United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

JUL 6 2010

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45th day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

Edson H. Beall
Historian
National Register of Historic Places
Phone: 202-354-2255
E-mail: Edson_Beall@nps.gov
Web: www.nps.gov/history/nr

NPS Form 10-900 (Rev. 01/2009) OMB No. 1024-0018

United States Department of the Interior
National Park Service

419

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

1. Name of Property

Historic name Vida Shaw Bridge

Other names/site number Federal Highway Administration National Bridge Inventory Structure # P2330019914421

2. Location

street & number Vida Shaw Rd (Parish Rd 402) near intersection with State Hwy 344 (aka Parish Road 608) NA☐ not for publication

city of town Loreauville vicinity ☒ vicinity

State Louisiana code LA county Iberia Parish code 045 zip code 70563

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ nomination __ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _X_ meets __ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

__ national _X_ statewide __ local

Phil Boggan

Signature of certifying official Phil Boggan, Deputy State Historic Preservation Officer — Date 5-19-10

Title — State or Federal agency and bureau

In my opinion, the property __ meets __ does not meet the National Register criteria.

Signature of commenting official Phil Boggan — Date

Deputy State Historic Preservation Officer — Louisiana Department of Culture, Recreation and Tourism

Title — State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is: — Signature of the Keeper — Date of Action

✓ entered in the National Register — for Edson Beall — 7.6.10

__ determined eligible for the National Register

__ determined not eligible for the National Register

__ removed from the National Register

__ other (explain:)

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [ ] private
- [X] public - Local
- [ ] public - State
- [ ] public - Federal
- [ ] private

Category of Property
(Check only **one** box)

- [ ] building(s)
- [ ] district
- [ ] site
- [X] structure
- [ ] building(s)
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	Objects
0	0	buildings
1	**0**	**Total**

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: *road-related (vehicular)*

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

NO STYLE

Materials
(Enter categories from instructions)

foundation: wood
walls:
roof:
other: steel

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The 1940 Vida Shaw Bridge is a one- lane, vehicular bridge, located on Vida Shaw Road (Parish Route 402) over Bayou Teche in Iberia Parish, Louisiana, approximately one mile south of Loreauville. The steel swing span is composed of two Warren with verticals thru trusses, each 65 feet long.[i] The bridge has a wooden deck and sits on wooden piles with a wooden approach from the west and wooden abutments on both the west and east ends. The swing span has been locked in the open position since July 2007 to be navigable for marine traffic, but not for automobile traffic.[ii]

Narrative Description

The 1940 Vida Shaw Bridge is the result of an effort by Iberia Parish to build two bridges over Bayou Teche, one at this location, and one at Morbihan. The bridges were designed by Thomas J. Jones in 1938 and constructed in 1940 by Daniel Jeffrey and Sons, Inc. at a cost of $31,000.[iii] The subject bridge is located on Vida Shaw Road (Parish Route 402) over Bayou Teche in Iberia Parish, Louisiana, approximately one mile south of Loreauville. Other, larger bridges that cross the bayou are in the vicinity of the Vida Shaw Bridge. The bridge rests on wooden piles and wooden abutments, and is composed of five spans—three timber stringer approaches and two main Warren with verticals thru truss spans. In length, the timber stringer approach spans are as follows (west to east): span 1 is 17' long, span 2 is 18'8" long and span 3 is 16' long. The two main steel spans are held together in tension and rotate on a rim-bearing mechanism. They are each 65' long. The bridge has a wooden deck and wooden rails. Including approaches, the bridge is 202' long and 13'1" wide from curb to curb. The roadway vertical clearance on the swing span is 13'. According to the Louisiana Department of Transportation and Development, the approach roadway width is 28'. When closed, the bridge has a marine vertical clearance of 12.8', but has no marine vertical clearance issues when opened; it has a marine horizontal clearance (largest space between piers for passage of water traffic) of 45'.[iv]

Substructure

Each end of the bridge has an abutment with wingwalls of identical construction. They are described in the original plan as bulkheads and consist of a wooden pile frame with treated boards stacked horizontally and bolted to the framework in order to shore up the soil and support the weight of the roadway at each end of the bridge, and also support the weight of the west end of timber stringer approach span 1 on the west end of the bridge. At the west abutment, the west end of timber stringer approach span 1 is attached with bolts. Although the original plans identify two 19' approach spans on the west end of the bridge, the existing condition is three timber approach spans on that end, supported by the abutment on the west and three bents, consisting of 6 piles each. Because the approach spans are supported by timber piles, which would require replacement over time, and because of lateral movement of the bayou, it is possible that the approaches were rebuilt with a

[i] A glossary of technical bridge construction terms is included at the end of this nomination.
[ii] U.S. Department of Transportation, Federal Highway Administration and Louisiana Department of Transportation and Development, "Report on the Vida Shaw Bridge for the Keeper of the National Register," F.A.P No. BRO-2300(507), State Project No. 713-23-0001, Vida Shaw Bridge, Parish Route 2 (Vida Shaw Road), Iberia Parish, August 2007.
[iii] Ibid.
[iv] Ibid.

different configuration sometime after the original construction date. It is also possible that the layout of the approach spans was changed during construction. A "helper" bent was added in 1990 in the middle of timber stringer span 2.[v] The wooden piles are cross-braced with wood planks. A grouping of 36 wooden piles in the center support the swing mechanism and the entire weight of the main spans. Additional piles on either end of the main truss spans allow the rollers to rest on tapered blocks anchored to them, resulting in the stabilization of the ends of those spans when the bridge is in the closed position. The east end of the main truss rests on the east abutment when the bridge is in the closed position. A wooden fender system is also in place to protect the bridge piers from errant water traffic and guide boats through the deepest part of the channel. According to the original plans, all of the structural timber in the bridge is Southern Yellow Pine and treated with creosote and all of the wood pilings are capped with galvanized iron.[vi]

The swing span rests on a rim-bearing swing mechanism, which supports the trusses with a large circular drum that moves on rollers spaced evenly around the circumference of the drum. The dead load of the bridge is borne on the rim-bearing mechanism. The live load is borne by the rim-bearing mechanism, but also by the fixed spans (through the locking mechanism), when the bridge is locked in the closed position.[vii] The rollers move within a track and "are held in position by steel radial roller shafts which radiate out from a capstan or center pivot bearing located at the center of rotation."[viii]

Superstructure

The wooden deck, which runs the length of the bridge, including timber stringer approach spans and Warren thru truss main spans, is composed of tongue-and-groove wooden planks with 6" x 6" timber curbs. A wooden railing runs the length of the three timber stringer approach spans, but a steel railing is attached to the vertical members of the main truss spans.

The Warren trusses that compose the main spans are each 65 feet long and contain 4 panels apiece. The two main spans are tensioned together by pin-connections at three central panels and they rotate on a rim-bearing mechanism (see Figure 4). All the other connections on the steel superstructure are riveted. The center panel dimensions are 25' high by 16'3" wide.

Alterations

The bridge was originally designed to be hand-operated; however, an electric motor was installed ca. 1955 to operate the swing mechanism.[ix] This kind of modification is very common for swing bridges. Other than this alteration, which occurred more than fifty years ago, and the addition of pilings underneath the approaches, the bridge has undergone few alterations. To the superstructure, there are no signs of major alterations and all repairs have been made with in-kind materials.[x]

Due to shifting of timber piers supporting the approach spans, the swing span often stuck on the piers supporting the western approach. In July 2007, the bridge was forced open for a boat. Since that event, the bridge has been locked in the open position to be navigable for marine traffic, but not

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[v] URS Greiner Woodward Clyde, "Revised Identification and Evaluation Survey of Historic High Steel Swing-span Bridges in Louisiana," prepared for Louisiana Department of Transportation and Development, File No. 350096B201-11, (August 3, 1999), 4-5 and Appendix A.

[vi] Ibid.

[vii] Parsons Brinckerhoff and Engineering and Industrial Heritage, *A Context For Common Historic Bridge Types: NCHRP Project 25-25, Task 15*, prepared for The National Cooperative Highway Research Program, Transportation Research Council, National Research Council. October 2005, 3-118.

[viii] Ibid.

[ix] U.S. Department of Transportation, Federal Highway Administration and Louisiana Department of Transportation and Development.

[x] URS Greiner Woodward Clyde, 4-5 and Appendix A.

for automobile traffic.

Integrity

Despite the ca. 1955 change from hand-operated to motorized swing mechanism, the loss of integrity of materials and design is minor and occurred over 50 years ago. The addition of an electric motor to the Vida Shaw Bridge does not detract sufficiently from integrity of materials and design to render it ineligible for listing in the National Register of Historic Places.

An evaluation by an independent civil engineer for the Historic Bridge Foundation contained the following observations:

> The truss superstructure and pivot assembly were in good condition. I observed on[e] previous repair to a counter brace. I observed no major signs of vehicle impact, corrosion, or other deficiencies.
>
> The electrical service and equipment were in poor condition and should be upgraded.
>
> The timber pile superstructure under the pivot and the west approach were in poor condition. They have not been well maintained and past repairs have been ad hoc and ineffective.
>
> The east abutment had been recently repaired, but the work did not appear to be well-designed or executed.[xi]

Although the bridge has been non-operational for almost three years, it retains its integrity of materials, workmanship, and design.

The setting of the bridge is largely rural and agricultural, although on the east side of the bridge, there is a collection of domestic properties that are less than fifty years old, associated with the growth of Loreauville. These properties are small and still contribute to the rural setting and do not detract from the bridge's integrity of setting, feeling, or association. Still in its original location, the bridge also retains integrity of location.

Conclusion

This bridge is significant as a rare example of its type as one of only two extant, rim-bearing, high steel swing span bridges in the state of Louisiana. It is also a good remaining example of a rapidly disappearing resource from the Louisiana landscape, historic swing bridges. As such, the bridge is eligible for listing in the National Register of Historic Places in the area of Engineering, at the state level of significance.

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xi S. Patrick Sparks, P.E., Sparks Engineering, Inc., to Kitty Henderson, Historic Bridge Foundation, March 27, 2008, Historic Bridge Foundation, Austin.

8. Statement of Significance

Applicable National Register Criteria

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

- [ ] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [x] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply) **NA**

Property is:

- [ ] A owed by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Engineering

Significant Person

(Complete only if Criterion B is marked above)

NA

Cultural Affiliation

NA

Period of Significance

1940

Architect/Builder

Thomas J. Jones- Designer

Daniel Jeffrey and Sons, Inc.- Builder

Significant Dates

1940

Period of Significance (justification)

The period of significance for this bridge is the construction date of 1940.

Criteria Considerations (explanation, if necessary)

NA

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The 1940 Vida Shaw Bridge is one of a small number of steel swing-span bridges fifty years old or older that are still extant in the state of Louisiana. It is one of an even smaller number of rim-bearing high steel swing spans. The bridge is eligible to be listed under Criterion C, in the Area of Engineering, at the state level of significance, as a good and rare extant example of a rim-bearing swing span in Louisiana. The Keeper of the National Register of Historic Places has made a preliminary determination that the Vida Shaw Bridge is eligible to be listed in the National Register of Historic Places under this criterion.[xii]

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

The 1940 Vida Shaw Bridge is the result of an effort by Iberia Parish to build two bridges over Bayou Teche; one at this location, and one at Morbihan. The swing bridge (the candidate) replaced a timber bridge in that location.[xiii] The bridges were designed by Thomas J. Jones and constructed by Daniel Jeffrey and Sons, Inc.[xiv] The Parish released an advertisement for bids on June 29, 1938 and the winning bid was submitted by Daniel Jeffrey and Sons, Inc. for the total cost of $31, 560.00.[xv] The contract between Parish and contractor was then signed and executed on July 21, 1938.[xvi]

The State of Louisiana has been the home to a large number of moveable bridges, especially swing-span bridges, because of the many navigable waterways and the soft soils that characterize the state. The four common moveable bridge types in Louisiana in the first half of the twentieth century were: pontoon, bascule, vertical-lift and swing span.[xvii] The most productive period in highway and bridge construction in Louisiana, prior to the introduction of the Interstate Highway system, was 1928 to 1939. Governor Huey P. Long was largely responsible for this, as he made the improvement of roads in Louisiana a priority during his administration.[xviii] During this period, 1,083 bridges were built; thirty-four of which were high steel swing-span bridges. As of 1999, the Louisiana Department of Transportation and Development (DOTD) identified eleven high steel swing span bridges that survived; only six of that number are still extant today. One, the Ouachita River Bridge at Sterlington, has already been replaced and is slated for demolition. All but one of the six extant bridges have been reliably dated to 1928 to 1939 (the Levert-St. John Bridge is identified in its National Register nomination as predating 1910, but the Historic American Engineering Record survey dates it to 1932). Because the Vida Shaw Bridge, completed in 1940, was designed and planned in 1938, it should be considered within, although at the end of, this period of significance.

The very earliest swing bridges were wooden and were center-bearing, meaning they rotated on a central pivot.[xix] However, the earliest swing bridges in the United States were rim-bearing, meaning the bridges rested on a series of evenly-spaced rollers that traveled on a track. One of the earliest

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xii U.S. Department of the Interior, National Park Service, "Determination of Eligibility Notification" September 20, 2007, Historic Bridge Foundation, Austin.

xiii Daniel Jeffrey, "Proposal; To the Honorable Police Jury of Iberia Parish, New Iberia, Louisiana," Historic Bridge Foundation, Austin.

xiv U.S. Department of Transportation, Federal Highway Administration and Louisiana Department of Transportation and Development.

xv "Advertisement; Police Jury of Iberia Parish; New Iberia, La.; June 29, 1938," Historic Bridge Foundation, Austin.

xvi "Contract: Parish of Iberia," signed July 26, 1938, Historic Bridge Foundation, Austin.

xvii URS Greiner Woodward Clyde, 2-11.

xviii Ibid., 2-8.

xix Otis Ellis Hovey, *Movable Bridges*, Vol. 1 (New York: John Wiley & Sons, Inc., 1926), 36.

was the Rush Street Bridge in Chicago, built in 1856. [xx] Likewise, the earliest swing bridges in Louisiana were also rim-bearing, such as the no longer extant 1897 Ouachita River/ Desiard Street Bridge (Endom Bridge). Rim-bearing swing span bridges most commonly date from the 1890s to the 1920s, although there are some that were built later. Railroads, in particular, continued to build the rim-bearing swing span type because it was generally preferred for bridges with long or heavy spans.[xxi] Rim-bearing swing span bridges are less common than other types of spans and are commonly operated by electric motors. Hand-operated swing spans are typically seen on older or smaller spans.[xxii] As of the first quarter of the century center-bearing spans had largely replaced rim-bearing as the favored type for swing bridges in the U.S. This is due to their superiority for several reasons, which include: the live load is distributed to the pier instead of the pivoting mechanism, reducing the number of parts that are "subject to wear from vertical loads;" the manufacture and construction requires less precision; and a smaller central pier is required, resulting in economy of materials.[xxiii]

In July of 2007, the Historic Bridge Foundation consulted with notable contemporary civil engineers involved in both moveable bridge construction and historic bridge rehabilitation regarding this bridge. These engineers provided the following information on the Vida Shaw Bridge:

1. 1940 is a late date for rim-bearing swing bridges. Across the United States, center-bearing bridges were more common by this time (for the reasons cited above); it stands to reason that Louisiana would follow this national trend and a rim-bearing swing span would have been unusual in 1940.[xxiv]

2. Especially at this late date, rim-bearing swing spans were preferred for larger structures and railroads. Because the Vida Shaw Bridge is not a railroad bridge and because the length of the swing span is relatively short, the design and construction of a rim-bearing swing span in this location is unusual.[xxv]

In 1978, the Louisiana Highway Commission produced a document that identified seven extant high steel swing-span bridges that the Commission considered to be "noteworthy:" Chef Menteur (extant), Rigolets Pass (demolished 2008), Ouachita River at Sterlington (scheduled for demolition), Ouachita River at Harrisonburg (extant), Black River at Jonesville (demolished 2009), East Pearl River (extant), and Boeuf River/Three River Bridges (demolished 2004). The Vida Shaw Bridge was not identified as "noteworthy;" however, the document did not identify the criteria by which a bridge was determined to be "noteworthy and at the time the document was produced, the bridge was not yet fifty years old."[xxvi]

