



Historic Bridge Management Plan for the Belle Terre Boulevard Bridge

Recall Number: 620266

Structure Number: P5230253900571

Parish: St. Tammany

Route: Belle Terre Boulevard

Crossing Description: Drain



Prepared for

**Louisiana Department of
Transportation and
Development**

Prepared by

**Mead
& Hunt**

www.meadhunt.com

March 2017

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Table of Contents

	Page
Executive Summary	1
1. Introduction	3
2. Location Map	5
3. Historic Data	7
A. Identifying information	7
B. Description of bridge	7
C. History and significance	7
D. Character-defining features	10
4. Engineering Data.....	13
A. Existing conditions	13
(1) Structural observations	13
(2) Non-structural observations	13
(3) Serviceability observations.....	13
B. Sources of information.....	13
5. Recommendations	21
A. Preventative maintenance	21
B. Rehabilitation	22
C. Identification of any anticipated design exceptions	22

Appendices

- A Historic Inventory Form

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Executive Summary

The Belle Terre Boulevard Bridge (Recall No. 620266) is located south of the city of Covington, St. Tammany Parish, Louisiana, and is owned by St. Tammany Parish. The bridge was constructed in 1936. The bridge was determined eligible for the National Register of Historic Places (National Register) in 2013. It is significant as an important example of a metal multi-plate arch, which is a distinctive culvert type in Louisiana. The bridge also possesses high artistic value associated with the Rustic style.

The bridge carries Belle Terre Boulevard across an unnamed drain in a residential subdivision south of the city of Covington. Built in 1936, this metal, multi-plate, arch culvert consists of three spans that are each approximately 11 feet in length with cast-in-place concrete foundation walls with an overall structure length of approximately 38 feet. The structure is faced with mortared stones with flared wingwalls, curved parapet railings, and capstones. The one-lane bridge features an asphalt roadway surface with no sidewalks measuring approximately 18 feet, 6 inches wide.

The bridge is in fair condition overall and appears to adequately serve its purpose of carrying vehicular traffic. The major deficiency of the structure is the poor condition of the mortar joints on the wingwalls. In particular, there are open mortar joints between the fascia stones and capstones on the southeast and northwest wingwalls. With proper maintenance and rehabilitation, the bridge 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).

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1. Introduction

This Plan, used in conjunction with the Statewide Historic Bridge Plan, provides guidance on the approach to preservation activities for the Belle Terre Boulevard Bridge (Recall No. 620266), 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 Belle Terre Boulevard Bridge 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. Recommendations within this Plan should be reviewed in 10 years following completion of the Plan to identify any needed updates or revisions.

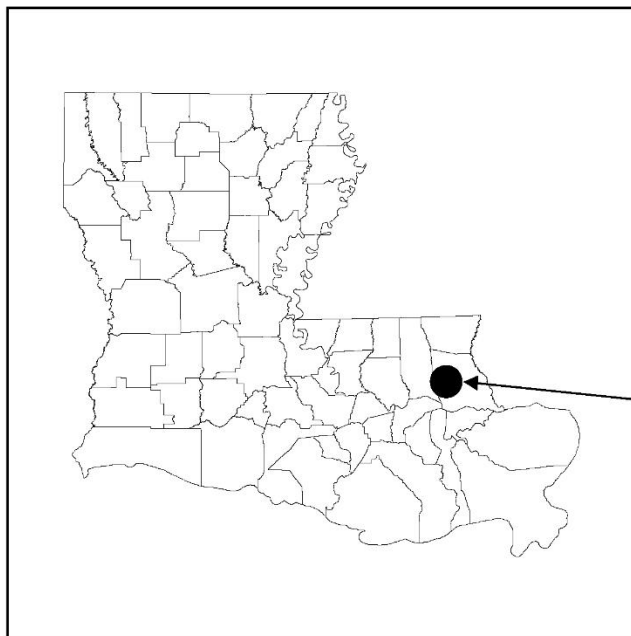
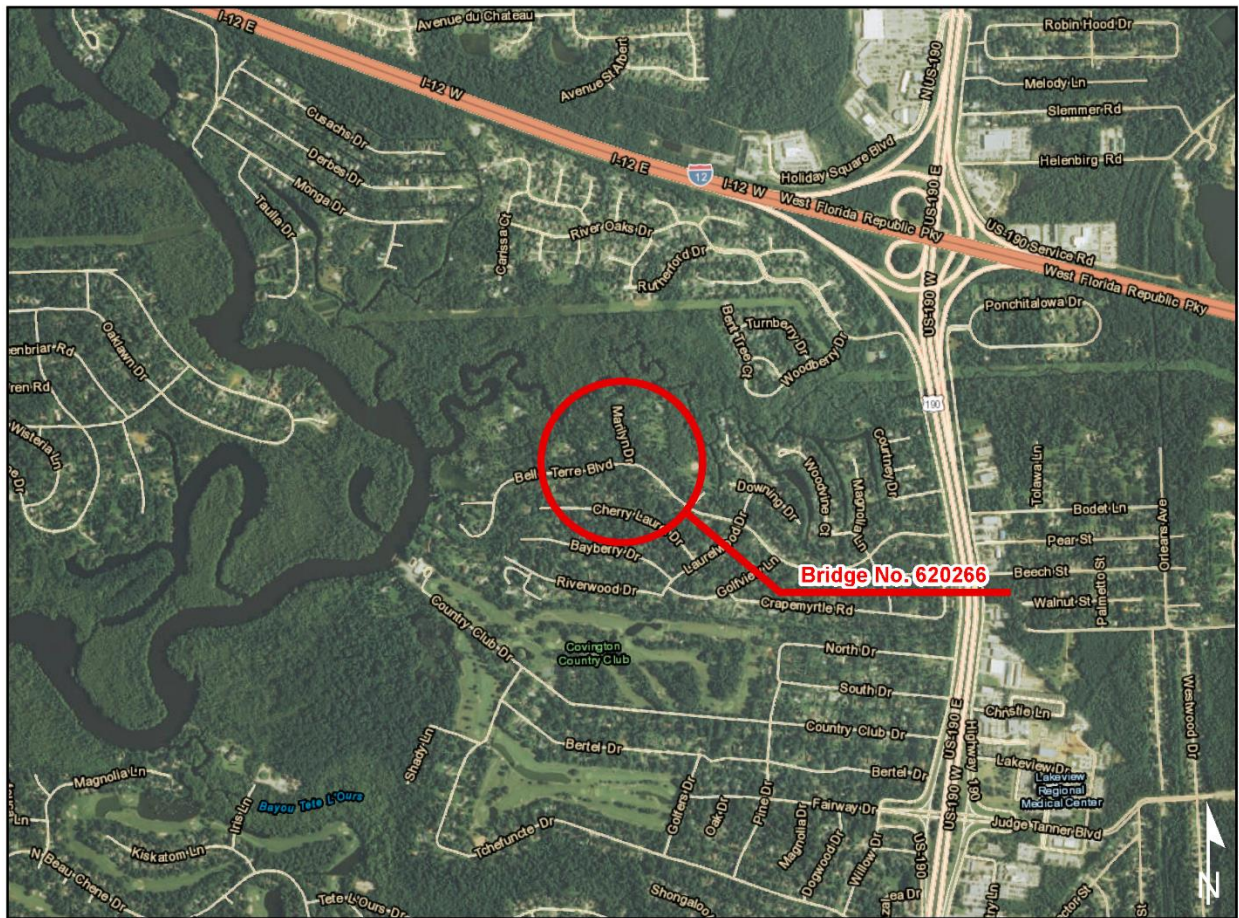
Existing bridge data sources typically available for Louisiana bridges were gathered for this Plan, and field investigation confirmed the general structural condition and character-defining features of the subject bridge. These sources include:

- 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: 620266
 Structure Number: P5230253900571
 St. Tammany Parish
 Route: Belle Terre Boulevard
 Crossing Description: Drain

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3. Historic Data

A. Identifying information

Structure Number:	P5230253900571
Recall Number:	620266
LASHPO Number:	52-02397
Bridge Name:	Belle Terre Boulevard Bridge
Date of Construction:	1936
Main Span Type:	Culvert – pre-1946; metal multi-plate arch
Contractor:	Unknown
Designer/Engineer:	Unknown

B. Description of bridge

This bridge is located on Belle Terre Boulevard south of the city of Covington in St. Tammany Parish. The bridge is a metal, multi-plate, arch culvert over an unnamed drain in a residential subdivision south of Pouchitolawa Creek and east of the Tchefuncte River. The bridge is owned by St. Tammany Parish, and was built in 1936. The overall length of the structure is approximately 38 feet, and has three spans that are approximately 11 feet in length. The three spans consist of galvanized corrugated metal plate liners stamped with the manufacturer “Armco Multi Plate, Ingot Iron.” The plate liners are supported on cast-in-place concrete foundation walls. The foundation type for the concrete walls is unknown, as plans for this structure are not available. The structure features ornamental mortared stonework in the spandrel, arch rim, flared wingwalls, and parapet railings. Ornamental stonework includes random-coursed stone with voussoirs and a keystone at the arch ring, and curved random-coursed stone parapet railings with capstones. The parapets measure approximately 34 inches in height at mid-span of the structure. The roadway width across the structure is approximately 18 feet, 6 inches with no sidewalks, which allows for only one direction of traffic to pass at a time.

Average daily traffic (ADT) across the bridge is approximately 100 vehicles. There are no posted speed limit signs. There are no load (weight) posting signs for this bridge.

C. History and significance

The Belle Terre Boulevard Bridge, located south of the city of Covington in St. Tammany Parish, carries Belle Terre Boulevard over an unnamed drain in a residential subdivision south of Pouchitolawa Creek and east of the Tchefuncte River. The bridge carries Belle Terre Boulevard, which is accessed from U.S. Highway (US) 190 to the east. The residential subdivision currently surrounding the bridge was developed during the late 1950s and 1960s, and postdates the 1936 construction date of the bridge. Unfortunately, research has not revealed specific information on the reason for or construction history of this structure.

The location of the bridge at the time of its construction was in a rural area north of the intersection of east-west State Highway 465 (current alignment of State Route 22/Emerald Road) and north-south US 190, south of Pouchitolawa Creek and east of the Tchefuncte River. During the 1930s the area was rural in character and there was limited development in the area of the bridge and the adjacent US 190 corridor. During this time, the bridge was located on an unimproved road accessed from US 190. The 1939 U.S. Geological Survey (USGS) map shows a building in the vicinity of the bridge but its function is unknown.¹

In the 1950s Belle Terre Boulevard was realigned and improved to its current alignment with several new buildings being constructed south of the bridge and additional development located adjacent to US 190.² By 1968 the area surrounding the bridge was beginning to be further built out as a residential subdivision, and USGS maps show that Belle Terre Boulevard provided access to the Covington Country Club.³ Research did not reveal that the Belle Terre Boulevard Bridge was associated with the residential subdivision; rather, it appears to have been constructed earlier in 1936 for an unknown use and was subsequently incorporated into the residential subdivision, perhaps because the substantial multi-plate arch bridge retained good structural integrity.

In addition to its ornamental features reflecting the Rustic style, the bridge exhibits the use of multi-plate construction, consisting of galvanized, corrugated, metal plate liners stamped with the manufacturer “Armco Multi Plate, Ingot Iron.” Multi-plate arch bridges were introduced in 1931 by the Armco Manufacturer’s Association as an alternative to reinforced-concrete girder and slab construction and prefabricated metal pipe culverts.⁴ Metal-plate arch bridges were not only easy to transport, they were also easy to build due to the simplicity of their engineering and design. Multi-plate arch bridges are characterized by modular, corrugated-metal sheets bolted together on-site to form a vault with concrete or stone headwalls and spandrels. The arches were used to support fill, which in turn supports the overlying roadway.

A majority of multi-arch bridges were constructed during a relatively short period of time in the early twentieth century as part of the initiatives under the New Deal. However, not all multi-plate arch bridges were constructed as part of New Deal efforts; the modular and simple construction allowed unskilled

¹ U.S. Geological Survey, *Covington Quadrangle, Louisiana*, 1:62,500 (U.S. Geological Survey, Department of Interior, 1935); U.S. Geological Survey, *Covington Quadrangle, Louisiana*, 1:62,500 (U.S. Geological Survey, Department of Interior, 1939).

² U.S. Geological Survey, *Covington Quadrangle, Louisiana*, 1:62,500 (U.S. Geological Survey, Department of Interior, 1950); U.S. Geological Survey, *Baton Rouge, Louisiana; Mississippi* 1:250,000 (U.S. Geological Survey, Department of Interior, 1954).

³ U.S. Geological Survey, *Covington Quadrangle, Louisiana*, 1:24,000 (U.S. Geological Survey, Department of Interior, 1968); Covington Country Club, “Our History,” July 19, 2016, <http://www.covingtoncountryclub.com/our-history.html>.

⁴ Fredric L. Quivik and Dale L. Martin, *Iron and Steel Bridges in Minnesota: Historic Iron and Steel Bridges in Minnesota, 1873-1945* (Washington D.C.: National Register of Historic Places, National Park Service, 6 November 1989), F-10.

laborers to build these bridges using local materials, such as fieldstone.⁵ The Belle Terre Boulevard Bridge is the only known example of this culvert type in Louisiana.

The Belle Terre Boulevard Bridge reflects the Rustic style through its ornamental mortared stonework in the spandrel, arch rim, flared wingwalls, and curved parapet railings. Ornamental stonework includes random-coursed stone with voussoirs and keystones on arch rims and curved random-coursed stone parapet railings with capstones. The application of early-twentieth-century architectural styles to bridges is rare in Louisiana, and aesthetic treatment and ornamentation for a bridge, if applied, reflected the architectural styles popular of the time of construction. Nationally in the 1920s through 1940s, architectural styles such as the Rustic style and others such as Art Deco, Moderne, and Period Revival were applied to bridge design in limited examples.

The Rustic style was often reflected in the use of natural materials with the intention of having the manmade object blend into natural surroundings, and it was common for Rustic style bridges to be constructed of wood or exhibit a stone veneer over concrete. The Rustic style has several other essential elements: low profile and the avoidance of severely straight lines and over sophistication, hand-tooled finishes with logs and quarried stone, use of native materials, and designed for its particular site to blend with the landscape.⁶ This bridge is the only known example of the use of stone masonry in the state. Of the basic bridge-building materials used in Louisiana—wood (or timber), metal (iron and steel), and concrete (reinforced and prestressed)—the use of stone is rare. This is due to the lack of stone as a natural material in the state.⁷ Limestone and sandstone were the only building stone known to be quarried in Louisiana in the early twentieth century.⁸ The stone on the Belle Terre Boulevard Bridge is thought to employ limestone in its construction.

The Belle Terre Boulevard Bridge displays the essential elements of the Rustic style with mortared ornamental stonework and curved parapet railings that provide a low profile. The Rustic style was applied to many bridges constructed during the Great Depression as part of federal work-relief programs.⁹ Although the Belle Terre Boulevard Bridge demonstrates the Rustic style, it is unknown if the structure has an association with a federal-relief program.

⁵ Quivik and Martin, F-1, F-10.

⁶ National Park Service, “NPS Rustic Style Architecture,” Cultural Resource Brief, Tucson Mountain District, February 2015, <https://www.nps.gov/sagu/learn/historyculture/upload/NPS-Rustic-Style-Brief.pdf>.

⁷ Mead & Hunt, Inc., *Historic Context for Louisiana Bridges* (prepared for the Louisiana Department of Transportation and Development, December 2013), http://wwwapps.dotd.la.gov/administration/public_info/projects/docs_test/48/documents/Historic_Context_For_Louisiana_Bridges.pdf, 43.

⁸ Peggy B. Perazzo, comp., “The Louisiana Stone Industry” and “Geology Resources – Louisiana,” *Stone Quarries and Beyond, Louisiana*, July 27, 2016, <http://quarriesandbeyond.org/states/la/louisiana.html>.

⁹ Mead & Hunt, Inc., 108.

The bridge exhibits missing and open mortar joints between the fascia stones and capstones on the southeast and northwest wingwalls. Elsewhere, mortar joint repairs were previously completed to many areas of the structure and a large chunk of concrete was poured behind the northeast wingwall. Despite the condition of the mortar joints, the bridge retains good integrity. The Belle Terre Boulevard Bridge is eligible for listing in the National Register under *Criterion C: Engineering*. Its significance is demonstrated by its distinctive multi-plate arch design as an important example of a distinctive culvert type in Louisiana. The bridge also possesses high artistic value under *Criterion C: Architecture* due to its ornamental mortared stonework and curved parapet railings reflecting the Rustic style.

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 Belle Terre Boulevard Bridge has two character-defining features: the metal multi-plate arches representing its significance as a distinctive culvert subtype, and its ornamental mortared stonework and curved parapet railings reflecting high artistic value associated with the Rustic style (described below). Other elements that represent historic fabric but are not considered to be character-defining are the cast-in-place concrete foundation walls.

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

Feature 1: Design and construction of a metal multi-plate arch culvert

This feature includes the three patented, galvanized, corrugated, metal, multi-plate arch spans by Armco, each measuring approximately 11 feet in length. The arches consist of multiple corrugated galvanized metal liner plates that comprise the arch barrels.



Character-defining Feature Photo 1: Design and construction of a galvanized, corrugated, metal, multi-plate arch culvert with arches consisting of multiple liner plates that comprise the arch barrels.

Feature 2: Ornamental stonework

This features includes its ornamental mortared stonework. The stonework includes random-coursed stone with stone voussoirs and keystones and curved parapet railings with capstones.



Character-defining Feature Photo 2: Ornamental mortared stonework and curved parapet railings with capstones that contribute to its high artistic value.

The following image illustrates another bridge feature that is of historic fabric, meaning part of original construction but not considered to be a character-defining feature:



Historic Fabric Photo 1: Cast-in-place concrete foundations.

4. Engineering Data

A. Existing conditions

(1) Structural observations

The bridge is in fair condition overall and appears to adequately serve its purpose of carrying vehicular traffic on Belle Terre Boulevard over the waterway. The bridge is not load (weight) posted.

The asphaltic concrete roadway surface across the bridge is in good condition. The metal liner plates are in generally good condition, with very minor corrosion at some of the bolted joints, and at the concrete foundations. The cast-in-place concrete foundations are in fair condition, with minor spalling and efflorescence on each end at the interface with the liner plates. The stones, mortar joints, and capstones are in fair condition, but the southeast and northwest wingwalls and parapet railings and capstones are in poor condition. There are open mortar joints between the fascia stones and capstones in these wingwalls. Mortar joint repairs were previously completed to many areas of this structure. A large chunk of concrete was poured behind the northeast wingwall, possibly to minimize erosion problems.

The bridge parapet railings are a maximum of 34 inches high at the middle of the bridge, and form a low tapered profile to the curved wingwalls at the ends of the bridge.

(2) Non-structural observations

Extensive graffiti was observed in the arch spans of this bridge. The waterway opening in the three arch spans appears to be adequate for storm flows, and there is no visible scouring of the concrete foundations.

(3) Serviceability observations

The ADT across the bridge is about 100 vehicles. The bridge is wide enough to allow for only one direction of traffic at a time with no sidewalk providing pedestrian facilities. Considering its use in a residential subdivision, there were no observed operational problems.

B. Sources of information

Plans available:	No
Inspection report date:	January 26, 2016
Fracture critical report date:	Not applicable for this bridge
Underwater inspection report:	Not applicable for this bridge
Date of site visit:	February 3, 2016



Condition Photo 1: Profile view of south (upstream) side of bridge, looking north.



Condition Photo 2: East roadway approach to bridge, looking east.



Condition Photo 3: West roadway approach to bridge, looking west.



Condition Photo 4: Bridge parapet railing with capstones, looking south (upstream).



Condition Photo 5: Metal liner plate, stonework, and cast-in-place concrete foundation wall details.



Condition Photo 6: Northeast wingwall; note mortar joints repairs and large chunk of concrete.



Condition Photo 7: Condition of mortar and stonework.



Condition Photo 8: Condition of easterly arch span; note graffiti on arch metal liner plates and cast-in-place concrete foundation walls.



Condition Photo 9: Condition of metal liner plate detail.



Condition Photo 10: Looking east across the bridge; note debris along parapet railings.



Condition Photo 11: Condition of cast-in-place concrete foundation walls and metal liner plate detail.



Condition Photo 12: Condition of southeast wingwall stones and mortar joints.



Condition Photo 13: Condition of mortar joints on northwest wingwall and capstones.

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 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 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% contingency and 7% 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

One cyclical maintenance activity is recommended for this bridge:

1. Clean debris and vegetation from the bridge deck semi-annually, or as conditions warrant, after leaves and pine needles fall from the trees (suggested in spring and fall). The cost for this maintenance activity is not included in the cost estimate as it is routinely done.

There are no condition-based maintenance activities recommended for this bridge.

B. Rehabilitation

The following are recommendations for rehabilitation. The activities listed should be performed when necessary (estimated to be within the next 2 years).

1. Non-destructive graffiti removal, using low-pressure water blast cleaning (no solvents) following testing on a small area.

2. Repair deteriorated mortar joints in the wingwalls and capstones of the parapet railing on the wingwalls following a mortar analysis to determine the mortar that will comply with the guidance in National Park Service *Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings*.

Bridge Recall No. 620266			Date:	4/27/2016	
Belle Terre Blvd. Stone/Metal Arch Culvert, St. Tammany Parish					
Opinion of Probable Costs					
Rehabilitation					
	Item	Quantity	Unit	Unit Cost	Total
	Remove graffiti, using low pressure water blast cleaning (no solvents)	1	LS	\$1,000	\$1,000
	Repair deteriorated mortar joints in the wingwalls and parapets with mortar material matching the color, texture and appearance of the original mortar	200	LF	\$25	\$5,000
	Item Subtotal				\$6,000
	Contingency			10.00%	\$600
	Mobilization			7.00%	\$462
	TOTAL ESTIMATED CONSTRUCTION COST				\$7,062
				Round to:	\$7,000

C. Identification of any anticipated design exceptions

No design exceptions are recommended for this structure on a low-volume local road.

Appendix A. Historic Inventory Form

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Louisiana Historic Bridge Inventory

Recall Number: 620266

Structure Number: P5230253900571

SHPO Number: 52-02397

Bridge Name: BELLE TERRE BLVD.

Location Data:

District: 62

Parish: St. Tammany

Feature Crossed: DRAIN

Facility Carried: LOCAL ROAD

Location: 0.7 MILES NORTH OF FAIRWA

City, Village or Town (if applicable): Mandeville

Status: Open

Bridge Owner: Parish Highway Agency

Latitude: 30.422083

Longitude: -90.096567

Structural Data:

Bridge Type: Metal Arch or Pipe Culvert

Year Built: 1936

Main Span Configuration (if applicable):

Maximum Span Length (feet): 11

Number of Spans: 3

Overall Structure Length (feet): 38

Approach Span Type (if applicable): N/A

Posted Load:

Current ADT: 000100

Design and Construction Data:

Engineer or Builder:

Unknown

Bridge Plaque:

None

National Register of Historic Places Evaluation:

This culvert has significance as an important example of a multi-plate arch, which is a distinctive culvert subtype. It also possesses high artistic value associated with the Rustic style. Significance is demonstrated by its notable ornamental features, including decorative stone masonry with prominent arch rings and capstones and flared wingwalls. All exterior walls are covered with a veneer of random-coursed, ashlar stone with highly rusticated surfaces in the Rustic style. The bridge has a low parapet with rusticated stonework and prominent capstones. This culvert retains good integrity and clearly conveys its design significance as a multi-plate arch and through its overall design aesthetic. This culvert is eligible for listing in the National Register under Criterion C: Design/Engineering.

No evidence was found during research or data collection activities to indicate that this culvert possesses a direct and important association with historical events or trends. This culvert does not possess significance under Criterion A.

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: 620266

Structure Number: P5230253900571

Bridge Name: BELLE TERRE BLVD.

Parish: St. Tammany

Bridge Owner: Parish Highway Agency

Feature Crossed: DRAIN

Facility Carried: LOCAL ROAD

Photographs:

