Crossing the Bayou: Louisiana's Historic Bridges

LOUISIANA Historic Bridge Inventory

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Crossing the Bayou: Louisiana's Historic Bridges








Prepared for

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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Prepared by

Mead & Hunt

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Cover photo bridges - Left: Golf Drive Bridge over City Park Lagoon (Bridge Recall No. 102235); Center: Mississippi River (Sunshine) Bridge (Bridge Recall No. 203760); Right: Judge Seeber Bridge (Bridge Recall No. 020375)

Inside cover photo bridges - Top left: Anseman Avenue Bridge over City Park Lagoon (Bridge Recall No. 102226); Top center: Bayou Lafourche–Golden Meadow Bridge (Bridge Recall No. 001030); Top right: Gulf Outlet Canal Bridge (Bridge Recall No. 001630); Center left: Kansas City Southern Railroad Bridge; Center right: Lake Pontchartrain Bridge (Bridge Recall No. 001552); Bottom left: Lea Joyner Bridge (Bridge Recall No. 024400); Bottom center: Boeuf River Bridge (Bridge Recall No. 027160); Bottom right: Belle Terre Boulevard Bridge (Bridge Recall No. 620266)

Introduction

Louisiana's historic bridges are an important part of the state's transportation and cultural history. With approximately 40 percent of all wetlands in the United States and nearly 4,000 miles of navigable waterways, Louisiana's engineering history, maritime heritage, and important industries like fishing and oil refining are linked historically to the bridges that cross our rivers, bayous, channels, and canals to facilitate transportation. The Louisiana Department of Transportation and Development (LADOTD), in cooperation with the Federal Highway Administration (FHWA), State Historic Preservation Office (SHPO), heritage organizations, and interested citizens throughout the state, has identified, researched, and documented historic bridges in Louisiana. This effort built upon previous efforts by the LADOTD to rehabilitate and preserve historic bridges and resulted in several important outcomes:

- Recognizing 150 historic bridges found throughout the state that are listed in or determined eligible for listing in the National Register of Historic Places.
- Prioritizing historic bridges based on historical and engineering factors to focus future preservation efforts by LADOTD on the state's most significant historic bridges.
- Executing a Programmatic Agreement (PA) for Louisiana's historic bridges that outlines future program planning and assists with streamlining the regulatory process for bridges.
- Creating statewide and individual bridge management plans for rehabilitating and maintaining historic bridges.

The project culminated in the story that follows, which highlights bridge-building in Louisiana and provides a guide to historic bridges that represent significant engineering designs, important trends, and historical events. For example, the state has one of the largest and most diverse collections of movable bridges in the country, including some uncommon types found no place else. Louisiana also boasts examples of truss bridges that demonstrate engineering significance in their design and technology to span significant bodies of water such as the Mississippi River. Bridges were also constructed as part of large flood control projects which tell an important story about how engineers met the challenges of the state's unique environmental conditions.

Louisiana residents and visitors will be familiar with some of these bridges while others located over small bayous and along country roads will be virtually unknown. This project and its outcomes demonstrate LADOTD's commitment to the future preservation and maintenance of Louisiana's outstanding historic bridges.

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Bridge Design Engineer Administrator

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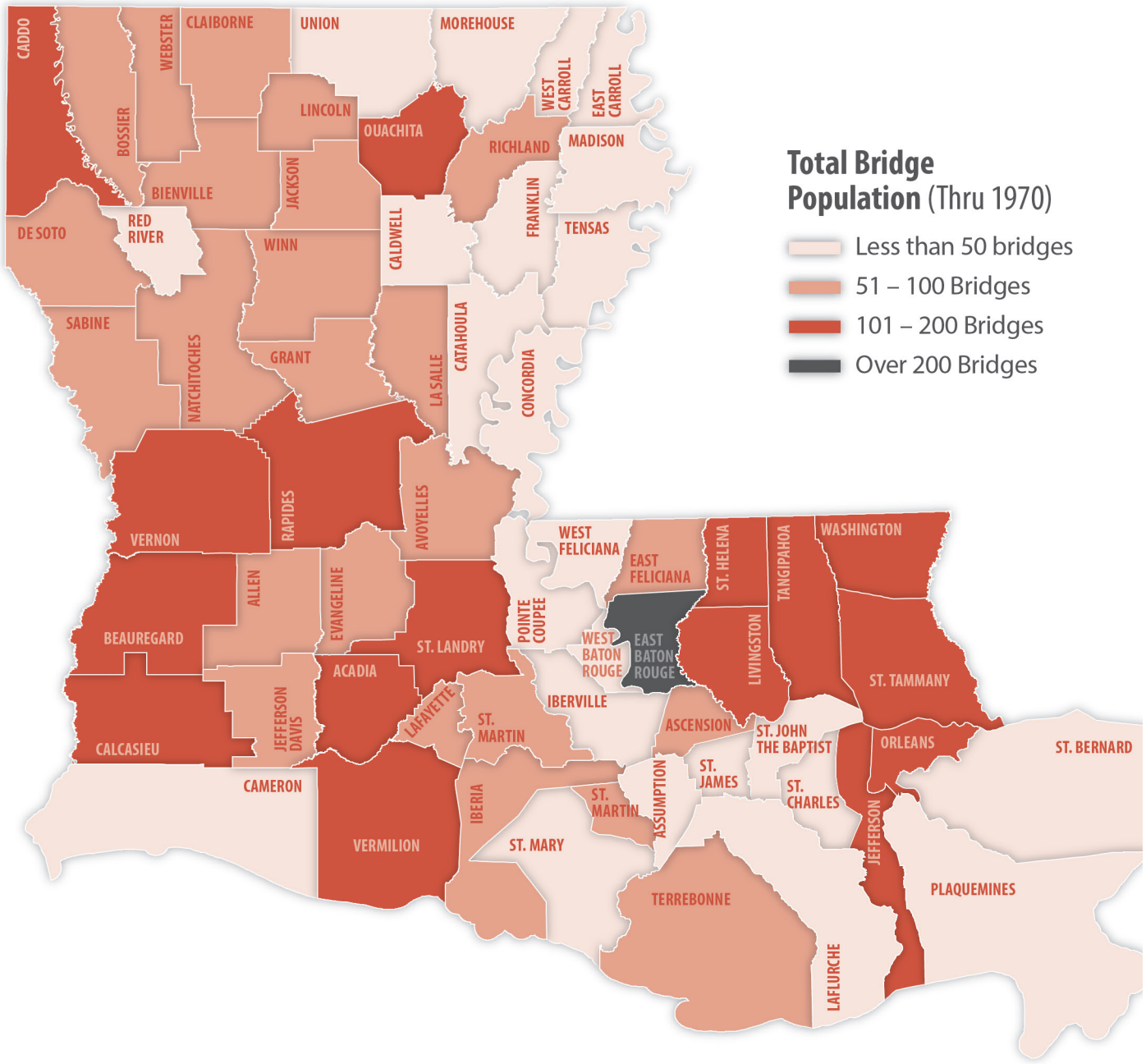
Structures and Facilities Maintenance Administrator

Bayou Tigre Bridge (Bridge Recall No. 010130)

Table of Contents

St. Martin Parish Road No. 120 Bridge (Bridge Recall No. 200896)

Geographic Distribution of Louisiana's Bridges



Highlights of Louisiana's Bridge History

Bridges are important connections in Louisiana's transportation history and engineering heritage, spanning the state's many bodies of water. Historically, the development of bridges in Louisiana was highly influenced by two important factors that remain relevant to this day. First, the state's topography and environment created difficult conditions for bridge designers and builders. The state's abundant waterways and unstable soil, particularly in southern areas, posed great challenges to bridge construction. Second, the state's bridge history is closely tied to the development of road networks throughout the twentieth century. Creating and facilitating a reliable transportation system led to the construction of several uncommon bridge types and variations customized for certain site conditions unique to Louisiana.

Few bridges were built in Louisiana prior to the twentieth century. Steamboats and ferries utilized the state's network of waterways to provide transportation. Interest in improved roads began in the late nineteenth century and rapidly accelerated with the introduction of the automobile around the turn of the twentieth century. Known as the Good Roads Movement, this interest was driven by public demand for better road conditions and a more efficient road network.

Louisiana has more wetlands than any other state. It contains 11,000 square miles of floodplain; 7,800 miles of coastal swamps, marshes, and estuarine waters; countless streams, lakes, canals, spillways, and artificial waterways; and is traversed by five major navigable rivers.

Horse-led wagons transferring goods from plantations to nearby navigable waterways for transportation by steamboat, c.1900.
(Image from the Stereograph Collection, Louisiana Division/City Archives, New Orleans Public Library)

Many of the state's roads were unpaved in the early twentieth century, leading to automobiles getting stuck in the mud.
(Image from the 1922-1924 LHC Biennial Report)

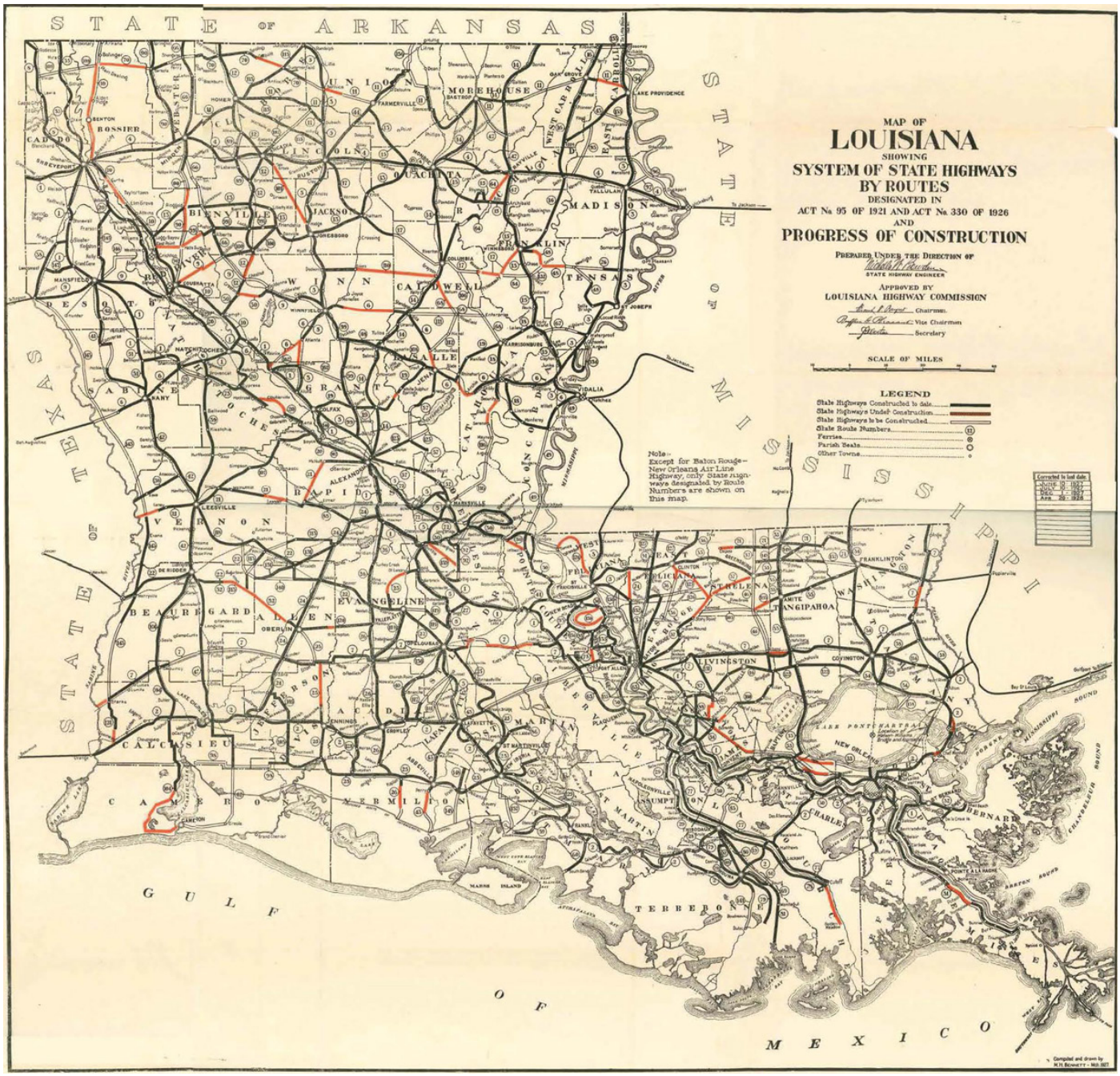
Automobiles benefitted from an improved road system, c.1920.
(Image from the William J. Barker Photograph Collection, Louisiana Division/City Archives, New Orleans Public Library)

In Louisiana the Good Roads Movement led to the creation of the state's first highway department in 1910. The department assisted parishes with bridge and road design and established a highway route system. Numerous bridges, including movable bridges, were constructed across the state to span floodplains and channels.

With the continuing construction of new highways, the 1920s was a pivotal time for bridge construction. By the mid-1920s the state had an extensive road network used by citizens, travelers, and industries. Bolstered by the expansion of the state's highway department, called the Louisiana Highway Commission (LHC), new constitutional amendments provided funding for bridges over navigable waterways, and provisions for parishes to continue to maintain and control local bridges increased bridge construction in the state.

The Bridge Division of the LHC busily prepared plans for timber, concrete, and steel bridges. Movable bridges increasingly became the answer to accommodate travel and trade along the state's waterways and highways. The state's environment, large bodies of water, numerous wetlands, and flooding pushed engineers to find creative ways to build bridges.

LHC Bridge Division hard at work in the late 1920s.
(Image from the 1928-1930 LHC Biennial Report)



1927 map of Louisiana's highway system

(Image from the 1926-1928 LHC Biennial Report)

The Great Flood washed away many of the state's bridges as shown in this 1927 image of Bayou Teche in New Iberia overflowing its banks.
(Image from "The Floods of 1927 in the Mississippi Basin," H.C. Frankenfeld, 1927 Monthly Weather Review Supplement No. 29, by Steve Nicklas, NOS, NGS, available at the National Oceanic and Atmospheric Administration/Department of Commerce digital photograph library)

Huey Long speaking at the State Capitol c.1926.
(Image from the Huey P. Long Photograph Collection, Louisiana Division/City Archives, New Orleans Public Library)

Further challenging the LHC and the development of the state's roads and bridges was the Great Flood of 1927. One of the most devastating floods in the state's history, it destroyed much of the transportation infrastructure.

Responding to the flood, newly elected Governor Huey Long tasked the LHC with rebuilding, and the agency embarked on a series of ambitious road construction and bridge projects. Long is often credited with getting Louisiana "out of the mud," and under his administration many small- and large-scale bridge-building programs were initiated. A notable example is the Mississippi River Bridge at New Orleans, now named after Long. Completed in 1935, it was the first combined vehicular and railroad bridge to span the Mississippi in the state, and at the time was the longest steel railroad bridge in the world.

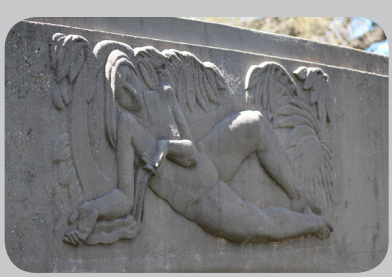
Norman E. Lant
LHC engineer (1922-1955)

Perhaps the single most important bridge designer in the LHC in the twentieth century was Norman E. Lant. His background in geology and saturated soils proved pivotal to the design of bridges in Louisiana. Lant oversaw the design and construction of many of the state's major river crossings, including a number of innovative and complex bridges such as the Atchafalaya River bridges at Morgan City (Long-Allen Bridge) and Krotz Springs (nonextant), the Bonnet Carré (1935, Bridge Recall No. 002820) and Morganza Spillways (1945, Bridge Recall No. 054830), and Mississippi River bridges at New Orleans (1935, Bridge Recall No. 000060) and Baton Rouge (1939, Bridge Recall No. 051880) (Huey P. Long Bridges). He was inducted into the Louisiana Highway Hall of Honor in 1974 as a nationally recognized bridge engineer for his work on these and other major river crossings.

Huey Long Bridge (Bridge Recall No. 000060) after its completion in 1935.
(Image from the Charles L. Franck Studio Collection at the Historic New Orleans Collection, 1979.325.5974)

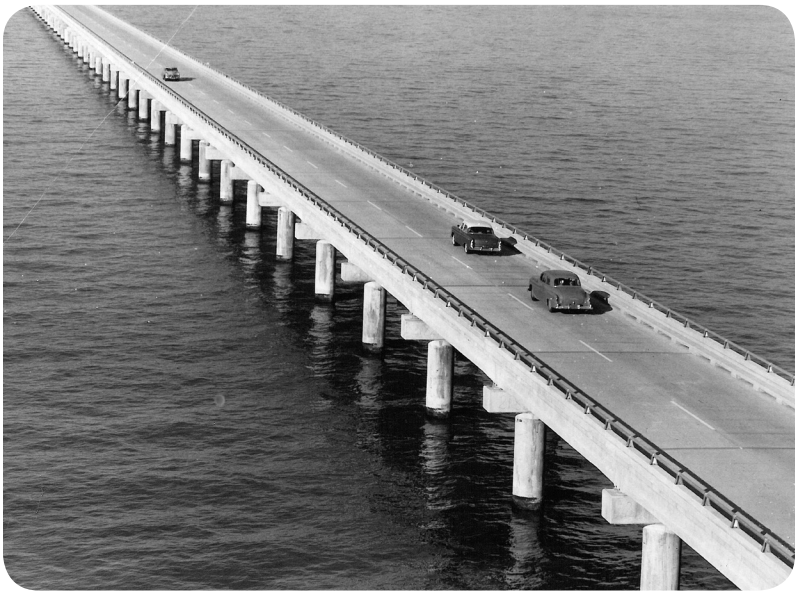
Federal-relief efforts in New Orleans City Park

Between 1936 and 1939 New Orleans City Park was redesigned under federal-relief programs. The redesign efforts included the construction of eight concrete arch bridges and one rigid frame bridge to span streams and canals located throughout the park. Noted sculptor Enrique Alferez designed the Art Deco bas-relief carvings of reclined figures, federal-relief workers, and tools on the bridges.



Art Deco bas-relief carvings on the Golf Drive Bridge over City Park Lagoon (Bridge Recall No. 102235) in New Orleans City Park, constructed in 1936.

Robert E. Lee Bridge being constructed with Works Progress Administration assistance in 1939.
(Image from the WPA Photograph Collection, Louisiana Division/City Archives, New Orleans Public Library)



Lake Pontchartrain Causeway (Bridge Recall No. 203830) after its construction in 1956.
(Image courtesy of Times-Picayune/Landov)

In the 1930s the United States was driven into the Great Depression. The U.S. government responded by initiating federal-relief work programs. Infrastructure development, including bridge and road construction, was one of the most popular and well-funded efforts during the Depression because it employed a large number of people.

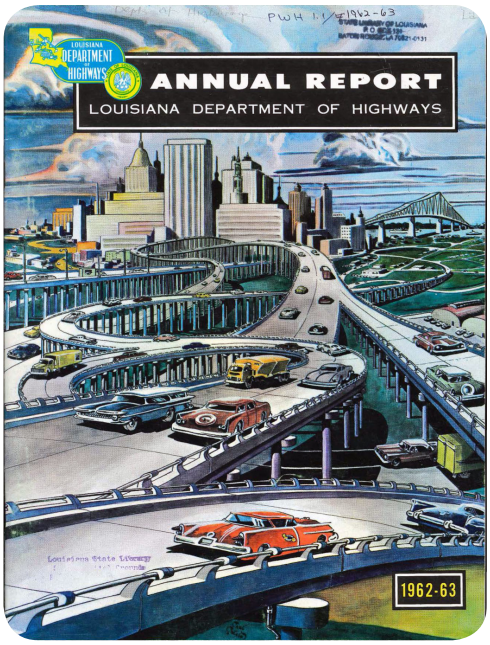
Federal-relief programs led to a boom in bridge construction in Louisiana, where numerous bridges—small and large, urban and rural—were constructed. Another important state and federal program at this time separated railway lines and roads for improved safety. Grade separations were built across the state using federal-relief funds to eliminate dangerous at-grade crossings.

The construction boom resulting from Long's infrastructure initiatives and Depression-era federal-relief efforts came to an end when the U.S. became involved in World War II. During this period, the LHC, now reorganized as the Louisiana Department of Highways (LDH), focused on federally funded road and bridge improvements and planning for postwar projects. An example is the Morganza Floodway Bridge (Bridge Recall No. 054830), completed in 1945 as a joint venture between the LDH and the U.S. War Department. The bridge provided uninterrupted access over a floodplain and helped lower the water level of the Mississippi River to reduce flooding risks and relieve pressure on other regional spillways.

Like much of the rest of the country, Louisiana entered an era of prosperous industry and job growth after the war. Increased federal funding for road and bridge building, combined with increased public interest in travel, led to another boom in bridge and road building. The majority of bridges were constructed on the new Interstate Highway system, a network of interconnected high-speed roads substantially funded by the federal government.

The postwar period was also marked by bridge engineering advancements. The development of prestressed concrete, a new bridge building material, and the establishment of fabrication plants provided for greater standardization of bridge design and construction. Sometimes individual bridge members, including concrete beams or slabs, were cast nearby the bridge and floated into place on a barge. A notable prestressed bridge, the Lake Pontchartrain Causeway, was built in 1956. The bridge utilized prestressed concrete pile foundations to span 24 miles over the wide expanses of Lake Pontchartrain. A prestressed concrete plant was erected near the bridge construction site to manufacture all prestressed concrete members, including the deck and girders. When completed, it was the longest bridge of its kind.

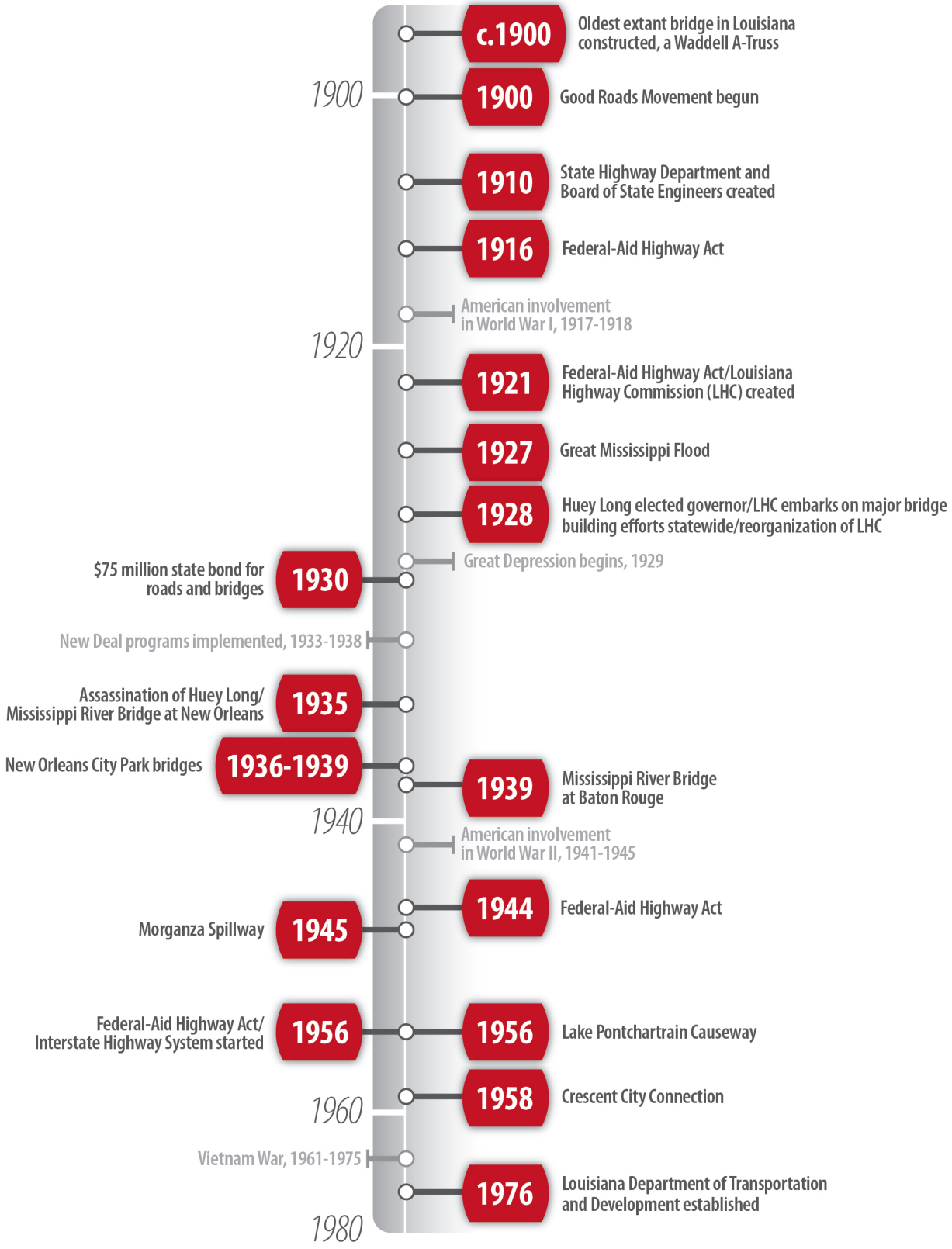
The availability of standard building materials, abundant state and federal funding, and the use of computers in bridge design accelerated the pace of infrastructure development, including bridge building. By 1970 the state boasted a modern highway network with major river crossings, modern interchanges, and miles of interconnected roads.



Cover of the 1962-1963 Department of Highways Annual Report looks to the future of the state's transportation infrastructure.
(Image from the 1962-1963 Louisiana Department of Highways Annual Report)

"You are now leaving Louisiana. Good bye and good luck."
An LHC employee inspects a bridge containing a sign with this text, c.1930.
(Image from the LADOTD historic bridge files)

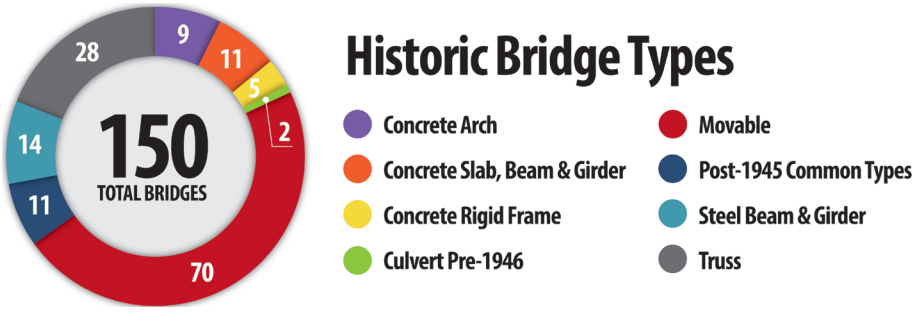
Key Bridge and Transportation Events



Engineering Marvels in Louisiana

Louisiana boasts a number of different bridge types and materials, including timber beams, metal trusses, concrete and steel beams, concrete arches, pre-stressed concrete girders, and a variety of movable spans. The state's unique movable and truss bridges are featured here. Louisiana's diverse population of bridges includes 150 historic bridges listed in or eligible for listing in the National Register of Historic Places.

> *I am sure no state in the entire United States offers greater construction difficulties than are encountered on some of our swamp and marsh road projects.*
> – J.M. Fourmy,
> State Highway Engineer, 1924

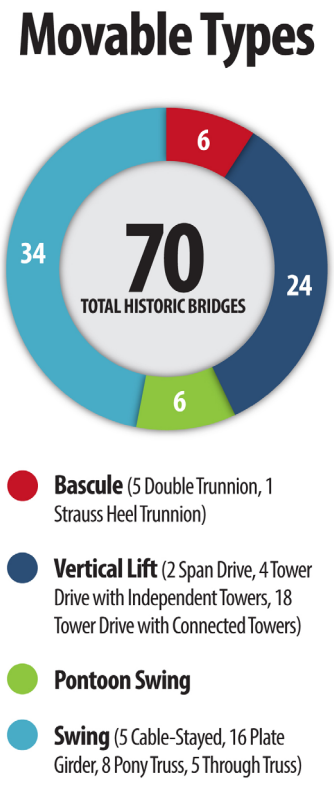


Movable Bridges

Louisiana has one of the largest collections of movable vehicular bridges in the country and a number of distinctive long truss spans that cross major waterways. The state's collection of movable bridges, to accommodate both vehicular and marine traffic on the many bayous and canals, sets it apart from all other states.

Movable bridges have a span that moves along either a horizontal or vertical axis to clear the channel for navigation. While this idea is simple, in practice, movable bridges are some of the most complex bridge types due to the use of mechanical and electrical components for their operation. An important feature on most movable bridges is an operator's house. Typically located on or immediately adjacent to the bridge, it provides shelter for the mechanical and electrical control systems, as well as the bridge tender.

Louisiana's movable bridges can be divided into four major types based on how they function: bascule, swing, vertical lift, and pontoon swing. Subtypes and variations exist within each of these types. Movable bridges were so popular that Louisiana developed standard plans for them as early as the 1920s.



Double-leaf bascule bridge (Lake Pontchartrain Bridge, Bridge Recall No. 001552).

This 1919 Strauss heel trunnion bascule bridge was a boon to transportation since it served rail and vehicular traffic (St. Claude Avenue Bridge, Bridge Recall No. 001570).

Bascule bridges

The bascule type is uncommon in Louisiana, with the earliest examples built prior to 1930. In bascule bridges the movable span (also known as a “leaf”) is counterweighted and rotates around a pivot point to clear the channel for navigation. The movable leaf is typically constructed as a plate girder or truss. Counterweights attached to the rear of each span descend into pits when the bridge is in open position. These bridges can have either one (single-leaf) or two (double-leaf) movable spans.

One of the most distinctive bascule bridges in Louisiana is the 1919 patented Strauss heel trunnion bascule that carries St. Claude Avenue over the Intracoastal Canal in New Orleans. The uncommon design of the bridge features a concrete counterweight mounted above the roadway. The counterweight is attached to metal bridge members via separate but interconnected assemblies, which rotate around two separate pivot points known as trunnions. This design was innovative at the time by eliminating the need for a below-grade pit for the counterweight, which provided greater flexibility in terms of the structure size and length. Since the design of the bascule leaf was not limited by the overhead counterweight, these bridges could be larger and longer, making them a popular choice for railroad bridges.

Swing bridges

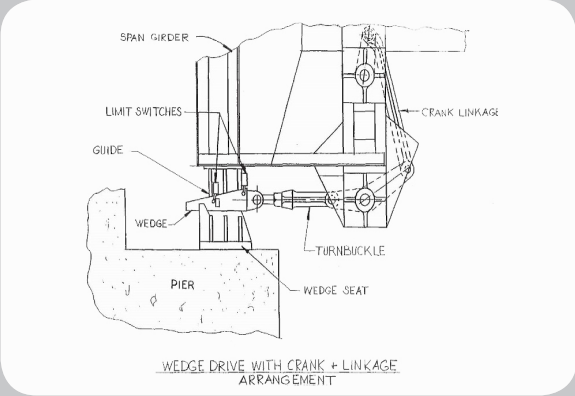
Swing bridges were one of the earliest types of movable bridges used in Louisiana, but their popularity began to diminish by the 1930s in favor of bascule and vertical lift bridges, which did not require a pier in the navigation channel. A swing bridge consists of two span arms that rotate on a center pivot resting on a pier in order to open the channel for navigation. The movable span typically is a beam, girder, or truss.

Pony truss swing bridge in motion (Kerner Ferry Bayou Bridge, Bridge Recall No. 000810).

The turning mechanism of this 1960 through truss swing span is situated on a pivot pier and the operator's house is centered above the roadway (Bayou Tigre Bridge, Bridge Recall No. 010130).

Closing the swing bridge

When a swing bridge moves into closed position, a series of devices are engaged to properly align and stabilize the bridge. Pictured below are two variations of "wedges" that are located at each corner of the swing span. At left is a wedge drive with crank and linkage variation and a similar device with a hydraulic cylinder is pictured at right. In both examples the wedge is driven into position between the span and wedge seat mounted on the pier to align the approach and main spans, stabilize the span, and carry the majority of live traffic load.



Wedge drive with crank and linkage.
(Drawing from the LADOTD Movable Bridge Inspectors Program Workbook)

Wedge drive with hydraulic cylinder (Bayou Pierre Part Bridge, Bridge Recall No. 051500).

This 1965 swing bridge features what is known as a bobtail swing span due to span arms that are different lengths on either side of the pivot pier (Little Prairie Bridge, Bridge Recall No. 009690).

Cable-stayed swing bridge with its characteristic system of ropes and pulleys that operate the bridge (Terrebonne Parish Road No. 293 Bridge, Bridge Recall No. 200852).

The cable-stayed swing bridge is a distinctive variation unique to Louisiana with no other known examples outside of the state. These bridges feature a steel beam or truss swing span with a tower structure above the pivot pier. Cables tie floor beams to the central tower and support the bridge arms when in open position. The bridge is turned using manually operated ropes, with assistance from a motorized winch. Cable-stayed swing bridges were typically utilized for small crossings and constructed primarily in the southern part of the state in Terrebonne Parish during the post-World War II period.

Turning mechanisms

Swing bridges feature either a center-bearing or rim-bearing turning mechanism on the mid-channel pivot pier. Center-bearing turning mechanisms feature a large bearing, which carries the load of the swing span. Balance wheels aligned on a circular track on the outside of the pivot pier prevent the span from tipping out of plane during operation. The other type is a rim-bearing turning mechanism that has tapered rollers situated on a circular track on top of the pivot pier. In this instance, the weight of the span is carried by the rollers.

Center-bearing mechanism (Bayou Teche at Morbihan Bridge, Bridge Recall No. 006200).

Rim-bearing mechanism (Levert-St. John Bridge).

Pontoon swing bridges

In pontoon swing bridges, the main span is a floating barge that "swings" to the shoreline. A pivot arm connects the barge to a fixed point along the shoreline, and a mechanical system of cables, pulleys, sheaves, and winches engages to move the pontoon bridge to the shoreline. Mechanical aprons connect and align the barge with the approach roadway when the channel is closed to navigation and the barge is carrying live traffic. Pontoon swing bridges are uncommon nationally, with known examples limited to Louisiana and Texas.

Pontoon swing bridge in motion
(Bayou Sorrel Pontoon Bridge, Bridge Recall No. 054730).

Pontoon swing bridge in the closed position
(Lower Grand River Bridge, Bridge Recall No. 054480).

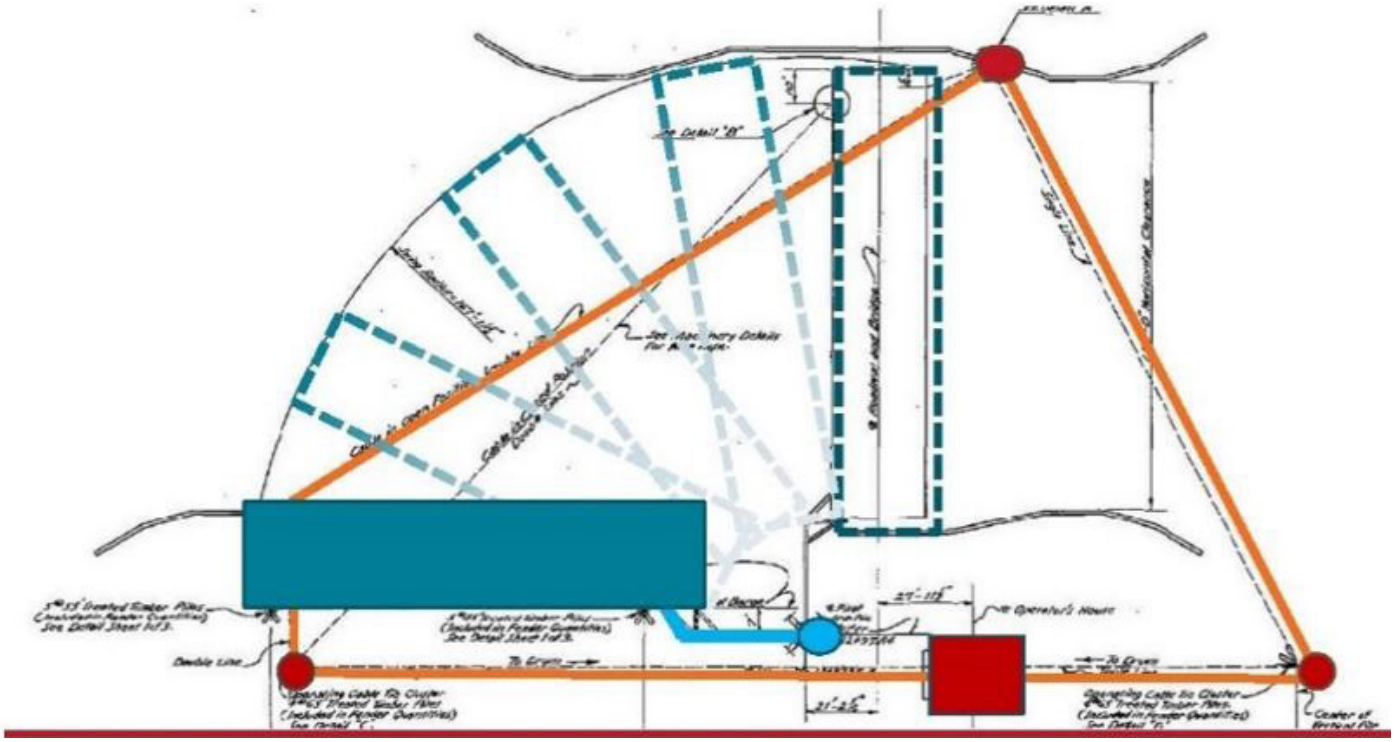


Illustration of pontoon swing bridge operation. The red box is the operator's house and the red dots are the pulleys. The dashed blue line represents the pontoon in closed position and the solid blue rectangle is the pontoon in open position. As the cables (orange) are pulled in a counterclockwise direction, the bridge floats to the shoreline to open the navigation channel.
(Drawing from the LADOTD Movable Bridge Inspectors Program Workbook)

Unusual pontoon swing

This highly unusual pontoon swing bridge was constructed in the mid-1960s. It consists of a main span (suspended roadway) that is suspended above a floating pontoon by cables. The cables are strung over sheaves mounted on six small towers and counterweighted by large horizontal cylinders. Pins inserted into the sides of each tower hold the span in place. A system of cables, pulleys, and winches are engaged to swing the bridge (and the suspended roadway) to the shore. This one-of-a-kind bridge represents an improvised but effective design.

Unusual pontoon swing bridge (St. Martin Parish Road No. 120 Bridge, Bridge Recall No. 200896).

Louisiana's state bird

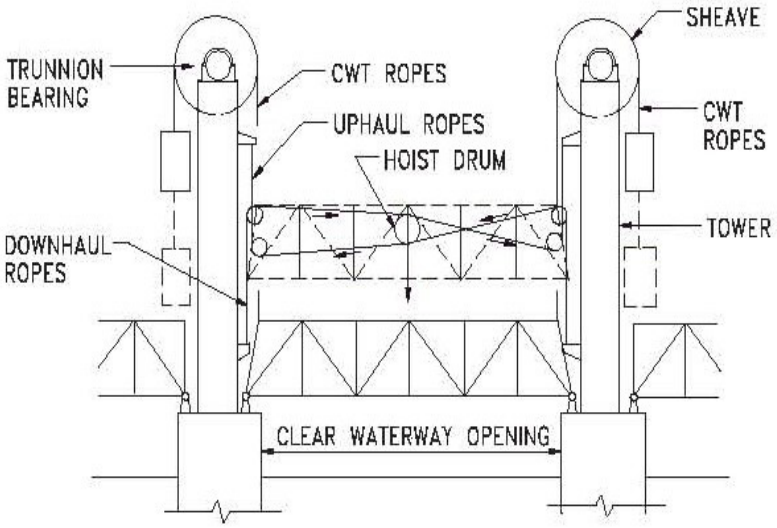
The brown pelican is found on the operator's house for many movable bridges throughout the state. The emblem was included as a standard plan feature.

Vertical lift bridges

The design of modern vertical lift bridges can be attributed to John Alexander Low Waddell's 1894 South Halsted Street Bridge in Chicago. In vertical lift bridges, the main span consists of steel girders or a truss that is raised and lowered via cables. The cables are looped over large wheels (sheaves) at the tops of the bridge towers and attached to the movable span at one end and large counterweights at the other end. The design of vertical lift bridges can vary slightly based on the location of the motor(s) and drive mechanisms that move the span up and down. The three basic variations include span drive, tower drive with independent towers, and tower drive with connected towers.

Span Drive

Span drive vertical lift bridges have a series of operating ropes (typically two up-haul and two down-haul ropes at each corner of the span) attached to geared operating drums. To lift the span, the drum winds the up-haul ropes and simultaneously unwinds the down-haul ropes. The sheaves at the top of each tower carry the counterweight ropes and are free spinning with no direct control over the movement of the span.



