

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]	St. Tammany Parish [103]	Unknown [00000]	US0090	30-14-07.55 = 30.235431	089-38-22.92 = -89.639700
625200060707111	Highway agency district: 62	Owner State Highway Agency [01]	Maintenance responsibility State Highway Agency [01]		
Route 90	US0090	Toll On free road [3]	Features intersected MIDDLE MIDDLE PEARL RIVE		
Design - main Steel [3]	Design - approach Concrete [1]	Kilometerpoint 1131.6 km = 701.6 mi	Year built 1933	Year reconstructed N/A [0000]	
3	Truss - Thru [10]	12	Tee beam [04]	Skew angle 0	Structure Flared
		Historical significance Bridge is eligible for the NRHP. [2]			
Total length 177.4 m = 582.0 ft	Length of maximum span 24.4 m = 80.1 ft	Deck width, out-to-out 8.4 m = 27.6 ft	Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft		
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft	Curb or sidewalk width - left 0.4 m = 1.3 ft	Curb or sidewalk width - right 0.4 m = 1.3 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 15.9 km = 9.9 mi	Method to determine inventory rating Load Factor(LF) [1]	Inventory rating 11.8 metric ton = 13.0 tons
	Method to determine operating rating Load Factor(LF) [1]	Operating rating 20 metric ton = 22.0 tons
Bridge posting 30.0 - 39.9 % below [1]	Design Load M 13.5 / H 15 [2]	

### Functional Details

Average Daily Traffic	2500	Average daily truck traffi	11	%	Year	2016	Future average daily traffic	1900	Year	2036
Road classification	Minor Arterial (Rural) [06]	Lanes on structure	2		Approach roadway width	12.8 m = 42.0 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	Waterway [5]	Lanes under structure	0		Navigation control					
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft							
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	0 = N/A		Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]						
Appraisal ratings - underclearances	N/A [N]									

### 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	1578000	Roadway improvement cost							
	Length of structure improvement	185 m = 607.0 ft		Total project cost	2367000					
	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	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	6
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
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	December 2018 [1218]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	September 2014 [0914]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	December 2018 [1218]
Other special inspection	Unknown [Y06]	Other special inspection date	June 2018 [0618]