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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Table of Contents

Executive Summary .................................................................................................................. 1

1. Introduction ......................................................................................................................... 3

2. Application of Additional Considerations ................................................................. 7
   Consideration 1: Rehabilitation .................................................................................... 7
   Consideration 2: Geometry .............................................................................................. 8
   Consideration 3: Load ....................................................................................................... 9
   Consideration 4: Detour .................................................................................................... 10
   Consideration 5: Navigation control and restrictions ................................................. 10

3. Further Evaluation to Identify Best of Type ............................................................. 13

4. Conclusion: Preservation Priority Results ............................................................... 15

Figures

1 Overview of Preservation Priority/Preservation Candidate/Non-Priority methodology ................................................................. 4

Tables

1 Satisfactory geometrics according to functional classification and ADT ................................................................. 9

2 Preservation Priority methodology results ............................................................. 15

3 Preservation Priority results by parish ................................................................. 16

4 Preservation Priority results identifying if rehabilitation is needed ................................................................. 16
Appendices

A Results
   A1 List of Preservation Priority Bridges
   A2 List of Preservation Candidate Bridges
   A3 List of Non-Priority Bridges

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

C Additional Consideration Forms

D Historic Bridges Not Subject to Methodology
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).
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.
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>
<thead>
<tr>
<th>Classification</th>
<th>ADT</th>
<th>Desirable Geometrics</th>
<th>Additional considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Arterial</td>
<td>N/A</td>
<td>A minimum roadway width of 28’.</td>
<td>Acceptable in the absence of collision damage to the bridge.</td>
</tr>
<tr>
<td>Rural Collector, Arterial</td>
<td>N/A</td>
<td>Minimum 2’ shoulders in combination with 12’ travel lanes.</td>
<td>May be single- or multi-lane, one-way traffic bridges.</td>
</tr>
<tr>
<td>Expressway, or Freeway – One Way Traffic</td>
<td>N/A</td>
<td>Preference to have at least 3’ shoulders and at least 11’ wide lanes. Overall bridge clear width of 28’ is acceptable.</td>
<td>Bridge was evaluated on overall geometrics including approach alignment, vertical and horizontal alignment on bridge, and length of bridge.</td>
</tr>
<tr>
<td>Rural Local Roadway or Collector</td>
<td>Greater than 2000</td>
<td>24’ clear roadway width.</td>
<td>Acceptable in the absence of collision damage to the bridge.</td>
</tr>
<tr>
<td>Urban Local Roadway, Collector or Arterial</td>
<td>N/A</td>
<td>Bridge clear width equals approach roadway width.</td>
<td>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.</td>
</tr>
<tr>
<td>Low speed (less than 40 mph) Urban or Rural roadways. Local Roadway or Collectors</td>
<td>N/A</td>
<td>11’ lanes with 2’ shoulders (26’ clear roadway width).</td>
<td>For short bridge lengths (bridge length less than 200 feet), acceptable in the absence or evidence of collision damage.</td>
</tr>
</tbody>
</table>

**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.
Section 2
Application of Additional Considerations

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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.
Section 3
Further Evaluation to
Identify Best of Type

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

### Table 3. Preservation Priority results by parish

<table>
<thead>
<tr>
<th>Parish</th>
<th>Number of Preservation Priority bridges</th>
<th>State-owned</th>
<th>Parish or municipality owned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caddo</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Calcasieu</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Cameron</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>East Baton Rouge</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Iberia</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Lafourche</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Orleans</td>
<td>12</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>Ouachita</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Pointe Coupee</td>
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<td>1</td>
<td>0</td>
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<td>St. James</td>
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<td>0</td>
</tr>
<tr>
<td>St. Landry</td>
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<td>3</td>
<td>0</td>
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<tr>
<td>St. Martin</td>
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<td>0</td>
</tr>
<tr>
<td>St. Tammany</td>
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<td>1</td>
</tr>
<tr>
<td>Terrebonne</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Vermilion</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>West Feliciana</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>33</strong></td>
<td><strong>20</strong></td>
<td><strong>13</strong></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Bridge Type/subtype</th>
<th>Total Preservation Priority Bridges</th>
<th>Rehabilitation needed – state owned</th>
<th>Rehabilitation needed – locally owned</th>
<th>Rehabilitation not anticipated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arch</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>Bascule</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Concrete slab, beam and girder</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Concrete rigid frame</td>
<td>1</td>
<td>0</td>
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Appendix A. Results
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A1.  List of Preservation Priority Bridges
### Appendix A1: List of Preservation Priority Bridges

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## Appendix A1: List of Preservation Priority Bridges

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## Appendix A2: List of Preservation Candidate Bridges

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**Appendix A2: List of Preservation Candidate Bridges**

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A3. List of Non-Priority Bridges
# Appendix A3: List of Non-Priority Bridges

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

### Assumption Parish

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**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

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**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

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<tr>
<td>610023</td>
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<td>K.C.S. RR</td>
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### Grant Parish

<table>
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<tr>
<th>Recall Number</th>
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</thead>
<tbody>
<tr>
<td>700682</td>
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**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.
### Iberia Parish

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<td>005860</td>
<td>Swing - pony truss</td>
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<td>200901</td>
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### Iberville Parish

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<td>054480</td>
<td>Pontoon swing</td>
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<td>054730</td>
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<td>LA0075S</td>
<td>UPPER GRAND R/BAYOU SORREL</td>
<td>State of Louisiana</td>
<td>Preservation Candidate</td>
<td>Rehabilitation Needed</td>
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</table>

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

### La Salle Parish

<table>
<thead>
<tr>
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<th>Owner</th>
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<th>Rehabilitation Status**</th>
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<td>049130</td>
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<th>Preliminary Recommendation</th>
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<tbody>
<tr>
<td>006520</td>
<td>Lift - span tower</td>
<td>LA0092</td>
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<td>State of Louisiana</td>
<td>Preservation Candidate</td>
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<td>007170</td>
<td>Lift - span tower</td>
<td>LA0733</td>
<td>VERMILION RIVER</td>
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### Lafourche Parish

<table>
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<th>Bridge Type/Subtype</th>
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<td>Lift - tower</td>
<td>LA0001</td>
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<td>State of Louisiana</td>
<td>Preservation Candidate</td>
<td>Rehabilitation Needed</td>
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<td>000930</td>
<td>Lift - tower</td>
<td>LA0001</td>
<td>COMPANY CANAL LOCKPORT</td>
<td>State of Louisiana</td>
<td>Preservation Candidate</td>
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<td>001030</td>
<td>Lift - span tower</td>
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<td>BAYOU LAFOURCHE</td>
<td>State of Louisiana</td>
<td>Preservation Priority</td>
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</table>

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

## Lafourche Parish

<table>
<thead>
<tr>
<th>Recall Number</th>
<th>Bridge Type/Subtype</th>
<th>Facility Carried</th>
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<td>200860</td>
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<td>Pontoon swing</td>
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<tr>
<td>056360</td>
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<td>400345</td>
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<td>Non-Priority</td>
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</tbody>
</table>

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

#### Morehouse Parish

<table>
<thead>
<tr>
<th>Recall Number</th>
<th>Bridge Type/Subtype</th>
<th>Facility Carried</th>
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<th>Owner</th>
<th>Preliminary Recommendation</th>
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<td>023620</td>
<td>Steel beam and girder</td>
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#### Orleans Parish

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<td>Preservation Candidate</td>
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<td>001630</td>
<td>Through truss</td>
<td>LA0047</td>
<td>INTRACOASTAL WATERWAY(GULF OUTLET)</td>
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<td>020375</td>
<td>Lift - tower</td>
<td>LA0039</td>
<td>CLAIBORNE BRIDGE</td>
<td>State of Louisiana</td>
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</tbody>
</table>

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

### Orleans Parish

<table>
<thead>
<tr>
<th>Recall Number</th>
<th>Bridge Type/Subtype</th>
<th>Facility Carried</th>
<th>Feature Crossed</th>
<th>Owner</th>
<th>Preliminary Recommendation</th>
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<td>102233</td>
<td>Arch</td>
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<td>Local Park, Forest or Reservation Agency</td>
<td>Preservation Priority</td>
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<td>102234</td>
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<tr>
<td>002500</td>
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<td>Preservation Candidate</td>
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# Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

## Pointe Coupee Parish

<table>
<thead>
<tr>
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<td>Lift - span tower</td>
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<td>Concrete rigid frame</td>
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## St. Bernard Parish

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<tr>
<td>002650</td>
<td>Lift - span tower</td>
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<td>BAYOU LA LOUTRE</td>
<td>State of Louisiana</td>
<td>Preservation Candidate</td>
<td>Rehabilitation Needed</td>
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### Appendix B: Preservation Priority, Candidate, and Non-Priority Bridges By Parish

**St. Charles Parish**

<table>
<thead>
<tr>
<th>Recall Number</th>
<th>Bridge Type/Subtype</th>
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<th>Feature Crossed</th>
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<th>Preliminary Recommendation</th>
<th>Rehabilitation Status**</th>
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<tr>
<td>002830</td>
<td>Swing - plate girder</td>
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**St. James Parish**

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<th>Bridge Type/Subtype</th>
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<td>MISS RIVER/LA 18/LA 44</td>
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**St. Landry Parish**

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<tr>
<td>008120</td>
<td>Steel beam and girder</td>
<td>LA0103</td>
<td>BAYOU COURTABLEAU</td>
<td>State of Louisiana</td>
<td>Preservation Priority</td>
<td>Rehabilitation Not Anticipated</td>
</tr>
</tbody>
</table>

**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**

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

**St. Mary Parish**

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

**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

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

**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**

<table>
<thead>
<tr>
<th>Recall Number</th>
<th>Bridge Type/Subtype</th>
<th>Facility Carried</th>
<th>Feature Crossed</th>
<th>Owner</th>
<th>Preliminary Recommendation</th>
<th>Rehabilitation Status**</th>
</tr>
</thead>
<tbody>
<tr>
<td>062080</td>
<td>Post-1945 common</td>
<td>US0051</td>
<td>PASS MANCHAC</td>
<td>State of Louisiana</td>
<td>Preservation Candidate</td>
<td>Rehabilitation Needed</td>
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**Terrebonne Parish**

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

**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**

<table>
<thead>
<tr>
<th>Recall Number</th>
<th>Bridge Type/Subtype</th>
<th>Facility Carried</th>
<th>Feature Crossed</th>
<th>Owner</th>
<th>Preliminary Recommendation</th>
<th>Rehabilitation Status**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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**Vermilion Parish**

<table>
<thead>
<tr>
<th>Recall Number</th>
<th>Bridge Type/Subtype</th>
<th>Facility Carried</th>
<th>Feature Crossed</th>
<th>Owner</th>
<th>Preliminary Recommendation</th>
<th>Rehabilitation Status**</th>
</tr>
</thead>
<tbody>
<tr>
<td>009430</td>
<td>Lift - span tower</td>
<td>LA0014</td>
<td>VVERMILION R/ABBEVILLE</td>
<td>State of Louisiana</td>
<td>Preservation Candidate</td>
<td>Rehabilitation Needed</td>
</tr>
<tr>
<td>009460</td>
<td>Lift - span tower</td>
<td>LA0014BY</td>
<td>VVERMILION R/ABBEVILLE</td>
<td>State of Louisiana</td>
<td>Preservation Priority</td>
<td>Rehabilitation Needed</td>
</tr>
<tr>
<td>009680</td>
<td>Lift - span tower</td>
<td>LA0082</td>
<td>VVERMILION R/PERRY</td>
<td>State of Louisiana</td>
<td>Preservation Candidate</td>
<td>Rehabilitation Needed</td>
</tr>
<tr>
<td>009690</td>
<td>Swing - plate girder</td>
<td>LA0082</td>
<td>OLD ICC L PRAIRE</td>
<td>State of Louisiana</td>
<td>Preservation Candidate</td>
<td>Rehabilitation Needed</td>
</tr>
<tr>
<td>010130</td>
<td>Swing - through truss</td>
<td>LA0030</td>
<td>BAYOU TIGRE</td>
<td>State of Louisiana</td>
<td>Preservation Priority</td>
<td>Rehabilitation Needed</td>
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</table>

**Webster Parish**

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

**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

<table>
<thead>
<tr>
<th>Recall Number</th>
<th>Bridge Type/Subtype</th>
<th>Facility Carried</th>
<th>Feature Crossed</th>
<th>Owner</th>
<th>Preliminary Recommendation</th>
<th>Rehabilitation Status**</th>
</tr>
</thead>
<tbody>
<tr>
<td>055130</td>
<td>Steel beam and girder</td>
<td>US0190</td>
<td>LA 415/M P RR @ LOBDELL</td>
<td>State of Louisiana</td>
<td>Non-Priority</td>
<td></td>
</tr>
<tr>
<td>055240</td>
<td>Post-1945 common</td>
<td>LA0001</td>
<td>PORT ALLEN CANAL</td>
<td>State of Louisiana</td>
<td>Non-Priority</td>
<td></td>
</tr>
<tr>
<td>055250</td>
<td>Post-1945 common</td>
<td>LA0001</td>
<td>PORT ALLEN CANAL</td>
<td>State of Louisiana</td>
<td>Non-Priority</td>
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#### West Feliciana Parish

<table>
<thead>
<tr>
<th>Recall Number</th>
<th>Bridge Type/Subtype</th>
<th>Facility Carried</th>
<th>Feature Crossed</th>
<th>Owner</th>
<th>Preliminary Recommendation</th>
<th>Rehabilitation Status**</th>
</tr>
</thead>
<tbody>
<tr>
<td>055730</td>
<td>Pony truss</td>
<td>LA0066</td>
<td>BIG BAYOU SARA</td>
<td>State of Louisiana</td>
<td>Preservation Priority</td>
<td>Rehabilitation Needed</td>
</tr>
</tbody>
</table>

**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 C. Additional Consideration Forms
Preservation Priority/Preservation Candidate/Non-Priority Methodology

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

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

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

☑**CHECK 3. Load**
- With 90% of Acceptable Live Load Capacity

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

☑**CHECK 4. Detour**
- Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- Not Load Posted

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

**Consider:**
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

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

**Recommendation:**
Preservation Priority

**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

  **Considere:**
  - 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

  **Consider:**
  - Structural Capacity (64B) = 67

**CHECK 4. Detour**
- Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- Not Load Posted

  **Consider:**
  - 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
  - No Restrictive Factors

  **Consider:**
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

**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

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

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

Consider:
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

Consider:
Structural Capacity (64B) = 41

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Consider:
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

Consider:
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

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
  - Approach Roadway Width (32) = 22 feet
  - Roadway Width (51) = 16 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**
  - ☑ 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 Not Required
  - ☑ No Restrictive Factors

  **Considers:**
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

**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

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

Considered:
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

Considered:
Structural Capacity (64B) = 41

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Considered:
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

Considered:
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
  - Satisfactory Load

**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

**Considers:**
- Location over railroad: Bridge is a constraint to railroad expansion
- Location over flood control spillway: Bridge is a constraint

**Considered:**
- 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.
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

Consider:
- 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

Consider:
- Structural Capacity (64B) = 41

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Consider:
- 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

Consider:
- 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

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

Recommendation: Preservation Priority

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.
Preservation Priority/
Preservation Candidate/
Non-Priority Methodology

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.
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

Considerations:
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

Considerations:
Structural Capacity (64B) = 43

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

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

Considerations:
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 =

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

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

Consider:
- 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

Consider:
- Structural Capacity (64B) = 59

CHECK 4. Detour
- Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- Not Load Posted

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

CHECK 5. Navigation Control and Restrictions
- Navigation Control Required and Adequate
- No Restrictive Factors
- Location over railroad: Bridge is a constraint to railroad expansion
- Location over flood control spillway: Bridge is a constraint

Consider:
- 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.
Recommendation: Preservation Candidate

Preservation Priority/
Preservation Candidate/
Non-Priority Methodology

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

Consider:
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

Consider:
Structural Capacity (64B) = 46

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Consider:
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

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

**Preservation Priority/Preservation Candidate/Non-Priority Methodology**

**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  
  
  **Consider:**  
  - 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  
  
  **Consider:**  
  - Structural Capacity (64B) = 38

- **CHECK 4.** Detour  
  - Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge  
  - Not Load Posted  
  
  **Consider:**  
  - 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  
  
  **Consider:**  
  - Location over railroad: Bridge is a constraint to railroad expansion  
  - Location over flood control spillway: Bridge is a constraint

**Consider:**  
- 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**

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

<table>
<thead>
<tr>
<th>Preservation Candidate Recommendation:</th>
<th>Parish: St. Tammany</th>
<th>Owner: Other Local Agency</th>
<th>Facility Carried: LOCAL ROAD</th>
<th>Feature Crossed: LAKE PONTCHARTRAIN</th>
</tr>
</thead>
</table>

### 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

<table>
<thead>
<tr>
<th>Considers:</th>
<th>Approach Roadway Width (32) = 32 feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current ADT (29) = 18830</td>
<td>Roadway Width (51) = 28 feet</td>
</tr>
</tbody>
</table>

- **CHECK 3. Load**
  - ☑ With 90% of Acceptable Live Load Capacity

<table>
<thead>
<tr>
<th>Considers:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structural Capacity (64B) = 59</td>
</tr>
</tbody>
</table>

- **CHECK 4. Detour**
  - ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  - ☐ Not Load Posted

<table>
<thead>
<tr>
<th>Considers:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Posted (41) = Posted</td>
</tr>
<tr>
<td>Detour/Bypass Length(19) = 70 miles</td>
</tr>
<tr>
<td>On Truck Route: No</td>
</tr>
</tbody>
</table>

- **CHECK 5. Navigation Control and Restrictions**
  - ☑ Navigation Control Required and Adequate
  - ☐ Navigation Control Not Required
  - And
  - ☑ No Restrictive Factors

<table>
<thead>
<tr>
<th>Considers:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location over railroad: Bridge is a constraint to railroad expansion</td>
</tr>
<tr>
<td>Location over flood control spillway: Bridge is a constraint</td>
</tr>
</tbody>
</table>

- 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

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

Consider:
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

Consider:
Structural Capacity (64B) = 36

☑ CHECK 4. Detour
☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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

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

Recommendation:
Non-Priority

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

Consider:
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

Consider:
Structural Capacity (64B) = 36

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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: 054918  Condition Score = 47.92  Bridge type: Concrete rigid frame
Parish: Pointe Coupee  Owner: State of Louisiana  Facility Carried: LA0010  Feature Crossed: STREAM

Preservation Priority/
Preservation Candidate/
Non-Priority Methodology

Recommendation:  Non-Priority

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

Considerations:
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

Considerations:
Structural Capacity (64B) = 26

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Considerations:
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

Considerations:
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.
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
- Approach Roadway Width (32) = 46 feet
- Roadway Width (51) = 27 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.
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

  Consider:
  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

  Consider:
  Structural Capacity (64B) = 39

☑ CHECK 4. Detour
  ✓ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  □ Not Load Posted

  Consider:
  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

Consider:
  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

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

Parish:
Owner:
Facility Carried:
Feature Crossed:

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

Consider:
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

Consider:
Structural Capacity (64B) = 19

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
Location over railroad: Bridge is a constraint to railroad expansion
Location over flood control spillway: Bridge is a constraint

Consider:
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

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

Consider:
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

Consider:
Structural Capacity (64B) = 36

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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

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

Consider:
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

Consider:
Structural Capacity (64B) = 48

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Consider:
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

Consider:
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**

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

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**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

**Consider:**
- 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

**Consider:**
- Structural Capacity (64B) = 45

**CHECK 4. Detour**
- ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- ✔ Not Load Posted

**Consider:**
- 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

**Consider:**
- 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.
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

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

Recommendation: Preservation Candidate

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

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

☑ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider:
- Structural Capacity (64B) = 42

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
- 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

Consider:
- 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.
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

Consider:
- 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

Consider:
- Structural Capacity (64B) = 23

✓ CHECK 4. Detour

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

Consider:
- 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

Consider:
- 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

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

   Considers:
   Location over railroad: Bridge is a constraint to railroad expansion
   Location over flood control spillway: Bridge is a constraint

   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

**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

- **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

  **Considers:**
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

  - 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

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

☐ CHECK 3. Load
☒ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 36

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☒ Not Load Posted

Consider:
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

Consider:
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

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

Considerations:
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

Considerations:
Structural Capacity (64B) = 36

☑ CHECK 4. Detour
☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Considerations:
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

Considerations:
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.

Page 30 of 122
Preservation Priority/
Preservation Candidate/
Non-Priority Methodology

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

Preservation Candidate Recommendation:

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

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

☑ CHECK 3. Load
  ✓ With 90% of Acceptable Live Load Capacity
  
  ☑ Consider:
    Structural Capacity (64B) = 37

☐ CHECK 4. Detour
  ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☐ Not Load Posted
  
  ☑ Consider:
    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
  
  ☑ Consider:
    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

  Location over railroad: Bridge is a constraint to railroad expansion
  Location over flood control spillway: Bridge is a constraint

  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

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

  Consider:  
  Current ADT (29) = 3600  
  Roadway Width (51) = 24 feet

☑ CHECK 3. Load
  ✔ With 90% of Acceptable Live Load Capacity

  Consider:  
  Structural Capacity (64B) = 42

☐ CHECK 4. Detour
  ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☐ Not Load Posted

  Consider:  
  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

  Consider:  
  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

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
Approach Roadway Width (32) = 28 feet
Roadway Width (51) = 24 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

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

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

☑ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider: Structural Capacity (64B) = 33

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider: 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

Consider:
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

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

Consorts:
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

Consider:
Structural Capacity (64B) = 38

☑ CHECK 4. Detour

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

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

☑ CHECK 5. Navigation Control and Restrictions

☐ Navigation Control Required and Adequate
☐ No Restrictive Factors

☐ 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

Consorts:
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

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

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
- Approach Roadway Width (32) = 40 feet
- Roadway Width (51) = 24 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

**Considers:**
- 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 =

**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

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

**Considers:**
- Location over railroad: Bridge is a constraint to railroad expansion
- Location over flood control spillway: Bridge is a constraint

**Recommended:**

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

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
  - Approach Roadway Width (32) = 38 feet
  - Roadway Width (51) = 24 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

  Considers:
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

  - 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 Navgible
  - Downstream Bridge Vertical Clearance: Not Navgible

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

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

Consider:
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

Consider:
Structural Capacity (64B) = 36

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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

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

  Consider:
  Current ADT (29) = 10500
  Roadway Width (51) = 24 feet

✓ CHECK 3. Load
  ✓ With 90% of Acceptable Live Load Capacity

  Consider:
  Structural Capacity (64B) = 39

✓ CHECK 4. Detour
  ✓ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  □ Not Load Posted

  Consider:
  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

  Consider:
  Location over railroad: Bridge is a constraint to railroad expansion
  Location over flood control spillway: Bridge is a constraint

  Consider:
  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

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

☑ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 34

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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 =

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

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:
The 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

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

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

☑ CHECK 3. Load
  ✔ With 90% of Acceptable Live Load Capacity

  Consider:
  Structural Capacity (64B) = 36

☑ CHECK 4. Detour
  ✔ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☐ Not Load Posted

  Consider:
  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

  Consider:
  Navigation Control (38) = Navigation Control Required
  Pier Protection (111) = 2
  Horizontal Navigation Clearances (40) = 62 feet
  Vertical Navigation Clearances (39) = 55 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: 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

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

☐ CHECK 3. Load
  - With 90% of Acceptable Live Load Capacity

  Consider:
  - Structural Capacity (64B) = 31

☐ CHECK 4. Detour
  - Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  - Not Load Posted

  Consider:
  - 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

  Consider:
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

Consider:
- 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 =

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

Recall Number: 009430
Condition Score = 45.61
Bridge type: Lift - span tower

Preservation Candidate Recommendation:

Recall Number: 009430
Condition Score = 45.61
Bridge type: Lift - span tower

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
  
  Considers:
  Location over railroad: Bridge is a constraint to railroad expansion
  Location over flood control spillway: Bridge is a constraint

  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.
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

**Preservation Priority/Preservation Candidate/Non-Priority Methodology**

**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.

**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

  **Consider:**
  - Current ADT (29) = 21100
  - Approach Roadway Width (32) = 54 feet
  - Roadway Width (51) = 53.2 feet
  - Roadway Function Classification: 14-urb prin ar

- **CHECK 3. Load**
  - ✔ With 90% of Acceptable Live Load Capacity

  **Consider:**
  - Structural Capacity (64B) = 53

- **CHECK 4. Detour**
  - ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  - ✔ Not Load Posted

  **Consider:**
  - 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

  **Consider:**
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

  **Consider:**
  - 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

**Roadway Width (51) = 53.2 feet**

**Approach Roadway Width (32) = 54 feet**

**Current ADT (29) = 21100**

**Structural Capacity (64B) = 53**

**Detour/Bypass Length (19) = 1 miles**

**Posted (41) = Not Posted**

**Horizontal Navigation Clearance (40) = 52 feet**

**Vertical Navigation Clearance (39) = 57 feet**

**Location over railroad: Bridge is a constraint to railroad expansion**

**Location over flood control spillway: Bridge is a constraint**

**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**

**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 =**

**Roadway Function Classification: 14-urb prin ar**
Preservation Priority/Preservation Candidate/Non-Priority Methodology

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

Consider:
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

Consider:
Structural Capacity (64B) = 56

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Consider:
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

Consider:
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 =

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

1. **CHECK 1.** Rehabilitation
   - ✔ Rehabilitation follows Secretary of the Interior's Standards
   - ✔ Rehabilitation not anticipated

2. **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

3. **CHECK 3.** Load
   - ✔ With 90% of Acceptable Live Load Capacity

   **Considers:**
   - Structural Capacity (64B) = 52

4. **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

5. **CHECK 5.** Navigation Control and Restrictions
   - ✔ Navigation Control Required and Adequate
   - ☐ Navigation Control Not Required

   **And**
   - ✔ No Restrictive Factors

   **Considers:**
   - Location over railroad: Bridge is a constraint to railroad expansion
   - Location over flood control spillway: Bridge is a constraint

   **Considered:**
   - Average open/close: 555 openings per month
   - Upstream Bridge Recall No.: 200886
   - Upstream Bridge Horizontal Clearance: 81 feet
   - Downstream Bridge Recall No.: 020415
   - Downstream Bridge Horizontal Clearance: 126 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

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
     
     **Considerable:**
     - Current ADT (29) = 23220
     - Approach Roadway Width (32) = 39 feet
     - Roadway Width (51) = 28.2 feet
     - Roadway Function Classification: 14-urb prin ar

☑ CHECK 3. Load
   - With 90% of Acceptable Live Load Capacity
     
     **Considerable:**
     - Structural Capacity (64B) = 68

☑ CHECK 4. Detour
   - Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
   - Not Load Posted
     
     **Considerable:**
     - 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
   - No Restrictive Factors
     
     **Considerable:**
     - Location over railroad: Bridge is a constraint to railroad expansion
     - Location over flood control spillway: Bridge is a constraint

   **Considerable:**
   - 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

   **Considerable:**
   - 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

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

Consider:
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

Consider:
Structural Capacity (64B) = 43

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

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

Consider:
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

Recall Number: 000920
Condition Score = 50.89
Bridge type: Lift - tower

Preservation Candidate Recommendation:

Recall Number: 000920
Condition Score = 50.89
Bridge type: Lift - tower

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

Consider:
- Current ADT (29) = 11300
- Approach Roadway Width (32) = 47 feet
- Roadway Width (51) = 28 feet
- Roadway Function Classification: 16-urb min art

☑ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider:
- Structural Capacity (64B) = 32

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Consider:
- 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

Consider:
- 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

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

Consider:
Current ADT (29) = 32300
Approach Roadway Width (32) = 28 feet
Roadway Width (51) = 56 feet
Roadway Function Classification: 14

☑ CHECK 3. Load
☑ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 40

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Consider:
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

Consider:
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 =

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

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
  - Approach Roadway Width (32) = 26 feet
  - Roadway Width (51) = 18 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

  **Recommended:**
  - 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.
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
  - Approach Roadway Width (32) = 25 feet
  - Roadway Width (51) = 14.6 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
  
  **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**

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

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

Consider:
Current ADT (29) = 1220
Approach Roadway Width (32) = 32 feet
Roadway Width (51) = 24 feet
Roadway Function Classification: 09-rur local

☐ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 25

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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 =

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.
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

  Considered:
  - Current ADT (29) = 1230
  - Roadway Width (51) = 24 feet

☐ CHECK 3. Load
  ☐ With 90% of Acceptable Live Load Capacity

  Considered:
  - Structural Capacity (64B) = 25

☐ CHECK 4. Detour
  ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☐ Not Load Posted

  Considered:
  - 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

  Considered:
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

  Considered:
  - 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 =

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

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
- ☑ No Restrictive Factors

**Considers:**
- Location over railroad: Bridge is a constraint to railroad expansion
- Location over flood control spillway: Bridge is a constraint

**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

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
Approach Roadway Width (32) = 26 feet
Roadway Width (51) = 20.3 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**

Recall Number: 058720  
Condition Score = 42.06  
Bridge type: Pony truss

**Non-Priority Recommendation:**

Recommendation:
Non-Priority

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

Recall Number: 013970
Condition Score = 32
Bridge type: Pony truss

Parish: Caddo
Owner: State of Louisiana
Facility Carried: LA0001
Feature Crossed: CADDO LAKE

Recommendation: Non-Priority

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

Consider:
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

Consider:
Structural Capacity (64B) = 43

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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: 058730
Condition Score = 32.11
Bridge type: Pony truss

Preservation Priority/
Preservation Candidate/
Non-Priority Methodology

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

☐ CHECK 3. Load
  ☐ With 90% of Acceptable Live Load Capacity
  Considered:
  - Structural Capacity (64B) = 22

☐ CHECK 4. Detour
  ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☐ Not Load Posted
  Considered:
  - 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
  Considered:
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

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: 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

**Preservation Priority/ Preservation Candidate/ Non-Priority Methodology**

**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

  **Consider:***
  - Current ADT (29) = 2200
  - Roadway Width (51) = 24 feet

- **CHECK 3. Load**
  - ✔ With 90% of Acceptable Live Load Capacity

  **Consider:**
  - Structural Capacity (64B) = 34

- **CHECK 4. Detour**
  - ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  - ☐ Not Load Posted

  **Consider:***
  - 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

  **Consider:***
  - 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

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

  Consider:
  Current ADT (29) = 12800
  Approach Roadway Width (32) = 38 feet
  Roadway Width (51) = 23.9 feet
  Roadway Function Classification: 16-urb min art

✔ CHECK 3. Load
  ✔ With 90% of Acceptable Live Load Capacity

  Consider:
  Structural Capacity (64B) = 37

✔ CHECK 4. Detour
  ✔ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☐ Not Load Posted

  Consider:
  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

Consider:
  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.
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

Consider:
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

Consider:
Structural Capacity (64B) = 31

□ CHECK 4. Detour
  □ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  □ Not Load Posted

Consider:
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

Consider:
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

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

Consider:
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

Consider:
Structural Capacity (64B) = 65

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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

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

Consider:
- Current ADT (29) = 27660
- Approach Roadway Width (32) = 39 feet
- Roadway Width (51) = 28 feet
- Roadway Function Classification: 14-urb prin ar

☐ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider:
- Structural Capacity (64B) = 61

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
-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

Consider:
- 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

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

Consider:
  Current ADT (29) = 4700
  Approach Roadway Width (32) = 53 feet
  Roadway Width (51) = 28.4 feet
  Roadway Function Classification: 07-rur maj col

☑ CHECK 3. Load
  ☑ With 90% of Acceptable Live Load Capacity

Consider:
  Structural Capacity (64B) = 48

☑ CHECK 4. Detour
  ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☑ Not Load Posted

Consider:
  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

Consider:
  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

Recall Number: 054850
Condition Score = 53
Bridge type: Post-1945 common

Preservation Candidate

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

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

Parish:
Owner:
Facility Carried:
Feature Crossed:

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
      Approach Roadway Width (32) = 47 feet
      Roadway Width (51) = 28 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

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

Consider:
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

Consider:
Structural Capacity (64B) = 63

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Consider:
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

Consider:
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

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

Consider:
- Current ADT (29) = 7980
- Approach Roadway Width (32) = 40 feet
- Roadway Width (51) = 30.3 feet
- Roadway Function Classification: 02-rur prin ar

☑ CHECK 3. Load
☑ With 90% of Acceptable Live Load Capacity

Consider:
- Structural Capacity (64B) = 94

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Consider:
- 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

Consider:
- Location over railroad: Bridge is a constraint to railroad expansion
- Location over flood control spillway: Bridge is a constraint

Consider:
- Navigation Control (38) = Not Navigable
- Pier Protection (111) = Not Navigable
- 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.
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

  Consider:
  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

  Consider:
  Structural Capacity (64B) = 94

☑ CHECK 4. Detour
  ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☑ Not Load Posted

  Consider:
  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

Consider:
  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.
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

  Considers:
  Location over railroad: Bridge is a constraint to railroad expansion
  Location over flood control spillway: Bridge is a constraint

  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**

<table>
<thead>
<tr>
<th>Recall Number: 059090</th>
<th>Parish: St. Tammany</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condition Score = 45.61</td>
<td>Owner: State of Louisiana</td>
</tr>
<tr>
<td>Bridge type: Steel beam and girder</td>
<td>Facility Carried: US0011</td>
</tr>
<tr>
<td>Feature Crossed: NO&amp;NE RAILROAD</td>
<td></td>
</tr>
</tbody>
</table>

**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

  **Consider:**
  - Current ADT (29) = 16000
  - Approach Roadway Width (32) = 32 feet
  - Roadway Width (51) = 24 feet
  - Roadway Function Classification: 14-urb prin ar

- **CHECK 3. Load**
  - With 90% of Acceptable Live Load Capacity

  **Consider:**
  - Structural Capacity (64B) = 31

- **CHECK 4. Detour**
  - Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  - Not Load Posted

  **Consider:**
  - 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

  **Consider:**
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

**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**

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

  **Consider:**  
  - Current ADT (29) = 1020  
  - Roadway Width (51) = 20 feet

  **Consider:**  
  - Approach Roadway Width (32) = 32 feet  
  - Roadway Function Classification: 08-rur min col

- **CHECK 3.** Load  
  - With 90% of Acceptable Live Load Capacity

  **Consider:**  
  - Structural Capacity (64B) = 15

- **CHECK 4.** Detour  
  - Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge  
  - Not Load Posted

  **Consider:**  
  - 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

  **Consider:**  
  - Location over railroad: Bridge is a constraint to railroad expansion  
  - Location over flood control spillway: Bridge is a constraint

**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**

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

  **Consider:**
  - Current ADT (29) = 3260  
  - Approach Roadway Width (32) = 74 feet
  - Roadway Width (51) = 25.2 feet  
  - Roadway Function Classification: 17-urb coll

- **CHECK 3. Load**
  - With 90% of Acceptable Live Load Capacity

  **Consider:**
  - Structural Capacity (64B) = 35

- **CHECK 4. Detour**
  - Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  - Not Load Posted

  **Consider:**
  - 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

  **Consider:**
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

**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

Recall Number: 055130
Condition Score = 40
Bridge type: Steel beam and girder

Preservation Priority/
Preservation Candidate/
Non-Priority Methodology

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.
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

**Preservation Priority/Preservation Candidate/Non-Priority Methodology**

**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
    - Approach Roadway Width (32) = 74 feet
    - Roadway Width (51) = 25.2 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.
Recommendation: Preservation Candidate

Preservation Priority/Preservation Candidate/Non-Priority Methodology

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
   
   Consider:
   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
   
   Consider:
   Structural Capacity (64B) = 37

☑ CHECK 4. Detour
   ✓ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
   ☐ Not Load Posted
   
   Consider:
   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

Consider:
  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

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.
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

Consider:
- Current ADT (29) = 2500
- Approach Roadway Width (32) = 30 feet
- Roadway Width (51) = 24 feet
- Roadway Function Classification: 07-rur maj col

☑ CHECK 3. Load
☑ With 90% of Acceptable Live Load Capacity

Consider:
- Structural Capacity (64B) = 42

☑ CHECK 4. Detour
☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
- 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

Consider:
- 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

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

Consider:
- Current ADT (29) = 9977
- Approach Roadway Width (32) = 23 feet
- Roadway Width (51) = 23.8 feet
- Roadway Function Classification: 19-urb local

☑️ CHECK 3. Load
☑️ With 90% of Acceptable Live Load Capacity

Consider:
- Structural Capacity (64B) = 41

☑️ CHECK 4. Detour
☑️ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
- 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

Consider:
- 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.
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

Consider:
- Current ADT (29) = 19560
- Approach Roadway Width (32) = 42 feet
- Roadway Width (51) = 40 feet
- Roadway Function Classification: 14-urb prin ar

☑ CHECK 3. Load
  ✔ With 90% of Acceptable Live Load Capacity

Consider:
- Structural Capacity (64B) = 45

☑ CHECK 4. Detour
  ✔ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☐ Not Load Posted

Consider:
- 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

Consider:
- Location over railroad: Bridge is a constraint to railroad expansion
- Location over flood control spillway: Bridge is a constraint

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

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**

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
  - Approach Roadway Width (32) = 18 feet
  - Roadway Width (51) = 13.5 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

  **Considers:**
  - 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

**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.
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

Consider:
- Current ADT (29) = 660
- Approach Roadway Width (32) = 24 feet
- Roadway Width (51) = 11.8 feet
- Roadway Function Classification: 06-rur min art

☐ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider:
- Structural Capacity (64B) = 22

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
- 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

Consider:
- 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

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

Consider:
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

Consider:
Structural Capacity (64B) = 10

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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

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

Consider:
Current ADT (29) = 50  
Approach Roadway Width (32) = 22 feet
Roadway Width (51) = 13.6 feet  
Roadway Function Classification: 09-rur local

☐ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 25

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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

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

Consider:
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

Consider:
Structural Capacity (64B) = 24

☑ CHECK 4. Detour
☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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

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

Consider:
- 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

Consider:
- Structural Capacity (64B) = 12

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
- 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

Consider:
- 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.
Recall Number: 033730
Condition Score = 44.22
Bridge type: Swing - pony truss

Recommendation: Non-Priority

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
☐ 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.
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

Consider:
- Current ADT (29) = 1590
- Approach Roadway Width (32) = 40 feet
- Roadway Width (51) = 24 feet
- Roadway Function Classification: 17-urb coll

☐ CHECK 3. Load
- With 90% of Acceptable Live Load Capacity

Consider:
- Structural Capacity (64B) = 25

☐ CHECK 4. Detour
- Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- Not Load Posted

Consider:
- 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

Consider:
- Location over railroad: Bridge is a constraint to railroad expansion
- Location over flood control spillway: Bridge is a constraint

Consider:
- 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 =

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

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

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

  Considerations:
  Current ADT (29) = 1080
  Approach Roadway Width (32) = 28 feet
  Roadway Width (51) = 24 feet
  Approach roadway: 07-rur maj col

☐ CHECK 3. Load
  ☐ With 90% of Acceptable Live Load Capacity
  Considerations:
  Structural Capacity (64B) = 25

☐ CHECK 4. Detour
  ✓ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☐ Not Load Posted

  Considerations:
  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

  Considerations:
  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.
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

**Preservation Priority/Preservation Candidate/Non-Priority Methodology**

**Recommendation:** Preservation Priority

<table>
<thead>
<tr>
<th>Additional Considerations:</th>
<th>Applied to Bridges with a Condition Score of 40 or Greater</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHECK 1.</strong> Rehabilitation</td>
<td></td>
</tr>
<tr>
<td>□ Rehabilitation follows Secretary of the Interior's Standards</td>
<td>✓ Rehabilitation not anticipated</td>
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<tr>
<td><strong>CHECK 2.</strong> Geometrics</td>
<td></td>
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<tr>
<td>□ Meets AASHTO Low Volume Standards</td>
<td>□ Meets Louisiana Minimum Design Standards</td>
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<tr>
<td><strong>Consider:</strong></td>
<td><strong>Consider:</strong></td>
</tr>
<tr>
<td>Current ADT (29) = 1400</td>
<td>Approach Roadway Width (32) = 33 feet</td>
</tr>
<tr>
<td>Roadway Width (51) = 24 feet</td>
<td>Roadway Function Classification: 07-rur maj col</td>
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<tr>
<td><strong>CHECK 3.</strong> Load</td>
<td></td>
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<tr>
<td>□ With 90% of Acceptable Live Load Capacity</td>
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<tr>
<td><strong>Consider:</strong></td>
<td><strong>Consider:</strong></td>
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<tr>
<td>Structural Capacity (64B) = 26</td>
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<tr>
<td><strong>CHECK 4.</strong> Detour</td>
<td></td>
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<tr>
<td>✓ Acceptable Detour/Bypass (&lt;10 Miles) for Load Posted Bridge</td>
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<tr>
<td>□ Not Load Posted</td>
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<tr>
<td><strong>Consider:</strong></td>
<td><strong>Consider:</strong></td>
</tr>
<tr>
<td>Posted (41) = Posted</td>
<td>Detour/Bypass Length(19) = 0 miles</td>
</tr>
<tr>
<td>On Truck Route: No</td>
<td></td>
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<td></td>
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<tr>
<td><strong>CHECK 5.</strong> Navigation Control and Restrictions</td>
<td></td>
</tr>
<tr>
<td>✓ Navigation Control Required and Adequate</td>
<td></td>
</tr>
<tr>
<td>□ Navigation Control Not Required</td>
<td>And</td>
</tr>
<tr>
<td>✓ No Restrictive Factors</td>
<td></td>
</tr>
<tr>
<td>□ Location over railroad: Bridge is a constraint to railroad expansion</td>
<td>Location over flood control spillway: Bridge is a constraint</td>
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<tr>
<td><strong>Consider:</strong></td>
<td><strong>Consider:</strong></td>
</tr>
<tr>
<td>Navigation Control (38) = Navigation Control Required</td>
<td>Average open/close: 21 openings per month</td>
</tr>
<tr>
<td>Pier Protection (111) = 2</td>
<td>Upstream Bridge Recall No.: 500208</td>
</tr>
<tr>
<td>Horizontal Navigation Clearance (40) = 70 feet</td>
<td>Upstream Bridge Horizontal Clearance: Not Navigable</td>
</tr>
<tr>
<td>Vertical Navigation Clearance (39) = 15 feet</td>
<td>Downstream Bridge Recall No.: None</td>
</tr>
<tr>
<td>USCG - Horizontal =</td>
<td></td>
</tr>
<tr>
<td>USCG - Vertical =</td>
<td></td>
</tr>
</tbody>
</table>

**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

Recall Number: 010130
Condition Score = 40.39
Bridge type: Swing - through truss

Recommendation:
Preservation Priority

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

Consider:
Current ADT (29) = 1370
Approach Roadway Width (32) = 32 feet
Roadway Width (51) = 18.1 feet
Roadway Function Classification: 08-rur min col

☐ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 23

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

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

Consider:
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

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

Recall Number: 001304
Condition Score = 37
Bridge type: Swing-plate girder

Parish: Lafourche
Owner: State of Louisiana
Facility Carried: LA0655
Feature Crossed: BAYOU LAFOURCHE

Recommendation: Non-Priority

**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
  - Approach Roadway Width (32) = 28 feet
  - Roadway Width (51) = 20 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

  **Considers:**
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

  - Average open/close: 18 openings per month
  - Dining 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

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

Consider:
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

Consider:
Structural Capacity (64B) = 28

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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 =

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.
Recommendation: Preservation Candidate

Preservation Priority/
Preservation Candidate/
Non-Priority Methodology

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

Consider:
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

Consider:
Structural Capacity (64B) = 49

☑ CHECK 4. Detour

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

Consider:
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

Consider:
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

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

**Consider:**
- Current ADT (29) = 1510
- Approach Roadway Width (32) = 40 feet
- Roadway Width (51) = 24 feet
- Roadway Function Classification: 08-rur min col

**CHECK 3. Load**
- With 90% of Acceptable Live Load Capacity

**Consider:**
- Structural Capacity (64B) = 41

**CHECK 4. Detour**
- Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
- Not Load Posted

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

**CHECK 5. Navigation Control and Restrictions**
- Navigation Control Required and Adequate
- No Restrictive Factors

**Consider:**
- Navigation Control Required (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

  **Considers:**  
  - Location over railroad: Bridge is a constraint to railroad expansion  
  - Location over flood control spillway: Bridge is a constraint

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**Consider:**  
- Navigation Control (38) = Navigation Control Required  
- Pier Protection (111) = 2  
- Horizontal Navigation Clearance (40) = 50 feet  
- Vertical Navigation Clearance (39) = 9 feet  
- USCG - Horizontal = 9 feet  
- USCG - Vertical = 9 feet

**Consider:**  
- 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

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
☐ 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

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

Consider:
Current ADT (29) = 1050  Approach Roadway Width (32) = 28 feet
Roadway Width (51) = 24 feet  Roadway Function Classification: 09-rur local

☐ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 27

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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

Recall Number: 054360
Condition Score = 48
Bridge type: Swing-plate girder

Preservation Candidate

Methodology

Recommendation: Preservation Candidate

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

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

  Considers:
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

  - 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

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

Consider:
Current ADT (29) = 9800
Approach Roadway Width (32) = 44 feet
Roadway Width (51) = 24.5 feet
Roadway Function Classification: 16-urb min art

☑ CHECK 3. Load
☑ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 45

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Consider:
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

Consider:
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

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
    - Approach Roadway Width (32) = 30 feet
    - Roadway Width (51) = 24 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**

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

**Parish:** St. Mary
**Owner:** Parish Highway Agency
**Facility Carried:** LOCAL ROAD

**Facility Crossed:** TECHE BAYOU

**Approach Roadway Width (32) = 29 feet**  
**Roadway Function Classification:** 09-rur local

**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
- Approach Roadway Width (32) = 29 feet
- Roadway Width (51) = 24 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
- No Restrictive Factors

**Considers:**
- Location over railroad: Bridge is a constraint to railroad expansion
- Location over flood control spillway: Bridge is a constraint

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**

**Preservation Priority/Candidate/Non-Priority Methodology**

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

- **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

  **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 =

**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

Consider:
Current ADT (29) = 1960
Roadway Width (51) = 24.1 feet

☐ CHECK 3. Load
☑ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 32

☑ CHECK 4. Detour
☑ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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

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
  
  Considered:
  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
  
  Considered:
  Structural Capacity (64B) = 41

☑️ CHECK 4. Detour
  ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ✔️ Not Load Posted
  
  Considered:
  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

Considered:
- 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 geometries 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.
Recall Number: 012060
Condition Score = 31
Bridge type: Through truss

Parish: Bossier
Owner: State of Louisiana
Facility Carried: US0080
Feature Crossed: RED RIVER

**Preservation Priority/Preservation Candidate/Non-Priority Methodology**

**Recommendation:**
Non-Priority

**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

  **Consider:**
  - 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

  **Consider:**
  - Structural Capacity (64B) = 41

- **CHECK 4. Detour**
  - Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  - Not Load Posted

  **Consider:**
  - 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

  **Consider:**
  - Location over railroad: Bridge is a constraint to railroad expansion
  - Location over flood control spillway: Bridge is a constraint

**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: 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

**Preservation Priority/Preservation Candidate/Non-Priority Methodology**

**Recommendation:**
Non-Priority

**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
  
  **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

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

Consider:
Current ADT (29) = 65800  Approach Roadway Width (32) = 92 feet
Roadway Width (51) = 52.4 feet  Roadway Function Classification: 11-urb interst

☐ CHECK 3. Load
☐ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 49

☐ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☐ Not Load Posted

Consider:
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

Consider:
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

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
    - **Considered:**
      - 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
  - **Considered:**
    - Structural Capacity (64B) = 29

- **CHECK 4. Detour**
  - ✔ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  - ☐ Not Load Posted
    - **Considered:**
      - 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
    - **Considered:**
      - 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.

Page 116 of 122
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
  Approach Roadway Width (32) = 24 feet
  Roadway Width (51) = 18 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

  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

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

Considered:
- Current ADT (29) = 21500
- Approach Roadway Width (32) = 48 feet
- Roadway Width (51) = 30.2 feet
- Roadway Function Classification: 14-urb prin ar

☑ CHECK 3. Load
☑ With 90% of Acceptable Live Load Capacity

Considered:
- Structural Capacity (64B) = 68

☑ CHECK 4. Detour
☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
☑ Not Load Posted

Considered:
- 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

Considered:
- Location over railroad: Bridge is a constraint to railroad expansion
- Location over flood control spillway: Bridge is a constraint

Considered:
- 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.
Recall Number: 012548
Condition Score = 59.7
Bridge type: Through truss

Preservation Priority/
Preservation Candidate/
Non-Priority Methodology

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          Approach Roadway Width (32) = 34 feet
Roadway Width (51) = 26.2 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

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

Consider:
Current ADT (29) = 24500
Approach Roadway Width (32) = 25 feet
Roadway Width (51) = 48 feet
Roadway Function Classification: 14-urb prin ar

☑ CHECK 3. Load

☑ With 90% of Acceptable Live Load Capacity

Consider:
Structural Capacity (64B) = 39

☑ CHECK 4. Detour

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

Consider:
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

Consider:
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

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
  
  Considered:
  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
  
  Considered:
  Structural Capacity (64B) = 53

✔ CHECK 4. Detour
  ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ✔ Not Load Posted
  
  Considered:
  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
  
  Considered:
  Location over railroad: Bridge is a constraint to railroad expansion
  Location over flood control spillway: Bridge is a constraint

Considered:
  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.
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
  
  Consider:
  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
  
  Consider:
  Structural Capacity (64B) = 57

☐ CHECK 4. Detour
  ☐ Acceptable Detour/Bypass (<10 Miles) for Load Posted Bridge
  ☑ Not Load Posted
  
  Consider:
  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
  
  Consider:
  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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