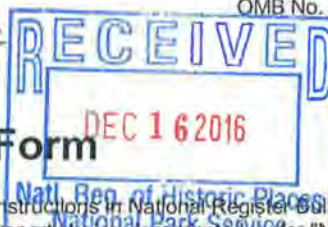


United States Department of the Interior
National Park Service

36-597



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.

1. Name of Property

Historic Name: Sparrow Lane Bridge
Other Names/Site Number: N/A
Name of related multiple property listing: N/A

2. Location

Street & Number: .3 miles southeast of Louisiana Hwy 492
City or town: Colfax State: LA County: Grant
Not for Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets, 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 meets does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:
 national state local

Applicable National Register Criteria: A B C D

Phil Boggan

12-6-16

Signature of certifying official/Title: Phil Boggan, State Historic Preservation Officer

Date

Louisiana Department of Culture, Recreation, and Tourism

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official:

Date

Title:

State or Federal agency/bureau or Tribal Government

Sparrow Lane Bridge
Name of Property

Grant Parish, Louisiana
County and State

4. National Park Certification

I hereby certify that the property is:
 entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other, explain: _____

[Handwritten Signature]
Signature of the Keeper
For

1-31-2017

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply.)

<input type="checkbox"/>	Private
<input checked="" type="checkbox"/>	Public – Local
<input type="checkbox"/>	Public – State
<input type="checkbox"/>	Public – Federal

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

<input type="checkbox"/>	Building(s)
<input type="checkbox"/>	District
<input type="checkbox"/>	Site
<input checked="" type="checkbox"/>	Structure
<input type="checkbox"/>	object

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

Contributing	Non-contributing	
		Buildings
		Sites
1		Structures
		Objects
1	0	Total

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)

Sparrow Lane Bridge
Name of Property

Grant Parish, Louisiana
County and State

Current Functions (Enter categories from instructions.): Transportation: Road Related
(Vehicular)

7. Description

Architectural Classification (Enter categories from instructions.): No Style

Materials: (enter categories from instructions.)

foundation: Concrete

walls: N/A

roof: N/A

other: Concrete Deck

Narrative Description

Summary Paragraph

The Sparrow Lane Bridge is the oldest and only historic bridge in Grant Parish, Louisiana, built in 1919. The bridge is a one-lane for 2-way traffic vehicular bridge that runs over Bayou Marteau on Sparrow Lane near the Baghdad Community in Colfax, Louisiana. The concrete deck girder bridge spans 29.9 feet, the overall structure length being 149 feet.¹ It is open to local traffic and carries the road over the waterway. The bridge has not been altered since it was constructed and retains a high degree of historic integrity.

Narrative Description

The subject bridge is located on Sparrow Lane over Bayou Marteau in Grant Parish, Louisiana, approximately 0.3 miles southeast of Louisiana Hwy 492. It is a rural area with some housing in the vicinity of the bridge. The Sparrow Lane Bridge was constructed in 1919 and falls under the category of concrete beam/girder bridges and belongs to the subtype of concrete deck girder bridges. The bridge spans 29.9 feet and the design is more commonly referenced as a tee beam, which reflects the "T-shaped" concrete beams supporting the integral deck slab of concrete that is used for the roadway surface. The deck slab is cast-in-place concrete. The union of the beams and the deck optimizes the bridge's strength. The bridge roadway curb-to-curb is 15.42 feet, while the curb or sidewalk on each side is 0.65 feet.²

Although concrete deck girders typically do not exhibit any aesthetic treatment, the Sparrow Lane Bridge displays decorative parapets³, as well as rectangular hard-edged pier forms as the base. This bridge retains all of its original features and adheres to the design of concrete deck girder bridges produced before 1922 in Louisiana, which are considered early examples of the subtype. The type represents less than one percent of the beam/girder population in the state.⁴

Substructure

¹ *National Register Eligibility Determination Report, Pre-1971 Louisiana Highway Bridges, Volume 1: Report and Appendices A-D, September 2013, Mead & Hunt, Appendix D2 – Page 47 of 228*

² U.S. Department of Transportation, Federal Highway Administration, 2016 Report on Structure: 082231280923681

³ Parapet – a low protective wall along the edge of a roof, bridge, or balcony.

⁴ LADOTD *Structure Type Names*, August 20, 2015,

[http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Operations/BridgeMaintenance/Misc%20Documents/Structure%20Type%20Codes%20\(6-1-14\).pdf](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Operations/BridgeMaintenance/Misc%20Documents/Structure%20Type%20Codes%20(6-1-14).pdf)

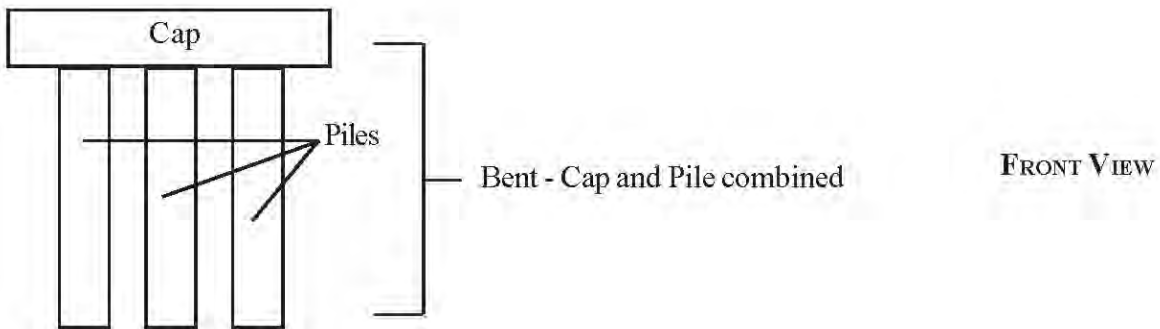
Sparrow Lane Bridge

Name of Property

Grant Parish, Louisiana

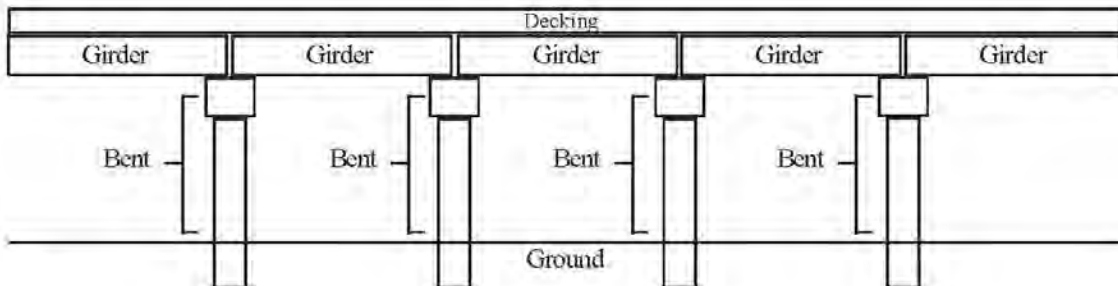
County and State

The substructure of the bridge is composed of four (4) concrete bents⁵. Each bent is composed of one concrete pile⁶ and one concrete cap⁷.



Superstructure

The superstructure of the bridge is a girder⁸ deck⁹. There are five (5) concrete girders that support the concrete decking that spans the length of the bridge. The girders offer support to the bridge decking and help disperse pressure to the bents.¹⁰ The girder is the load bearing member which supports the deck. The concrete decking spans, from curb-to-curb 15.42 feet.



Alterations

There have been no documented alterations to the Sparrow Lane Bridge since its construction in 1919.

Integrity

⁵ Bent – this is the combination of the cap and the pile. Together, with other bents, act as supports for the entire bridge.
⁶ Pile – A concrete post that is driven into the ground to act as a leg or support for the new bridge. It is driven into the ground using a pile-driver. The pile-driver is a machine that acts similar to a hammer hitting a nail and drives the pile into the ground.
⁷ Cap – The cap sits on top of a group of piles and will help disperse pressure to the piles below.
⁸ Girders – girders are like the arms of the bridge. They extend from bent to bent and support the bridge decking. They also help disperse pressure to the bents.
⁹ Decking – The decking is what we would consider the road surface of the bridge. It rests on the girders which are supported by the bents that are made up of caps and piles.
¹⁰ LADOTD, *The Five Major Parts of a Concrete Span Bridge*, September 11, 2014, http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Operations/BridgeMaintenance/Misc%20Documents/Parts%20Of%20A%20Bridge.pdf

Sparrow Lane Bridge
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The Sparrow Lane Bridge has remained in its location since it was built. It has also never been altered or remodeled, so all the originating materials have stayed intact. There is some section loss, cracking, and spalling in areas, but overall it has maintained its structural integrity.

General Specifications¹¹:

Structure Number: 082231280923681

Construction Date: 1919

Facility Carried: Local Road

Structure Type Main Material: Concrete

Type: Tee Beam

Deck Structure Type: Concrete

Number of spans in main unit: 5

Type of Wearing Surface: Concrete

Direction of Traffic: One lane for 2 way

Structure open, posted or closed: Posted for Load

Conclusion

The Sparrow Lane Bridge is a rare example of the concrete deck girder bridges built in Louisiana before the standard plans were brought into focus in 1922. Of the eight concrete deck girder historic bridges left in the state, the Sparrow Lane Bridge is the oldest.¹² The bridge clearly depicts early use of this subtype of bridge structure in the state. As such, the bridge is eligible for listing in the National Register of Historic Places in the area of Design/Engineering, at the state level of significance.

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:

	A	Owned 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

¹¹ U.S. Department of Transportation, Federal Highway Administration, 2016 Report on Structure: 082231280923681

¹² Of the other historic concrete deck girder bridges left in the state, two were built in the 1920s, three in the 1930s, and one in the 1940s.

Sparrow Lane Bridge
Name of Property

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G	Less than 50 years old or achieving significance within the past 50 years
----------	---

Areas of Significance (Enter categories from instructions.): Engineering

Period of Significance: 1919

Significant Dates: 1919

Significant Person (Complete only if Criterion B is marked above): N/A

Cultural Affiliation (only if criterion D is marked above): N/A

Architect/Builder (last name, first name): Unknown

Period of Significance (justification): The period of significance is 1919, the year the bridge was constructed.

Criteria Considerations (explanation, if necessary): N/A

Statement of Significance Summary Paragraph

The Sparrow Lane Bridge has statewide significance under Criterion C: Engineering as an early example of the concrete deck girder bridge type. It is one of two concrete deck girder bridges constructed prior to 1922, when there were standard plans for concrete deck girder bridges in the state. It is the only historic bridge in Grant Parish and is the oldest concrete deck girder bridge out of eight extant statewide. The period of significance for the bridge is 1919, the year of its construction.

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

The area which surrounds Sparrow Lane Bridge has always been a region of farmland, for it is situated near the Red River and Bayou Marteau, which is one of the many tributaries of the Red River in Grant Parish. The soil surrounding the river is very fertile and has always yielded crops. It was necessary for transportation and roadways to be modern and up to date in this area so it would allow farmers to carry their crops to and from their destinations.

The introduction of the automobile and the rapid expansion of its use both ended the bicycle era and inaugurated a long-term effort to enlarge and improve the country's highway system. ¹³ On a national scale, farmers, bicyclists, automobile owners, local commercial clubs, business associations, automobile clubs, and merchants often contributed labor and funds to bring major roads through their towns and improve local roads.¹⁴

Development of bridges in Louisiana was influenced by the state's topography and environment, which created dynamic conditions for bridge designers because of the numerous waterways and soft soil. Furthermore, the development of bridges statewide was tied to the development of road networks in the state. Prior to the 20th century, there were very few bridges in the state. Ferries and steamboats were used instead. With the improvement in road conditions during the first decades of the 20th century as well

¹³ Mead & Hunt. *Crossing the Bayou: Louisiana's Historic Bridges*. Historic context prepared for Louisiana Department of Transportation and Development, 2015.