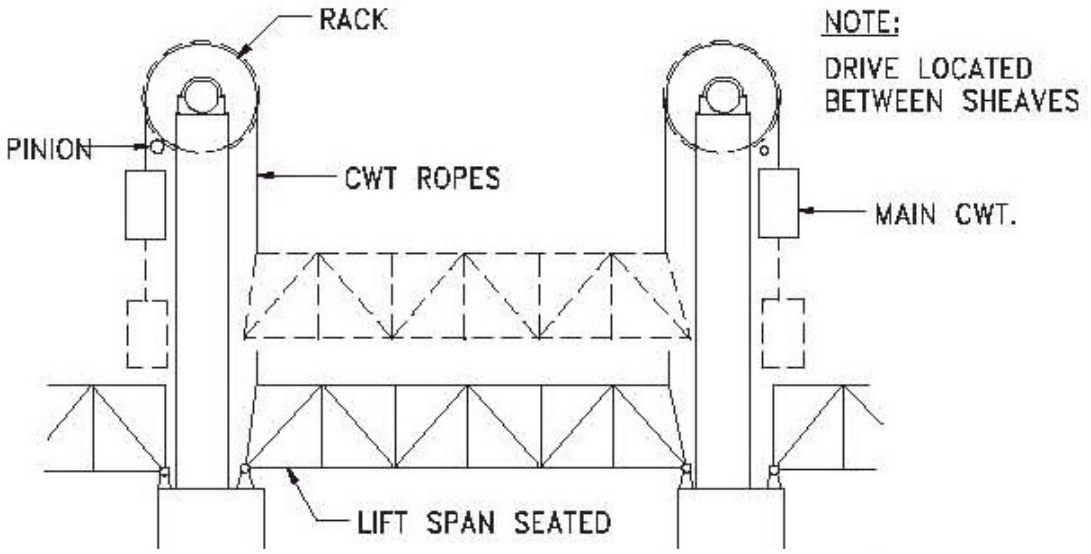
Span drive vertical lift bridges have one set of operational machinery located on the movable span. What to look for: operating ropes strung across the movable span; these are drawn in and let out to move the span up and down.

(Drawing from the Wisconsin Department of Transportation, Structure Inspection Manual, 2011)

Span drive vertical lift bridge. Operational machinery is located on top of the upper chords (West Pearl River Bridge, Bridge Recall No. 058710).

Tower Drive with Independent Towers

Tower drive vertical lift bridges with independent towers are powered by a separate set of drive machinery located at the top of each lift tower. The movable span is raised and lowered by rotating the motorized sheaves by means of interconnected shaft and gears. A single motor operates two sheaves that enable the span to move.



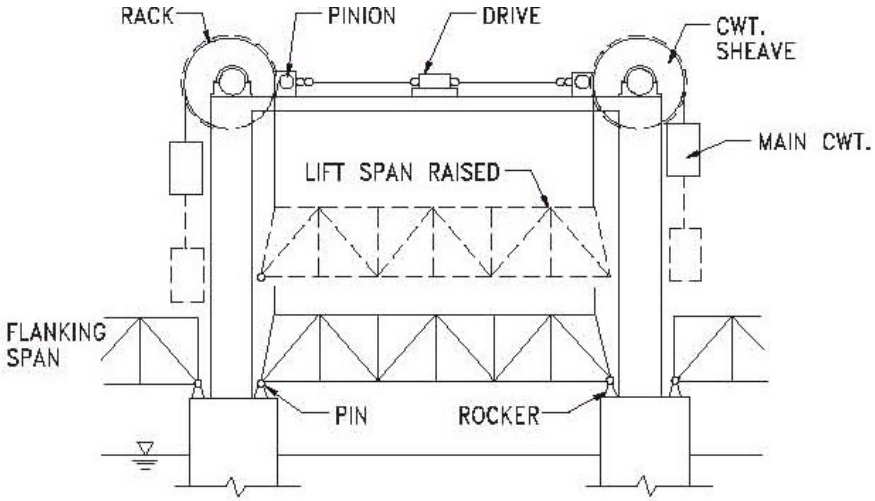
Tower drive vertical lift bridges with independent towers have two sets of operational machinery located at the top of each tower. What to look for: enclosed compartments at the top of each tower that shelter the motor and other mechanical components.

(Drawing from the Wisconsin Department of Transportation, Structure Inspection Manual, 2011)

Tower drive vertical lift bridge with independent towers. Operational machinery is located in shed-type structures on top of each tower (Judge Seeber Bridge, Bridge Recall No. 020375).

Tower Drive with Connected Towers

Tower drive vertical lift bridges with connected towers have operational machinery located on a fixed structure that spans the waterway between the two lift towers and raises and lowers the span by driving all four sheaves simultaneously. The advantage of this type is its use of a single motor that improves the level of synchronization among the four sheaves and overall balance of the movable span. It also eliminates the need for the operating ropes and associated maintenance costs found in the span drive configuration. This variation of the vertical lift bridge was typically used for spans under 200 feet.



Tower drive vertical lift bridges with connected towers have one set of operational machinery that drives all four sheaves at once. What to look for: small platform mounted on a structure between the two bridge towers.

(Drawing from the Wisconsin Department of Transportation, Structure Inspection Manual, 2011)

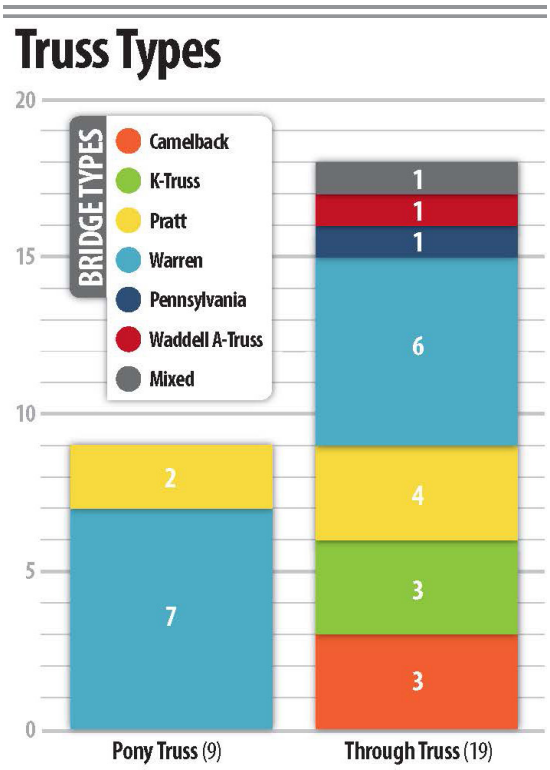
Tower drive vertical lift bridge with connected tower and drive machinery on the platform between the towers (Vermilion River Bridge at Perry, Bridge Recall No. 009680).

A sheave and typical drive machinery located inside the house at the top of each tower of a tower drive with independent towers vertical lift bridge (Intracoastal Waterway Bridge at Larose, Bridge Recall No. 000920).

Did you know?

The large wheels at the top of vertical lift bridge towers are called sheaves. They have grooves along their outer edge and carry the operating ropes/cables that are attached to the bridge at one end and the counterweight at the other end.

Sheaves and operating ropes/cables on the Sarah Road – Bayou Petit Caillou Bridge (Bridge Recall No. 003480).



Truss Bridges

Relatively few truss bridges remain in Louisiana and thus represent an important phase in the history of bridge building and transportation in the state. Features of truss bridges include:

- Diagonal and vertical members that support deck loads and provide strength and stability
- Transverse beams below the deck that connect to trusses
- Plates and fasteners (pins, rivets, or bolts) that connect bridge members

Truss bridges are designed with either a through truss or a pony truss arrangement. Through trusses (sometimes called high trusses) typically have parallel overhead structural members and bracing. Pony trusses (also called low trusses) have no overhead structural members. Truss bridges are further distinguished by their truss configuration. The term configuration refers to the organization of structural and support members in the overall truss design and varies depending on which members are in compression and tension. Configurations are often named after the person who first designed or patented the design. The most common truss configurations constructed in Louisiana were the Warren and Pratt. Louisiana also has Pennsylvania and Camelback trusses, as well as some through truss bridge configurations that are uncommon nationally, including the Waddell A-truss and K-truss.

Warren through truss bridge (Miller's Bluff Bridge, Bridge Recall No. 012548).

Pratt through truss bridge (Cane River Bridge).

Warren pony truss bridge (Tensas River Bridge, Bridge Recall No. 400345).

Waddell A-truss

The Waddell A-truss consists of two pin-connected parallel trusses that extend vertically to form an "A" shape and are connected by overhead lateral sway bracing. John Alexander Low Waddell developed the Waddell A-truss to provide an inexpensive short-span railroad bridge that was both easy to construct and reliable. The design came about during Waddell's tenure as a professor of Civil Engineering at the Imperial University of Tokyo between 1882 and 1886. Waddell developed the new design in response to issues with conventional pony truss bridges, namely, their lack of lateral bracing along the top chord that resulted in a less-rigid structure that was susceptible to stress and vibration. In 1893 Waddell convinced his employer, a railroad company, to experiment with a 100-foot A-truss span. His truss design was eventually adopted and patented.

For a brief time Waddell A-trusses were constructed throughout the United States, Canada, and Japan. However, technological advances led to preference for modern Pratt truss designs, rendering Waddell's A-truss obsolete. The Kansas City Southern Railroad Bridge in Shreveport, constructed in the 1890s, is one of only two remaining examples of this type in the United States and the oldest known bridge in Louisiana. The bridge was relocated to its current location in 1926 and is listed in the National Register of Historic Places in recognition of its unusual design. The other remaining example is the Linn Branch Creek Bridge in Missouri.

Waddell A-truss bridge (historically the Kansas City Southern Railroad Bridge).

K-truss

K-truss bridges are named for the characteristic “K” shape formed by the vertical and diagonal steel members in each of the truss panels. The K-truss is reportedly one of only two new truss types introduced in the twentieth century; the other is the Vierendeel truss. The K-truss design reportedly originated with Phelps Johnson of the Dominion Bridge Company in Montreal, Quebec, Canada, and the first bridge to reflect this design was the 1917 Quebec Bridge over the St. Lawrence River.

First introduced in the United States in the 1920s and 1930s, the K-truss was different from other truss types in that its subdivided truss panels enabled the structure to transfer equal amounts of loading to all of its individual members. The K-truss configuration also provides a stronger structure and is relatively lightweight for its length, making it ideal for longer spans. Louisiana’s three extant K-truss bridges are exceptionally long bridge examples in the state, ranging in length from 500 feet to over 600 feet. This truss type is uncommon within Louisiana and throughout the country, with approximately 50 known examples.

Explore Louisiana’s Bridges

With so many different bridge types along its highways and waterways, Louisiana provides ample opportunities to get out and experience first-hand the state’s engineering and bridge-building history. Provided in the pages that follow are bridge biographies with background and locational information as you explore Louisiana’s historic bridges.

K-truss through bridge (Charenton Bridge, Bridge Recall No. 008970).

Historic Bridge Guide

Louisiana's historic bridges, featured on the following pages, are those listed or determined eligible for the National Register of Historic Places as of 2015. The pages that describe individual bridges are organized by parish and recall number. Maps serve as the introductory page for each parish and provide a general location of the historic bridges.

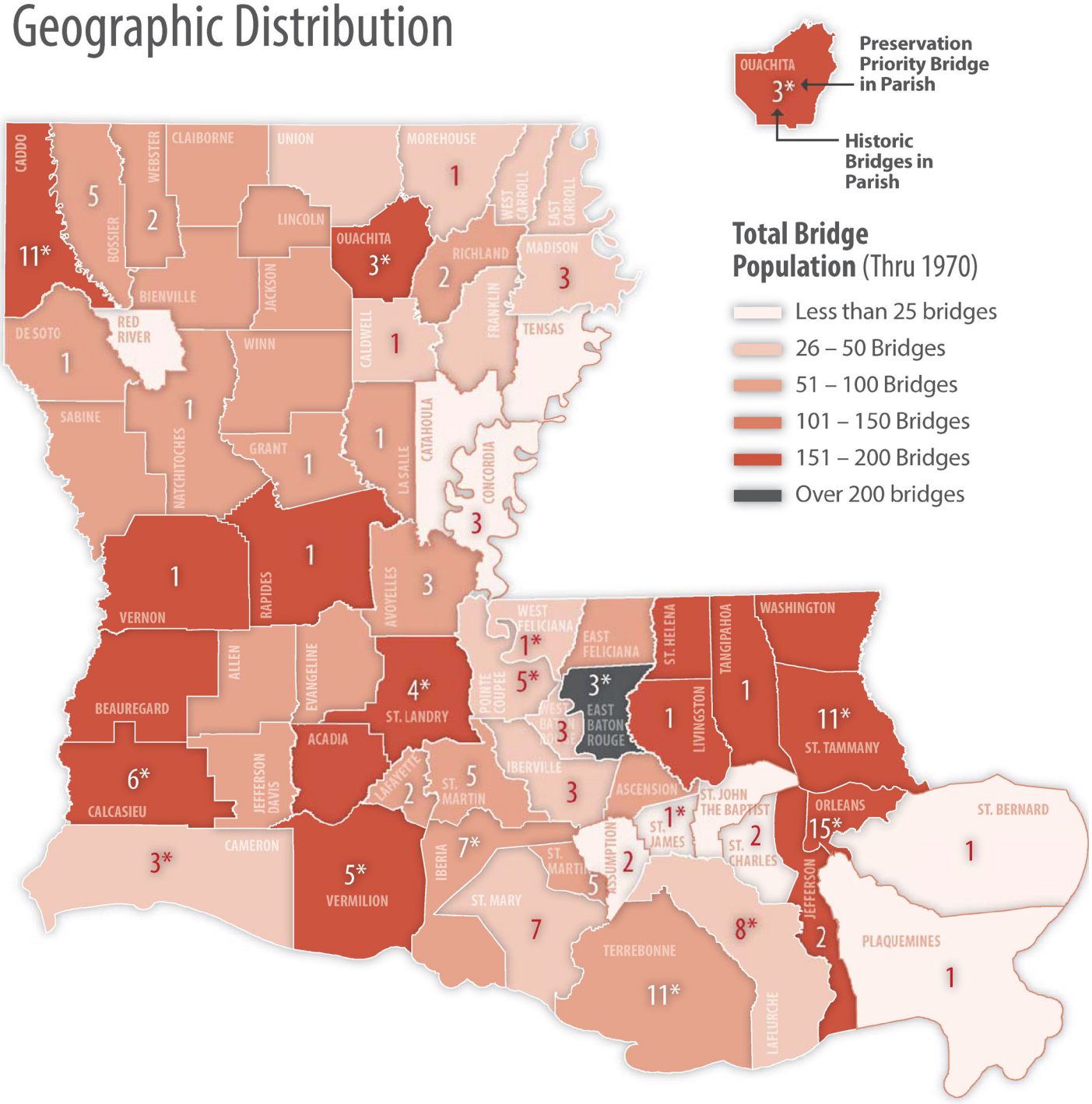
Preservation Priority Bridge

These historic bridges have been identified as most suitable for preservation. The LADOTD, in cooperation with the FHWA and the Louisiana SHPO, approved the method and results of a prioritization of Louisiana's historic bridge population based on engineering and historical considerations. The LADOTD made a commitment to rehabilitate and retain these structures for a period of at least 20 years.

Other Historic Bridge

These historic bridges, while significant to the state's engineering heritage, are not the same priority for preservation due to certain engineering and/or historical considerations.

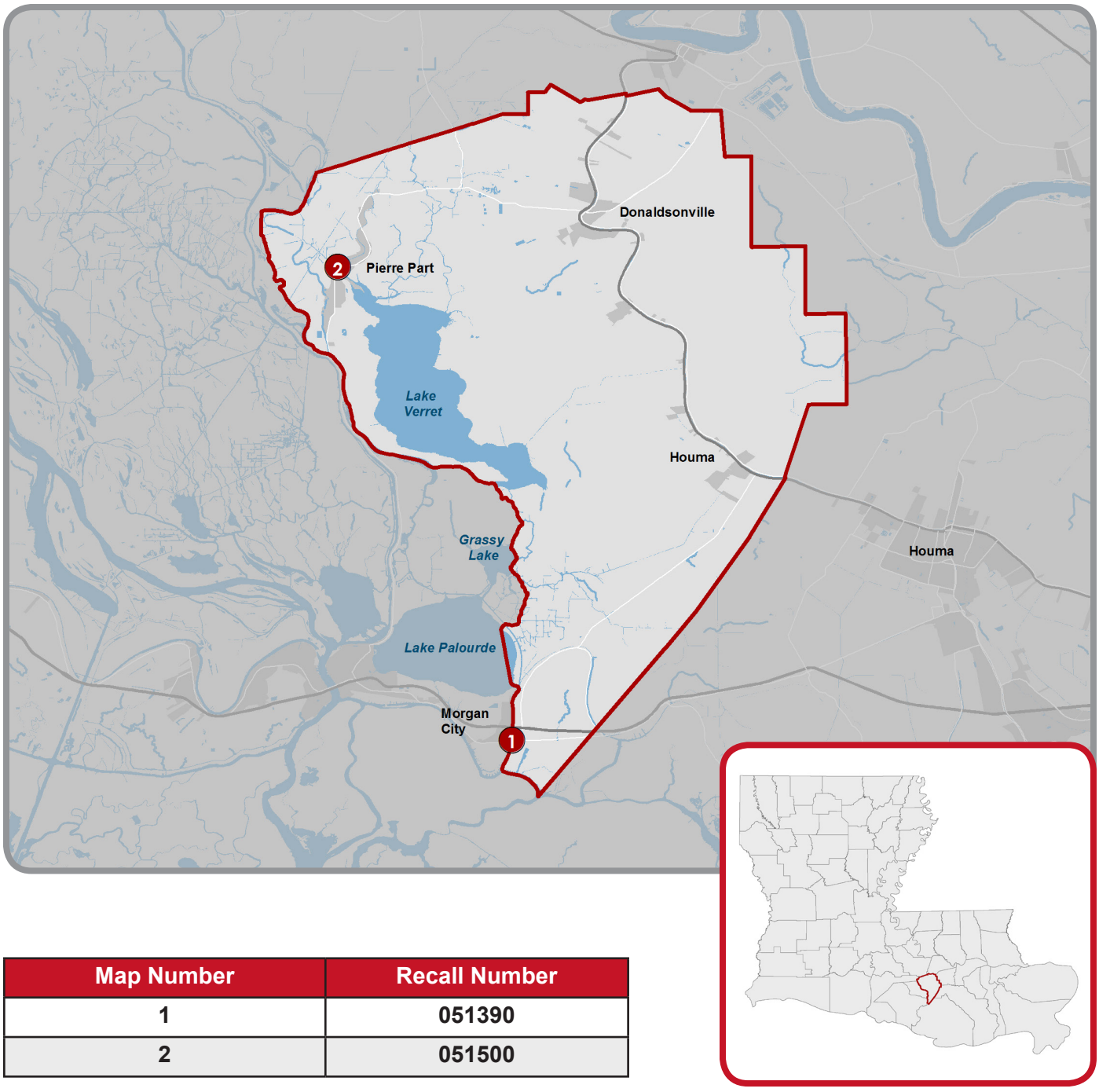
Historic Bridges Geographic Distribution



Index of Bridges (by name, in alphabetical order)

Index of Bridges (by Type)

Assumption Parish



Map Number	Recall Number
1	051390
2	051500

Bayou Boeuf (Amelia) Bridge

Recall Number 051390
Parish ..... Assumption
City ..... Amelia
Feature carried ..... LA 182
Feature crossed ..... Bayou Boeuf
Type ..... Post-1945 common type – Steel plate girder

Latitude 29.661111
Longitude ..... -91.105944
Year built 1958
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This bridge with a continuous steel plate girder main span displays innovative or complex technological solutions related to site conditions, which required a longer span. The steel plate girder consists of built-up welded plates with a deep web that lies between the top and bottom flanges, which are fabricated by plate steel placed horizontally over the webs of the girder. A continuous plate girder span is uninterrupted over one or more intermediate supports, resulting in less materials and deflection and requiring additional engineering to reduce the stresses within the span. The bridge also has exceptional main span length with three continuous plate girders, consisting of two 150-foot girders and one 200-foot girder together forming a 500-foot-long span. The continuous steel plate girder bridge retains good integrity and conveys exceptional significance due to its complex design. Therefore, it is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Pierre Part Bridge

Recall Number 051500
Parish..... Assumption
City..... Pierre Part
Feature carried..... LA 70
Feature crossed..... Bayou Pierre Part
Type ..... Movable: Swing – Plate girder

Latitude..... 29.96348
Longitude ..... -91.21108
Year built 1967
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Avoyelles Parish

Map Number	Recall Number
1	036520
2	800106
3	N/A

LA 1177 Bridge at Bayou Boeuf

Recall Number 036520
Parish ..... Avoyelles
City ..... N/A
Feature carried ..... LA 1177
Feature crossed ..... Bayou Boeuf
Type ..... Pony truss – Pratt truss
Latitude 30.965194
Longitude ..... -92.215472
Year built 1921
Owner ..... State of Louisiana
National Register status ..... Eligible
Status ..... Scheduled for replacement; bridge is disassembled and in storage

Significance

This Pratt truss bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation as an embodiment of the Good Roads Movement and as an extant remnant of the Jefferson Highway. The Good Roads Movement in Louisiana began in 1910 with the construction of a road connecting Baton Rouge and New Orleans. The creation of other national roads during this period included the Jefferson Highway that stretched south from Canada through Louisiana to New Orleans. Portions of US 61 and 71 became the Jefferson Highway. Current LA 1177 remained a part of US 71 until 1930 when a new route for the Bunkie-Cheneyville section of the Jefferson Highway was constructed to decrease the distance between Bunkie and Alexandria and eliminate curves. This bypass effectively severed the Bayou Boeuf Bridge from Jefferson Highway/US 71. LA 1177 and the Bayou Boeuf Bridge remains one of the earliest remnants of Jefferson Highway in Louisiana. The bridge is eligible for the National Register under Criterion A: Transportation.

Cardinal Loop–Choctaw Bayou Bridge

Recall Number 800106
Parish..... Avoyelles
City..... N/A
Feature carried..... Cardinal Loop Road
Feature crossed..... Choctaw Bayou
Type ..... Concrete deck girder

Latitude..... 31.141667
Longitude ..... -92.161667
Year built 1921
Owner ..... Avoyelles Parish
National Register status..... Eligible

Significance

This bridge has significance as an early example and variation of the concrete deck girder type in Louisiana. It is one of two concrete deck girder bridges constructed prior to the development of standard plans for concrete deck girders in 1922, and therefore distinctly represents early use of this bridge type in the state. This bridge retains good integrity and clearly conveys the significant design features within its type. It is eligible for the National Register under Criterion C: Design/ Engineering.

Sarto Bridge

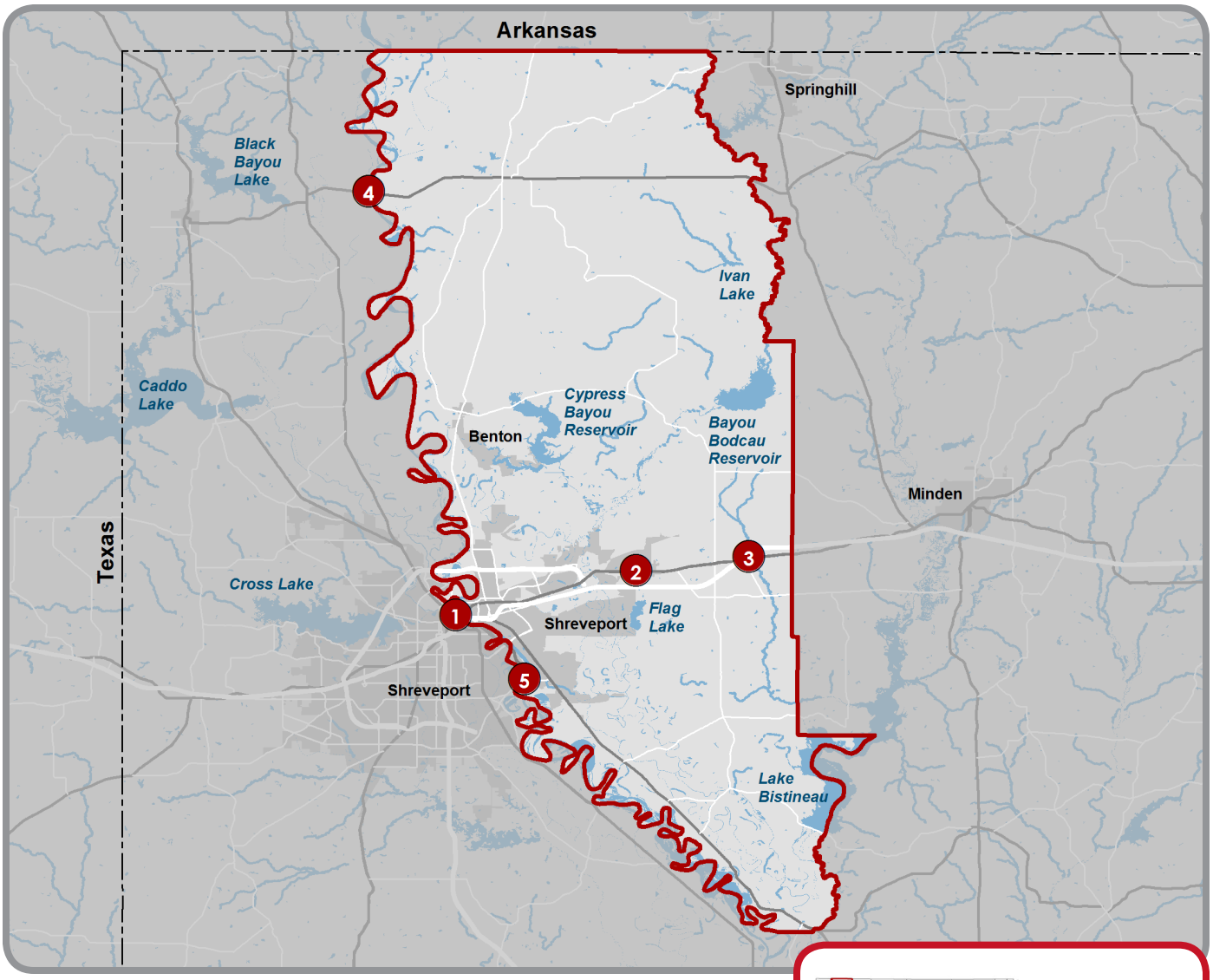
Recall Number ..... N/A
Parish.....Avoyelles
City..... N/A
Feature carried.....Closed road
Feature crossed..... Bayou des Glaises
Type .....Movable: Swing – Pony truss (Queen post - modified)

Latitude.....31.07387
Longitude .....-91.7926
Year built 1916
Owner .....Private Ownership
National Register status..... Listed (1989)

Significance

This steel swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features. The central swing span consists of two modified queen post truss spans that carry the load when the bridge is closed. When the bridge rotates into the open position, the two truss spans are supported by cables that extend to four central vertical posts over the pivot pier. The center swing span is mounted on a pivoting gear and ratchet mechanism that enables movement. When the bridge swung open, it was rotated manually using a large inserted gear lever; however, after about 1930 Bayou des Glaises was no longer considered navigable and the turning mechanism was disconnected. The majority of the mechanism remains intact except for the horizontal cog that encircled the central concrete support cylinder. Despite this alteration, the bridge retains the integrity necessary to convey its significance as a movable bridge and is listed in the National Register under Criterion C: Design/Engineering.

Bossier Parish



Map Number	Recall Number
1	012060
2	012160
3	012200
4	012548
5	012750

Red River (Texas Avenue) Bridge

Recall Number 012060
Parish..... Bossier
City..... Bossier City
Feature carried..... US 80
Feature crossed.....Red River
Type .....Through truss – K-truss

Latitude..... 32.51605
Longitude .....-93.745633
Year built 1934
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This through truss bridge has significance as an important example of a distinctive truss type. It conveys its engineering significance through the use of a K-truss configuration, characterized by the arrangement of vertical and diagonal members to form a "K" in each truss panel. In addition, the bridge displays innovative or complex technological solutions, which consist of an arched cantilever main span and caisson pier construction to meet the challenges of crossing the Red River. The K-truss is a rare variation both nationally and in Louisiana; this bridge is the only example in Louisiana to also incorporate a cantilevered span. This bridge exhibits modern beam guard, resulting in a minor loss of integrity, but is able to convey the significant design features of the through K-truss. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Fifi Bridge

Recall Number 012160
Parish ..... Bossier
City ..... N/A
Feature carried ..... US 80
Feature crossed ..... Bayou Fifi
Type ..... Concrete deck girder

Latitude 32.555528
Longitude ..... -93.58475
Year built 1934
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This concrete deck girder bridge has an association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the National Industrial Recovery Act program during the Depression-era to provide work relief and improved infrastructure. Bridge construction was part of New Deal federal-relief efforts. A plaque on the bridge identifies it as a federal-aid project and Louisiana Highway Commission Biennial Reports document that it was a Depression-era work-relief project. The bridge exhibits alterations to the railing that result in a minor loss of integrity, but continues to convey its significance as the work of the National Industrial Recovery Act. This bridge is eligible for the National Register under Criterion A: Politics/Government.

Clarke Bayou Bridge

Recall Number 012200
Parish ..... Bossier
City ..... N/A
Feature carried ..... US 80
Feature crossed ..... Clarke Bayou
Type ..... Concrete box culvert

Latitude 32.567861
Longitude ..... -93.484667
Year built 1930
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This concrete box culvert has significance as an important example of a technological solution to particular site conditions. Significance is demonstrated by the presence of its distinctive design feature, which consist of a double decker, multi-unit box design. This unique design, where two rows of box culvert barrels are stacked, allowed for the relatively inexpensive culvert form to be used without flooding on the roadway. The culvert is able to convey its significant design feature and is eligible for the National Register under Criterion C: Design/ Engineering.

Miller's Bluff Bridge

Recall Number 012548
Parish ..... Bossier
City ..... N/A
Feature carried ..... LA 2
Feature crossed ..... Red River/Miller's Bluff
Type ..... Through truss – Warren truss

Latitude 32.893
Longitude ..... -93.8233
Year built 1952
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This Warren through truss bridge has an association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation as a major river crossing that eliminated a former ferry crossing. The bridge is the first vehicular crossing of the Red River at this location. The bridge was constructed by the Louisiana Department of Highways in 1952 to provide uninterrupted highway traffic through the northern portion of Louisiana. Carrying LA 2, this bridge constitutes the only crossing of the Red River in Louisiana north of Shreveport.

This bridge also possesses significance as an example of a distinctive truss type. Significance is demonstrated by the presence of distinctive features of the Warren through truss, consisting of five spans characterized by diagonal members to withstand both tensile and compressive forces. This example has added verticals for bracing, and was built to a State standard plan. The bridge exhibits an added concrete guardrail, resulting in a minor loss of integrity, but continues to clearly convey design features that demonstrate its significance as a major river crossing and as a distinctive truss bridge. This bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

Red River (Bossier City) Bridge

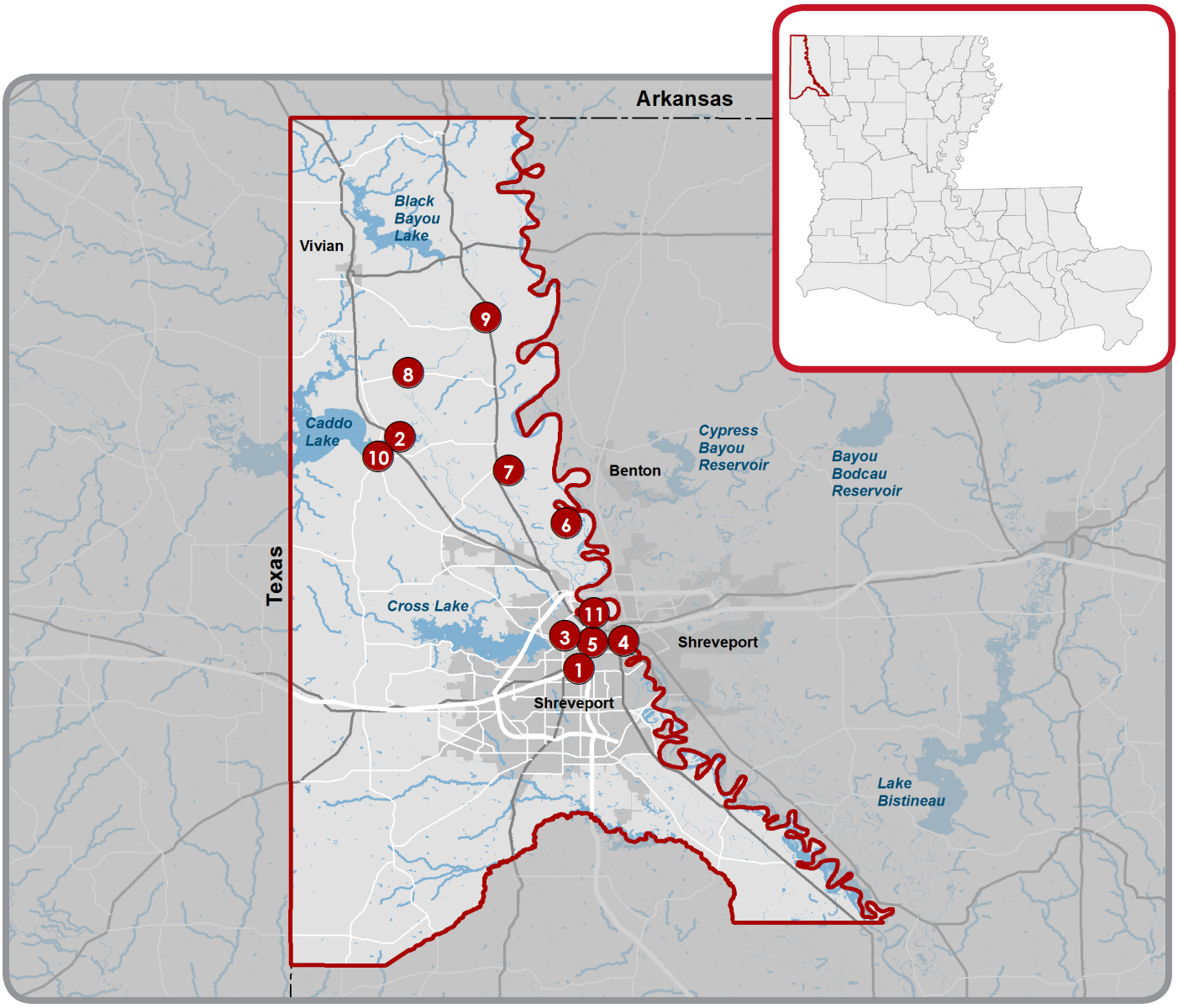
Recall Number 012750
Parish..... Bossier
City.....Shreveport
Feature carried..... LA 511
Feature crossed..... Red River
Type .....Through truss – Warren truss

Latitude..... 32.458833
Longitude .....-93.6845
Year built 1968
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This through truss bridge has significance as an example of a distinctive truss type. Significance is demonstrated by the presence of distinctive features of the Warren through truss, consisting of three spans characterized by diagonal members to withstand both tensile and compressive forces. This example has added verticals for bracing and a polygonal top chord. The bridge exhibits new concrete guardrail that results in a minor loss of integrity but is able to convey its significant design features. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Caddo Parish



Map Number	Recall Number
1	013480
2	013970
3	014400
4	014410
5	014420
6	014520

Map Number	Recall Number
7	014530
8	014640
9	014900
10	N/A
11	N/A

KCS Railroad Bridge

Recall Number 013480
Parish.....Caddo
City.....Shreveport
Feature carried..... US 80
Feature crossed.....KCS RR
Type ..... Concrete deck girder

Latitude..... 32.492522
Longitude ..... -93.764117
Year built 1927
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This bridge has an association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade-separation structure is directly related to early initiatives by the State to provide safe crossings. Beginning in the 1920s, the State placed increased attention on creating grade separations between railway lines and roads and this bridge is an early example of those efforts. The bridge exhibits alterations to the light posts that result in a minor loss of integrity, but continues to convey its significance as an early grade separation structure. This bridge is eligible for the National Register under Criterion A: Transportation.

Caddo Lake Bridge

Recall Number 013970
Parish.....Caddo
City..... N/A
Feature carried..... LA 1
Feature crossed.....Caddo Lake
Type .....Pony truss – Warren truss

Latitude..... 32.7017
Longitude .....-93.945
Year built 1940
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This multi-span pony truss bridge has significance as an example of a distinctive truss type. The distinctive features that convey its engineering significance are its nine Warren pony truss spans comprised of diagonal members to withstand both tensile and compressive forces and polygonal top chords. The bridge was constructed using a State-designed standard plan and is a good representation of the Warren pony truss type, of which few remain. Despite repairs to its north end cap and pier no. 1, the bridge retains integrity and conveys its significance as a distinctive truss type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Illinois Central Railroad Bridge

Recall Number 014400
Parish ..... Caddo
City ..... Shreveport
Feature carried ..... US 71
Feature crossed ..... ICG RR
Type ..... Steel I-beam

Latitude 32.512944
Longitude ..... -93.744778
Year built 1937
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This bridge has an association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade separation structure is directly related to its funding through the U.S. Works Program Grade Crossing program during the Depression-era to provide safe railroad-highway crossings. In the 1930s, increased attention was given to creating grade separations between railway lines and roads and specific legislation was passed to provide funds for highway-rail grade separations through the National Industrial Recovery Act (1933), Hayden Cartwright Act (1934), and Emergency Relief Appropriation Act (1935). The U.S. Works Program Grade Crossing program resulted from Emergency Relief Appropriation Act funding. A plaque on the bridge identifies it as a federal-aid project and this project is also documented in the Louisiana Highway Commission Biennial Reports. The bridge retains good integrity and clearly demonstrates its significance as the work of the Emergency Relief Appropriation Act. This bridge is eligible for the National Register under Criterion A: Politics/Government and Transportation.

Illinois Central Railroad Bridge

Recall Number 014410
Parish ..... Caddo
City ..... Shreveport
Feature carried ..... US 71
Feature crossed ..... ICG RR
Type ..... Steel I-beam

Latitude 32.512944
Longitude ..... -93.744778
Year built 1940
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This steel I-beam bridge and a parallel span (Bridge Recall No. 014420) have significance in their outstanding overall architectural treatment. The bridge's significance is derived from a combination of decorative features that together create an aesthetic distinguished within the bridge type. The bridge features decorative metal railing, angular pier cap design, tapered brackets under the sidewalks, and geometric end posts, which as a whole convey high artistic value. This bridge retains good integrity and clearly conveys the significant design features within its type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Illinois Central Railroad Bridge

Recall Number 014420
Parish.....Caddo
City.....Shreveport
Feature carried..... US 71
Feature crossed.....ICG RR
Type .....Steel I-beam

Latitude..... 32.512944
Longitude .....-93.744778
Year built 1940
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel I-beam bridge and a parallel span (Bridge Recall No. 014410) have significance in their outstanding overall architectural treatment. The bridge's significance is derived from a combination of decorative features that together create an aesthetic distinguished within the bridge type. The bridge features decorative metal railing, angular pier cap design, tapered brackets under the sidewalks, and geometric end posts, which as a whole convey high artistic value. This bridge retains good integrity and clearly conveys the significant design features within its type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

LA 3049 Bridge

Recall Number 014520
Parish..... Caddo
City..... N/A
Feature carried..... LA 3049
Feature crossed..... Creek
Type ..... Concrete slab

Latitude..... 32.62425
Longitude ..... -93.776194
Year built 1915
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This bridge is an early example of concrete slab construction in Louisiana. This bridge is believed to pre-date the State's use of standard plans for this bridge type. The bridge is also significant for its association with the Good Roads Movement and Caddo Parish's progressive road building program during the first quarter of the twentieth century.

The original railing has been replaced with metal guard rails that results in a minor loss of integrity. However, the bridge continues to convey the significant features of the concrete slab type and its association with the Good Roads Movement. The bridge is eligible for the National Register under Criterion C: Design/Engineering and Criterion A: Transportation.

Irish Bayou Bridge

Recall Number 014530
Parish ..... Caddo
City ..... N/A
Feature carried ..... LA 3049
Feature crossed ..... Irish Bayou
Type ..... Concrete slab
Latitude 32.675444
Longitude ..... -93.832194
Year built 1915
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This bridge is an early example of concrete slab construction in Louisiana. This bridge is believed to pre-date the State's use of standard plans for this bridge type. The bridge is also significant for its association with the Good Roads Movement and Caddo Parish's progressive road building program during the first quarter of the twentieth century.

The original railing has been replaced with metal guard rails that results in a minor loss of integrity. However, the bridge continues to convey the significant features of the concrete slab type and its association with the Good Roads Movement. The bridge is eligible for the National Register under Criterion C: Design/Engineering and Criterion A: Transportation.

Black Bayou Bridge

Recall Number 014640
Parish..... Caddo
City..... N/A
Feature carried..... LA 530
Feature crossed..... Black Bayou
Type ..... Steel I-beam

Latitude..... 32.770217
Longitude ..... -93.929083
Year built 1928
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This multi-span steel I-beam bridge is significant for embodying distinctive characteristics of a method of construction and as a variation within its bridge type. The distinctive feature that conveys engineering significance is its monolithic concrete design, whereby multiple bridge elements (deck, bents, spans) are integrated into a monolithic cast-in pace unit. This design method was later discontinued by the State due to repair challenges presented by integrated members. The use of 10 stringers (compared to the traditional five beams found in contemporary bridges) and the integration of the stringers into the deck and adjacent bents are also representative of a variation on standard I-beam spans constructed in Louisiana during this time. As such, the bridge is distinctive and not comparable in design or method of construction to other extant bridges from this early period of bridge design and construction in Louisiana. The bridge is largely unaltered from its original form; the bridge railings with wood posts attached to the soffit and a metal rail are a later addition but do not diminish the overall integrity or significance of the bridge. This bridge is eligible for the National Register under Criterion C: Design/ Engineering.

