

Louisiana Historic Bridge Inventory

Recall Number: 058750

Structure Number: 62520060800001

SHPO Number: 52-02391

Bridge Name: EAST PEARL RIVER

Location Data:

District: 62

Parish: St. Tammany

Feature Crossed: EAST PEARL RIVER

Facility Carried: US0090

Location: US0090

City, Village or Town (if applicable):

Status: Open

Bridge Owner: State of Louisiana

Latitude: 30.2385

Longitude: -89.617694

Structural Data:

Bridge Type: Steel High Truss Swing Span

Year Built: 1933

Main Span Configuration (if applicable): Through truss swing span (Parker)

Maximum Span Length (feet): 280

Number of Spans: 3

Overall Structure Length (feet): 961

Approach Span Type (if applicable): Concrete tee beam

Posted Load: 15-25

Current ADT: 002600

Design and Construction Data:

Engineer or Builder:

Wisconsin Bridge & Iron Company

Bridge Plaque:

Wisconsin Bridge and Iron Company, Milwaukee, Wis. 1933

National Register of Historic Places Evaluation:

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 Pearlinton 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 and as a subtype. 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 state standard plan (S-S-54). 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 subtype. The bridge is eligible for the National Register under Criterion A: Transportation and Criterion C: Design/Engineering.

Within/Adjacent to Known Historic District: N/A

National Register Historic District Name: N/A

National Register Determination: Eligible

National Register Determination Date: 2013

Surveyor: Mead & Hunt, Inc.

Date Surveyed: 2013



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Photographs:

