



# Historic Bridge Management Plan for the Perkins Road Overpass

Recall Number: 610023

Structure Number: U1730258910961

Parish: East Baton Rouge

Route: Perkins Road

Crossing Description: Kansas City Southern  
Railroad



Prepared for

**Louisiana Department of  
Transportation and  
Development**

Prepared by

**Mead  
& Hunt**  
[www.meadhunt.com](http://www.meadhunt.com)

August 2016

**THIS PAGE INTENTIONALLY LEFT BLANK**

## Table of Contents

	Page
<b>Executive Summary .....</b>	<b>1</b>
<b>1. Introduction .....</b>	<b>3</b>
<b>2. Location Map .....</b>	<b>5</b>
<b>3. Historic Data .....</b>	<b>7</b>
A. Identifying information .....	7
B. Description of bridge .....	7
C. History and significance .....	8
D. Character-defining features .....	10
<b>4. Engineering Data.....</b>	<b>15</b>
A. Existing conditions .....	15
(1) Structural observations .....	15
(2) Non-structural observations .....	15
(3) Serviceability observations.....	15
B. Sources of information.....	16
<b>5. Recommendations .....</b>	<b>25</b>
A. Preventative maintenance .....	25
B. Rehabilitation .....	26
C. Identification of any anticipated design exceptions .....	26

### Appendices

- A Historic Inventory Form
- B Select Plan Sheets

**THIS PAGE INTENTIONALLY LEFT BLANK**

## Executive Summary

The Perkins Road Overpass (Recall No. 610023) is located in East Baton Rouge Parish, Louisiana, and is owned by the East Baton Rouge Parish Highway Agency. Construction of the bridge was completed and accepted by the Louisiana Highway Commission in January 1938, and it was rehabilitated in 2009. The bridge was determined eligible for the National Register of Historic Places (National Register) in 2013. It is significant as a railroad grade-separation crossing constructed using New Deal-era federal funding, as well as for its outstanding overall architectural treatment.

The overpass carries Perkins Road, a two-lane roadway with sidewalks, across a single track of the Kansas City Southern (KCS) Railroad in Baton Rouge. It encompasses 19 reinforced-concrete deck girder spans and one 72-foot steel I-beam span that crosses the railroad. Spans are supported on cast-in-place, reinforced-concrete piers and abutments. The bridge features decorative concrete railings, endposts, pier caps, and brackets under the sidewalks. Its total length is approximately 809 feet.

The bridge is in good condition overall and appears to adequately serve its purpose of carrying vehicular traffic and pedestrian traffic over the railroad. There are no major structural deficiencies with this bridge. With proper maintenance and rehabilitation, the Perkins Road Overpass can continue to serve in its present capacity for 20 years or longer.

Any work on the bridge should proceed according to recommendations in this Historic Bridge Management Plan (Plan), which adhere to the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Secretary's Standards), the *Management Plan for Historic Bridges Statewide* (Statewide Historic Bridge Plan), and the *Programmatic Agreement among the Federal Highway Administration, the Louisiana Department of Transportation And Development, the Advisory Council on Historic Preservation, and the Louisiana State Historic Preservation Officer Regarding Management of Historic Bridges in Louisiana* (PA).

**THIS PAGE INTENTIONALLY LEFT BLANK**

## 1. Introduction

This Plan, used in conjunction with the Statewide Historic Bridge Plan, provides guidance on the approach to preservation activities for the Perkins Road Overpass (Recall No. 610023), identified as a Preservation Priority Bridge. Completion of individual management plans for Preservation Priority Bridges and the Statewide Historic Bridge Plan fulfills terms of the PA, which was executed on September 21, 2015.

The PA provides the basis and procedures for the management of historic bridges in Louisiana and outlines the procedures for the treatment of historic bridges, including Preservation Priority Bridges. In accordance with the PA, an owner seeking state or federal funding for Preservation Priority Bridges will be required by the Louisiana Department of Transportation and Development (LADOTD), in cooperation with the Louisiana State Historic Preservation Office (LASHPO) and the Federal Highway Administration (FHWA), to follow the procedures outlined in this Plan and the Statewide Historic Bridge Plan.

The Statewide Historic Bridge Plan outlines the overall approach to bridge preservation through a discussion of the collaboration of the historian and engineer, guidance on assessing preservation needs, and resources and technical guidance on maintenance and rehabilitation activities that are broadly applicable to historic bridges. A glossary of common engineering and historical terms is included in the Statewide Historic Bridge Plan.

This Plan for the Perkins Road Overpass compiles and summarizes the specific historic and engineering information for this Preservation Priority Bridge. It documents the existing use and condition of the bridge, along with assessments of the preservation needs, including cost estimates. Preservation can be accomplished in two manners: preventative maintenance and rehabilitation. Maintenance includes cyclical or condition-based activities that, along with regular structural inspections, are directed toward continued structure serviceability. Rehabilitation activities are near- or long-term steps that need to be taken to preserve and in some cases restore a bridge's structural condition and serviceability. In assessing preservation activities for each Preservation Priority Bridge, a design life of 20 years was considered, which is consistent with the duration of the PA. This Plan provides the bridge owner, and other interested parties, with detailed information related to the historic nature of the bridge and the necessary background to make an informed planning decision. The recommendations within this Plan should be reviewed in 10 years following completion of the Plan to identify any needed updates or revisions.

Existing bridge data sources typically available for Louisiana bridges were gathered for this Plan and field investigation confirmed general structural condition and character-defining features of the subject bridge. These sources include:

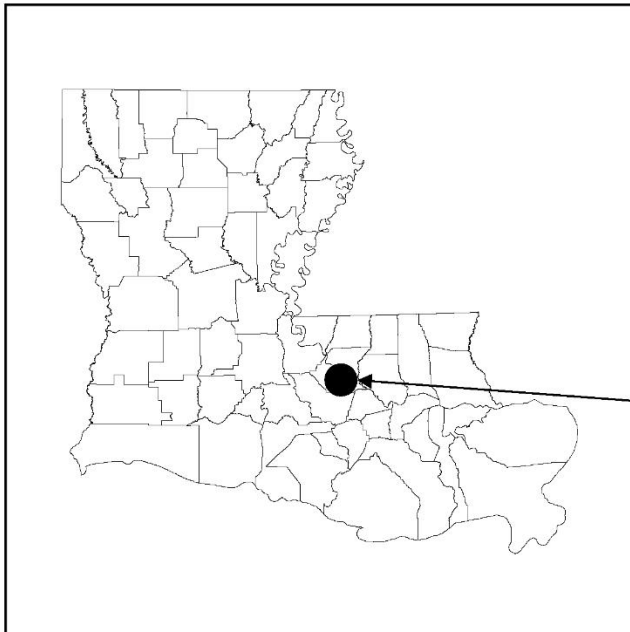
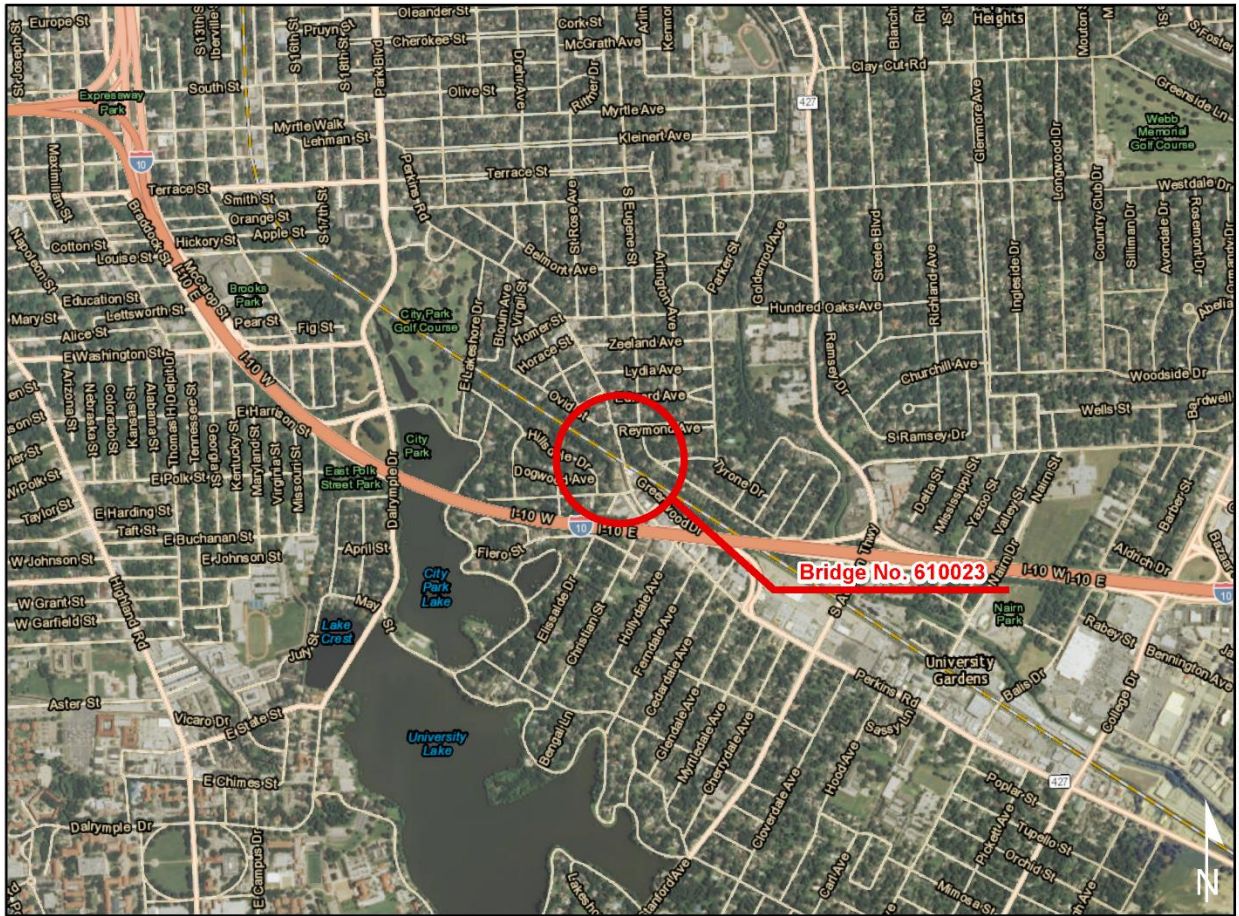
- The current LADOTD Bridge Inspection Report, and any other similar inspection reports
- Original bridge construction plans, any rehabilitation plans, and record as-built plans, as available
- Existing historical and documentary material related to the historic bridges

Recommendations within this Plan are consistent with the Secretary's Standards. The Secretary's Standards are basic principles created to help preserve the distinct character of a historic property and its site, while allowing for reasonable change to meet new engineering standards and codes. The Secretary's Standards recommend repairing, rather than replacing, deteriorated features whenever possible. A version of the Secretary's Standards that is specific to historic bridges is included in the Statewide Historic Bridge Plan. Following these standards is a requirement of the PA.

A bridge historian and bridge engineer from Mead & Hunt, Inc. (Mead & Hunt) jointly prepared this Plan under contract to the LADOTD. The LADOTD, FHWA, and LASHPO reviewed and provided input into the final Plan.



## 2. Location Map



**PROJECT LOCATION**  
 Bridge Number: 610023  
 Structure Number: U1730258910961  
 East Baton Rouge Parish  
 Route: Perkins Rd  
 Crossing Description: Kansas City Southern Railroad

**THIS PAGE INTENTIONALLY LEFT BLANK**

### 3. Historic Data

#### A. Identifying information

**Structure Number:** U1730258910961

**Recall Number:** 610023

**LASHPO Number:** 17-01655

**Bridge Name:** Perkins Road Overpass

**Date of Construction:** 1937-1938; 2009 rehabilitation

**Main Span Type:** Steel I-beam

**Contractor:** W.R. Aldrich and Co., Baton Rouge, Louisiana

**Designer/Engineer:** E.M. Spiller, Resident Engineer

#### B. Description of bridge

The Perkins Road Overpass carries two roadway lanes and two sidewalks on Perkins Road, a city street, across a single track of the KCS Railroad in Baton Rouge, East Baton Rouge Parish. The bridge encompasses 19 reinforced, cast-in-place, concrete deck girder spans and one steel I-beam span that crosses the railroad. It has a posted weight limit of 25 to 40 tons (25T-40T) with weight posting signs located at each end of the bridge, and an average daily traffic (ADT) of about 10,000 vehicles. The bridge construction was completed in 1938 and the bridge was rehabilitated in 2009; it retains nearly all elements of its original construction. The original bridge was designed, and the geometry established for the piers on either side of the railroad, to accommodate a second, future railroad track, to be located 14 feet from the centerline of the existing track. This second track was not built.

The total length of the bridge is approximately 809 feet, as measured from end to end of the abutments. The overpass is oriented in a generally north-south alignment. It has 20 spans from north to south: four reinforced-concrete deck girder (RCDG) spans at 40 feet, 9 inches (spans 1-4); one steel I-beam span at 72 feet directly over the KCS Railroad (span 5); four RCDG spans at 40 feet, 9 inches (spans 6-9); and 11 RCDG spans at 36 feet, 9 inches (spans 10-20). A cast-in-place, reinforced-concrete retaining wall at the southeast corner of the structure provides a transition from the adjacent roadways to the bridge.

The substructure of the overpass is made of cast-in-place, reinforced-concrete piers, which display decorative angular pier caps, and cast-in-place, reinforced-concrete abutments. These substructure units are supported on 16-inch-square, reinforced-concrete piles that are approximately 30 feet long. The retaining wall is supported on 12-inch-square, reinforced-concrete piles that are approximately 20 feet long.

The bridge provides for a 26-foot clear roadway width for two lanes of traffic, with the cast-in-place, reinforced-concrete deck integral with five lines of RCDGs. Three-foot-wide, cast-in-place, reinforced-concrete sidewalks are located on each side of the roadway and display a curb height of 10 inches. The sidewalks are supported by cast-in-place, reinforced-concrete brackets cantilevered from the exterior RCDGs. The outside edge of each sidewalk is lined with concrete open balustrade railings that terminate in decorative geometric endposts. While the overpass has endposts at each end that read “1937,” it was officially completed and accepted by the Louisiana Department of Highways in 1938. One other endpost on the north side of the bridge reads “State Route No. 275,” which was the original highway that spanned the crossing. Concrete roadway approach slabs measuring 20 feet long are located at each end of the bridge.

The Perkins Road Overpass was rehabilitated in 2009. Exposed surfaces of all piers were given a cementitious coating with a light tannish-grey color. This coating was not applied to the superstructure components. Approximately 3 feet of the ends of the steel I-beams in the span over the railroad were painted with an additional paint coat. It appears the deck expansion joints were replaced as part of the rehabilitation. Several deteriorated or damaged sections of the concrete railings received minor repairs.

### **C. History and significance**

The Perkins Road Overpass is located just north of Interstate 10 in East Baton Rouge Parish. This area, which is southeast of downtown, is a mixed-use district adjacent to several residential neighborhoods including Hundred Oaks, Poets Corner, and City Park/Hillsdale. Originally known as the Hundred Oaks Overpass, the bridge was built to cross what was at that time the Louisiana and Arkansas Railway, which stretched through East Baton Rouge Parish from northwest to southeast, continuing on to New Orleans. A significant proportion of funding for the project came from the U.S. Works Program Grade Crossing program (U.S. WPGC), a New Deal agency that improved safety nationwide by supporting the construction of grade separations between highways and railroads.

In 1935 the State of Louisiana received allocated funds through the Emergency Relief Appropriation Act, which subsidized U.S. WPGC projects.<sup>1</sup> The Hundred Oaks Overpass contract was awarded in April 1936 for the amount of \$101,963.<sup>2</sup> Various pieces of the bridge were fabricated by the Nashville Bridge Co., and contractor W.R. Aldrich and Co., based locally in Baton Rouge, completed the work in less than two years.<sup>3</sup> The bridge was officially accepted by the Louisiana Highway Commission in January 1938 at

---

<sup>1</sup> “Tenth Biennial Report of the Louisiana Highway Commission of the State of Louisiana,” prepared for the Governors and Members of the Legislature (1939), 73.

<sup>2</sup> “Ninth Biennial Report of the Louisiana Highway Commission of the State of Louisiana,” prepared for the Governors and Members of the Legislature (1937), 72.

<sup>3</sup> “Hundred Oaks Overpass, East Baton Rouge Parish, Louisiana Highway Commission” (Nashville, Tenn.: Nashville Bridge Company, 1936).



a total cost of \$108,268.<sup>4</sup> Of this, the commission collected \$83,199 from the U.S. WPGC.<sup>5</sup> While the bridge displays a unique curved design to accommodate its setting, the construction of the girder spans, including their decorative geometric railings, are based on a 1935 standard plan. This plan accommodated spans between 34 feet, 9 inches, and 40 feet, 9 inches, with 3-foot sidewalks and Type C handrail, which is the open balustrade design displayed on the bridge.<sup>6</sup> The bridge was transferred from the State to East Baton Rouge Parish at an unknown date.

The Perkins Road Overpass originally carried Louisiana Highway 275, which ran southeast from downtown Baton Rouge to Kleinpeter according to a 1937 highway map.<sup>7</sup> By 1942 the corridor was also designated as Perkins Road, and at some point before 1972 the Highway 275 designation was dropped.<sup>8</sup> While the areas south and west of what would be the Perkins Road Overpass had not been developed before the bridge was built, by 10 years after its construction residential neighborhoods north of the crossing had grown significantly and the area south of it had become an industrial corridor with multiple contractors, a lumber shed, and an electrical repair shop.<sup>9</sup> Though the area has lost some of its industrial character since the mid-twentieth century, it has seen a recent boom in commercial development and is now a bustling mixed-use district near downtown.<sup>10</sup>

The Perkins Road Overpass is eligible for listing in the National Register under *Criterion A: History*. It has significance as a grade-separation structure funded through the U.S. WPGC during the Depression era as part of their goal to provide safe railroad-highway crossings. The bridge is also eligible under *Criterion C: Engineering* for its outstanding overall architectural treatment. This significance is conveyed in a series of features including its decorative concrete railing, angular pier cap design, tapered brackets under the sidewalks, and geometric endposts, which as a whole convey high artistic value and distinguish

---

<sup>4</sup> "Final Estimate on Louisiana Project No. 2653 F.A.P. No. W.P.G.M.S. 321 for Highway between Baton Rouge and Essen East Baton Rouge Parish, Louisiana," prepared for the Louisiana Highway Commission, 1938; "Tenth Biennial Report of the Louisiana Highway Commission of the State of Louisiana," 48-49.

<sup>5</sup> "Tenth Biennial Report of the Louisiana Highway Commission of the State of Louisiana," 111.

<sup>6</sup> "Standard Plan: 2.C. Deck Girder Span" (Baton Rouge, La.: Louisiana Highway Commission, 1935).

<sup>7</sup> Louisiana Highway Commission, *East Baton Rouge Parish*, no scale given (Baton Rouge, La.: Louisiana Highway Commission Map Department, 1937), Baton Rouge Digital Archive, <http://batonrougedigitalarchive.contentdm.oclc.org/cdm/ref/collection/p15196coll4/id/44>.

<sup>8</sup> E.R. Nilson Map Service, *Baton Rouge, La. and Adjacent Suburbs*, no scale given (Baton Rouge, La.: Cotton's Holsom Bakers, 1942), Baton Rouge Digital Archive, <http://batonrougedigitalarchive.contentdm.oclc.org/cdm/ref/collection/p15196coll4/id/8>; Dolph Map Company, *Dolph's Map of Greater Baton Rouge*, no scale given (Fort Lauderdale, Fla.: Dolph Map Co., Inc., 1972), Baton Rouge Digital Archive, <http://batonrougedigitalarchive.contentdm.oclc.org/cdm/ref/collection/p15196coll4/id/81>.

<sup>9</sup> Sanborn Map Company, *Insurance Maps of Baton Rouge, Louisiana*, 1200 feet: 1 inch (New York: Sanborn Map Company, 1923), key; Sanborn Map Company, *Insurance Maps of Baton Rouge, Louisiana, Vol. 1*, 100 feet: 1 inch, 1923 (Reprint, New York: Sanborn Map Company, 1947), 64.

<sup>10</sup> Chelsea Brasted, "Perkins Overpass Neighborhood Popularity Increases while Infrastructure Remains the Same," *The Times Picayune*, March 13, 2014, [http://www.nola.com/business/baton-rouge/index.ssf/2014/03/perkins\\_overpass\\_neighborhood.html](http://www.nola.com/business/baton-rouge/index.ssf/2014/03/perkins_overpass_neighborhood.html).

the Perkins Road Overpass within the bridge type. The bridge retains good integrity and expresses design elements that demonstrate its significance as a U.S. WPGC structure and a bridge with high artistic value. The pier caps display slightly diminished integrity due to a cementitious coating that was added in 2009; however, they still convey an important decorative treatment on the bridge.

#### **D. Character-defining features**

Character-defining features are prominent or distinctive aspects, qualities, or characteristics of a historic property that contribute significantly to its physical character. Features may include materials, engineering design, and structural and decorative details. Elements of the bridge that are not identified as character-defining features may be historic fabric. Historic fabric is material in a bridge that was part of original construction. It is important to consider both character-defining features and the bridge's historic fabric when planning any work.

The Perkins Road Overpass has two character-defining features: the bridge superstructure due to its historic significance as a grade crossing, and the overall aesthetic treatment due to its architectural significance (described below). Other elements that represent historic fabric but are not considered to be character-defining are the concrete retaining wall and the concrete abutments.

The following items are the character-defining features of this bridge:

##### **Feature 1: Design and construction of railroad grade-separation overpass**

This feature includes the entire 809-foot overpass superstructure, which encompasses 19 reinforced-concrete deck girder spans with integral concrete deck and one steel I-beam span that stretches 72 feet over the KCS Railroad.



*Character-defining Feature Photo 1: Design and construction of a railroad grade-separation overpass. The steel I-beam span, which crosses the railroad, and adjacent concrete deck girder spans comprise the superstructure.*



*Character-defining Feature Photo 2: Design and construction of a railroad grade-separation overpass. The steel I-beam span, which crosses the railroad, and adjacent concrete deck girder spans comprise the superstructure.*



**Feature 2: Aesthetic treatment of a concrete girder and steel I-beam bridge**

This feature includes various decorative features that create an aesthetic distinguished within this bridge type. These treatments include an open balustrade concrete railing, geometric endposts, pier caps with an ornamental angular design, and tapered brackets under the sidewalks.



*Character-defining Feature Photo 3: Aesthetic treatment of decorative open balustrade railings conveys the bridge's architectural significance.*



*Character-defining Feature Photo 4: Aesthetic treatment of geometric endposts contributes to the overall design treatment of the overpass.*





*Character-defining Feature Photo 5: Aesthetic treatment of brackets supporting the cantilevered sidewalk and angular pier caps demonstrates the architectural features of this bridge.*

The following image illustrates other bridge features that are of historic fabric, meaning they are part of original construction but are not considered to be character-defining features:



*Historic Fabric Photo 1: Concrete retaining wall at the southeast corner of the bridge.*

**THIS PAGE INTENTIONALLY LEFT BLANK**

## 4. Engineering Data

### A. Existing conditions

#### (1) Structural observations

The bridge is in good condition overall and appears to adequately serve its purpose of carrying vehicular traffic and pedestrian traffic over the KCS Railroad. There are no major structural deficiencies for this bridge, but there are several minor deficiencies as described below.

The bridge is load (weight) posted at 25 to 40 tons (25T-40T), with signs indicating this at each end of the bridge.

#### *Superstructure*

The superstructure is in good condition, with only minor deficiencies. The concrete sidewalk surfaces are in fair condition having minor scaling with exposed aggregate throughout. The concrete railings are in fair condition having minor scaling with exposed aggregate throughout. The expansion joint “gland” in the deck joint at pier 7 has failed because it is torn with debris buildup. Other expansion joints in the bridge deck have some minor debris buildup but are in satisfactory condition.

#### *Substructure*

The substructure units are in fair condition, with only minor deficiencies. All piers were given a cementitious coating as part of the 2009 rehabilitation. At pier 2 the condition is fair because there are areas of delamination of the coating along the ground line from fires under the bridge. There is extensive graffiti on the piers located on each side of the railroad, and on other piers randomly along the length of the bridge. Vegetation is growing on pier 16 and reaching up to the parapet of the superstructure.

#### (2) Non-structural observations

There are no guardrails at either approach to the bridge, but there is no evidence of any damage from crashes on any of the end posts of the bridge railings.

#### (3) Serviceability observations

Reports indicate that the ADT across the bridge is about 10,000 vehicles. This traffic is a mixture of cars, trucks, school buses, and emergency response vehicles, all of which were observed during the field visit.

The bridge railing height does not meet current geometric standards for pedestrian and bicycle use, nor does it meet current vehicle crash impact loading standards.

The number of trains per day that pass under the bridge is not known.

The condition of the concrete approach slabs at the roadway transitions at each end of the bridge are in good condition, but the asphalt road surfaces beyond the approach slabs are in fair condition.

Steel blast plates were provided in the original construction on the underside of the steel beams to protect the steel beam span from smoke from steam locomotives. These blast plate elements have been removed, but small portions of the steel support brackets remain on the exterior faces of the exterior beams. These brackets do not affect the vertical clearance over the railroad, nor do they pose any structural concern for the strength of the steel beams.

## **B. Sources of information**

<b>Plans available:</b>	Yes, available at the LADOTD Bridge Section office
<b>Inspection report date:</b>	January 6, 2016
<b>Fracture critical report date:</b>	N/A
<b>Underwater inspection report:</b>	N/A
<b>Date of site visit:</b>	February 3, 2016





*Condition Photo 1: South end of bridge approach roadway and bridge railing.*



*Condition Photo 2: View of west elevation of bridge. Note coating of piers from 2009 rehab.*



*Condition Photo 3: Typical superstructure and pier.*



*Condition Photo 4: Repair of section of bridge parapet. Note variation of concrete color and texture.*





*Condition Photo 5: Steel I-Beam span over railroad.*



*Condition Photo 6: Piers at railroad with graffiti.*





*Condition Photo 7: End of steel beam span at pier. Note additional painting of ends of steel beams, expansion joint in deck above, and two remaining steel angle members attached to the beam from the removed metal blast plates and their supports.*



*Condition Photo 8: Vegetation growing on pier and superstructure.*





*Condition Photo 9: General condition of bridge deck, sidewalks, and railings.*



*Condition Photo 10: Typical roadway expansion joint in approach spans.*



*Condition Photo 11: Roadway expansion joint near Pier 7 at steel beam span over railroad.*



*Condition Photo 12: Approximately 1-inch offset between parapets and deck at pier 8 (spans 7 and 8).*





*Condition Photo 13: North end of bridge approach roadway, including sidewalk.*

**THIS PAGE INTENTIONALLY LEFT BLANK**

## 5. Recommendations

This Preservation Priority Bridge should remain in use and can meet current and projected transportation needs for the next 20 years or more. Maintenance and rehabilitation activities should be completed in a manner consistent with the long-term preservation of this historic bridge. The Statewide Historic Bridge Plan provides additional guidance and approaches to completing maintenance and rehabilitation activities that adhere to the Secretary's Standards. Work should be conducted under the supervision of a qualified professional historian, as defined in the PA. The bridge engineer, or the bridge engineer's supervising engineer, should have demonstrated expertise in historic bridge projects and must have completed the LADOTD's historic bridge training. When developing plans and specifications for a project, the bridge engineer should follow the recommendations below.

Under the terms agreed upon in the PA, the bridge owner may undertake certain activities that are considered to be best practices without additional consultation or public notification. These activities are documented in Attachment 5 of the PA and are limited to the activities specifically noted. All recommended preventative maintenance and rehabilitation activities for this bridge are included in Attachment 5 and are not expected to alter the character-defining features or historic fabric of the bridge. Some cyclical or condition-based maintenance items are noted below under Rehabilitation because they are expected to be completed as part of an overall rehabilitation project for this bridge. These activities may need to be completed as conditions dictate to promote long-term preservation of this historic bridge. Recommendations within this Plan should be reviewed in 10 years following completion of the Plan to identify any needed updates or revisions.

The opinions of probable costs provided below are in 2016 dollars. The costs were developed without the benefit of preliminary rehabilitation plans and are based on the above identified tasks using engineering judgment and/or gross estimates of quantities and historic unit prices and are intended to provide a programming level of estimated costs. Refinement of the probable costs is recommended once preliminary plans have been developed. The estimated preservation costs include a 10 percent contingency and 7 percent mobilization allowance of the preservation activities, excluding soft costs. Actual costs may vary significantly from those opinions of cost provided herein. Engineering design, historical consultation, and construction administration costs are not included as these may be provided by the owner or consultants.

### A. Preventative maintenance

The following are recommendations for cyclical maintenance, many of which are being routinely performed. As these activities are routinely done already, they are not included in the cost estimate.

1. Clean dirt and debris from the bridge deck, including expansion joints, and sidewalks regularly to maintain good condition.
2. Recoat or paint over graffiti on the bridge piers and other units with a coating of paint that matches the color, consistency, and texture of the existing coating. The recoating or painting

should be limited to the area of graffiti only and this practice to cover graffiti should not be done elsewhere on the bridge.

3. Remove all vegetation from the bridge including the vines growing at Pier 16.

**B. Rehabilitation**

The following are recommendations for rehabilitation. The activities listed should be performed when necessary (estimated to be within the next two years).

1. Replace the neoprene/rubber “gland” in the expansion joint in the bridge deck at Pier 7.
2. Repair the coating and delamination due to fire damage at Pier 2. Repairs should match the color, texture, and consistency of the existing coating and adjacent concrete.

Bridge Recall No. 610023		Date: 3/24/2016		
Perkins Road Overpass				
Opinion of Probable Costs				
Rehabilitation				
Item	Quantity	Unit	Unit Cost	Total
Replace the neoprene/rubber gland in the deck expansion joint at Pier 7	1	LS	\$1,000	\$1,000
Repair the coating and concrete delamination due to fire damage at Pier 2	1	LS	\$1,000	\$1,000
Item Subtotal				\$2,000
Contingency			10.00%	\$200
Mobilization			7.00%	\$154
<b>TOTAL</b>				<b>\$2,354</b>
			Round to:	<b>\$2,400</b>

**C. Identification of any anticipated design exceptions**

No design exceptions were noted, nor are any design exceptions recommended.

**Appendix A. Historic Inventory Form**

**THIS PAGE INTENTIONALLY LEFT BLANK**



# Louisiana Historic Bridge Inventory

Recall Number: 610023

Structure Number: U1730258910961

SHPO Number: 17-01655

Bridge Name: PERKINS RD. OVERPASS

## Location Data:

District: 61

Parish: East Baton Rouge

Feature Crossed: K.C.S. RR

Facility Carried: CITY STREET

Location: PERKINS ROAD

City, Village or Town (if applicable): Baton Rouge

Status: Open

Bridge Owner: Parish Highway Agency

Latitude: 30.427917

Longitude: -91.160133

---

## Structural Data:

Bridge Type: Concrete Deck & Bents w/ Steel I-Beam

Year Built: 1937

Main Span Configuration (if applicable):

Maximum Span Length (feet): 72

Number of Spans: 1

Overall Structure Length (feet): 809

Approach Span Type (if applicable): Concrete tee beam

Posted Load:

Current ADT: 009977

---

## Design and Construction Data:

Engineer or Builder:

Unknown

Bridge Plaque:

State Route No 275

---

## National Register of Historic Places Evaluation:

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 NIRA (1933), Hayden Cartwright Act (1934), and Emergency Relief Appropriation Act (1935). The U.S. Works 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 conveys 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.

---

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



# Louisiana Historic Bridge Inventory

Recall Number: 610023

Structure Number: U1730258910961

Bridge Name: PERKINS RD. OVERPASS

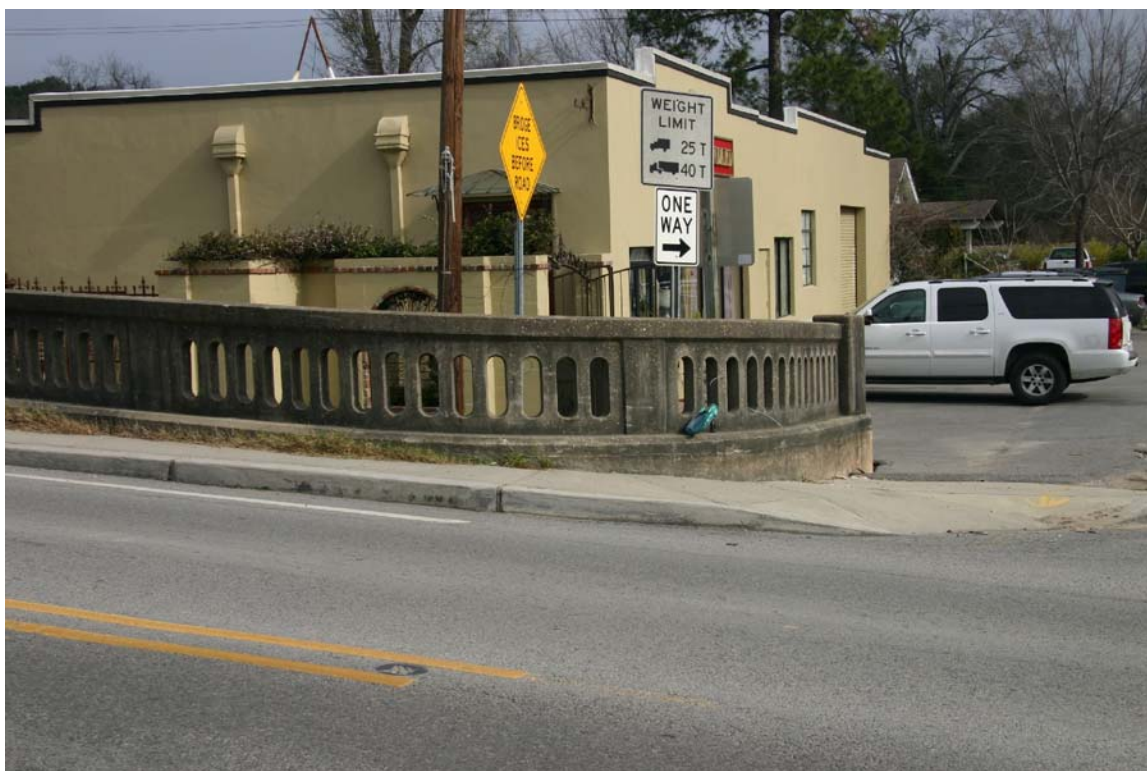
Parish: East Baton Rouge

Bridge Owner: Parish Highway Agency

Feature Crossed: K.C.S. RR

Facility Carried: CITY STREET

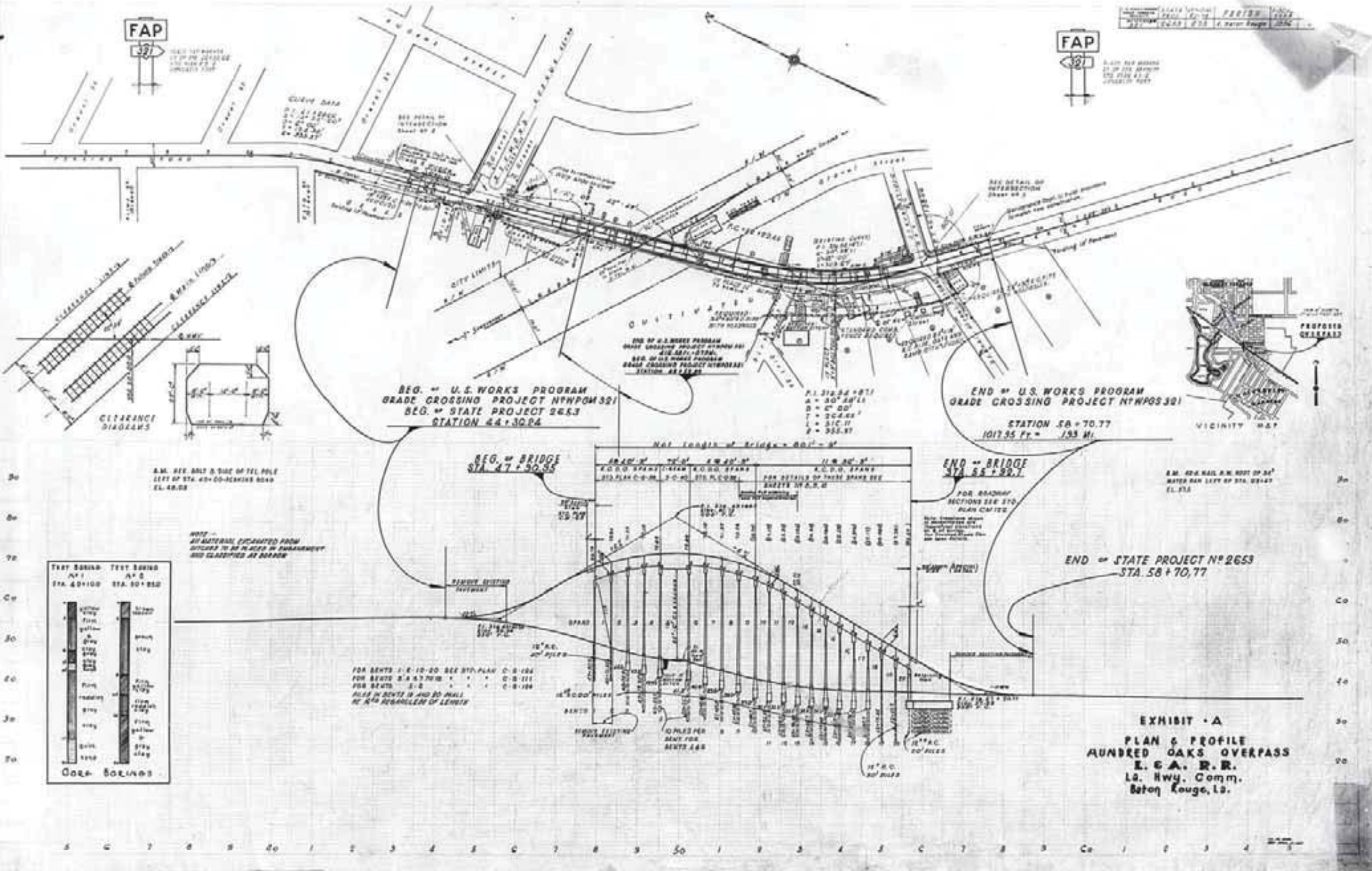
## Photographs:



**Appendix B. Select Plan Sheets**

**THIS PAGE INTENTIONALLY LEFT BLANK**





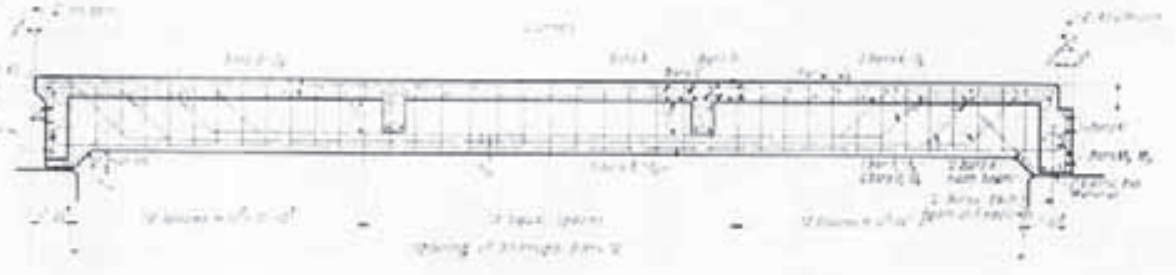
FINAL TRACINGS



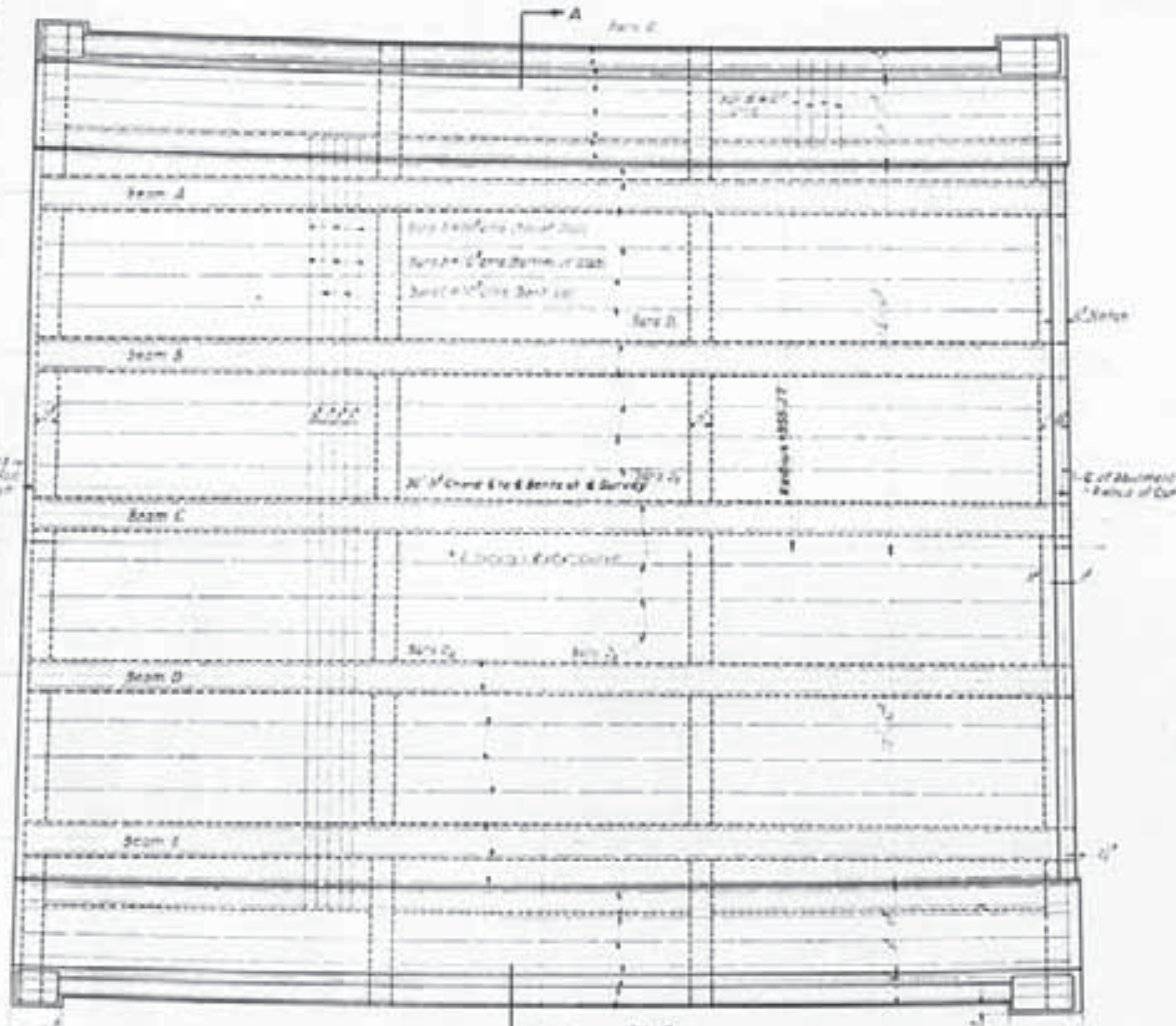


53

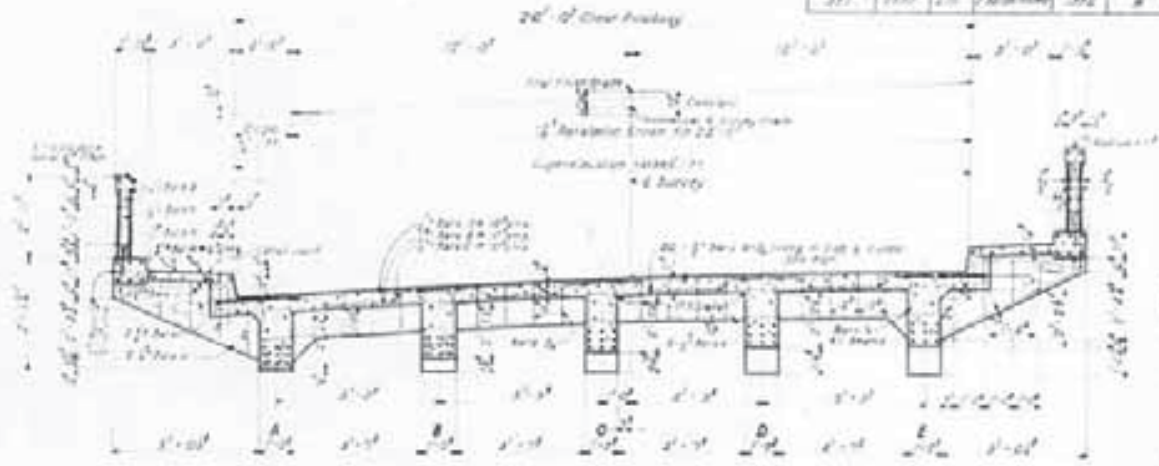
NO.	DATE	BY	REVISION
1	1932	J. H. GIBSON	DESIGN
2	1932	J. H. GIBSON	REVISED



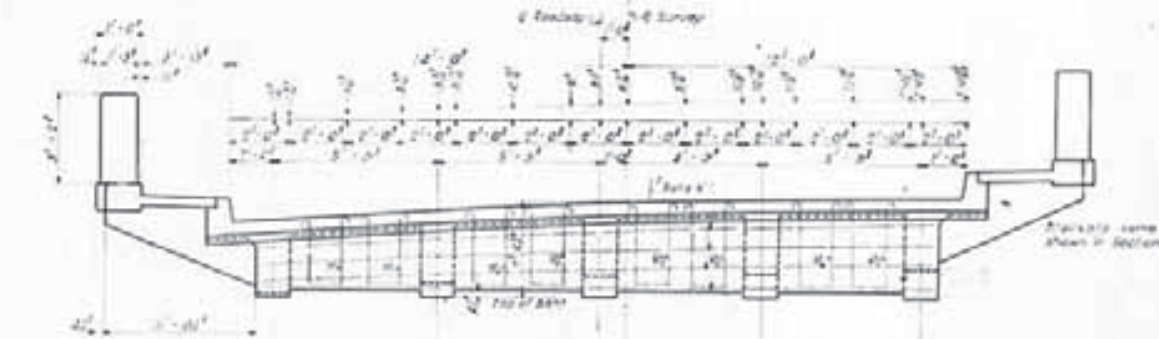
TYPICAL LONGITUDINAL SECTION



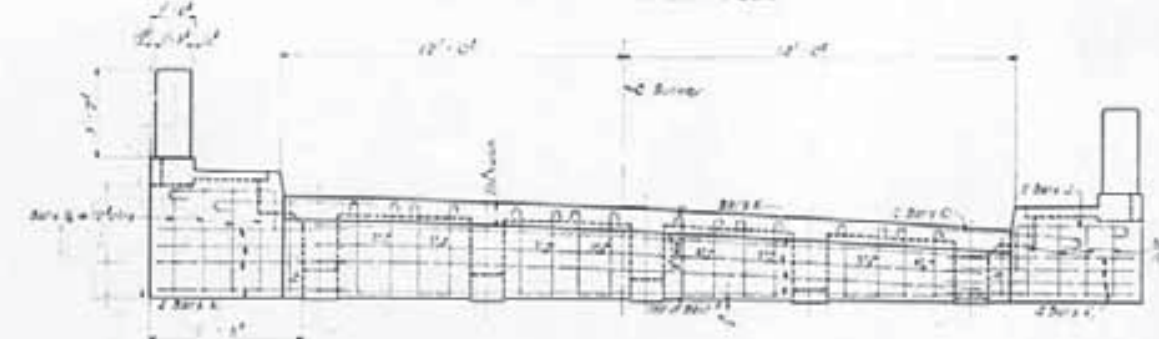
PLAN  
Showing Reinforcement



SECTION A-A



END ELEVATION - INTERMEDIATE BENT



END ELEVATION - ABUTMENT

**GENERAL NOTES:**  
 Specifications: Louisiana Highway Commission  
 Live Load: 10,000 lbs. per sq. ft.  
 Height of Concrete: Concrete to be Class 5000  
 All dimensions to reinforcing bars in center  
 All rebar shall comply with A.C.I. Standard  
 All rebar shall be lap spliced, except for ties, to have lapped  
 lap length of 36 bar diameters, and cast first to  
 be placed for as structural steel. Splice connections  
 are permitted only where shown.

**DETAIL OF R.C. DECK GIRDER FOR  
 SPANS N° 13-20  
 HUNDRED OAKS OVERPASS  
 L & A RAILWAY**

**LOUISIANA HIGHWAY COMMISSION**  
 BATON ROUGE, LA. OCTOBER 1932

NO.	DATE	BY	REVISION
1	1932	J. H. GIBSON	DESIGN
2	1932	J. H. GIBSON	REVISED

Sheet 1 of 2







**THIS PAGE INTENTIONALLY LEFT BLANK**