The only vertical-lift drawbridge in Louisiana was saved from destruction as a result of a grassroots effort led by Darren N. Guin, 27, of Mooringsport. The 1914 Caddo Lake bridge was destined for demolition by the state after a new bridge was constructed alongside the historical structure.

Guin's successful campaign to save the bridge as a pedestrian walkway and tourist attraction hinged on reallocating federal funds earmarked for the bridge's removal to be used instead for its refurbishment. The Federal Highway Administration and the Louisiana Department of Transportation and Development agreed to Guin's idea if the Caddo Parish Commission (which owned the bridge until the mid-1940s) would agree to accept ownership and liability, which it subsequently did.

The local landmark is the only surviving example of a steel through-truss center-lift bridge in Louisiana. It is also distinguished because the designer, J. A. L. Waddell, was the most prominent bridge engineer in the U.S. at the turn of the century, and it was Waddell who invented the large-scale high clearance vertical-lift bridge. In the first part of this century, he and his partner, John Lyle Harrington, were designing and building hundreds of bridges around the world. Louisiana is fortunate to have two Waddell designed bridges, the other being a Waddell "A" truss railroad bridge in Shreveport.

In 1991, after Guin had brought in local, state and federal officials, including State Representative Roy Hopkins and U.S. Senators J. Bennett Johnston and John Breaux, to help the citizens coalition for the bridge, the Historic American Engineering Record (US Department of the Interior/National Park Service) determined that the bridge is nationally significant due to its architect, unique design, and the fact that it is the sole surviving example of this bridge type in the state. With this evaluation, the Mooringsport Drawbridge is eligible for the National Register of Historic Places.