Red Bayou Bridge

Recall Number 014900
Parish..... Caddo
City..... N/A
Feature carried..... LA 170
Feature crossed..... Red Bayou
Type ..... Concrete slab

Latitude..... 32.823861
Longitude ..... -93.854139
Year built 1930
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This bridge has significance as an important variation of concrete slab construction. This bridge features pier caps that are integrated into the concrete slab superstructure, which results in a monolithic design and represents a distinctive variation within the type. This design method was later discontinued by the State due to repair challenges presented by integrated members. As such, the bridge is distinctive and not comparable in design or method of construction to other extant bridges from this early period of bridge design and construction in Louisiana. Although the original concrete railings have been replaced with metal guard rails that results in a minor loss of integrity, the bridge continues to convey the significant design features of its type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Caddo Lake (Mooringsport) Bridge

Recall Number ..... N/A
Parish.....Caddo
City..... N/A
Feature carried..... Pedestrian bridge
Feature crossed.....Caddo Lake
Type .....Movable: Lift – Span tower

Latitude..... 32.69703
Longitude ..... -93.95807
Year built 1914
Owner ..... Caddo Parish
National Register status..... Listed (1996)

Significance

This vertical lift bridge has an association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The bridge was built to replace a ferry and its vertical lift design enabled tall oil equipment to pass through. During this period, the region was experiencing a major oil boom and Caddo Lake was dotted with oil wells. The bridge has a direct association to this important period in the state's history and the rampant development associated with the Caddo Field oil boom.

The bridge also possesses engineering and design significance. The majority of bridges in the state date from the late 1920s or later and this bridge, dating to 1914, is one of the earliest movable bridges in Louisiana and represents a pioneering effort in the State's bridge-building history. The structure also represents an important variation within the vertical lift bridge type. The bridge featured a system of winches, pulleys, cables, and counterweights that lifted the span and were controlled by a gear system near the center of the span. The gear system was operated by a bridge tender that turned a hand crank with relatively little force and ascended with the span. This bridge was designed by notable bridge engineer John Alexander Low Waddell and represents the work of a master. Despite the loss of certain elements of the lifting mechanism, including the hand crank and cables, the bridge retains the integrity necessary to convey its engineering significance. The bridge is listed in the National Register under Criterion C: Design/Engineering.

Kansas City Southern Railroad Bridge

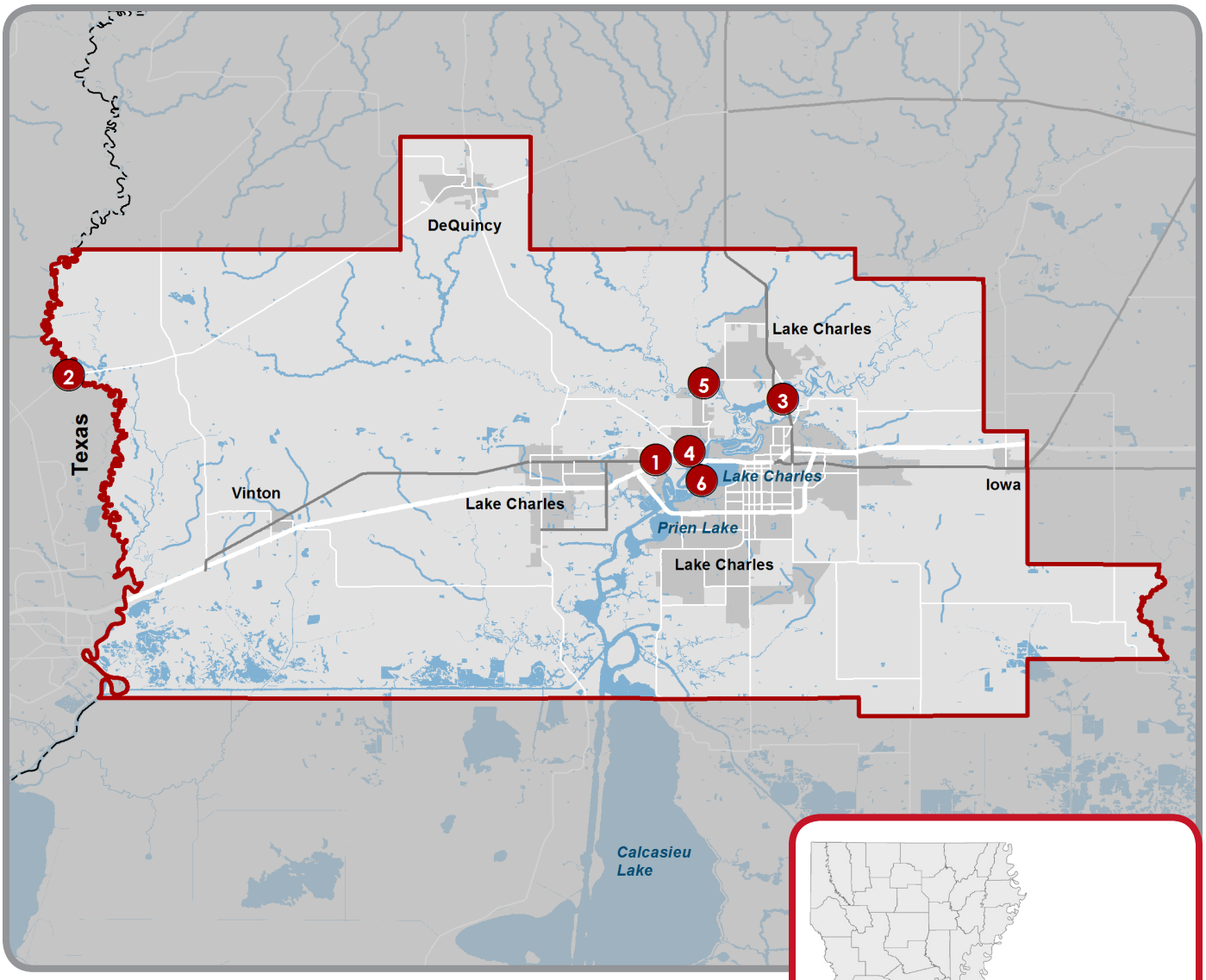
Recall Number ..... N/A
Parish.....Caddo
City..... N/A
Feature carried.....Abandoned road
Feature crossed..... Cross Bayou
Type .....Through truss – Waddell A-truss

Latitude..... 32.51962
Longitude .....-93.74991
Year built 1900
Owner ..... City of Shreveport
National Register status..... Listed (1995)

Significance

This Waddell A-truss bridge has significance as the work of a master bridge engineer and as a distinctive truss type. The bridge is a patented design by John Alexander Low Waddell who developed the A-truss for short-span railroad use to effectively carry a maximum amount of weight using a minimum amount of materials in its construction. Its "A" shape truss features a vertical eye-bar at the center and vertical and diagonal webbing. Other character-defining features of the type include strong lateral top chord bracing and the use of pin connections to join the major parts. This design provided a reliable, easily erected, and inexpensive option that also addressed vibration issues inherent in the pony truss design. Although rapid technological advances quickly made the A-truss obsolete, Waddell's design was extensively used as a railroad bridge in Canada, Japan, and the United States where he perfected and eventually patented his design. This bridge has significance as the work of a master and as a distinctive truss type and is listed in the National Register.

Calcasieu Parish



Map Number	Recall Number
1	031450
2	031530
3	031736
4	032780
5	033353
6	500271

US 90 Bridge Over I-10

Recall Number 031450
Parish ..... Calcasieu
City ..... Lake Charles
Feature carried ..... US 90
Feature crossed I-10
Type ..... Post-1945 common type – Steel plate girder

Latitude 30.236806
Longitude ..... -93.279389
Year built 1959
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This bridge has four main plate girder spans: two are 150 feet and two are 175 feet, which are considered exceptional main span lengths for steel plate girder bridges. Steel plate girders consist of built-up welded plates with a deep web that lies between the top and bottom flanges, which are fabricated by plate steel placed horizontally over the webs of the girder. The bridge piers also display innovative or complex technological solutions related to geometric constraints. The main span features framed steel pier caps, with tapered steel plate girders that frame into the steel piers, which are attached to the concrete foundations by hold-down anchors that resist uplift for loads on the pier. The bearings consist of semi-circular castings supported in U-shaped steel supports that are bolted to the stiffeners of the pier cap. The narrow configuration of the pier, along with the fabricated steel construction of the pier shaft and cap and the hold-down anchor attachments to the concrete foundations, further lend to the engineering complexity of this bridge. In addition, the framing system allows for a lower vertical profile for the bridge and provides for a reduced "footprint" for the piers. The bridge retains good integrity and conveys exceptional significance for its length. Therefore, it is eligible for the National Register under Criterion C: Design/Engineering.

Deweyville–Starks Swing Bridge

Recall Number 031530
Parish..... Calcasieu
City..... N/A
Feature carried..... LA 12
Feature crossed..... Sabine River
Type ..... Movable: Swing – Plate girder

Latitude..... 30.3033
Longitude ..... -93.744717
Year built 1936
Owner ..... State of Louisiana
National Register status.....Listed (2011)

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. The bridge retains integrity and continues to convey significant design features of a swing bridge. The bridge is significant under Criterion C: Design/Engineering and is listed in the National Register.

Calcasieu River (Moss Bluff) Bridge

Recall Number 031736
Parish..... Calcasieu
City..... Lake Charles
Feature carried..... US 171
Feature crossed..... Calcasieu River
Type .....Post-1945 common type – Steel plate girder

Latitude..... 30.284472
Longitude ..... -93.187361
Year built 1969
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel plate and concrete girder bridge has five main plate girder spans. Two are 150 feet and three are 200 feet, which are considered exceptional main span lengths for steel plate girder bridges. Steel plate girders consist of built-up welded plates with a deep web that lies between the top and bottom flanges, which are fabricated by plate steel placed horizontally over the webs of the girder. The bridge also has a notable overall length of 5,702 feet. The bridge retains good integrity and conveys exceptional significance for its length. Therefore, it is eligible for the National Register under Criterion C: Design/Engineering.

Calcasieu River Bridge

Recall Number 032780
Parish..... Calcasieu
City..... Lake Charles
Feature carried..... I-10
Feature crossed..... Calcasieu River, RR, STS
Type ..... Through truss – Warren truss

Latitude..... 30.236861
Longitude ..... -93.259306
Year built 1951
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This through truss bridge has significance as an important example of a distinctive type of truss bridge. Significance is demonstrated through an innovative or complex technological solution related to site conditions, consisting of the use of a cantilever truss with a suspended through truss span to meet the challenges of crossing the Calcasieu River. Significance is also demonstrated by the presence of distinctive features of the Warren through truss, which is characterized by diagonal members to withstand both tensile and compressive forces. This example has added verticals for bracing but retains integrity and continues to conveys its significant design features. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Calcasieu River–West Fork Bridge

Recall Number 033353
Parish..... Calcasieu
City..... N/A
Feature carried..... LA 378
Feature crossed.....West Fork Calcasieu River
Type .....Movable: Lift – Span tower

Latitude..... 30.296864
Longitude ..... -93.24887
Year built 1968
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. Its variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge retains good integrity and clearly conveys the significant design features of this variation within the bridge type. The bridge is eligible for the National Register under Criterion C: Design/ Engineering.

Calcasieu Parish Road No. 12 Bridge

Recall Number 500271
Parish..... Calcasieu
City.....Lake Charles
Feature carried.....Local Road
Feature crossed.....Gum Slough
Type .....Concrete rigid frame

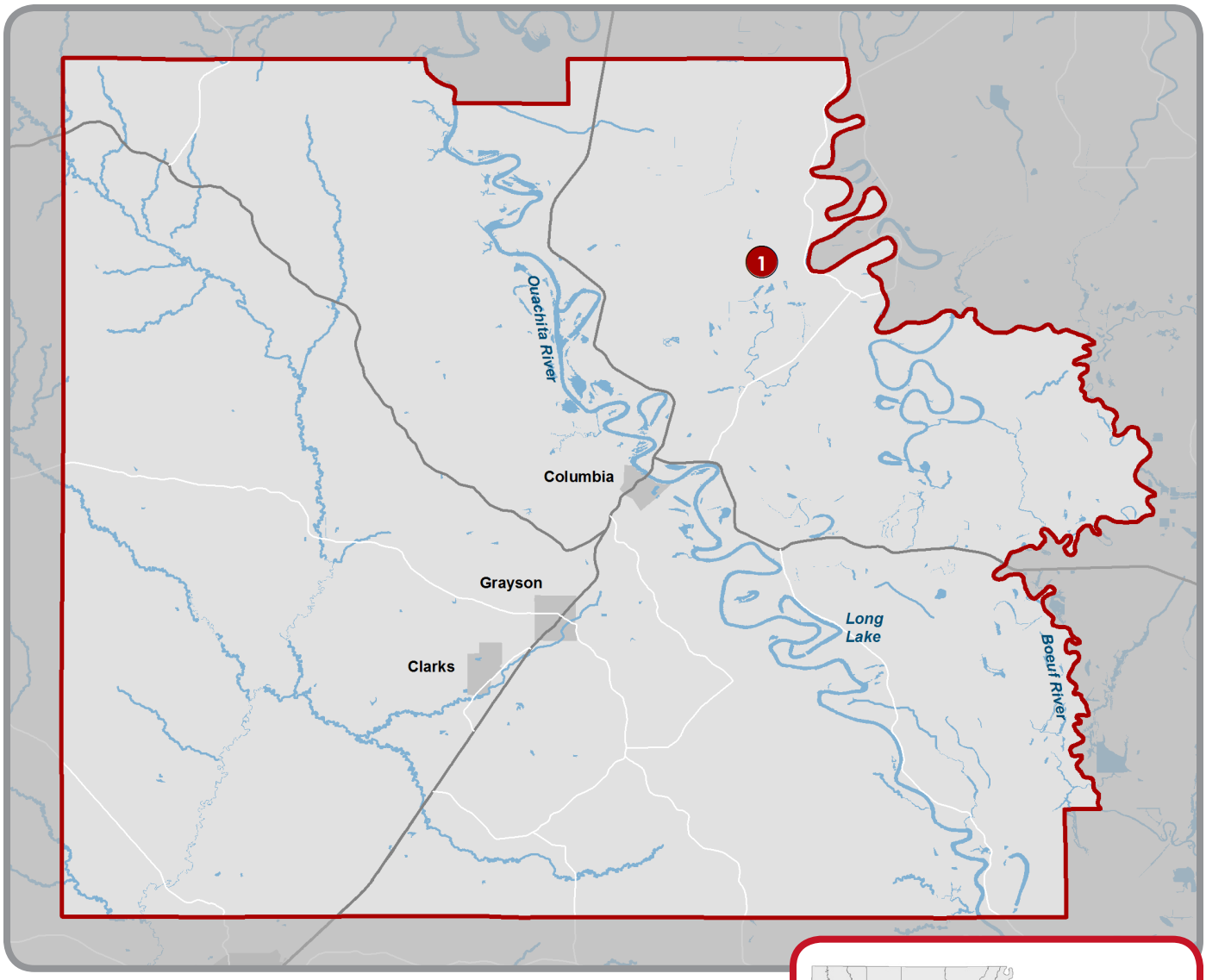
Latitude.....30.23368
Longitude .....-93.251451
Year built 1935
Owner .....Privately owned
National Register status.....Eligible

Significance

This bridge has significance as an important example of concrete rigid frame construction, a distinctive and rare type in Louisiana. The distinguishing feature of rigid frame construction is the integration of substructure and superstructure components into a single cast-in-place unit, which this bridge clearly exhibits.

The small sections of the historic concrete railing that are missing result in only a minor loss of integrity, as the bridge continues to convey the significant design features of its type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Caldwell Parish



Map Number	Recall Number
1	047230

Bayou Lafourche Cutoff Bridge

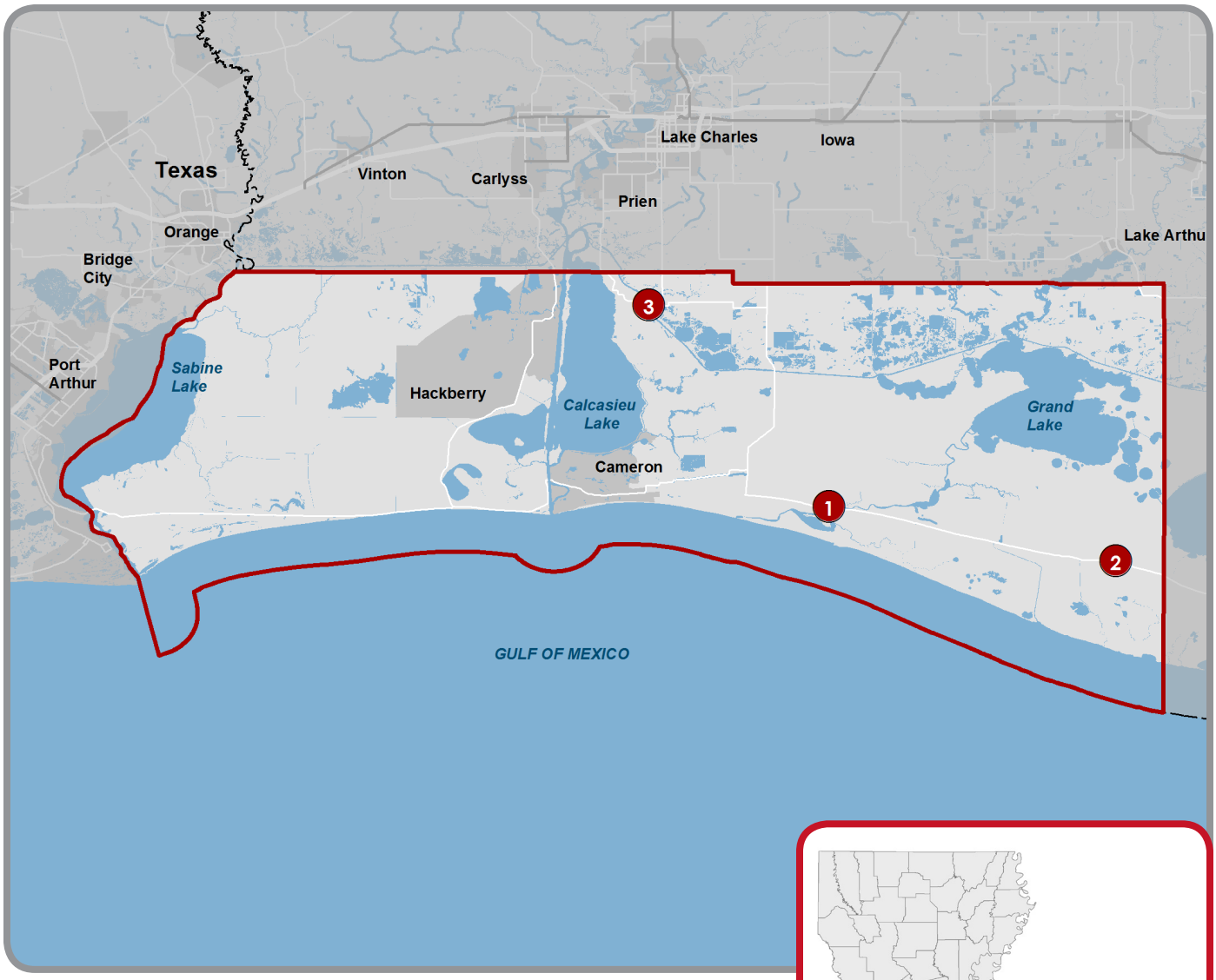
Recall Number 047230
Parish ..... Caldwell
City ..... N/A
Feature carried ..... LA 847
Feature crossed ..... Bayou Lafourche Cutoff
Type ..... Through truss – Parker truss

Latitude 32.1938
Longitude ..... -92.027367
Year built 1922
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This steel Parker through truss bridge has significance as an important example of a distinctive truss type, of which few remain in the state. Significance is demonstrated by the presence of distinctive features of the Parker through truss, including the polygonal top chord, bottom chord, inclined end posts, diagonals in each panel, and different length verticals. It retains good integrity and conveys the significant design features of a Parker through truss. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Cameron Parish



Map Number	Recall Number
1	033700
2	033730
3	033760

Preservation Priority

Mermentau River–G. Chenier Bridge

Recall Number 033700
Parish..... Cameron
City..... N/A
Feature carried..... LA 82
Feature crossed.....Mermentau River/ G. Chenier
Type .....Movable: Swing – Pony truss (Warren truss)
Latitude..... 29.770389
Longitude .....-93.013722
Year built 1959
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This Warren pony truss swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a pony truss swing bridge, which is characterized by the Warren truss configuration, center-bearing turning mechanism, pivot pier, and operator's house. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of a Warren pony truss swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Superior Canal Bridge

Recall Number 033730
Parish..... Cameron
City..... N/A
Feature carried..... LA 82
Feature crossed..... Superior Canal
Type ..... Movable: Swing – Pony truss (Warren truss)

Latitude..... 29.705944
Longitude ..... -92.672555
Year built 1956
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This Warren pony truss swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a pony truss swing bridge, which is characterized by the Warren truss configuration, center-bearing turning mechanism, pivot pier, and operator's house. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of a Warren pony truss swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Preservation Priority

Grand Lake Pontoon Bridge

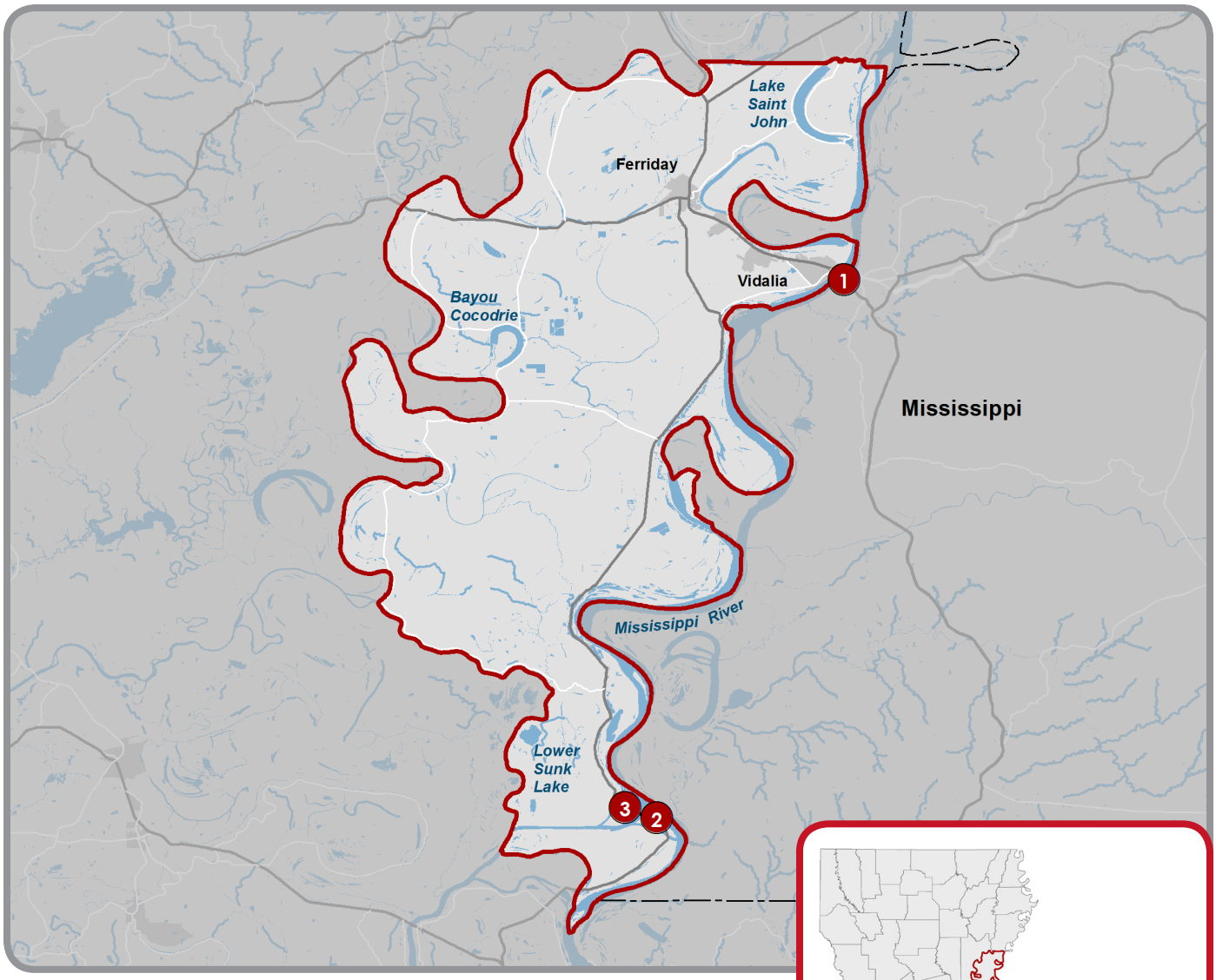
Recall Number 033760
Parish..... Cameron
City..... N/A
Feature carried..... LA 384
Feature crossed.....ICWW– Sweet/ Grand Lake
Type .....Movable: Pontoon swing

Latitude..... 30.010917
Longitude .....-93.228133
Year built 1963
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This pontoon swing bridge has significance as a distinctive example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the pontoon swing bridge type, which is characterized by a floating pontoon span, pivot arm, and mechanical systems to operate the movement of the pontoon and approach aprons. The bridge retains good integrity and clearly conveys the significant features of the pontoon swing bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Concordia Parish



Map Number	Recall Number
1	048070
2	F15321
3	F15771

Mississippi River (Natchez) Bridge

Recall Number 048070
Parish..... Concordia
City..... Vidalia
Feature carried..... US 84/US 425
Feature crossed..... Mississippi River
Type ..... Through truss – Warren truss

Latitude..... 31.555667
Longitude ..... -91.415833
Year built 1940
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This through truss bridge has significance as an important example of a distinctive truss type. Significance is demonstrated by the presence of distinctive features of the Warren through truss, which is characterized by diagonal members to withstand both tensile and compressive forces. This example has added verticals for bracing and cantilever design. This bridge retains good integrity and conveys the significant design features of a Warren through truss. This bridge is eligible for the National Register under Criterion C: Design/ Engineering.

Old River Low Sill C.S. Bridge

Recall Number F15321
Parish ..... Concordia
City ..... N/A
Feature carried ..... LA 15
Feature crossed ..... Old River Low Sill C.S.
Type ..... Post-1945 common type – Steel stringer

Latitude 31.076569
Longitude ..... -91.597647
Year built 1959
Owner ..... U.S. Army Corps of Engineers
National Register status ..... Eligible

Significance

This steel stringer bridge has an association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Conservation as a bridge that is part of an integrated spillway structure (overbank structure) that was constructed as part of a larger conservation effort. The bridge and spillway were constructed to prevent the Mississippi River from diverting into the Atchafalaya River, which could dramatically change the landscape in south-central and southeastern Louisiana, as well as displace communities and industries served by the rivers. This bridge and spillway are also related to managing flooding within the region. This structure is one of two spillways (the other bridge with integrated spillway is Bridge Recall No. F15771), and navigational canal that make up the larger Old River Control Structure.

Although constructed in 1959, this bridge possesses exceptional significance for its distinctive engineering and design features. The bridge is part of an integrated spillway structure that spans 977 feet. Significant engineering went into the two different components: a vehicular bridge and a spillway structure, which consists of a series of flood gates that control a large quantity of water. The bridge exhibits alterations that result in a minor loss of integrity, including reconstruction of a wing wall and riprap to prevent scouring under the spillway after it collapsed during the Flood of 1973. The bridge continues to convey design features that demonstrate its significance as an integrated structure that is part of a larger conservation effort and as a distinctive example of engineering. The bridge is eligible for the National Register under Criterion A: Conservation and Criterion C: Design/Engineering.

Old River Obank C.S. Bridge

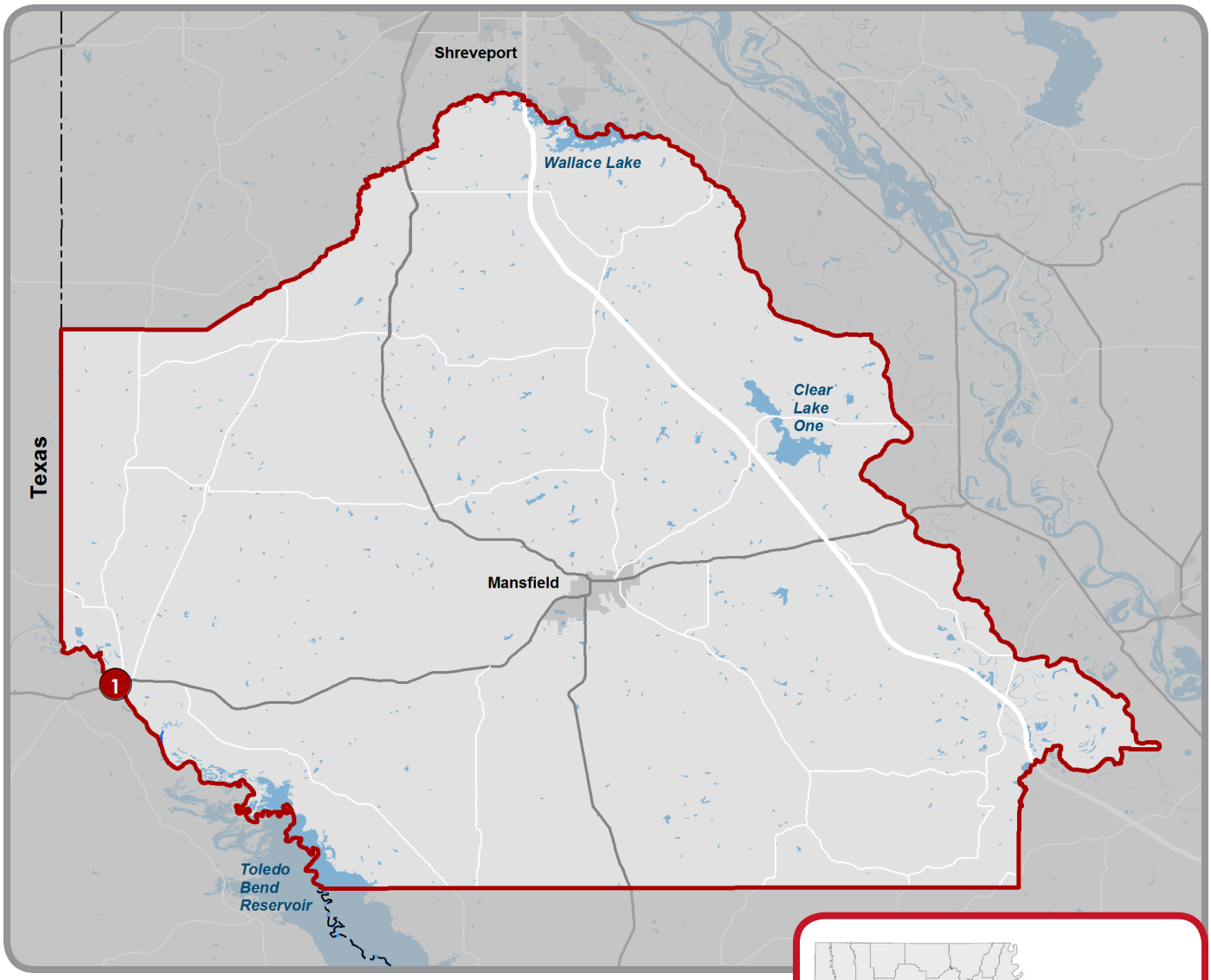
Recall Number F15771
Parish..... Concordia
City..... N/A
Feature carried..... LA 15
Feature crossed..... Old River Obank C.S.
Type ..... Post-1945 common type – Concrete girder
Latitude..... 31.081667
Longitude ..... -91.606667
Year built 1959
Owner ..... U.S. Army Corps of Engineers
National Register status..... Eligible

Significance

This concrete girder bridge has an association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Conservation as a bridge that is part of an integrated spillway structure (overbank structure) that was constructed as part of a larger conservation effort. The bridge and spillway were constructed to prevent the Mississippi River from diverting into the Atchafalaya River, which could dramatically change the landscape in south-central and southeastern Louisiana, as well as displace communities and industries served by the rivers. This bridge and spillway are also related to managing flooding within the region. This structure is one of two spillways (the other bridge integrated with a spillway is Bridge Recall No. F15321) and a navigational canal that make up the larger Old River Control Structure.

Although constructed in 1959, this bridge also possesses exceptional significance for its distinctive engineering and design features. The bridge is part of an integrated spillway structure that spans 3,504 feet. Significant engineering went into the two different components: a vehicular bridge with a notable overall span length to span the water feature and a spillway structure, which consists of a series of flood gates that control a large quantity of water. The bridge retains good integrity and clearly conveys design features that demonstrate its significance as an integrated structure that is part of a larger conservation effort and as distinctive example of engineering. The bridge is eligible for the National Register under Criterion A: Conservation and Criterion C: Design/Engineering.

De Soto Parish



Map Number	Recall Number
1	017030

Sabine River Bridge

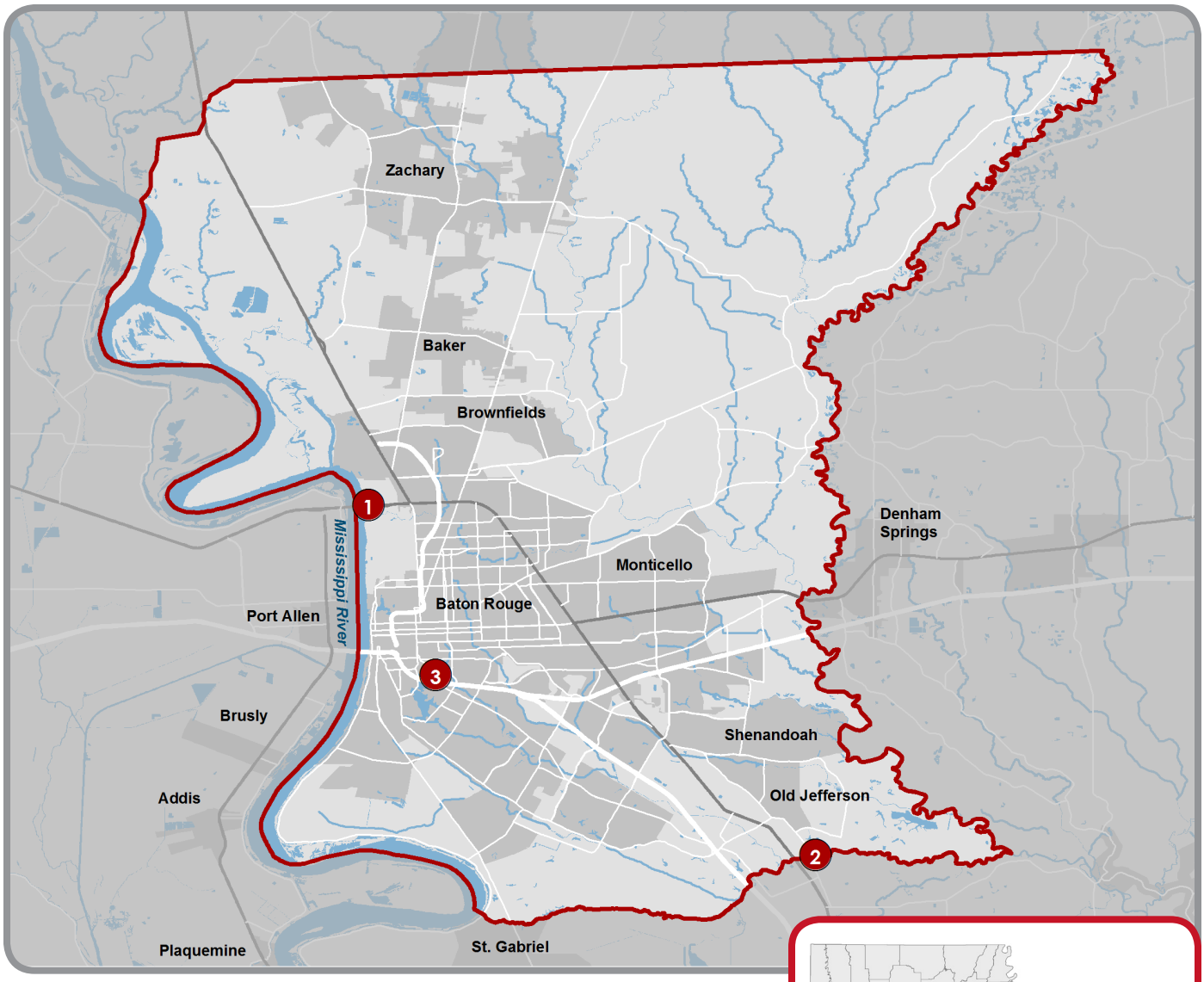
Recall Number 017030
Parish..... De Soto
City..... N/A
Feature carried..... US 84
Feature crossed..... Sabine River
Type ..... Steel plate girder

Latitude..... 31.971667
Longitude ..... -94.008444
Year built 1936
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel plate girder bridge displays innovative or complex technological solutions related to site conditions. The bridge has variable-depth steel plate girders that consist of built-up riveted plates with a deep web that lies between the top and bottom flanges, which are fabricated by plate steel placed horizontally over the webs of the girder. The center span is suspended via pin and hanger assemblies attached to cantilevered steel plate girders. The bridge retains integrity and continues to convey its design significance. It is eligible for the National Register under Criterion C: Design/Engineering.

East Baton Rouge Parish



Map Number	Recall Number
1	051880
2	052140
3	610023

Old Mississippi River (Huey P. Long) Bridge

Recall Number 051880
Parish..... East Baton Rouge
City..... Baton Rouge
Feature carried..... US 190
Feature crossed.....Mississippi River
Type .....Through truss – Warren truss

Latitude..... 30.507133
Longitude .....-91.1912
Year built 1939
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel through truss bridge, known as the Huey P. Long Bridge, has significance as a distinctive example of a truss bridge. Significance is demonstrated in the cantilevered design and the Warren truss configuration, comprised of diagonals to withstand tensile and compressive forces. In addition, the bridge was engineered to carry both train and vehicular traffic. The bridge was rehabilitated to widen the roadway but retains integrity and continues to convey its engineering and design significance. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Manchac Bridge

Recall Number 052140
Parish..... East Baton Rouge
City..... Baton Rouge
Feature carried..... LA 73
Feature crossed.....Bayou Manchac
Type .....Pony truss – Warren truss

Latitude..... 30.34405
Longitude .....-90.983283
Year built 1931
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This pony truss bridge has significance as an example of a distinctive truss type. The distinctive features that convey its engineering significance are its three Warren truss spans, comprised of diagonal members to withstand both tensile and compressive forces. The bridge appears to conform to a State standard plan. This bridge exhibits added guardrail that results in a minor loss of integrity but is able to convey its significant design features. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Preservation Priority

Perkins Road Overpass Bridge

Recall Number 610023
Parish..... East Baton Rouge
City..... Baton Rouge
Feature carried..... City Street
Feature crossed.....KCS RR
Type .....Steel I-beam

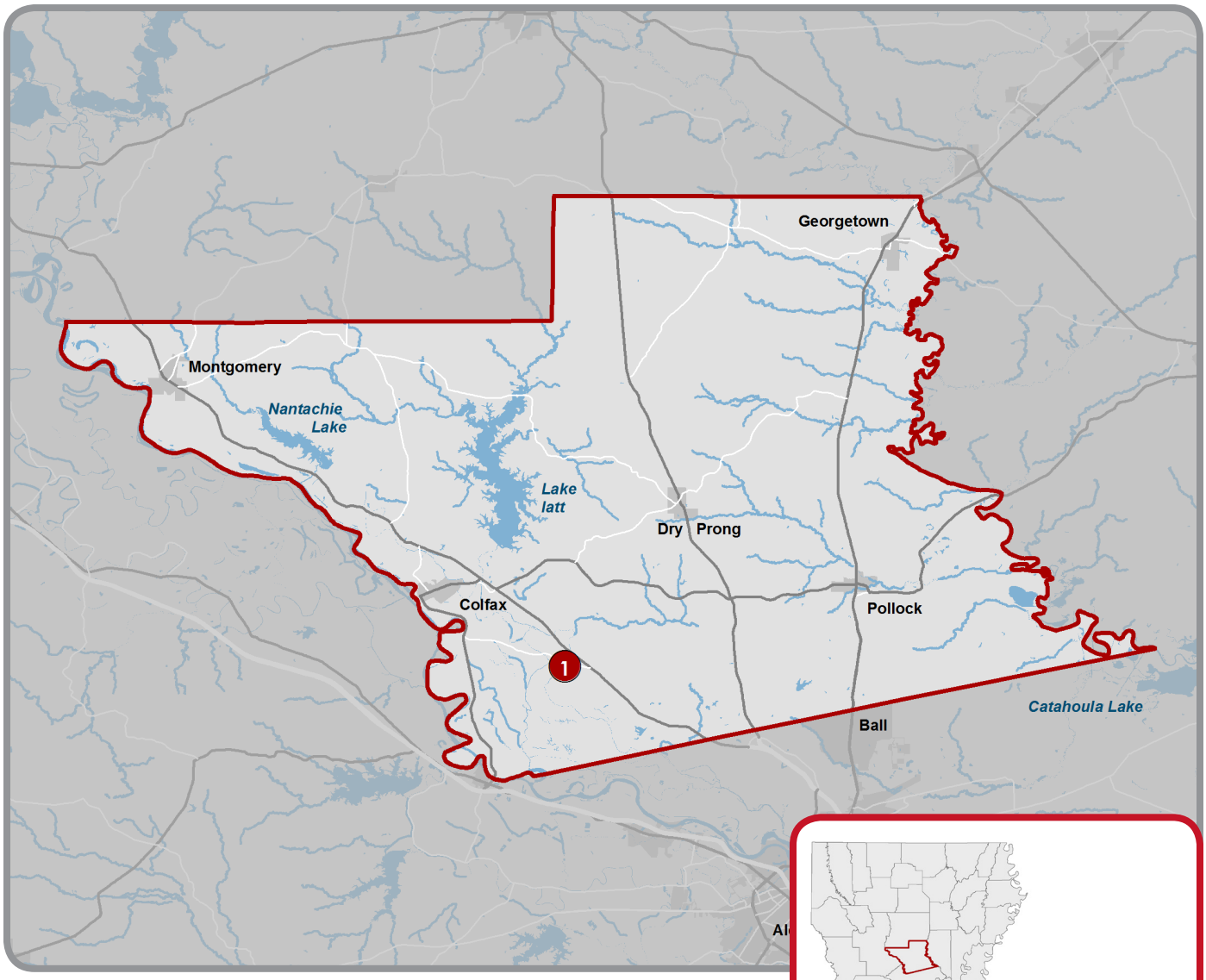
Latitude..... 30.427917
Longitude .....-91.160133
Year built 1937
Owner .....East Baton Rouge Parish
National Register status..... Eligible

Significance

This steel I-beam and concrete girder bridge has an association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade-separation structure is directly related to its funding through the U.S. Works Program Grade Crossing program during the Depression-era to provide safe railroad-highway crossings. In the 1930s, increased attention was given to creating grade separations between railway lines and roads and specific legislation was passed to provide funds for highway-rail grade separations through the National Industrial Recovery Act (1933), Hayden Cartwright Act (1934), and Emergency Relief Appropriation Act (1935). The U.S. Works Program Grade Crossing program resulted from the Emergency Relief Appropriation Act funding. This bridge's association with a federal Depression-era program is documented in the Louisiana Highway Commission Biennial Reports.

This bridge also possesses significance in its outstanding overall architectural treatment. Its significance is derived from a combination of decorative features that together create an aesthetic distinguished within the bridge type. The bridge features decorative concrete railing, angular pier cap design, tapered brackets under the sidewalks, and geometric end posts, which as a whole convey high artistic value. The bridge retains good integrity and clearly conveys design features that demonstrate its significance as a work funded through the Emergency Relief Appropriation Act and a structure with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Transportation and under Criterion C: Design/Engineering.

Grant Parish



Map Number	Recall Number
1	700682

Sparrow Lane–Bayou Marteau Bridge

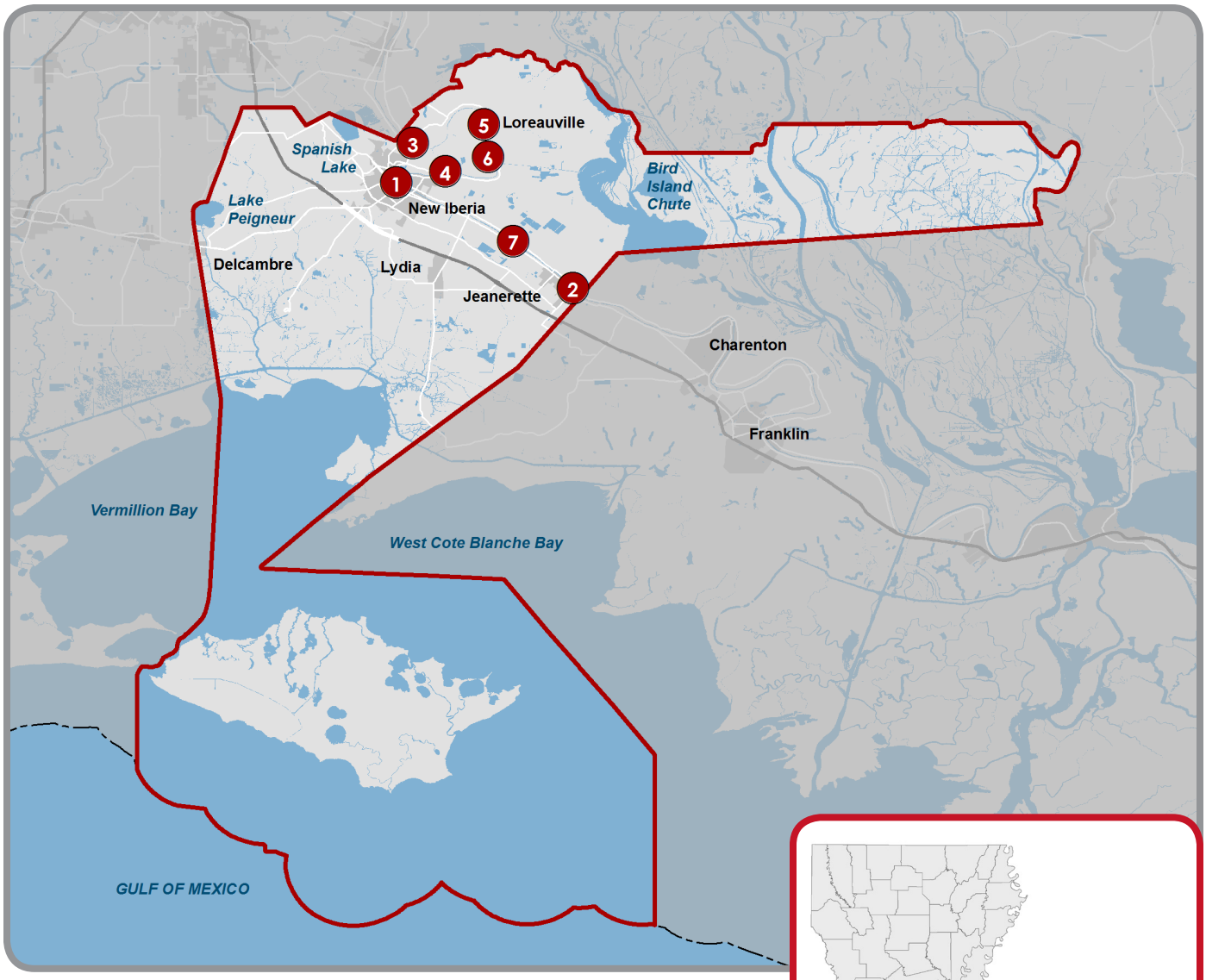
Recall Number 700682
Parish ..... Grant
City ..... N/A
Feature carried ..... Local Road
Feature crossed ..... Bayou Marteau
Type ..... Concrete deck girder

Latitude 31.466178
Longitude ..... -92.611372
Year built 1919
Owner ..... Grant Parish
National Register status ..... Eligible

Significance

This bridge has significance as an early example of the concrete deck girder type in Louisiana. It is one of two concrete deck girder bridges constructed prior to the development of standard plans for concrete deck girders in 1922, and therefore distinctly represents early use of this bridge type in the state. This bridge retains good integrity and clearly conveys the significant design features within its type. It is eligible for the National Register under Criterion C: Design/Engineering.

Iberia Parish



Map Number	Recall Number
1	005800
2	005860
3	005900
4	006200
5	006210
6	200883
7	200901

Bayou Teche Bridge

Recall Number 005800
Parish ..... Iberia
City ..... New Iberia
Feature carried ..... LA 86
Feature crossed ..... Bayou Teche
Type ..... Movable: Bascule – Rolling lift

Latitude 30.00595
Longitude ..... -91.81699
Year built 1940
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This rolling lift bascule bridge with steel plate girder spans has significance as a distinctive example of the bascule type. Its significance is demonstrated by the presence of distinctive engineering and design features of the rolling lift bascule bridge type, which is characterized by two opposing bascule leaves that roll to open instead of pivoting on a fixed axle. Like a rocking chair, each leaf rolls back on large curved plates fixed to the bottoms of its two bascule girders. The bridge opens when each leaf lifts as it rolls back and away from the navigation channel. To close the bridge, the girders roll forward, lowering the leaf. Each leaf is balanced by a rear counterweight that descends as the leaf rolls and lifts. The bridge exhibits alteration to the operator's house that results in a minor loss of integrity, but continues to convey significant design features within the bascule bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Teche Bridge at Jeanerette

Recall Number 005860
Parish..... Iberia
City..... N/A
Feature carried..... LA 671
Feature crossed..... Bayou Teche
Type .....Movable: Swing – Pony truss (Warren truss)
Latitude..... 29.91411
Longitude .....-91.66255
Year built 1944
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This Warren pony truss swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a pony truss swing bridge type, which is characterized by the Warren truss configuration, center-bearing turning mechanism, pivot pier, and operator's house. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of a pony truss swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Preservation Priority

Bayou Teche Bridge at Daspit Road

Recall Number 005900
Parish..... Iberia
City..... N/A
Feature carried..... LA 86
Feature crossed.....Bayou Teche
Type ..... Movable: Swing – Plate girder

Latitude..... 30.04042
Longitude ..... -91.80082
Year built 1965
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house.

This particular example also features a bobtail plate girder span. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features within the swing type. The bridge is eligible for the National Register under Criterion C: Design/ Engineering.

Bayou Teche Bridge at Morbihan

Recall Number 006200
Parish ..... Iberia
City ..... N/A
Feature carried ..... LA 344
Feature crossed ..... Bayou Teche
Type ..... Movable: Swing – Plate girder

Latitude 30.0157
Longitude ..... -91.7739
Year built 1967
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. This particular example also features a bobtail plate girder span. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features within the swing type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Teche Bridge

Recall Number 006210
Parish ..... Iberia
City ..... Loreauville
Feature carried ..... LA 344
Feature crossed ..... Bayou Teche
Type ..... Movable: Lift – Span tower

Latitude 30.05702
Longitude ..... -91.74038
Year built 1964
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Vida Shaw Bridge

Recall Number 200883
Parish..... Iberia
City..... N/A
Feature carried..... Local Road
Feature crossed..... Bayou Teche
Type ..... Movable: Swing – Through truss (Warren truss)
Latitude..... 30.031667
Longitude ..... -91.736667
Year built 1937
Owner ..... Iberia Parish
National Register status..... Listed (2010)

Significance

This Warren through truss swing bridge has significance as an important example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a through truss swing bridge, which is characterized by the Warren truss configuration, rim-bearing turning mechanism, and pivot pier. The bridge retains integrity and continues to convey significant design features within the swing bridge type. This bridge is significant under Criterion C: Design/Engineering and is listed in the National Register.

Iberia Parish Road No. 184 Bridge

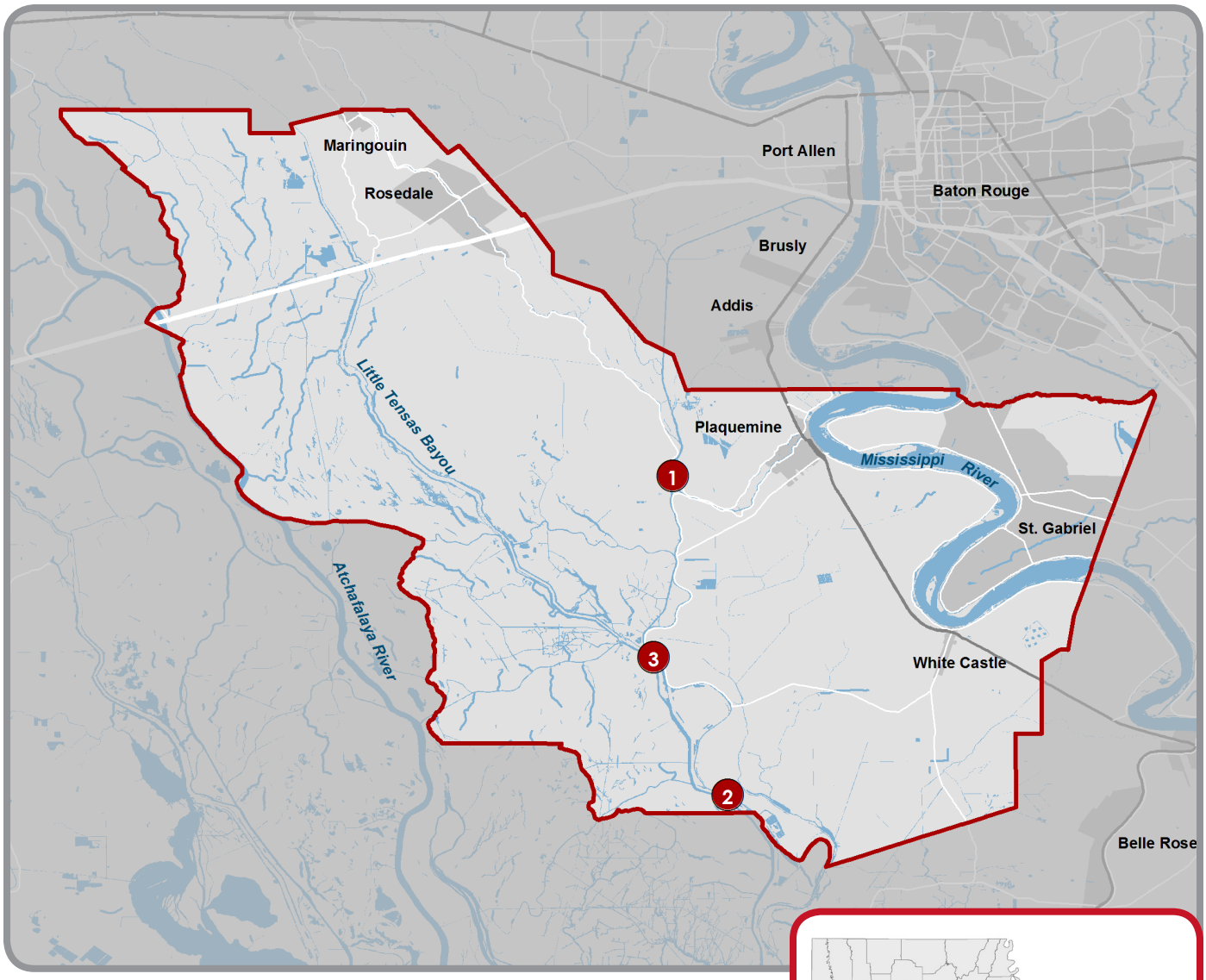
Recall Number 200901
Parish..... Iberia
City..... N/A
Feature carried..... Local Road
Feature crossed..... Bayou Teche
Type . Movable: Swing – Pony truss (Warren truss)

Latitude..... 29.955
Longitude ..... -91.715
Year built 1930
Owner .....Louisiana State University
National Register status..... Eligible

Significance

This pony truss swing bridge has significance as an example of a movable bridge, as well as an important variation within the swing bridge type. Distinctive features that demonstrate this variation include its variable-depth Warren truss superstructure configuration with separate trusses for each swing arm, connected with pinned horizontal members. Its significance is further demonstrated in its manually operated swing mechanism, which is an important variation within the type. The bridge retains good integrity and clearly conveys the significant design features of this variation within the swing type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Iberville Parish



Map Number	Recall Number
1	054360
2	054480
3	054730

Intracoastal Canal Bridge

Recall Number 054360
Parish..... Iberville
City..... N/A
Feature carried..... LA 77
Feature crossed..... Intracoastal Waterway
Type ..... Movable: Swing – Plate girder

Latitude..... 30.26825
Longitude ..... -91.319783
Year built 1960
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. This particular example also features a bobtail plate girder span. It appears a standard plan served as a general guide for the design and construction of this bridge. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features within the swing type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Lower Grand River Bridge

Recall Number 054480
Parish..... Iberville
City..... N/A
Feature carried..... LA 997
Feature crossed..... Bayou Pigeon/Lower Grand River
Type ..... Movable: Pontoon swing

Latitude..... 30.06924
Longitude ..... -91.2856
Year built 1957
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This pontoon swing bridge has significance as a distinctive example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the pontoon swing bridge type, which is characterized by a floating pontoon span, pivot arm, and mechanical systems to operate the movement of the pontoon and approach aprons. The bridge retains good integrity and clearly conveys the significant features of the pontoon swing bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Sorrel Pontoon Bridge

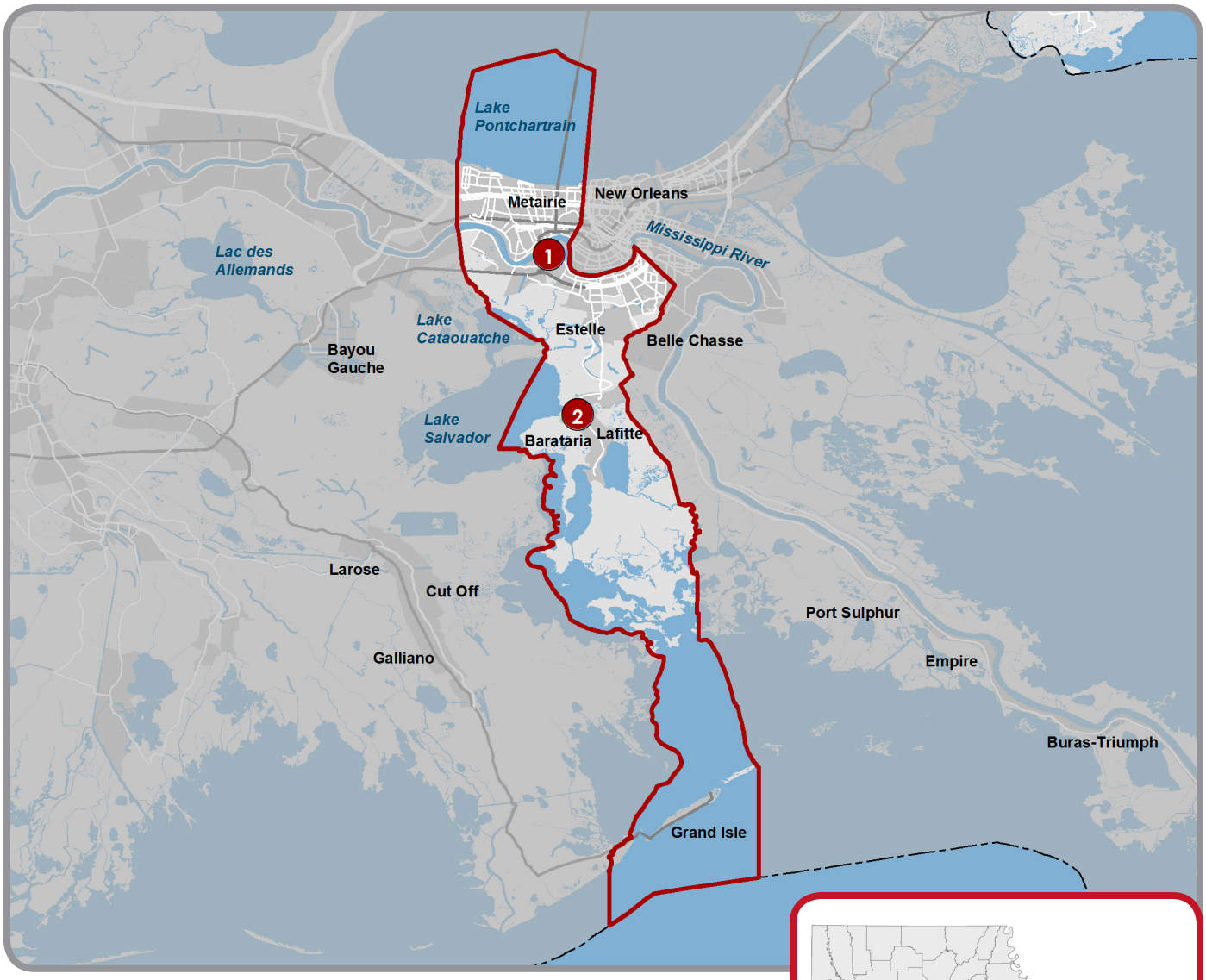
Recall Number 054730
Parish..... Iberville
City..... N/A
Feature carried..... LA 75S
Feature crossed..... Upper Grand River/Bayou Sorrel
Type ..... Movable: Pontoon swing

Latitude..... 30.15525
Longitude ..... -91.331694
Year built 1964
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This pontoon swing bridge has significance as a distinctive example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the pontoon swing bridge type, which is characterized by a floating pontoon span, pivot arm, and mechanical systems to operate the movement of the pontoon and approach aprons. The bridge exhibits alterations to the operator's house and a replacement winch with support structure that result in a minor loss of integrity, but continues to convey the significant design features of the pontoon swing bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Jefferson Parish



Map Number	Recall Number
1	000060
2	000810

Huey P. Long Bridge

Recall Number 000060
Parish.....Jefferson
City..... New Orleans
Feature carried..... US 90
Feature crossed..... Mississippi River
Type .....Through truss – Mixed types

Latitude..... 29.932361
Longitude .....-90.164278
Year built 1936
Owner ..... New Orleans Public Belt Railroad
National Register status..... Eligible

Significance

This steel through truss bridge, known as the Huey P. Long Bridge, has significance as a distinctive example of a truss bridge. Significance is demonstrated in the cantilevered design and the combination of truss configurations. In addition, the bridge was engineered to carry both train and vehicular traffic. The bridge was designed by the engineering firm Modjeski and Masters and was designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers in 2012. The bridge recently underwent a widening project but continues to conveys its engineering and design significance. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Kerner Ferry Bayou Bridge

Recall Number 000810
Parish ..... Jefferson
City ..... N/A
Feature carried ..... LA 302
Feature crossed ..... Bayou Barataria
Type ..... Movable: Swing – Pony truss (Warren truss)

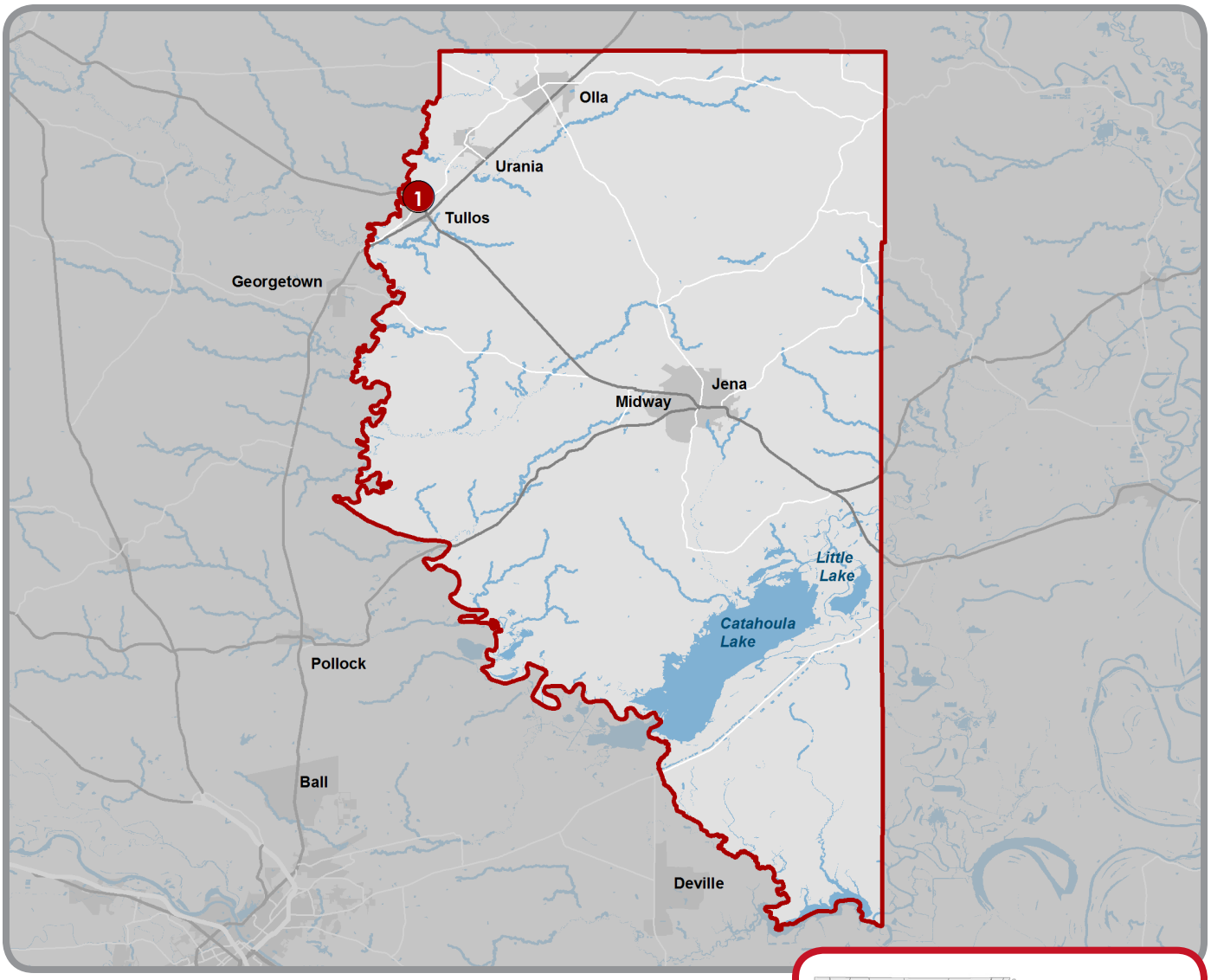
Latitude 29.732472
Longitude ..... -90.128333
Year built 1947
Owner ..... State of Louisiana
National Register status ..... Eligible
Status ..... Scheduled for replacement; portion of historic bridge to be retained

Significance

This Warren pony truss swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features that include the Warren polygonal truss configuration, center-bearing turning mechanism, pivot pier, and operator's house.

The bridge has undergone repairs due to collision damage in the past but retains integrity and conveys its significant design features of the swing type. This bridge is eligible for the National Register under Criterion C: Design/ Engineering.

La Salle Parish



Map Number	Recall Number
1	049130

Missouri Pacific Railroad Bridge

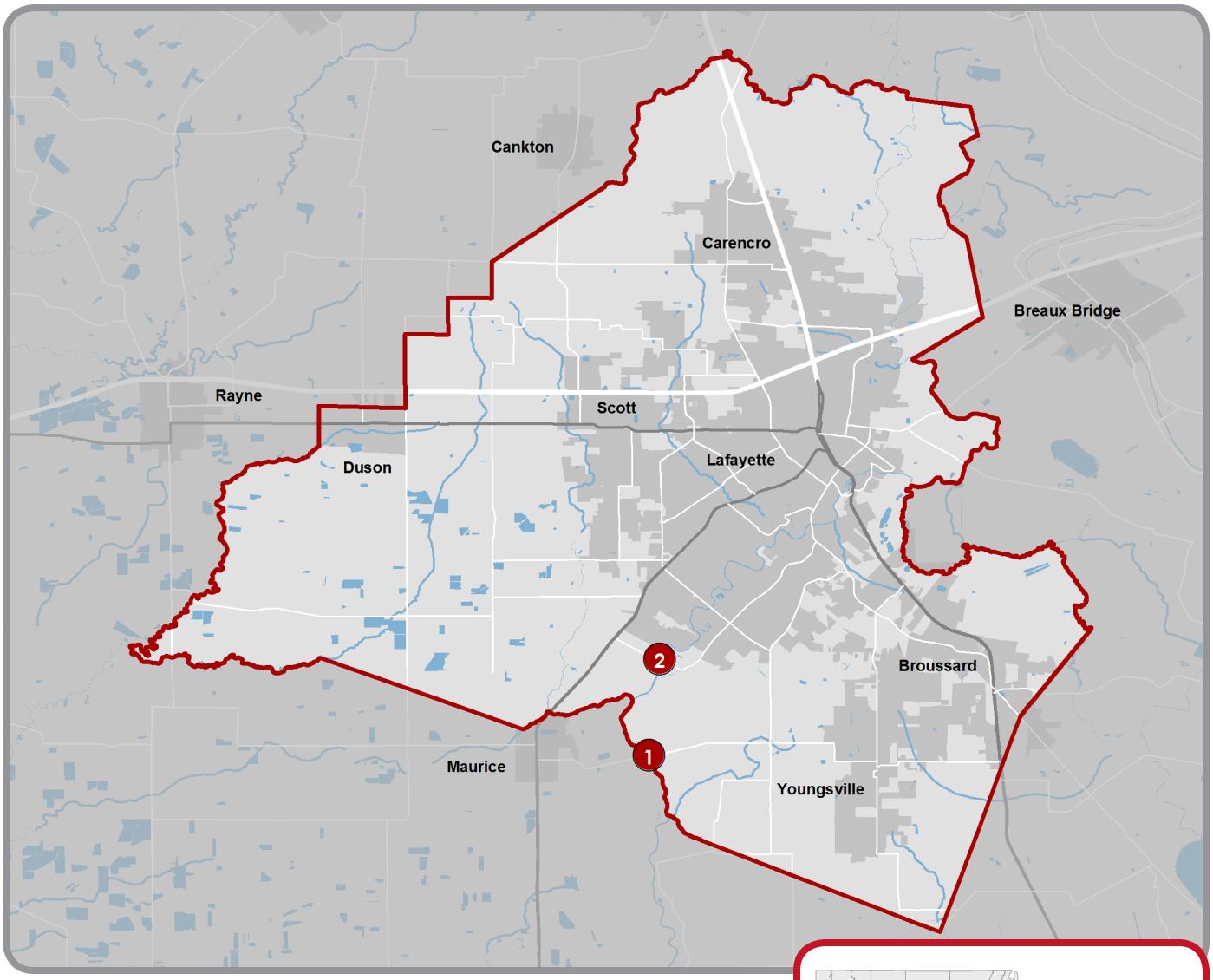
Recall Number 049130
Parish..... La Salle
City.....Tullos
Feature carried..... US 84
Feature crossed..... Missouri Pacific RR
Type .....Concrete deck girder

Latitude..... 31.826361
Longitude .....-92.326861
Year built 1932
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade separation structure is directly related to early initiatives by the State to provide safe railroad-highway crossings. Beginning in the 1920s, the State placed increased attention on creating grade separations between railway lines and roads and this bridge is an early example of those efforts. The bridge exhibits alterations to the railing that results in a minor loss of integrity, but continues to convey its significance as an early grade-separation structure. This bridge is eligible for the National Register under Criterion A: Transportation.

Lafayette Parish



Map Number	Recall Number
1	006520
2	007170

Vermilion River Bridge at Milton

Recall Number 006520
Parish..... Lafayette
City..... N/A
Feature carried..... LA 92
Feature crossed.....Vermilion River
Type .....Movable: Lift – Span tower

Latitude..... 30.10385
Longitude .....-92.08019
Year built 1948
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length.

Based on as-built plans, it appears that a State standard plan served as a general guide for the design and construction of this bridge. The bridge exhibits alterations to the original railing and operator's house that result in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Vermilion River Bridge at East Broussard Road

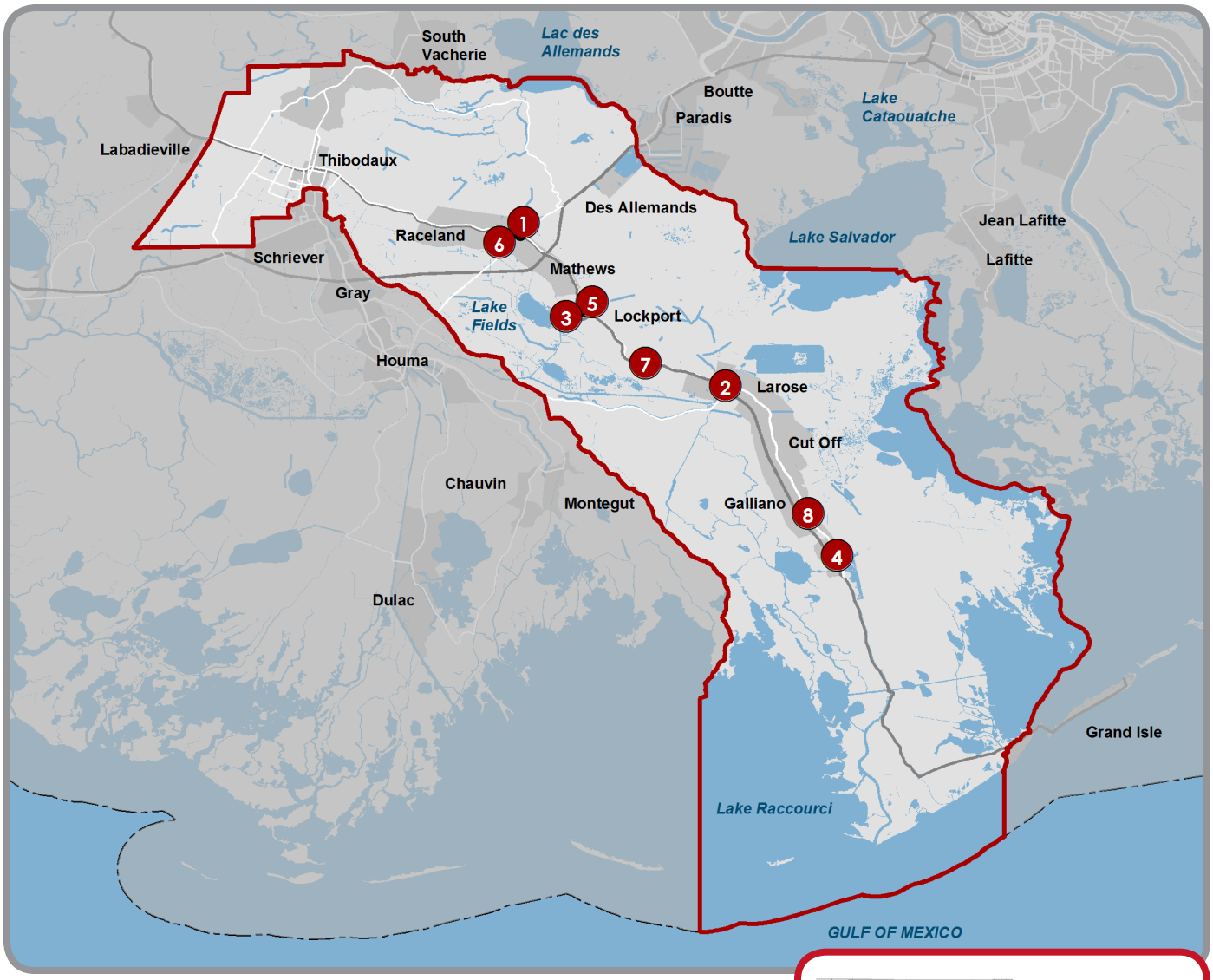
Recall Number 007170
Parish..... Lafayette
City..... Lafayette
Feature carried..... LA 733
Feature crossed.....Vermilion River
Type .....Movable: Lift – Span tower

Latitude..... 30.14181
Longitude .....-92.07596
Year built 1951
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. Based on as-built plans, it appears that a State standard plan served as a general guide for the design and construction of this bridge. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Lafourche Parish



Map Number	Recall Number
1	000880
2	000920
3	000930
4	001030
5	001304
6	200860
7	200863
8	200886

Bayou Lafourche–Raceland Bridge

Recall Number 000880
Parish..... Lafourche
City..... N/A
Feature carried..... LA 182
Feature crossed..... Bayou Lafourche
Type .....Movable: Lift – Span tower

Latitude..... 29.727361
Longitude ..... -90.599028
Year built 1936
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge exhibits an alteration to the original railing that results in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Intracoastal Waterway Bridge at Larose

Recall Number 000920
Parish..... Lafourche
City..... N/A
Feature carried..... LA 1
Feature crossed..... Intracoastal Canal
Type ..... Movable: Lift – Tower
Latitude..... 29.567972
Longitude ..... -90.382667
Year built 1960
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. Distinctive engineering features that convey this variation include the location of two separate motor and drive mechanisms, which power the two sheaves on each tower. This bridge appears to conform to a State standard plan. The bridge retains good integrity and conveys significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Lockport Company Canal Bridge

Recall Number 000930
Parish..... Lafourche
City..... N/A
Feature carried..... LA 1
Feature crossed.....Company Canal Lockport
Type ..... Movable: Lift – Tower

Latitude..... 29.644639
Longitude ..... -90.544389
Year built 1959
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. Distinctive engineering features that convey this variation include the location of two separate motor and drive mechanisms, which power the two sheaves on each tower. This bridge appears to conform to a State standard plan. The bridge retains good integrity and conveys significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Lafourche–Golden Meadow Bridge

Recall Number 001030
Parish..... Lafourche
City..... N/A
Feature carried..... LA 308
Feature crossed..... Bayou Lafourche
Type .....Movable: Lift – Span tower

Latitude..... 29.389056
Longitude ..... -90.264722
Year built 1970
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge retains good integrity and clearly conveys the significant design features of this variation within the vertical lift type. The bridge is eligible for the National Register under Criterion C: Design/ Engineering.

Bayou Lafourche–Lockport Bridge

Recall Number 001304
Parish..... Lafourche
City..... N/A
Feature carried..... LA 655
Feature crossed..... Bayou Lafourche
Type ..... Movable: Swing – Plate girder

Latitude..... 29.647028
Longitude ..... -90.536583
Year built 1940
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. This particular example also features a variable-depth girder. Based on as-built plans, it appears that a State standard plan served as a general guide for the design and construction of this bridge. The bridge retains good integrity and clearly conveys the significant design features within the swing type. The bridge is eligible for the National Register under Criterion C: Design/ Engineering.

Bayou Lafourche Bridge

Recall Number 200860
Parish..... Lafourche
City..... N/A
Feature carried..... Local Road
Feature crossed..... Bayou Lafourche
Type .....Movable: Lift – Span tower

Latitude..... 29.73
Longitude .....-90.606667
Year built 1968
Owner ..... Lafourche Parish
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge retains good integrity and clearly conveys the significant design features of this variation within the vertical lift type. The bridge is eligible for the National Register under Criterion C: Design/ Engineering.

Valentine Bridge

Recall Number 200863
Parish..... Lafourche
City..... N/A
Feature carried..... Local Road
Feature crossed..... Bayou Lafourche
Type ..... Movable: Pontoon swing

Latitude..... 29.591667
Longitude ..... -90.466667
Year built 1969
Owner ..... Lafourche Parish
National Register status..... Eligible

Significance

This pontoon swing bridge has significance as a distinctive example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the pontoon swing bridge type, which is characterized by a floating pontoon span, pivot arm, and mechanical systems to operate the movement of the pontoon and approach aprons. The bridge exhibits alterations to the operator's house and railing that result in a minor loss of integrity, but continues to convey the significant design features of the pontoon swing type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Galliano Bridge

Recall Number 200886
Parish ..... Lafourche
City ..... N/A
Feature carried ..... Local Road
Feature crossed ..... Bayou Lafourche
Type ..... Movable: Pontoon swing

Latitude 29.433333
Longitude ..... -90.296833
Year built 1956
Owner ..... Lafourche Parish
National Register status ..... Eligible

Significance

This pontoon swing bridge has significance as a distinctive example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the pontoon swing bridge type, which is characterized by a floating pontoon span, pivot arm, and mechanical systems to operate the movement of the pontoon and approach aprons. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey the significant design features of the pontoon swing bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Livingston Parish

Map Number	Recall Number
1	056360

Amite River Bridge at Port Vincent

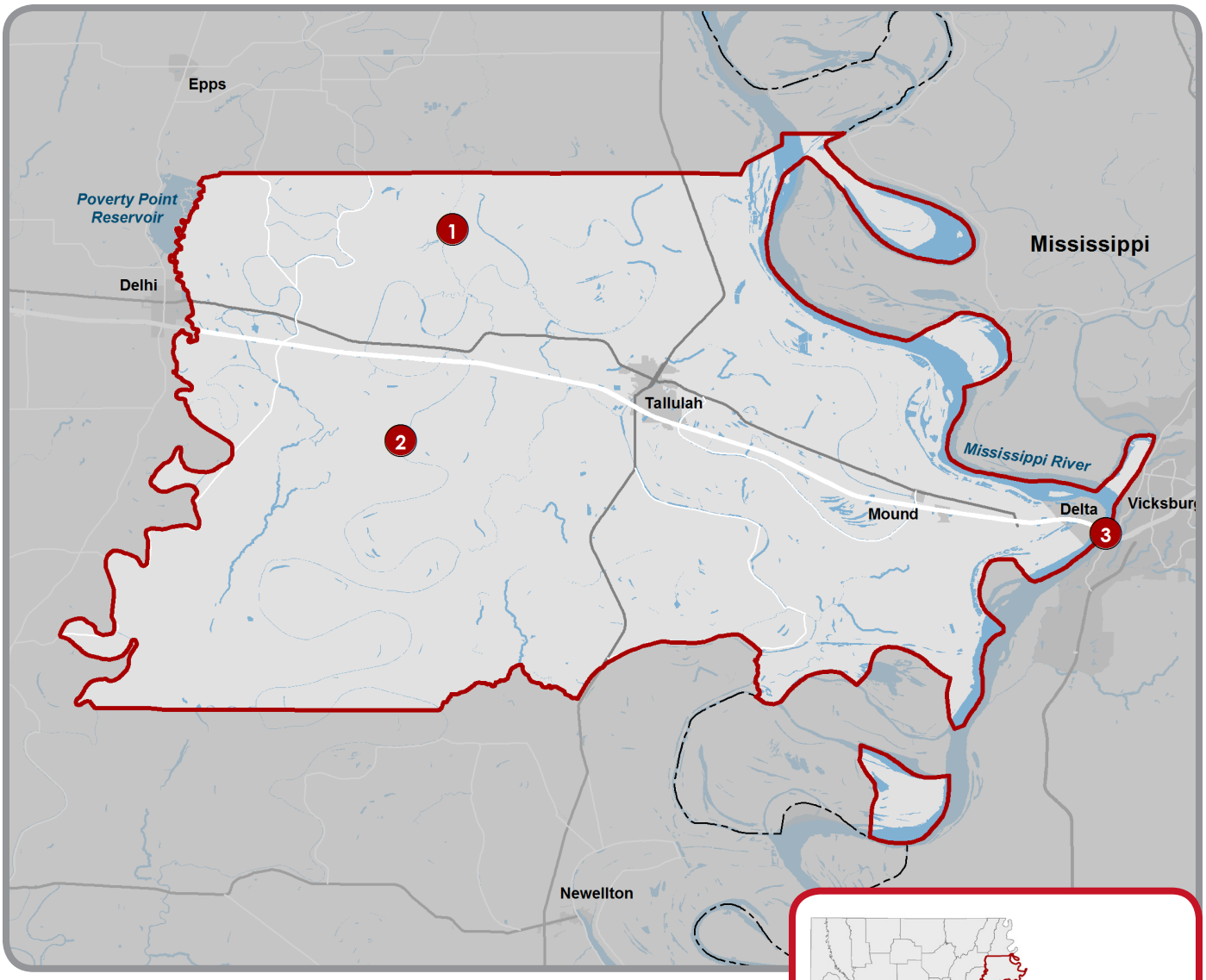
Recall Number 056360
Parish ..... Livingston
City ..... N/A
Feature carried ..... LA 42
Feature crossed ..... Amite River
Type ..... Movable: Swing - Plate girder

Latitude 30.332033
Longitude ..... -90.851917
Year built 1963
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. This particular example also features a variable-depth girder. The bridge exhibits alterations to the operator's house and railing that result in a minor loss of integrity, but continues to convey significant design features of the steel plate girder swing type. The bridge is eligible for the National Register under Criterion C: Design/ Engineering.

