic Bridges

Putnam Bridge No. 00062 NBI No. 6700049 Previously determined eligible
Feature Carried: ROAD 500 NORTH *Feature Crossed:* CLEAR CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 43.9 *Longitude (degrees/minutes)* 086 / 43.6

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. 00071 NBI No. 6700057 Eligible
Feature Carried: ROAD 500 EAST *Feature Crossed:* CLEAR CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 42.4 *Longitude (degrees/minutes)* 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
Feature Carried: ROAD 375 EAST *Feature Crossed:* CLEAR CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 41.7 *Longitude (degrees/minutes)* 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. 00100 NBI No. 6700086 Previously determined eligible
Feature Carried: ROAD 450 NORTH *Feature Crossed:* LITTLE WALNUT CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 43.6 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Putnam	Bridge No. 00105	NBI No. 6700091	Previously determined eligible
	<i>Feature Carried:</i> ROAD 25 SOUTH	<i>Feature Crossed:</i> BIG WALNUT CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 39.5	<i>Longitude (degrees/minutes)</i> 086 / 53.0	

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.

Putnam	Bridge No. 00121	NBI No. 6700107	Previously determined eligible
	<i>Feature Carried:</i> ROAD 375 WEST	<i>Feature Crossed:</i> BIG WALNUT CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 37.6	<i>Longitude (degrees/minutes)</i> 086 / 55.0	

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.

Putnam	Bridge No. 00125	NBI No. 6700111	Previously determined eligible
	<i>Feature Carried:</i> ROAD 550 SOUTH	<i>Feature Crossed:</i> BIG WALNUT CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 34.9	<i>Longitude (degrees/minutes)</i> 086 / 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.

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.

*This determination has been sent to the Keeper of the National Register for a final eligibility decision.

Section 1. Listing of Historic Bridges

Putnam Bridge No. 00139 NBI No. 6700124 Eligible
Feature Carried: ROAD 125 NORTH *Feature Crossed:* BIG WALNUT CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 40.7 *Longitude (degrees/minutes)* 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
Feature Carried: ROAD 25 EAST *Feature Crossed:* BIG WALNUT CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 40.4 *Longitude (degrees/minutes)* 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
Feature Carried: DEVIL BACKBONE RD *Feature Crossed:* DEER CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 36.6 *Longitude (degrees/minutes)* 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.

Putnam Bridge No. 00159 NBI No. 6700138 Listed in the National Register
Feature Carried: ROAD 625 WEST *Feature Crossed:* BIG WALNUT CREEK 111B Reinforced concrete
Latitude (degrees/minutes) 39 / 33.3 *Longitude (degrees/minutes)* 086 / 57.8 arch - open spandrel

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.

Section 1. Listing of Historic Bridges

Putnam	Bridge No. 00170	NBI No.6700148	Previously determined eligible
	<i>Feature Carried:</i> HUFFMAN ROAD	<i>Feature Crossed:</i> BIG WALNUT CREEK	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 30.5	<i>Longitude (degrees/minutes)</i> 086 / 57.5	

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.

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	

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.

Rationale: Bridge associated with the National Road.

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.

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	

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. 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	

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.

Section 1. Listing of Historic Bridges

Putnam Bridge No. 00229 NBI No. 6700196 Previously determined eligible
Feature Carried: ROAD 925 EAST *Feature Crossed:* BRANCH OF MILL CREEK 111B Reinforced concrete
Latitude (degrees/minutes) 39 / 31.6 *Longitude (degrees/minutes)* 086 / 41.0 arch - open spandrel

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. 00237 NBI No. 6700200 Previously determined eligible
Feature Carried: ROAD 550 SOUTH *Feature Crossed:* DEER CREEK 111B Reinforced concrete
Latitude (degrees/minutes) 39 / 34.7 *Longitude (degrees/minutes)* 086 / 50.8 arch - open spandrel

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. 00249 NBI No. 6700204 Previously determined eligible
Feature Carried: ROAD 800 NORTH *Feature Crossed:* BIG WALNUT CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 46.5 *Longitude (degrees/minutes)* 086 / 47.1

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.

Putnam Bridge No. 00276 NBI No. 6700217 Eligible
Feature Carried: ROAD 400 WEST *Feature Crossed:* CONRAIL 202A Continuous reinforced
Latitude (degrees/minutes) 39 / 37.8 *Longitude (degrees/minutes)* 086 / 55.3 concrete girder

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.

Putnam Bridge No. 00278 NBI No. 6700218 Previously determined eligible
Feature Carried: ROAD 275 SOUTH *Feature Crossed:* CONRAIL 202A Continuous reinforced
Latitude (degrees/minutes) 39 / 37.3 *Longitude (degrees/minutes)* 086 / 57.1 concrete girder

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.

Section 1. Listing of Historic Bridges

Putnam **Bridge No. 00279** **NBI No.6700219** **Eligible**
Feature Carried: ROAD 600 WEST *Feature Crossed:* CONRAIL 202A Continuous reinforced
Latitude (degrees/minutes) 39 / 37.0 *Longitude (degrees/minutes)* 086 / 57.4 concrete girder

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.

Putnam **Bridge No. 00286** **NBI No.6700222** **Eligible**
Feature Carried: ROAD 100 EAST *Feature Crossed:* CONRAIL 202A Continuous reinforced
Latitude (degrees/minutes) 39 / 39.6 *Longitude (degrees/minutes)* 086 / 49.8 concrete girder

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.

Putnam **Bridge No. 00288** **NBI No.6700223** **Eligible**
Feature Carried: ROAD 400 EAST *Feature Crossed:* CONRAIL 202A Continuous reinforced
Latitude (degrees/minutes) 39 / 40.3 *Longitude (degrees/minutes)* 086 / 46.9 concrete girder

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.

Putnam **Bridge No. 00301** **NBI No.6700229** **Previously determined eligible**
Feature Carried: ROAD 750 SOUTH *Feature Crossed:* BIG WALNUT CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 33.1 *Longitude (degrees/minutes)* 086 / 58.9

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.

Section 1. Listing of Historic Bridges

Randolph	Bridge No. 001-68-03408B	NBI No. 300	Previously determined eligible
	<i>Feature Carried:</i> SR 1	<i>Feature Crossed:</i> MISSISSINEWA RIVER	310B Steel thru truss
	<i>Latitude (degrees/minutes)</i> 40 / 169	<i>Longitude (degrees/minutes)</i> 85 / 89	

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.

Randolph	Bridge No. 028-68-04065	NBI No. 7830	Eligible
	<i>Feature Carried:</i> SR 28	<i>Feature Crossed:</i> MISSISSINEWA RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 170	<i>Longitude (degrees/minutes)</i> 85 / 17	

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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Randolph	Bridge No. 00021	NBI No. 6800012	Eligible
	<i>Feature Carried:</i> 500N	<i>Feature Crossed:</i> ELKHORN CREEK	302A Encased steel beam
	<i>Latitude (degrees/minutes)</i> 40 / 14.1	<i>Longitude (degrees/minutes)</i> 085 / 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.

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.

Randolph	Bridge No. 00029	NBI No. 6800019	Previously determined eligible
	<i>Feature Carried:</i> 200W	<i>Feature Crossed:</i> BRANCH OF FETID CREEK	101A Reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 40 / 16.1	<i>Longitude (degrees/minutes)</i> 085 / 01.1	

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.

Section 1. Listing of Historic 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	

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.

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	

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.

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	

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.

Section 1. Listing of Historic Bridges

Randolph **Bridge No. 00226** **NBI No. 6800181** **Eligible**
Feature Carried: 400S *Feature Crossed:* GREENVILLE CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 06.5 *Longitude (degrees/minutes)* 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**
Feature Carried: 750W *Feature Crossed:* CABIN CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 08.5 *Longitude (degrees/minutes)* 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.

Randolph **Bridge No. 00305** **NBI No. 6800230** **Eligible**
Feature Carried: EAST SOUTH STREET *Feature Crossed:* SALT CREEK 104 Concrete tee beam
Latitude (degrees/minutes) 40 / 10.2 *Longitude (degrees/minutes)* 084 / 58.8

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Section 1. Listing of Historic Bridges

Ripley	Bridge No. [00081]	NBI No. XX030	Previously determined eligible
	<i>Feature Carried:</i> CR 850 W	<i>Feature Crossed:</i> OTTER CREEK	710 Timber covered bridge
	<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.

Ripley	Bridge No. 00003	NBI No. 6900003	Eligible
	<i>Feature Carried:</i> OLEAN ROAD	<i>Feature Crossed:</i> RACCOON CREEK	811 Stone arch
	<i>Latitude (degrees/minutes)</i> 38 / 58.4	<i>Longitude (degrees/minutes)</i> 085 / 09.6	

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

Ripley	Bridge No. 00009	NBI No. 6900009	Previously determined eligible
	<i>Feature Carried:</i> CAVEHILL ROAD	<i>Feature Crossed:</i> LAUGHERY CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 00.2	<i>Longitude (degrees/minutes)</i> 085 / 11.2	

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.

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.

Section 1. Listing of Historic Bridges

Ripley **Bridge No. 00038** **NBI No. 6900032** **Previously determined eligible**
Feature Carried: OLD MICHIGAN ROAD *Feature Crossed:* BIG CREEK 811 Stone arch
Latitude (degrees/minutes) 38 / 55.9 *Longitude (degrees/minutes)* 085 / 21.9

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.

Ripley **Bridge No. 00046** **NBI No. 6900033** **Previously determined eligible**
Feature Carried: CO. RD. 40S *Feature Crossed:* LAUGHERY CREEK 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 04.1 *Longitude (degrees/minutes)* 085 / 14.3

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.

Ripley **Bridge No. 00050** **NBI No. 6900037** **Eligible**
Feature Carried: CO. RD. 100S *Feature Crossed:* NORTH FORK BIG GRAHAM CK 811 Stone arch
Latitude (degrees/minutes) 39 / 03.6 *Longitude (degrees/minutes)* 085 / 20.6

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

Ripley **Bridge No. 00061** **NBI No. 6900046** **Eligible**
Feature Carried: FINKE ROAD *Feature Crossed:* TRIB. TO LAUGHERY CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 08.6 *Longitude (degrees/minutes)* 085 / 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 is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

Section 1. Listing of Historic Bridges

Ripley **Bridge No. 00070** **NBI No. 6900053** **Eligible**
Feature Carried: CO. RD. 650N *Feature Crossed:* LITTLE OTTER CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 10.2 *Longitude (degrees/minutes)* 085 / 20.3

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.

Ripley **Bridge No. 00073** **NBI No. 6900055** **Eligible**
Feature Carried: CO. RD. 500N *Feature Crossed:* OTTER CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 08.9 *Longitude (degrees/minutes)* 085 / 21.7

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.

Ripley **Bridge No. 00080** **NBI No. 6900063** **Eligible**
Feature Carried: CO. RD. 850W *Feature Crossed:* BRUSH CREEK 811 Stone arch
Latitude (degrees/minutes) 39 / 07.0 *Longitude (degrees/minutes)* 085 / 24.8

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.

Section 1. Listing of Historic Bridges

Ripley	Bridge No. 00132	NBI No. 6900106	Eligible
	<i>Feature Carried:</i> CO. RD. 875W	<i>Feature Crossed:</i> NORTH FORK	201A Continuous reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 12.3	<i>Longitude (degrees/minutes)</i> 085 / 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 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.

Ripley	Bridge No. 00133	NBI No. 6900109	Eligible
	<i>Feature Carried:</i> BROWNSTOWN ROAD	<i>Feature Crossed:</i> VERNON FK MUSCATATUCK RV	103 Reinforced concrete girder (trans girder) floor beam system
	<i>Latitude (degrees/minutes)</i> 39 / 11.4	<i>Longitude (degrees/minutes)</i> 085 / 26.1	

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

Rush	Bridge No. 00094	NBI No. 7000084	Listed in the National Register
	<i>Feature Carried:</i> ROAD 150 NORTH	<i>Feature Crossed:</i> FLATROCK RIVER	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 38.0	<i>Longitude (degrees/minutes)</i> 085 / 25.0	

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.

Rush	Bridge No. 00100	NBI No. 7000090	Listed in the National Register
	<i>Feature Carried:</i> ROAD 300 NORTH	<i>Feature Crossed:</i> FLATROCK RIVER	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 39 / 39.3	<i>Longitude (degrees/minutes)</i> 085 / 24.6	

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.

Section 1. Listing of Historic Bridges

Rush **Bridge No. 00110** **NBI No. 7000099** **Previously determined eligible**
Feature Carried: ROAD 550 WEST *Feature Crossed:* FARMERS STREAM 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 40.3 *Longitude (degrees/minutes)* 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.

Rush **Bridge No. 00112** **NBI No. 7000101** **Listed in the National Register**
Feature Carried: OFFUTT BRIDGE ROAD *Feature Crossed:* LITTLE BLUE RIVER 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 39.6 *Longitude (degrees/minutes)* 085 / 32.4

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.

Rush **Bridge No. 00118** **NBI No. 7000106** **Previously determined eligible**
Feature Carried: ROAD 400 NORTH *Feature Crossed:* LITTLE BLUE RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 40.2 *Longitude (degrees/minutes)* 085 / 32.0

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.

Rush **Bridge No. 00146** **NBI No. 7000132** **Listed in the National Register**
Feature Carried: ROAD 650 SOUTH *Feature Crossed:* FLATROCK RIVER 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 31.0 *Longitude (degrees/minutes)* 085 / 31.8

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.

Rush **Bridge No. 00188** **NBI No. 7000173** **Listed in the National Register**
Feature Carried: NORTH RAILROAD ST. *Feature Crossed:* LITTLE FLATROCK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 30.2 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Scott **Bridge No. 00057** **NBI No. 7200043** **Eligible**
Feature Carried: PLYMOUTH ROAD *Feature Crossed:* TOWN CREEK 201A Continuous reinforced
Latitude (degrees/minutes) 38 / 39.9 *Longitude (degrees/minutes)* 085 / 38.2 concrete slab

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.

Shelby **Bridge No. 009-73-01994B** **NBI No. 2410** **Previously determined eligible**
Feature Carried: SR 9 *Feature Crossed:* FLATROCK RIVER 310B Steel thru truss
Latitude (degrees/minutes) 39 / 237 *Longitude (degrees/minutes)* 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. 009-73-03635A** **NBI No. 2430** **Previously determined eligible**
Feature Carried: SR 9 *Feature Crossed:* N BRANCH LEWIS CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 273 *Longitude (degrees/minutes)* 85 / 456

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**
Feature Carried: SR 44 *Feature Crossed:* SUGAR CREEK 310B Steel thru truss
Latitude (degrees/minutes) 39 / 298 *Longitude (degrees/minutes)* 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. 00008** **NBI No. 7300008** **Previously determined eligible**
Feature Carried: ROAD 600 WEST *Feature Crossed:* SUGAR CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 41.7 *Longitude (degrees/minutes)* 085 / 53.8

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.

Section 1. Listing of Historic Bridges

Shelby	Bridge No. 00049	NBI No. 7300049	Previously determined eligible
	<i>Feature Carried:</i> ROAD 400 NORTH	<i>Feature Crossed:</i> SUGAR CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 34.9	<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.

Shelby	Bridge No. 00093	NBI No. 7300084	Eligible
	<i>Feature Carried:</i> MICHIGAN ROAD	<i>Feature Crossed:</i> CONNS CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 27.8	<i>Longitude (degrees/minutes)</i> 085 / 39.2	

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: Crossing likely built by state for State Route 6 and represents ISHC's early development of the state highway system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

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.

Section 1. Listing of Historic Bridges

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.

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.

Section 1. Listing of Historic Bridges

Shelby	Bridge No. 00129	NBI No. 7300117	Previously determined eligible
	<i>Feature Carried:</i> ROAD 25 EAST	<i>Feature Crossed:</i> MIDDLE FORK LEWIS CREEK	103 Rein conc girder (trans girder) floor beam system
	<i>Latitude (degrees/minutes)</i> 39 / 26.2	<i>Longitude (degrees/minutes)</i> 085 / 46.2	

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.

Shelby	Bridge No. 00134	NBI No. 7300122	Eligible
	<i>Feature Carried:</i> ROAD 600 EAST	<i>Feature Crossed:</i> DEER CREEK	811 Stone arch
	<i>Latitude (degrees/minutes)</i> 39 / 26.1	<i>Longitude (degrees/minutes)</i> 085 / 40.0	

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

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.

Section 1. Listing of Historic Bridges

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.

Shelby	Bridge No. 00149	NBI No. 7300137	Eligible
	<i>Feature Carried:</i> ROAD 450 SOUTH	<i>Feature Crossed:</i> CONNS CREEK	811 Stone arch
	<i>Latitude (degrees/minutes)</i> 39 / 27.7	<i>Longitude (degrees/minutes)</i> 085 / 39.1	

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 Michigan Road, one of Indiana's early significant transportation routes.

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 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.

Section 1. Listing of Historic Bridges

Shelby **Bridge No. 00183** **NBI No. 7300152** **Previously determined eligible**
Feature Carried: ROAD 150 WEST *Feature Crossed:* FLATROCK RIVER OVERFLOW 101A Reinforced concrete slab
Latitude (degrees/minutes) 39 / 22.5 *Longitude (degrees/minutes)* 085 / 48.5

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.

Spencer **Bridge No. 00037** **NBI No. 7400034** **Eligible**
Feature Carried: CR 80 SOUTH *Feature Crossed:* CLEAR CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 37 / 52.6 *Longitude (degrees/minutes)* 087 / 14.4

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.

Spencer **Bridge No. 00114** **NBI No. 7400106** **Eligible**
Feature Carried: CR 1350 NORTH *Feature Crossed:* MIDDLE FK CROOKED CREEK 101A Reinforced concrete slab
Latitude (degrees/minutes) 38 / 04.9 *Longitude (degrees/minutes)* 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 represents the earliest period of timber, metal, or concrete construction in the state.

Spencer **Bridge No. 00132** **NBI No. 7400120** **Previously determined eligible**
Feature Carried: CR 905 NORTH *Feature Crossed:* MIDDLE FK CROOKED CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 38 / 01.0 *Longitude (degrees/minutes)* 086 / 51.9

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.

Section 1. Listing of Historic Bridges

Spencer **Bridge No. 00238** **NBI No. 7400237** **Eligible**
Feature Carried: CR 300 EAST *Feature Crossed:* N FK LITTLE PIGEON CREEK 402A Continuous steel beam
Latitude (degrees/minutes) 38 / 08.4 *Longitude (degrees/minutes)* 086 / 59.9

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.

Spencer **Bridge No. 00255** **NBI No. 7400193** **Previously determined eligible**
Feature Carried: CR 100 NORTH *Feature Crossed:* WILLOW POND DITCH 111A Reinforced concrete arch
Latitude (degrees/minutes) 37 / 54.2 *Longitude (degrees/minutes)* 087 / 14.8

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.

Spencer **Bridge No. 00259** **NBI No. 7400196** **Eligible**
Feature Carried: CR 1100 EAST *Feature Crossed:* BR MIDDLE FK CROOKED CR 111A Reinforced concrete arch
Latitude (degrees/minutes) 38 / 03.8 *Longitude (degrees/minutes)* 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 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.

Spencer **Bridge No. 00273** **NBI No. 7400205** **Eligible**
Feature Carried: CR 250 NORTH *Feature Crossed:* BR BAKER CREEK 101A Reinforced concrete slab
Latitude (degrees/minutes) 37 / 55.5 *Longitude (degrees/minutes)* 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 represents the earliest period of timber, metal, or concrete construction in the state.

Section 1. Listing of Historic Bridges

Spencer	Bridge No. 00308	NBI No. 7400168	Eligible
	<i>Feature Carried:</i> CR 700 EAST	<i>Feature Crossed:</i> BRANCH OF CROOKED CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 38 / 04.6	<i>Longitude (degrees/minutes)</i> 086 / 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 represents the earliest period of timber, metal, or concrete construction in the state.

Spencer	Bridge No. 0151A	NBI No. 7400139	Listed in the National Register
	<i>Feature Carried:</i> CR 1475 EAST	<i>Feature Crossed:</i> ANDERSON RIVER	710 Timber covered bridge
	<i>Latitude (degrees/minutes)</i> 38 / 06.2	<i>Longitude (degrees/minutes)</i> 086 / 46.6	

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.

St. Joseph	Bridge No. (933)31-71-02037	NBI No. 11048	Eligible
	<i>Feature Carried:</i> EAST BANK TRAIL	<i>Feature Crossed:</i> SR 933	303F Riveted plate girder-floor beam system
	<i>Latitude (degrees/minutes)</i> 41 / 415	<i>Longitude (degrees/minutes)</i> 86 / 151	

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.

St. Joseph	Bridge No. (933)31-71-03690	NBI No. 11046	Contributing resource in a listed historic district
	<i>Feature Carried:</i> SR 933	<i>Feature Crossed:</i> ST. JOSEPH RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 41 / 413	<i>Longitude (degrees/minutes)</i> 86 / 151	

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.

Section 1. Listing of Historic Bridges

St. Joseph Bridge No. 00203 NBI No. 7100052 Previously determined eligible

Feature Carried: MISHAWAKA AVENUE
Latitude (degrees/minutes) 41 / 40.0

Feature Crossed: ST. JOSEPH RIVER 111A Reinforced concrete arch
Longitude (degrees/minutes) 086 / 10.0

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.

St. Joseph Bridge No. 00205 NBI No. 7100051 Previously determined eligible

Feature Carried: LOGAN STREET
Latitude (degrees/minutes) 41 / 39.6

Feature Crossed: ST. JOSEPH RIVER 111A Reinforced concrete arch
Longitude (degrees/minutes) 086 / 11.8

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.

St. Joseph Bridge No. 00206 NBI No. 7100033 Previously determined eligible

Feature Carried: IRONWOOD DRIVE
Latitude (degrees/minutes) 41 / 39.6

Feature Crossed: ST. JOSEPH RIVER 111B Reinforced concrete arch - open spandrel
Longitude (degrees/minutes) 086 / 12.9

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.

St. Joseph Bridge No. 00207 NBI No. 7100088 Previously determined eligible

Feature Carried: TWYCKENHAM DRIVE
Latitude (degrees/minutes) 41 / 39.6

Feature Crossed: ST. JOSEPH R. & N.S. BLVD 111B Reinforced concrete arch - open spandrel
Longitude (degrees/minutes) 086 / 13.5

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.

St. Joseph Bridge No. 00209 NBI No. 7100037 Contributing resource in a listed historic district

Feature Carried: JEFFERSON BLVD.
Latitude (degrees/minutes) 41 / 40.5

Feature Crossed: ST. JOSEPH RIVER 111A Reinforced concrete arch
Longitude (degrees/minutes) 086 / 14.7

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.

St. Joseph Bridge No. 00210 NBI No. 7100047 Listed in the National Register

Feature Carried: LASALLE STREET
Latitude (degrees/minutes) 41 / 40.8

Feature Crossed: ST. JOSEPH RIVER 111A Reinforced concrete arch
Longitude (degrees/minutes) 086 / 15.2

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.

Section 1. Listing of Historic Bridges

St. Joseph Bridge No. 00211 **NBI No. 7100002** **Previously determined eligible**
Feature Carried: ANGELA BOULEVARD *Feature Crossed:* ST. JOSEPH RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 41 / 41.6 *Longitude (degrees/minutes)* 086 / 15.7

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.

St. Joseph Bridge No. 00213 **NBI No. 7100019** **Listed in the National Register**
Feature Carried: WALKING PATH *Feature Crossed:* ST. JOSEPH RIVER 910A Iron thru truss
Latitude (degrees/minutes) 41 / 43.8 *Longitude (degrees/minutes)* 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.

St. Joseph Bridge No. 00214 **NBI No. 7100006** **Eligible**
Feature Carried: AUTEN ROAD *Feature Crossed:* ST. JOSEPH RIVER 302H Composite steel girder
Latitude (degrees/minutes) 41 / 44.7 *Longitude (degrees/minutes)* 086 / 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 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 use of welding represents the initial application of a highly important innovation in metal bridge construction.

St. Joseph Bridge No. 00216 **NBI No. 7100119** **Previously determined eligible**
Feature Carried: ASH ROAD *Feature Crossed:* ST. JOSEPH RIVER 111B Reinforced concrete arch - open spandrel
Latitude (degrees/minutes) 41 / 40.7 *Longitude (degrees/minutes)* 086 / 03.7

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.

Section 1. Listing of Historic Bridges

Starke	Bridge No.	NBI No.	XX003	Eligible
	Feature Carried: CR 1100W Latitude (degrees/minutes) /	Feature Crossed: OLD KANKAKEE RIVER Longitude (degrees/minutes) /		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.

Starke	Bridge No.	NBI No.	XX027	Eligible
	Feature Carried: Wythogan Park, Main and Water Streets in Knox Latitude (degrees/minutes) /	Feature Crossed: Former RR bed for NYC RR Longitude (degrees/minutes) /		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 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.

Section 1. Listing of Historic 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.

Starke	Bridge No. 00013	NBI No. 7500008	Eligible
	<i>Feature Carried:</i> COUNTY ROAD 600 E	<i>Feature Crossed:</i> ROBBINS DITCH	201A Continuous reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 41 / 25.1	<i>Longitude (degrees/minutes)</i> 086 / 34.9	

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

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.

Section 1. Listing of Historic Bridges

Sullivan **Bridge No. 00006** **NBI No. 7700006** **Previously determined eligible**
Feature Carried: S. COUNTY LINE RD. *Feature Crossed:* BRANCH OF POLLARD DITCH 111A Reinforced concrete arch
Latitude (degrees/minutes) 38 / 54.2 *Longitude (degrees/minutes)* 087 / 17.8

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.

Sullivan **Bridge No. 00018** **NBI No. 7700018** **Previously determined eligible**
Feature Carried: ROAD 1100 SOUTH *Feature Crossed:* POLLARD DITCH 102A Reinforced concrete girder
Latitude (degrees/minutes) 38 / 55.0 *Longitude (degrees/minutes)* 087 / 15.7

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.

Sullivan **Bridge No. 00121** **NBI No. 7700108** **Eligible**
Feature Carried: ROAD 300 SOUTH *Feature Crossed:* BUSSERON CREEK 910A Iron thru truss
Latitude (degrees/minutes) 39 / 02.5 *Longitude (degrees/minutes)* 087 / 24.0

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.

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 a nationally recognized engineer, designer, fabricator or builder and displays distinctive engineering and/or aesthetic characteristics.

Section 1. Listing of Historic Bridges

Sullivan	Bridge No. 00137	NBI No. 7700123	Previously determined eligible
	<i>Feature Carried:</i> ROAD 400 EAST	<i>Feature Crossed:</i> MIDDLE FORK CREEK	103 Rein conc girder (trans girder) floor beam system
	<i>Latitude (degrees/minutes)</i> 39 / 00.3	<i>Longitude (degrees/minutes)</i> 087 / 19.8	

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.

Sullivan	Bridge No. 00147	NBI No. 7700130	Eligible
	<i>Feature Carried:</i> ROAD 350 SOUTH	<i>Feature Crossed:</i> UNNAMED DITCH	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 02.0	<i>Longitude (degrees/minutes)</i> 087 / 14.3	

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 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: A bridge carrying intersecting roadways endures live-load forces moving in two directions requiring specially engineered substructures and/or superstructure, resulting in an innovative design.

Sullivan	Bridge No. 00236	NBI No. 7700200	Eligible
	<i>Feature Carried:</i> ROAD 425 NORTH	<i>Feature Crossed:</i> BRANCH OF TURMAN CREEK	101A Reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 39 / 08.8	<i>Longitude (degrees/minutes)</i> 087 / 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.

Section 1. Listing of Historic Bridges

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	

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.

Sullivan	Bridge No. 00303	NBI No.7700255	Previously determined eligible
	<i>Feature Carried:</i> ROAD 1050 NORTH	<i>Feature Crossed:</i> HOOKER CREEK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 14.3	<i>Longitude (degrees/minutes)</i> 087 / 16.7	

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.

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.

Section 1. Listing of Historic Bridges

Tippecanoe	Bridge No. 052-79-01784DEBL	NBI No. 19010	Eligible
<i>Feature Carried:</i> US 52 EBL		<i>Feature Crossed:</i> WABASH RIVER & SR 43	309 Steel deck truss
<i>Latitude (degrees/minutes)</i> 40 / 271		<i>Longitude (degrees/minutes)</i> 86 / 537	

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.

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: 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.

Section 1. Listing of Historic Bridges

Tippecanoe	Bridge No. 225-79-04016F	NBI No. 29150	Eligible
	Feature Carried: SR 225	Feature Crossed: WABASH RIVER	310B Steel thru truss
	Latitude (degrees/minutes) 40 / 298	Longitude (degrees/minutes) 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.

Tippecanoe	Bridge No. 00036	NBI No. 7900021	Eligible
	Feature Carried: 1000E	Feature Crossed: BR S FORK WILDCAT CREEK	303F Riveted plate girder - floor beam system
	Latitude (degrees/minutes) 40 / 19.6	Longitude (degrees/minutes) 086 / 43.1	

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 engineers, designers, fabricators or builders and displays distinctive engineering and/or aesthetic characteristics.

Section 1. Listing of Historic Bridges

Tippecanoe Bridge No. 00151 NBI No. 7900102 Previously determined eligible

Feature Carried: PRETTY PRAIRIE RD
Latitude (degrees/minutes) 40 / 32.5

Feature Crossed: TIPPECANOE RIVER 111A Reinforced concrete arch
Longitude (degrees/minutes) 086 / 45.9

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.

Tippecanoe Bridge No. U0507 NBI No. 7900160 Eligible

Feature Carried: 18TH STREET
Latitude (degrees/minutes) 40 / 25.1

Feature Crossed: FERRY STREET 107A Reinforced concrete
rigid frame
Longitude (degrees/minutes) 086 / 52.6

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

Tipton Bridge No. 00003 NBI No. 8000003 Eligible

Feature Carried: ROAD 450 NORTH
Latitude (degrees/minutes) 40 / 22.1

Feature Crossed: MUD CREEK 201A Continuous reinforced
concrete slab
Longitude (degrees/minutes) 086 / 09.6

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 uses a distinctive construction method to address the engineering challenge of its substantial skew.

Tipton Bridge No. 00009 NBI No. 8000009 Eligible

Feature Carried: ROAD 1050 WEST
Latitude (degrees/minutes) 40 / 16.4

Feature Crossed: WILBERT CRUM DITCH 101A Reinforced concrete slab
Longitude (degrees/minutes) 086 / 12.8

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.

Section 1. Listing of Historic Bridges

Tipton	Bridge No. 00059	NBI No. 8000051	Eligible
	<i>Feature Carried:</i> ROAD 400 EAST	<i>Feature Crossed:</i> SCHLATER DITCH	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 40 / 20.7	<i>Longitude (degrees/minutes)</i> 085 / 56.3	

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 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.

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.

Vanderburgh	Bridge No. 057-82-03445A	NBI No. 20480	Previously determined eligible
	<i>Feature Carried:</i> SR 57	<i>Feature Crossed:</i> BIG BLUE GRASS CREEK	201A Continuous reinforced concrete slab
	<i>Latitude (degrees/minutes)</i> 38 / 74	<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.

Vanderburgh	Bridge No. 062-82-03958A	NBI No. 21960	Eligible
	<i>Feature Carried:</i> BARKER AVENUE	<i>Feature Crossed:</i> SR 62	207A Cont reinforced concrete rigid frame
	<i>Latitude (degrees/minutes)</i> 37 / 587	<i>Longitude (degrees/minutes)</i> 87 / 366	

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.

Section 1. Listing of Historic Bridges

Vanderburgh Bridge No. 00620

Feature Carried: FRANKLIN STREET
Latitude (degrees/minutes) 37 / 58.8

NBI No. 8200007 Eligible

Feature Crossed: PIGEON CREEK 309 Steel deck truss
Longitude (degrees/minutes) 087 / 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 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.

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: Cantilevered spans allow greater bridge lengths to be achieved than could be gained with simple-span construction, representing of a highly important innovation in beam bridge construction.

Vanderburgh Bridge No. 00810

Feature Carried: HECKEL ROAD
Latitude (degrees/minutes) 38 / 01.3

NBI No. 8200071 Eligible

Feature Crossed: BLUEGRASS CREEK 310B Steel thru truss
Longitude (degrees/minutes) 087 / 27.6

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.

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.

Section 1. Listing of Historic Bridges

Vermillion **Bridge No. 036-83-03492A** **NBI No. 11480** **Eligible**
Feature Carried: US 36 *Feature Crossed:* WABASH RIVER 310B Steel thru truss
Latitude (degrees/minutes) 39 / 476 *Longitude (degrees/minutes)* 87 / 225

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

Vermillion **Bridge No. 163-83-05325A** **NBI No. 28430** **Eligible**
Feature Carried: SR 163 *Feature Crossed:* WABASH RIVER 402B Continuous steel girder
Latitude (degrees/minutes) 39 / 394 *Longitude (degrees/minutes)* 87 / 238

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.

Vermillion **Bridge No. 00046** **NBI No. 8300030** **Eligible**
Feature Carried: CO. RD. 130E *Feature Crossed:* BUCK CREEK 303F Riveted plate girder -
Latitude (degrees/minutes) 39 / 48.0 *Longitude (degrees/minutes)* 087 / 26.6 floor beam system

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.

Section 1. Listing of Historic Bridges

Vermillion **Bridge No. 00067** **NBI No. 8300038** **Listed in the National Register**
Feature Carried: CO. RD. 50N *Feature Crossed:* LITTLE VERMILION RIVER 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 53.5 *Longitude (degrees/minutes)* 087 / 26.5

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.

Vermillion **Bridge No. 00070** **NBI No. 8300040** **Eligible**
Feature Carried: CO. RD. 250 W *Feature Crossed:* LITTLE VERMILION RIVER 303F Riveted plate girder -
Latitude (degrees/minutes) 39 / 54.7 *Longitude (degrees/minutes)* 087 / 30.5 floor beam system

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: A progression of raised and extended spans designed to solve site engineering problems represents an important variation in the design of the overall structure.

Rationale: Substructures constructed of brick are extremely rare and represent a distinctive method of construction within the overall structure design.

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 engineers, designers, fabricators or builders and displays distinctive engineering and/or aesthetic characteristics.

Vermillion **Bridge No. 00071** **NBI No. 8300086** **Listed in the National Register**
Feature Carried: CO. RD. 40W *Feature Crossed:* VERMILION RIVER 710 Timber covered bridge
Latitude (degrees/minutes) 39 / 58.1 *Longitude (degrees/minutes)* 087 / 28.2

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.

Section 1. Listing of Historic Bridges

Vigo	Bridge No. 040-84-01637A	NBI No. 13620	Eligible
	<i>Feature Carried:</i> US 40	<i>Feature Crossed:</i> LOST CREEK	119B Reinforced concrete
	<i>Latitude (degrees/minutes)</i> 39 / 292	<i>Longitude (degrees/minutes)</i> 87 / 185	arch - under fill

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: Crossing built to serve Main Market No. 3 and represents ISHC's early development of the state highway system and pre-World War II widening to serve as a U.S. Highway.

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: Flared wingwalls represent an unusual design feature within the concrete arch construction.

Vigo	Bridge No. 150-84-01708A	NBI No. 27380	Eligible
	<i>Feature Carried:</i> US 150	<i>Feature Crossed:</i> TALLEY CREEK	119B Reinforced concrete
	<i>Latitude (degrees/minutes)</i> 39 / 333	<i>Longitude (degrees/minutes)</i> 87 / 269	arch - under fill

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.

Vigo	Bridge No. 00006	NBI No. 8400005	Previously determined eligible
	<i>Feature Carried:</i> FRENCH DRIVE	<i>Feature Crossed:</i> BUSSERON CREEK	102A Reinforced concrete
	<i>Latitude (degrees/minutes)</i> 39 / 17.3	<i>Longitude (degrees/minutes)</i> 087 / 18.3	girder

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.

Vigo	Bridge No. 00007	NBI No. 8400006	Previously determined eligible
	<i>Feature Carried:</i> DOWELL DRIVE	<i>Feature Crossed:</i> WATKINS CREEK	102A Reinforced concrete
	<i>Latitude (degrees/minutes)</i> 39 / 16.4	<i>Longitude (degrees/minutes)</i> 087 / 14.6	girder

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.

Section 1. Listing of Historic Bridges

Vigo	Bridge No. 00018	NBI No. 8400012	Eligible
	<i>Feature Carried:</i> BRIGGS STREET	<i>Feature Crossed:</i> WEST FORK BUSSERON CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 16.6	<i>Longitude (degrees/minutes)</i> 087 / 21.1	

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.

Vigo	Bridge No. 00037	NBI No. 8400021	Previously determined eligible
	<i>Feature Carried:</i> FARMERSBURG STREET	<i>Feature Crossed:</i> TURMAN CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 39 / 17.2	<i>Longitude (degrees/minutes)</i> 087 / 22.2	

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.

Vigo	Bridge No. 00077	NBI No. 8400056	Previously determined eligible
	<i>Feature Carried:</i> FRENCH DRIVE	<i>Feature Crossed:</i> PRAIRIE CREEK	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 17.3	<i>Longitude (degrees/minutes)</i> 087 / 29.2	

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.

Vigo	Bridge No. 00091	NBI No. 8400067	Eligible
	<i>Feature Carried:</i> EATON DRIVE	<i>Feature Crossed:</i> BRANCH OF HONEY CREEK	103 Rein conc girder (trans girder) floor beam system
	<i>Latitude (degrees/minutes)</i> 39 / 22.1	<i>Longitude (degrees/minutes)</i> 087 / 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 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: Horizontally curved, cambered and Camelback girders are unusual variations within this bridge type designed to solve a unusual site condition or span greater distances than traditional girder bridges.

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Vigo	Bridge No. 00095	NBI No. 8400069	Eligible
	<i>Feature Carried:</i> MOYER DRIVE	<i>Feature Crossed:</i> OVERFLOW OF HONEY CREEK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 25.2	<i>Longitude (degrees/minutes)</i> 087 / 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 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: Horizontally curved, cambered and Camelback girders are unusual variations within this bridge type designed to solve a unusual site condition or span greater distances than traditional girder 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.

Vigo	Bridge No. 00194	NBI No. 8400148	Eligible
	<i>Feature Carried:</i> ROSEDALE ROAD	<i>Feature Crossed:</i> OTTER CREEK	502 Prestressed concrete I-beam
	<i>Latitude (degrees/minutes)</i> 39 / 31.7	<i>Longitude (degrees/minutes)</i> 087 / 20.8	

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: Horizontal curved decks represent an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Section 1. Listing of Historic Bridges

Vigo **Bridge No. 00208** **NBI No. 8400161** **Eligible**
Feature Carried: EPPERT STREET *Feature Crossed:* PIT RUN 101A Reinforced concrete slab
Latitude (degrees/minutes) 39 / 32.8 *Longitude (degrees/minutes)* 087 / 12.8

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.

Vigo **Bridge No. 00252** **NBI No. 8400172** **Previously determined eligible**
Feature Carried: OLD NATIONAL ROAD *Feature Crossed:* CLEAR CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 26.8 *Longitude (degrees/minutes)* 087 / 29.9

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.

Vigo **Bridge No. 00321** **NBI No. 8400210** **Previously determined eligible**
Feature Carried: LAFAYETTE AVENUE *Feature Crossed:* LOST CREEK 111A Reinforced concrete arch
Latitude (degrees/minutes) 39 / 30.0 *Longitude (degrees/minutes)* 087 / 23.6

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.

Vigo **Bridge No. 00322** **NBI No. 8400211** **Eligible**
Feature Carried: 13TH STREET *Feature Crossed:* LOST CREEK 505 Prestressed concrete
Latitude (degrees/minutes) 39 / 30.1 *Longitude (degrees/minutes)* 087 / 23.9 box beam-multiple

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.

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Wabash Bridge No. 00018 **NBI No. 8500045** **Listed in the National Register**
Feature Carried: ROAD 700 WEST *Feature Crossed:* EEL RIVER 710 Timber covered bridge
Latitude (degrees/minutes) 40 / 54.9 *Longitude (degrees/minutes)* 085 / 55.4

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.

Wabash Bridge No. 00041 **NBI No. 8500135** **Previously determined eligible**
Feature Carried: ROAD 100 NORTH *Feature Crossed:* WABASH RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 50.6 *Longitude (degrees/minutes)* 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.

Wabash Bridge No. 00165 **NBI No. 8500535** **Eligible**
Feature Carried: ROAD 325 EAST *Feature Crossed:* EEL RIVER 310B Steel thru truss
Latitude (degrees/minutes) 41 / 01.0 *Longitude (degrees/minutes)* 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.

Wabash Bridge No. 00181 **NBI No. 8500585** **Eligible**
Feature Carried: ROAD 700 WEST *Feature Crossed:* UNGER DITCH 201A Continuous reinforced concrete slab
Latitude (degrees/minutes) 40 / 46.2 *Longitude (degrees/minutes)* 085 / 55.3

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 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.

Section 1. Listing of Historic Bridges

Wabash **Bridge No. 00505** **NBI No.8500635** **Previously determined eligible**
Feature Carried: FERRY STREET *Feature Crossed:* CHARLEY CR.; VERMONT ST. 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 47.6 *Longitude (degrees/minutes)* 085 / 48.6

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.

Wabash **Bridge No. 00506** **NBI No.8500640** **Previously determined eligible**
Feature Carried: HUNTINGTON STREET *Feature Crossed:* WABASH RIVER 111A Reinforced concrete arch
Latitude (degrees/minutes) 40 / 47.7 *Longitude (degrees/minutes)* 085 / 48.9

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.

Wabash **Bridge No. 00645** **NBI No.8500685** **Listed in the National Register**
Feature Carried: MILL STREET *Feature Crossed:* EEL RIVER 710 Timber covered bridge
Latitude (degrees/minutes) 40 / 59.8 *Longitude (degrees/minutes)* 085 / 45.9

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.

Warren **Bridge No. 026-86-01572A** **NBI No.6620** **Eligible**
Feature Carried: SR 26 *Feature Crossed:* MUD PINE CREEK 310A Steel pony truss
Latitude (degrees/minutes) 40 / 276 *Longitude (degrees/minutes)* 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.

Section 1. Listing of Historic Bridges

Warren	Bridge No. 055-86-03502B	NBI No. 19740	Eligible
	<i>Feature Carried:</i> SR 55	<i>Feature Crossed:</i> BIG PINE CREEK	309 Steel deck truss
	<i>Latitude (degrees/minutes)</i> 40 / 183	<i>Longitude (degrees/minutes)</i> 87 / 158	

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.

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

Rationale: Cantilevered spans allow greater bridge lengths to be achieved than could be gained with simple-span construction, representing of a highly important innovation in beam bridge construction.

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.

Section 1. Listing of Historic 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.

Warren	Bridge No. 00075	NBI No. 8600062	Previously determined eligible
	<i>Feature Carried:</i> CR 450 NORTH	<i>Feature Crossed:</i> LITTLE PINE CREEK	309 Steel deck truss
	<i>Latitude (degrees/minutes)</i> 40 / 22.8	<i>Longitude (degrees/minutes)</i> 087 / 07.4	

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.

Section 1. Listing of Historic 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.

Section 1. Listing of Historic Bridges

Warrick **Bridge No. 00140** **NBI No. 8700045** **Eligible**
Feature Carried: NEW HARMONY ROAD *Feature Crossed:* TRIB OF PIGEON CREEK 402A Continuous steel beam
Latitude (degrees/minutes) 38 / 05.7 *Longitude (degrees/minutes)* 087 / 24.1

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.

Warrick **Bridge No. 00259** **NBI No. 8700117** **Eligible**
Feature Carried: HOFFMAN ROAD *Feature Crossed:* CYPRESS CREEK 310A Steel pony truss
Latitude (degrees/minutes) 37 / 59.0 *Longitude (degrees/minutes)* 087 / 19.5

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.

Warrick **Bridge No. 00271** **NBI No. 8700123** **Previously determined eligible**
Feature Carried: YANKEETOWN ROAD *Feature Crossed:* LITTLE PIGEON CREEK 910A Iron thru truss
Latitude (degrees/minutes) 37 / 54.6 *Longitude (degrees/minutes)* 087 / 17.7

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.

Warrick **Bridge No. 00273** **NBI No. 8700124** **Previously determined eligible**
Feature Carried: BONER ROAD *Feature Crossed:* LITTLE PIGEON CREEK 910A Iron thru truss
Latitude (degrees/minutes) 37 / 56.5 *Longitude (degrees/minutes)* 087 / 15.1

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.

Section 1. Listing of Historic Bridges

Warrick Bridge No. 00310 NBI No. 8700147 Eligible
Feature Carried: MYERS ROAD *Feature Crossed:* CANEY CREEK 310A Steel pony truss
Latitude (degrees/minutes) 37 / 58.5 *Longitude (degrees/minutes)* 087 / 13.9

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

Warrick Bridge No. 00371 NBI No. 8700170 Eligible
Feature Carried: OLD HIGHWAY 66 *Feature Crossed:* LITTLE PIGEON CREEK 310B Steel thru truss
Latitude (degrees/minutes) 37 / 54.6 *Longitude (degrees/minutes)* 087 / 16.3

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 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.

Washington Bridge No. 00039 NBI No. 8800027 Eligible
Feature Carried: FRANKLIN BOTTOMS *Feature Crossed:* CAMMIE THOMAS DITCH 310A Steel pony truss
Latitude (degrees/minutes) 38 / 43.5 *Longitude (degrees/minutes)* 085 / 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 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.

Section 1. Listing of Historic Bridges

Washington Bridge No. 00046 **NBI No. 8800033** **Previously determined eligible**

Feature Carried: ELK CREEK ROAD
Latitude (degrees/minutes) 38 / 43.1

Feature Crossed: ELK CREEK 111A Reinforced concrete arch
Longitude (degrees/minutes) 085 / 55.6

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.

Washington Bridge No. 00058 **NBI No. 8800038** **Eligible**

Feature Carried: CANTON/S. BOSTON
Latitude (degrees/minutes) 38 / 35.1

Feature Crossed: MIDDLE FORK BLUE RIVER 310A Steel pony truss
Longitude (degrees/minutes) 085 / 58.8

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.

Washington Bridge No. 00060 **NBI No. 8800040** **Previously determined eligible**

Feature Carried: HARRISTOWN ROAD
Latitude (degrees/minutes) 38 / 37.0

Feature Crossed: BR. WEST FORK BLUE RIVER 201A Continuous reinforced concrete slab
Longitude (degrees/minutes) 086 / 01.6

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.

Washington Bridge No. 00105 **NBI No. 8800071** **Listed in the National Register**

Feature Carried: BECKS MILL ROAD
Latitude (degrees/minutes) 38 / 32.3

Feature Crossed: MILL CREEK 111A Reinforced concrete arch
Longitude (degrees/minutes) 086 / 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.

Washington Bridge No. 00113 **NBI No. 8800075** **Previously determined eligible**

Feature Carried: FREDRICKSBURG ROAD
Latitude (degrees/minutes) 38 / 27.6

Feature Crossed: SOUTH FORK BLUE RIVER 310B Steel thru truss
Longitude (degrees/minutes) 086 / 11.1

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.

Section 1. Listing of Historic Bridges

Washington Bridge No. 20002 NBI No. 8800133 Listed in the National Register

Feature Carried: MAIN STREET
Latitude (degrees/minutes) 38 / 30.1

Feature Crossed: SOUTH FORK BLUE RIVER 910A Iron thru truss
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. 027-89-03748 NBI No. 7210 Eligible

Feature Carried: US 27
Latitude (degrees/minutes) 39 / 506

Feature Crossed: E FORK WHITEWATER RIVER 111A Reinforced concrete arch
Longitude (degrees/minutes) 84 / 534

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Wayne Bridge No. 040-89-00338B NBI No. 14080 Contributing resource in a listed historic district

Feature Carried: US 40
Latitude (degrees/minutes) 39 / 488

Feature Crossed: WHITEWATER RIVER 111A Reinforced concrete arch
Longitude (degrees/minutes) 85 / 100

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. 040-89-01291ADJ NBI No. 14135 Eligible

Feature Carried: HISER STATION ROAD
Latitude (degrees/minutes) 39 / 489

Feature Crossed: HISER CREEK 102A Reinforced concrete girder
Longitude (degrees/minutes) 85 / 47

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: Bridge is associated with Dixie Highway and development of the state's transportation system.

This bridge does not appear to possess significance under the National Register evaluation system for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

Section 1. Listing of Historic Bridges

Wayne	Bridge No. 00173	NBI No. 8900126	Previously determined eligible
	<i>Feature Carried:</i> MINERAL SPRINGS RD	<i>Feature Crossed:</i> GREENS FORK	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 53.9	<i>Longitude (degrees/minutes)</i> 085 / 02.5	

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.

Wayne	Bridge No. 00191	NBI No. 8900141	Eligible
	<i>Feature Carried:</i> HEINEY ROAD	<i>Feature Crossed:</i> WHITEWATER RIVER	102A Reinforced concrete girder
	<i>Latitude (degrees/minutes)</i> 39 / 52.9	<i>Longitude (degrees/minutes)</i> 085 / 09.7	

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 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.

Wayne	Bridge No. 00197	NBI No. 8900147	Eligible
	<i>Feature Carried:</i> TURNPIKE ROAD	<i>Feature Crossed:</i> NETTLE CREEK	119B Reinforced concrete arch - under fill
	<i>Latitude (degrees/minutes)</i> 39 / 54.6	<i>Longitude (degrees/minutes)</i> 085 / 10.2	

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 may be part of historic district eligible under Criterion A; however, evaluation of historic districts is beyond the scope of the inventory.

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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Section 1. Listing of Historic Bridges

Wayne	Bridge No. 00213	NBI No. 8900160	Eligible
	<i>Feature Carried:</i> CHARLES ROAD	<i>Feature Crossed:</i> WHITEWATER RIVER	310A Steel pony truss
	<i>Latitude (degrees/minutes)</i> 39 / 58.5	<i>Longitude (degrees/minutes)</i> 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.

Wayne	Bridge No. 00701	NBI No. 8900215	Previously determined eligible
	<i>Feature Carried:</i> SOUTH G STREET	<i>Feature Crossed:</i> WHITEWATER RIVER	111B Reinforced concrete arch - open spandrel
	<i>Latitude (degrees/minutes)</i> 39 / 49.2	<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.

Wells	Bridge No.	NBI No. XX011	Previously determined eligible
	<i>Feature Carried:</i> SR 316	<i>Feature Crossed:</i> Wabash River	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.

Wells	Bridge No. 001-90-00230A	NBI No. 380	Previously determined eligible
	<i>Feature Carried:</i> SR 1	<i>Feature Crossed:</i> WABASH RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 446	<i>Longitude (degrees/minutes)</i> 85 / 103	

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.

Section 1. Listing of Historic Bridges

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.

Wells	Bridge No. 00066	NBI No. 9000052	Previously determined eligible
	Feature Carried: CR 1100S	Feature Crossed: SALAMONIE RIVER	310B Steel thru truss
	Latitude (degrees/minutes) 40 / 34.9	Longitude (degrees/minutes) 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
	Feature Carried: CR 400W	Feature Crossed: ROCK CREEK	310A Steel pony truss
	Latitude (degrees/minutes) 40 / 43.9	Longitude (degrees/minutes) 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. 00106	NBI No. 9000080	Previously determined eligible
	Feature Carried: CR 100N	Feature Crossed: ROCK CREEK	111A Reinforced concrete arch
	Latitude (degrees/minutes) 40 / 45.5	Longitude (degrees/minutes) 085 / 18.6	

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.

Wells	Bridge No. 00112	NBI No. 9000084	Eligible
	Feature Carried: CR 500W	Feature Crossed: EIGHTMILE CREEK	310A Steel pony truss
	Latitude (degrees/minutes) 40 / 54.9	Longitude (degrees/minutes) 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.

Section 1. Listing of Historic Bridges

Wells	Bridge No. 00121	NBI No. 9000089	Eligible
	<i>Feature Carried:</i> CR 600E	<i>Feature Crossed:</i> EIGHTMILE CREEK	505 Prestressed concrete box beam-multiple
	<i>Latitude (degrees/minutes)</i> 40 / 51.0	<i>Longitude (degrees/minutes)</i> 085 / 06.6	

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 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 the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

Wells	Bridge No. 00139	NBI No. 9000105	Previously determined eligible
	<i>Feature Carried:</i> CR 100W	<i>Feature Crossed:</i> EIGHTMILE CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 54.0	<i>Longitude (degrees/minutes)</i> 085 / 14.5	

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.

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.

White	Bridge No. 024-91-03731B	NBI No. 5940	Previously determined eligible
	<i>Feature Carried:</i> US 24	<i>Feature Crossed:</i> TIPPECANOE RIVER	111B Reinforced concrete arch - open spandrel
	<i>Latitude (degrees/minutes)</i> 40 / 448	<i>Longitude (degrees/minutes)</i> 86 / 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.

Section 1. Listing of Historic 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.

Section 1. Listing of Historic Bridges

White	Bridge No. 00156	NBI No. 9100123	Eligible
	<i>Feature Carried:</i> 500 WEST	<i>Feature Crossed:</i> HOAGLAND DITCH	910B Iron pony truss
	<i>Latitude (degrees/minutes)</i> 40 / 43.3	<i>Longitude (degrees/minutes)</i> 086 / 58.0	

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.

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.

White	Bridge No. 00270	NBI No. 9100204	Previously determined eligible
	<i>Feature Carried:</i> SPRINGBORO ROAD	<i>Feature Crossed:</i> SPRING CREEK	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 40 / 35.7	<i>Longitude (degrees/minutes)</i> 086 / 46.5	

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.

Whitley	Bridge No. 005-92-01584A	NBI No. 1540	Previously determined eligible
	<i>Feature Carried:</i> SR 5	<i>Feature Crossed:</i> EEL RIVER	111A Reinforced concrete arch
	<i>Latitude (degrees/minutes)</i> 41 / 50	<i>Longitude (degrees/minutes)</i> 85 / 377	

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.

Section 1. Listing of Historic Bridges

Whitley	Bridge No. 00041	NBI No. 9200036	Eligible
	<i>Feature Carried:</i> CR 800S	<i>Feature Crossed:</i> HURRICANE CREEK	105 Reinforced concrete box girder - multiple
	<i>Latitude (degrees/minutes)</i> 41 / 02.8	<i>Longitude (degrees/minutes)</i> 085 / 38.3	

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.

Whitley	Bridge No. 00055	NBI No. 9200049	Eligible
	<i>Feature Carried:</i> RILEY ROAD	<i>Feature Crossed:</i> BLUE RIVER	502 Prestressed concrete I-beam
	<i>Latitude (degrees/minutes)</i> 41 / 12.4	<i>Longitude (degrees/minutes)</i> 085 / 25.6	

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.