

HABS/HAER INVENTORY

U.S. Department of the Interior
National Park Service
Washington, DC 20240

1. SITE I.D. NO	HB-11280				7. CLASSIFICATION	BT&A: TRUSS				9. RATING	3			
2. NAME(S) OF STRUCTURE	Owen County Bridge #14				5. ORIGINAL USE	Highway Bridge				10. DATE	1897; c1910			
3. SITE ADDRESS (STREET & NO)	on: County Rt. #55 or 50E				6. PRESENT USE	Highway Bridge				11. REGION				
over: Mill Creek														
4. CITY/VICINITY	COUNTY				STATE	IN								
	Owen													
12. OWNER/ADMIN ADDRESS														
County Commissioners, Spencer, IN 47460														
13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.														

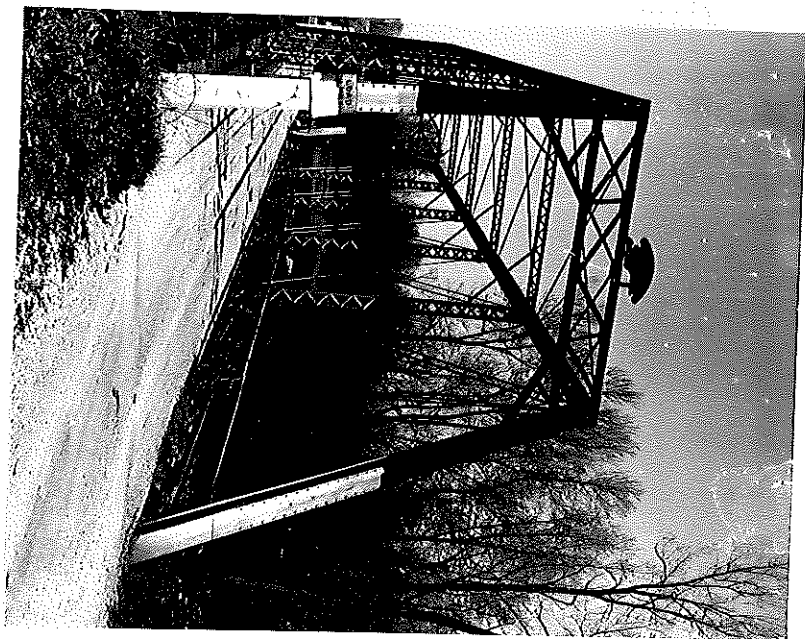
Spanning 192'3", a pinned-connected Pratt through truss and a bolted Pratt pony are seated upon a concrete pier, abutments, and wingwalls to the north and a cut stone substructure to the south.

The 120'7" Pratt through span is subdivided into seven panels. A pair of laced channels provides each intermediate vertical, a pair of die-forged eyebars serves as most of the diagonal sets, and a pair of cylindrical rods supplies the center panel's diagonals and counters. Single, adjustable rods counter the diagonals in the third and fifth panels. The I floor beams are U-bolted to the lower pins. The bridge carries a timber deck with a 13'9" roadway and 16' of vertical clearance.

The full-hip, Pratt pony of 66'8" is subdivided into seven panels. Its verticals are fabricated from two pairs of angles riveted together with battens which also serve the external sway braces. A pair of angles and battens supply the diagonals and center-panel counter. The I floor beams, which are bolted to the verticals, carry a concrete deck.

14. CONDITION	☐ EXCELLENT	☐ GOOD	☒ FAIR	☐ DETERIORATED	☐ RUINS	15. DANGER OF DEMOLITION? (SPECIFY THREAT)	☐ YES	☐ NO	☒ UNKNOWN
16. SIGNIFICANCE									

The design of the Pratt through span is quite conventional. The pony's bolting, full-hip design, and external sway braces are noteworthy features. Both spans retain their original members. The pony is undecorated; the through has latticed guardrails and portals.



18. LOCATED IN AN HISTORIC DISTRICT?

☐ YES ☒ NO ☐ NAME

19. PUBLIC ACCESSIBILITY

☐ YES, LIMITED ☒ YES, UNLIMITED
☐ NO ☐ UNKNOWN

21. REFERENCES--HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

20. EXISTING SURVEYS

☐ NR ☐ NHL ☐ HABS ☐ HAER-1 ☐ HAER ☐ NPS ☐ STATE
☐ COUNTY ☐ LOCAL ☐ OTHER

Associated Engineering Consultants, Inc., Bridge Reinspection Study & Report: Owen County (Nashville, 1978)
Beam, Longest & Neff, Inc., Owen County Bridge Inventory Rating & Safety Inspection (Indianapolis, 1973)
 bridge plate

22. INVENTORIED BY

James L. Cooper

AFFILIATION

HAER-IN Inventory

DATE

1986