¹⁴ Mead & Hunt, pg. 20

Sparrow Lane Bridge
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as the popularity of the automobile, more bridges began to be constructed. This interest in creating a reliable and efficient road network was known as the Good Roads Movement.¹⁵

Good Roads Movement

This movement led to the creation of the state's first highway department in 1910, just nine years before the Sparrow Lane Bridge was built. The highway department helped parishes with bridge and road design and many bridges spanned floodplains and channels, connecting new and existing roads across waterways.¹⁶

By 1916, vehicle registrations in Louisiana was nearing 70,000 (up from 8,000 in 1910) creating a demand for better roads in the state.¹⁷

"The Good Roads Movement in Louisiana began in 1908 when Jared Y. Sanders became the Governor of Louisiana. Up to this time the building of roads had been the responsibility of local governing bodies. Towns, wards, and parishes through their Police Juries planned, constructed, and financed the roads and bridges. But times were changing. People traveled further and needed to travel faster and more safely, more goods needed to be transported to and from shipping center to the farms and homes."¹⁸

The Good Roads Movement preceded the Federal-Aid Road act of 1916, which was a response to public demands for superior roads in the state. Under the provisions of this act, Louisiana would receive over \$1 million in federal funds for the fiscal year 1917-1921.¹⁹ The 1919 Sparrow Lane Bridge over Marteau Bayou was built during the same time Louisiana would have received the funds the Federal-Aid Road Act of 1916 provided. The bridge was built under the National Bureau of Public Roads, and the State Highway Department. Of the historic bridges remaining in the state, which number 150, eight are concrete deck girder bridges like Sparrow Lane. Only three of these bridges were built prior to 1930, Sparrow Lane in 1919, the Cardinal Loop Bridge in Avoyelles Parish, and the KCS Railroad Bridge in Caddo Parish in 1927. These two bridges were designed prior to the standardization of bridge design in the state and are two of the state's oldest extant historic bridges.

By the mid-1920s, Louisiana had a far reaching road network and the highway department created new constitutional amendments providing funding for bridges over navigable waterways and provisions for individual parishes to maintain and control their local bridges. Various types of bridges were designed by the Louisiana Highway Commission (LHC, created in 1921), which replaced the State Highway Department.

The Great Flood of 1927 complicated the development of bridges throughout the state and in response to the flood, Governor Huey Long began a bold road and bridge construction project throughout the state. Through this initiative, many small and large scale bridge projects were begun. During the 1930s and the Great Depression, the federal government creating federal work relief programs that included bridge and road construction. These programs led to a boom in bridge construction throughout the state.

World War II halted the bridge construction that had resulted from Long's and the federally funded projects as the focus was turned to postwar projects. Following the war, more federal funding for road and bridge building, plus the increased interest in travel, led to even more construction projects. The new

¹⁵ Mead & Hunt, pg. 1.

¹⁶ Ibid, pg. 2.

¹⁷ *A Review of the History of Highways in Louisiana*, n.p.

¹⁸ Mabel Harrison & Lavinia McNeely. *Grant Parish, Louisiana A History*. Baton Rouge: Claitor's Publishing Division, 1969 – pg. 57

¹⁹ *A Review of the History of Highways in Louisiana*, n.p.

Sparrow Lane Bridge

Name of Property

Grant Parish, Louisiana

County and State

Interstate Highway system was responsible for most of the bridges that were constructed during the postwar period. Postwar bridge construction included engineering advancements including prestressed concrete and fabrication plants to standardize bridge design and construction.²⁰

Bridge Types

There are eight types of historic bridges found in Louisiana: concrete arch; concrete slab, beam, and girder; concrete rigid frame; culvert pre-1946; movable; post-1945 common types; steel beam and girder; and truss. Louisiana has one of the largest collections of movable bridges in the country as well as long truss spans, such as the 24-mile-long Lake Ponchartrain Causeway.

Of these eight types, a recent historic context by the Louisiana Department of Transportation and Development expanded on movable and truss bridges. Movable bridges have a span that moves along either a vertical or horizontal axis to make room for ships to navigate waterways. Types of this bridge include bascule²¹, swing²², vertical lift²³, and pontoon swing²⁴ bridges. These were very popular early in Louisiana's bridge construction history and standard plans were developed by the 1920s.²⁵

Truss bridges represent a small portion of Louisiana's extant historic bridges, but those that remain represent an important phase in bridge building in the state. Features of this type include diagonal and vertical members that support deck loads; transverse beams below the deck that connect to the trusses, and plates and fasteners that connect bridge members.²⁶ There are various subtypes of Truss bridges, often named for the person who first designed them.

