# Results: Application of the Methodology to Identify Preservation Priority Bridges

## Louisiana Historic Bridge Inventory


**Task 9**

Prepared for

**Louisiana Department of Transportation and Development**

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# Executive Summary

This report, a component of the larger Historic Bridge Inventory project, explains the application of the *Methodology to Identify Preservation Priority Bridges* (November 2013) and provides the results for which historic bridges are most suitable for future preservation. The population of historic bridges subject to this analysis are those built before 1971 that are owned by state, federal, or local entities, with certain exclusions. Historic bridges are those that have been formally listed in or determined eligible for listing in the National Register of Historic Places (National Register). The overall goal of this task is to prioritize historic bridges based on an established set of factors in order to identify those structures that are most suitable for preservation.

A team of qualified structural engineers and professional historians with expertise in historic bridge rehabilitation applied the methodology to recommend a category for each historic bridge: Non-Priority, Preservation Candidate, or Preservation Priority. As an initial step, a Condition Score was calculated as an indicator of each historic bridge's preservation potential. The Condition Score measures a bridge's geometry, structural capacity, and other safety factors that affect its suitability for preservation in continued vehicular use. Further analysis built upon this initial measure and included five additional considerations to confirm the bridge's potential for future preservation.

The result of the application of the methodology and additional analysis was the placement of each historic bridge into one of the following categories:

- Preservation Priority – A historic bridge that had a Condition Score of 40 or greater and met all of the additional considerations or was the best of its type as determined through further evaluation.

- Preservation Candidate – A historic bridge that had a Condition Score of 40 or greater, met additional consideration 1, and may have also met additional considerations 2, 3, 4, and/or 5.

- Non-Priority – A historic bridge that had a Condition Score less than 40 or did not meet additional consideration 1.

The Historic Bridge Inventory Committee, which was formed to guide the overall project, reviewed the categorization proposed by the evaluation team. The conclusion to this report includes overall observations about the preservation potential of Louisiana's historic bridge population and provides the categorization results. The results included in the appendices reflect the recommendations of the project team that were reviewed by the Historic Bridge Inventory (HBI) Committee. Final determinations were made by the Federal Highway Administration (FHWA), in consultation with Louisiana Department of Transportation and Development and State Historic Preservation Officer. Of the 122 historic bridges evaluated for their preservation potential, 30 were determined to be Non-Priority bridges, 59 were categorized as Preservation Candidate bridges, and 33 were determined Preservation Priority bridges.

The final phase of the Historic Bridge Inventory project will consist of executing a Programmatic Agreement to document a process for the treatment of bridges in each category. The PA will apply to historic bridge projects that use Federal Aid Program Highway funds. Agencies will execute the PA

pursuant to the regulations implementing Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f).

Neither the PA nor application of this methodology fulfills requirements of Section 4(f) of the U.S. Department of Transportation Act of 1966 that apply to certain protected properties, including historic bridges. However, application of this methodology to an individual bridge provides information that should be considered under the Section 4(f) analysis that is undertaken during project development, including whether or not an alternative is prudent and/or feasible.[1] The FHWA is ultimately responsible for making all decisions related to Section 4(f) compliance. These include whether Section 4(f) applies to a property, whether a use will occur, assessment of each alternative's impacts to Section 4(f) properties, and determining whether the law allows the selection of a particular alternative after consulting with the appropriate officials with jurisdiction.

[1] See Section 2 of the *Methodology to Identify Preservation Priority Bridges* (November 2013) for a definition of prudent and feasible.

# 1. Introduction

Historic bridges are an important part of Louisiana's culture and transportation history. To preserve and protect this legacy, the Louisiana Department of Transportation and Development (LADOTD), in cooperation with the Federal Highway Administration (FHWA) and the State Historic Preservation Office (SHPO), is undertaking this statewide Historic Bridge Inventory project. Representatives of these three agencies served as members of the HBI Committee, providing direction to the project team and review of interim and final work products. The results of the Historic Bridge Inventory project, including the execution of a PA and recommendations for preservation of historic bridges, will facilitate LADOTD and FHWA compliance with federal laws and regulations that affect historic bridges. This report represents the culmination of previous steps in the Louisiana Historic Bridge Inventory by identifying historic bridges with the best potential for future preservation. The next step is to develop a process for their management and preservation, which will be codified in the Programmatic Agreement.

The approach for determining the preservation category for Louisiana's historic bridge population is outlined in the *Methodology to Identify Preservation Priority Bridges* (November 2013), which was approved by the Historic Bridge Inventory (HBI) Committee. Bridges determined eligible for listing in the National Register of Historic Places (National Register), or previously listed in the National Register, are termed "historic bridges" and comprise the historic bridge population. Bridges were prioritized based on a set of factors, as set forth in the methodology, in order to identify those historic bridges with the most preservation potential.

The methodology was implemented by a team that consisted of structural engineers with expertise in historic bridge rehabilitation and FHWA bridge inspection standards, and qualified professional historians with knowledge of, and experience in applying, the Secretary's Standards to historic bridge projects. The methodology includes five steps, summarized briefly as follows and then described in more detail: (1) Organize historic bridge pool by type; (2) calculate Condition Score for each bridge; (3) sort Condition Scores from high to low; (4) apply additional considerations; and (5) determine the category for each bridge (see Figure 1).

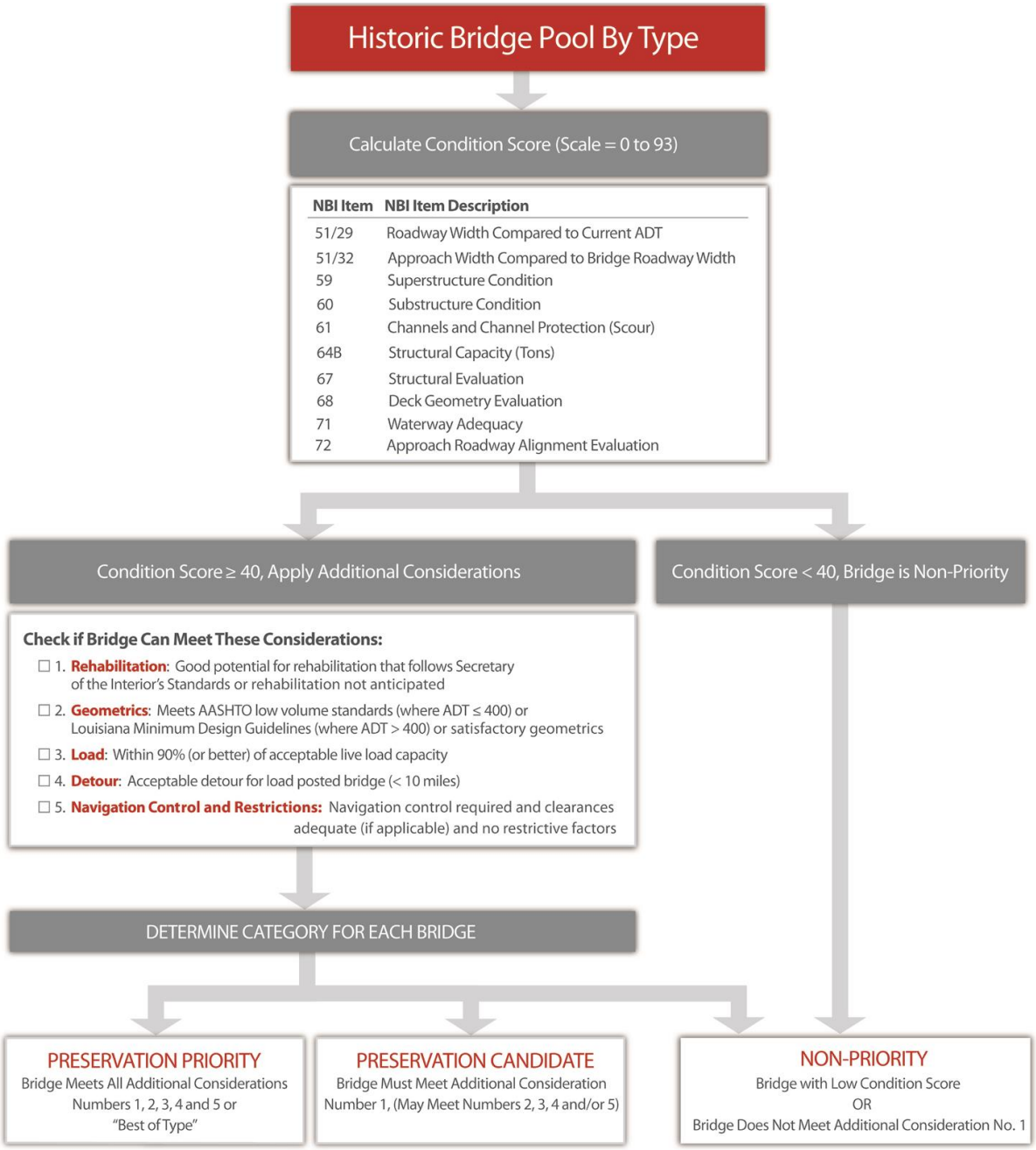


*Figure 1. Overview of Preservation Priority/Preservation Candidate/Non-Priority methodology.*

Step 1 consisted of placing each bridge into a pool with other historic bridges of the same type, or important subtype where applicable. Bridge types, as well as subtypes that on their own reflect important engineering variations, were identified in an earlier step of the Historic Bridge Inventory project. Step 2 involved calculating a Condition Score for each bridge based on current conditions as reported in the most recent bridge inspection report. The Condition Score served as a comparative tool and as an indicator of the preservation potential of a bridge by isolating factors that typically control whether preservation is prudent and feasible; these factors measure structural adequacy, functional adequacy, waterway adequacy, roadway geometry, and the channel condition, if applicable. The Condition Score calculation reviewed the National Bridge Inventory (NBI) values assigned to bridge components by

inspectors and assigned a score for each item listed. NBI values were then combined to arrive at a composite score (the Condition Score for each bridge). Step 3 consisted of sorting bridges within each type by Condition Score from high to low. Bridges with a low Condition Score (less than 40) were categorized as Non-priority without further analysis due to their low preservation potential.

Step 4 consisted of an individual analysis of bridges with high and intermediate Condition Scores to apply additional considerations and determine their preservation potential. Consideration was given to a bridge's existing condition and function, as well as its potential condition and function, including whether future rehabilitation activities can be accomplished without compromising historic integrity and in accordance with the Secretary's Standards for Rehabilitation. The application of additional considerations is explained in detail in the *Methodology to Identify Preservation Priority Bridges* report.

In Step 5 each bridge was placed in its appropriate category: Preservation Priority, Preservation Candidate, or Non-Priority. Generally, bridges with adequate Condition Scores that met all of the additional considerations were recommended for Preservation Priority. Bridges with adequate Condition Scores that met consideration check 1 were recommended as Preservation Candidates. Bridges with inadequate Condition Scores or those that did not meet consideration check 1 were recommended as Non-Priority.

An important goal of the project was to identify at least one Preservation Priority bridge within each bridge type. In some cases, the results of initial analysis did not identify a Preservation Priority bridge so the pool was further evaluated to isolate one bridge that offered the best opportunity for preservation while retaining its historic integrity. Since bridges in this situation are most likely to require rehabilitation to remain in service, the bridge chosen as a Preservation Priority was the one that best demonstrates that it is both prudent and feasible to preserve.

The conclusion of this report provides the results of the application of the *Methodology to Identify Preservation Priority Bridges* (November 2013) with a summary of the categorization of historic bridges as either Preservation Priority, Preservation Candidate, or Non-Priority. Detailed results for the pool of historic bridges are presented in Appendix A (by recommendation) and Appendix B (by parish). Appendix C presents the Additional Consideration Forms.

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# 2. Application of Additional Considerations

This section explains how the additional considerations in Step 4 were applied to historic bridges with high or intermediate Condition Scores to further analyze and determine the preservation potential of each bridge. Additional sources, as available, were used in this analysis and included the most recent bridge inspection report, fracture critical reports, underwater inspection reports, plans, data related to navigation and opening frequency (movable bridges only), and photographs obtained during field review for this project. These sources were used to determine and analyze current conditions and applicable setting considerations, especially for constraints posed by railroads. The inspection reports provided critical information that was relied upon without confirmation through field verification or other inspection methods. In some cases, such as for bridges on shared state borders, less information was available and assessments were made with the available data. During the analysis, occasional discrepancies between NBI data and recent inspection reports were found for such items as approach roadway geometry, pier protection, load posting, superstructure rating, substructure rating, and navigation control. In these instances, photographs and other data sources were utilized to arrive at the best decision given the available information. Such discrepancies were also discussed and resolved through consultation with the LADOTD.

Listed below are the five additional considerations applied to historic bridges with high or intermediate condition scores. For each consideration, details are provided to facilitate understanding of how each bridge was analyzed.

## Consideration 1: Rehabilitation

Under this consideration, structural engineers and professional historians from Mead & Hunt jointly determined whether the subject bridge has good potential for rehabilitation that follows the Secretary's Standards. The FHWA and LADOTD provided review and input into rehabilitation needs. This consideration was met in one of two ways. First, if the condition of the bridge's superstructure and substructure is already satisfactory (i.e., superstructure and substructure appraised as satisfactory with an NBI condition rating of 5 or better), and the bridge has adequate geometry and load capacity, it met this consideration because rehabilitation is not anticipated for the bridge to remain in vehicular use. The second way that bridges met this consideration was if deficiencies could reasonably be addressed by a rehabilitation effort that adhered to the Secretary's Standards. This professional judgment was informed by the Virginia Transportation Research Council's *A Management Plan for Historic Bridges in Virginia* (2001), which adapts the Secretary's Standards for application to historic bridges, and team members' past experience with rehabilitating historic bridges without compromising historic integrity.

Bridges determined to need rehabilitation present existing deficiencies and/or deteriorated conditions that vary between bridge types. Recommended rehabilitation activities range from addressing corrosion by cleaning and painting steel components to more extensive measures such as addressing structural deficiencies caused by cracks or section loss in main members, rehabilitating damaged or missing portions of railings, and rehabilitating the substructure to address the undermining of abutments and piers. It should be noted that identified rehabilitation needs may be expanded, modified, or otherwise changed based on subsequent analysis. Certain rehabilitation activities are dependent on current and

future project purpose and need, which could not be determined as part of this project due to its large scale and program-level focus.

Rehabilitation activities identified for a bridge would not necessarily address or remove all deficiencies. For example, widening of bridges was generally not recommended, even where a bridge's current width may be deficient. Many historic bridge types are difficult to widen, and the current width may be considered acceptable based on further engineering analysis. The widening of bridges is identified as a potential need only in select cases when correcting geometric deficiencies could be accomplished according to the Secretary's Standards and without compromising the overall historic integrity of the structure (e.g., concrete girders that can be widened on one side with similar structural members). Certain Preservation Priority or Preservation Candidate Bridges may require a design exception to remain in vehicular use.

Many historic bridges would also benefit from maintenance activities, or from rehabilitation that could enhance their function or longevity but may not be immediately necessary. For example, the rehabilitation of mechanical and electrical systems on functioning movable bridges is a necessary ongoing rehabilitation activity for all movable bridges. As such, it was not called out as a specific rehabilitation need unless these systems are in such a deteriorated state as to require immediate attention to keep the bridge open for navigation.

The analysis that led to identification of rehabilitation needs for each bridge was based primarily on a review of available inspection reports, previously collected data, and photographs taken during the field survey portion of the Historic Bridge Inventory project. Identification of rehabilitation activities was not based on an independent bridge inspection. The development of management plans for each bridge, which include field inspection and current condition assessment, would be needed in order to fully determine the scope of necessary rehabilitation activities, including the estimated cost.

## Consideration 2: Geometry

Listed below are four scenarios in which a bridge met additional consideration 2:

- If the current average daily traffic (ADT) on the bridge is less than or equal to 400, then the American Association of State Highway and Transportation Officials (AASHTO)'s low volume standards applied and the bridge was evaluated for its ability to meet this standard. Bridges that met the applicable standards were considered to meet this consideration. The bridge did not need to maintain a specific width in order to meet Consideration 2 in this scenario.

- For ADT greater than 400, the bridge was evaluated to determine if it met the Louisiana *Minimum Design Guidelines*. Bridges that meet the applicable standards for road classification were considered to meet this consideration. Few historic bridges meet the state minimum design guidelines.

- The structural engineer determined that the bridge's width is adequate based on professional judgment. Satisfactory geometrics were determined through consideration of the number of lanes on the bridge, current ADT, bridge width compared to approach width, sight distance across

bridge, functional classification of the roadway, and apparent accidents based on visual evidence observed in photos of railing/guard rail damage. Table 1 provides additional information on what was considered satisfactory geometrics.

- The structural engineer determined that the bridge's deficiencies can be addressed through rehabilitation (also informed by consideration 1). This was typically widening of a structure where this activity would conform to the Secretary's Standards such as with a concrete deck girder bridge. Such widening was identified in only a few cases.

**Table 1. Satisfactory geometrics according to functional classification and ADT**

| Classification | ADT | Desirable Geometrics | Additional considerations |
|---|---|---|---|
| Rural Arterial | N/A | A minimum roadway width of 28'. | Acceptable in the absence of collision damage to the bridge. |
| Rural Collector, Arterial Expressway, or Freeway – One Way Traffic | N/A | Minimum 2' shoulders in combination with 12' travel lanes. | May be single- or multi-lane, one-way traffic bridges. |
| Rural Local Roadway or Collector | Greater than 2000 | Preference to have at least 3' shoulders and at least 11' wide lanes. Overall bridge clear width of 28' is acceptable. | Bridge was evaluated on overall geometrics including approach alignment, vertical and horizontal alignment on bridge, and length of bridge. |
| Rural Local Roadway or Collector | Less than 2000 | 24' clear roadway width. | Acceptable in the absence of collision damage to the bridge. |
| Urban Local Roadway, Collector or Arterial | N/A | Bridge clear width equals approach roadway width. | The bridge was evaluated on overall geometrics including approach alignment, vertical and horizontal alignment on bridge, and length of bridge. A bridge width that approximates the approach roadway width was acceptable in the absence of evidence of collision damage. |
| Low speed (less than 40 mph) Urban or Rural roadways. Local Roadway or Collectors | N/A | 11' lanes with 2' shoulders (26' clear roadway width). | For short bridge lengths (bridge length less than 200 feet), acceptable in the absence or evidence of collision damage. |

## Consideration 3: Load

Under this consideration, the live load capacity of the bridge was reviewed. If the bridge has a live load capacity equal to or greater than 90 percent of AASHTO HS20-44 live load (36-ton vehicle), which is equivalent to a load posting of 25-40, then the bridge met this consideration. The live load capacity at 90 percent of AASHTO HS20-44 live load equates to a live load capacity of 32 tons.

## Consideration 4: Detour

For this consideration, the load posting of the bridge was reviewed and a determination was made regarding the availability of an acceptable detour/bypass route for vehicles exceeding the posted load. The acceptable detour/bypass length for load posted bridges is less than 10 miles. If the bridge is not load posted, then the detour/bypass length criteria was not applicable and the bridge met this consideration. If the bridge is load posted and there is an available detour/bypass route of less than 10 miles, the bridge also met this consideration. Some bridges have a detour/bypass length of "99" assigned to them in the bridge inspection report that indicates there is no acceptable detour/bypass. Bridges with a "0" bypass/detour length have an available detour/bypass option close by. In the instance where a load posted bridge is assigned a detour\bypass length of 10 or more miles but had a nearby parallel structure, the bridge was determined to meet this consideration since the parallel bridge could be utilized.

## Consideration 5: Navigation control and restrictions

The navigation controls, navigation protection, and horizontal and vertical navigation clearances for movable bridges and fixed bridges that span navigable waterways were evaluated under consideration 5. This consideration also reviewed bridges over railroads and spillways. Movable bridges and fixed bridges over navigable waterways met this consideration if navigation control is required and protection is adequate, and if the required horizontal and vertical navigation clearances are met. If the bridge has inadequate pier protection and could be rehabilitated to achieve adequate pier protection without compromising the bridge's historic integrity, it was considered as not meeting this consideration, but activities to improve pier protection were considered in determining overall rehabilitation needs. Data reviewed to make this determination included a summary of yearly openings and closings for each bridge provided by the LADOTD and bridge owners in order to determine whether the bridge is active for navigation. From this data, an average monthly opening value was calculated to determine the degree of activity. The average monthly opening figure was calculated by taking the total openings for a year divided by 12 months. The project team also discussed the clearance requirements with the U.S. Coast Guard (USCG). Clearances for the historic bridge were compared to USCG Bridge Guide Clearances for comparative analysis. Existing shapefiles, digital aerial maps, and photographs taken during the field survey portion of the Historic Bridge Inventory project were also reviewed to identify upstream and downstream bridges. A comparative analysis of horizontal and vertical clearances for the historic bridge and the upstream and downstream bridges also assisted in determining whether navigational clearance was adequate. In the case of stationary through truss bridges that span navigable waterways, navigation control is required but pier protection but may not be required since piers are located on the riverbank and do not obstruct marine traffic.

Bridges over active railroads were also reviewed to determine if the railroad is a constraint to future rehabilitation or if bridge rehabilitation would constrain future railroad operations, including the addition of tracks. The project team first determined if the main span(s) of the bridge is over a railroad. Next, digital aerial maps, photographs taken during field survey, and bridge plans (when available) were reviewed to determine if any physical constraints exist within the setting that would hinder future bridge rehabilitation or railroad track expansion. Bridges met this consideration if the railroad was not determined to be a constraint to future rehabilitation or the bridge did not appear to be a constraint to future track expansion.

Bridges over spillways were also reviewed since the structure's location over a spillway is likely a constraint to the existing spillway or to future spillway expansion or modification. In addition, bridges over spillways are long structures and the cost of preservation of a bridge over a spillway can be significant. Routine maintenance activities, such as expansion joint maintenance or deck repair or replacement, when multiplied over the length of the bridge can be a hindrance to preservation. Bridges did not meet this consideration if they are located over a spillway.

This consideration is not applicable for bridges where navigation control is not required or the structure does not cross over a railroad or a spillway.

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# 3. Further Evaluation to Identify Best of Type

In cases where initial review and application of additional considerations did not identify a Preservation Priority bridge for a particular bridge type, examples within the type with the highest Condition Score and a combination of other factors were further evaluated to identify a Preservation Priority bridge. The Priority structure selected is the bridge that offers the best opportunity for preservation while retaining historic integrity. Primary consideration was given to the following factors: live load capacity, whether the bridge is located on a truck route, if alternate routes are available, and the length and existence of a detour/bypass route. Secondary considerations included the bridge's clear width in combination with the ADT, as well as the bridge clear width compared to the approach roadway width. Since bridges in this situation are likely to require rehabilitation to remain in service, the bridge chosen as a Preservation Priority was the one that best demonstrates that it is both prudent and feasible to preserve. The following bridge types were subject to further evaluation to identify best of type: pontoon swing, pony truss, swing – cable stayed, swing – plate girder, swing – pony, and swing – through.

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# 4. Conclusion: Preservation Priority Results

This section provides the results of the application of the *Methodology to Identify Preservation Priority Bridges* (November 2013) with the categorization of historic bridges as either Preservation Priority, Preservation Candidate, or Non-Priority. To facilitate use by the HBI Committee and bridge owners, a summary of the results is included in tables organized into several broad categories, including by bridge type/subtype (Table 2), parish (Table 3), and rehabilitation needs (Table 4).

More detailed information about each bridge and listings of the entire pool of historic bridges and corresponding results are included in a series of appendices that consist of the following:

- Appendix A: Lists of Preservation Priority (Appendix A1), Preservation Candidate (Appendix A2), and Non-Priority (Appendix A3) Bridges, organized by category.
- Appendix B: Lists of Preservation Priority, Preservation Candidate, and Non-Priority Bridges, organized by parish.
- Appendix C: Individual bridge forms that outline the application of additional considerations (for bridges with Condition Scores of 40 or greater).

Certain historic bridges are not addressed by the methodology due to private or railroad ownership, bridges that share a border with another state, closed status, or ongoing review under Section 106 of the National Historic Preservation Act. Historic bridges not subject to the methodology are identified in Appendix D.

**Table 2. Preservation Priority methodology results**

| Bridge Type/subtype | Historic Bridges | Preservation Priority Bridges | Candidate Bridges | Non-Priority Bridges |
|---|---|---|---|---|
| Arch | 9 | 9 | 0 | 0 |
| Bascule | 6 | 1 | 4 | 1 |
| Concrete slab, beam and girder | 10 | 1 | 6 | 3 |
| Concrete rigid frame | 3 | 1 | 0 | 2 |
| Culvert pre-1946 | 2 | 1 | 1 | 0 |
| Lift – span and span tower | 19 | 4 | 15 | 0 |
| Lift – tower | 4 | 1 | 3 | 0 |
| Pontoon swing | 6 | 1 | 3 | 2 |
| Pony truss | 7 | 1 | 2 | 4 |
| Post-1945 common | 9 | 3 | 4 | 2 |
| Steel beam and girder | 11 | 3 | 3 | 5 |
| Swing – cable stayed | 5 | 1 | 1 | 3 |
| Swing – pony truss | 5 | 1 | 1 | 3 |
| Swing – through truss | 1 | 1 | 0 | 0 |
| Swing – plate girder | 15 | 1 | 12 | 2 |
| Through truss | 10 | 3 | 4 | 3 |
| **Total** | **122** | **33** | **59** | **30** |

**Table 3. Preservation Priority results by parish**

| Parish | Number of Preservation Priority bridges | State-owned | Parish or municipality owned |
|---|---|---|---|
| Caddo | 2 | 2 | 0 |
| Calcasieu | 1 | 1 | 0 |
| Cameron | 2 | 2 | 0 |
| East Baton Rouge | 2 | 1 | 1 |
| Iberia | 1 | 1 | 0 |
| Lafourche | 1 | 1 | 0 |
| Orleans | 12 | 2 | 10 |
| Ouachita | 1 | 1 | 0 |
| Pointe Coupee | 1 | 1 | 0 |
| St. James | 1 | 1 | 0 |
| St. Landry | 3 | 3 | 0 |
| St. Martin | 1 | 1 | 0 |
| St. Tammany | 1 | 0 | 1 |
| Terrebonne | 1 | 0 | 1 |
| Vermilion | 2 | 2 | 0 |
| West Feliciana | 1 | 1 | 0 |
| **Total** | **33** | **20** | **13** |

**Table 4. Preservation Priority results identifying if rehabilitation is needed**

| Bridge Type/subtype | Total Preservation Priority Bridges | Rehabilitation needed – state owned | Rehabilitation needed – locally owned | Rehabilitation not anticipated |
|---|---|---|---|---|
| Arch | 9 | 0 | 0 | 9 |
| Bascule | 1 | 0 | 0 | 1 |
| Concrete slab, beam and girder | 1 | 0 | 1 | 0 |
| Concrete rigid frame | 1 | 0 | 0 | 1 |
| Culvert pre-1946 | 1 | 0 | 0 | 1 |
| Lift – span and span tower | 4 | 4 | 0 | 0 |
| Lift – tower | 1 | 1 | 0 | 0 |
| Pontoon swing | 1 | 0 | 0 | 1 |
| Pony truss | 1 | 1 | 0 | 0 |
| Post-1945 common | 3 | 1 | 0 | 2 |
| Steel beam and girder | 3 | 1 | 0 | 2 |
| Swing – cable stayed | 1 | 0 | 1 | 0 |
| Swing – pony truss | 1 | 0 | 0 | 1 |
| Swing – through truss | 1 | 1 | 0 | 0 |
| Swing – plate girder | 1 | 1 | 0 | 0 |
| Through truss | 3 | 3 | 0 | 0 |
| **Total** | **33** | **13** | **2** | **18** |

# Appendix A. Results

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## A1. List of Preservation Priority Bridges

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# Appendix A1: List of Preservation Priority Bridges

| Recall Number | Parish | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Rehabilitation Status |
|---|---|---|---|---|---|---|
| 001030 | Lafourche | Lift - span tower | LA0308 | BAYOU LAFOURCHE | State of Louisiana | Rehabilitation Needed |
| 001630 | Orleans | Through truss | LA0047 | INTRACOASTAL WATERWAY(GULF OUTLET) | State of Louisiana | Rehabilitation Needed |
| 005900 | Iberia | Swing - plate girder | LA0086 | BAYOU TECHE | State of Louisiana | Rehabilitation Needed |
| 007300 | St. Landry | Post-1945 common | US0190 | ATCHAFALAYA FLOODWAY | State of Louisiana | Rehabilitation Not Anticipated |
| 007310 | St. Landry | Post-1945 common | US0190 | ATCHAFALAYA FLDWY | State of Louisiana | Rehabilitation Not Anticipated |
| 008120 | St. Landry | Steel beam and girder | LA0103 | BAYOU COURTABLEAU | State of Louisiana | Rehabilitation Not Anticipated |
| 008570 | St. Martin | Lift - span tower | LA03361 | TECHE BAYOU | State of Louisiana | Rehabilitation Needed |
| 009460 | Vermilion | Lift - span tower | LA0014BY | VERMILION R/ABBEVILLE | State of Louisiana | Rehabilitation Needed |
| 010130 | Vermilion | Swing - through truss | LA0330 | BAYOU TIGRE | State of Louisiana | Rehabilitation Needed |
| 014400 | Caddo | Steel beam and girder | US0071 | ICG RR | State of Louisiana | Rehabilitation Needed |
| 014900 | Caddo | Concrete slab, beam, and girder | LA0170 | RED BAYOU | State of Louisiana | Rehabilitation Needed |
| 020375 | Orleans | Lift - tower | LA0039 | CLAIBORNE BRIDGE | State of Louisiana | Rehabilitation Needed |
| 024400 | Ouachita | Bascule | US0080 | OUACHITA RIVER-LOUISVILLE | State of Louisiana | Rehabilitation Not Anticipated |
| 031736 | Calcasieu | Post-1945 common | US0171 | CALCASIEU RIVER | State of Louisiana | Rehabilitation Needed |
| 033700 | Cameron | Swing - pony truss | LA0082 | MERMENTAU R./G.CHENIER | State of Louisiana | Rehabilitation Not Anticipated |
| 033760 | Cameron | Pontoon swing | LA0384 | ICWW-SWEET/GRAND LAKE | State of Louisiana | Rehabilitation Not Anticipated |
| 051880 | East Baton Rouge | Through truss | US0190 | OLD MISS.RIVER BR | State of Louisiana | Rehabilitation Needed |

# Appendix A1: List of Preservation Priority Bridges

| Recall Number | Parish | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Rehabilitation Status |
|---|---|---|---|---|---|---|
| 054900 | Pointe Coupee | Lift - span tower | LA0015 | OLD RIVER NAV. CANAL | State of Louisiana | Rehabilitation Needed |
| 055730 | West Feliciana | Pony truss | LA0066 | BIG BAYOU SARA | State of Louisiana | Rehabilitation Needed |
| 102113 | Orleans | Arch | LOCAL ROAD | CITY PARK LAGOON | City or Municipal Highway Agency | Rehabilitation Not Anticipated |
| 102114 | Orleans | Arch | LOCAL ROAD | CITY PARK LAGOON | City or Municipal Highway Agency | Rehabilitation Not Anticipated |
| 102115 | Orleans | Arch | LOCAL ROAD | CITY PARK LAGOON | City or Municipal Highway Agency | Rehabilitation Not Anticipated |
| 102226 | Orleans | Arch | LOCAL ROAD | CITY PARK LAGOON | Other Local Agency | Rehabilitation Not Anticipated |
| 102227 | Orleans | Arch | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Rehabilitation Not Anticipated |
| 102233 | Orleans | Arch | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Rehabilitation Not Anticipated |
| 102234 | Orleans | Concrete rigid frame | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Rehabilitation Not Anticipated |
| 102235 | Orleans | Arch | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Rehabilitation Not Anticipated |
| 102236 | Orleans | Arch | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Rehabilitation Not Anticipated |
| 102237 | Orleans | Arch | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Rehabilitation Not Anticipated |

# Appendix A1: List of Preservation Priority Bridges

| Recall Number | Parish | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Rehabilitation Status |
|---|---|---|---|---|---|---|
| 200868 | Terrebonne | Swing - cable-stayed | LOCAL ROAD | GRAND CAILLOU BAYOU | Parish Highway Agency | Rehabilitation Needed |
| 203760 | St. James | Through truss | LA0070 | MISS RIVER/LA 18/LA 44 | State of Louisiana | Rehabilitation Needed |
| 610023 | East Baton Rouge | Steel beam and girder | CITY STREET | K.C.S. RR | Parish Highway Agency | Rehabilitation Not Anticipated |
| 620266 | St. Tammany | Culvert - pre-1946 | LOCAL ROAD | DRAIN | Parish Highway Agency | Rehabilitation Not Anticipated |

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## A2. List of Preservation Candidate Bridges

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# Appendix A2: List of Preservation Candidate Bridges

| Recall Number | Parish | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Rehabilitation Status |
|---|---|---|---|---|---|---|
| 000880 | Lafourche | Lift - span tower | LA0182 | BAYOU LAFOURCHE | State of Louisiana | Rehabilitation Needed |
| 000920 | Lafourche | Lift - tower | LA0001 | INTRACOASTAL CANAL | State of Louisiana | Rehabilitation Needed |
| 000930 | Lafourche | Lift - tower | LA0001 | COMPANY CANAL LOCKPORT | State of Louisiana | Rehabilitation Needed |
| 001570 | Orleans | Bascule | CITY STREET | INDUSTRIAL CANAL | Other Local Agency | Rehabilitation Not Anticipated |
| 002500 | Plaquemines | Lift - tower | LA0023 | I C WATERWAY | State of Louisiana | Rehabilitation Needed |
| 002650 | St. Bernard | Lift - span tower | LA0046 | BAYOU LA LOUTRE | State of Louisiana | Rehabilitation Needed |
| 002820 | St. Charles | Concrete slab, beam, and girder | US0061 | BONNET CARRE | State of Louisiana | Rehabilitation Not Anticipated |
| 003240 | Terrebonne | Lift - span tower | LA0024 | LITTLE CAILLOU | State of Louisiana | Rehabilitation Needed |
| 003390 | Terrebonne | Swing - plate girder | LA0315 | FALGOUT CANAL | State of Louisiana | Rehabilitation Needed |
| 003480 | Terrebonne | Lift - span tower | LA0058 | PETIT CAILLOU | State of Louisiana | Rehabilitation Needed |
| 003500 | Terrebonne | Lift - span tower | LA0058 | BAYOU TERREBONNE | State of Louisiana | Rehabilitation Needed |
| 003620 | Terrebonne | Lift - span tower | LA0661 | BAYOU LACARPE | State of Louisiana | Rehabilitation Needed |
| 005800 | Iberia | Bascule | LA0086 | BAYOU TECHE | State of Louisiana | Rehabilitation Needed |
| 006200 | Iberia | Swing - plate girder | LA0344 | BAYOU TECHE | State of Louisiana | Rehabilitation Needed |
| 006210 | Iberia | Lift - span tower | LA0344 | TECHE BAYOU | State of Louisiana | Rehabilitation Needed |
| 006520 | Lafayette | Lift - span tower | LA0092 | VERMILION RIVER | State of Louisiana | Rehabilitation Needed |
| 007170 | Lafayette | Lift - span tower | LA0733 | VERMILION RIVER | State of Louisiana | Rehabilitation Needed |
| 008690 | St. Martin | Swing - plate girder | LA0096 | BAYOU TECHE ST M. | State of Louisiana | Rehabilitation Not Anticipated |

# Appendix A2: List of Preservation Candidate Bridges

| Recall Number | Parish | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Rehabilitation Status |
|---|---|---|---|---|---|---|
| 008700 | St. Martin | Lift - span tower | LA0350 | BAYOU TECHE PARKS | State of Louisiana | Rehabilitation Needed |
| 008970 | St. Mary | Through truss | LA0182 | CHARENTON | State of Louisiana | Rehabilitation Needed |
| 009130 | St. Mary | Swing - pony truss | LA0324 | BAYOU TECHE | State of Louisiana | Rehabilitation Needed |
| 009280 | St. Mary | Swing - plate girder | LA3069 | BAYOU TECHE FRANKLIN | State of Louisiana | Rehabilitation Not Anticipated |
| 009430 | Vermilion | Lift - span tower | LA0014 | VERMILION R/ABBEVILLE | State of Louisiana | Rehabilitation Needed |
| 009680 | Vermilion | Lift - span tower | LA0082 | VERMILION R PERRY | State of Louisiana | Rehabilitation Needed |
| 009690 | Vermilion | Swing - plate girder | LA0082 | OLD ICC L PRAIRE | State of Louisiana | Rehabilitation Needed |
| 012160 | Bossier | Concrete slab, beam, and girder | US0080 | BAYOU FIFI | State of Louisiana | Rehabilitation Needed |
| 012200 | Bossier | Culvert - pre-1946 | US0080 | CLARKE BAYOU | State of Louisiana | Rehabilitation Needed |
| 012548 | Bossier | Through truss | LA0002 | RED RIVER-MILLER'S BLUFF | State of Louisiana | Rehabilitation Not Anticipated |
| 012750 | Bossier | Through truss | LA0511 | RED R.,C.FANT PKWY,AR TEA | State of Louisiana | Rehabilitation Needed |
| 019040 | Webster | Steel beam and girder | US0371 | KCS RR MINDEN | State of Louisiana | Rehabilitation Needed |
| 023620 | Morehouse | Steel beam and girder | US0165 | MISSOURI PACIFIC RAILROAD | State of Louisiana | Rehabilitation Needed |
| 027160 | Richland | Through truss | LA0132 | BOEUF RIVER | State of Louisiana | Rehabilitation Needed |
| 031450 | Calcasieu | Post-1945 common | US0090 | US 90 OVER I-10/RAMPS | State of Louisiana | Rehabilitation Not Anticipated |
| 033353 | Calcasieu | Lift - span tower | LA0378 | W FORK CALCASIEU RIVER | State of Louisiana | Rehabilitation Needed |
| 049130 | La Salle | Concrete slab, beam, and girder | US0084 | MISSOURI PACIFIC RAILROAD | State of Louisiana | Rehabilitation Needed |

# Appendix A2: List of Preservation Candidate Bridges

| Recall Number | Parish | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Rehabilitation Status |
|---|---|---|---|---|---|---|
| 051390 | Assumption | Post-1945 common | LA0182 | BAYOU BOEUF | State of Louisiana | Rehabilitation Needed |
| 051500 | Assumption | Swing - plate girder | LA0070 | PIERRE PART BAYOU | State of Louisiana | Rehabilitation Not Anticipated |
| 052140 | East Baton Rouge | Pony truss | LA0073 | BAYOU MANCHAC | State of Louisiana | Rehabilitation Needed |
| 054360 | Iberville | Swing - plate girder | LA0077 | INTRACOASTAL WATERWAY | State of Louisiana | Rehabilitation Needed |
| 054480 | Iberville | Pontoon swing | LA0997 | BAYOU PIDGEON/LOWER GRAND RIVER WAY | State of Louisiana | Rehabilitation Needed |
| 054730 | Iberville | Pontoon swing | LA0075S | UPPER GRAND R/BAYOU SORREL | State of Louisiana | Rehabilitation Needed |
| 054830 | Pointe Coupee | Concrete slab, beam, and girder | US0190 | MORGANZA FLDWY | State of Louisiana | Rehabilitation Needed |
| 054850 | Pointe Coupee | Post-1945 common | LA0001 | MORGANZA SPILLWAY | State of Louisiana | Rehabilitation Not Anticipated |
| 056360 | Livingston | Swing - plate girder | LA0042 | AMITE RIVER | State of Louisiana | Rehabilitation Needed |
| 058710 | St. Tammany | Lift - span | US0090 | WEST PEARL RIVER | State of Louisiana | Rehabilitation Needed |
| 058740 | St. Tammany | Pony truss | US0090 | E MIDDLE PEARL RIVER | State of Louisiana | Rehabilitation Needed |
| 058930 | St. Tammany | Swing - plate girder | US0190 | BAYOU LACOMBE | State of Louisiana | Rehabilitation Not Anticipated |
| 059730 | St. Tammany | Steel beam and girder | LA0036 | ICG RAILROAD | State of Louisiana | Rehabilitation Not Anticipated |
| 062080 | Tangipahoa | Post-1945 common | US0051 | PASS MANCHAC | State of Louisiana | Rehabilitation Needed |
| 200850 | Terrebonne | Swing - plate girder | LA0315 | PROVOST BAYOU | State of Louisiana | Rehabilitation Needed |

# Appendix A2: List of Preservation Candidate Bridges

| Recall Number | Parish | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Rehabilitation Status |
|---|---|---|---|---|---|---|
| 200860 | Lafourche | Lift - span tower | LOCAL ROAD | LAFOURCHE BAYOU | Parish Highway Agency | Rehabilitation Needed |
| 200865 | Terrebonne | Swing - cable-stayed | LOCAL ROAD | DU LARGE BAYOU | Parish Highway Agency | Rehabilitation Needed |
| 200872 | St. Mary | Swing - plate girder | LOCAL ROAD | TECHE BAYOU | Parish Highway Agency | Rehabilitation Needed |
| 200874 | St. Mary | Swing - plate girder | LOCAL ROAD | TECHE BAYOU | Parish Highway Agency | Rehabilitation Needed |
| 200886 | Lafourche | Pontoon swing | LOCAL ROAD | LAFOURCHE BAYOU | Parish Highway Agency | Rehabilitation Needed |
| 203830 | St. Tammany | Bascule | LOCAL ROAD | LAKE PONTCHARTRAIN | Other Local Agency | Rehabilitation Not Anticipated |
| 203832 | St. Tammany | Bascule | LOCAL ROAD | LAKE PONTCHARTRAIN | Other Local Agency | Rehabilitation Not Anticipated |
| 700682 | Grant | Concrete slab, beam, and girder | LOCAL ROAD | MARTEAU BAYOU | Parish Highway Agency | Rehabilitation Needed |
| 800106 | Avoyelles | Concrete slab, beam, and girder | CARDINAL LOOP ROAD | CHOCTAW BAYOU | Parish Highway Agency | Rehabilitation Needed |

## A3. List of Non-Priority Bridges

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# Appendix A3: List of Non-Priority Bridges

| Recall Number | Parish | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner |
|---|---|---|---|---|---|
| 001304 | Lafourche | Swing - plate girder | LA0655 | BAYOU LAFOURCHE | State of Louisiana |
| 001552 | Orleans | Bascule | US0011 | LAKE PONTCHARTRAIN | State of Louisiana |
| 002830 | St. Charles | Swing - plate girder | LA0631 | BAYOU DESALLEMAND | State of Louisiana |
| 005860 | Iberia | Swing - pony truss | LA0671 | BAYOU TECHE | State of Louisiana |
| 009000 | St. Mary | Through truss | LA0182 | ATCHAF.R/BERWICK BAY | State of Louisiana |
| 012060 | Bossier | Through truss | US0080 | RED RIVER | State of Louisiana |
| 013480 | Caddo | Concrete slab, beam, and girder | US0080 | KCS RR | State of Louisiana |
| 013970 | Caddo | Pony truss | LA0001 | CADDO LAKE | State of Louisiana |
| 014410 | Caddo | Steel beam and girder | US0071 | ICG RR | State of Louisiana |
| 014420 | Caddo | Steel beam and girder | US0071 | ICG RR | State of Louisiana |
| 018970 | Webster | Concrete slab, beam, and girder | US0371 | ICG RR @ SIBLEY | State of Louisiana |
| 026240 | Richland | Through truss | LA0015 | BOEUF RIVER | State of Louisiana |
| 032780 | Calcasieu | Through truss | I0010 | CALCASIEU RIVER, RR, STS. | State of Louisiana |
| 033730 | Cameron | Swing - pony truss | LA0082 | SUPERIOR CANAL | State of Louisiana |
| 054918 | Pointe Coupee | Concrete rigid frame | LA0010 | STREAM | State of Louisiana |
| 054920 | Pointe Coupee | Concrete rigid frame | LA0010 | BAYOU MORRIS | State of Louisiana |
| 055130 | West Baton Rouge | Steel beam and girder | US0190 | LA 415/M P RR @ LOBDELL | State of Louisiana |
| 055240 | West Baton Rouge | Post-1945 common | LA0001 | PORT ALLEN CANAL | State of Louisiana |

# Appendix A3: List of Non-Priority Bridges

| Recall Number | Parish | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner |
|---|---|---|---|---|---|
| 055250 | West Baton Rouge | Post-1945 common | LA0001 | PORT ALLEN CANAL | State of Louisiana |
| 058720 | St. Tammany | Pony truss | US0090 | WEST MIDDLE PEARL RIVER | State of Louisiana |
| 058730 | St. Tammany | Pony truss | US0090 | MIDDLE MIDDLE PEARL RIVER | State of Louisiana |
| 059090 | St. Tammany | Steel beam and girder | US0011 | NO&NE RAILROAD | State of Louisiana |
| 200852 | Terrebonne | Swing - cable-stayed | LOCAL ROAD | PETIT CAILLOU BAYOU | Parish Highway Agency |
| 200858 | Terrebonne | Swing - cable-stayed | LOCAL ROAD | BLACK BAYOU | Parish Highway Agency |
| 200859 | Terrebonne | Swing - cable-stayed | LOCAL ROAD | LITTLE BLACK BAYOU | Parish Highway Agency |
| 200863 | Lafourche | Pontoon swing | LOCAL ROAD | LAFOURCHE BAYOU | Parish Highway Agency |
| 200896 | St. Martin | Pontoon swing | LOCAL ROAD | CROCODILE BAYOU | Parish Highway Agency |
| 200901 | Iberia | Swing - pony truss | LOCAL ROAD | TECHE BAYOU | Other State Agency |
| 400345 | Madison | Pony truss | LOCAL ROAD | TENSAS RIVER | Parish Highway Agency |

# Appendix B. List of Preservation Priority, Candidate, and Non-Priority Bridges Organized by Parish

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# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*Assumption Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 051390 | Post-1945 common | LA0182 | BAYOU BOEUF | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 051500 | Swing - plate girder | LA0070 | PIERRE PART BAYOU | State of Louisiana | Preservation Candidate | Rehabilitation Not Anticipated |

*Avoyelles Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 800106 | Concrete slab, beam, and girder | CARDINAL LOOP ROAD | CHOCTAW BAYOU | Parish Highway Agency | Preservation Candidate | Rehabilitation Needed |

*Bossier Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 012060 | Through truss | US0080 | RED RIVER | State of Louisiana | Non-Priority | |
| 012160 | Concrete slab, beam, and girder | US0080 | BAYOU FIFI | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 012200 | Culvert - pre-1946 | US0080 | CLARKE BAYOU | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 012548 | Through truss | LA0002 | RED RIVER-MILLER'S BLUFF | State of Louisiana | Preservation Candidate | Rehabilitation Not Anticipated |
| 012750 | Through truss | LA0511 | RED R.,C.FANT PKWY,AR TEA | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*Caddo Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 013480 | Concrete slab, beam, and girder | US0080 | KCS RR | State of Louisiana | Non-Priority | |
| 013970 | Pony truss | LA0001 | CADDO LAKE | State of Louisiana | Non-Priority | |
| 014400 | Steel beam and girder | US0071 | ICG RR | State of Louisiana | Preservation Priority | Rehabilitation Needed |
| 014410 | Steel beam and girder | US0071 | ICG RR | State of Louisiana | Non-Priority | |
| 014420 | Steel beam and girder | US0071 | ICG RR | State of Louisiana | Non-Priority | |
| 014900 | Concrete slab, beam, and girder | LA0170 | RED BAYOU | State of Louisiana | Preservation Priority | Rehabilitation Needed |

*Calcasieu Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 031450 | Post-1945 common | US0090 | US 90 OVER I-10/RAMPS | State of Louisiana | Preservation Candidate | Rehabilitation Not Anticipated |
| 031736 | Post-1945 common | US0171 | CALCASIEU RIVER | State of Louisiana | Preservation Priority | Rehabilitation Needed |
| 032780 | Through truss | I0010 | CALCASIEU RIVER, RR, STS. | State of Louisiana | Non-Priority | |
| 033353 | Lift - span tower | LA0378 | W FORK CALCASIEU RIVER | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*Cameron Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 033700 | Swing - pony truss | LA0082 | MERMENTAU R./G.CHENIER | State of Louisiana | Preservation Priority | Rehabilitation Not Anticipated |
| 033730 | Swing - pony truss | LA0082 | SUPERIOR CANAL | State of Louisiana | Non-Priority | |
| 033760 | Pontoon swing | LA0384 | ICWW-SWEET/GRAND LAKE | State of Louisiana | Preservation Priority | Rehabilitation Not Anticipated |

*East Baton Rouge Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 051880 | Through truss | US0190 | OLD MISS.RIVER BR | State of Louisiana | Preservation Priority | Rehabilitation Needed |
| 052140 | Pony truss | LA0073 | BAYOU MANCHAC | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 610023 | Steel beam and girder | CITY STREET | K.C.S. RR | Parish Highway Agency | Preservation Priority | Rehabilitation Not Anticipated |

*Grant Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 700682 | Concrete slab, beam, and girder | LOCAL ROAD | MARTEAU BAYOU | Parish Highway Agency | Preservation Candidate | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*Iberia Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 005800 | Bascule | LA0086 | BAYOU TECHE | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 005860 | Swing - pony truss | LA0671 | BAYOU TECHE | State of Louisiana | Non-Priority | |
| 005900 | Swing - plate girder | LA0086 | BAYOU TECHE | State of Louisiana | Preservation Priority | Rehabilitation Needed |
| 006200 | Swing - plate girder | LA0344 | BAYOU TECHE | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 006210 | Lift - span tower | LA0344 | TECHE BAYOU | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 200901 | Swing - pony truss | LOCAL ROAD | TECHE BAYOU | Other State Agency | Non-Priority | |

*Iberville Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 054360 | Swing - plate girder | LA0077 | INTRACOASTAL WATERWAY | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 054480 | Pontoon swing | LA0997 | BAYOU PIDGEON/LOWER GRAND RIVER WAY | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 054730 | Pontoon swing | LA0075S | UPPER GRAND R/BAYOU SORREL | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*La Salle Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 049130 | Concrete slab, beam, and girder | US0084 | MISSOURI PACIFIC RAILROAD | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

*Lafayette Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 006520 | Lift - span tower | LA0092 | VERMILION RIVER | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 007170 | Lift - span tower | LA0733 | VERMILION RIVER | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

*Lafourche Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 000880 | Lift - span tower | LA0182 | BAYOU LAFOURCHE | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 000920 | Lift - tower | LA0001 | INTRACOASTAL CANAL | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 000930 | Lift - tower | LA0001 | COMPANY CANAL LOCKPORT | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 001030 | Lift - span tower | LA0308 | BAYOU LAFOURCHE | State of Louisiana | Preservation Priority | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*Lafourche Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 001304 | Swing - plate girder | LA0655 | BAYOU LAFOURCHE | State of Louisiana | Non-Priority | |
| 200860 | Lift - span tower | LOCAL ROAD | LAFOURCHE BAYOU | Parish Highway Agency | Preservation Candidate | Rehabilitation Needed |
| 200863 | Pontoon swing | LOCAL ROAD | LAFOURCHE BAYOU | Parish Highway Agency | Non-Priority | |
| 200886 | Pontoon swing | LOCAL ROAD | LAFOURCHE BAYOU | Parish Highway Agency | Preservation Candidate | Rehabilitation Needed |

*Livingston Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 056360 | Swing - plate girder | LA0042 | AMITE RIVER | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

*Madison Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 400345 | Pony truss | LOCAL ROAD | TENSAS RIVER | Parish Highway Agency | Non-Priority | |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*Morehouse Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 023620 | Steel beam and girder | US0165 | MISSOURI PACIFIC RAILROAD | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

*Orleans Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 001552 | Bascule | US0011 | LAKE PONTCHARTRAIN | State of Louisiana | Non-Priority | |
| 001570 | Bascule | CITY STREET | INDUSTRIAL CANAL | Other Local Agency | Preservation Candidate | Rehabilitation Not Anticipated |
| 001630 | Through truss | LA0047 | INTRACOASTAL WATERWAY(GULF OUTLET) | State of Louisiana | Preservation Priority | Rehabilitation Needed |
| 020375 | Lift - tower | LA0039 | CLAIBORNE BRIDGE | State of Louisiana | Preservation Priority | Rehabilitation Needed |
| 102113 | Arch | LOCAL ROAD | CITY PARK LAGOON | City or Municipal Highway Agency | Preservation Priority | Rehabilitation Not Anticipated |
| 102114 | Arch | LOCAL ROAD | CITY PARK LAGOON | City or Municipal Highway Agency | Preservation Priority | Rehabilitation Not Anticipated |
| 102115 | Arch | LOCAL ROAD | CITY PARK LAGOON | City or Municipal Highway Agency | Preservation Priority | Rehabilitation Not Anticipated |
| 102226 | Arch | LOCAL ROAD | CITY PARK LAGOON | Other Local Agency | Preservation Priority | Rehabilitation Not Anticipated |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*Orleans Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 102227 | Arch | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Preservation Priority | Rehabilitation Not Anticipated |
| 102233 | Arch | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Preservation Priority | Rehabilitation Not Anticipated |
| 102234 | Concrete rigid frame | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Preservation Priority | Rehabilitation Not Anticipated |
| 102235 | Arch | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Preservation Priority | Rehabilitation Not Anticipated |
| 102236 | Arch | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Preservation Priority | Rehabilitation Not Anticipated |
| 102237 | Arch | LOCAL ROAD | CITY PARK LAGOON | Local Park, Forest or Reservation Agency | Preservation Priority | Rehabilitation Not Anticipated |

*Ouachita Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 024400 | Bascule | US0080 | OUACHITA RIVER-LOUISVILLE | State of Louisiana | Preservation Priority | Rehabilitation Not Anticipated |

*Plaquemines Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 002500 | Lift - tower | LA0023 | I C WATERWAY | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*Pointe Coupee Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 054830 | Concrete slab, beam, and girder | US0190 | MORGANZA FLDWY | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 054850 | Post-1945 common | LA0001 | MORGANZA SPILLWAY | State of Louisiana | Preservation Candidate | Rehabilitation Not Anticipated |
| 054900 | Lift - span tower | LA0015 | OLD RIVER NAV. CANAL | State of Louisiana | Preservation Priority | Rehabilitation Needed |
| 054918 | Concrete rigid frame | LA0010 | STREAM | State of Louisiana | Non-Priority | |
| 054920 | Concrete rigid frame | LA0010 | BAYOU MORRIS | State of Louisiana | Non-Priority | |

*Richland Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 026240 | Through truss | LA0015 | BOEUF RIVER | State of Louisiana | Non-Priority | |
| 027160 | Through truss | LA0132 | BOEUF RIVER | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

*St. Bernard Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 002650 | Lift - span tower | LA0046 | BAYOU LA LOUTRE | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*St. Charles Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 002820 | Concrete slab, beam, and girder | US0061 | BONNET CARRE | State of Louisiana | Preservation Candidate | Rehabilitation Not Anticipated |
| 002830 | Swing - plate girder | LA0631 | BAYOU DESALLEMAND | State of Louisiana | Non-Priority | |

*St. James Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 203760 | Through truss | LA0070 | MISS RIVER/LA 18/LA 44 | State of Louisiana | Preservation Priority | Rehabilitation Needed |

*St. Landry Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 007300 | Post-1945 common | US0190 | ATCHAFALAYA FLOODWAY | State of Louisiana | Preservation Priority | Rehabilitation Not Anticipated |
| 007310 | Post-1945 common | US0190 | ATCHAFALAYA FLDWY | State of Louisiana | Preservation Priority | Rehabilitation Not Anticipated |
| 008120 | Steel beam and girder | LA0103 | BAYOU COURTABLEAU | State of Louisiana | Preservation Priority | Rehabilitation Not Anticipated |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*St. Martin Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 008570 | Lift - span tower | LA03361 | TECHE BAYOU | State of Louisiana | Preservation Priority | Rehabilitation Needed |
| 008690 | Swing - plate girder | LA0096 | BAYOU TECHE ST M. | State of Louisiana | Preservation Candidate | Rehabilitation Not Anticipated |
| 008700 | Lift - span tower | LA0350 | BAYOU TECHE PARKS | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 200896 | Pontoon swing | LOCAL ROAD | CROCODILE BAYOU | Parish Highway Agency | Non-Priority | |

*St. Mary Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 008970 | Through truss | LA0182 | CHARENTON | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 009000 | Through truss | LA0182 | ATCHAF.R/BERWICK BAY | State of Louisiana | Non-Priority | |
| 009130 | Swing - pony truss | LA0324 | BAYOU TECHE | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 009280 | Swing - plate girder | LA3069 | BAYOU TECHE FRANKLIN | State of Louisiana | Preservation Candidate | Rehabilitation Not Anticipated |
| 200872 | Swing - plate girder | LOCAL ROAD | TECHE BAYOU | Parish Highway Agency | Preservation Candidate | Rehabilitation Needed |
| 200874 | Swing - plate girder | LOCAL ROAD | TECHE BAYOU | Parish Highway Agency | Preservation Candidate | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*St. Tammany Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 058710 | Lift - span | US0090 | WEST PEARL RIVER | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 058720 | Pony truss | US0090 | WEST MIDDLE PEARL RIVER | State of Louisiana | Non-Priority | |
| 058730 | Pony truss | US0090 | MIDDLE MIDDLE PEARL RIVER | State of Louisiana | Non-Priority | |
| 058740 | Pony truss | US0090 | E MIDDLE PEARL RIVER | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 058930 | Swing - plate girder | US0190 | BAYOU LACOMBE | State of Louisiana | Preservation Candidate | Rehabilitation Not Anticipated |
| 059090 | Steel beam and girder | US0011 | NO&NE RAILROAD | State of Louisiana | Non-Priority | |
| 059730 | Steel beam and girder | LA0036 | ICG RAILROAD | State of Louisiana | Preservation Candidate | Rehabilitation Not Anticipated |
| 203830 | Bascule | LOCAL ROAD | LAKE PONTCHARTRAIN | Other Local Agency | Preservation Candidate | Rehabilitation Not Anticipated |
| 203832 | Bascule | LOCAL ROAD | LAKE PONTCHARTRAIN | Other Local Agency | Preservation Candidate | Rehabilitation Not Anticipated |
| 620266 | Culvert - pre-1946 | LOCAL ROAD | DRAIN | Parish Highway Agency | Preservation Priority | Rehabilitation Not Anticipated |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*Tangipahoa Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 062080 | Post-1945 common | US0051 | PASS MANCHAC | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

*Terrebonne Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 003240 | Lift - span tower | LA0024 | LITTLE CAILLOU | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 003390 | Swing - plate girder | LA0315 | FALGOUT CANAL | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 003480 | Lift - span tower | LA0058 | PETIT CAILLOU | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 003500 | Lift - span tower | LA0058 | BAYOU TERREBONNE | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 003620 | Lift - span tower | LA0661 | BAYOU LACARPE | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 200850 | Swing - plate girder | LA0315 | PROVOST BAYOU | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 200852 | Swing - cable-stayed | LOCAL ROAD | PETIT CAILLOU BAYOU | Parish Highway Agency | Non-Priority | |
| 200858 | Swing - cable-stayed | LOCAL ROAD | BLACK BAYOU | Parish Highway Agency | Non-Priority | |
| 200859 | Swing - cable-stayed | LOCAL ROAD | LITTLE BLACK BAYOU | Parish Highway Agency | Non-Priority | |
| 200865 | Swing - cable-stayed | LOCAL ROAD | DU LARGE BAYOU | Parish Highway Agency | Preservation Candidate | Rehabilitation Needed |
| 200868 | Swing - cable-stayed | LOCAL ROAD | GRAND CAILLOU BAYOU | Parish Highway Agency | Preservation Priority | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*Terrebonne Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|

*Vermilion Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 009430 | Lift - span tower | LA0014 | VERMILION R/ABBEVILLE | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 009460 | Lift - span tower | LA0014BY | VERMILION R/ABBEVILLE | State of Louisiana | Preservation Priority | Rehabilitation Needed |
| 009680 | Lift - span tower | LA0082 | VERMILION R PERRY | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 009690 | Swing - plate girder | LA0082 | OLD ICC L PRAIRE | State of Louisiana | Preservation Candidate | Rehabilitation Needed |
| 010130 | Swing - through truss | LA0330 | BAYOU TIGRE | State of Louisiana | Preservation Priority | Rehabilitation Needed |

*Webster Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 018970 | Concrete slab, beam, and girder | US0371 | ICG RR @ SIBLEY | State of Louisiana | Non-Priority | |
| 019040 | Steel beam and girder | US0371 | KCS RR MINDEN | State of Louisiana | Preservation Candidate | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

*West Baton Rouge Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 055130 | Steel beam and girder | US0190 | LA 415/M P RR @ LOBDELL | State of Louisiana | Non-Priority | |
| 055240 | Post-1945 common | LA0001 | PORT ALLEN CANAL | State of Louisiana | Non-Priority | |
| 055250 | Post-1945 common | LA0001 | PORT ALLEN CANAL | State of Louisiana | Non-Priority | |

*West Feliciana Parish*

| Recall Number | Bridge Type/Subtype | Facility Carried | Feature Crossed | Owner | Preliminary Recommendation | Rehabilitation Status** |
|---|---|---|---|---|---|---|
| 055730 | Pony truss | LA0066 | BIG BAYOU SARA | State of Louisiana | Preservation Priority | Rehabilitation Needed |

**Rehabilitation activities were not considered for Non-Priority bridges with a Condition Score at or below the required threshold of 40. Rehabilitation was determined to be difficult to complete in accordance with the Secretary of the Interior's Standards. As a result, the rehabilitation status field for Non-Priority bridges is blank.

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# Appendix C. Additional Consideration Forms

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## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 102115
Condition Score = 75
Bridge type: Arch

Parish: Orleans
Owner: City or Municipal Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CITY PARK LAGOON

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 0
Roadway Width (51) = 31 feet
Approach Roadway Width (32) = 32 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 60

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 3 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 102114
Condition Score = 66
Bridge type: Arch

Parish: Orleans
Owner: City or Municipal Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CITY PARK LAGOON

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 0
Roadway Width (51) = 30 feet
Approach Roadway Width (32) = 30 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 67

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 3 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 102226
Condition Score = 70
Bridge type: Arch

Parish: Orleans
Owner: Other Local Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CITY PARK LAGOON

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 0
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 37 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 8 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 102227
Condition Score = 57.7
Bridge type: Arch

Parish: Orleans
Owner: Local Park, Forest or Reservation Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CITY PARK LAGOON

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 0
Roadway Width (51) = 16 feet
Approach Roadway Width (32) = 22 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 5 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 102233
Condition Score = 76
Bridge type: Arch

Parish: Orleans
Owner: Local Park, Forest or Reservation Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CITY PARK LAGOON

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 0
Roadway Width (51) = 23.9 feet
Approach Roadway Width (32) = 24 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 6 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 102235
Condition Score = 76
Bridge type: Arch

Parish: Orleans
Owner: Local Park, Forest or Reservation Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CITY PARK LAGOON

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 0
Roadway Width (51) = 24.3 feet
Approach Roadway Width (32) = 24 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 5 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 102236
Condition Score = 79
Bridge type: Arch

Parish: Orleans
Owner: Local Park, Forest or Reservation Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CITY PARK LAGOON

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 0
Roadway Width (51) = 24.3 feet
Approach Roadway Width (32) = 24 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 7 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 102237
Condition Score = 83
Bridge type: Arch

Parish: Orleans
Owner: Local Park, Forest or Reservation Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CITY PARK LAGOON

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 0
Roadway Width (51) = 36.6 feet
Approach Roadway Width (32) = 36 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 2 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

Recall Number: 102113
Condition Score = 65
Bridge type: Arch

Parish: Orleans
Owner: City or Municipal Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CITY PARK LAGOON

## Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 0
Roadway Width (51) = 30 feet
Approach Roadway Width (32) = 30 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 61

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 3 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 001552
Condition Score = 36
Bridge type: Bascule

Parish: Orleans
Owner: State of Louisiana
Facility Carried: US0011
Feature Crossed: LAKE PONTCHARTRAIN

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 9600
Roadway Width (51) = 30 feet
Approach Roadway Width (32) = 41 feet
Roadway Function Classification: 06-rur min art

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 43

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 9 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 153 feet
Vertical Navigation Clearance (39) = 999 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 198 openings per month
Upstream Bridge Recall No.: 200830
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 203830
Condition Score = 51
Bridge type: Bascule

Parish: St. Tammany
Owner: Other Local Agency
Facility Carried: LOCAL ROAD
Feature Crossed: LAKE PONTCHARTRAIN

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 18830
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 32 feet
Roadway Function Classification: 09-rur local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 59

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 70 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 1
Horizontal Navigation Clearance (40) = 125 feet
Vertical Navigation Clearance (39) = 45 feet
USCG - Horizontal = 125
USCG - Vertical = 45
Average open/close: 19 openings per month
Upstream Bridge Recall No.: 621462
Upstream Bridge Horizontal Clearance: 90 feet
Upstream Bridge Vertical Clearance: 50 feet
Downstream Bridge Recall No.: 203832
Downstream Bridge Horizontal Clearance: 125 feet
Downstream Bridge Vertical Clearance: 999 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 001570
Condition Score = 50
Bridge type: Bascule

Parish: Orleans
Owner: Other Local Agency
Facility Carried: CITY STREET
Feature Crossed: INDUSTRIAL CANAL

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 25200
Roadway Width (51) = 32 feet
Approach Roadway Width (32) = 60 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 46

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 3 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 76 feet
Vertical Navigation Clearance (39) = 7 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: Unknown
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: 020375
Downstream Bridge Horizontal Clearance: 305 feet
Downstream Bridge Vertical Clearance: 160 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 005800
Condition Score = 64.7
Bridge type: Bascule

Parish: Iberia
Owner: State of Louisiana
Facility Carried: LA0086
Feature Crossed: BAYOU TECHE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 13600
Roadway Width (51) = 30.1 feet
Approach Roadway Width (32) = 30 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 38

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 2 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 48 feet
Vertical Navigation Clearance (39) = 10 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 26 openings per month
Upstream Bridge Recall No.: 006302
Upstream Bridge Horizontal Clearance: 60 feet
Upstream Bridge Vertical Clearance: 9 feet
Downstream Bridge Recall No.: 302620
Downstream Bridge Horizontal Clearance: 50 feet
Downstream Bridge Vertical Clearance: 9 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and pier protection, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 203832
Condition Score = 52
Bridge type: Bascule

Parish: St. Tammany
Owner: Other Local Agency
Facility Carried: LOCAL ROAD
Feature Crossed: LAKE PONTCHARTRAIN

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 18830
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 32 feet
Roadway Function Classification: 09-rur local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 59

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 70 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 1
Horizontal Navigation Clearance (40) = 125 feet
Vertical Navigation Clearance (39) = 45 feet
USCG - Horizontal = 125
USCG - Vertical = 45
Average open/close: 19 openings per month
Upstream Bridge Recall No.: 203830
Upstream Bridge Horizontal Clearance: 125 feet
Upstream Bridge Vertical Clearance: 999 feet
Downstream Bridge Recall No.: 001552
Downstream Bridge Horizontal Clearance: 153 feet
Downstream Bridge Vertical Clearance: 999 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 024400
Condition Score = 52
Bridge type: Bascule

Parish: Ouachita
Owner: State of Louisiana
Facility Carried: US0080
Feature Crossed: OUACHITA RIVER-LOUISVILLE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☑ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 34600
Roadway Width (51) = 40 feet
Approach Roadway Width (32) = 41 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 36

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 3 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 131 feet
Vertical Navigation Clearance (39) = 38 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 17 openings per month
Upstream Bridge Recall No.: 050186
Upstream Bridge Horizontal Clearance: 380 feet
Upstream Bridge Vertical Clearance: 78 feet
Downstream Bridge Recall No.: 400916
Downstream Bridge Horizontal Clearance: 132 feet
Downstream Bridge Vertical Clearance: 999 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. Due to its recent rehabilitation, no further rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 054920
Condition Score = 49.7
Bridge type: Concrete rigid frame

Parish: Pointe Coupee
Owner: State of Louisiana
Facility Carried: LA0010
Feature Crossed: BAYOU MORRIS

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☑ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 250
Roadway Width (51) = 16 feet
Approach Roadway Width (32) = 25 feet
Roadway Function Classification: 08-rur min col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 36

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 27 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but it is not a good candidate for rehabilitation. This bridge requires extensive rehabilitation that would be difficult to complete in accordance with the Secretary of the Interior's Standards; therefore, future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 054918
Condition Score = 47.92
Bridge type: Concrete rigid frame

Parish: Pointe Coupee
Owner: State of Louisiana
Facility Carried: LA0010
Feature Crossed: STREAM

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☑ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 250
Roadway Width (51) = 16 feet
Approach Roadway Width (32) = 25 feet
Roadway Function Classification: 08-rur min col

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 26

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 27 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but it is not a good candidate for rehabilitation due to deterioration, missing bridge railing, and the difficulty of increasing load capacity for this bridge type. This bridge requires extensive rehabilitation that would be difficult to complete in accordance with the Secretary of the Interior's Standards; therefore, future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 102234
Condition Score = 67
Bridge type: Concrete rigid frame

Parish: Orleans
Owner: Local Park, Forest or Reservation Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CITY PARK LAGOON

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 0
Roadway Width (51) = 27 feet
Approach Roadway Width (32) = 46 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 6 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 018970
Condition Score = 48
Bridge type: Concrete slab, beam, and girder

Parish: Webster
Owner: State of Louisiana
Facility Carried: US0371
Feature Crossed: ICG RR @ SIBLEY

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 8500
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 32 feet
Roadway Function Classification: 06-rur min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 39

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 7 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☑ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but it is not a good candidate for rehabilitation. This bridge requires extensive rehabilitation that would be difficult to complete in accordance with the Secretary of the Interior's Standards; therefore, future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

Recall Number: 500271
Condition Score = 35.28
Bridge type: Concrete slab, beam, and girder

Parish: Calcasieu
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: GUM SLOUGH

## Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 150
Roadway Width (51) = 19.2 feet
Approach Roadway Width (32) = 26 feet
Roadway Function Classification: 19-urb local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 19

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

Recall Number: 013480
Condition Score = 36
Bridge type: Concrete slab, beam, and girder

Parish: Caddo
Owner: State of Louisiana
Facility Carried: US0080
Feature Crossed: KCS RR

## Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 5700
Roadway Width (51) = 40 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 16-urb min art

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 36

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 054830
Condition Score = 50
Bridge type: Concrete slab, beam, and girder

Parish: Pointe Coupee
Owner: State of Louisiana
Facility Carried: US0190
Feature Crossed: MORGANZA FLDWY

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 10800
Roadway Width (51) = 48 feet
Approach Roadway Width (32) = 75 feet
Roadway Function Classification: 02-rur prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 48

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☑ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include widening the bridge to address geometric issues, which can be conducted according to the Secretary of the Interior's Standards. This bridge is over a spillway which creates a constraint. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 049130
Condition Score = 59
Bridge type: Concrete slab, beam, and girder

Parish: La Salle
Owner: State of Louisiana
Facility Carried: US0084
Feature Crossed: MISSOURI PACIFIC RAILROAD

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1240
Roadway Width (51) = 28.6 feet
Approach Roadway Width (32) = 52 feet
Roadway Function Classification: 02-rur prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 45

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 19 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include correcting superstructure and substructure deterioration as well as slope instability. Rehabilitation activities can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 002820
Condition Score = 66
Bridge type: Concrete slab, beam, and girder

Parish: St. Charles
Owner: State of Louisiana
Facility Carried: US0061
Feature Crossed: BONNET CARRE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☑ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 13860
Roadway Width (51) = 40 feet
Approach Roadway Width (32) = 60 feet
Roadway Function Classification: 06-rur min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 46

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☑ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. This bridge is over a spillway which creates a constraint. Due to this deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 012160
Condition Score = 44
Bridge type: Concrete slab, beam, and girder

Parish: Bossier
Owner: State of Louisiana
Facility Carried: US0080
Feature Crossed: BAYOU FIFI

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 8880
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 42

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 8 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include widening the bridge, rehabilitating the railing, and addressing abutment undermining. These rehabilitation activities can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 800106
Condition Score = 59.39
Bridge type: Concrete slab, beam, and girder

Parish: Avoyelles
Owner: Parish Highway Agency
Facility Carried: CARDINAL LOOP ROAD
Feature Crossed: CHOCTAW BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☑ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 100
Roadway Width (51) = 15.5 feet
Approach Roadway Width (32) = 15 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 23

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 2 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 700682
Condition Score = 52.61
Bridge type: Concrete slab, beam, and girder

Parish: Grant
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: MARTEAU BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☑ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 40
Roadway Width (51) = 15.5 feet
Approach Roadway Width (32) = 18 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 31

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include substructure repairs, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

Recall Number: 014900
Condition Score = 47
Bridge type: Concrete slab, beam, and girder

Parish: Caddo
Owner: State of Louisiana
Facility Carried: LA0170
Feature Crossed: RED BAYOU

## Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 570
Roadway Width (51) = 20 feet
Approach Roadway Width (32) = 35 feet
Roadway Function Classification: 08-rur min col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 48

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 7 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has no current deficiencies, and is expected to continue in vehicular use following rehabilitation. Geometrics are satisfactory. If widening of the bridge is desired, this can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 012200
Condition Score = 49
Bridge type: Culvert - pre-1946

Parish: Bossier
Owner: State of Louisiana
Facility Carried: US0080
Feature Crossed: CLARKE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2700
Roadway Width (51) = 27.2 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 07-rur maj col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 36

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 19 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include widening the bridge to improve geometrics and can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 620266
Condition Score = 74
Bridge type: Culvert - pre-1946

Parish: St. Tammany
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: DRAIN

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☑ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 100
Roadway Width (51) = 18.7 feet
Approach Roadway Width (32) = 19 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 36

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 3 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) = 1
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 058710
Condition Score = 46
Bridge type: Lift - span

Parish: St. Tammany
Owner: State of Louisiana
Facility Carried: US0090
Feature Crossed: WEST PEARL RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2200
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 42 feet
Roadway Function Classification: 06-rur min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 37

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 92 feet
Vertical Navigation Clearance (39) = 9 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 3 openings per month
Upstream Bridge Recall No.: 620590
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 008700
Condition Score = 47
Bridge type: Lift - span tower

Parish: St. Martin
Owner: State of Louisiana
Facility Carried: LA0350
Feature Crossed: BAYOU TECHE PARKS

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 3600
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 31 feet
Roadway Function Classification: 07-rur maj col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 42

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 42 feet
Vertical Navigation Clearance (39) = 52 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 0 openings per month
Upstream Bridge Recall No.: 030171
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: 030301
Downstream Bridge Horizontal Clearance: 68 feet
Downstream Bridge Vertical Clearance: 11 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies and repairing pier protection, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 002650
Condition Score = 41.74
Bridge type: Lift - span tower

Parish: St. Bernard
Owner: State of Louisiana
Facility Carried: LA0046
Feature Crossed: BAYOU LA LOUTRE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 740
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 28 feet
Roadway Function Classification: 09-rur local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 34

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 46 feet
Vertical Navigation Clearance (39) = 54 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 379 openings per month
Upstream Bridge Recall No.: 002631
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, repairing pier protection, which can be conducted according to the Secretary of the Interior's Standards (Standards). In addition, current bridge activities should retain the historic operator's house to comply with the Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 003620
Condition Score = 47.17
Bridge type: Lift - span tower

Parish: Terrebonne
Owner: State of Louisiana
Facility Carried: LA0661
Feature Crossed: BAYOU LACARPE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 14200
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 36 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 33

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 2 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 62 feet
Vertical Navigation Clearance (39) = 76 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 0 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies and repairing pier protection, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 006210
Condition Score = 52.7
Bridge type: Lift - span tower

Parish: Iberia
Owner: State of Louisiana
Facility Carried: LA0344
Feature Crossed: TECHE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2100
Roadway Width (51) = 24.3 feet
Approach Roadway Width (32) = 35 feet
Roadway Function Classification: 17-urb coll

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 38

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 50 feet
Vertical Navigation Clearance (39) = 57 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 4 openings per month
Upstream Bridge Recall No.: 005900
Upstream Bridge Horizontal Clearance: 45 feet
Upstream Bridge Vertical Clearance: 13 feet
Downstream Bridge Recall No.: 200883
Downstream Bridge Horizontal Clearance: 56 feet
Downstream Bridge Vertical Clearance: 9 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 006520
Condition Score = 50.33
Bridge type: Lift - span tower

Parish: Lafayette
Owner: State of Louisiana
Facility Carried: LA0092
Feature Crossed: VERMILION RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 8700
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 32 feet
Roadway Function Classification: 16-urb min art

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 30

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 5 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 48 feet
Vertical Navigation Clearance (39) = 60 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 28 openings per month
Upstream Bridge Recall No.: 007170
Upstream Bridge Horizontal Clearance: 60 feet
Upstream Bridge Vertical Clearance: 17 feet
Downstream Bridge Recall No.: 200902
Downstream Bridge Horizontal Clearance: 60 feet
Downstream Bridge Vertical Clearance: 999 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 003480
Condition Score = 48
Bridge type: Lift - span tower

Parish: Terrebonne
Owner: State of Louisiana
Facility Carried: LA0058
Feature Crossed: PETIT CAILLOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 3500
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 39

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 14 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 46 feet
Vertical Navigation Clearance (39) = 45 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 68 openings per month
Upstream Bridge Recall No.: 200852
Upstream Bridge Horizontal Clearance: 50 feet
Upstream Bridge Vertical Clearance: 5 feet
Downstream Bridge Recall No.: 200869
Downstream Bridge Horizontal Clearance: 51 feet
Downstream Bridge Vertical Clearance: 3 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing any structural deficiencies and repairing pier protection, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 000880
Condition Score = 48
Bridge type: Lift - span tower

Parish: Lafourche
Owner: State of Louisiana
Facility Carried: LA0182
Feature Crossed: BAYOU LAFOURCHE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 6300
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 41 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 42

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 62 feet
Vertical Navigation Clearance (39) = 57 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 2 openings per month
Upstream Bridge Recall No.: 200860
Upstream Bridge Horizontal Clearance: 60 feet
Upstream Bridge Vertical Clearance: 55 feet
Downstream Bridge Recall No.: 800372
Downstream Bridge Horizontal Clearance: 150 feet
Downstream Bridge Vertical Clearance: 42 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies and rehabilitating pier protection, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 003240
Condition Score = 41
Bridge type: Lift - span tower

Parish: Terrebonne
Owner: State of Louisiana
Facility Carried: LA0024
Feature Crossed: LITTLE CAILLOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 11400
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 38 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 37

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 3 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 40 feet
Vertical Navigation Clearance (39) = 45 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 0 openings per month
Upstream Bridge Recall No.: 003700
Upstream Bridge Horizontal Clearance: 42 feet
Upstream Bridge Vertical Clearance: 57 feet
Downstream Bridge Recall No.: 020447
Downstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Vertical Clearance: Not Navigable

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies and rehabilitating pier protection, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 007170
Condition Score = 53
Bridge type: Lift - span tower

Parish: Lafayette
Owner: State of Louisiana
Facility Carried: LA0733
Feature Crossed: VERMILION RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 13500
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 30 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 36

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 5 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 60 feet
Vertical Navigation Clearance (39) = 17 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 7 openings per month
Upstream Bridge Recall No.: 007272
Upstream Bridge Horizontal Clearance: 42 feet
Upstream Bridge Vertical Clearance: 51 feet
Downstream Bridge Recall No.: 006520
Downstream Bridge Horizontal Clearance: 48 feet
Downstream Bridge Vertical Clearance: 60 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 008570
Condition Score = 50
Bridge type: Lift - span tower

Parish: St. Martin
Owner: State of Louisiana
Facility Carried: LA03361
Feature Crossed: TECHE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 10500
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 42 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 39

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 40 feet
Vertical Navigation Clearance (39) = 50 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 0 openings per month
Upstream Bridge Recall No.: 300110
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: 030171
Downstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Vertical Clearance: Not Navigable

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, load posting, and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 003500
Condition Score = 48.44
Bridge type: Lift - span tower

Parish: Terrebonne
Owner: State of Louisiana
Facility Carried: LA0058
Feature Crossed: BAYOU TERREBONNE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 3500
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 34

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 14 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 46 feet
Vertical Navigation Clearance (39) = 48 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 122 openings per month
Upstream Bridge Recall No.: 200853
Upstream Bridge Horizontal Clearance: 47 feet
Upstream Bridge Vertical Clearance: 51 feet
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 200860
Condition Score = 55.89
Bridge type: Lift - span tower

Parish: Lafourche
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: LAFOURCHE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 5210
Roadway Width (51) = 24.5 feet
Approach Roadway Width (32) = 25 feet
Roadway Function Classification: 09-rur local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 32

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 60 feet
Vertical Navigation Clearance (39) = 55 feet
USCG - Horizontal = 0
USCG - Vertical = 0
Average open/close: 3 openings per month
Upstream Bridge Recall No.: 020267
Upstream Bridge Horizontal Clearance: 55 feet
Upstream Bridge Vertical Clearance: Not Navigable
Downstream Bridge Recall No.: 000880
Downstream Bridge Horizontal Clearance: 62 feet
Downstream Bridge Vertical Clearance: 57 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and repairing pier protection, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 009680
Condition Score = 50
Bridge type: Lift - span tower

Parish: Vermilion
Owner: State of Louisiana
Facility Carried: LA0082
Feature Crossed: VERMILION R PERRY

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 9200
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 33 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 36

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 2 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 62 feet
Vertical Navigation Clearance (39) = 55 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 93 openings per month
Upstream Bridge Recall No.: 009430
Upstream Bridge Horizontal Clearance: 44 feet
Upstream Bridge Vertical Clearance: 56 feet
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 033353
Condition Score = 46.61
Bridge type: Lift - span tower

Parish: Calcasieu
Owner: State of Louisiana
Facility Carried: LA0378
Feature Crossed: W FORK CALCASIEU RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 15200
Roadway Width (51) = 28.6 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 16-urb min art

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 31

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 11 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 1
Horizontal Navigation Clearance (40) = 60 feet
Vertical Navigation Clearance (39) = 53 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 0 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 009430
Condition Score = 45.61
Bridge type: Lift - span tower

Parish: Vermilion
Owner: State of Louisiana
Facility Carried: LA0014
Feature Crossed: VERMILION R/ABBEVILLE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 10600
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 34 feet
Roadway Function Classification: 14-urb prin ar

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 31

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 2 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 44 feet
Vertical Navigation Clearance (39) = 56 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 58 openings per month
Upstream Bridge Recall No.: 009460
Upstream Bridge Horizontal Clearance: 52 feet
Upstream Bridge Vertical Clearance: 57 feet
Downstream Bridge Recall No.: 009680
Downstream Bridge Horizontal Clearance: 62 feet
Downstream Bridge Vertical Clearance: 55 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 009460
Condition Score = 66
Bridge type: Lift - span tower

Parish: Vermilion
Owner: State of Louisiana
Facility Carried: LA0014BY
Feature Crossed: VERMILION R/ABBEVILLE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 21100
Roadway Width (51) = 53.2 feet
Approach Roadway Width (32) = 54 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 53

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 52 feet
Vertical Navigation Clearance (39) = 57 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 54 openings per month
Upstream Bridge Recall No.: 200902
Upstream Bridge Horizontal Clearance: 60 feet
Upstream Bridge Vertical Clearance: 999 feet
Downstream Bridge Recall No.: 009430
Downstream Bridge Horizontal Clearance: 44 feet
Downstream Bridge Vertical Clearance: 56 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has no current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 054900
Condition Score = 68
Bridge type: Lift - span tower

Parish: Pointe Coupee
Owner: State of Louisiana
Facility Carried: LA0015
Feature Crossed: OLD RIVER NAV. CANAL

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 550
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 45 feet
Roadway Function Classification: 07-rur maj col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 56

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 75 feet
Vertical Navigation Clearance (39) = 53 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 0 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has no current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 001030
Condition Score = 59.7
Bridge type: Lift - span tower

Parish: Lafourche
Owner: State of Louisiana
Facility Carried: LA0308
Feature Crossed: BAYOU LAFOURCHE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2300
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 28 feet
Roadway Function Classification: 17-urb coll

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 52

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 8 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 81 feet
Vertical Navigation Clearance (39) = 70 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 555 openings per month
Upstream Bridge Recall No.: 200886
Upstream Bridge Horizontal Clearance: 81 feet
Upstream Bridge Vertical Clearance: 999 feet
Downstream Bridge Recall No.: 020415
Downstream Bridge Horizontal Clearance: 126 feet
Downstream Bridge Vertical Clearance: 76 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has no current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 002500
Condition Score = 51
Bridge type: Lift - tower

Parish: Plaquemines
Owner: State of Louisiana
Facility Carried: LA0023
Feature Crossed: I C WATERWAY

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 23220
Roadway Width (51) = 28.2 feet
Approach Roadway Width (32) = 39 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 68

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 125 feet
Vertical Navigation Clearance (39) = 99 feet
USCG - Horizontal = 125
USCG - Vertical = 73
Average open/close: 450 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: 000212
Downstream Bridge Horizontal Clearance: 150 feet
Downstream Bridge Vertical Clearance: 72 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 000930 - Test Bridge, Section 106 in progress
Condition Score = 55
Bridge type: Lift - tower

Parish: Lafourche
Owner: State of Louisiana
Facility Carried: LA0001
Feature Crossed: COMPANY CANAL LOCKPORT

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 17100
Roadway Width (51) = 28.3 feet
Approach Roadway Width (32) = 48 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 43

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 12 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 125 feet
Vertical Navigation Clearance (39) = 50 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 18 openings per month
Upstream Bridge Recall No.: 001121
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 000920
Condition Score = 50.89
Bridge type: Lift - tower

Parish: Lafourche
Owner: State of Louisiana
Facility Carried: LA0001
Feature Crossed: INTRACOASTAL CANAL

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 11300
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 47 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 32

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 33 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 126 feet
Vertical Navigation Clearance (39) = 72 feet
USCG - Horizontal = 125
USCG - Vertical = 73
Average open/close: 871 openings per month
Upstream Bridge Recall No.: 200940
Upstream Bridge Horizontal Clearance: 136 feet
Upstream Bridge Vertical Clearance: 999 feet
Downstream Bridge Recall No.: 001052
Downstream Bridge Horizontal Clearance: 125 feet
Downstream Bridge Vertical Clearance: 73 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies and repairing pier protection, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 020375
Condition Score = 75
Bridge type: Lift - tower

Parish: Orleans
Owner: State of Louisiana
Facility Carried: LA0039
Feature Crossed: CLAIBORNE BRIDGE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 32300
Roadway Width (51) = 56 feet
Approach Roadway Width (32) = 28 feet
Roadway Function Classification: 14

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 40

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 2 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 305 feet
Vertical Navigation Clearance (39) = 160 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: Unknown
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has no current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 200863
Condition Score = 31.44
Bridge type: Pontoon swing

Parish: Lafourche
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: LAFOURCHE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1500
Roadway Width (51) = 18 feet
Approach Roadway Width (32) = 26 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 16

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 5 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 84 feet
Vertical Navigation Clearance (39) = 999 feet
USCG - Horizontal = 0
USCG - Vertical = 0
Average open/close: 8 openings per month
Upstream Bridge Recall No.: 001340
Upstream Bridge Horizontal Clearance: 92 feet
Upstream Bridge Vertical Clearance: 999 feet
Downstream Bridge Recall No.: 001346
Downstream Bridge Horizontal Clearance: 81 feet
Downstream Bridge Vertical Clearance: 6 feet

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 200896
Condition Score = 31.02
Bridge type: Pontoon swing

Parish: St. Martin
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: CROCODILE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 360
Roadway Width (51) = 14.6 feet
Approach Roadway Width (32) = 25 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 17

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 10 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 78 feet
Vertical Navigation Clearance (39) = 999 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: Unknown
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 200886
Condition Score = 51.94
Bridge type: Pontoon swing

Parish: Lafourche
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: LAFOURCHE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 8000
Roadway Width (51) = 25 feet
Approach Roadway Width (32) = 26 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 25

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 8 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 81 feet
Vertical Navigation Clearance (39) = 999 feet
USCG - Horizontal = 125
USCG - Vertical = 45
Average open/close: 100 openings per month
Upstream Bridge Recall No.: 200866
Upstream Bridge Horizontal Clearance: 84 feet
Upstream Bridge Vertical Clearance: 999 feet
Downstream Bridge Recall No.: 001030
Downstream Bridge Horizontal Clearance: 81 feet
Downstream Bridge Vertical Clearance: 70 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 054480
Condition Score = 49.94
Bridge type: Pontoon swing

Parish: Iberville
Owner: State of Louisiana
Facility Carried: LA0997
Feature Crossed: BAYOU PIDGEON/LOWER GRAND RIVER WAY

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1220
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 32 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 25

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 122 feet
Vertical Navigation Clearance (39) = 999 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 44 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and correcting superstructure deterioration, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 054730
Condition Score = 50.94
Bridge type: Pontoon swing

Parish: Iberville
Owner: State of Louisiana
Facility Carried: LA0075S
Feature Crossed: UPPER GRAND R/BAYOU SORREL

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1230
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 50 feet
Roadway Function Classification: 08-rur min col

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 25

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 50 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 120 feet
Vertical Navigation Clearance (39) = 999 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 393 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and correcting deterioration on the superstructure and substructure, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 033760
Condition Score = 50.72
Bridge type: Pontoon swing

Parish: Cameron
Owner: State of Louisiana
Facility Carried: LA0384
Feature Crossed: ICWW-SWEET/GRAND LAKE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2400
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 34 feet
Roadway Function Classification: 07-rur maj col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 35

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 30 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 125 feet
Vertical Navigation Clearance (39) = 999 feet
USCG - Horizontal = 125
USCG - Vertical = 73
Average open/close: 898 openings per month
Upstream Bridge Recall No.: 032242
Upstream Bridge Horizontal Clearance: 125 feet
Upstream Bridge Vertical Clearance: 999 feet
Downstream Bridge Recall No.: 033681
Downstream Bridge Horizontal Clearance: 125 feet
Downstream Bridge Vertical Clearance: 73 feet

**Recommendation:**
Within its type, this bridge offers the best opportunity for preservation based on a cumulative analysis of Condition Score and additional considerations as outlined in the methodology. No rehabilitation activities are anticipated. Although it has a long detour it is not on a truck route and has an acceptable live load capacity. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 400345
Condition Score = 36.53
Bridge type: Pony truss

Parish: Madison
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: TENSAS RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 187
Roadway Width (51) = 20.3 feet
Approach Roadway Width (32) = 26 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 21

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 5 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal = 0
USCG - Vertical = 50

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 058720
Condition Score = 42.06
Bridge type: Pony truss

Parish: St. Tammany
Owner: State of Louisiana
Facility Carried: US0090
Feature Crossed: WEST MIDDLE PEARL RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2200
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 42 feet
Roadway Function Classification: 06-rur min art

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 29

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but it is not a good candidate for rehabilitation. This bridge requires extensive rehabilitation that would be difficult to complete in accordance with the Secretary of the Interior's Standards; therefore, future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 013970
Condition Score = 32
Bridge type: Pony truss

Parish: Caddo
Owner: State of Louisiana
Facility Carried: LA0001
Feature Crossed: CADDO LAKE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 6800
Roadway Width (51) = 23.8 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 06-rur min art

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 43

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 13 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 058730
Condition Score = 32.11
Bridge type: Pony truss

Parish: St. Tammany
Owner: State of Louisiana
Facility Carried: US0090
Feature Crossed: MIDDLE MIDDLE PEARL RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2200
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 42 feet
Roadway Function Classification: 06-rur min art

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 22

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 058740
Condition Score = 43.44
Bridge type: Pony truss

Parish: St. Tammany
Owner: State of Louisiana
Facility Carried: US0090
Feature Crossed: E MIDDLE PEARL RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2200
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 42 feet
Roadway Function Classification: 06-rur min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 34

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 052140
Condition Score = 48
Bridge type: Pony truss

Parish: East Baton Rouge
Owner: State of Louisiana
Facility Carried: LA0073
Feature Crossed: BAYOU MANCHAC

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 12800
Roadway Width (51) = 23.9 feet
Approach Roadway Width (32) = 38 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 37

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

Recall Number: 055730
Condition Score = 50.61
Bridge type: Pony truss

Parish: West Feliciana
Owner: State of Louisiana
Facility Carried: LA0066
Feature Crossed: BIG BAYOU SARA

## Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1950
Roadway Width (51) = 23.8 feet
Approach Roadway Width (32) = 30 feet
Roadway Function Classification: 07-rur maj col

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 31

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 10 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
Within its type, this bridge offers the best opportunity for preservation based on a cumulative analysis of Condition Score and additional considerations as outlined in the methodology. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. The detour route is only 1 mile more than the recommended length of less than 10 miles and the live load capacity could potentially be increased with a lightweight deck. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 055240
Condition Score = 39
Bridge type: Post-1945 common

Parish: West Baton Rouge
Owner: State of Louisiana
Facility Carried: LA0001
Feature Crossed: PORT ALLEN CANAL

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 27660
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 39 feet
Roadway Function Classification: 14-urb prin ar

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 65

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) =
Horizontal Navigation Clearance (40) = 200 feet
Vertical Navigation Clearance (39) = 75 feet
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 055250
Condition Score = 38
Bridge type: Post-1945 common

Parish: West Baton Rouge
Owner: State of Louisiana
Facility Carried: LA0001
Feature Crossed: PORT ALLEN CANAL

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 27660
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 39 feet
Roadway Function Classification: 14-urb prin ar

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 61

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) =
Horizontal Navigation Clearance (40) = 200 feet
Vertical Navigation Clearance (39) = 75 feet
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 051390
Condition Score = 50
Bridge type: Post-1945 common

Parish: Assumption
Owner: State of Louisiana
Facility Carried: LA0182
Feature Crossed: BAYOU BOEUF

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 4700
Roadway Width (51) = 28.4 feet
Approach Roadway Width (32) = 53 feet
Roadway Function Classification: 07-rur maj col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 48

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 5 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 133 feet
Vertical Navigation Clearance (39) = 80 feet
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 054850
Condition Score = 53
Bridge type: Post-1945 common

Parish: Pointe Coupee
Owner: State of Louisiana
Facility Carried: LA0001
Feature Crossed: MORGANZA SPILLWAY

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 3800
Roadway Width (51) = 26 feet
Approach Roadway Width (32) = 85 feet
Roadway Function Classification: 06-rur min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 44

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 5 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☑ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. The bridge is over a spillway which creates a constraint. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 062080
Condition Score = 56.7
Bridge type: Post-1945 common

Parish: Tangipahoa
Owner: State of Louisiana
Facility Carried: US0051
Feature Crossed: PASS MANCHAC

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2260
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 47 feet
Roadway Function Classification: 07-rur maj col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 73

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 88 feet
Vertical Navigation Clearance (39) = 53 feet
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 031450
Condition Score = 50
Bridge type: Post-1945 common

Parish: Calcasieu
Owner: State of Louisiana
Facility Carried: US0090
Feature Crossed: US 90 OVER I-10/RAMPS

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 9700
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 63

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. However, there is a study underway to widen I-10 through this corridor. This structure could be a constraint. This structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 007310
Condition Score = 57.3
Bridge type: Post-1945 common

Parish: St. Landry
Owner: State of Louisiana
Facility Carried: US0190
Feature Crossed: ATCHAFALAYA FLDWY

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 7980
Roadway Width (51) = 30.3 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 02-rur prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 94

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal = 180
USCG - Vertical = 50

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 007300
Condition Score = 71
Bridge type: Post-1945 common

Parish: St. Landry
Owner: State of Louisiana
Facility Carried: US0190
Feature Crossed: ATCHAFALAYA FLOODWAY

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☑ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 7980
Roadway Width (51) = 40 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 02-rur prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 94

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal = 180
USCG - Vertical = 50

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 031736
Condition Score = 72
Bridge type: Post-1945 common

Parish: Calcasieu
Owner: State of Louisiana
Facility Carried: US0171
Feature Crossed: CALCASIEU RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 29700
Roadway Width (51) = 56 feet
Approach Roadway Width (32) = 76 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 58

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) =
Horizontal Navigation Clearance (40) = 130 feet
Vertical Navigation Clearance (39) = 35 feet
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has no current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 059090
Condition Score = 45.61
Bridge type: Steel beam and girder

Parish: St. Tammany
Owner: State of Louisiana
Facility Carried: US0011
Feature Crossed: NO&NE RAILROAD

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 16000
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 32 feet
Roadway Function Classification: 14-urb prin ar

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 31

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 2 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but it is not a good candidate for rehabilitation due to its load capacity, width, and condition. This bridge requires extensive rehabilitation that would be difficult to complete in accordance with the Secretary of the Interior's Standards; therefore, future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 014640
Condition Score = 25.17
Bridge type: Steel beam and girder

Parish: Caddo
Owner: State of Louisiana
Facility Carried: LA0530
Feature Crossed: BLACK BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1020
Roadway Width (51) = 20 feet
Approach Roadway Width (32) = 32 feet
Roadway Function Classification: 08-rur min col

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 15

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 11 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 014420
Condition Score = 35.72
Bridge type: Steel beam and girder

Parish: Caddo
Owner: State of Louisiana
Facility Carried: US0071
Feature Crossed: ICG RR

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 3260
Roadway Width (51) = 25.2 feet
Approach Roadway Width (32) = 74 feet
Roadway Function Classification: 17-urb coll

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 35

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 055130
Condition Score = 40
Bridge type: Steel beam and girder

Parish: West Baton Rouge
Owner: State of Louisiana
Facility Carried: US0190
Feature Crossed: LA 415/M P RR @ LOBDELL

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 16200
Roadway Width (51) = 47.6 feet
Approach Roadway Width (32) = 70 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 37

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but it is not a good candidate for rehabilitation due to geometry and advanced section loss on main members. This bridge requires extensive rehabilitation that would be difficult to complete in accordance with the Secretary of the Interior's Standards; therefore, future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 014410
Condition Score = 35.72
Bridge type: Steel beam and girder

Parish: Caddo
Owner: State of Louisiana
Facility Carried: US0071
Feature Crossed: ICG RR

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 19560
Roadway Width (51) = 25.2 feet
Approach Roadway Width (32) = 74 feet
Roadway Function Classification: 14-urb prin ar

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 35

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 019040
Condition Score = 51
Bridge type: Steel beam and girder

Parish: Webster
Owner: State of Louisiana
Facility Carried: US0371
Feature Crossed: KCS RR MINDEN

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 8460
Roadway Width (51) = 24.1 feet
Approach Roadway Width (32) = 35 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 37

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 6 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☑ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. The railroad under the bridge is a constraint. Anticipated rehabilitation activities include addressing corrosion and repairing spalled concrete. These rehabilitation activities can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency and constraints of the railroad, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 023620
Condition Score = 46
Bridge type: Steel beam and girder

Parish: Morehouse
Owner: State of Louisiana
Facility Carried: US0165
Feature Crossed: MISSOURI PACIFIC RAILROAD

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1820
Roadway Width (51) = 23 feet
Approach Roadway Width (32) = 30 feet
Roadway Function Classification: 06-rur min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 40 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 059730
Condition Score = 53
Bridge type: Steel beam and girder

Parish: St. Tammany
Owner: State of Louisiana
Facility Carried: LA0036
Feature Crossed: ICG RAILROAD

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2500
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 30 feet
Roadway Function Classification: 07-rur maj col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 42

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 610023
Condition Score = 62
Bridge type: Steel beam and girder

Parish: East Baton Rouge
Owner: Parish Highway Agency
Facility Carried: CITY STREET
Feature Crossed: K.C.S. RR

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 9977
Roadway Width (51) = 23.8 feet
Approach Roadway Width (32) = 23 feet
Roadway Function Classification: 19-urb local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 014400
Condition Score = 48
Bridge type: Steel beam and girder

Parish: Caddo
Owner: State of Louisiana
Facility Carried: US0071
Feature Crossed: ICG RR

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 19560
Roadway Width (51) = 40 feet
Approach Roadway Width (32) = 42 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 45

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☑ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has no current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include redecking the bridge and addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 008120
Condition Score = 53
Bridge type: Steel beam and girder

Parish: St. Landry
Owner: State of Louisiana
Facility Carried: LA0103
Feature Crossed: BAYOU COURTABLEAU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 7300
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 33 feet
Roadway Function Classification: 09-rur local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 43

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 10 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 and has no current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 200859
Condition Score = 29.72
Bridge type: Swing - cable-stayed

Parish: Terrebonne
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: LITTLE BLACK BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 220
Roadway Width (51) = 13.5 feet
Approach Roadway Width (32) = 18 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 17

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 3 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = 40 feet
Vertical Navigation Clearance (39) = 3 feet
USCG - Horizontal = 0
USCG - Vertical = 0
Average open/close: 0 openings per month
Upstream Bridge Recall No.: 020164
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: 200854
Downstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Vertical Clearance: Not Navigable

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 200858
Condition Score = 28.11
Bridge type: Swing - cable-stayed

Parish: Terrebonne
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: BLACK BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 660
Roadway Width (51) = 11.8 feet
Approach Roadway Width (32) = 24 feet
Roadway Function Classification: 06-rur min art

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 22

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 2 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 36 feet
Vertical Navigation Clearance (39) = 3 feet
USCG - Horizontal = 0
USCG - Vertical = 0
Average open/close: 0 openings per month
Upstream Bridge Recall No.: 003130
Upstream Bridge Horizontal Clearance: 49 feet
Upstream Bridge Vertical Clearance: 58 feet
Downstream Bridge Recall No.: 020161
Downstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Vertical Clearance: Not Navigable

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 200852
Condition Score = 32.78
Bridge type: Swing - cable-stayed

Parish: Terrebonne
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: PETIT CAILLOU BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 200
Roadway Width (51) = 13.7 feet
Approach Roadway Width (32) = 20 feet
Roadway Function Classification: 06-rur min art

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 10

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 6 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 50 feet
Vertical Navigation Clearance (39) = 5 feet
USCG - Horizontal = 50.75
USCG - Vertical = N/A
Average open/close: 10 openings per month
Upstream Bridge Recall No.: 200870
Upstream Bridge Horizontal Clearance: 56 feet
Upstream Bridge Vertical Clearance: 53 feet
Downstream Bridge Recall No.: 003480
Downstream Bridge Horizontal Clearance: 46 feet
Downstream Bridge Vertical Clearance: 45 feet

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 200865
Condition Score = 46.94
Bridge type: Swing - cable-stayed

Parish: Terrebonne
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: DU LARGE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 50
Roadway Width (51) = 13.6 feet
Approach Roadway Width (32) = 22 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 25

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 40 feet
Vertical Navigation Clearance (39) = 3 feet
USCG - Horizontal = 40
USCG - Vertical = N/A
Average open/close: 264 openings per month
Upstream Bridge Recall No.: 200864
Upstream Bridge Horizontal Clearance: 26 feet
Upstream Bridge Vertical Clearance: 4 feet
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and substructure repairs, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 200868
Condition Score = 41.67
Bridge type: Swing - cable-stayed

Parish: Terrebonne
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: GRAND CAILLOU BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☑ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 400
Roadway Width (51) = 13.5 feet
Approach Roadway Width (32) = 24 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 24

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 8 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 49 feet
Vertical Navigation Clearance (39) = 5 feet
USCG - Horizontal = 50
USCG - Vertical = N/A
Average open/close: Unknown
Upstream Bridge Recall No.: 200802
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: 020127
Downstream Bridge Horizontal Clearance: 61 feet
Downstream Bridge Vertical Clearance: 83 feet

**Recommendation:**
Within its type, this bridge offers the best opportunity for preservation based on a cumulative analysis of Condition Score and additional considerations as outlined in the methodology. Its horizontal navigational clearance is only slightly less than required and an acceptable detour is available. Anticipated rehabilitation activities include repairs to the timber fender system and substructure repairs to increase live load capacity, which can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 200901
Condition Score = 37.33
Bridge type: Swing - pony truss

Parish: Iberia
Owner: Other State Agency
Facility Carried: LOCAL ROAD
Feature Crossed: TECHE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 210
Roadway Width (51) = 14.1 feet
Approach Roadway Width (32) = 23 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 12

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Closed
Detour/Bypass Length(19) = 4 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 60 feet
Vertical Navigation Clearance (39) = 9 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 0 openings per month
Upstream Bridge Recall No.: 006180
Upstream Bridge Horizontal Clearance: 50 feet
Upstream Bridge Vertical Clearance: 9 feet
Downstream Bridge Recall No.: 006306
Downstream Bridge Horizontal Clearance: 60 feet
Downstream Bridge Vertical Clearance: 7 feet

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 033730
Condition Score = 44.22
Bridge type: Swing - pony truss

Parish: Cameron
Owner: State of Louisiana
Facility Carried: LA0082
Feature Crossed: SUPERIOR CANAL

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1170
Roadway Width (51) = 23.8 feet
Approach Roadway Width (32) = 30 feet
Roadway Function Classification: 07-rur maj col

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 26

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 63 feet
Vertical Navigation Clearance (39) = 13 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 15 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but it is not a good candidate for rehabilitation. This bridge requires extensive rehabilitation that would be difficult to complete in accordance with the Secretary of the Interior's Standards; therefore, future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 005860
Condition Score = 30.94
Bridge type: Swing - pony truss

Parish: Iberia
Owner: State of Louisiana
Facility Carried: LA0671
Feature Crossed: BAYOU TECHE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1590
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 17-urb coll

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 25

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 3 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 50 feet
Vertical Navigation Clearance (39) = 11 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 28 openings per month
Upstream Bridge Recall No.: 006306
Upstream Bridge Horizontal Clearance: 60 feet
Upstream Bridge Vertical Clearance: 7 feet
Downstream Bridge Recall No.: 200882
Downstream Bridge Horizontal Clearance: 61 feet
Downstream Bridge Vertical Clearance: 8 feet

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 009130
Condition Score = 42.94
Bridge type: Swing - pony truss

Parish: St. Mary
Owner: State of Louisiana
Facility Carried: LA0324
Feature Crossed: BAYOU TECHE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1080
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 28 feet
Roadway Function Classification: 07-rur maj col

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 25

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 64 feet
Vertical Navigation Clearance (39) = 10 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 38 openings per month
Upstream Bridge Recall No.: 009272
Upstream Bridge Horizontal Clearance: 61 feet
Upstream Bridge Vertical Clearance: 10 feet
Downstream Bridge Recall No.: 200874
Downstream Bridge Horizontal Clearance: 61 feet
Downstream Bridge Vertical Clearance: 9 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and substructure repairs, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 033700
Condition Score = 47.22
Bridge type: Swing - pony truss

Parish: Cameron
Owner: State of Louisiana
Facility Carried: LA0082
Feature Crossed: MERMENTAU R./G.CHENIER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1400
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 33 feet
Roadway Function Classification: 07-rur maj col

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 26

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 70 feet
Vertical Navigation Clearance (39) = 15 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 21 openings per month
Upstream Bridge Recall No.: 500208
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: None

**Recommendation:**
Within its type, this bridge offers the best opportunity for preservation based on a cumulative analysis of Condition Score and additional considerations as outlined in the methodology. Although the geometrics and load capacity remain deficient it was recently rehabilitated and further rehabilitation is not anticipated. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 010130
Condition Score = 40.39
Bridge type: Swing - through truss

Parish: Vermilion
Owner: State of Louisiana
Facility Carried: LA0330
Feature Crossed: BAYOU TIGRE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1370
Roadway Width (51) = 18.1 feet
Approach Roadway Width (32) = 32 feet
Roadway Function Classification: 08-rur min col

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 23

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 60 feet
Vertical Navigation Clearance (39) = 6 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: One opening per month
Upstream Bridge Recall No.: 200899
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: None

**Recommendation:**
Within its type, this bridge offers the best opportunity for preservation based on a cumulative analysis of Condition Score and additional considerations as outlined in the methodology. Although anticipated rehabilitation activities are extensive, they can be conducted according to the Secretary of the Interior's Standards and the bridge can be immediately bypassed. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 001304
Condition Score = 37
Bridge type: Swing- plate girder

Parish: Lafourche
Owner: State of Louisiana
Facility Carried: LA0655
Feature Crossed: BAYOU LAFOURCHE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2500
Roadway Width (51) = 20 feet
Approach Roadway Width (32) = 28 feet
Roadway Function Classification: 19-urb local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 39

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 6 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 86 feet
Vertical Navigation Clearance (39) = 6 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 18 openings per month
Upstream Bridge Recall No.: 020352
Upstream Bridge Horizontal Clearance: 85 feet
Upstream Bridge Vertical Clearance: 50 feet
Downstream Bridge Recall No.: 001346
Downstream Bridge Horizontal Clearance: 81 feet
Downstream Bridge Vertical Clearance: 6 feet

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 002830
Condition Score = 49.78
Bridge type: Swing- plate girder

Parish: St. Charles
Owner: State of Louisiana
Facility Carried: LA0631
Feature Crossed: BAYOU DESALLEMAND

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1490
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 36 feet
Roadway Function Classification: 08-rur min col

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 28

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: No

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = 35 feet
Vertical Navigation Clearance (39) = 4 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: One opening per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: 002690
Downstream Bridge Horizontal Clearance: 85 feet
Downstream Bridge Vertical Clearance: 35 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but it is not a good candidate for rehabilitation. This bridge requires extensive rehabilitation that would be difficult to complete in accordance with the Secretary of the Interior's Standards; therefore, future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 051500
Condition Score = 51
Bridge type: Swing- plate girder

Parish: Assumption
Owner: State of Louisiana
Facility Carried: LA0070
Feature Crossed: PIERRE PART BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 6700
Roadway Width (51) = 28.5 feet
Approach Roadway Width (32) = 41 feet
Roadway Function Classification: 06-rur min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 49

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 55 feet
Vertical Navigation Clearance (39) = 60 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 40 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. Due to its deficiency, this structure is a Preservation Candidate Bridge

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 003390
Condition Score = 51
Bridge type: Swing- plate girder

Parish: Terrebonne
Owner: State of Louisiana
Facility Carried: LA0315
Feature Crossed: FALGOUT CANAL

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1510
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 40 feet
Roadway Function Classification: 08-rur min col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 61 feet
Vertical Navigation Clearance (39) = 4 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 272 openings per month
Upstream Bridge Recall No.: 200850
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: 200865
Downstream Bridge Horizontal Clearance: 40 feet
Downstream Bridge Vertical Clearance: 3 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and any structural deficiencies, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 006200
Condition Score = 51.7
Bridge type: Swing- plate girder

Parish: Iberia
Owner: State of Louisiana
Facility Carried: LA0344
Feature Crossed: BAYOU TECHE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 2100
Roadway Width (51) = 24.3 feet
Approach Roadway Width (32) = 36 feet
Roadway Function Classification: 17-urb coll

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 37

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 0 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 50 feet
Vertical Navigation Clearance (39) = 9 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 25 openings per month
Upstream Bridge Recall No.: 200903
Upstream Bridge Horizontal Clearance: 60 feet
Upstream Bridge Vertical Clearance: 11 feet
Downstream Bridge Recall No.: 006302
Downstream Bridge Horizontal Clearance: 60 feet
Downstream Bridge Vertical Clearance: 9 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 008690
Condition Score = 50.44
Bridge type: Swing- plate girder

Parish: St. Martin
Owner: State of Louisiana
Facility Carried: LA0096
Feature Crossed: BAYOU TECHE ST M.

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 10100
Roadway Width (51) = 23.9 feet
Approach Roadway Width (32) = 44 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 34

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 5 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 36 feet
Vertical Navigation Clearance (39) = 3 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 0 openings per month
Upstream Bridge Recall No.: 030301
Upstream Bridge Horizontal Clearance: 68 feet
Upstream Bridge Vertical Clearance: 11 feet
Downstream Bridge Recall No.: 008640
Downstream Bridge Horizontal Clearance: 61 feet
Downstream Bridge Vertical Clearance: 10 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use and the bridge will remain non-functioning for navigation. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 200874
Condition Score = 49.5
Bridge type: Swing- plate girder

Parish: St. Mary
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: TECHE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☑ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1050
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 28 feet
Roadway Function Classification: 09-rur local

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 27

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 10 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 61 feet
Vertical Navigation Clearance (39) = 9 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: Unknown
Upstream Bridge Recall No.: 009130
Upstream Bridge Horizontal Clearance: 64 feet
Upstream Bridge Vertical Clearance: 10 feet
Downstream Bridge Recall No.: 009180
Downstream Bridge Horizontal Clearance: 65 feet
Downstream Bridge Vertical Clearance: 10 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and substructure deterioration, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 054360
Condition Score = 48
Bridge type: Swing- plate girder

Parish: Iberville
Owner: State of Louisiana
Facility Carried: LA0077
Feature Crossed: INTRACOASTAL WATERWAY

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 4700
Roadway Width (51) = 24.2 feet
Approach Roadway Width (32) = 33 feet
Roadway Function Classification: 17-urb coll

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 37

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 127 feet
Vertical Navigation Clearance (39) = 188 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 379 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and substructure deterioration, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 056360
Condition Score = 52
Bridge type: Swing- plate girder

Parish: Livingston
Owner: State of Louisiana
Facility Carried: LA0042
Feature Crossed: AMITE RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 16700
Roadway Width (51) = 28 feet
Approach Roadway Width (32) = 38 feet
Roadway Function Classification: 07-rur maj col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 49

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 60 feet
Vertical Navigation Clearance (39) = 15 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 0 openings per month
Upstream Bridge Recall No.: 620010
Upstream Bridge Horizontal Clearance: Not Navigable
Downstream Bridge Recall No.: 056430
Downstream Bridge Horizontal Clearance: 61 feet
Downstream Bridge Vertical Clearance: 17 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 058930
Condition Score = 42
Bridge type: Swing- plate girder

Parish: St. Tammany
Owner: State of Louisiana
Facility Carried: US0190
Feature Crossed: BAYOU LACOMBE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 9800
Roadway Width (51) = 24.5 feet
Approach Roadway Width (32) = 44 feet
Roadway Function Classification: 16-urb min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 45

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 11 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =
Average open/close: 0 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 200850
Condition Score = 43
Bridge type: Swing- plate girder

Parish: Terrebonne
Owner: State of Louisiana
Facility Carried: LA0315
Feature Crossed: PROVOST BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1780
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 30 feet
Roadway Function Classification: 08-rur min col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 39

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =
Average open/close: Unknown
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and substructure deterioration, which can be conducted according to the Secretary of the Interior's Standards. The bridge is anticipated to remain non-functioning for navigation following rehabilitation. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 200872
Condition Score = 61.87
Bridge type: Swing- plate girder

Parish: St. Mary
Owner: Parish Highway Agency
Facility Carried: LOCAL ROAD
Feature Crossed: TECHE BAYOU

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☑ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 140
Roadway Width (51) = 24 feet
Approach Roadway Width (32) = 29 feet
Roadway Function Classification: 09-rur local

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 33

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 10 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 60 feet
Vertical Navigation Clearance (39) = 5 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: Unknown
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: 200877
Downstream Bridge Horizontal Clearance: 61 feet
Downstream Bridge Vertical Clearance: 9 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, but has one or more current deficiencies. The detour length for this load posted structure is 10 miles. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 009690
Condition Score = 44.14
Bridge type: Swing- plate girder

Parish: Vermilion
Owner: State of Louisiana
Facility Carried: LA0082
Feature Crossed: OLD ICC L PRAIRE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1380
Roadway Width (51) = 24.3 feet
Approach Roadway Width (32) = 46 feet
Roadway Function Classification: 07-rur maj col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 34

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 10 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 126 feet
Vertical Navigation Clearance (39) = 6 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 175 openings per month
Upstream Bridge Recall No.: None
Downstream Bridge Recall No.: None

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 009280
Condition Score = 54.89
Bridge type: Swing- plate girder

Parish: St. Mary
Owner: State of Louisiana
Facility Carried: LA3069
Feature Crossed: BAYOU TECHE FRANKLIN

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1960
Roadway Width (51) = 24.1 feet
Approach Roadway Width (32) = 39 feet
Roadway Function Classification: 17-urb coll

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 32

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 60 feet
Vertical Navigation Clearance (39) = 5 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: 3 openings per month
Upstream Bridge Recall No.: 009190
Upstream Bridge Horizontal Clearance: 60 feet
Upstream Bridge Vertical Clearance: 7 feet
Downstream Bridge Recall No.: 200873
Downstream Bridge Horizontal Clearance: 59 feet
Downstream Bridge Vertical Clearance: 7 feet

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 005900
Condition Score = 53
Bridge type: Swing- plate girder

Parish: Iberia
Owner: State of Louisiana
Facility Carried: LA0086
Feature Crossed: BAYOU TECHE

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1670
Roadway Width (51) = 24.1 feet
Approach Roadway Width (32) = 36 feet
Roadway Function Classification: 17-urb coll

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 10 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 45 feet
Vertical Navigation Clearance (39) = 13 feet
USCG - Horizontal =
USCG - Vertical =
Average open/close: One opening per month
Upstream Bridge Recall No.: 008640
Upstream Bridge Horizontal Clearance: 61 feet
Upstream Bridge Vertical Clearance: 10 feet
Downstream Bridge Recall No.: 006210
Downstream Bridge Horizontal Clearance: 50 feet
Downstream Bridge Vertical Clearance: 57 feet

**Recommendation:**
Within its type, this bridge offers the best opportunity for preservation based on a cumulative analysis of Condition Score and additional considerations as outlined in the methodology. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. The bridge's poor geometrics for clear roadway width and alignment can be accepted for this roadway with an ADT of less than 2000 vehicles per day. This structure is recommended as the most suitable for Priority classification as best of type.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 012060
Condition Score = 31
Bridge type: Through truss

Parish: Bossier
Owner: State of Louisiana
Facility Carried: US0080
Feature Crossed: RED RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 13100
Roadway Width (51) = 40.1 feet
Approach Roadway Width (32) = 52 feet
Roadway Function Classification: 14-urb prin ar

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 41

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 1 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) =
Horizontal Navigation Clearance (40) = 350 feet
Vertical Navigation Clearance (39) = 310 feet
USCG - Horizontal = 240
USCG - Vertical = 52

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 009000
Condition Score = 33.06
Bridge type: Through truss

Parish: St. Mary
Owner: State of Louisiana
Facility Carried: LA0182
Feature Crossed: ATCHAF.R/BERWICK BAY

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 6100
Roadway Width (51) = 23.8 feet
Approach Roadway Width (32) = 50 feet
Roadway Function Classification: 17-urb coll

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 29

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 12 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 1
Horizontal Navigation Clearance (40) = 590 feet
Vertical Navigation Clearance (39) = 56 feet
USCG - Horizontal = 525
USCG - Vertical = 73

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Non-Priority**

Recall Number: 032780
Condition Score = 37
Bridge type: Through truss

Parish: Calcasieu
Owner: State of Louisiana
Facility Carried: I0010
Feature Crossed: CALCASIEU RIVER, RR, STS.

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☐ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 65800
Roadway Width (51) = 52.4 feet
Approach Roadway Width (32) = 92 feet
Roadway Function Classification: 11-urb interst

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 49

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 4 miles
On Truck Route: Yes

☐ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☐ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) =
Horizontal Navigation Clearance (40) = 380 feet
Vertical Navigation Clearance (39) = 135 feet
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score below the required threshold of 40, an indication that extensive rehabilitation is needed. Future preservation is not feasible or prudent. This structure is a Non-Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 008970
Condition Score = 41.06
Bridge type: Through truss

Parish: St. Mary
Owner: State of Louisiana
Facility Carried: LA0182
Feature Crossed: CHARENTON

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 6000
Roadway Width (51) = 24.4 feet
Approach Roadway Width (32) = 44 feet
Roadway Function Classification: 17-urb coll

☐ **CHECK 3.** Load

- ☐ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 29

☑ **CHECK 4.** Detour

- ☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 4 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 1
Horizontal Navigation Clearance (40) = 272 feet
Vertical Navigation Clearance (39) = 52 feet
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion and superstructure deterioration, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 027160
Condition Score = 44
Bridge type: Through truss

Parish: Richland
Owner: State of Louisiana
Facility Carried: LA0132
Feature Crossed: BOEUF RIVER

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 450
Roadway Width (51) = 18 feet
Approach Roadway Width (32) = 24 feet
Roadway Function Classification: 08-rur min col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 42

☐ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☐ Not Load Posted

**Considers:**
Posted (41) = Posted
Detour/Bypass Length(19) = 13 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) = 3
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal =
USCG - Vertical =

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 012750
Condition Score = 49.7
Bridge type: Through truss

Parish: Bossier
Owner: State of Louisiana
Facility Carried: LA0511
Feature Crossed: RED R.,C.FANT PKWY,AR TEA

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 21500
Roadway Width (51) = 30.2 feet
Approach Roadway Width (32) = 48 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 68

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 8 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) =
Horizontal Navigation Clearance (40) = 200 feet
Vertical Navigation Clearance (39) = 81 feet
USCG - Horizontal = 0
USCG - Vertical = 52

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has one or more current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Candidate**

Recall Number: 012548
Condition Score = 59.7
Bridge type: Through truss

Parish: Bossier
Owner: State of Louisiana
Facility Carried: LA0002
Feature Crossed: RED RIVER-MILLER'S BLUFF

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☐ Rehabilitation follows Secretary of the Interior's Standards
- ☑ Rehabilitation not anticipated

☐ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☐ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 1650
Roadway Width (51) = 26.2 feet
Approach Roadway Width (32) = 34 feet
Roadway Function Classification: 07-rur maj col

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 57

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 60 miles
On Truck Route: No

☑ **CHECK 5.** Navigation Control and Restrictions

- ☐ Navigation Control Required and Adequate
- ☑ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Not Navigable
Pier Protection (111) =
Horizontal Navigation Clearance (40) = Not Navigable
Vertical Navigation Clearance (39) = Not Navigable
USCG - Horizontal = 0
USCG - Vertical = 52

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40 but has one or more current deficiencies. No rehabilitation activities are anticipated to maintain its current condition in vehicular use. Due to its deficiency, this structure is a Preservation Candidate Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 051880
Condition Score = 44
Bridge type: Through truss

Parish: East Baton Rouge
Owner: State of Louisiana
Facility Carried: US0190
Feature Crossed: OLD MISS.RIVER BR

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 24500
Roadway Width (51) = 48 feet
Approach Roadway Width (32) = 25 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 39

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 8 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) =
Horizontal Navigation Clearance (40) = 800 feet
Vertical Navigation Clearance (39) = 47 feet
USCG - Horizontal = 0
USCG - Vertical = 64

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has no current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards and are currently in progress. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 203760
Condition Score = 62
Bridge type: Through truss

Parish: St. James
Owner: State of Louisiana
Facility Carried: LA0070
Feature Crossed: MISS RIVER/LA 18/LA 44

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 16300
Roadway Width (51) = 56 feet
Approach Roadway Width (32) = 82 feet
Roadway Function Classification: 06-rur min art

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 53

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 99 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 750 feet
Vertical Navigation Clearance (39) = 133 feet
USCG - Horizontal = 750
USCG - Vertical = 133

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has no current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge.

## Preservation Priority/ Preservation Candidate/ Non-Priority Methodology

**Recommendation: Preservation Priority**

Recall Number: 001630
Condition Score = 67
Bridge type: Through truss

Parish: Orleans
Owner: State of Louisiana
Facility Carried: LA0047
Feature Crossed: INTRACOASTAL WATERWAY(GULF OUTLET)

### Additional Considerations: Applied to Bridges with a Condition Score of 40 or Greater

☑ **CHECK 1.** Rehabilitation

- ☑ Rehabilitation follows Secretary of the Interior's Standards
- ☐ Rehabilitation not anticipated

☑ **CHECK 2.** Geometrics

- ☐ Meets AASHTO Low Volume Standards
- ☐ Meets Louisiana Minimum Design Standards
- ☑ Satisfactory Geometrics

**Considers:**
Current ADT (29) = 28500
Roadway Width (51) = 58 feet
Approach Roadway Width (32) = 65 feet
Roadway Function Classification: 14-urb prin ar

☑ **CHECK 3.** Load

- ☑ With 90% of Acceptable Live Load Capacity

**Considers:**
Structural Capacity (64B) = 57

☑ **CHECK 4.** Detour

- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ☑ Not Load Posted

**Considers:**
Posted (41) = Not Posted
Detour/Bypass Length(19) = 25 miles
On Truck Route: Yes

☑ **CHECK 5.** Navigation Control and Restrictions

- ☑ Navigation Control Required and Adequate
- ☐ Navigation Control Not Required

**And**

- ☑ No Restrictive Factors
  - ☐ Location over railroad: Bridge is a constraint to railroad expansion
  - ☐ Location over flood control spillway: Bridge is a constraint

**Considers:**
Navigation Control (38) = Navigation Control Required
Pier Protection (111) = 2
Horizontal Navigation Clearance (40) = 500 feet
Vertical Navigation Clearance (39) = 135 feet
USCG - Horizontal = 500
USCG - Vertical = 155

**Recommendation:**
This bridge has a Condition Score at or above the required threshold of 40, has no current deficiencies, and is expected to continue in vehicular use following rehabilitation. Anticipated rehabilitation activities include addressing corrosion, which can be conducted according to the Secretary of the Interior's Standards. This structure is a Preservation Priority Bridge.

# Appendix D. Historic Bridges Not Subject to the Methodology

**For the list of historic bridges not subject to the methodology, see 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 the Management of Historic Bridges in Louisiana**

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