In 1998, the Louisiana (DOTD) commissioned a survey of the state's remaining eleven high steel swing-span bridges that were fifty years old or older and evaluated their significance. URS Greiner Woodward Clyde prepared the report for DOTD on these eleven bridges and identified nine of them as being eligible to be listed in the National Register of Historic Places and only two ineligible for listing. In this survey, the Vida Shaw Bridge (called the "Teche Bayou Bridge") was identified as

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xx Ibid.

xxi Ibid., 40.

xxii Parsons Brinckerhoff and Engineering and Industrial Heritage, 3-118.

xxiii Otis Ellis Hovey, *Movable Bridges*, Vol. 1 (New York: John Wiley & Sons, Inc., 1926), 36.

xxiv Jeff Routson, Hardesty-Hanover, Okemos, Michigan, interview by Kitty Henderson, July 27, 2007, Historic Bridge Foundation, Austin; Bill Nyman, Hardesty-Hanover, Okemos, Michigan, interview by Kitty Henderson, July 27, 2007 and email August 2, 2007, Historic Bridge Foundation, Austin.

xxv Nyman.

xxvi URS Greiner Woodward Clyde, 2-8 to 2-9.

eligible to be listed in the National Register of Historic Places under Criterion C, in the Area of Engineering. [xxvii]

Although the finding of the Keeper of the National Register of Historic Places was that the Vida Shaw Bridge is eligible to be listed in the National Register of Historic Places under Criterion C, at the local level of significance; this nomination provides additional data, not reviewed by the Keeper, that demonstrate that the bridge is eligible to be listed in the National Register of Historic Places under Criterion C, in the Area of Engineering, at the state level of significance. A key component of this data consists of a comparison of the other ten bridges included in the evaluation. At the time of the study, the bridge was one of only eleven remaining historic-age examples of a high steel swing span, a remnant of an uncommon bridge type (now it is only one of six). In addition, there were only three (now two) of these six that are examples of the rarer rim-bearing swing spans—the Vida Shaw Bridge, the Levert-St. John Bridge and the Endom Bridge (demolished in 2003). Finally, the Vida Shaw Bridge is unusual and significant because of the late date of its construction within the national context of swing bridge construction, as by that time center-bearing swing spans had become much preferred.

The table on the following page summarizes the comparative information of the eleven historic high steel swing-span bridges in Louisiana surveyed by URS Greiner Woodward Clyde in 1999 and the eligibility recommendations of the study. The six high steel swing bridges that are still extant are indicated by an asterisk (*) after their name in the first column.

[xxvii] Ibid.

Developmental history/additional historic context information (if appropriate)

The Vida Shaw Bridge has a direct connection to the historic economy of the surrounding community and the Vida Sugar Mill. Thus, it may also be eligible to be listed in the National Register of Historic Places under Criterion A, in the area of Transportation, at the local level of significance. However, the necessary research to document the resource's importance has not yet been completed. Because the National Park Service does not require a property to be nominated under all of the criteria it may meet, the bridge is not being nominated for this association. However, in the interest of telling the bridge's important story, the following information is being provided as a supplement to the Criterion C nomination.

The bridge was vital to the ability of the mill to receive sugar cane for processing, and therefore vital to the economy of the communities of Vida and Loreauville. The Vida Sugar Mill operated in the Loreauville vicinity from the mid-19th century until it closed in 1972. The bridge "provided a direct route for sugar cane transport (raw and finished products) over Bayou Teche to and from the Vida Mill."[xxix] Before its closure, the mill played an important role in the industry and commerce of the Loreauville vicinity. It supplied permanent, year-long employment to some of the local population and seasonal work during the harvest for others. It also supplied a local processing center for the sugar cane farmers in the Loreauville area. While sugar cane farming and processing are not unique to the Loreauville vicinity or Iberia Parish, the sugar cane industry was and still is very important to the area. Although the mill is gone, sugar cane is still grown at nearby farms today and still is an important contributor to regional and state agriculture and commerce. In addition, the sugarcane industry is today marketed for tourists; Iberia Parish holds an annual Sugar Cane Festival. Just as the mill played an important role in the commerce and agriculture of Loreauville and Iberia Parish, the bridge provided an important transportation link to this important agricultural processing facility. The Vida Shaw Bridge remains and is considered by the members of the community to be a tangible link to their contribution to the early twentieth century development of sugar cane farming and processing in Louisiana. According to one resident, "the fact that we are still growing sugar cane in Louisiana is due to the investing in sugar mills by individuals and families in small communities of Louisiana to harvest crops in their immediate area until larger and more efficient mills came into being. I am proud to say that Vida was one of these mills."[xxx]

It is possible that the bridge may also be significant for its association with Daniel Jeffrey and Sons, Inc., the local builder that constructed it. According to the grandson of Daniel Jeffrey, this firm constructed approximately 15 bridges on Bayou Teche, only three of which remain: Vida Shaw, Jefferson Street Bridge in New Iberia, and a bridge at the Louisiana State University Experiment Station. The firm went out of business in 1954.[xxxi] However, research was not able to establish the significance of this builder

[xxix] U.S. Department of Transportation, Federal Highway Administration and Louisiana Department of Transportation and Development.

[xxx] Granger.

[xxxi] Steve Bandy, "History in the Making," *The Daily Iberian*, April 3, 2007

within the context of construction contractors in the local community. Therefore, the bridge is not being nominated for this association (Criterion B).

9. Major Bibliographical References

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

"Advertisement; Police Jury of Iberia Parish; New Iberia, La.; June 29, 1938;" copy at Historic Bridge Foundation, Austin, TX.

Bandy, Steve. "History in the Making." *The Daily Iberian*, April 3, 2007 (http://iberianet.com/articles/2007/04/03/news/news/news56.prt. Accessed April 18, 2007).

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Nyman, Bill, Hardesty-Hanover, Okemos, Michigan. Interview by Kitty Henderson, July 27, 2007, email August 2, 2007; copies at Historic Bridge Foundation, Austin, TX.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context For Common Historic Bridge Types: NCHRP Project 25-25, Task 15.* Prepared for The National Cooperative Highway Research Program, Transportation Research Council, National Research Council, October 2005.

Routson, Jeff, Hardesty-Hanover, Okemos, Michigan. Interview by Kitty Henderson, July 27. 2007; copy at Historic Bridge Foundation, Austin, TX.

Sparks, S. Patrick, P.E., Sparks Engineering, Inc., to Kitty Henderson, Historic Bridge Foundation, March 27, 2008; copy at Historic Bridge Foundation, Austin, TX.

URS Greiner Woodward Clyde. "Revised Identification and Evaluation Survey of Historic High Steel Swing-span Bridges in Louisiana." Prepared for Louisiana Department of Transportation and Development, File No. 350096B201-11, August 3,1999.

U.S. Department of the Interior, National Park Service. "Determination of Eligibility Notification," September 20, 2007; copy at Historic Bridge Foundation, Austin, TX.

U.S. Department of Transportation, Federal Highway Administration and Louisiana Department of Transportation and Development. "Report on the Vida Shaw Bridge for the Keeper of the National Register." F.A.P No. BRO-2300(507), State Project No. 713-23-0001, Vida Shaw Bridge, Parish Route 2 (Vida Shaw Road), Iberia Parish, August 2007.

(http://iberianet.com/articles/2007/04/03/news/news/news56.prt. Accessed April 18, 2007).

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested
previously listed in the National Register
X previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #_____
recorded by Historic American Engineering Record #_____

Primary location of additional data:

X State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other
Name of repository:

Historic Resources Survey Number (if assigned):
NA

10. Geographical Data

Acreage of Property Less than an acre
(do not include previously listed resource acreage)

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	15	621800	3322920	3		NA	
2		NA		4		NA	

Verbal Boundary Description (describe the boundaries of the property)

The bridge on Vida Shaw Road, with its western end beginning at a point on the west bank of Bayou Teche and 440 feet east of the center of the intersection of Vida Shaw Road (also known as Parish Road 402) and Parish Road 608 (also designated as State Hwy 344), located south of Loreauville in Iberia Parish, and its eastern end 202 feet east of that point, on the east bank of Bayou Teche. The boundary encompasses the entire length of the structure, including the wooden abutments, approaches, central pier and main span (whose deck is 13 feet and 1 inch wide). The length dimensions are from the wooden pile and board abutments on the west side of Bayou Teche 202 feet to the wooden pile and board abutments on the east side of Bayou Teche.

Boundary Justification (explain why the boundaries were selected)

The nomination includes all of the components historically associated with the bridge. The 130 foot high steel swing span is included in the boundary, regardless of whether the bridge is in an open or closed position. The boundary does not include the wooden fender system that protects the bridges pier and extends to the north and south of the bridge.

11. Form Prepared By

name/title Kitty Henderson and Adrienne Campbell
organization Historic Bridge Foundation date 2/15/10
street & number PO Box 66245 telephone 512.407.8898
city or town Austin state TX zip code 78766
e-mail kitty@historicbridgefoundation.com

Form Edited By

name/title Patricia Duncan, National Register Coordinator

organization Louisiana Division of Historic Preservation date February/March 2010

street & number PO Box 44247 telephone 225.219.4595

city or town Baton Rouge state LA zip code 70804

e-mail pduncan@crt.state.la.us

Property Owner Information

name/title Ernest Freyou, President

organization Iberia Parish Police Jury/Council

street & number 300 Iberia Street telephone 337.365.8246

city or town New Iberia state LA zip code 70560

Additional Documentation Continuation Sheet: Glossary

Abutment: End support of a bridge.

Approach: Part of the bridge that carries traffic from roadway to the main spans.

Bent: A rigid part of the bridge substructure that supports a vertical load. A bent is composed of one or more vertical members (columns, piers, or piles), a bent cap (the horizontal member resting on top of the columns), and a foundation or footer (supports the vertical members and is usually below grade).

Center-bearing swing bridge: A type of swing bridge that has a single large bearing on the pivot pier in the waterway. The center bearing variety is supported by a circular disc attached to the bottom of the structure, which allows the bridge to spin like a top while being supported at a single, central point.

Clearance: Unobstructed space.

> Vertical Clearance: The minimum unobstructed vertical passage space; the distance between the water level at and an overhead obstacle for passage of water traffic)
>
> Horizontal Clearance: Under or along a bridge, the full paved width of the road.

Dead load: A non-varying load. Dead loads are weights of material, equipment, or components that are relatively constant throughout the structure's life.

Fender: The structure protecting the bridge piers from damage by marine objects.

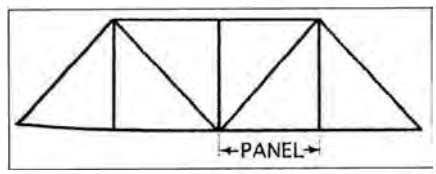
High steel: Refers to a structure made of steel that extends upward above the ground. In a bridge, this would refer to a truss bridge made of steel because the truss extends upward from the deck.

Live load: A moving load. A moving, variable weight added to the dead load or intrinsic weight of a structure.

Load: Any type of force exerted on an object.

Member: A structural unit such as a wall, column or beam or a combination of any of these.

Panel: The portion of a truss between adjacent posts or struts.



Pile: Long, heavy timber, steel or reinforced concrete post that has been driven into the earth vertically to support a load.

Rim-bearing Swing Bridge: A type of swing bridge that sits on top of a large piece of steelwork, consisting of a set of rollers which surround the central pivot, and a rim girder, which allows the bridge to roll in a circle on a track while pivoting into the open position.

Rollers: A cylindrical device that transmits motion and force by rotation.

Span: The space between two supports.

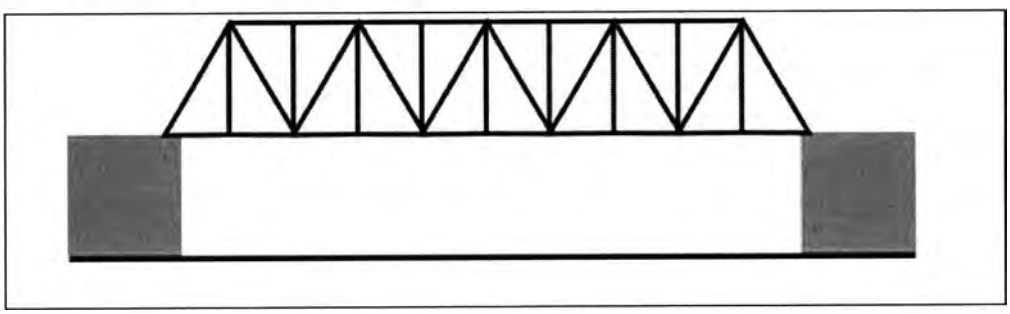
Stringer: A long horizontal member used to support a floor/deck or to connect upright structural members

in a frame.

Swing bridge: A movable bridge that pivots in a horizontal plane around a center pier. The movable part of the bridge is known as the swing span, which has two arms extending from the pivot to each side of the navigation channel.

Truss: A structure composed of a combination of vertical, horizontal, and especially diagonal members, the latter usually in some triangular arrangement so as to constitute a rigid framework.

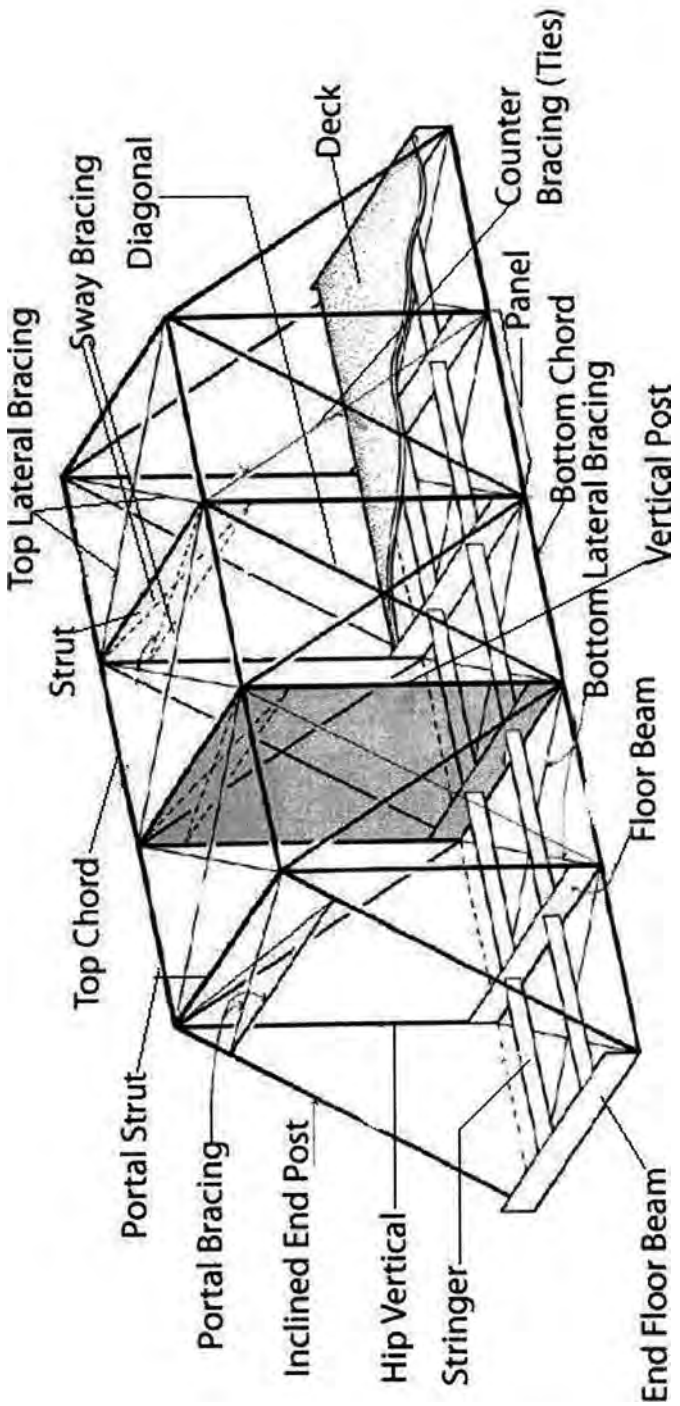
Warren truss: a truss having only sloping members between the top and bottom horizontal members. A variation on the Warren truss that adds verticals to the truss for additional bracing is called a Warren truss with verticals, and is illustrated below.



Wing wall: A subordinate wall, one end of which is built against an abutment; usually acts as support for the abutment and as a retaining wall.

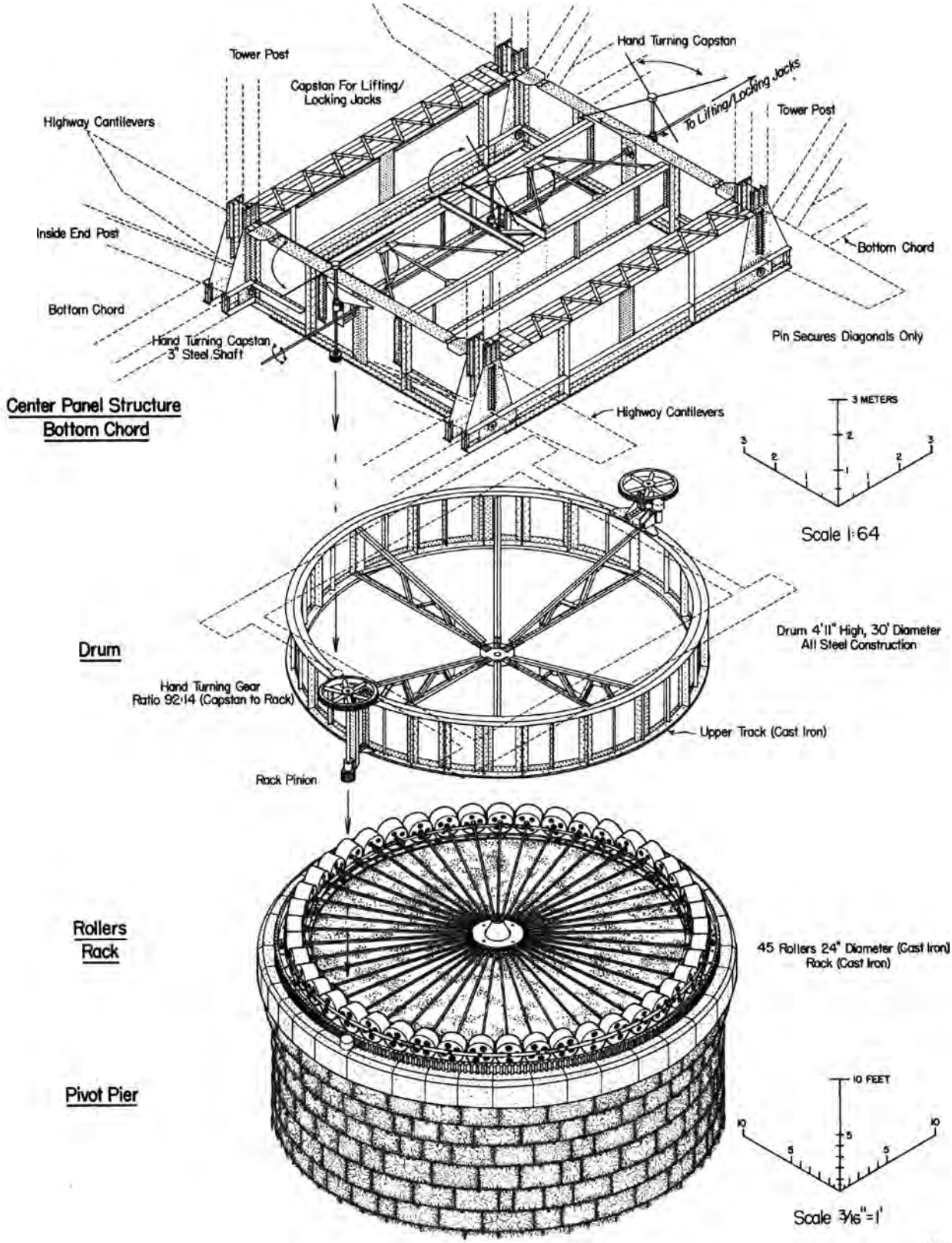
Additional Documentation Continuation Sheet

Figure 1: diagram illustrating nomenclature of truss bridges from Historic American Engineering Record (HAER) collection.



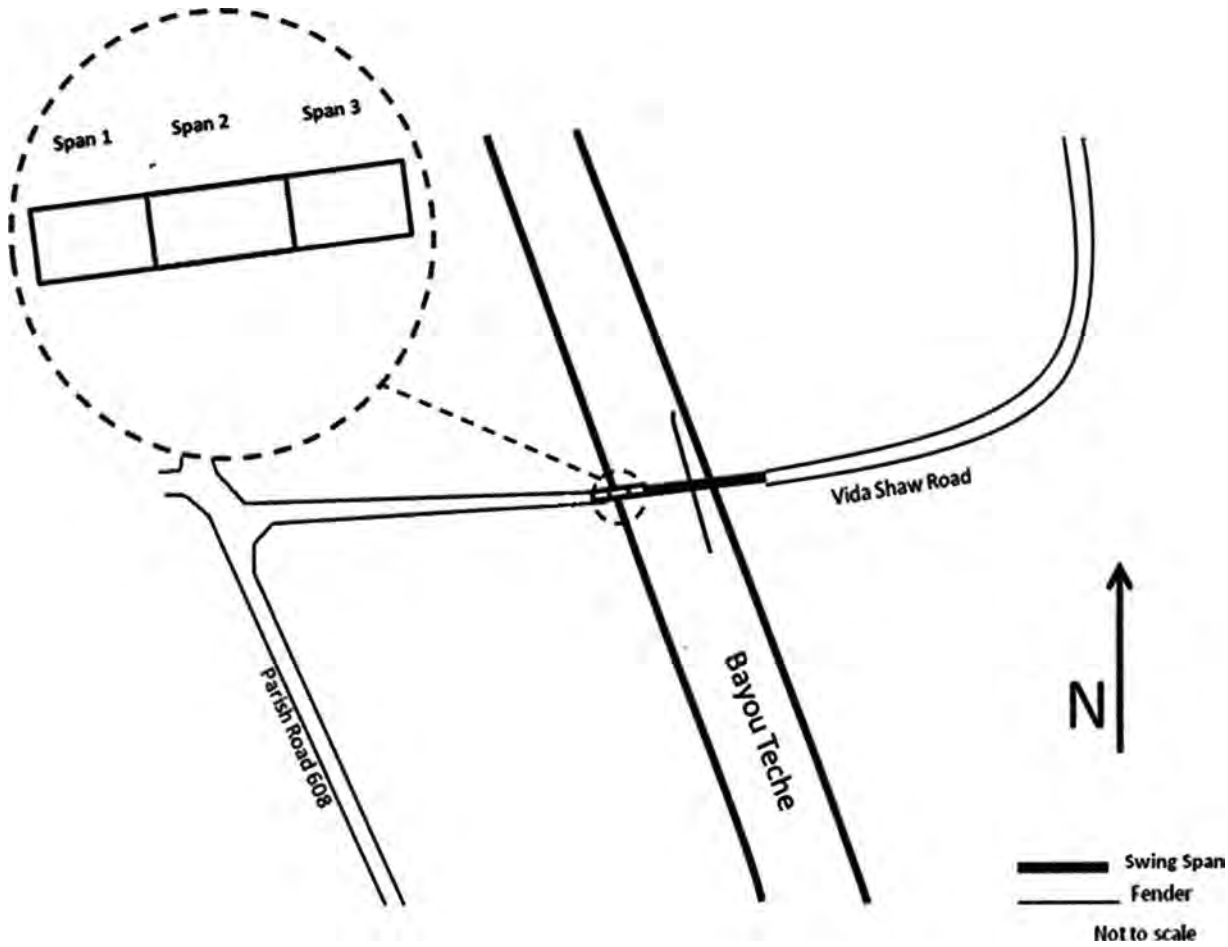
Additional Documentation Continuation Sheet

Figure 2: exploded view of an example of a comparative rim-bearing swing mechanism from Historic American Engineering Record (HAER) collection.



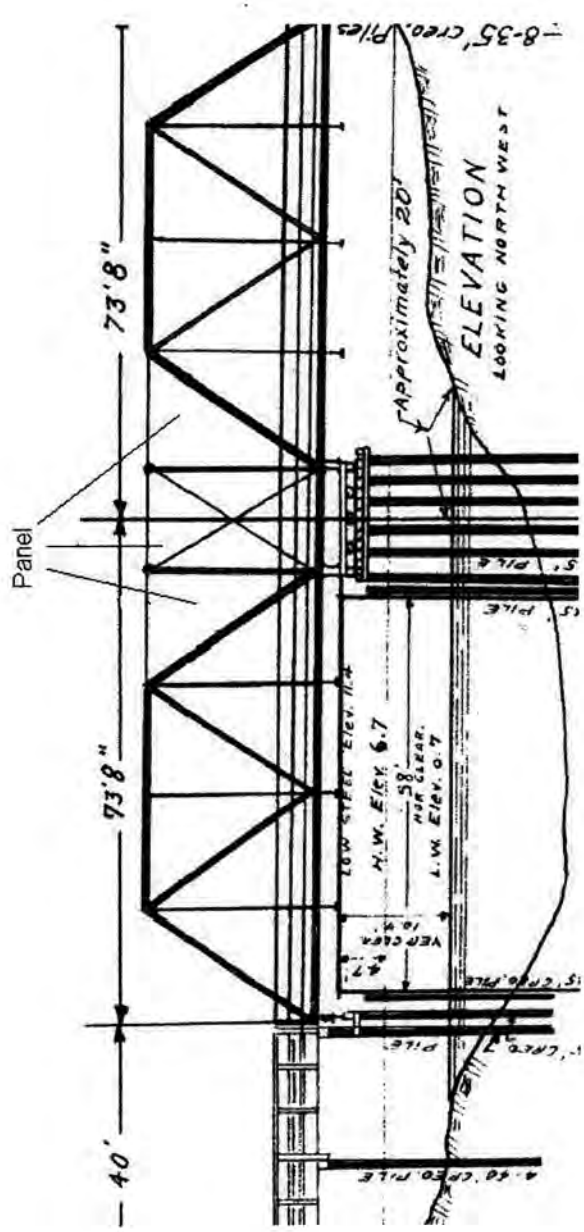
Additional Documentation Continuation Sheet

Figure 3: Approach Spans



Additional Documentation Continuation Sheet

Figure 4: Elevation of Vida Shaw Bridge from 1938 plans



Additional Documentation Continuation Sheet

Figure 5: Plan of Vida Shaw Bridge from 1938 plans

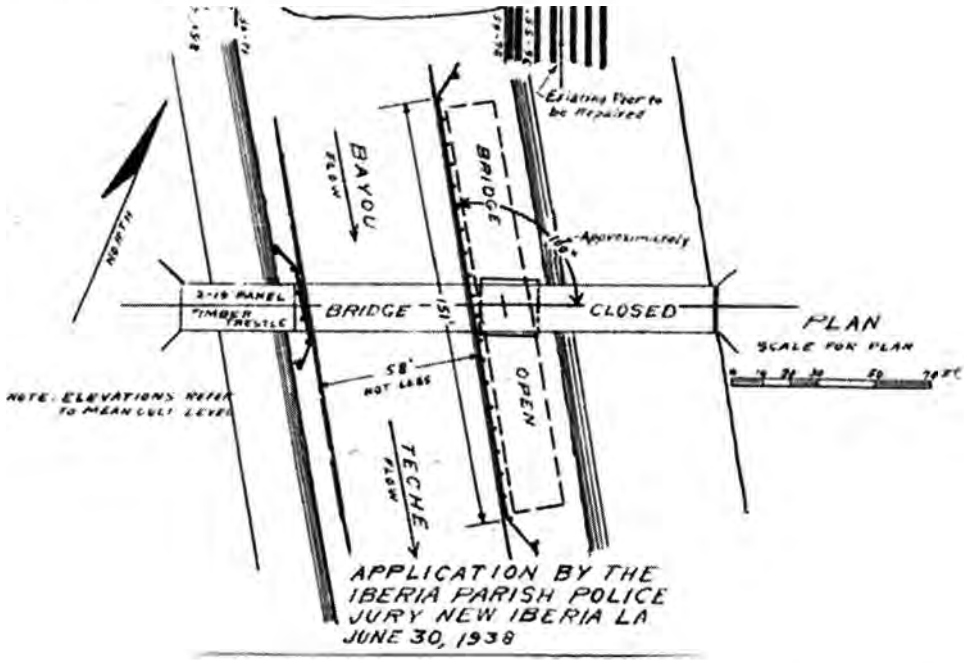
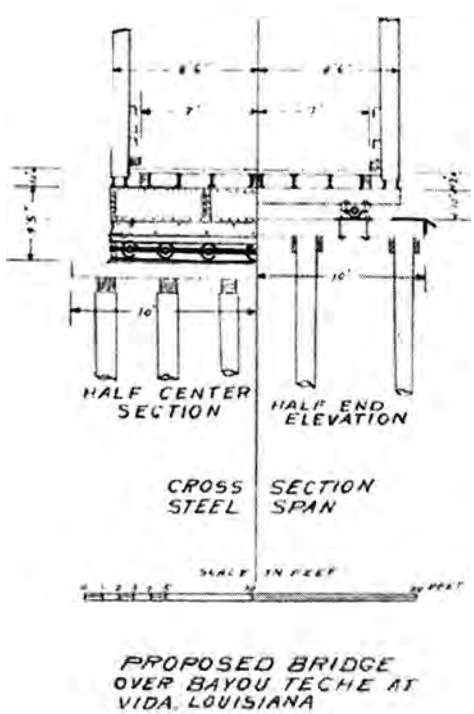
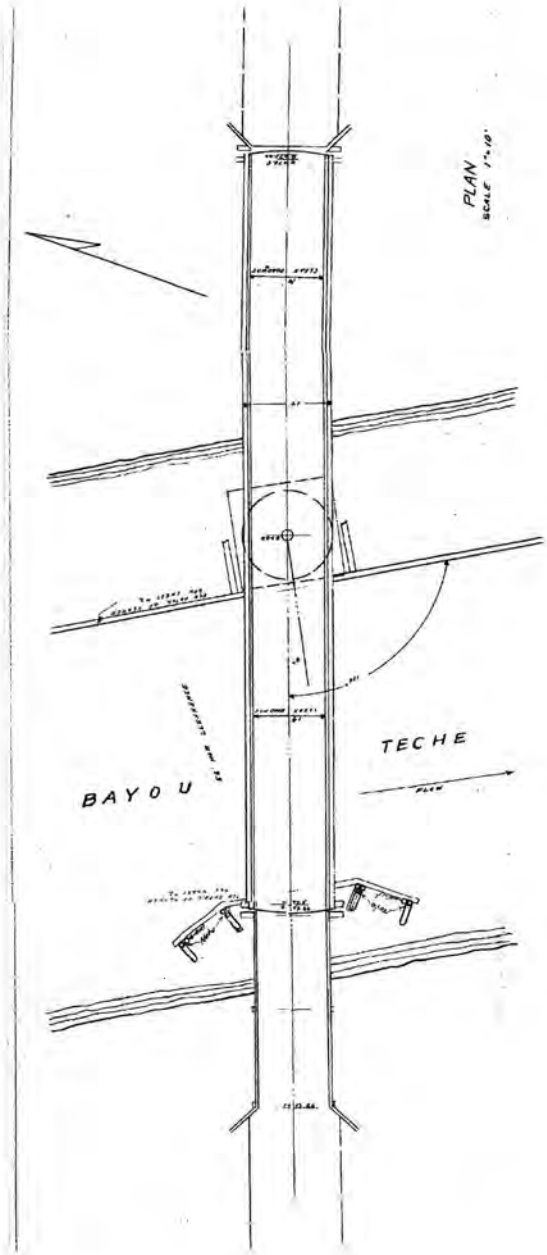


Figure 6: Half Center Section and Half End Elevation of Rim-bearing mechanism from 1938 plans



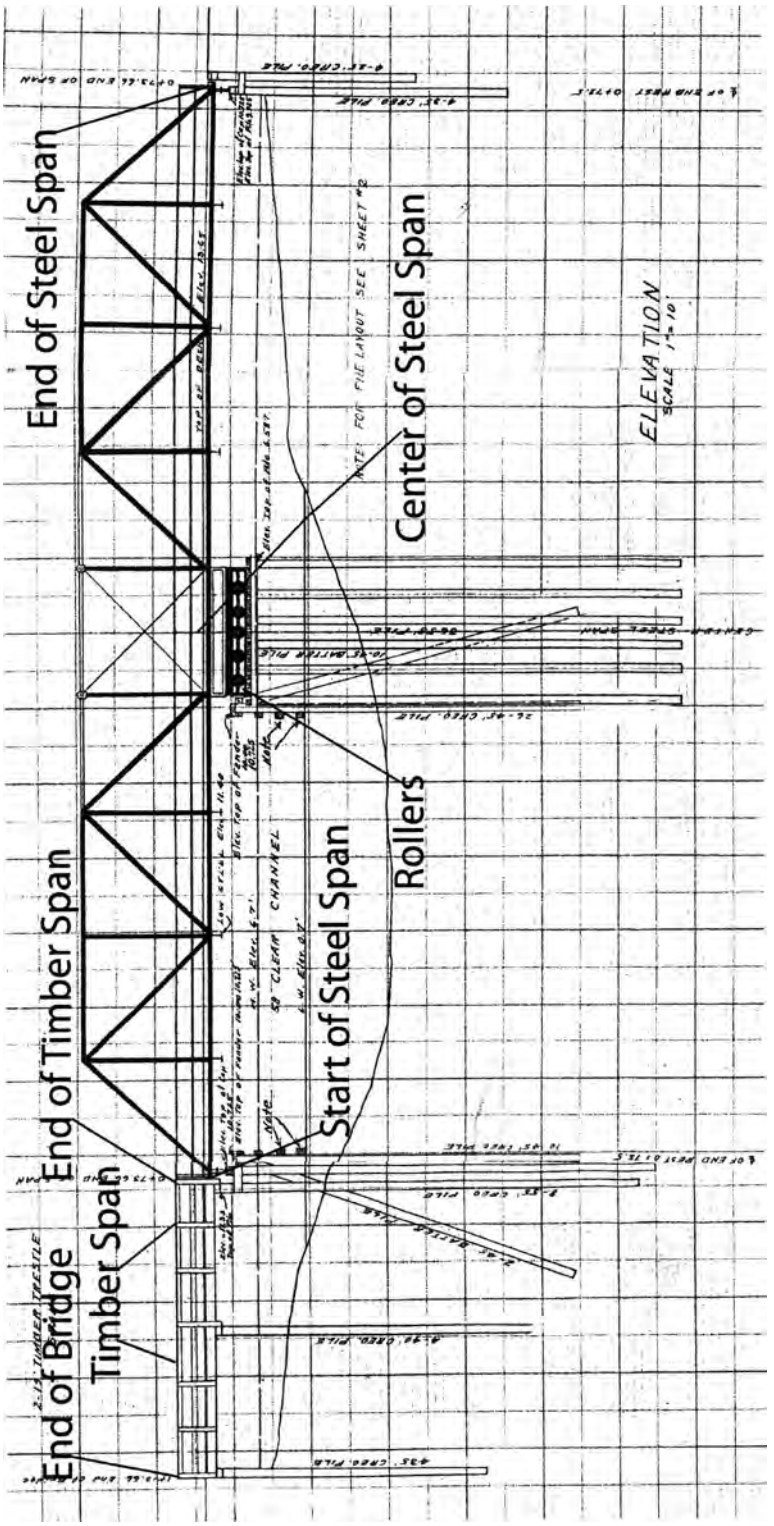
Additional Documentation Continuation Sheet

Figure 7: Plan of bridge from 1938 plans



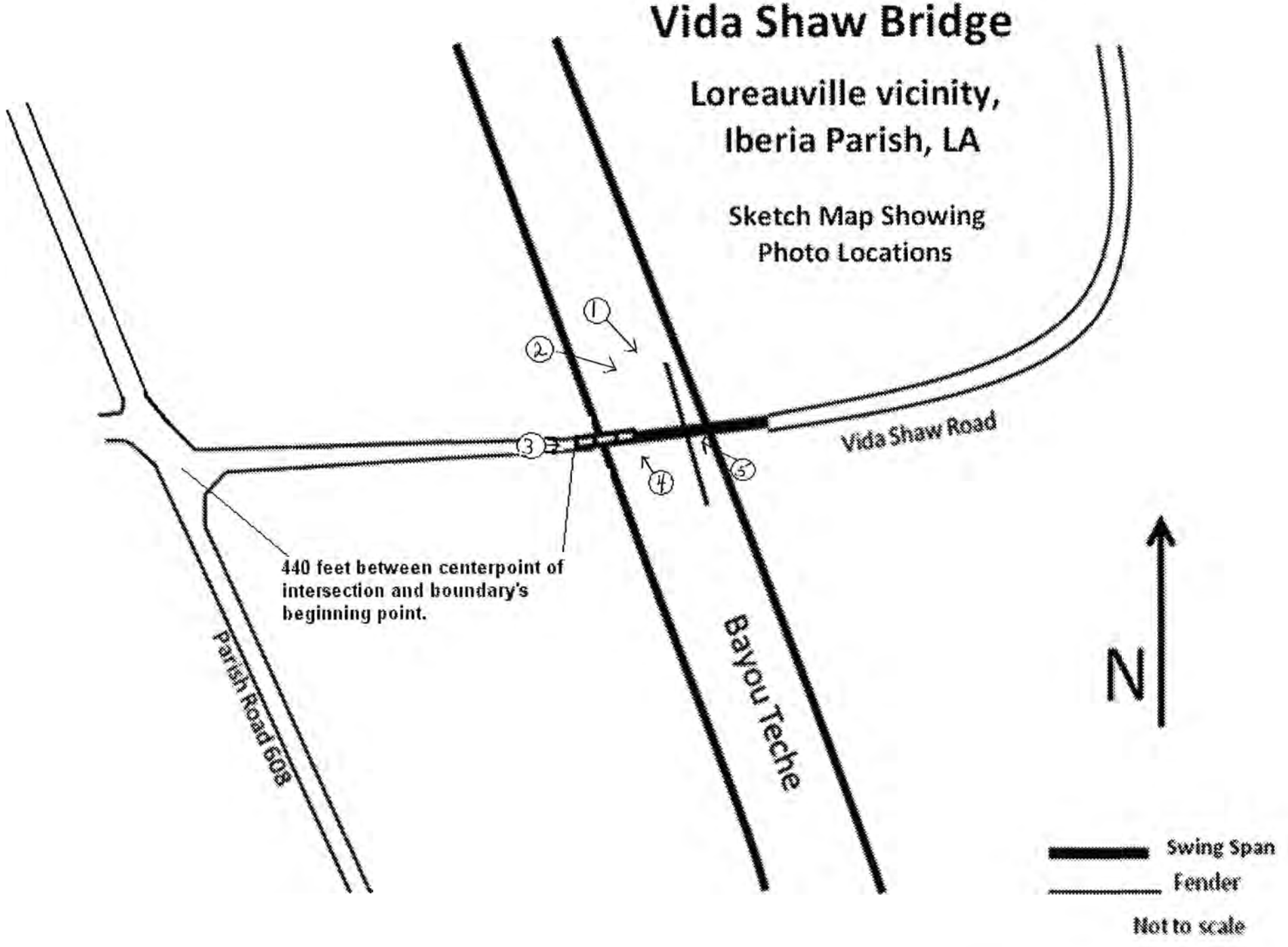
Additional Documentation Continuation Sheet

Figure 8: Elevation of bridge from 1938 plans



Name of Bridge	Crossing	Parish	Date	Recommendation of Eligibility	Type of Swing Span	Total length (ft)	Main span length (ft)	Modifications/ comments
Teche Bayou Bridge (Vida Shaw)*	Vida Shaw Road @ Bayou Teche, Loreauville vicinity	Iberia	1940	Criterion C- a rare, late example of a rim-bearing, high steel swing span bridge; Criterion A- association with Vida Mill.	rim-bearing	202	65	1945- addition of piers, addition of electric motor for operation)
Chef Menteur Bridge*	US 90 @ Chef Menteur Pass	Orleans	1930	Criterion C- a good representative example of a center-bearing Warren truss with verticals and polygonal top chords; Criterion A- representative of Huey Long's progressive transportation policies.	center-bearing	1130	270	emergency repairs after Hurricanes Katrina and Rita resulted in replacement of spans in 2006, historic integrity is unknown
Rigolets (demolished 2008)	US 90 @ The Rigolets Pass	Orleans	1930	Criterion A- specific involvement of Huey Long; Criterion C- good example of a riveted Parker through truss span.	center-bearing	unidentified	unidentified	Replaced
Ouachita River Bridge @ Sterlington (scheduled for demolition)*	SR 2 @ Ouachita River	Ouachita	1932	Criterion C- an excellent example of high steel swing span bridge type with a complicated subdivision of its six-span truss system.	center-bearing	unidentified	unidentified	Replaced 2009
Ouachita River Bridge @ Harrisonburg (Long-Allen Bridge)*	SR 8 @ Ouachita River	Catahoula	1932	Criterion A- association with progressive transportation policies of Long and Allen administrations.	center-bearing	unidentified	320	
Tensas River/ Dickies Landing Bridge (demolished 2008)	SR 4 @ Tensas River	Tensas	1932	Criterion C- the only extant example of an unmodified manually-operated high steel swing span bridge in the state; Criterion A- transportation related to cotton agriculture.	center-bearing	469	160	Replaced
Black River Bridge @ Jonesville (demolished 2009)	US 84 @ Black River, Jonesville vicinity	Concordia	no date	Not eligible- it is a common form with a standard plan that is relatively abundant.	unidentified	unidentified	unidentified	Replaced
East Pearl River*	US 90 @ East Pearl River, Pearlington vicinity	St. Tammany	1934	Criterion C- an excellent example of a high steel swing span bridge based on standard Louisiana Highway Commission designs. Criterion A- association with Huey Long's progressive transportation policies.	center-bearing	961	280	Minor modifications in 1980: knee braces and one operator's cottage removed
Boeuf River/ Three River Bridge (demolished 2004)	SR 4 @ Boeuf River, Mason vicinity	Franklin	1935	Not eligible- major modifications in 1956 (raised bridge and replaced most of substructure) and 1980 (removed pivot system)	center-bearing	809	160	Replaced
Bayou Teche Bridge at Levert (Levert- St. John Bridge)*	Parish Road 16 @ Bayou Teche, Levert vicinity	St. Martin	1900	Criteria A and C (LISTED)- the only Warren truss swing-span in the state and the only extant swing bridge in Louisiana to predate 1910.[xxvii]	rim-bearing	264	unidentified	Extant (slated for removal by Coast Guard)
Ouachita River/ Desiard Street Bridge (Endom Bridge) (demolished 2003)	Desiard Street @ Ouachita River, Monroe	Ouachita	1897	Criterion C- the only Petit through truss with sloped top chord in the state.	rim-bearing			Replaced

[xxvii] The Vida Shaw bridge is also a Warren truss swing span and the Ouachita River/ Desiard Street Bridge (Endom Bridge) is identified in the report as dating to 1897


Vida Shaw Bridge
Loreauville vicinity,
Iberia Parish, LA
Sketch Map Showing
Photo Locations
1
2
3
4
5
Vida Shaw Road
440 feet between centerpoint of intersection and boundary's beginning point.
Parish Road 608
Bayou Teche
N
Swing Span
Fender
Not to scale

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Vida Shaw Bridge

MULTIPLE NAME:

STATE & COUNTY: LOUISIANA, Iberia

DATE RECEIVED: 5/20/10 DATE OF PENDING LIST: 6/18/10
DATE OF 16TH DAY: 7/08/10 DATE OF 45TH DAY: 7/04/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000419

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	Y	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 7/8/2010 DATE

ABSTRACT/SUMMARY COMMENTS:

Due to the late publication date of the Federal Register notice, this Property is automatically Listed.

There are no substantive or technical concerns with the documentation. The bridge is significant at the State level for its engineering properties as a rare surviving Central pivot swing bridge.

RECOM./CRITERIA Crit C - Accept

REVIEWER J Gabbert DISCIPLINE ___

TELEPHONE ___ DATE 7/7/2010

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Vida Shaw Bridge
Loreauville vicinity, Iberia Parish, LA
Photo by Chris Burton
March 5, 2009
Negative at 1204 San Antonio, Austin, Texas 78701
Negatives also at LASHPO
Vida Shaw Bridge, facing southeast, from center of Bayou Teche

Photo 1 of 5

Vida Shaw Bridge
Iberia Parish
Loreauville vicinity, ↑ Louisiana

Photo by Chris Burton

Negative at 1204 San Antonio Austin, Tx 78701
Negatives also at LASHPO
Vida Shaw Bridge, facing east, southeast

Photo 2 of 5

Vida Shaw Bridge
Iberia
Loreauville vicinity, Parish, Louisiana

Photo by Chris Burton

march 5, 2009

negative at 1201 San Antonio, Austin, Tx 78701
Negatives also at LASHPO
west approach with Vida Shaw Bridge in background. Camera facing east.

Photo 3 of 5

Vida Shaw Bridge
Iberia Parish,
Loreauville vicinity, ↑ Louisiana

Photo by Chris Burton
March 5, 2009
negative at 1204 San Antonio, Austin, TX 78701
Negatives also at LASHPO
Facing Northwest — west approach from center of Bayou Teche

Photo 4 of 5

Vida Shaw Bridge
Iberia Parish,
Loreauville vicinity, Louisiana

Photo by Chris Burton

March 5, 2009

negative at 1204 San Antonio, Austin, TX 78701
negatives also at LASHPO
Facing Northwest, from east bank of Bayou Teche, showing rim bearing mechanism on turntable supported by pilings

Photo 5 of 5

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

LOREAUVILLE QUADRANGLE
LOUISIANA
7.5 MINUTE SERIES ORTHOPHOTOMAP (TOPOGRAPHIC)
SW/4 LOREAUVILLE 15' QUADRANGLE

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Orthophotomap prepared from high-altitude aerial photographs taken October 20, 1971. Topography by planetable surveys 1973

Projection and 10,000-foot grid ticks: Louisiana coordinate system, south zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue. 1927 North American datum

All or part of this quadrangle lies within a subsidence area

UTM GRID AND 1973 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION

Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

LOUISIANA
QUADRANGLE LOCATION

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND BY THE STATE OF LOUISIANA, DEPARTMENT OF PUBLIC WORKS, BATON ROUGE, LOUISIANA 70804
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

LOREAUVILLE, LA.
SW/4 LOREAUVILLE 15' QUADRANGLE
N3000—W9137.5/7.5

1973

AMS 7644 II SW—SERIES V8850

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1976

Vida Shaw Bridge
Loreauville vicinity, Iberia Parish, LA
15/621800/3320920

184C

SCOTT ANGELLE
LIEUTENANT GOVERNOR

State of Louisiana

OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

PAM BREAUX
SECRETARY

May 19, 2010

National Park Service 2280, 8th Floor
National Register of Historic Places
1201 "I" Street, NW
Washington, DC 20005

RE: Vida Shaw Bridge, Iberia Parish, LA

To Whom It May Concern:

Enclosed please find a nomination form with supporting materials for the above referenced property. Should you have any questions, please contact me at 225-219-4595.

Sincerely,

Patricia Duncan

Patricia Duncan
Architectural Historian
National Register Coordinator

PD/pld
Enclosures