Madison Parish



Map Number	Recall Number
1	400345
2	F33025
3	N/A

Tensas River Bridge

Recall Number 400345
Parish..... Madison
City..... N/A
Feature carried..... Local Road
Feature crossed..... Tensas River
Type ..... Pony truss – Warren truss

Latitude..... 32.501457
Longitude ..... -91.312793
Year built 1950
Owner ..... Madison Parish
National Register status..... Eligible

Significance

This pony truss bridge has significance as an example of a distinctive truss type. The bridge's significant design features are its three Warren truss spans, characterized by diagonal members to withstand both tensile and compressive forces. This example has added verticals for bracing. This bridge exhibits welded alterations to the floor beams that result in a minor loss of integrity, but the bridge is able to convey its significant design features. The bridge is eligible for the National Register under Criterion C: Design/ Engineering.

Judd Bayou–Old Highway 80 Bridge

Recall Number F33025
Parish ..... Madison
City ..... N/A
Feature carried ..... Old Highway 80
Feature crossed ..... Judd Bayou
Type ..... Through truss – Pratt truss
Latitude 32.37
Longitude ..... -91.345
Year built 1908
Owner ..... U.S. Fish and Wildlife Service
National Register status ..... Eligible

Significance

This through truss bridge has significance as an important example of a distinctive truss type and for its method of construction. The bridge's significant design feature is its Pratt truss, characterized by vertical members in compression and diagonals in tension with a crossbar system in the central panel. The bridge displays pinned primary connections; this construction method is only found on early bridges of which two examples were identified statewide. This bridge exhibits replacement substructure and approach spans, resulting in a minor loss of integrity. Because the truss itself is intact, the bridge continues to convey its significant design features. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Mississippi River (Old Vicksburg) Bridge

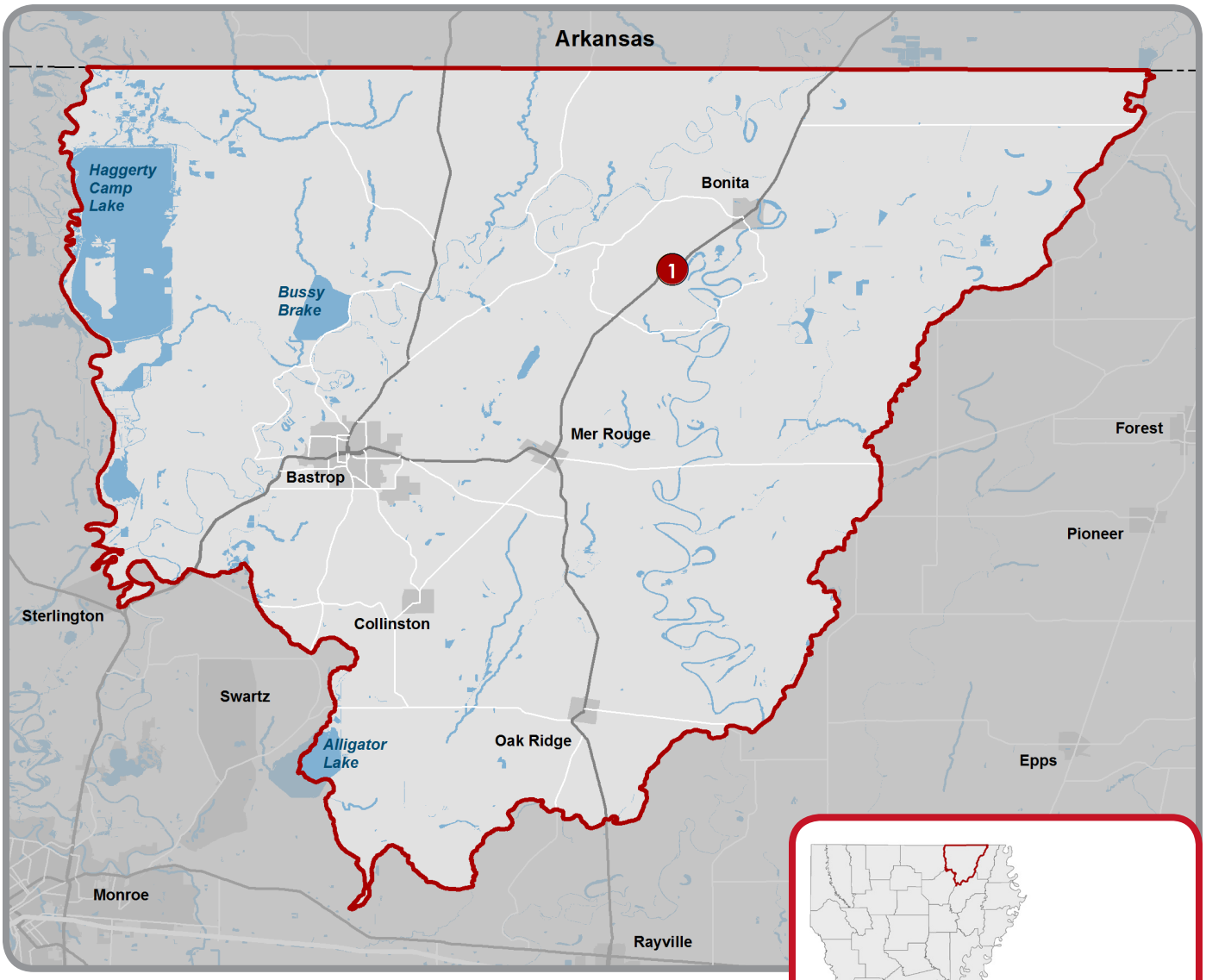
Recall Number ..... N/A
Parish.....Madison
City..... N/A
Feature carried..... Railroad/Vehicular
Feature crossed.....Mississippi River
Type .....Through truss – Pennsylvania Truss

Latitude..... 32.314882
Longitude .....-90.905644
Year built 1930
Owner ..... Vicksburg Bridge Commission (Warren County, MS)
National Register status..... Listed (1989)

Significance

This Pennsylvania through truss bridge has significance as an important example of a distinctive truss type. The distinctive features that convey its engineering significance are its Pennsylvania through truss spans comprised of diagonal members to withstand tensile forces, vertical members to withstand compressive forces, polygonal top chord, and sub-struts. This example is also cantilevered and was engineered to carry both railroad and vehicular traffic. The bridge retains integrity and conveys it significant design features and is listed in the National Register under Criterion C: Design/Engineering.

Morehouse Parish



Map Number	Recall Number
1	023620

Missouri Pacific Railroad Bridge

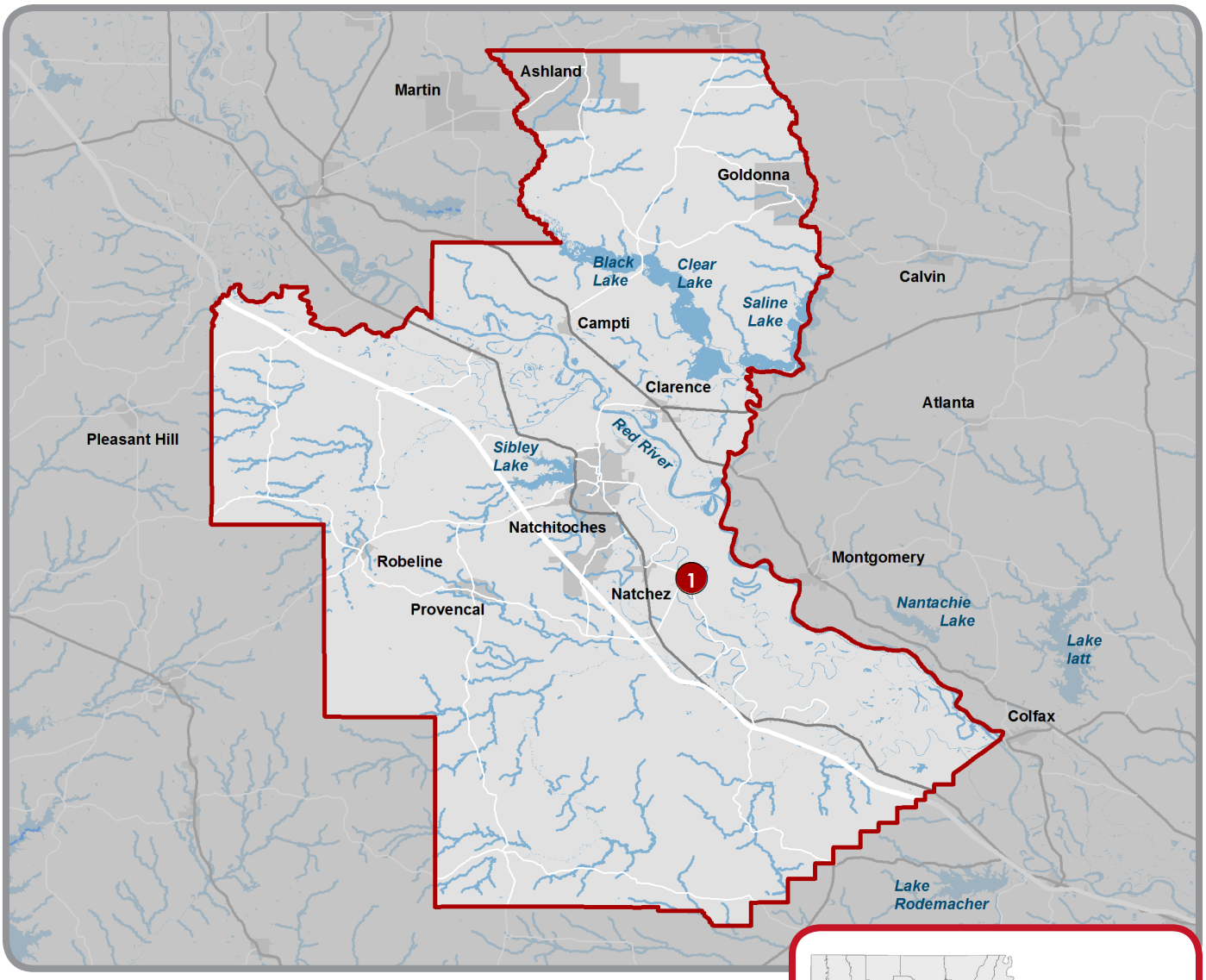
Recall Number 023620
Parish..... Morehouse
City..... N/A
Feature carried..... US 165
Feature crossed ..... Missouri Pacific RR
Type .....Steel I-beam

Latitude..... 32.886667
Longitude .....-91.72005
Year built 1938
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel I-beam bridge has an association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade separation structure is directly related to its funding through the U.S. Works Program Grade Crossing program during the Depression-era to provide safe railroad-highway crossings. In the 1930s, increased attention was given to creating grade separations between railway lines and roads and specific legislation was passed to provide funds for highway-rail grade separations through the National Industrial Recovery Act (1933), Hayden Cartwright Act (1934), and Emergency Relief Appropriation Act (1935). The U.S. Works Program Grade Crossing program resulted from Emergency Relief Appropriation Act funding. This bridge's association with a federal Depression-era program is documented in the Louisiana Highway Commission Biennial Reports. The bridge exhibits alterations to the railing with the addition of guardrail that results in a minor loss of integrity, but continues to convey its significance as the work of the Emergency Relief Appropriation Act. This bridge is eligible for the National Register under Criterion A: Politics/Government and Transportation.

Natchitoches Parish



Map Number	Recall Number
1	N/A

Cane River Bridge

Recall Number ..... N/A
Parish..... Natchitoches
City..... N/A
Feature carried..... Closed Road
Feature crossed.....Cane River Lake
Type .....Through truss – Pratt truss

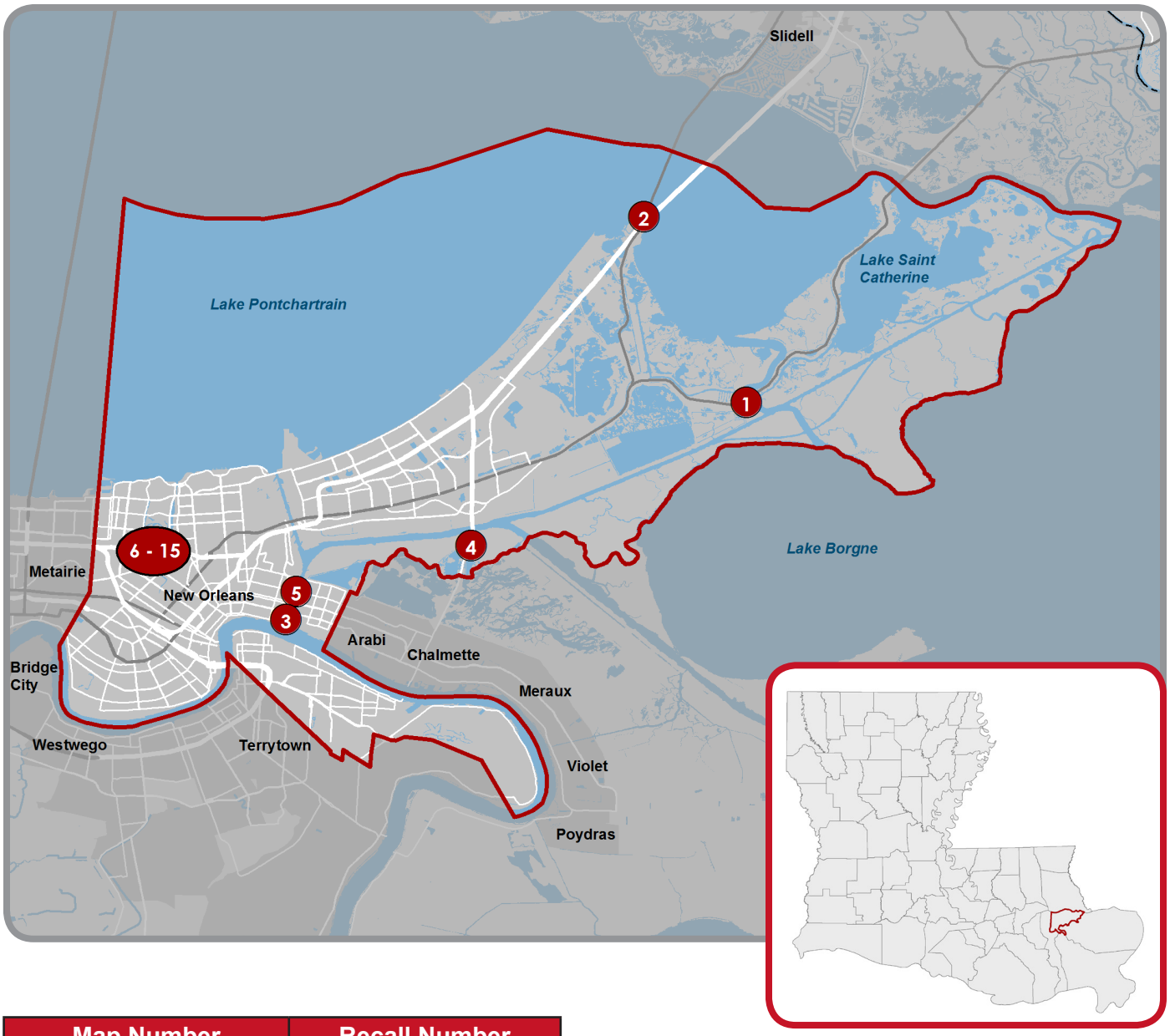
Latitude..... 31.663635
Longitude .....-93.001438
Year built 1912
Owner .....Private Ownership
National Register status..... Eligible

Significance

This through truss bridge has an association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation as an important local crossing. The Cane River Bridge, constructed in 1912, replaced an earlier ferry and provided a crossing that allowed more reliable access to railroad connections for the community that had previously been interrupted by flooding.

The bridge also possesses significance as an important example of a distinctive type of truss bridge and for its method of construction. The distinctive features that convey its engineering significance are its three Pratt truss spans, which are characterized by vertical members in compression and diagonals in tension with a crossbar system in the central panel. The Cane River Bridge displays pinned primary connections; this construction method is only found on early bridges of which only two examples were identified statewide. This bridge exhibits a replacement substructure and added guardrail, resulting in a minor loss of integrity, but continues to convey design features that demonstrate its significance as an essential local river crossing and as an important truss bridge type with a distinctive method of construction. This bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

Orleans Parish



Map Number	Recall Number
1	001390
2	001552
3	001570
4	001630
5	020375
6	102113
7	102114
8	102115

Map Number	Recall Number
9	102226
10	102227
11	102233
12	102234
13	102235
14	102236
15	102237

Chef Menteur Pass Bridge

Recall Number 001390
Parish.....Orleans
City..... New Orleans
Feature carried..... US 90
Feature crossed..... Chef Menteur Pass
Type .....Movable: Swing – Through truss (Warren Truss)

Latitude..... 30.065361
Longitude .....-89.806361
Year built 1930
Owner ..... State of Louisiana
National Register status..... Eligible
Status ..... Scheduled for replacement

Significance

This Warren through truss swing bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation as a major river crossing and the areas of Politics/Government as the bridge was a major infrastructure project undertaken in response to the Great Flood of 1927 and the progressive transportation policies of Huey P. Long enacted during the late 1920s to repair and improve transportation infrastructure throughout the state.

This bridge also possesses significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a through truss swing bridge, which is characterized by the polygonal Warren truss configuration, center-bearing turning mechanism, pivot pier, and operator's house centered above the roadway, over the pivot pier. In addition to the Warren truss swing span, this bridge has two fixed Warren truss spans. The bridge retains good integrity and clearly conveys the design features that demonstrate its significance as a major river crossing built under the policies of Huey P. Long and as a distinctive movable bridge type. The bridge is eligible for the National Register under Criterion A: Transportation and Politics/Government and Criterion C: Design/Engineering.

Lake Pontchartrain Bridge

Recall Number 001552
Parish..... Orleans
City..... N/A
Feature carried..... US 11
Feature crossed..... Lake Pontchartrain
Type ..... Movable: Bascule – Double-leaf trunnion
Latitude..... 30.155333
Longitude ..... -89.856117
Year built 1928
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This double-leaf trunnion bascule bridge with steel plate girder spans has significance as a distinctive example of the bascule type. Its significance is demonstrated by the presence of distinctive engineering and design features of the double-leaf trunnion bascule bridge type, which is characterized by two opposing leaves that rotate around trunnions, racks, and pinions for moving each span, counterweights that descend into enclosed pits, and locking mechanisms that enable the cantilevered spans to withstand live loads and remain stable when in the closed position. The structure retains integrity and continues to convey significant design features of the double-leaf trunnion bascule bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

St. Claude Avenue Bridge

Recall Number 001570
Parish ..... Orleans
City ..... New Orleans
Feature carried ..... City Street
Feature crossed ..... Industrial Canal
Type ..... Movable: Bascule – Strauss heel trunnion

Latitude 29.963887
Longitude ..... -90.027454
Year built 1919
Owner ..... Port of New Orleans
National Register status ..... Eligible

Significance

This Strauss trunnion bascule bridge with truss superstructure has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation as an important crossing built to span the Industrial Canal in New Orleans. The canal opened in 1923 to connect Lake Pontchartrain with the Mississippi River and allows access for cargo ships and barges to river wharves. Completed in 1919, this is one of the four original bascule bridges built to cross the canal (three are extant).

The bridge also possesses significance as a distinctive example of a bascule bridge type. Engineering features include its heel trunnion patented design. The bridge was also engineered with a truss superstructure to carry rail and vehicular traffic over the Industrial Canal, features that further convey its engineering and design significance. The bridge exhibits alterations with the removal of railroad tracks and deck replacement that result in a minor loss of integrity, but continues to convey design features that demonstrate its significance as an important crossing along New Orleans' Industrial Canal and as a distinctive bascule bridge type. This bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

Gulf Outlet Canal Bridge

Recall Number 001630
Parish..... Orleans
City..... New Orleans
Feature carried..... LA 47
Feature crossed..... Intracoastal Waterway (Gulf Outlet)
Type ..... Through truss – Warren truss

Latitude..... 29.995861
Longitude ..... -89.939972
Year built 1967
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This through truss bridge has significance as an important example of a distinctive type of truss bridge. Significance is demonstrated through an innovative or complex technological solution related to site conditions, consisting of the use of a cantilever truss with a tied-arch suspended span to meet the challenges of crossing the Gulf Outlet Canal. Significance is also demonstrated by the presence of distinctive features of the Warren through truss, which is characterized by diagonal members to withstand both tensile and compressive forces. This example has added verticals for bracing. This bridge exhibits a replacement parapet on one approach span that results in a minor loss of integrity, but is able to convey its significant design features. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Judge Seeber Bridge

Recall Number 020375
Parish..... Orleans
City..... New Orleans
Feature carried..... LA 39
Feature crossed..... Inner Harbor Navigation Canal
Type ..... Movable: Lift – Tower

Latitude..... 29.969093
Longitude ..... -90.025723
Year built 1957
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive vertical lift bridge with Warren through truss main span has significance as a movable bridge and as an important variation within the vertical lift bridge type. Distinctive engineering features that convey this variation include the location of two separate motor and drive mechanisms, which power the two sheaves on each tower. The bridge exhibits in-kind replacement of stringers and the grid deck and alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Harrison Avenue Bridge over City Park Lagoon

Recall Number 102113
Parish ..... Orleans
City ..... New Orleans
Feature carried ..... Local Road
Feature crossed ..... City Park Lagoon
Type ..... Arch – Closed spandrel arch

Latitude 30.003333
Longitude ..... -90.096667
Year built 1937
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This reinforced-concrete arch bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the Works Progress Administration (WPA) program to provide work relief and improved infrastructure during the Depression era. Between 1936 and 1939 the WPA constructed eight reinforced-concrete arch bridges and one rigid frame bridge in New Orleans's City Park featuring Classical Revival and Art Deco stylized influences typical of the period. Each bridge features "WPA" in Art Deco style letters in the concrete endposts. Bridge construction was part of New Deal federal-relief efforts by the WPA, Public Works Administration, Civil Works Administration, and Federal Emergency Relief Administration during the Depression in City Park that included reconfiguration of the park layout and landscaping, sidewalk, road, and building construction.

This bridge also possesses significance as a distinctive bridge type in Louisiana and as an important example of high artistic value. The bridge, along with similar arches in City Park, reflects the characteristics of closed spandrel arch design. Its significance is further demonstrated by the overall aesthetic treatment reflective of the Art Deco style, which is expressed by geometric patterns, crowned and beveled parapets, a recessed arch ring, integrated benches, and bold font used for the WPA stamp. A bas-relief sculpture of a reclined figure, designed by sculptor Enrique Alferez, enhances this bridge's aesthetics. This bridge retains good integrity and clearly conveys the design features that demonstrate its significance as a work of the WPA and as a distinctive bridge type with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Criterion C: Design/Engineering.

Harrison Avenue Bridge over City Park Lagoon

Recall Number 102114
Parish.....Orleans
City..... New Orleans
Feature carried.....Local Road
Feature crossed.....City Park Lagoon
Type .....Arch – Closed spandrel arch

Latitude..... 30.003333
Longitude .....-90.095
Year built 1937
Owner ..... State of Louisiana
National Register status.....Eligible

Significance

This reinforced-concrete arch bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the Works Progress Administration (WPA) program to provide work relief and improved infrastructure during the Depression era. Between 1936 and 1939 the WPA constructed eight reinforced-concrete arch bridges and one rigid frame bridge in New Orleans' City Park featuring Classical Revival and Art Deco stylized influences typical of the period. Each bridge features "WPA" in Art Deco style letters in the concrete endposts. Bridge construction was part of New Deal federal-relief efforts by the WPA, Public Works Administration, Civil Works Administration, and Federal Emergency Relief Administration during the Depression in City Park that included reconfiguration of the park layout and landscaping, sidewalk, road, and building construction.

The bridge also possesses significance as a distinctive bridge type in Louisiana and as an important example of high artistic value. The bridge, along with similar arches in City Park, reflects the characteristics of closed spandrel arch design. Its significance is further demonstrated by the overall aesthetic treatment reflective of the Art Deco style, which is expressed by geometric patterns, inscribed vertical lines, crowned and beveled parapets, a recessed arch ring, integrated benches, and bold font used for the WPA stamp. Bas-relief sculptures of WPA workers with construction tools, designed by sculptor Enrique Alferez, enhance this bridge's aesthetics. This bridge retains good integrity and clearly conveys design features that demonstrate its significance as a work of the WPA and as a distinctive bridge type with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Criterion C: Design/Engineering.

Preservation Priority

Harrison Avenue Bridge over City Park Lagoon

Recall Number 102115
Parish ..... Orleans
City ..... New Orleans
Feature carried ..... Local Road
Feature crossed ..... City Park Lagoon
Type ..... Arch – Closed spandrel arch

Latitude 30
Longitude ..... -90.09
Year built 1939
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This reinforced-concrete arch bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the Works Progress Administration (WPA) program to provide work relief and improved infrastructure during the Depression era. Between 1936 and 1939 the WPA constructed eight reinforced-concrete arch bridges and one rigid frame bridge in New Orleans's City Park featuring Classical Revival and Art Deco stylized influences typical of the period. Each bridge features "WPA" in Art Deco style letters in the concrete endposts. Bridge construction was part of New Deal federal-relief efforts by the WPA, Public Works Administration, Civil Works Administration, and Federal Emergency Relief Administration during the Depression in City Park that included reconfiguration of the park layout and landscaping, sidewalk, road, and building construction.

This bridge also possesses significance as a distinctive bridge type in Louisiana and as an important example of high artistic value. The bridge, along with similar arches in City Park, reflects the characteristics of closed spandrel arch design. Its significance is further demonstrated by the overall aesthetic treatment reflective of the Art Deco style, which is expressed by geometric patterns, inscribed vertical lines, crowned and beveled parapets, a recessed arch ring, and bold font used for the WPA stamp. This bridge retains good integrity and clearly conveys the design features that demonstrate its significance as a work of the WPA and as a distinctive bridge type with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Criterion C: Design/Engineering.

Anseman Avenue Bridge over City Park Lagoon

Recall Number 102226
Parish.....Orleans
City..... New Orleans
Feature carried.....Local Road
Feature crossed.....City Park Lagoon
Type .....Arch – Closed spandrel arch

Latitude..... 29.985
Longitude .....-90.098333
Year built 1938
Owner ..... State of Louisiana
National Register status.....Eligible

Significance

This reinforced-concrete arch bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the Works Progress Administration (WPA) program to provide work relief and improved infrastructure during the Depression era. Between 1936 and 1939 the WPA constructed eight reinforced-concrete arch bridges and one rigid frame bridge in New Orleans's City Park featuring Classical Revival and Art Deco stylized influences typical of the period. Each bridge features "WPA" in Art Deco style letters in the concrete endposts. Bridge construction was part of New Deal federal-relief efforts by the WPA, Public Works Administration, Civil Works Administration, and Federal Emergency Relief Administration during the Depression in City Park that included reconfiguration of the park layout and landscaping, sidewalk, road, and building construction.

The bridge also possesses significance as a distinctive bridge type in Louisiana and as an important example of high artistic value. The bridge, along with similar arches in City Park, reflects the characteristics of closed spandrel arch design. Though more modest than other arches in City Park, the combination of features conveys the overall design aesthetic of the Art Deco style, which include the overall structure design, beveled piers and parapets, recessed arch ring, and bold font used for the WPA stamp. As a later example of a reinforced-concrete arch in City Park, the bridge reflects the evolution of the Art Deco style as the design aesthetic became simplified and influenced by the Streamlined Moderne style. This bridge retains good integrity and clearly conveys the design features that demonstrate its significance as a work of the WPA and as a distinctive bridge type with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Criterion C: Design/Engineering.

Dreyfous Drive Bridge over City Park Lagoon

Recall Number 102227
Parish.....Orleans
City..... New Orleans
Feature carried.....Local Road
Feature crossed.....City Park Lagoon
Type .....Arch – Closed spandrel arch

Latitude..... 29.985
Longitude .....-90.095
Year built 1924
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This reinforced-concrete arch has significance as a distinctive bridge type in Louisiana and as an important example of high artistic value. The bridge, along with similar arches in City Park, reflects the characteristics of closed spandrel arch design. It predates the other eight Works Progress Administration arch bridges in the park. Its significance is further demonstrated by the overall aesthetic treatment reflective of the Classical Revival style, which is expressed by a curved railing with arched posts, decorative carved flowers and inscribed cartouche on the parapet, integrated lamp posts with decorative Revival style lantern, and decorative endposts with integrated concrete urns and recessed panels. This bridge retains good integrity and clearly conveys the significant design features of this distinctive bridge type with high artistic value. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Enrique Alferez Bridge over City Park Lagoon

Recall Number 102233
Parish.....Orleans
City..... New Orleans
Feature carried.....Local Road
Feature crossed.....City Park Lagoon
Type .....Arch – Closed spandrel arch

Latitude..... 29.988333
Longitude .....-90.091667
Year built 1938
Owner ..... State of Louisiana
National Register status.....Eligible

Significance

This reinforced-concrete arch bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the Works Progress Administration (WPA) program to provide work relief and improved infrastructure during the Depression era. Between 1936 and 1939 the WPA constructed eight reinforced-concrete arch bridges and one rigid frame bridge in New Orleans's City Park featuring Classical Revival and Art Deco stylized influences typical of the period. Each bridge features "WPA" in Art Deco style letters in the concrete endposts. Bridge construction was part of New Deal federal-relief efforts by the WPA, Public Works Administration, Civil Works Administration, and Federal Emergency Relief Administration during the Depression in City Park that included reconfiguration of the park layout and landscaping, sidewalk, road, and building construction.

This bridge also possesses significance as a distinctive bridge type in Louisiana and as an important example of high artistic value. The bridge, along with similar arches in City Park, reflects the characteristics of closed spandrel arch design. Its significance is further demonstrated by the overall aesthetic treatment reflective of the Art Deco style, which is expressed by geometric patterns, inscribed vertical lines, crowned and beveled parapets, a recessed arch ring, integrated lighting, and bold font used for the WPA stamp. This bridge exhibits one alteration that results in a minor loss of integrity, the replacement of an original light fixture in the parapet with a comparable style. This bridge continues to clearly convey design features that demonstrate its significance as a work of the WPA and as a distinctive bridge type with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Criterion C: Design/Engineering.

Preservation Priority

Roosevelt Drive Bridge over City Park Lagoon

Recall Number 102234
Parish.....Orleans
City..... New Orleans
Feature carried.....Local Road
Feature crossed.....City Park Lagoon
Type .....Concrete rigid frame

Latitude..... 29.986667
Longitude .....-90.093333
Year built 1938
Owner ..... State of Louisiana
National Register status.....Eligible

Significance

This concrete rigid frame bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the Works Progress Administration (WPA) program to provide work relief and improved infrastructure during the Depression era. Between 1936 and 1939 the WPA constructed eight reinforced-concrete arch bridges and one rigid frame bridge in New Orleans's City Park featuring Classical Revival and Art Deco stylized influences typical of the period. Each bridge features "WPA" in Art Deco style letters in the concrete endposts. Bridge construction was part of New Deal federal-relief efforts by the WPA, Public Works Administration, Civil Works Administration, and Federal Emergency Relief Administration during the Depression in City Park that included reconfiguration of the park layout and landscaping, sidewalk, road, and building construction.

This bridge also possesses significance as an important example of concrete rigid frame construction, a distinctive and rare bridge type in Louisiana, and for possessing high artistic value. The distinguishing feature of rigid frame construction is the integration of the substructure and superstructure into a single monolithic, cast-in-place unit, which this bridge clearly exhibits. In addition, this bridge displays architectural treatments and decorative elements that convey the overall design aesthetic of the Art Deco style and make the structure visually distinctive in its urban parkway setting. These include the haunched span, vertical ribbing and flutes on the posts, curved end walls, and bold font used for the WPA stamp. This bridge retains good integrity and clearly conveys the design features that demonstrate its significance as a work of the WPA and as a distinctive bridge type with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Criterion C: Design/Engineering.

Golf Drive Bridge over City Park Lagoon

Recall Number 102235
Parish.....Orleans
City..... New Orleans
Feature carried.....Local Road
Feature crossed.....City Park Lagoon
Type .....Arch – Closed spandrel arch

Latitude..... 29.99
Longitude .....-90.093333
Year built 1936
Owner ..... State of Louisiana
National Register status.....Eligible

Significance

This reinforced-concrete arch bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the Works Progress Administration (WPA) program to provide work relief and improved infrastructure during the Depression era. Between 1936 and 1939 the WPA constructed eight reinforced-concrete arch bridges and one rigid frame bridge in New Orleans's City Park featuring Classical Revival and Art Deco stylized influences typical of the period. Each bridge features "WPA" in Art Deco style letters in the concrete endposts. Bridge construction was part of New Deal federal-relief efforts by the WPA, Public Works Administration, Civil Works Administration, and Federal Emergency Relief Administration during the Depression in City Park that included reconfiguration of the park layout and landscaping, sidewalk, road, and building construction.

This bridge also possesses significance as a distinctive bridge type in Louisiana and as an important example of high artistic value. The bridge, along with similar arches in City Park, reflects the characteristics of closed spandrel arch design. Its significance is further demonstrated by the overall aesthetic treatment reflective of the Art Deco style, which is expressed by geometric patterns, crowned and beveled parapets, a recessed arch ring, integrated benches, and bold font used for the WPA stamp. Bas-relief sculptures of reclined figures and tools for construction and farming, designed by sculptor Enrique Alferez, enhance this bridge's aesthetics. This bridge retains good integrity and clearly conveys the design features that demonstrate its significance as a work of the WPA and as a distinctive bridge type with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Criterion C: Design/Engineering.

Palm Drive Bridge over City Park Lagoon

Recall Number 102236
Parish.....Orleans
City..... New Orleans
Feature carried.....Local Road
Feature crossed.....City Park Lagoon
Type .....Arch – Closed spandrel arch

Latitude..... 29.988709
Longitude .....-90.093746
Year built 1936
Owner ..... State of Louisiana
National Register status.....Eligible

Significance

This reinforced-concrete arch bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the Works Progress Administration (WPA) program to provide work relief and improved infrastructure during the Depression era. Between 1936 and 1939 the WPA constructed eight reinforced-concrete arch bridges and one rigid frame bridge in New Orleans's City Park featuring Classical Revival and Art Deco stylized influences typical of the period. Each bridge features "WPA" in Art Deco style letters in the concrete endposts. Bridge construction was part of New Deal federal-relief efforts by the WPA, Public Works Administration, Civil Works Administration, and Federal Emergency Relief Administration during the Depression in City Park that included reconfiguration of the park layout and landscaping, sidewalk, road, and building construction.

This bridge also possesses significance as a distinctive bridge type in Louisiana and as an important example of high artistic value. The bridge, along with similar arches in City Park, reflects the characteristics of closed spandrel arch design. Its significance is further demonstrated by the overall aesthetic treatment reflective of the Art Deco style, which is expressed by geometric patterns, crowned and beveled parapets, a recessed arch ring, and bold font used for the WPA stamp. Bas-relief sculptures titled "Work" and "Earth" depicting WPA tools, designed by sculptor Enrique Alferez, enhance this bridge's aesthetics. This bridge retains good integrity and clearly conveys the design features that demonstrate its significance as a work of the WPA and as a distinctive bridge type with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Criterion C: Design/Engineering.

Roosevelt Drive Bridge over City Park Lagoon

Recall Number 102237
Parish.....Orleans
City..... New Orleans
Feature carried.....Local Road
Feature crossed.....City Park Lagoon
Type .....Arch – Closed spandrel arch

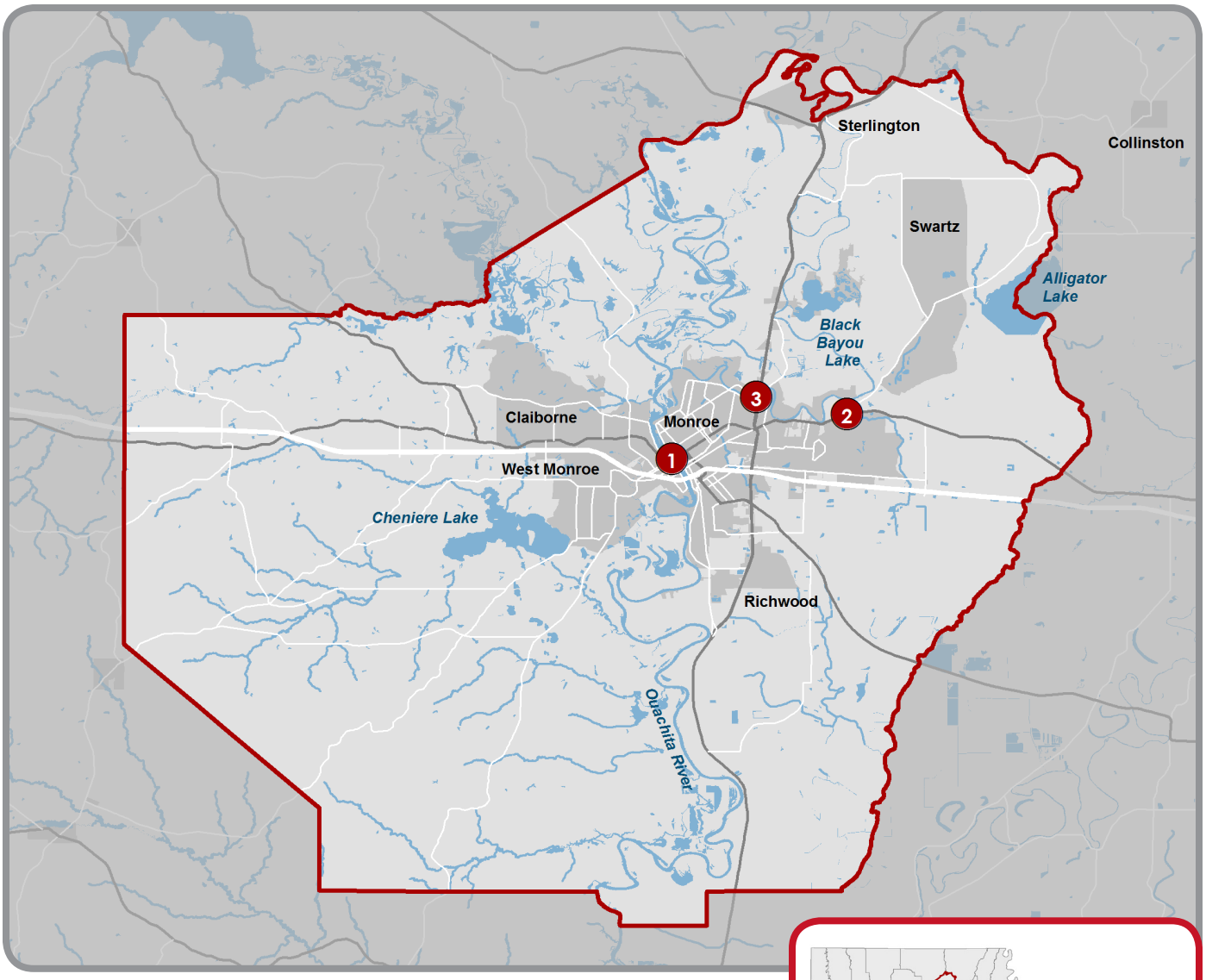
Latitude..... 29.998333
Longitude .....-90.095
Year built 1936
Owner ..... State of Louisiana
National Register status.....Eligible

Significance

This reinforced-concrete arch bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the Works Progress Administration (WPA) program to provide work relief and improved infrastructure during the Depression era. Between 1936 and 1939 the WPA constructed eight reinforced-concrete arch bridges and one rigid frame bridge in New Orleans's City Park featuring Classical Revival and Art Deco stylized influences typical of the period. Each bridge features "WPA" in Art Deco style letters in the concrete endposts. Bridge construction was part of New Deal federal-relief efforts by the WPA, Public Works Administration, Civil Works Administration, and Federal Emergency Relief Administration during the Depression in City Park that included reconfiguration of the park layout and landscaping, sidewalk, road, and building construction.

This bridge also possesses significance as a distinctive bridge type in Louisiana and as an important example of high artistic value. The bridge, along with similar arches in City Park, reflects the characteristics of closed spandrel arch design. Its significance is further demonstrated by the overall aesthetic treatment reflective of the Art Deco style, which is expressed by geometric patterns, crowned and beveled parapets, a recessed arch ring, and bold font used for the WPA stamp. Bas-relief sculptures of WPA workers employed in construction activities, designed by sculptor Enrique Alferez, enhance this bridge's aesthetics. This bridge retains good integrity and clearly conveys the design features that demonstrate its significance as a work of the WPA and as a distinctive bridge type with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Criterion C: Design/Engineering.

Ouachita Parish



Map Number	Recall Number
1	024400
2	024430
3	N/A

Lea Joyner Bridge

Recall Number 024400
Parish ..... Ouachita
City ..... Monroe
Feature carried ..... US 80
Feature crossed ..... Ouachita R.–Louisville
Type ..... Movable: Bascule – Double-leaf trunnion

Latitude 32.505633
Longitude ..... -92.124867
Year built 1935
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This double-leaf trunnion bascule bridge with steel plate girder spans has significance as a distinctive example of the bascule type. Its significance is demonstrated by the presence of distinctive engineering and design features of the double-leaf trunnion bascule bridge type, which is characterized by two opposing leaves that rotate around trunnions, racks and pinions for moving each span, counterweights that descend into enclosed pits, and locking mechanisms that enable the cantilevered spans to withstand live loads and remain stable when in a closed position. This bridge was rehabilitated in 2007 and retains historic integrity. The structure continues to convey significant design features of the double-leaf trunnion bascule bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Missouri Pacific Railroad Bridge

Recall Number 024430
Parish..... Ouachita
City..... Monroe
Feature carried..... US 80
Feature crossed..... Misourri Pacific RR
Type ..... Steel I-beam

Latitude..... 32.529278
Longitude ..... -92.032028
Year built 1935
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This continuous steel rolled I-beam bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade-separation structure is directly related to its funding through the National Industrial Recovery Act program during the Depression-era to provide safe railroad-highway crossings. In the 1930s, increased attention was given to creating grade separations between railway lines and roads and specific legislation was passed to provide funds for highway-rail grade separations through the National Industrial Recovery Act (1933), Hayden Cartwright Act (1934), and Emergency Relief Appropriation Act (1935). This bridge's association with a federal Depression-era program is documented in the Louisiana Highway Commission Biennial Reports.

The bridge also possesses significance as a variation within the steel I-beam type. This bridge consists of three beams spanning uninterrupted over intermediate piers that together form a 181-foot-long continuous span. The presence of a significant main span length represents an innovative or complex solution related to site conditions, which was required to cross a railroad corridor and topography. The bridge exhibits alterations to the substructure with the addition of bent supports that results in a minor loss of integrity, but continues to convey its design features that demonstrate its significance as a structure funded through the National Industrial Recovery Act and as a distinctive variation within the bridge type. This bridge is eligible for the National Register under Criterion A: Politics/Government and Transportation and Criterion C: Design/Engineering.

Phillips Bridge

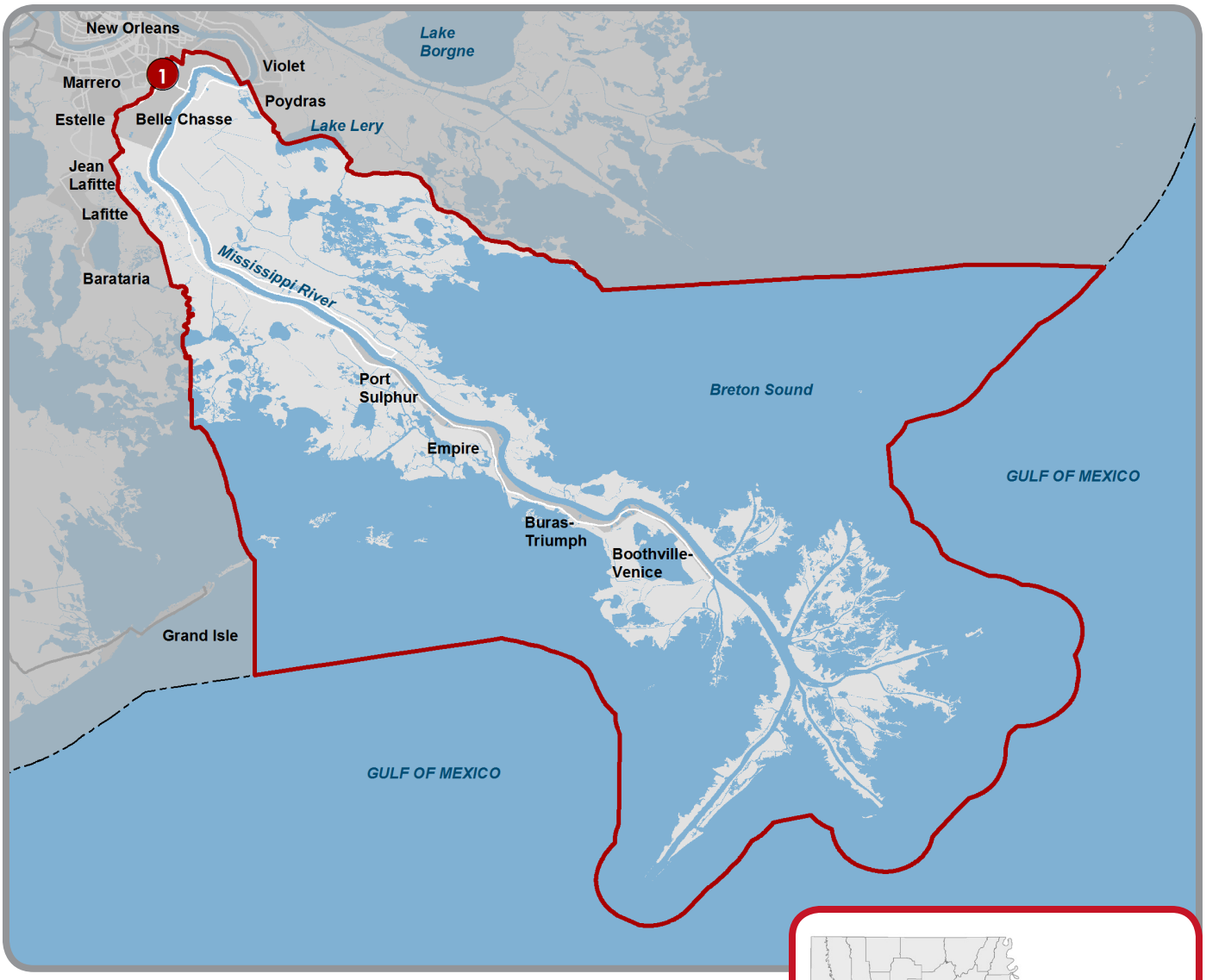
Recall Number ..... N/A
Parish..... Ouachita
City..... Monroe
Feature carried..... Local Road
Feature crossed..... Bayou Desiard
Type ..... Concrete rigid frame

Latitude..... 32.538333
Longitude ..... -92.08
Year built 1910
Owner..... Private Ownership
National Register status..... Eligible

Significance

This bridge has significance as an important example of concrete rigid frame construction, a distinctive and rare type in Louisiana. The distinguishing feature of rigid frame construction is the integration of substructure and superstructure components into a single cast-in-place unit, which this bridge clearly exhibits. This bridge has fascia girders that extend above the deck. This bridge retains good integrity and clearly conveys the significant design features within the concrete rigid frame type. It is eligible for the National Register under Criterion C: Design/Engineering.

Plaquemines Parish



Map Number	Recall Number
1	002500

Intracoastal Waterway/W–J. Perez Bridge

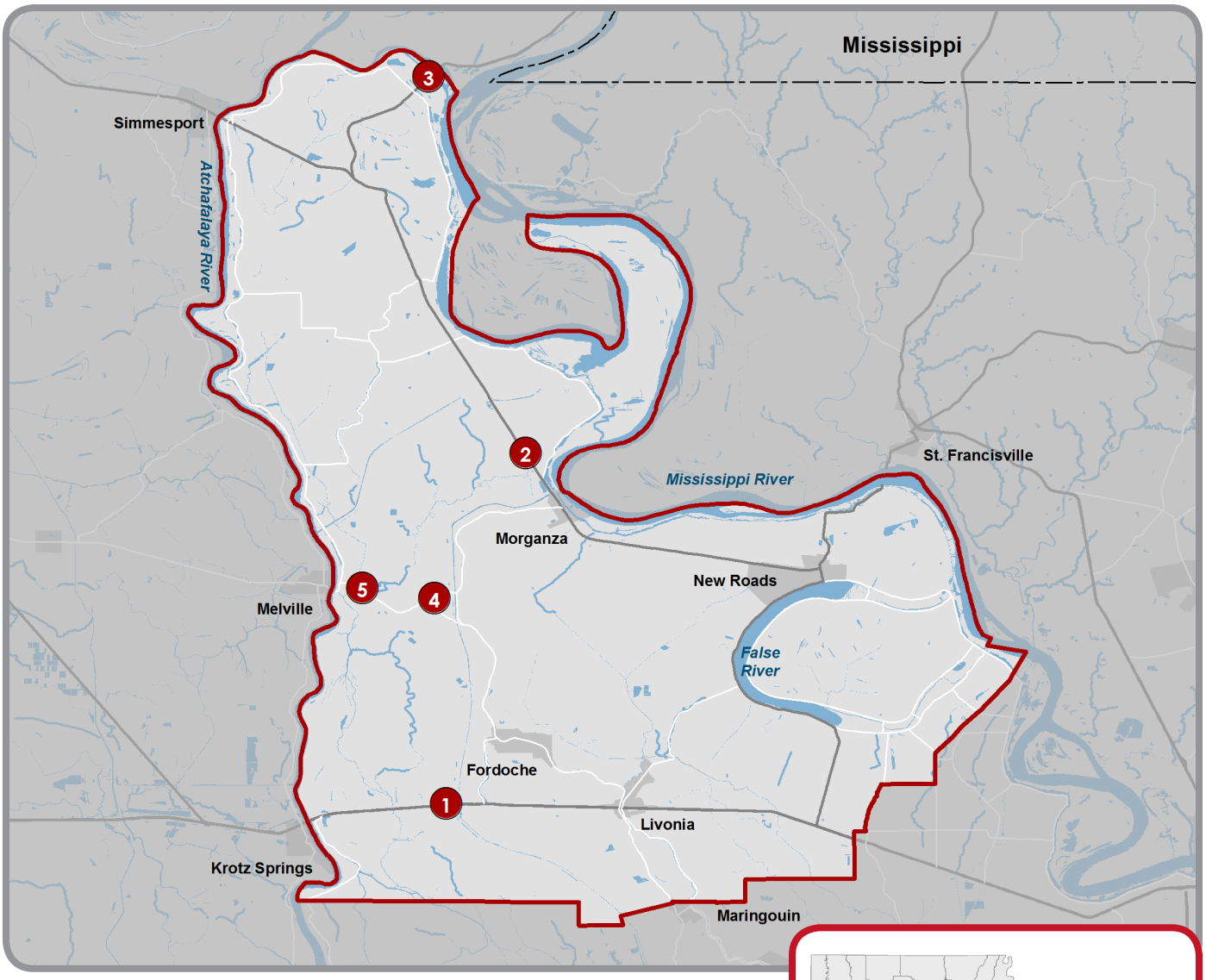
Recall Number 002500
Parish..... Plaquemines
City..... New Orleans
Feature carried..... LA 23
Feature crossed.....Intracoastal Waterway
Type ..... Movable: Lift – Tower

Latitude..... 29.874472
Longitude .....-90.012083
Year built 1967
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. Distinctive engineering features that convey this variation include the location of two separate motor and drive mechanisms, which power the two sheaves on each tower. This bridge appears to conform to a State standard plan. The bridge exhibits alterations to the operator's house and replacement of isolated mechanical components and counterweight ropes that results in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Pointe Coupee Parish



Map Number	Recall Number
1	054830
2	054850
3	054900
4	054918
5	054920

Morganza Floodway Bridge

Recall Number 054830
Parish..... Pointe Coupee
City..... N/A
Feature carried..... US 190
Feature crossed.....Morganza Floodway
Type .....Concrete deck girder

Latitude..... 30.556467
Longitude .....-91.664733
Year built 1945
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This concrete deck girder bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation as an important crossing of the Morganza Floodway. This floodplain was created in the 1940s when the U.S War Department began diverting water from the Mississippi into the Atchafalaya River to prevent flooding of the lower reaches of the Mississippi River. The diversion channels and floodplains crossed existing State Highways, preventing any vehicular use during periods of flooding. At the request of the federal government, the Louisiana Highway Department upgraded portions of the highways above the floodplain with high-level bridges. The Morganza Floodway Bridge was completed in 1945, and provided uninterrupted access over the Morganza floodplain.

This bridge also possesses significance due to its exceptional overall length. The overall length of this non-continuous, multi-span bridge is nearly 19,000 feet, far exceeding the overall length of all other concrete deck girder bridges in the state. Substantial overall structure length typically indicates challenging site conditions, and thus this bridge is a reflection of the complexity of engineering required for spanning a long distance. The bridge retains good integrity and clearly conveys design features that demonstrate its significance as a floodplain crossing and a structure with significant design features within its type. This bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

Morganza Spillway Bridge

Recall Number 054850
Parish ..... Pointe Coupee
City ..... N/A
Feature carried ..... LA 1
Feature crossed ..... Morganza Spillway
Type ..... Post-1945 common type – Concrete girder
Latitude 30.771222
Longitude ..... -91.616056
Year built 1954
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This concrete girder bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Conservation as a bridge that is part of an integrated spillway structure that was built as part of a larger conservation effort. Construction of the Morganza Spillway was a reaction, in part, to the Great Mississippi Flood of 1927, which prompted the State to pass the Flood Control Act of 1928. The bridge and spillway were constructed in 1954. During major flood events water from the Mississippi River is diverted to the Atchafalaya Basin and away from urban centers, including Baton Rouge and New Orleans.

This bridge also possesses significance for its distinctive engineering and design features. The bridge incorporates two different components: a vehicular bridge and a spillway structure that consists of a series of flood control gates. The bridge was designed by Norman Edward Lant, an important engineer and bridge designer in Louisiana's State Bridge Department during the first half of the twentieth century. Between 1922 and 1955, Lant oversaw the design and construction of the state's major river crossings, including a number of innovative and complex structures like the Morganza Spillway. The bridge retains integrity and continues to convey design features that demonstrate its significance as an integrated structure that is part of a larger conservation effort and as a distinctive example of engineering. The bridge is eligible for the National Register under Criterion A: Conservation and Criterion C: Design/Engineering.

Old River Navigation Canal Bridge

Recall Number 054900
Parish..... Pointe Coupee
City..... N/A
Feature carried..... LA 15
Feature crossed ..... Old River Nav. Canal
Type .....Movable: Lift – Span tower

Latitude..... 31.001639
Longitude ..... -91.675278
Year built 1964
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Conservation and Transportation as a vertical lift structure over the Old River Navigation Canal. The bridge and canal were constructed as part of a larger conservation effort (in the late 1950s) to ensure the Mississippi River would not divert into the Atchafalaya River. The canal was constructed to provide passage of waterway traffic between the Mississippi River and the Atchafalaya River, while the bridge carries LA 15 over the canal. The vertical lift configuration allowed for necessary navigational clearance under the bridge. The bridge and canal are associated with two spillways (related bridges are Recall Nos. F15771 and F15321) that make up the larger Old River Control Structure.

The bridge also possesses significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge retains good integrity and clearly conveys design features that demonstrate its significance as an integral component of a larger conservation project and as a variation within the vertical lift bridge type. This bridge is eligible for the National Register under Criterion A: Conservation and Transportation and Criterion C: Design/Engineering.

LA 10 Bridge

Recall Number 054918
Parish ..... Pointe Coupee
City ..... N/A
Feature carried ..... LA 10
Feature crossed ..... Stream
Type ..... Concrete rigid frame

Latitude 30.68215
Longitude ..... -91.671767
Year built 1923
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This bridge has significance as an important example of concrete rigid frame construction, a distinctive and rare bridge type in Louisiana. The distinguishing feature of this type of construction is the integration of substructure and superstructure into a single monolithic, cast-in-place unit, which this bridge clearly exhibits. This bridge retains good integrity and clearly conveys the significant design features within the concrete rigid frame type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Morris Bayou Bridge

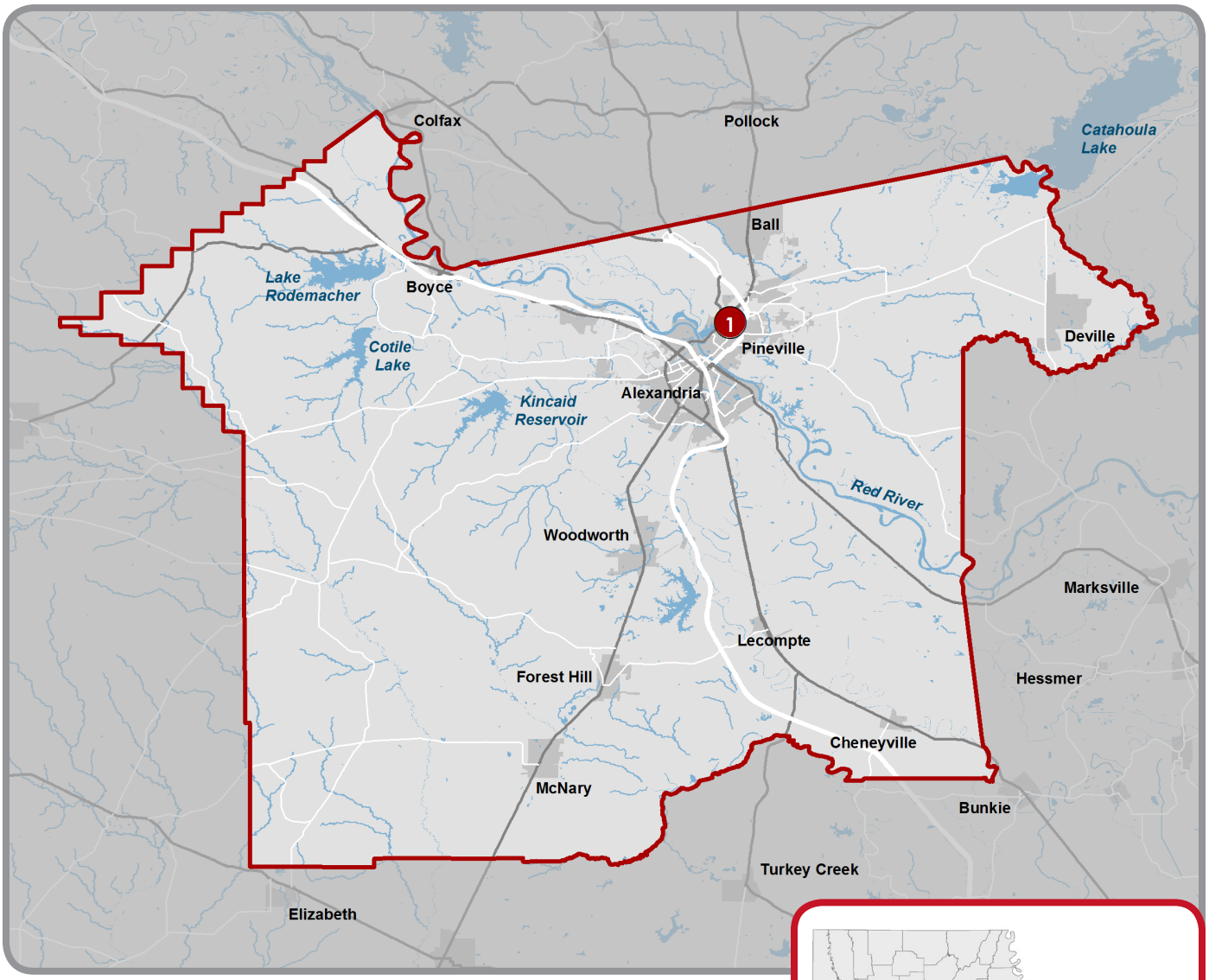
Recall Number 054920
Parish..... Pointe Coupee
City..... N/A
Feature carried..... LA 10
Feature crossed.....Morris Bayou
Type .....Concrete rigid frame

Latitude..... 30.688393
Longitude .....-91.715826
Year built 1923
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This bridge has significance as an important example of concrete rigid frame construction, a distinctive and rare bridge type in Louisiana. The distinguishing feature of this type of construction is the integration of the substructure and superstructure into a single monolithic, cast-in-place unit, which this bridge clearly exhibits. This bridge has added visual distinction with its diagonal braces that extend from the bottoms of the girders to the abutments. This bridge retains good integrity and clearly conveys the significant design features within the concrete rigid frame type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Rapides Parish



Map Number	Recall Number
1	039520

KCS Railroad Bridge at US 165B

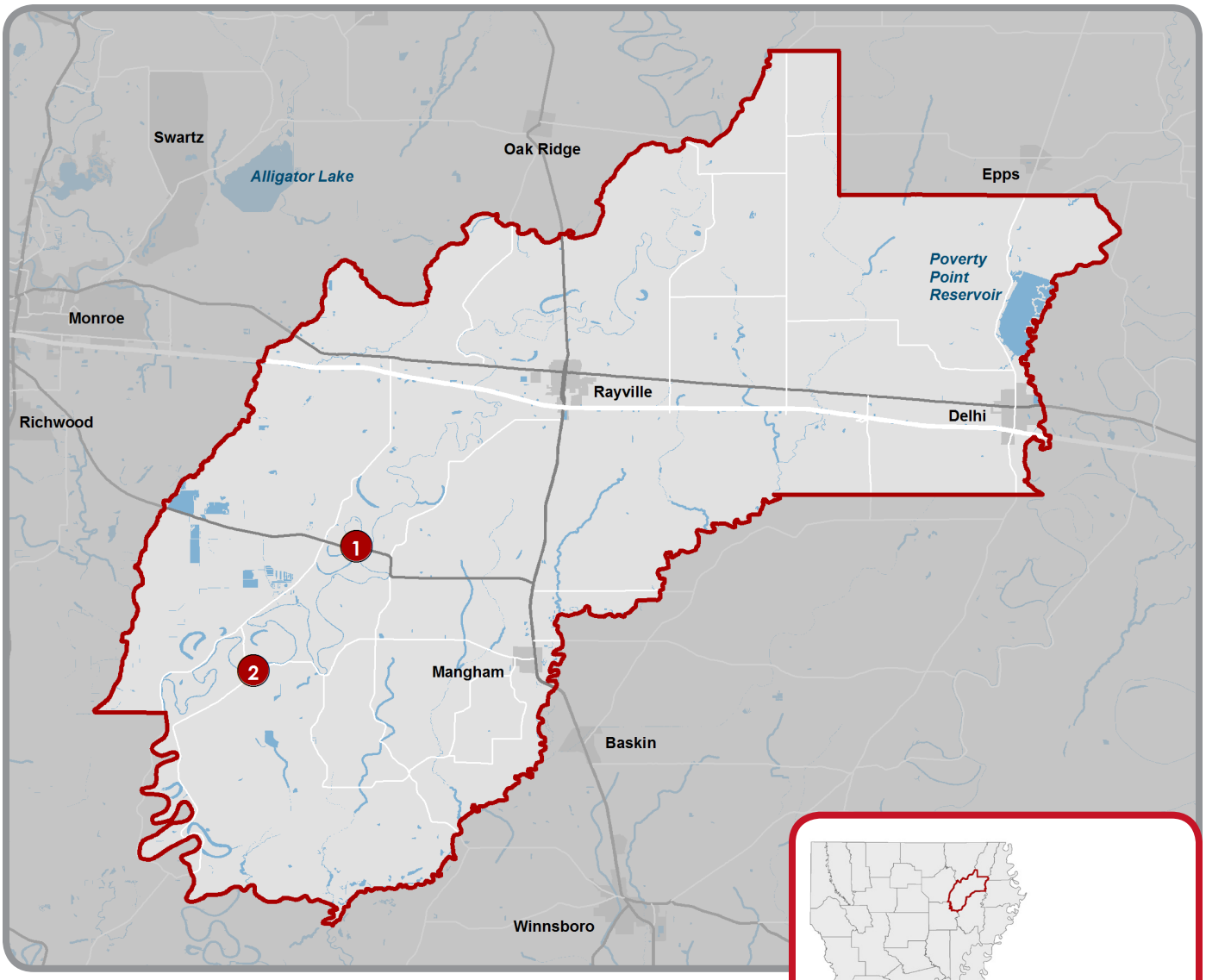
Recall Number 039520
Parish ..... Rapides
City ..... Pineville
Feature carried ..... US 165B
Feature crossed ..... KCS Railroad
Type ..... Steel I-beam

Latitude 31.33805
Longitude ..... -92.425533
Year built 1918
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This bridge with steel I-beam stringers and a timber deck has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation for its association with the Alexandria-Camp Beauregard Highway, a model road constructed to provide superior transportation from Alexandria to Camp Beauregard, a federal military encampment. The military highway—including the bridge—from Alexandria to Camp Beauregard was not only important in facilitating construction and transportation to and from Camp Beauregard, it also became a model for future road building in the state. This bridge retains good integrity and is eligible for the National Register under Criterion A: Transportation.

Richland Parish



Map Number	Recall Number
1	026240
2	027160

Boeuf River–LA 15 Bridge

Recall Number 026240
Parish..... Richland
City..... N/A
Feature carried..... LA 15
Feature crossed.....Boeuf River
Type .....Through truss – Parker truss

Latitude..... 32.374055
Longitude .....-91.880667
Year built 1939
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel Parker through truss bridge has significance as an important example of a distinctive truss type, of which few remain in the state. Significance is demonstrated by the presence of distinctive features of the Parker through truss, including the polygonal top chord, bottom chord, inclined end posts, diagonals in each panel, and different length verticals. The bridge is also an outstanding representative example of the Louisiana Highway Department's use and refinement of its standard plan for the Parker truss as used for State Highway crossings in the New Deal era. It retains good integrity and conveys the significant design features of a Parker through truss. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Boeuf River Bridge

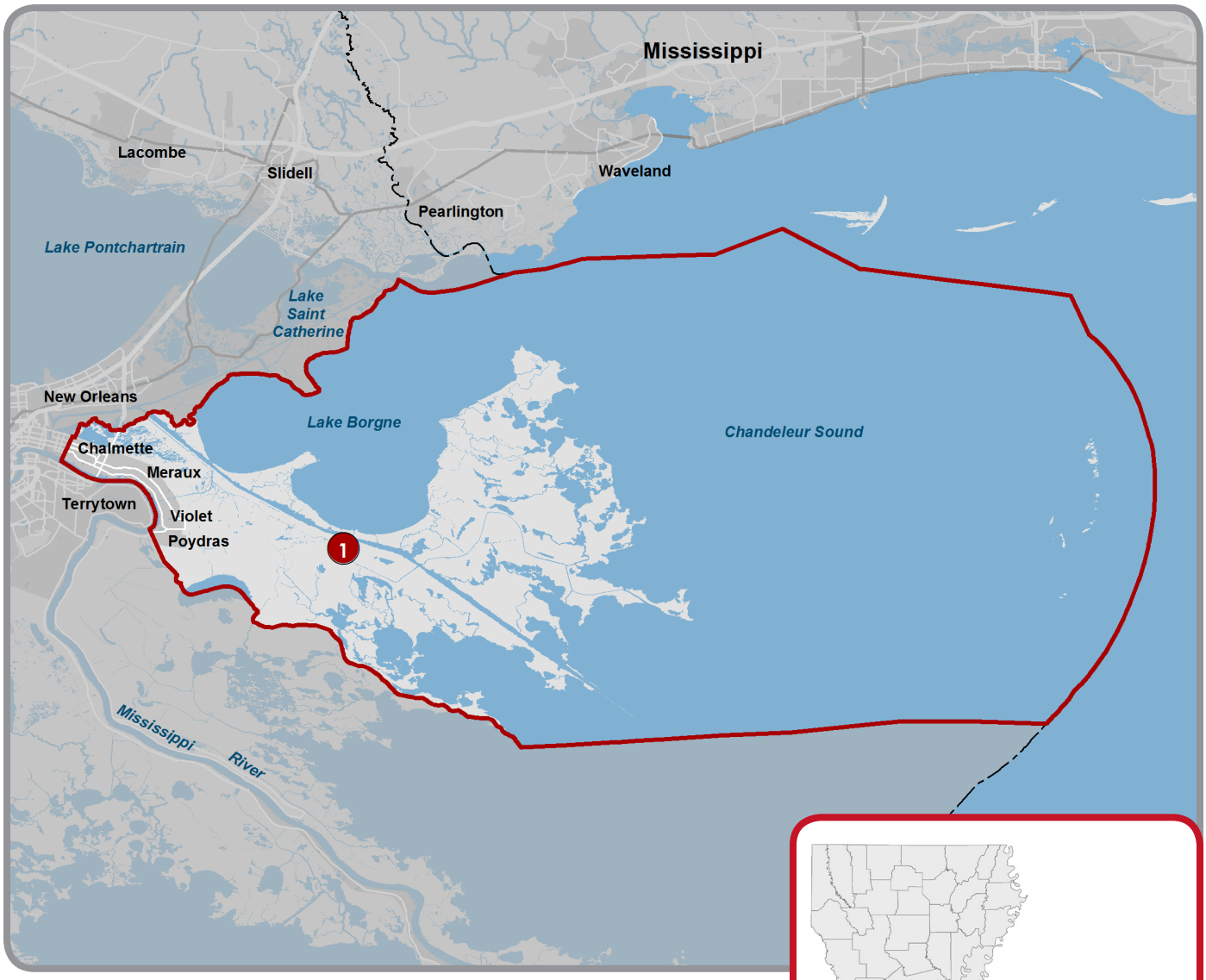
Recall Number 027160
Parish ..... Richland
City ..... N/A
Feature carried ..... LA 132
Feature crossed ..... Boeuf River
Type ..... Through truss – Camelback truss

Latitude 32.300944
Longitude ..... -91.941167
Year built 1926
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This through truss bridge has significance as an example of a distinctive truss type. The bridge's significant design feature is its Camelback through truss, characterized by vertical members in compression and diagonals in tension with a crossbar system in the central panel and a five-sloped polygonal top chord. The bridge was built to a State standard plan. Built in 1926, the bridge was relocated in 1966 from Bayou D'Arbonne in Union Parish to its present location carrying LA 132. This bridge exhibits replacement substructure and approach spans and altered portal bracing and replacement guardrail, resulting in a minor loss of integrity. Despite these alterations, the bridge still conveys the significant design features of a Camelback through truss. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

St. Bernard Parish



Map Number	Recall Number
1	002650

Bayou La Loutre Bridge

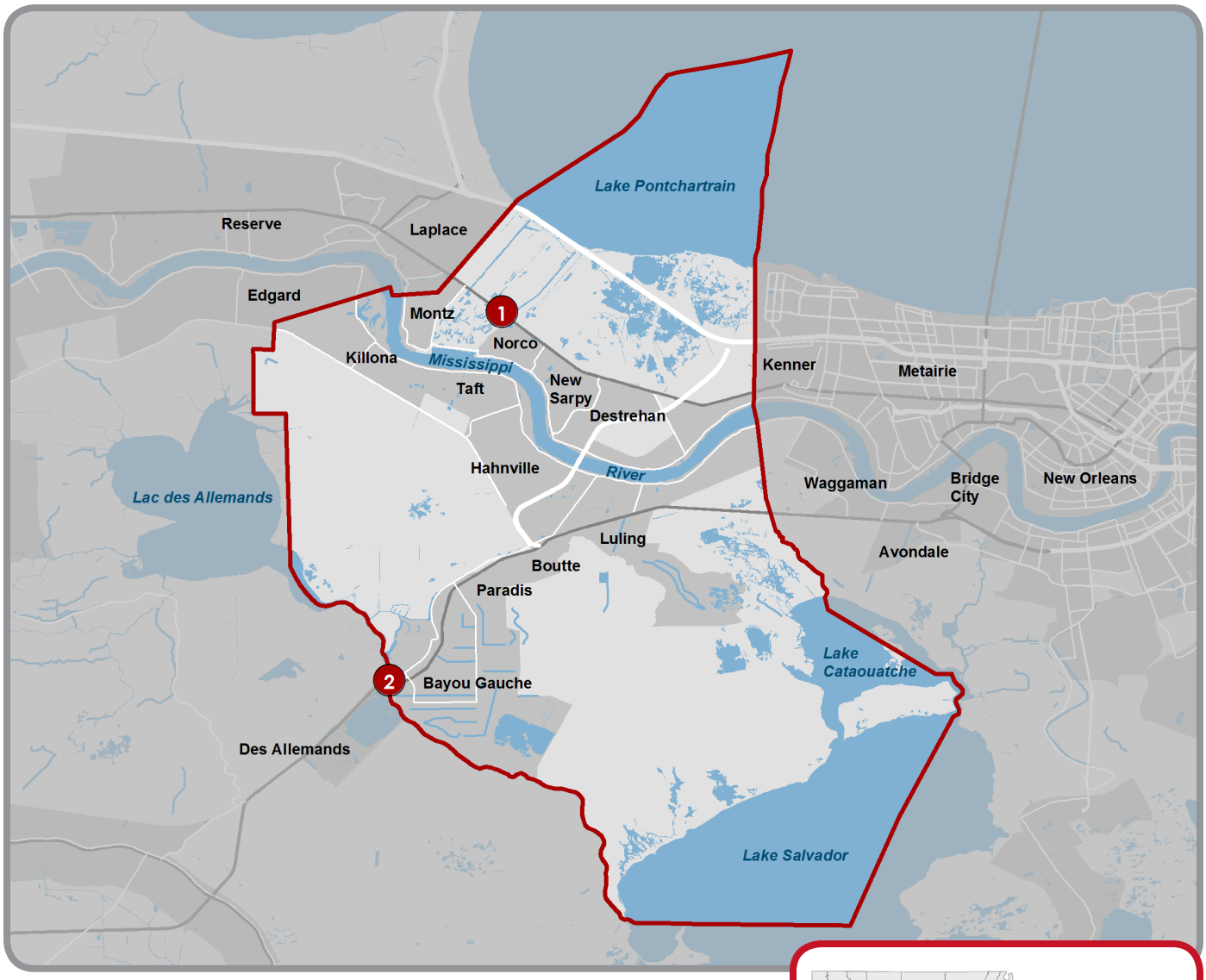
Recall Number 002650
Parish..... St. Bernard
City..... N/A
Feature carried..... LA 46
Feature crossed..... Bayou La Loutre
Type .....Movable: Lift – Span tower

Latitude..... 29.843694
Longitude ..... -89.687694
Year built 1956
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation with the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The operator's house has a replacement door and windows; however, the structure retains integrity and continues to convey significant design features of the vertical lift bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

St. Charles Parish



Map Number	Recall Number
1	002820
2	002830

Bonnet Carre Spillway Bridge

Recall Number 002820
Parish..... St. Charles
City..... N/A
Feature carried..... US 61
Feature crossed..... Bonnet Carre Spillway
Type ..... Concrete deck girder

Latitude..... 30.021917
Longitude ..... -90.415583
Year built 1935
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This concrete girder bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation as an important crossing of the Bonnet Carre Spillway. The Louisiana Highway Commission and U.S Bureau of Public Roads designed and built this bridge in order to provide uninterrupted vehicular access over the floodplain when flooded. In major flood events, the Bonnet Carre Spillway diverts water from the Mississippi River into Lake Pontchartrain and away from New Orleans. This bridge retains good integrity and is eligible for the National Register under Criterion A: Transportation.

Bayou des Allemands Bridge

Recall Number 002830
Parish..... St. Charles
City..... N/A
Feature carried..... LA 631
Feature crossed..... Bayou des Allemands
Type ..... Movable: Swing – Plate girder

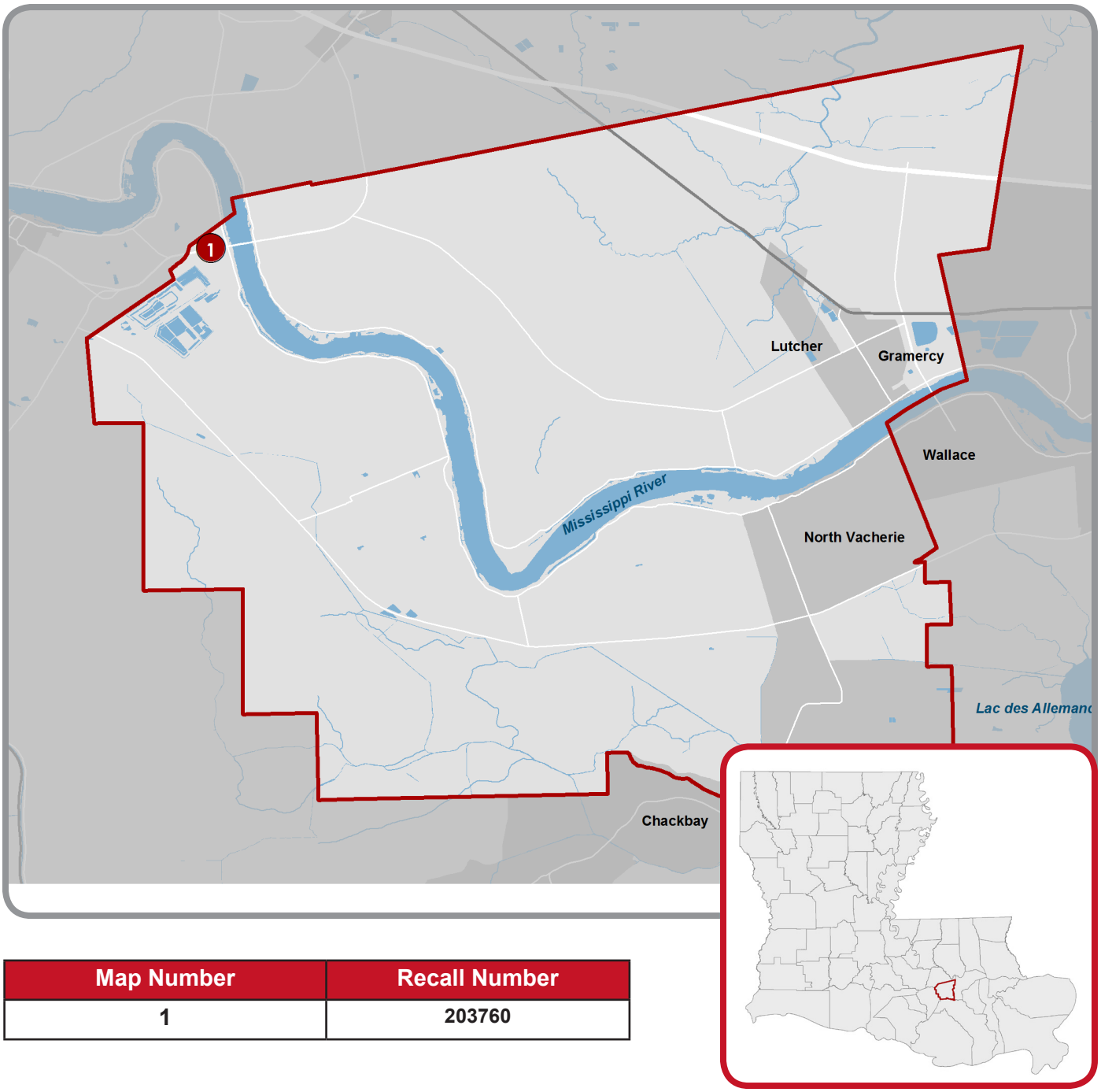
Latitude..... 29.823417
Longitude ..... -90.47625
Year built 1935
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel plate girder swing bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with the Public Works Administration program established by the National Industrial Recovery Act during the Depression-era to provide work relief and improved infrastructure. A plaque on the bridge identifies it as a federal-aid project and Louisiana Highway Commission Biennial Reports document that it was a Depression-era work-relief project.

This bridge also possesses significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. Based on as-built plans, it appears that a State standard plan served as a general guide for the design and construction of this bridge. This bridge has undergone several alterations, including changes to its mechanical equipment, altered windows and doors on the operator's house, and the removal of locking mechanisms important to the function of the movable span. Although this bridge is still operable, the method of operation has changed from a technologically sophisticated electronic system to a manually operated structure, which, combined with other alterations, cumulatively results in a loss of integrity and a change to the original design and engineering of the bridge under Criterion C. This bridge is not eligible for the National Register under Criterion C. However, despite these alterations, the bridge does continue to convey design features that demonstrate its significance as a work of the Public Works Administration and is eligible for the National Register under Criterion A: Politics/Government.

St. James Parish



Map Number	Recall Number
1	203760

Mississippi River (Sunshine) Bridge

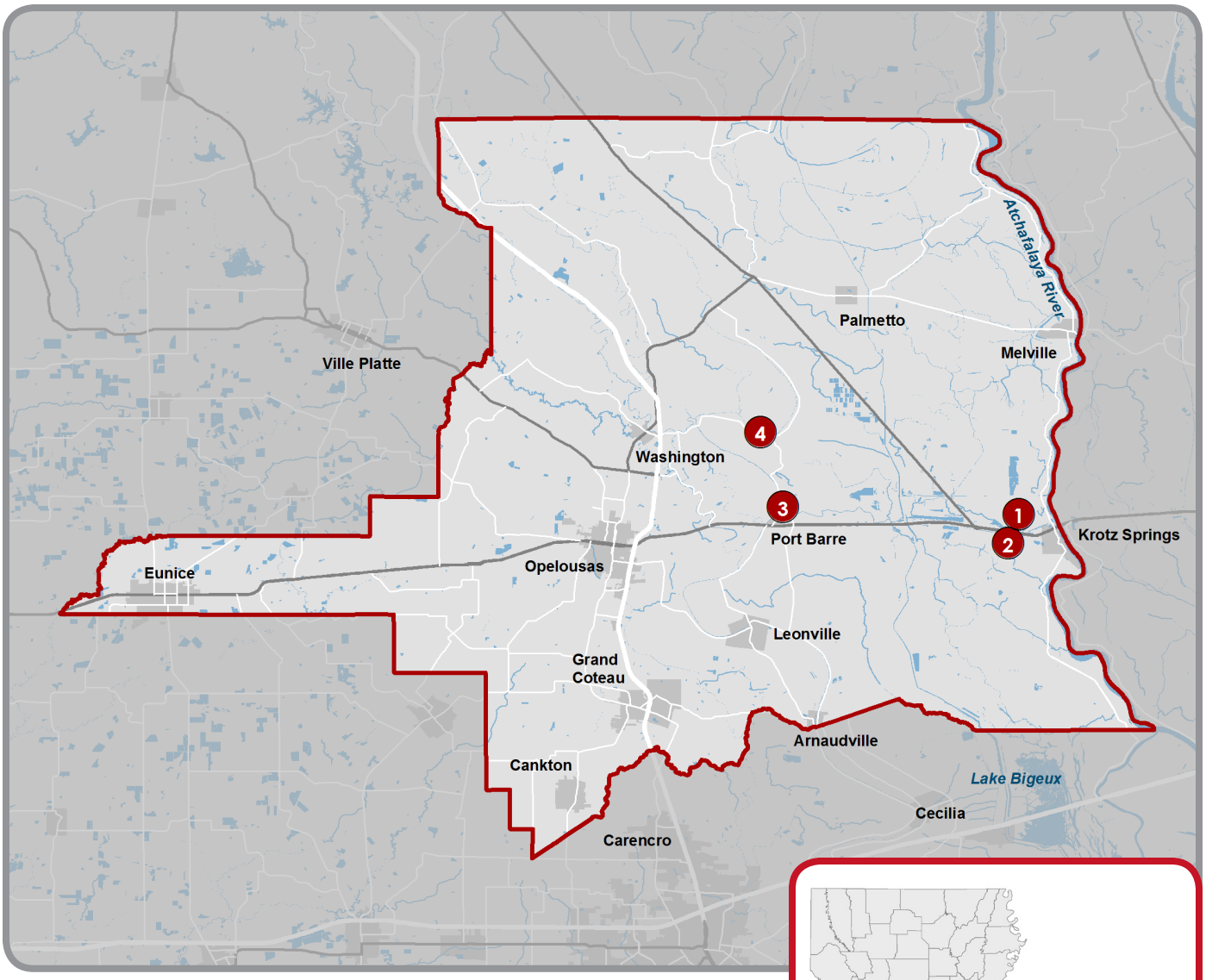
Recall Number 203760
Parish..... St. James
City..... N/A
Feature carried..... LA 70
Feature crossed.....Mississippi River/LA18/LA14
Type ..... Through truss – Warren truss

Latitude..... 30.096033
Longitude ..... -90.92285
Year built 1964
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This through truss bridge has significance as an important example of a distinctive truss type. Significance is demonstrated by the presence of distinctive features of the Warren through truss, which is characterized by diagonal members to withstand both tensile and compressive forces. This example has added verticals for bracing. In addition, the bridge displays innovative or complex technological solutions related to site conditions, including caisson construction of the piers to meet the challenges of crossing the Mississippi River. This bridge retains good integrity and clearly conveys the significant design features of the Warren through truss. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

St. Landry Parish



Map Number	Recall Number
1	007300
2	007310
3	008120
4	N/A

Atchafalaya Floodway at US 190 Bridge

Recall Number 007300
Parish..... St. Landry
City..... N/A
Feature carried..... US 190
Feature crossed..... Atchafalaya Floodway
Type ..... Post-1945 common type – Prestressed concrete girder

Latitude..... 30.541542
Longitude ..... -91.784023
Year built 1961
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This prestressed concrete girder bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation as an important crossing of the West Atchafalaya Floodway. In order to continue uninterrupted vehicular access over the floodplain when flooded, the State constructed six high-level bridges (in three pairs) in the 1960s to cross over the floodplain, including this bridge and its parallel structure (Bridge Recall No. 007310). This is one-half of the only remaining pair of bridges as the other two pairs were replaced in 2004-2005. This bridge and its parallel structure provided uninterrupted access across the West Atchafalaya Floodway.

Constructed in 1961, this bridge possesses exceptional engineering significance. This bridge and its parallel structure are the first prestressed concrete girder bridges constructed by the State. Plans were approved in 1958 and the bridges were constructed in 1961, during the early period of prestressed concrete use in Louisiana. This bridge retains good integrity and continues to convey design features that demonstrate its significance as a floodplain crossing and as a structure with exceptional significance within its type. This bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

West Atchafalaya Floodway Bridge

Recall Number 007310
Parish..... St. Landry
City..... N/A
Feature carried..... US 190
Feature crossed..... Atchafalaya Floodway
Type ..... Post-1945 common type – Prestressed concrete girder

Latitude..... 30.541139
Longitude ..... -91.783972
Year built 1961
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This prestressed concrete girder bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation as an important crossing of the West Atchafalaya Floodway. In order to continue uninterrupted vehicular access over the floodplain when flooded, the State constructed six high-level bridges (in three pairs) in the 1960s to cross over the floodplain, including this bridge and its parallel structure (Bridge Recall No. 007300). This is one half of the only remaining pair of bridges as the other two pairs were replaced in 2004-2005. This bridge and its parallel structure and provided uninterrupted access over the West Atchafalaya Floodway.

Constructed in 1961, this bridge possesses exceptional engineering significance. This bridge and its parallel structure, which is nearly identical, are the first prestressed concrete girder bridges constructed by the State. Plans were approved in 1958 and the bridges were constructed in 1961, during the early period of prestressed concrete use in Louisiana. The bridge, which carries eastbound US 190 traffic over the Atchafalaya Spillway, was widened in 1974 with the addition of a new concrete girder on the outside of the structure. However, the design and materials are sympathetic to the original bridge design and it does not detract from the integrity. Despite this alteration, this bridge retains good integrity and continues to convey design features that demonstrate its significance as a floodplain crossing and as a structure with exceptional significance within its type. This bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

Bayou Courtableau Bridge

Recall Number 008120
Parish..... St. Landry
City..... Port Barre
Feature carried..... LA 103
Feature crossed..... Bayou Courtableau
Type ..... Steel I-beam

Latitude..... 30.559139
Longitude ..... -91.955028
Year built 1937
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel I-beam bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated through its association with U.S. Works Program highway funds to provide work relief and improved infrastructure during the Depression era. The construction of this bridge was part of New Deal federal-relief efforts. This bridge's association with a federal Depression-era program is documented in the Louisiana Highway Commission Biennial Reports.

The bridge also possesses significance as an important variation of the steel I-beam bridge type designed with a removable span. Its design features include the floor beam extensions and the open grated deck to allow for removal of the steel beam center span. It appears to follow standard plans from the 1930s. The bridge exhibits alterations to the open grate, which has been covered with pavement making it challenging to remove the span. These changes result in a major loss of integrity because the removable span no longer functions in the manner in which it was designed. As a result, the bridge is not eligible for the National Register under Criterion C. However, despite these alterations, the bridge continues to convey design features that demonstrate its significance as a work of a Depression-era program and is eligible for the National Register under Criterion A: Politics/ Government.

Bayou Wauksha Bridge

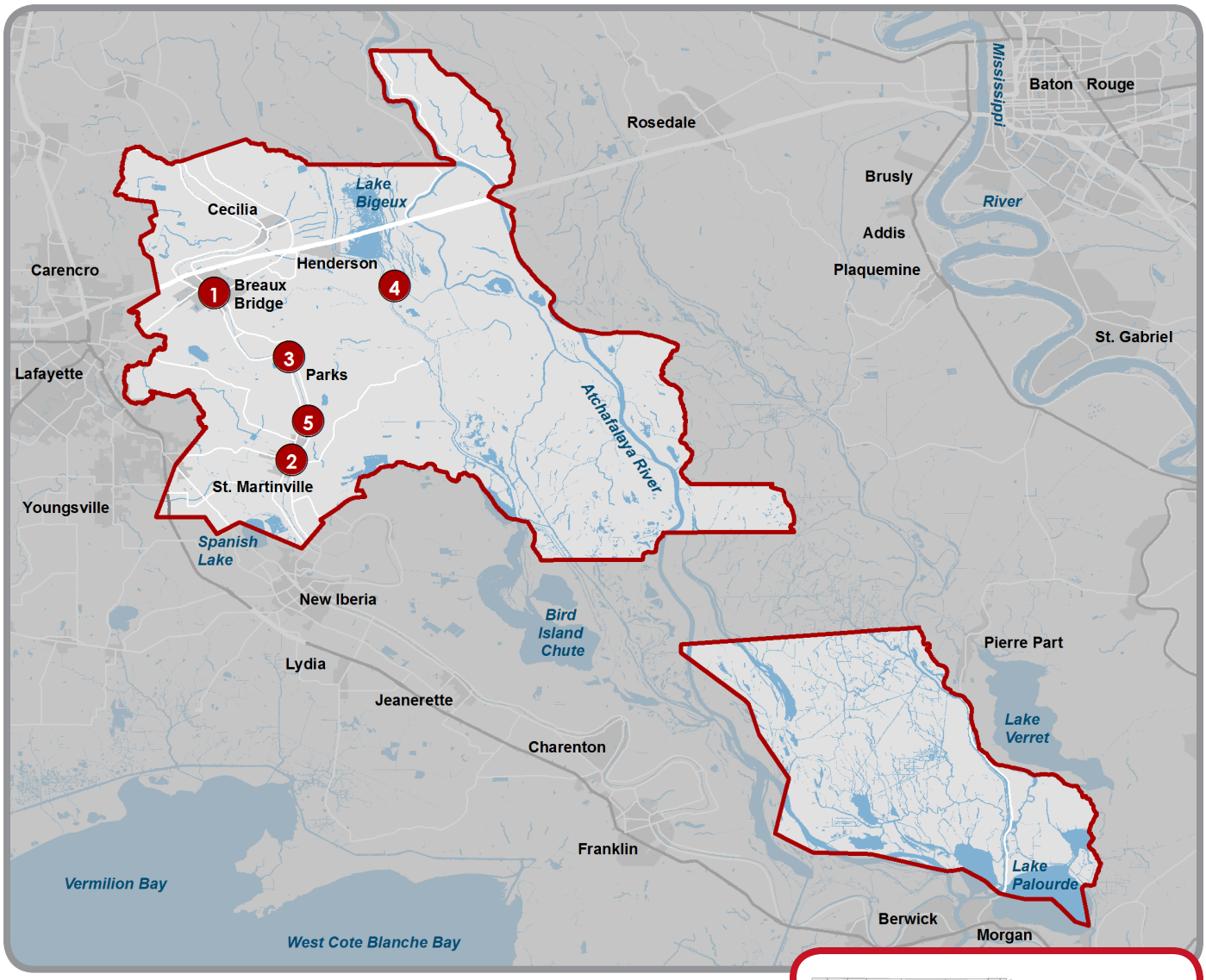
Recall Number ..... N/A
Parish..... St. Landry
City..... N/A
Feature carried..... Local Road
Feature crossed..... Creek
Type ..... Pony truss - Pratt truss

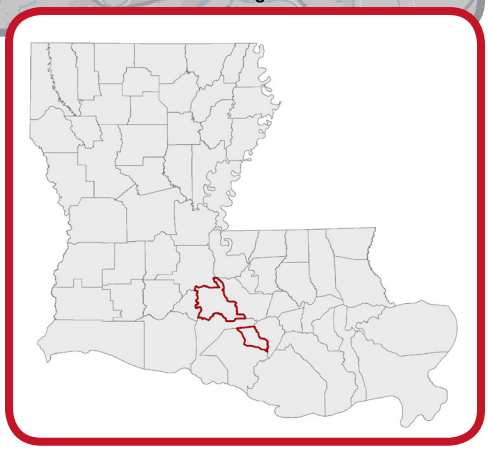
Latitude..... 30.615
Longitude ..... -91.971667
Year built 1950
Owner ..... Private Ownership
National Register status..... Eligible

Significance

This pony truss bridge has significance as an example of a distinctive truss type. The bridge's significant design feature is its Pratt truss, characterized by vertical members in compression and diagonals in tension with a crossbar system in the central panel. The bridge is additionally significant as a rare example of a Pratt pony truss, of which only two known examples remain in Louisiana. The truss was moved to this location c.1985. The relocation of the truss does not diminish its ability to display significance as a Pratt truss. A railroad flatcar (c.2011) has been placed atop fill added to both approaches and now carries the traffic approximately two feet above the deck of the truss structure. The flatcar's length exceeds that of the truss, and it does not come into contact with any part of the earlier structure and its placement has not resulted in any physical alteration to the truss. The flatcar functions as a separate load-carrying structure, with the Pratt truss supporting only its own weight below the flatcar. The addition of the flatcar and relocation of the truss constitutes a minor loss of integrity; however, the bridge still conveys its significant design features of the Pratt truss type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

St. Martin Parish





Map Number	Recall Number
1	008570
2	008690
3	008700
4	200896
5	N/A

Preservation Priority

Bayou Teche Bridge

Recall Number 008570
Parish..... St. Martin
City..... Breaux Bridge
Feature carried..... LA 3361
Feature crossed..... Bayou Teche
Type .....Movable: Lift – Span tower

Latitude..... 30.27554
Longitude ..... -91.89761
Year built 1950
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Teche Bridge

Recall Number 008690
Parish ..... St. Martin
City ..... St. Martinville
Feature carried ..... LA 96
Feature crossed ..... Bayou Teche
Type ..... Movable: Swing – Plate girder

Latitude 30.12331
Longitude ..... -91.82703
Year built 1942
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. This particular example also features a variable-depth girder. Based on as-built plans that date to before the 1940 reorganization of the Louisiana Highway Commission into the Louisiana Department of Highways, it appears that a State standard plan served as a general guide for the design and construction of this bridge. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of the steel plate girder swing type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Teche Bridge at Parks

Recall Number 008700
Parish..... St. Martin
City..... Parks
Feature carried..... LA 350
Feature crossed..... Bayou Teche
Type .....Movable: Lift – Span tower

Latitude..... 30.21708
Longitude ..... -91.82696
Year built 1950
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. Based on as-built plans, it appears that a State standard plan served as a general guide for the design and construction of this bridge. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

St. Martin Parish Road No. 120 Bridge

Recall Number 200896
Parish ..... St. Martin
City ..... N/A
Feature carried ..... Local Road
Feature crossed ..... Crocodile Bayou
Type ..... Movable: Pontoon swing
Latitude 30.281667
Longitude ..... -91.733333
Year built 1967
Owner ..... St. Martin Parish
National Register status ..... Eligible

Significance

This pontoon swing bridge has significance as movable bridge and as a variation within the pontoon swing bridge type. Distinctive engineering features that convey this variation include a main pontoon span with a secondary steel I-beam deck above the floating pontoon that lifts and lowers using a system of cables, six sheaves, pins, and large cylindrical counterweights. The bridge retains good integrity and clearly conveys the significant features of this variant of the pontoon swing bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

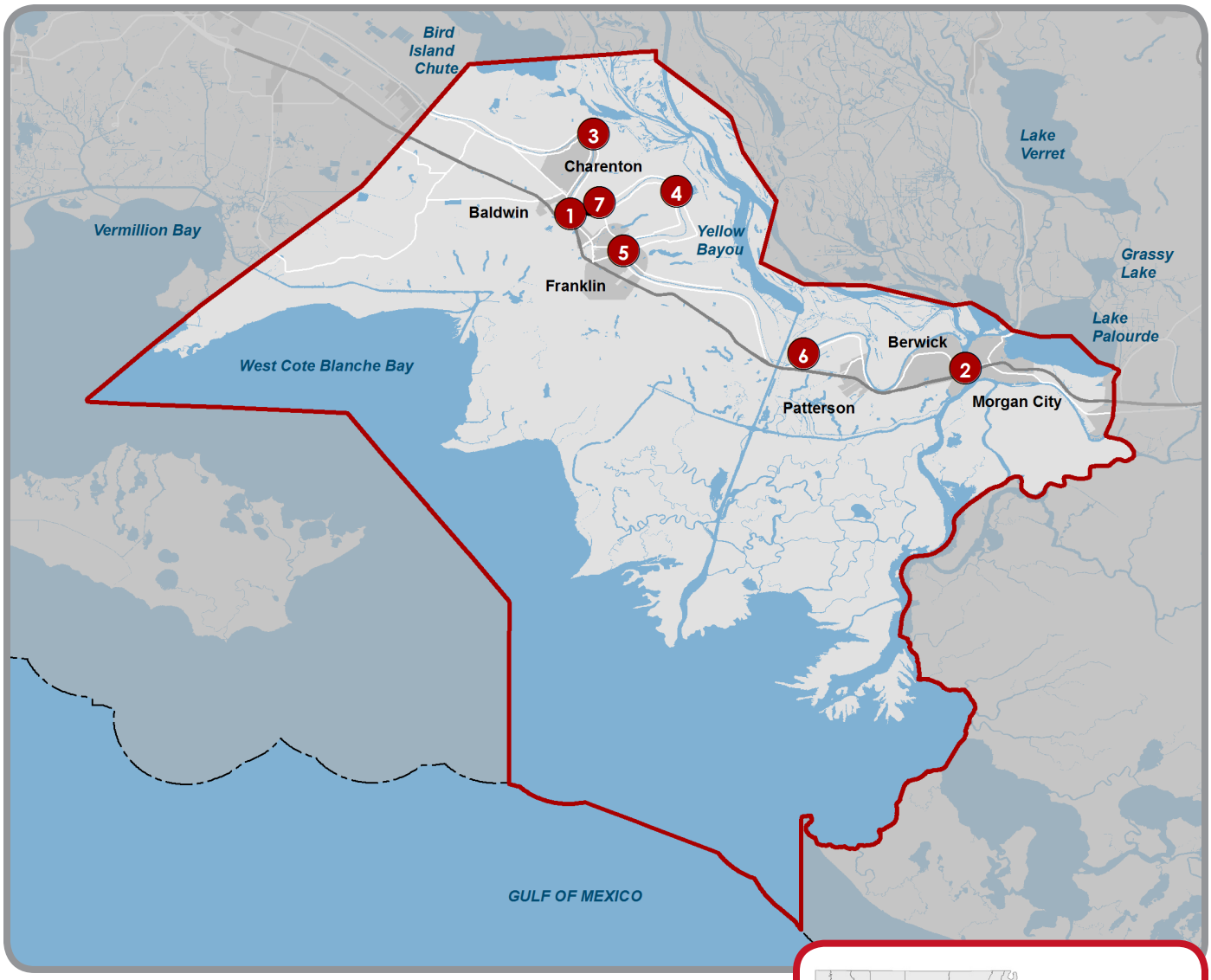
Levert–St. John Bridge

Recall Number ..... N/A
Parish..... St. Martin
City..... N/A
Feature carried ..... N/A
Feature crossed..... Bayou Teche
Type .....Movable: Swing – Through truss (Warren truss)
Latitude..... 30.15853
Longitude .....-91.81238
Year built 1895
Owner .....St. Martin Parish
National Register status..... Listed (1998)

Significance

This Warren truss swing bridge has significance as an important example of a movable bridge type. Its significance is demonstrated by the presence of distinctive engineering and design features of a through truss swing bridge, which is characterized by the Warren truss configuration, rim-bearing turning mechanism, and pivot pier. This bridge is also one of the oldest bridges in Louisiana. The structure retains integrity and continues to convey significant design features of the swing bridge type and is listed in the National Register under Criterion C: Design/Engineering.

St. Mary Parish



Map Number	Recall Number
1	008970
2	009000
3	009130
4	009180
5	009280
6	200872
7	200874

Charenton Bridge

Recall Number 008970
Parish..... St. Mary
City..... N/A
Feature carried..... LA 182
Feature crossed... Charenton Drainage and Nav. Canal
Type ..... Through truss – K-truss

Latitude..... 29.826055
Longitude ..... -91.539194
Year built 1941
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This through truss bridge has significance as an important example of a distinctive truss type. The bridge's significant design feature is its K-truss configuration, characterized by the arrangement of vertical and diagonal members to form a "K" in each truss panel. The K-truss is a rare variation both nationally and in Louisiana. This bridge retains good integrity and clearly conveys the significant design features of the through K- truss. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Atchafalaya River (Morgan City) Bridge

Recall Number 009000
Parish..... St. Mary
City..... N/A
Feature carried..... LA 182
Feature crossed.....Atchafalaya River
Type .....Through truss – K-truss

Latitude..... 29.696667
Longitude .....-91.219778
Year built 1932
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This through truss bridge has significance as an important example of a distinctive truss type. The bridge's significant design feature is its K-truss configuration characterized by the arrangement of vertical and diagonal members to form a "K" in each truss panel. This bridge also appears to conform to a 1931 standard plan. The K-truss is a rare variation both nationally and in Louisiana. Significance is also demonstrated through an innovative or complex technological solution related to site conditions, consisting of the use of caisson construction of the piers to meet the challenges of crossing the Atchafalaya River at Berwick Bay. This bridge retains good integrity and clearly conveys its significant design features of the through K-truss. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Teche Bridge at Charenton

Recall Number 009130
Parish..... St. Mary
City..... N/A
Feature carried..... LA 324
Feature crossed..... Bayou Teche
Type ..... Movable: Swing – Pony truss (Warren truss)
Latitude..... 29.88709
Longitude ..... -91.52269
Year built 1945
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This Warren pony truss swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a pony truss swing bridge, which is characterized by the Warren truss configuration, center-bearing turning mechanism, pivot pier, and operator's house. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of the swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/ Engineering.

Bayou Teche Bridge at Oaklawn

Recall Number 009180
Parish ..... St. Mary
City ..... N/A
Feature carried ..... LA 323
Feature crossed ..... Bayou Teche
Type ..... Movable: Swing – Pony truss (Warren truss)

Latitude 29.84061
Longitude ..... -91.45485
Year built 1941
Owner ..... State of Louisiana
National Register status ..... Eligible
Status ..... Scheduled for replacement; portion of historic bridge to be retained

Significance

This Warren pony truss swing bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The bridge is important for its association with sugar production during World War II. Construction of the bridge was a joint effort between the Louisiana Department of Highway, St. Mary Parish Police Jury, and the Oaklawn Plantation. By 1941 sugar was declared a critical wartime product. During the war the sugar industry became more mechanized with trucks and tractors transporting sugar cane. Mechanization required better roads and reliable bridges. This bridge was constructed as an integral component of wartime efforts to efficiently transport sugar from field to mill.

The bridge also has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a pony truss swing bridge, which is characterized by the polygonal Warren truss configuration, center-bearing turning mechanism, pivot pier, and operator's house. The structure retains integrity and continues to convey significant design features of the swing bridge type. The bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

Bayou Teche Bridge at Franklin

Recall Number 009280
Parish ..... St. Mary
City ..... Franklin
Feature carried ..... LA 3069
Feature crossed ..... Bayou Teche
Type ..... Movable: Swing – Plate girder

Latitude 29.79203
Longitude ..... -91.49832
Year built 1963
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of the swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/ Engineering.

St. Mary Parish Road No. 1072 Bridge

Recall Number 200872
Parish..... St. Mary
City..... N/A
Feature carried..... Local Road
Feature crossed..... Bayou Teche
Type ..... Movable: Swing – Plate girder

Latitude..... 29.708333
Longitude ..... -91.351667
Year built 1969
Owner ..... St. Mary Parish
National Register status..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. The bridge retains good integrity and clearly conveys the significant design features of the swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

St. Mary Parish Road No. 118 Bridge

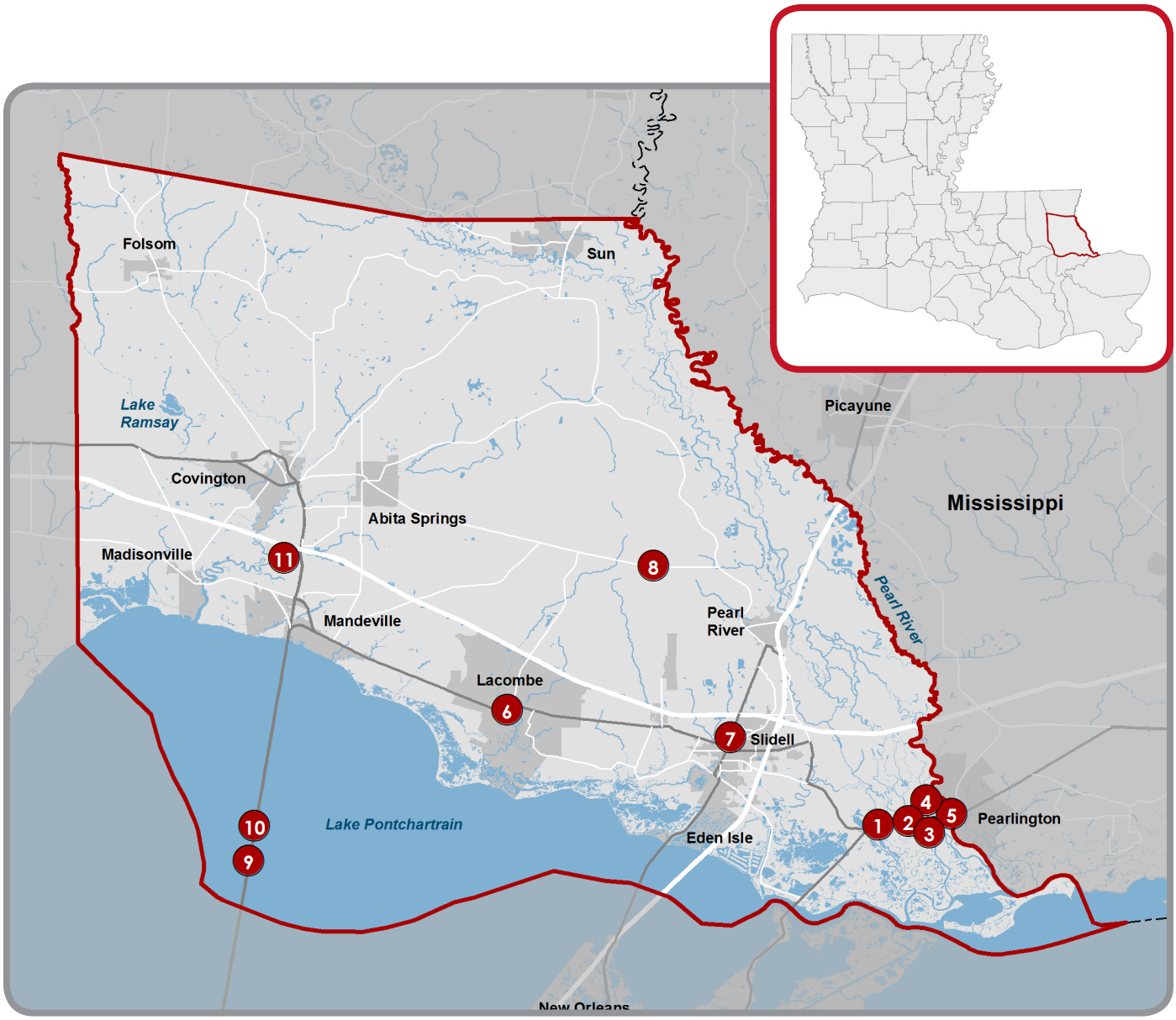
Recall Number 200874
Parish ..... St. Mary
City ..... N/A
Feature carried ..... Local Road
Feature crossed ..... Bayou Teche
Type ..... Movable: Swing – Plate girder

Latitude 29.826667
Longitude ..... -91.526667
Year built 1959
Owner ..... St. Mary Parish
National Register status ..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. The bridge retains good integrity and clearly conveys the significant design features of the swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

St. Tammany Parish



Map Number	Recall Number
1	058710
2	058720
3	058730
4	058740
5	058750
6	058930

Map Number	Recall Number
7	059090
8	059730
9	203830
10	203832
11	620266

West Pearl River Bridge

Recall Number 058710
Parish..... St. Tammany
City..... N/A
Feature carried..... US 90
Feature crossed.....West Pearl River
Type ..... Movable: Lift – Span

Latitude..... 30.23075
Longitude ..... -89.670333
Year built 1933
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This span drive vertical lift span bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The bridge is one of four bridges carrying U.S. 90 over the Pearl River in St. Tammany Parish, each of which are an integral part of the Rigolets to Pearlington shortcut between Louisiana and the Mississippi Gulf Coast. These bridges, along with the East Pearl River Bridge, provided the final link in a 22-mile shortcut between New Orleans and the Mississippi Gulf Coast, which significantly shortened the Old Spanish Trail (U.S. 90).

This bridge also has significance as a movable bridge and as an important variation with the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery on the movable span that operates uphaul and downhaul ropes to raise and lower the span. The structure retains integrity and continues to convey significant design features of the vertical lift span bridge type. This bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

West Middle Pearl River Bridge

Recall Number 058720
Parish..... St. Tammany
City..... N/A
Feature carried..... US 90
Feature crossed.....West Middle Pearl River
Type .....Pony truss – Warren truss

Latitude.....30.234111
Longitude .....-89.647278
Year built 1933
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel Warren pony truss bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The bridge is one of four bridges carrying U.S. 90 over the Pearl River in St. Tammany Parish, each of which are an integral part of the Rigolets to Pearlington shortcut between Louisiana and the Mississippi Gulf Coast. These bridges, along with the East Pearl River Bridge, provided the final link in a 22-mile shortcut between New Orleans and the Mississippi Gulf Coast, which significantly shortened the Old Spanish Trail (U.S. 90).

This bridge also has significance as a distinctive example of the Warren pony truss type. The bridge was built according to the Louisiana Highway Commission's 1932 standard plan, and the bridge's railings, piers, and trusses are original. The structure retains integrity and continues to convey significant design features of the pony truss bridge type. This bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

Middle Middle Pearl River Bridge

Recall Number 058730
Parish..... St. Tammany
City..... N/A
Feature carried..... US 90
Feature crossed.....Middle Middle Pearl River
Type .....Pony truss – Warren truss

Latitude..... 30.235083
Longitude .....-89.640583
Year built 1933
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel Warren pony truss bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The bridge is one of four bridges carrying U.S. 90 over the Pearl River in St. Tammany Parish, each of which are an integral part of the Rigolets to Pearlington shortcut between Louisiana and the Mississippi Gulf Coast. These bridges, along with the East Pearl River Bridge, provided the final link in a 22-mile shortcut between New Orleans and the Mississippi Gulf Coast, which significantly shortened the Old Spanish Trail (U.S. 90).

This bridge also has significance as a distinctive example of the Warren pony truss type. The bridge was built according to the Louisiana Highway Commission's 1932 standard plan, and the bridge's railings, piers, and trusses are original. The structure retains integrity and continues to convey significant design features of the pony truss bridge type. This bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

East Middle Pearl River Bridge

Recall Number 058740
Parish..... St. Tammany
City..... N/A
Feature carried..... US 90
Feature crossed..... East Middle Pearl River
Type .....Pony truss – Warren truss

Latitude..... 30.236528
Longitude .....-89.630944
Year built 1933
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel Warren pony truss bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The bridge is one of four bridges carrying U.S. 90 over the Pearl River in St. Tammany Parish, each of which are an integral part of the Rigolets to Pearlington shortcut between Louisiana and the Mississippi Gulf Coast. These bridges, along with the East Pearl River Bridge, provided the final link in a 22-mile shortcut between New Orleans and the Mississippi Gulf Coast, which significantly shortened the Old Spanish Trail (U.S. 90).

This bridge also has significance as a distinctive example of the Warren pony truss type. The bridge was built according to the Louisiana Highway Commission's 1932 standard plan, and the bridge's railings, piers, and trusses are original. The structure retains integrity and continues to convey significant design features of the pony truss bridge type. This bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

East Pearl River Bridge

Recall Number 058750
Parish..... St. Tammany
City..... N/A
Feature carried..... US 90
Feature crossed.....East Pearl River
Type .....Movable: Swing – Through truss (Parker truss)
Latitude..... 30.2385
Longitude .....-89.617694
Year built 1933
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This Parker through truss swing bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. Its significance is demonstrated in the area of Transportation as a major river crossing that eliminated a former ferry crossing and as an integral part of the Rigolets to Pearlington shortcut between Louisiana and the Mississippi Gulf Coast. This bridge is the first vehicular crossing carrying US 90 (Old Spanish Trail) over the East Pearl River and provided the final link in a 22-mile shortcut between New Orleans and the Mississippi Gulf Coast. The construction of the bridge was part of a larger Louisiana Highway Department effort in the 1930s to upgrade the route and eliminate all ferry crossings along the route.

This bridge also possesses significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a through truss swing bridge, which is characterized by the Parker truss configuration, center-bearing turning mechanism, pivot pier, and operator's house centered above the roadway, over the pivot pier. In addition to the Parker truss swing span this bridge has two fixed Parker truss spans. This bridge appears to conform to a State standard plan. The bridge retains good integrity and clearly conveys the design features that demonstrate its significance as a major river crossing and as a distinctive movable bridge type. The bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

Bayou Lacombe Bridge

Recall Number 058930
Parish..... St. Tammany
City..... N/A
Feature carried..... US 190
Feature crossed..... Bayou Lacombe
Type ..... Movable: Swing – Plate girder

Latitude..... 30.313056
Longitude ..... -89.936278
Year built 1938
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. The bridge retains good integrity and clearly conveys the significant design features of the swing bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

NO & NE Railroad Bridge

Recall Number 059090
Parish..... St. Tammany
City.....Slidell
Feature carried.....US 11
Feature crossed..... NO & NE Railroad
Type ..... Steel I– beam

Latitude..... 30.293333
Longitude .....-89.776417
Year built 1937
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel I-beam bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade separation structure is directly related to its funding through the U.S. Works Program Grade Crossing program during the Depression-era to provide safe railroad-highway crossings. In the 1930s, increased attention was given to creating grade separations between railway lines and roads and specific legislation was passed to provide funds for highway/rail grade separations through the National Industrial Recovery Act (1933), Hayden Cartwright Act (1934), and Emergency Relief Appropriation Act (1935). The U.S. Works Program Grade Crossing program resulted from the Emergency Relief Appropriation Act funding. This bridge's association with a federal Depression-era program is documented in the Louisiana Highway Commission Biennial Reports. The bridge exhibits alterations to the railing with the addition of guardrail that results in a minor loss of integrity, but continues to convey its significance as the work of the Emergency Relief Appropriation Act. This bridge is eligible for the National Register under Criterion A: Politics/Government and Transportation.

GM&O Railroad Bridge

Recall Number 059730
Parish..... St. Tammany
City..... N/A
Feature carried..... LA 36
Feature crossed..... Former railroad
Type ..... Steel I-beam

Latitude..... 30.416444
Longitude ..... -89.831694
Year built 1937
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel I-beam bridge originally carrying LA 36 over a former railroad line has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade separation structure is directly related to its funding through the U.S. Works Program Grade Crossing program during the Depression-era to provide safe railroad-highway crossings. In the 1930s, increased attention was given to creating grade separations between railway lines and roads and specific legislation was passed to provide funds for highway-rail grade separations through the National Industrial Recovery Act (1933), Hayden Cartwright Act (1934), and Emergency Relief Appropriation Act (1935). The U.S. Works Program Grade Crossing program resulted from the Emergency Relief Appropriation Act funding. This bridge's association with a federal Depression-era program is documented in the Louisiana Highway Commission Biennial Reports. The bridge exhibits alterations to the railing with the addition of guardrail and a fabricated plate to protect the underside of the bridge that results in a minor loss of integrity, but continues to convey its significance as the work of the Emergency Relief Appropriation Act. This bridge is eligible for the National Register under Criterion A: Politics/Government and Transportation.

Lake Pontchartrain Bridge

Recall Number 203830
Parish..... St. Tammany
City..... N/A
Feature carried..... Local Road
Feature crossed..... Lake Pontchartrain
Type ..... Movable: Bascule – Double-leaf trunnion
Latitude..... 30.205
Longitude ..... -90.121667
Year built 1969
Owner ..... Greater New Orleans Expressway Commission
National Register status..... Eligible

Significance

This double-leaf trunnion bascule bridge with steel plate girder spans and its parallel span (Bridge Recall No. 203832) have significance as distinctive examples of the bascule type and as components of the Lake Pontchartrain Causeway. This bridge's significance is demonstrated by the presence of distinctive engineering and design features of the double-leaf trunnion bascule bridge type, which is characterized by two opposing leaves that rotate around trunnions, racks and pinions for moving each span, counterweights that descend into enclosed pits, and locking mechanisms that enable the cantilevered spans to withstand live loads and remain stable when in closed position. The structure retains integrity and continues to convey significant design features of the double-leaf trunnion bascule bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Lake Pontchartrain Bridge

Recall Number 203832
Parish ..... St. Tammany
City ..... N/A
Feature carried ..... Local Road
Feature crossed ..... Lake Pontchartrain
Type ..... Movable: Bascule – Double-leaf trunnion

Latitude 30.205
Longitude ..... -90.121667
Year built 1956
Owner ..... Greater New Orleans Expressway Commission
National Register status ..... Eligible

Significance

This double-leaf trunnion bascule bridge with steel plate girder spans and its parallel span (Bridge Recall No. 203830) have significance as distinctive examples of the bascule type and as components of the Lake Pontchartrain Causeway. This bridge's significance is demonstrated by the presence of distinctive engineering and design features of the double-leaf trunnion bascule bridge type, which is characterized by two opposing leaves that rotate around trunnions, racks and pinions for moving each span, counterweights that descend into enclosed pits, and locking mechanisms that enable the cantilevered spans to withstand live loads and remain stable when in closed position. In addition, the bridge is integrated into the Lake Pontchartrain Causeway, which was designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers in 2013. The structure retains integrity and continues to convey significant design features of the double-leaf trunnion bascule bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Preservation Priority

Belle Terre Boulevard Bridge

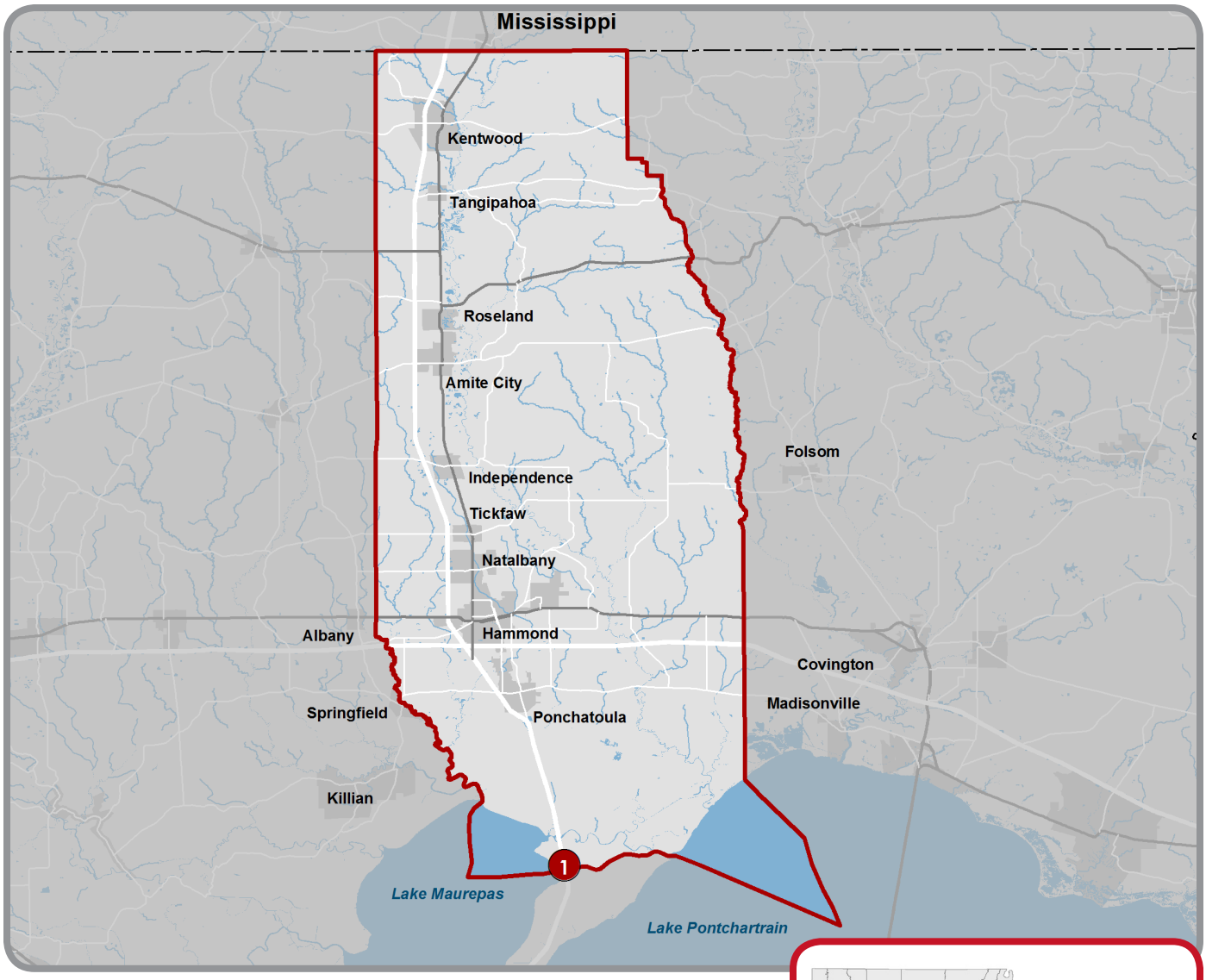
Recall Number 620266
Parish..... St. Tammany
City..... Mandeville
Feature carried..... Local Road
Feature crossed.....Drain
Type ..... Culvert – pre-1946 Multi-plate arch

Latitude..... 30.422083
Longitude ..... -90.096567
Year built 1936
Owner ..... St. Tammany Parish
National Register status..... Eligible

Significance

This culvert has significance as an important example of a multi-plate arch, which is a distinctive culvert type. It also possesses high artistic value associated with the Rustic style. Significance is demonstrated by its notable ornamental features, including decorative stone masonry with prominent arch rings and capstones and flared wingwalls. All exterior walls are covered with random-coursed, ashlar stone veneer with highly rusticated surfaces in the Rustic style. The culvert has a low parapet with rusticated stonework and prominent capstones. This culvert retains good integrity and clearly conveys its design significance as a multi-plate arch and through its overall design aesthetic. This culvert is eligible for the National Register under Criterion C: Design/Engineering.

Tangipahoa Parish



Map Number	Recall Number
1	062080

Pass Manchac Bridge

Recall Number 062080
Parish.....Tangipahoa
City..... N/A
Feature carried..... US 51
Feature crossed.....Pass Manchac
Type .....Post-1945 common type – Steel I-beam

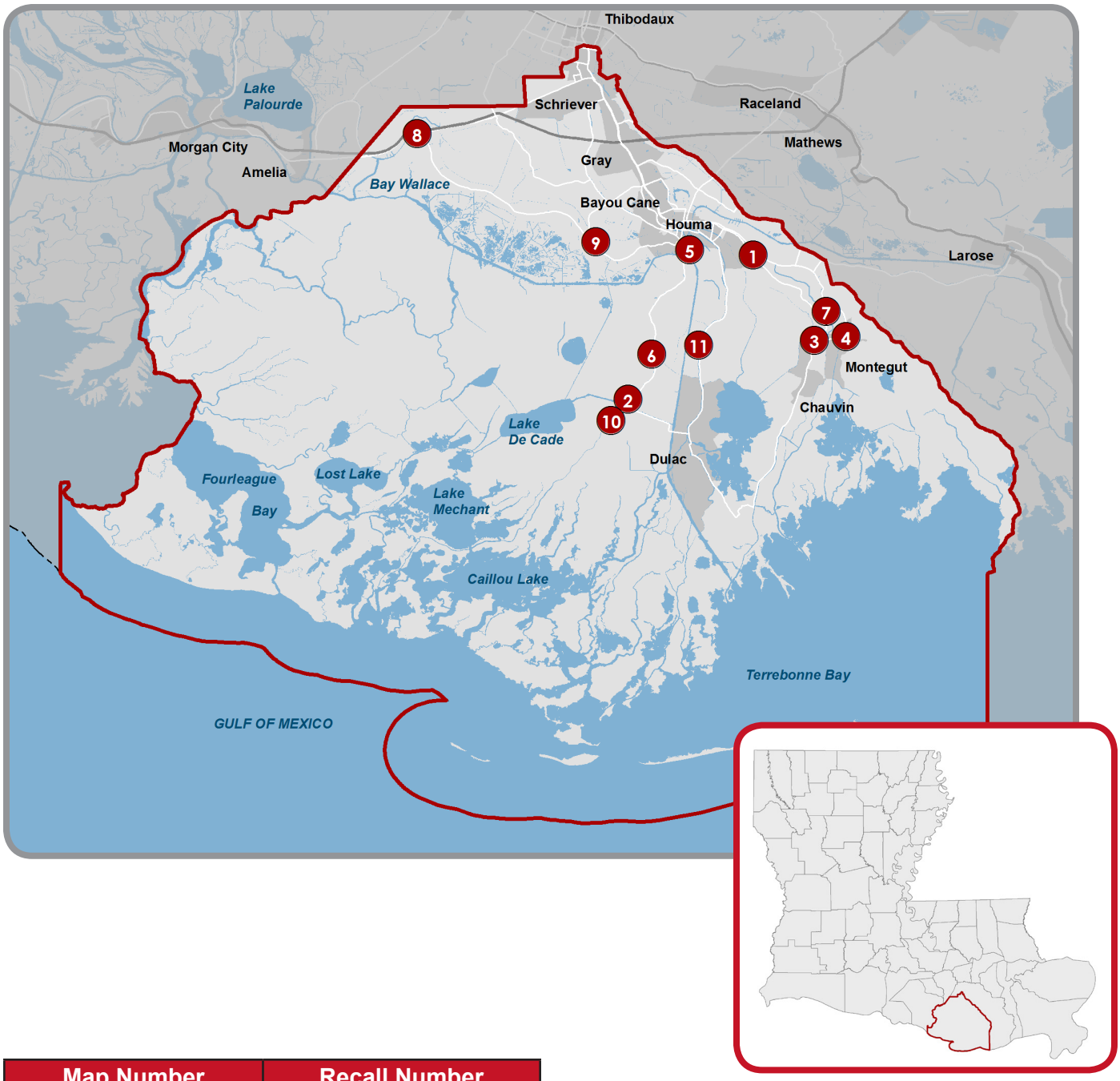
Latitude..... 30.285778
Longitude .....-90.401889
Year built 1957
Owner ..... State of Louisiana
National Register status.....Eligible

Significance

This steel I-beam bridge has exceptional significance for its early use of prestressed concrete cylinder piles. According to a *Louisiana Civil Engineer* article regarding prestressed concrete research at Tulane University, the high-level bridge carrying US 51 over Pass Manchac was a notable structure to utilize this type of pile in the 1950s.

Constructed in 1957, the bridge is one of the first bridges in Louisiana that utilized prestressed concrete structural elements, which began to be used nationally in the 1950s. In addition, the bridge has a notable overall length of 3,012 feet. The steel I-beam bridge with prestressed concrete cylinders retains good integrity and conveys exceptional significance. Therefore, it is eligible for the National Register under Criterion C: Design/Engineering.

Terrebonne Parish



Map Number	Recall Number
1	003240
2	003390
3	003480
4	003500
5	003620
6	200850

Map Number	Recall Number
7	200852
8	200858
9	200859
10	200865
11	200868

Bayou Petit Caillou (Presque Isle) Bridge

Recall Number 003240
Parish..... Terrebonne
City.....Houma
Feature carried..... LA 24
Feature crossed..... Bayou Petit Caillou
Type .....Movable: Lift – Span tower

Latitude..... 29.563306
Longitude .....-90.64775
Year built 1941
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. Based on as-built plans that date to before the 1940 reorganization of the Louisiana Highway Commission into the Louisiana Department of Highways, it appears that a State standard plan served as a general guide for the design and construction of this bridge. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Falgout Canal Bridge

Recall Number 003390
Parish..... Terrebonne
City..... N/A
Feature carried..... LA 315
Feature crossed.....Falgout Canal
Type ..... Movable: Swing – Plate girder

Latitude..... 29.412045
Longitude ..... -90.782948
Year built 1964
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. This particular example also features a bobtail plate girder span. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of the swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Sarah Road–Bayou Petit Caillou Bridge

Recall Number 003480
Parish..... Terrebonne
City..... N/A
Feature carried..... LA 58
Feature crossed..... Bayou Petit Caillou
Type .....Movable: Lift – Span tower

Latitude..... 29.482555
Longitude .....-90.579472
Year built 1963
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. It appears that a State standard plan served as a general guide for the design and construction of this bridge. The bridge exhibits alterations to the original railing and operator's house that result in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Terrebonne (Montegut) Bridge

Recall Number 003500
Parish..... Terrebonne
City..... N/A
Feature carried..... LA 58
Feature crossed.....Bayou Terrebonne
Type .....Movable: Lift – Span tower

Latitude..... 29.4815
Longitude .....-90.554917
Year built 1963
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. This bridge appears to conform to a State standard plan. The bridge retains good integrity and clearly conveys the significant design features of this variation within the vertical lift type. The bridge is eligible for the National Register under Criterion C:Design/Engineering.

Bayou Lacarpe Bridge

Recall Number 003620
Parish..... Terrebonne
City.....Houma
Feature carried..... LA 661
Feature crossed.....Bayou Lacarpe
Type .....Movable: Lift – Span tower

Latitude..... 29.572944
Longitude .....-90.712667
Year built 1964
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge retains good integrity and clearly conveys the significant design features of this variation within the vertical lift type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Bayou Provost Bridge

Recall Number 200850
Parish ..... Terrebonne
City ..... N/A
Feature carried ..... LA 315
Feature crossed ..... Bayou Provost
Type ..... Movable: Swing – Plate girder

Latitude 29.46225
Longitude ..... -90.751278
Year built 1953
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. Significance is further conveyed by the manually operated turning mechanism and associated components, which are intact. This particular example also features a variable-depth girder. Guardrail has been added to the original railing and restricts the opening. Based on as-built plans, it appears that a State standard plan served as a general guide for the design and construction of this bridge. The bridge retains its original manual power source and associated components, including original gears and deck access point. Despite the addition of the guardrail, the bridge continues to convey the significant design features of the swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Terrebonne Parish Road No. 293 Bridge

Recall Number 200852
Parish..... Terrebonne
City..... N/A
Feature carried..... Local Road
Feature crossed..... Bayou Petit Caillou
Type .....Movable: Swing – Cable-stayed

Latitude..... 29.495
Longitude ..... -90.573333
Year built 1968
Owner ..... Terrebonne Parish
National Register status..... Eligible

Significance

This cable-stayed swing bridge has significance as an important example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a cable-stayed swing bridge, which is characterized by a truss swing span, center-bearing turning mechanism, pivot pier, and tower structure above the pivot pier with cables that support the bridge in open position. The bridge retains good integrity and clearly conveys the significant design features of the swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Terrebonne Parish Road No. 255 Bridge

Recall Number 200858
Parish ..... Terrebonne
City ..... N/A
Feature carried ..... Local Road
Feature crossed ..... Black Bayou
Type ..... Movable: Swing – Cable-stayed

Latitude 29.686667
Longitude ..... -90.99
Year built 1945
Owner ..... Terrebonne Parish
National Register status ..... Eligible

Significance

This cable-stayed swing bridge has significance as an important example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a cable-stayed swing bridge, which is characterized by a steel I-beam swing span, center-bearing turning mechanism, pivot pier, and tower structure above the pivot pier with cables that support the bridge in open position. The bridge exhibits alterations, including the addition of a suspended metal walkway on one side that results in a minor loss of integrity, but continues to convey significant design features of the swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Terrebonne Parish Road No. 262 Bridge

Recall Number 200859
Parish..... Terrebonne
City..... N/A
Feature carried..... Local Road
Feature crossed..... Little Black Bayou
Type .....Movable: Swing – Cable-stayed

Latitude..... 29.576667
Longitude ..... -90.808333
Year built 1958
Owner ..... Terrebonne Parish
National Register status..... Eligible

Significance

This cable-stayed swing bridge has significance as an important example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a cable-stayed swing bridge, which is characterized by a steel I-beam swing span, center-bearing turning mechanism, pivot pier, and tower structure above the pivot pier with cables that support the bridge in open position. The bridge retains good integrity and clearly conveys the significant design features of the swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Terrebonne Parish Road No. 4 Bridge

Recall Number 200865
Parish..... Terrebonne
City..... N/A
Feature carried..... Local Road
Feature crossed.....Bayou Du Large
Type .....Movable: Swing – Cable-stayed

Latitude..... 29.41
Longitude ..... -90.785
Year built 1960
Owner .....Terrebonne Parish
National Register status..... Eligible

Significance

This cable-stayed swing bridge has significance as an important example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a cable-stayed swing bridge, which is characterized by a truss swing span, center-bearing turning mechanism, pivot pier, and tower structure above the pivot pier with cables that support the bridge in open position. A strengthening member has been welded to the top chord of the trusses that results in a minor loss of integrity, but the bridge continues to convey significant design features of the cable-stayed swing bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Preservation Priority

Terrebonne Parish Road No. 283 Bridge

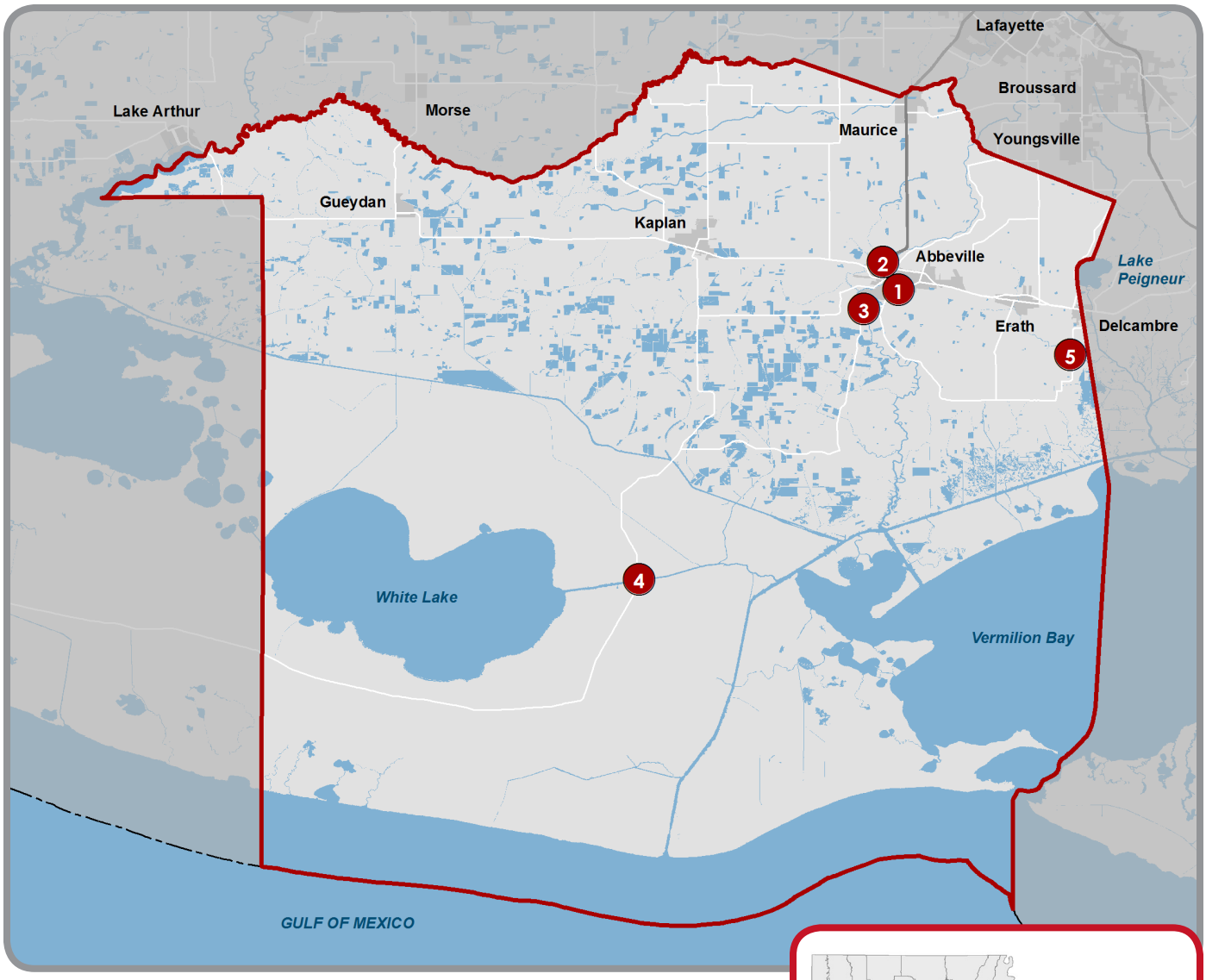
Recall Number 200868
Parish..... Terrebonne
City..... N/A
Feature carried..... Local Road
Feature crossed .....Bayou Grand Caillou
Type .....Movable: Swing – Cable-stayed

Latitude..... 29.471667
Longitude ..... -90.703333
Year built 1960
Owner .....Terrebonne Parish
National Register status..... Eligible

Significance

This cable-stayed swing bridge has significance as an important example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a cable-stayed swing bridge, which is characterized by a truss swing span, center-bearing turning mechanism, pivot pier, and tower structure above the pivot pier with cables that support the bridge in open position. A strengthening member has been welded to the top chord of the trusses that results in a minor loss of integrity, but the bridge continues to convey significant design features of the cable-stayed swing bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Vermilion Parish



Map Number	Recall Number
1	009430
2	009460
3	009680
4	009690
5	010130

Vermilion River Bridge at Abbeville

Recall Number 009430
Parish..... Vermilion
City.....Abbeville
Feature carried..... LA 14
Feature crossed.....Vermilion River
Type .....Movable: Lift – Span tower

Latitude..... 29.975
Longitude .....-92.138333
Year built 1938
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Vermilion River Bridge at Abbeville

Recall Number 009460
Parish..... Vermilion
City.....Abbeville
Feature carried..... LA 14BY
Feature crossed..... Vermilion River
Type .....Movable: Lift – Span tower

Latitude..... 29.983615
Longitude .....-92.136589
Year built 1964
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Vermilion River Bridge at Perry

Recall Number 009680
Parish..... Vermilion
City..... N/A
Feature carried..... LA 82
Feature crossed.....Vermilion River
Type .....Movable: Lift – Span tower

Latitude..... 29.951484
Longitude .....-92.156383
Year built 1955
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This tower drive with connected towers vertical lift bridge has significance as a movable bridge and as an important variation within the vertical lift bridge type. This variation is demonstrated in the location of the drive machinery at the center of a fixed span that operates the four sheaves. This configuration is uncommon nationally and represents a variation based on the small size of the navigation channel and necessary span length. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey the significant design features of this variation within the vertical lift type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Little Prairie (Old ICC) Bridge

Recall Number 009690
Parish..... Vermilion
City..... N/A
Feature carried..... LA 82
Feature crossed..... Old ICC Little Prairie
Type ..... Movable: Swing – Plate girder

Latitude..... 29.74524
Longitude ..... -92.328068
Year built 1965
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This steel plate girder swing bridge has significance as an example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. This particular example also features a bobtail plate girder span. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features within the swing bridge type. The bridge is eligible for the National Register under Criterion C: Design/Engineering.

Preservation Priority

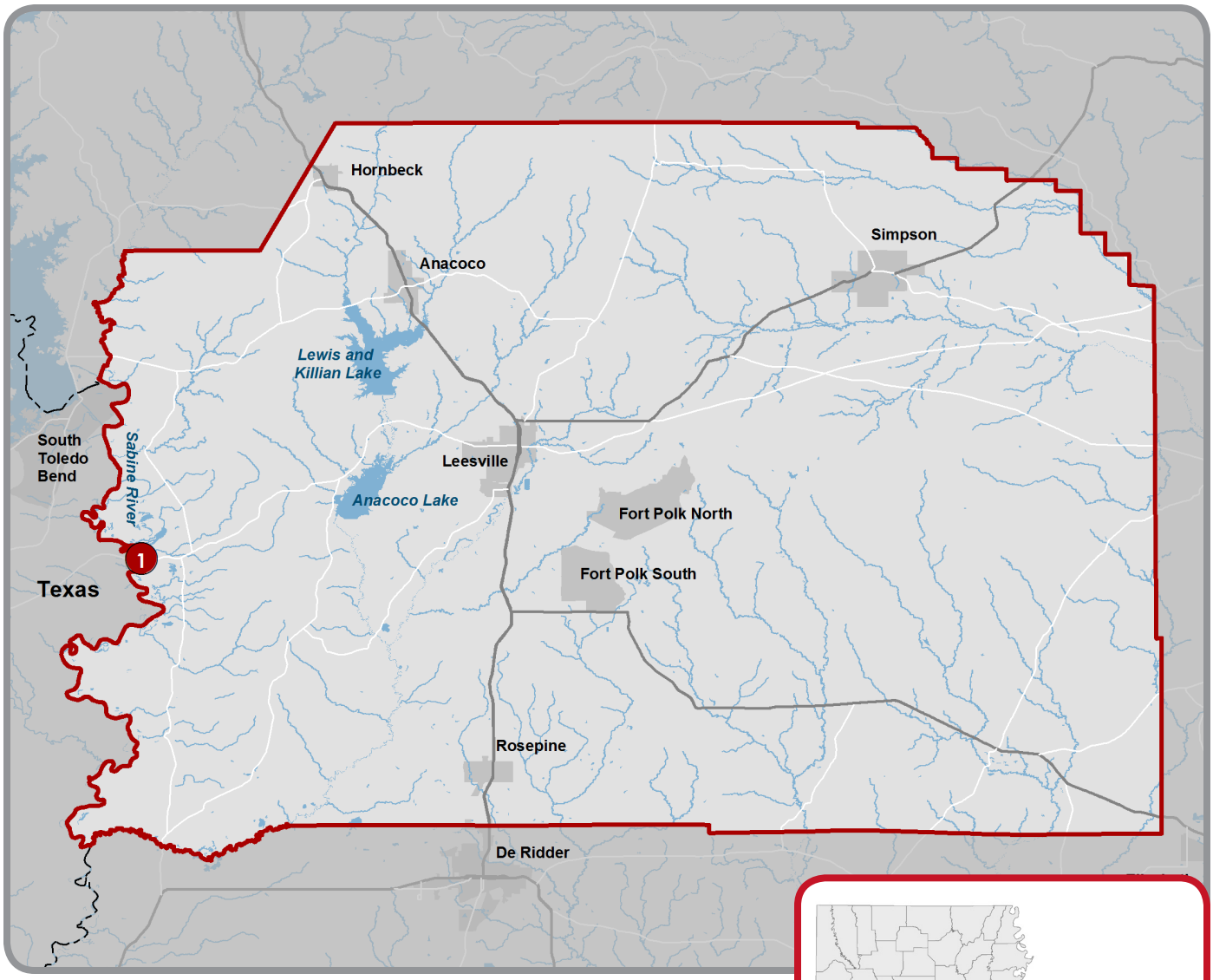
Bayou Tigre Bridge

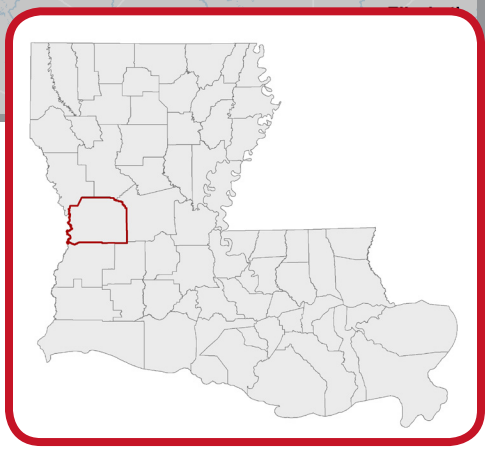
Recall Number 010130
Parish ..... Vermilion
City ..... N/A
Feature carried ..... LA 330
Feature crossed ..... Bayou Tigre
Type ..... Movable: Swing – Through truss (Warren truss)
Latitude 29.916472
Longitude ..... -91.998917
Year built 1960
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This Warren through truss swing bridge has significance as an important example of a movable bridge. Its significance is demonstrated by the presence of distinctive engineering and design features of a through truss swing bridge, which is characterized by the Warren truss configuration, center-bearing turning mechanism, pivot pier, and operator's house centered above the roadway, over the pivot pier. The bridge exhibits alterations to the original railing that result in a minor loss of integrity, but continues to convey significant design features within the swing bridge type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Vernon Parish





Map Number	Recall Number
1	042700

Burr's Ferry Bridge

Recall Number 042700
Parish ..... Vernon
City ..... N/A
Feature carried ..... LA 8
Feature crossed ..... Sabine River at Burr Ferry
Type ..... Through truss – Parker truss

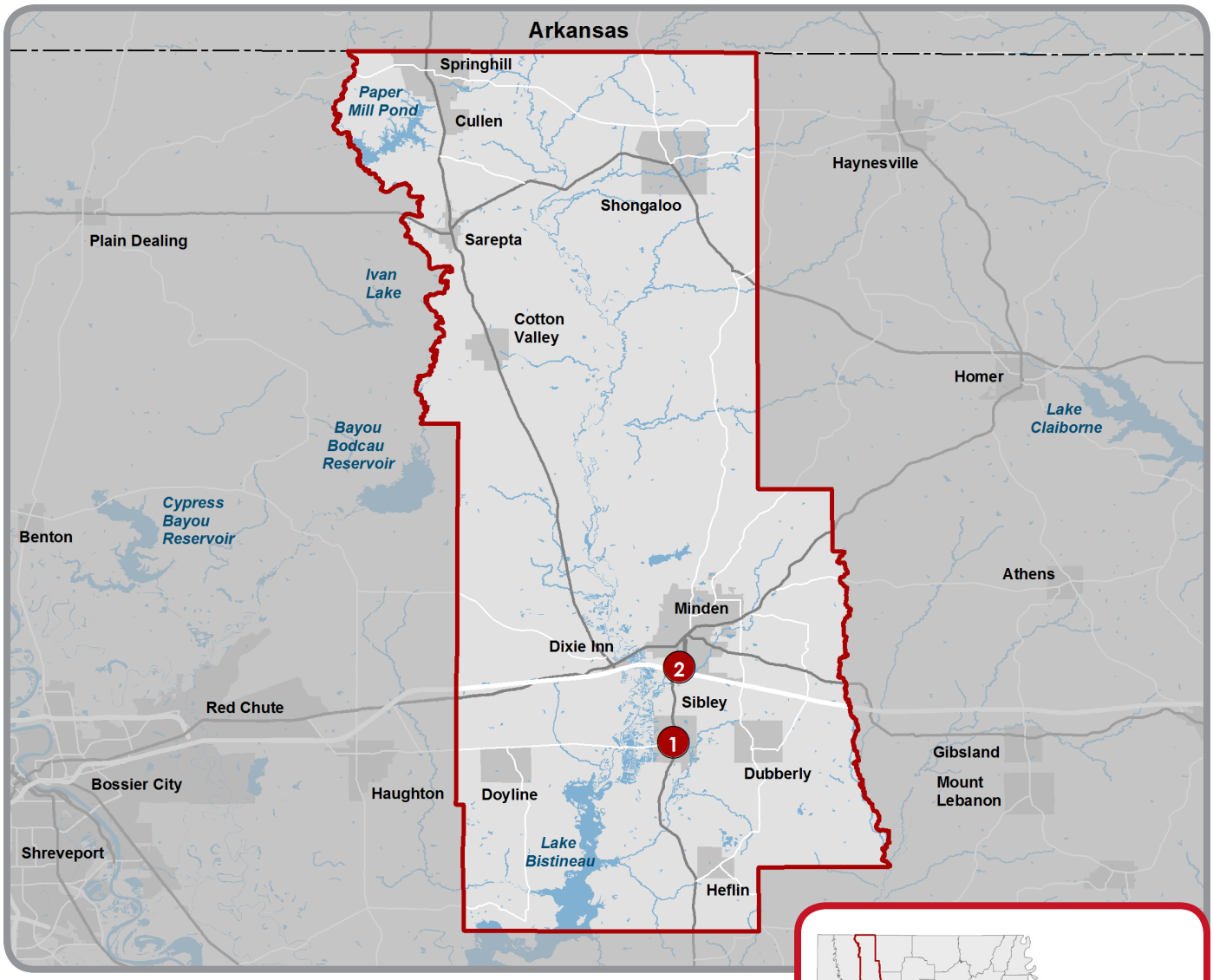
Latitude 31.064417
Longitude ..... -93.522861
Year built 1937
Owner ..... State of Louisiana
National Register status ..... Listed (1998)

Significance

This steel Parker through truss bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The bridge was built from 1936 to 1937 with emergency federal work-relief funds implemented during the Great Depression. Construction of the bridge was funded by the Emergency Relief Appropriation Act, which required the use of local laborers and hand labor methods whenever possible.

This bridge also has significance for addressing difficult site conditions and employing innovative solutions, including the use of long spans and a slightly curved alignment. The bridge employed long span lengths to accommodate floodwaters and the resulting drift, and also addressed unique topography at the site by having a slightly curved alignment, a relatively new practice at the time. The curved alignment allowed the bridge to connect with the road built several years earlier on the Louisiana side without requiring it to traverse the deep ravines in the river bottom. The bridge is listed in the National Register under Criterion A: Transportation and Criterion C: Engineering.

Webster Parish



Map Number	Recall Number
1	018970
2	019040

Illinois Central Railroad Bridge

Recall Number 018970
Parish ..... Webster
City ..... Sibley
Feature carried ..... US 371
Feature crossed ..... ICG RR at Sibley
Type ..... Concrete deck girder

Latitude 32.539583
Longitude ..... -93.295778
Year built 1934
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This concrete deck girder bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade-separation structure is directly related to its funding through the National Industrial Recovery Act program during the Depression-era to provide safe railroad-highway crossings. In the 1930s, increased attention was given to creating grade separations between railway lines and roads and specific legislation was passed to provide funds for highway/rail grade separations through the National Industrial Recovery Act (1933), Hayden Cartwright Act (1934), and Emergency Relief Appropriation Act (1935). This bridge's association with a federal Depression-era program is documented in the Louisiana Highway Commission Biennial Reports. The bridge exhibits alterations to the railing that results in a minor loss of integrity, but continues to convey its significance as the work of the National Industrial Recovery Act. This bridge is eligible for the National Register under Criterion A: Politics/ Government and Transportation.

L&A Railroad (Minden) Bridge

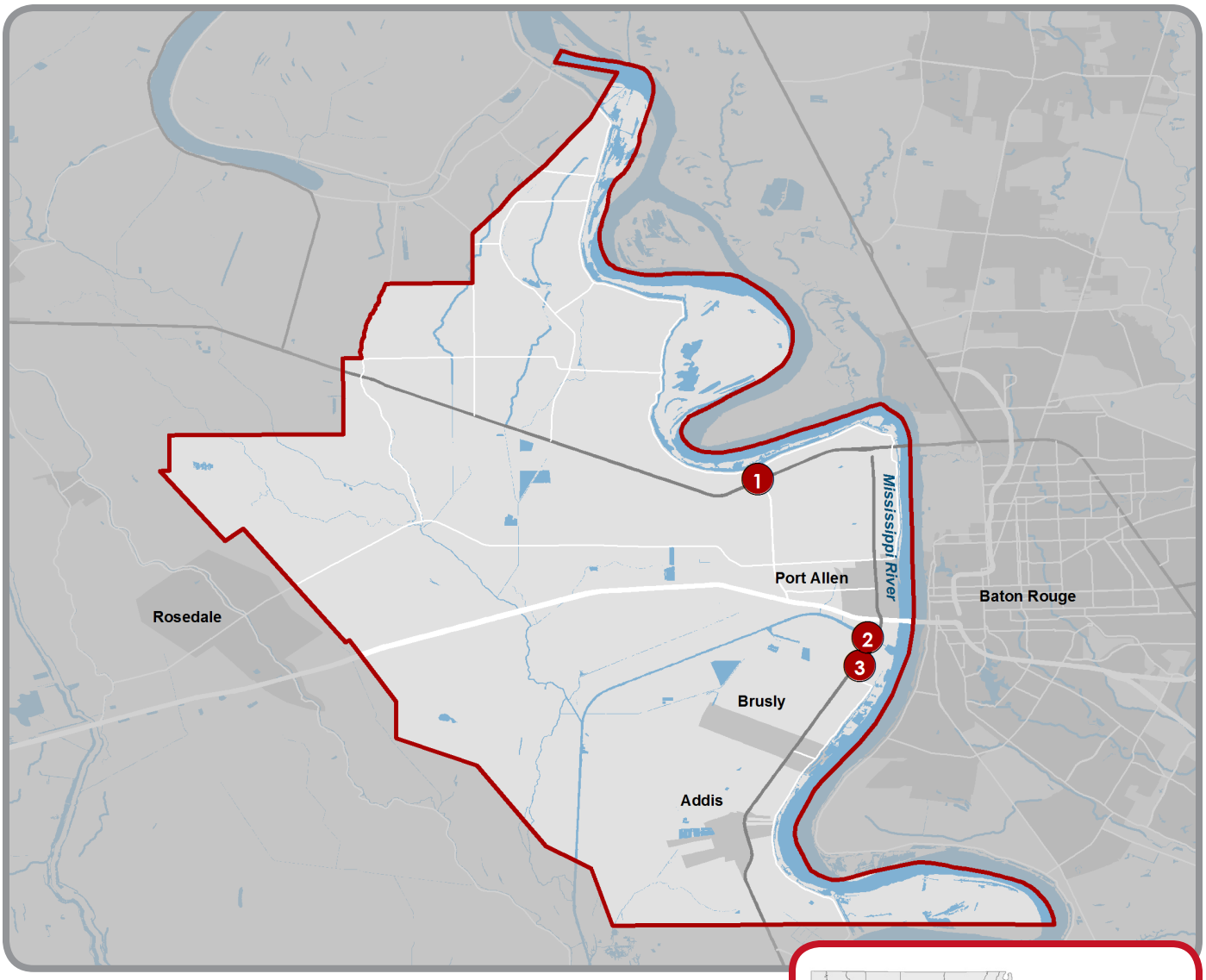
Recall Number 019040
Parish ..... Webster
City ..... Minden
Feature carried ..... US 371
Feature crossed ..... KCS RR at Minden
Type ..... Steel I-beam

Latitude 32.591694
Longitude ..... -93.291694
Year built 1935
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This steel I-beam bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade separation structure is directly related to its funding through the U.S. Works Program Grade Crossing program during the Depression-era to provide safe railroad-highway crossings. In the 1930s, increased attention was given to creating grade separations between railway lines and roads and specific legislation was passed to provide funds for highway-rail grade separations through the National Industrial Recovery Act (1933), Hayden Cartwright Act (1934), and Emergency Relief Appropriation Act (1935). The U.S. Works Program Grade Crossing program resulted from the Emergency Relief Appropriation Act funding. This bridge's association with a federal Depression-era program is documented in the Louisiana Highway Commission Biennial Reports. The bridge exhibits alterations to the railing that results in a minor loss of integrity, but continues to convey its significance as the work of the Emergency Relief Appropriation Act. This bridge is eligible for the National Register under Criterion A: Politics/Government and Transportation.

West Baton Rouge Parish



Map Number	Recall Number
1	055130
2	055240
3	055250

T&P Railroad Overpass

Recall Number 055130
Parish ..... West Baton Rouge
City ..... N/A
Feature carried ..... US 190
Feature crossed ..... LA 415/M P RR
Type ..... Steel I-beam

Latitude 30.4936
Longitude ..... -91.255767
Year built 1939
Owner ..... State of Louisiana
National Register status ..... Eligible

Significance

This steel I-beam bridge has significance for its association with important trends or events that have made a significant contribution to the broad patterns of Louisiana history. The significance of this grade-separation structure is directly related to its funding through the U.S. Works Program Grade Crossing program during the Depression-era to provide safe railroad-highway crossings. In the 1930s, increased attention was given to creating grade separations between railway lines and roads and specific legislation was passed to provide funds for highway-rail grade separations through the National Industrial Recovery Act (1933), Hayden Cartwright Act (1934), and Emergency Relief Appropriation Act (1935). The U.S. Works Program Grade Crossing program resulted from Emergency Relief Appropriation Act funding. This bridge's association with a federal Depression-era program is documented in the Louisiana Highway Commission Biennial Reports.

This bridge also possesses significance in its outstanding overall architectural treatment. Its significance is derived from a combination of decorative features that together create an aesthetic distinguished within the bridge type. The bridge features decorative concrete railing, arched pier cap design, tapered brackets under the sidewalks, and geometric end posts, which as a whole conveys high artistic value. The bridge is altered with the addition of a concrete median barrier that results in a minor loss of integrity, but continues to convey design features that demonstrate its significance as a work funded through the Emergency Relief Appropriation Act and as a structure with high artistic value. This bridge is eligible for the National Register under Criterion A: Politics/Government and Transportation and Criterion C: Design/Engineering.

Intercoastal Canal–ICWW Bridge

Recall Number 055240
Parish..... West Baton Rouge
City..... Baton Rouge
Feature carried..... LA 1
Feature crossed..... Port Allen Canal
Type ..... Post-1945 common type – Steel plate girder

Latitude..... 30.42825
Longitude ..... -91.214083
Year built 1960
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This bridge with a continuous steel plate girder main span and an identical parallel span (Bridge Recall No. 055250) displays innovative or complex technological solutions related to site conditions, which required a longer span. The steel plate girder consists of built-up welded plates with a deep web that lies between the top and bottom flanges, which are fabricated by plate steel placed horizontally over the webs of the girder. A continuous plate girder span is uninterrupted over one or more intermediate supports, resulting in less materials and deflection and requiring additional engineering to reduce the stresses within the span. The bridge also has exceptional main span length with three continuous plate girders, consisting of two 150-foot girders and one 200-foot girder together forming a 500-foot-long span. The continuous steel plate girder bridge retains good integrity and conveys exceptional significance. Therefore, it is eligible for the National Register under Criterion C: Design/Engineering.

Intercoastal Canal–ICWW Bridge

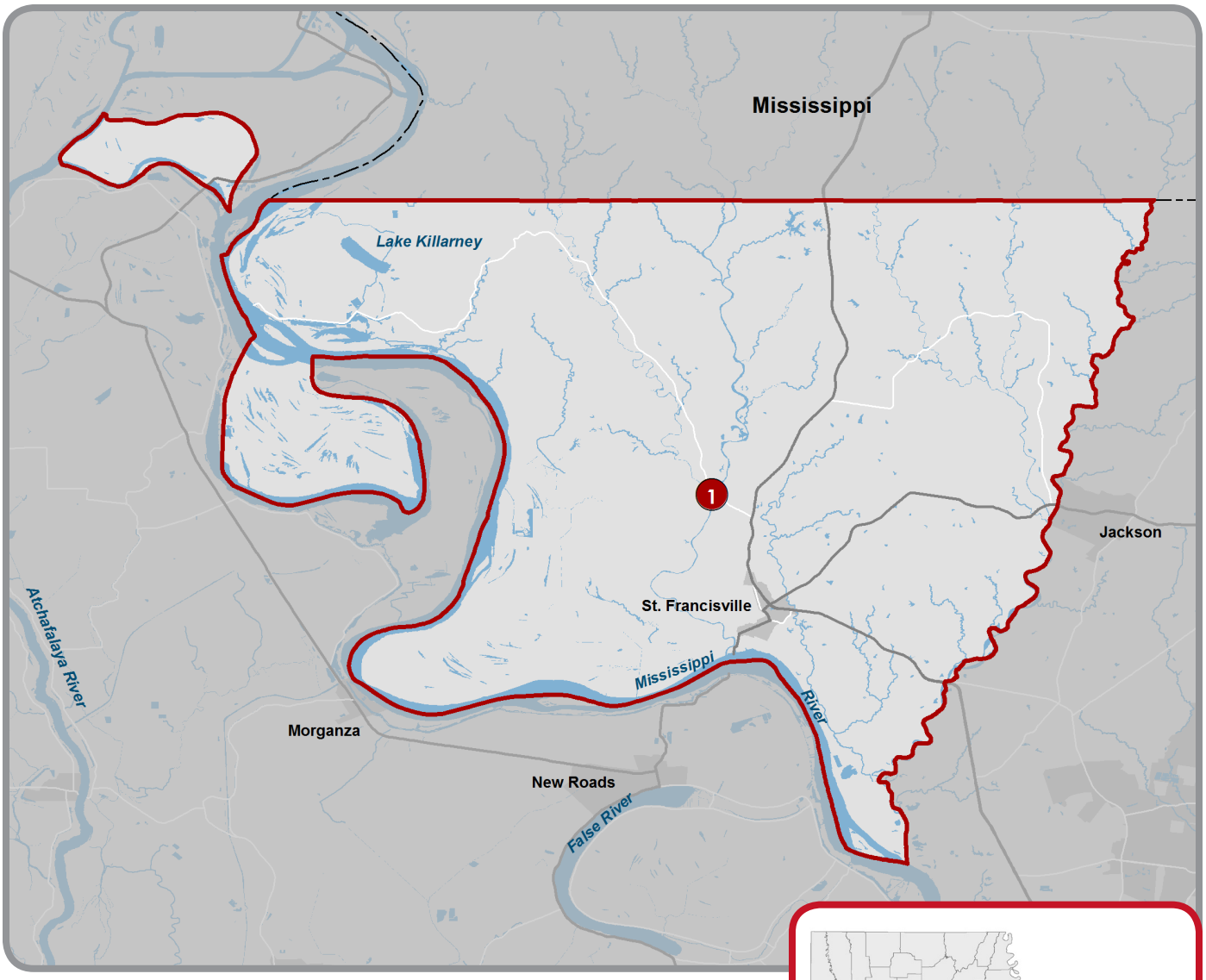
Recall Number 055250
Parish..... West Baton Rouge
City..... Baton Rouge
Feature carried..... LA 1
Feature crossed..... Port Allen Canal
Type ..... Post-1945 common type – Steel plate girder

Latitude..... 30.42825
Longitude ..... -91.214083
Year built 1960
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This bridge with a continuous steel plate girder main span, and an identical parallel span (Bridge Recall No. 055240), displays innovative or complex technological solutions related to site conditions, which required a longer span. The steel plate girder consists of built-up welded plates with a deep web that lies between the top and bottom flanges, which are fabricated by plate steel placed horizontally over the webs of the girder. A continuous plate girder span is uninterrupted over one or more intermediate supports, resulting in less materials and deflection and requiring additional engineering to reduce the stresses within the span. The bridge also has exceptional main span length with three continuous plate girders, consisting of two 150-foot girders and one 200-foot girder together forming a 500-foot-long span. The continuous steel plate girder bridge retains good integrity and conveys exceptional significance. Therefore, it is eligible for the National Register under Criterion C: Design/Engineering.

West Feliciana Parish



Map Number	Recall Number
1	055730

Big Bayou Sara Bridge

Recall Number 055730
Parish..... West Feliciana
City..... N/A
Feature carried..... LA 66
Feature crossed..... Big Bayou Sara
Type ..... Pony truss – Warren truss

Latitude..... 30.84475
Longitude ..... -91.406639
Year built 1949
Owner ..... State of Louisiana
National Register status..... Eligible

Significance

This Warren pony truss bridge has significance as an important example of a truss type. Its engineering significance is demonstrated in the Warren truss configuration comprised of diagonals to withstand tensile and compressive forces and polygonal top chord. The structure retains integrity and continues to convey significant design features of the Warren truss type. This bridge is eligible for the National Register under Criterion C: Design/Engineering.

Prepared by Mead & Hunt, Inc.

2015