Concrete Deck Girder Bridges and Sparrow Lane

There are eight historic concrete deck girder bridges left in the state of Louisiana today. They are seen in the below table:

Name of Bridge	Location	Year Constructed
Sparrow Lane Bridge	Grant Parish	1919
Cardinal Loop Bridge	Avoyelles Parish	1921
KCS Railroad Bridge	Caddo Parish	1927
Missouri Pacific Railroad Bridge	LaSalle Parish	1932
Bayou Fifi Bridge	Bossier Parish	1934
Illinois Central Railroad Bridge	Caddo Parish	1934
Bonnet Carre Spillway Bridge	St. Charles Parish	1935
Morganza Floodway Bridge	Pointe Coupee Parish	1945

As the oldest concrete deck girder bridge in the state, and the only historic bridge in Grant Parish, the Sparrow Lane Bridge is clearly significant statewide as an important historic bridge type. It predates standardization of bridge design in the state and has remained unaltered since it was constructed in 1919. For the reasons discussed above, Sparrow Lane Bridge is significant statewide under Criterion C: Engineering and is eligible for listing on the National Register.

²⁰ Mead & Hunt, pgs. 3-7.

²¹ Bascule bridges have a movable span that is counterweighted and rotates around a pivot point to clear the channel. They often open up in two halves to make way for ships.

²² Swing bridges have two span arms that rotate on a center pivot.

²³ Vertical lift bridges have a main span that consists of steel girders or truss that is raised and lowered via cables.

²⁴ Pontoon swing bridges have a main span that is a floating barge that swings to the shoreline to clear the waterway for navigation.

²⁵ Mead & Hunt, pgs. 9-14.

²⁶ Ibid, pg. 18.

Sparrow Lane Bridge
Name of Property

Grant Parish, Louisiana
County and State

Developmental History/Additional historic context information

See above.

9. Major Bibliographical Resources

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

A Review of the History of Highways in Louisiana, n.p.

Harrison, Mabel & Lavinia McNeely. *Grant Parish, Louisiana A History*. Baton Rouge: Claitor's Publishing Division, 1969.

Mead & Hunt. *Crossing the Bayou: Louisiana's Historic Bridges*. Historic context prepared for Louisiana Department of Transportation and Development, 2015.

LADOTD, *The Five Major Parts of a Concrete Span Bridge*, September 11, 2014,
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Operations/BridgeMaintenance/Misc%20Documents/Parts%20Of%20A%20Bridge.pdf

LADOTD *Structure Type Names*, August 20, 2015,
[http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Operations/BridgeMaintenance/Misc%20Documents/Structure%20Type%20Codes%20\(6-1-14\).pdf](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Operations/BridgeMaintenance/Misc%20Documents/Structure%20Type%20Codes%20(6-1-14).pdf)

National Register Eligibility Determination Report, Pre-1971 Louisiana Highway Bridges, Volume 1: Report and Appendices A-D, September 2013, Mead & Hunt, Appendix C, D1, and D2.

U.S. Department of Transportation, Federal Highway Administration, 2016 Report on Structure: 082231280923681

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Sparrow Lane Bridge
Name of Property

Grant Parish, Louisiana
County and State

Historic Resources Survey Number (if assigned): 22-00202; Louisiana Historic Bridge
Inventory # P2231280923681

10. Geographical Data

Acreage of Property: Less than an acre

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 31.466256 Longitude: -92.611406

Verbal Boundary Description (Describe the boundaries of the property.)

The bridge is on Louisiana public road Sparrow Lane, located in Colfax, Louisiana, over the Marteau Bayou. It is located 0.3 miles southeast of Louisiana Hwy 492, and 0.3 miles from the intersection of Kateland Road and Sparrow Lane. Beginning at its northwestern most point on the west bank of the Marteau Bayou, then around 24.92 feet to the northeastern bank, then southeast around 0.03 miles to the southeastern bank, then around 24.92 feet to its southwestern bank of the Marteau Bayou, then back northwest 0.03 miles to the point of beginning. The bridge spans 149 feet over the Marteau Bayou, which this boundary encompasses the entire structure, including the concrete bents, and the concrete deck facilitating the roadway from north to south.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes all components historically associated with the bridge.

