

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

| | | | | | |
|---|--|---|--|--------------------------------------|------------------------------|
| Louisiana [22] | Bossier Parish [015] | Shreveport [70000] | 1.0 MI WEST OF US 71 | 32-27-31.61 = 32.458781 | 093-41-00.85 = -93.683569 |
| 40801020300001 | Highway agency district: 4 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 511 | LA0511 | Toll On free road [3] | Features intersected | RED R.,C.FANT PKWY,AR TE | |
| Design - main Steel [3] | Design - approach Steel [3] | Kilometerpoint 26.1 km = 16.2 mi | Year built 1968 | Year reconstructed N/A [0000] | |
| 3 | Truss - Thru [10] | 13 | Girder and floorbeam system [03] | Skew angle 0 | Structure Flared |
| | | | Historical significance | Bridge is eligible for the NRHP. [2] | |
| Total length 860.5 m = 2823.3 ft | Length of maximum span 121.9 m = 400.0 ft | Deck width, out-to-out 10.2 m = 33.5 ft | Bridge roadway width, curb-to-curb 9.2 m = 30.2 ft | | |
| Inventory Route, Total Horizontal Clearance 9.1 m = 29.9 ft | Curb or sidewalk width - left 0 m = 0.0 ft | Curb or sidewalk width - right 0 m = 0.0 ft | | | |
| Deck structure type | Concrete Cast-in-Place [1] | | | | |
| Type of wearing surface | | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | | |
|---------------------------------------|--------------------------------------|---------------------|-------------------|-----------------------------|
| Bypass, detour length 1.3 km = 0.8 mi | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 34.5 metric ton = 38.0 tons |
| | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 70.7 metric ton = 77.8 tons |
| Bridge posting | Equal to or above legal loads [5] | Design Load | MS 18 / HS 20 [5] | |

Functional Details

| | | | | | | | | | | |
|---|--|----------------------------|-----------------------|---|--|------------------------|--|-------|------|------|
| Average Daily Traffic | 24400 | Average daily truck traffi | 8 | % | Year | 2016 | Future average daily traffic | 13320 | Year | 2036 |
| Road classification | Other Principal Arterial (Urban) [14] | | Lanes on structure | 2 | | Approach roadway width | 14.6 m = 47.9 ft | | | |
| Type of service on bridge | Highway [1] | | Direction of traffic | 2 - way traffic [2] | | Bridge median | | | | |
| Parallel structure designation | No parallel structure exists. [N] | | | | | | | | | |
| Type of service under bridge | Highway-waterway [6] | | Lanes under structure | 7 | | Navigation control | Navigation control on waterway (bridge permit required). [1] | | | |
| Navigation vertical clearanc | 24.7 m = 81.0 ft | | | Navigation horizontal clearance | 61 m = 200.1 ft | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | | | | Minimum vertical clearance over bridge roadway | 5.18 m = 17.0 ft | | | | | |
| Minimum lateral underclearance reference feature | Highway beneath structure [H] | | | | | | | | | |
| Minimum lateral underclearance on right | 1.5 m = 4.9 ft | | | | Minimum lateral underclearance on left | 1.5 m = 4.9 ft | | | | |
| Minimum Vertical Underclearance | 4.88 m = 16.0 ft | | | Minimum vertical underclearance reference feature | Highway beneath structure [H] | | | | | |
| Appraisal ratings - underclearances | Meets minimum tolerable limits to be left in place as is [4] | | | | | | | | | |

Repair and Replacement Plans

| | | | | | | | | | | |
|---|-----------------------------------|---------------------------------|--------------------------|--------------------|---|--|--|--|--|--|
| Type of work to be performed | Work done by | Work to be done by contract [1] | | | | | | | | |
| Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31] | Bridge improvement cost | 7339000 | Roadway improvement cost | | | | | | | |
| | Length of structure improvement | 860.5 m = 2823.3 ft | | Total project cost | 11008000 | | | | | |
| | Year of improvement cost estimate | 2016 | | | | | | | | |
| | Border bridge - state | | | | Border bridge - percent responsibility of other state | | | | | |
| | Border bridge - structure number | | | | | | | | | |

Inspection and Sufficiency

| | | | |
|---|--|---------------------------------------|--|
| Structure status | Open, no restriction [A] | Appraisal ratings - structural | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - superstructure | Poor [4] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Poor [4] | Appraisal ratings - deck geometry | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - deck | Poor [4] | | |
| Scour | Countermeasures have been installed to mitigate an existing problem with scour. [7] | | |
| Channel and channel protection | Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8] | | |
| Appraisal ratings - water adequacy | Equal to present desirable criteria [8] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | Navigation protection not required [1] | Sufficiency rating | 36 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - transitions | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail ends | Inspected feature meets currently acceptable standards. [1] | | |
| Inspection date | July 2017 [0717] | Designated inspection frequency | 12 Months |
| Underwater inspection | Unknown [Y60] | Underwater inspection date | June 2017 [0617] |
| Fracture critical inspection | Every year [Y12] | Fracture critical inspection date | July 2018 [0718] |
| Other special inspection | Every year [Y12] | Other special inspection date | July 2018 [0718] |