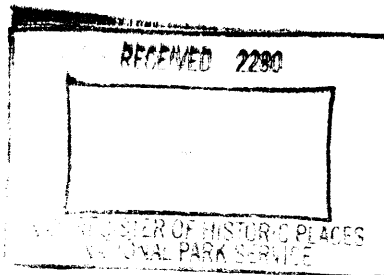


United States Department of the Interior
National Park Service



853

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name **Marion County Bridge 0501F**

other names/site number **Indiana State Bridge 534-C-3439 on SR 100 - 097-206-05003**

2. Location

86th / 82nd Street over White River

street & number **N/A** not for publication

city or town **Indianapolis** **N/A** vicinity

state **Indiana** code **IN** county **Marion** code **097** zip code **46204**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature]
Signature of certifying official/Title

7/27/06
Date

Indiana Department of Natural Resources

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register. See continuation sheet.

determined eligible for the National Register See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other, (explain:)

[Signature]
Signature of the Keeper
Edson H. Beall

Date of Action
9.20.06

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: Road-Related

Current Functions

(Enter categories from instructions)

TRANSPORTATION: Road-Related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Parker Steel

Materials

(Enter categories from instructions)

foundation CONCRETE

walls METAL: Steel

roof

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- Criteria A-F with checkboxes and descriptions.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
ENGINEERING

Period of Significance

1941-1956

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

B. E. Curry Building Company (Bloomington, IN)

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- Criteria for previous documentation on file (NPS).

Primary location of additional data:

- Criteria for primary location of additional data.

Name of repository:

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References (Place additional UTM references on a continuation sheet.)

1	16	576520	4418160
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title John Warner

organization _____ date 02-01-2006

street & number 5018 Broadway Street telephone 317/283-5450

city or town Indianapolis state IN zip code 46205

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Department of Public Works

street & number 2460 City-County Building, 200 E. Washington St telephone 317/327-4000

city or town Indianapolis state IN zip code 46204

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Section 7

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Section 7 – Description (continued)

Narrative Description

Marion County Bridge # 0501F is oriented east to west and carries 86th/82nd Street, as the eastbound lane at a two-bridge crossing point, over the White River between North Keystone Avenue and Allisonville Road, in Indianapolis, Indiana. The present bridge consists of two identical Warren pony truss span, identified as spans A and D, (photographs 1 and 3) at each end of the bridge that act as approaches to the main Parker steel through truss spans, identified as spans B and C. (photographs 2 and 3) The pony trusses are each 96 feet long with a 27 feet wide roadway at the approaches and a 31-foot roadway on the main spans. The through truss units are 174 feet long and have a vertical clearance over the deck of 14 feet and 9 inches. The as-built drawings indicate that the original length of the main spans was to be 175 feet but a change occurred early in the planning stage. Each span has a fixed and an expansion end that is positioned on either an abutment or on one of three piers located in the river channel. The fixed end is identified by a cast steel shoe (photograph 4) and the expansion end is identified by a cast steel rocker (photograph 5). The expansion ends of the approach spans are located on the west and east abutments respectively; the fixed ends are located on the west and east channel piers. The expansion end of Spans B and C are located on the central channel pier (photograph 6); the fixed end is located on one of the flank channel piers (photographs 7).¹

Each of the riveted Warren pony truss spans has six panels; each panel is 16 feet long. The upper chord is fabricated with 10-inch channels joined with cover plates riveted along the flanges to form a closed four-sided structural member; the diagonals and upper chord are joined with large gussets (photograph 8). The lower chord is a 10-inch I-beam (photograph 9). The vertical members are riveted directly to the upper and lower chords; diagonal members are connected at the panel points with riveted gussets (photograph 10).²

The Parker main through truss spans each have 8 panels; the four center panels are 23 feet and 3 inches long; the other four panels are each 20 feet, 3 inches long. The upper chord is fabricated from a pair of 15-inch channels. The portion of the upper chord above the two center panels is parallel to the lower chord; other sections of the upper chord are sloped (photograph 2). Between the trusses at the upper chord location, substantial latticed top lateral bracing and sway bracing, fabricated from angle iron, provide protection against stress induced by sway from either high winds or vehicle passage (photograph 11). The verticals and diagonals, except the center and lateral most members of each truss, consist of a pair of laced 10-inch channels; the center and lateral verticals and diagonals are 10-inch I-beams (photograph 12). The 33-inch floor I-beams are riveted to the verticals above the lower chord, which is fabricated from 10-inch I-beams joined by riveted gussets and reinforced along the sides with riveted plates (photographs 13 and 14). Heavy I-stringers, eight in all, combined with the floor beams carry the concrete deck. Crossed angles provide lower sway bracing members (photo 15).³

¹ WTH Engineering, *Marion County Bridge Reinspection Report Phase I* (Indianapolis: WTH Engineering, 2002), Bridge 0501F, 1-3; Indiana State Highway Commission, *Bridge Plans for Spans Over 20 Feet, AW-FA Project No. 246* (Indianapolis: Indiana State Highway Commission, 1941), Sheets C-1 and C-2.

² *Bridge Plans*, Sheets C-1 and C-2.

³ *Ibid*, Sheets C-8 and C-9.

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The piers and the abutments that make up the bridge substructure are constructed of reinforced concrete. The piers are of varying lengths ranging from approximately 29 feet and 5 inches to 35 feet and 5 inches depending on their position in the river channel and rest on footings approximately 10 feet wide.⁴

Although the bridge has experienced some changes over time, the integrity of the structure is excellent. The most obvious change and, likely the most discernible, is the elimination of the original two-foot-wide sidewalks that once provided safe passage for foot traffic across the full length of the bridge (photograph 16). As-built drawings and drawings that document significant changes over time are available at the Indianapolis/Marion County Department of Public Works.

⁴ *Ibid*, Sheets C-4 and C-5.

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Section 8 – Statement of Significance

Marion County Bridge # 0501F, the eastbound lane of the 86th/82nd Street bridge, is eligible for the National Register of Historic Places under Criterion A for its association with events that have made a significant contribution to the broad patterns of our history, in this case, the development of transportation routes in the county that at one time supported national military movement objectives and as a part of an early transportation plan to create a belt road system around Indianapolis in the late 1940s. The bridge is also eligible for the National Register as the single remaining example of a Parker-style steel through truss bridge, in Marion County, Indiana, under the purview of Criterion C for its demonstration of distinctive characteristics of a type, period, or method of construction. The sources consulted in researching this bridge variously identified the highway portion, containing the nominated bridge, of the circum-urban road as Route 100, State Road 100, or State Road 534; I have chosen to use State Road 100 (SR 100) throughout. The period of significance is 1941 to 1956.

The Warren pony truss spans, acting as approaches for this bridge, are the result of long-standing designs improved over time by both design changes and improvements in basic materials of construction. The most-current Warren pony truss can be identified by its simple design profile that includes substantial verticals and diagonals fabricated from I-beams. Earlier designs often included laced members as the main truss components and the earliest designs included wrought or cast diagonals in alternate succession to deal with both compression and tension. The first Warren truss bridges employed in Indiana date from the late nineteenth and early twentieth century; early examples were pin-connected models that made it easier to transport truss (bridge) components from the factory and to complete construction at the bridge site. Transportation by rail and the development of riveting techniques in the shop, by the late nineteenth century, made it possible to use the fully-riveted examples often encountered today. As the design of the Warren truss evolved they eventually became standard with vertical posts and one diagonal. After 1905, the Warren pony truss became the popular choice for mid-range spans on moderately traveled roads; some Warren pony spans have reached over 100 feet in length.⁶

The Parker steel through truss bridge, which replaced many of the earlier wooden structures on state designated highways after 1919, is a variation of the camelback Pratt through truss popular in the late nineteenth century. Traditionally, most engineers designing Parker trusses followed the same rule of thumb they employed in camelback truss design by keeping a portion of the top chord parallel with the bottom chord in the center section of each truss. The number of panels in the truss determines whether the top chord is parallel through an odd or even numbers of panels. As an example, the top chord of an eight-panel truss would be parallel with the lower chord through two panels. In a truss with an odd number of panels, the top chord would be parallel through a single center panel. The top chord in Bridge 0501F is not parallel with the

⁶ James L. Cooper, *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930* (Greencastle, IN: DePauw University, et al, 1987), 84-87; Carl W. Condit, *American Building* (Chicago: University of Chicago Press, 1968), 100-101.

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lower chord in the two center panels of the bridge; a variation found in approximately two-thirds of extant Parker truss bridges in Indiana. The earliest Parker truss, likely designed and built by an Indiana firm, appeared around 1904. Later bridges of the same design were also generally constructed by Indiana firms. By 1922, the Bridge Department of the Indiana Highway Commission had established the Parker truss bridge as a state standard and issued drawings to that effect. One reference notes that Parker trusses range in length from 150 to 230 feet; the Parker trusses in Bridge 0501F fall in the lower half of this range.⁷

Both of the truss types used in Marion County Bridge 0501F are the result of an evolutionary process that sought standardization throughout the state. By the late 1920s, the Indiana State Highway Commission (ISHC), through the office of its chief engineer, was actively engaged in developing a “library” of standardized plans for all highway work including standards for truss bridges of varying lengths. Standardization was important for many obvious reasons, not the least of which was maintaining the bridge inventory in the most cost-effective and safe manner. It was important to establish compliance with the U.S. Bureau of Public Roads requirements. The trusses in the nominated bridge demonstrate standard truss parameters. In their particular span lengths, these were used throughout the state at the time of construction. Currently, there remain 44 standard steel through truss bridges and 16 pony truss bridges, in the active inventory of Indiana bridges, all derived from these standard plans developed earlier.⁸

Problems with efficient and timely mobilization of troops and materiel during World War I engendered a multitude of questions on how best to deal with similar problems in the future. Railroads in the east were swamped with war-time transportation requirements and officials, out of necessity, reverted to truck transport to support much of the logistical effort. After the war and because of the physical damage caused by massive over use (too many trucks x overload x poor construction) to the few roads available, the Bureau of Public Roads (BPR) and other officials in the government sought to develop a plan to create a road system in the United States that would support both civilian and defense needs. Arguments over the construction and type of roads to be built ensued for years until the BPR completed a study that addressed both toll and free roads in the mid-1930s. Included in the study were opinions on expressways and their use, interregional highways (favored by President Franklin D. Roosevelt), urban highways, and the scheme to connect all the various resources into the nearly ideal system necessary to meet everyone’s wishes, dreams, and recognized actual requirements, including mobilization activities. World War II and its materiel requirements put brakes on actual construction but post war planners moved quickly to develop solutions to actual and anticipated highway needs for the coming decades. One of the most visible results of this federal and state highway-building activity is the current interstate system that was authorized in 1956 under legislation supported by President Dwight D.

⁷ Cooper, *Iron Monuments*, 72-78.

⁸ James L. Cooper, *Artistry & Ingenuity in Artificial Stone: Indiana's Concrete Bridges, 1900-1942* (Greencastle, IN: DePauw University, 1997), 120; Conversation between John Warner and INDOT Design Section, 26 January 2006.

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Eisenhower. Evidence of pre-World War II concerns with defense mobilization is apparent in the history of SR 100.⁹

The story of this bridge and its significance begins in the early 1940s with the announcement in a local newspaper that approval had been received, from the state highway commission, for construction of two military-roads in the Indianapolis area to support ground transportation needs at Fort Benjamin Harrison. The roads, one directed north to the Marion-Hamilton County line then west, and the other directed south along Shadeland Avenue to US 40, were needed to expedite troop movements from Fort Harrison to Chicago or to Fort Custer, Michigan, and Fort Hayes, Ohio. Marion County Bridge 0501F, identified as State Bridge 534-C-3439 at the time, was to be an integral part of the northern road that would turn west and follow the course of 86th/82nd Street as far as Highway 431; the bridge, replacing an earlier structure near the same location, would carry two lanes of this new road over the West Fork of the White River as part of the state's circum-urban road project designated State Road 100.¹⁰

The site for the new Parker bridge was selected and surveyed in January 1941 and the surveying engineer's report included information on the bridge being replaced. The earlier bridge was a two-span, pin-connected, Pratt through truss that extended 300 feet across the main channel of the river supported on two stone abutments and a single stone pier, located mid-stream. The spans were comprised of 12 panels, each 12 feet 6 inches wide, the roadway was 18 feet wide, and the vertical clearance was 22 feet high (photograph 14). Creosoted wood blocks and 3-inch timbers made up the flooring materials. Part of the surveying engineer's responsibilities was to collect information on the effect of flooding conditions, or channel changes, on the crossing site. Although the actual site of the present bridge is 200 feet north of the old bridge location, the conditions reported were likely accurate. His report contained remarks that indicated "no serious trouble from ice or drift," "the channel had shifted approximately 75 feet to the west in the past 40 years," and that "no temporary bridge was necessary." The recommendations he offered in his report noted "the roadway width will probably be determined ... by the war department," to prevent scour use massive stone from present pier and abutments," and that "the crown of the roadway [should be] at elevation 340 feet," no doubt to eliminate flood danger/damage to the roadway. Local residents who had lived near the bridge site for as many as 60 years noted that the area was subject to flooding, 1913 and 1937 specifically, and the water had reached an elevation of nearly 334 feet (likely determined by the engineer) as recorded by "the mark cut on the coffee nut tree."¹¹

Notices to contractors requesting bids for the new bridge on State Road 100 appeared in local newspapers in August 1941. The B. E. Curry Building Corporation from Bloomington,

⁹ Bruce E. Seely, *Building the American Highway System: Engineers as Policy Makers* (Philadelphia, PA: Temple University Press, 1987), 49-50 and 166-175.

¹⁰ *Indianapolis News*, 10 December 1940.

¹¹ Indiana State Highway Commission, *Field Survey Notebooks*, Bridge 534-C-3439, Project 246, Contract 2204, 1941; *Bridge Plans*, Sheet C-4.

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Indiana submitted the winning bid of \$201,689.87; the actual cost of construction, completed in November 1942, was \$175, 827.00.¹²

State Road 100, the ambitious undertaking that sought to direct a portion of road traffic around the heart of the city, was similar to the “belt railroad line” concept employed near many large densely populated community centers to reduce cross traffic and internal movement problems. The new circum-urban road, conceived in the late 1930s, would eventually include four distinct sections identified in connection with already established local streets. The northern portion would extend from a northern extension of Shadeland Avenue west along what is now 82nd/86th Street to an intersection with Zionsville Road, west of current Highway 421; the eastern portion would follow the present Shadeland Avenue south to Thompson Road; the southern portion would follow Thompson Road west to High School Road; the western portion would extend north along High School and Zionsville Roads to its intersection point with the northern portion. Shortages in many construction materials during World War II delayed the overall project but small sections of the road and the 86th/82nd Street Bridge were completed before the end of the war. In 1946, the highway commission halted any further contracting or work until the completion of a more current traffic survey of Indianapolis’ needs. The results of the survey supported future construction, and by the early 1950s, the highway commission proceeded to acquire land and plan for completion of the remainder of State Road 100.¹³

The Federal-Aid Highway Act of 1956 and other factors considered pertinent at the time, caused the circum urban highway, under construction and planned for completion as State Road 100, to come under close scrutiny in the mid-1950s. The impact and routing of the new interstate system vis-à-vis the State Road 100 project and their obvious redundancy became apparent to many by the late 1950s. By 1959, bids were being requested for sections of Interstate 74, Interstate 65, and completion of some of the smaller State Road 100 sections that would evolve into what is now Interstate 465. A comparison of the original projected route of State Road 100 and present day route of Interstate 465 clearly shows their similarity especially along the northern leg that parallels 86th/82nd Street, the eastern leg that generally parallels Shadeland Avenue, and the southwestern corner of I-465 as State Road 100 turned north from Thompson Road.¹⁴

As the decade of the 1960s drew to a close, the interstate system highways around the perimeter of Indianapolis grew in number and presence. By the early 1970s, it became glaringly obvious to everyone involved in highway planning that the original scope and plan for the circum-urban State Road 100 had become overcome by events. In 1972, the Indiana State Highway Commission’s Department of Maintenance recommended that the state abandon the

¹² *Indianapolis News*, 14 November 1941; Indiana State Highway Commission, “Highway Planning Survey – Construction Record for Road Life Studies,” 1942-1943.

¹³ *Indianapolis News*, 10 August 1946 and *Indianapolis Star*, 2 August 1946.

¹⁴ *Indianapolis News*, 7 October 1954; *Indianapolis Star*, 1 February 1959; David J. Bodenhamer and Robert G. Barrows, editors, *The Encyclopedia of Indianapolis* (Bloomington, IN: Indiana University Press, 1994), 1200-1201; Seely, *Building the American Highway System*, 206.

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portion of SR 100, from SR 431 to I-69 at Castleton (86th/82nd Street) and turn its maintenance responsibilities, etc., over to the Department of Transportation of Indianapolis/Marion County because as a note on the request form mentions, “I-465 eliminates the need for SR 100 in [the] system.” The changeover officially occurred on 6 September 1972 when the city accepted responsibility for the 4.3 miles of highway and the bridge; the Indiana State Highway Commission officially relinquished rights, title, and interest in SR 100 and its right-of-way on 29 September 1972. SR 100 ceased to exist.¹⁵

While the full impact of a circum-urban road system around the Indianapolis community could not be fully appreciated at the time, but in retrospect, the early planners of State Road 100 had the foresight to plan for future needs of the newly mobile citizenry. Through evolutionary events, State Road 100 lost its identity and succumbed to a much larger undertaking but its skeletal remains are still visible in some physical evidence that remains today in Indianapolis’ streetscape such as the 86th/82nd Street Bridge, the wide expanse of Shadeland Avenue between 38th Street and Raymond Street on Indianapolis’ east side, and the foot print of I-465.

Marion County Bridge 0501F is also known as the “David Wolf Bridge” in honor of United States astronaut David Wolf, an Indianapolis native (photograph 17).

¹⁵ Indiana State Highway Commission, Indiana State Form M-176 “Abandonment of Roads,” 12 September 1972; Letter from the Street Engineering, Traffic and Maintenance Divisions of the Indianapolis Department of Transportation to the Director, Department of Transportation– Subject: Acceptance Affidavit I.S.H.C. Route or Project Number S.R. 100 North Leg, 6 September 1972; Indiana State Highway Commission, “Resolution,” 29 September 1972.

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Section 10 Geographical Data

Boundary Description:

From a point 60 feet east and 10 feet north of the northeast end post of the bridge; proceed south across 86th/82nd Street to a point 60 feet east and 15 feet south of the southeast end post of the bridge; turn west and proceed across the White River to a point 60 feet west and 15 feet south of the southwest end post of the bridge; turn north and proceed across 86th/82nd Street to a point 60 feet west and 10 feet north of the northwest end post of the bridge; turn east and proceed across the White River to close on the start point.

Boundary Justification:

The boundary as described includes the approaches, abutments, piers, and spans of the bridge and its immediate environs.

Photograph Log – Common Information:

Bridge 0501F

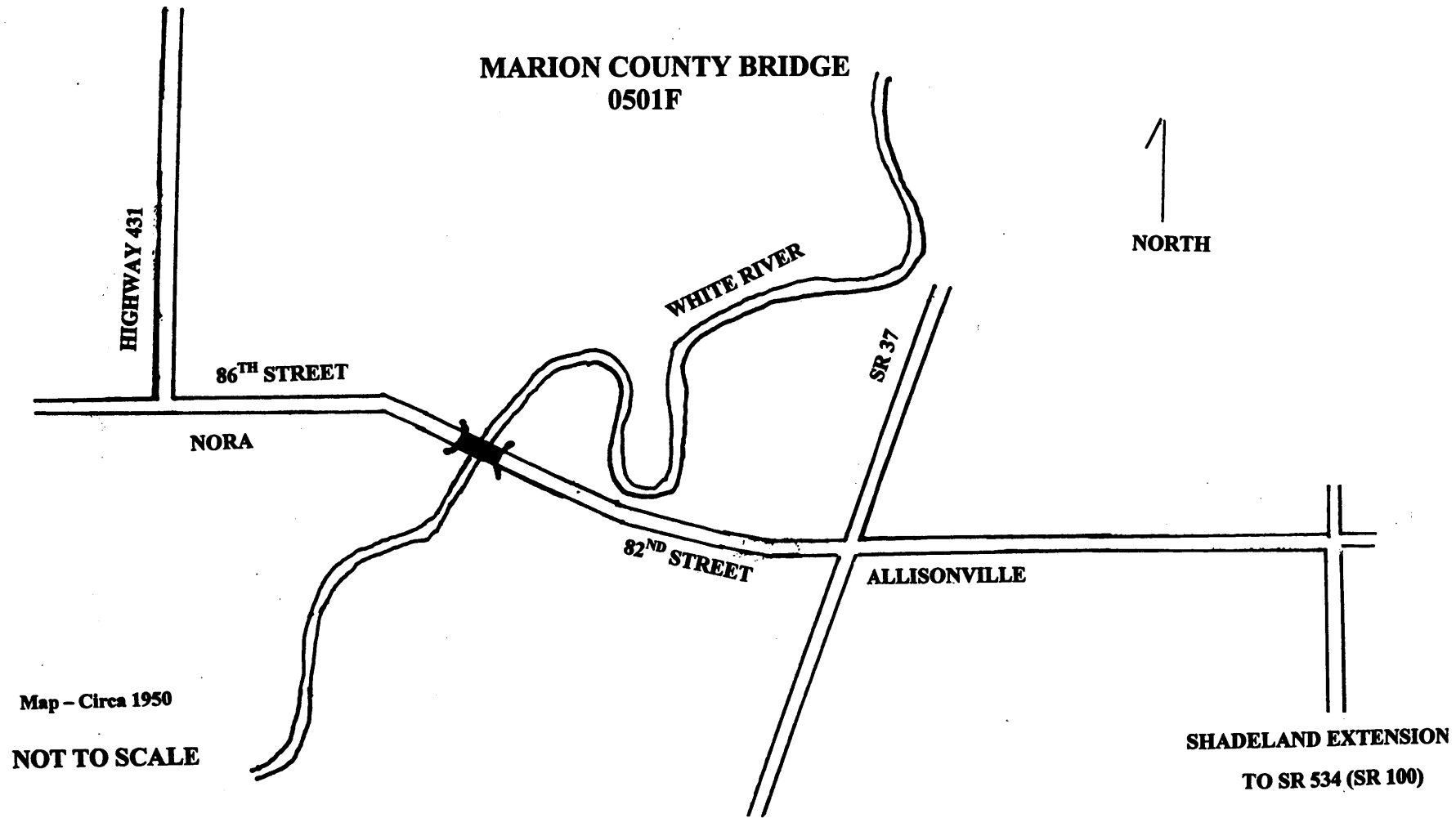
Marion County, Indiana

John Warner

Dates: 11 November 2005, 7 January 2006, and 14 January 2006

Location of CD: 402 West Washington Street, Indianapolis, IN 46202

1. Looking north at the south truss of the Warren pony truss – Span A.
2. Looking northeast at the south trusses of the two Parker-truss Spans B and C.
3. Looking west-southwest at the eastern approach Warren pony – Span D.
4. Plan detail for the bridges' cast steel shoes used to anchor the fixed end of each span.
5. Plan detail of cast steel rockers used to allow for expansion of all spans.
6. Steel rockers for Spans B and C on the mid-channel pier.
7. The fixed ends for Spans A and B on one of the flank channel piers.
8. View showing the construction of the top chord and the diagonals joined with a gusset.
9. View showing the construction of the intersection of the I-beam lower chord, the end post, and bridge seat for the north truss of Span D.
10. View showing the juncture of the vertical and diagonal members, the lower chord, and the gusset.
11. View showing the top bracing.
12. View of the latticed vertical and diagonal members on Span C.
13. View showing the juncture of the lower chord, the latticed diagonal and the vertical member, and the gusset.
14. Riveted plate joining sections of the lower chord.
15. View showing the I-beam stringers and sway bracing under the deck of Span B.
16. Plan detail showing the position and size of the original sidewalks.
17. Sign for the David Wolf Bridge.



Map - Circa 1950
NOT TO SCALE

SHADELAND EXTENSION
TO SR 534 (SR 100)