11. Form Prepared By

name/title: Trevor Fry

organization: N/A

street & number: 136 Red Oak Lane

city or town: Dry Prong state: LA zip code: 71423

e-mail: tfry@goldweems.com

telephone: 318-619-1857

date: 08/31/2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Sparrow Lane Bridge

Name of Property

Grant Parish, Louisiana

County and State

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Sparrow Lane Bridge

City or Vicinity: Bentley

County: Grant

State: Louisiana

Name of Photographer: Dustie Guillotte

Date of Photographs: June 8, 2016

1 of 5: Looking north from the west side of the Bridge.

2 of 5: Looking northwest from the west side of the Bridge.

3 of 5: View showing bayou and bents/piles/caps of Bridge, viewing from north side of the bank looking southeast.

4 of 5: View showing railings/parapets of bridge looking northeast.

5 of 5: View of the deck of the bridge looking southeast.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Sparrow Lane Bridge, Grant Parish, LA



Latitude: 31.466256 Longitude: -92.611406

Sparrow Lane Bridge, Grant Parish, LA

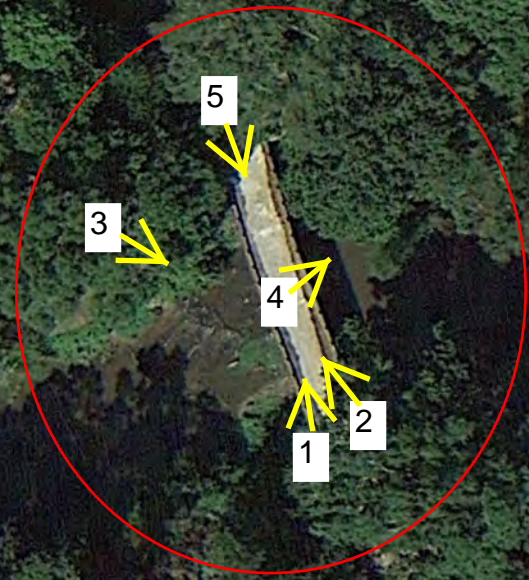


Latitude: 31.466256 Longitude: -92.611406

Sparrow Lane Bridge

Grant Parish, LA
Imagery and Photo Sketch Map

Sparrow Ln





WEIGHT
LIMIT
3
TONS



WEIGHT
LIMIT
3
TONS







WEIGHT
LIMIT
3
TONS



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 12/16/2016 Date of Pending List: Date of 16th Day: Date of 45th Day: 1/31/2017 Date of Weekly List: 2/9/2017

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 1/31/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF HISTORIC PRESERVATION

RENNIS S. BURAS, II
DEPUTY SECRETARY
PHIL BOGGAN
ASSISTANT SECRETARY

December 10, 2016

TO: Mr. James Gabbert
National Park Service 2280, 8th Floor; National Register of Historic Places
1201 "I" Street, NW; Washington, DC 20005

FROM: Jessica Richardson, National Register Coordinator
Louisiana Division of Historic Preservation

RE: Sparrow Lane Bridge, Grant Parish, LA

Jim,

The enclosed disk contains the true and correct copy of the nomination for the Sparrow Lane Bridge to the National Register of Historic Places. The second disk contains the photographs of the property in TIFF format. Should you have any questions, please contact me at 225-219-4595 or jrichardson@crt.la.gov.

Thanks,

Jessica

Enclosures:

- CD with PDF of the National Register of Historic Places nomination form
- CD with electronic images (tiff format)
- Physical Transmission Letter
- Physical Signature Page, with original signature
- Other:

Comments:

- _____ Please ensure that this nomination receives substantive review
- _____ This property has been certified under 36 CFR 67
- _____ The enclosed owner(s) objection(s) do _____ do not _____
- _____ constitute a majority of property owners. (Publicly owned property)
- _____ Other: