In August 2005 the Twin Span Bridge across Lake Pontchartrain sustained serious damage from the storm surge associated with Hurricane Katrina. The Louisiana Department of Transportation and Development, and its private-sector engineering and construction consultants, worked around-the-clock to repair the bridges and restore the vital Interstate 10 transportation link.

Construction of a new $800 million replacement bridge began in August 2006, one year to the day of Hurricane Katrina’s landfall. The construction effort stands as a testimony of the resiliency of the people of Louisiana and the Gulf Coast region in recovering from the worst natural disaster in our nation’s history.

The new Twin Span Bridge will consist of two parallel structures adjacent to the current bridge. Each bridge will be wide enough to accommodate three travel lanes along with 12 foot shoulders on each side of the roadway.

The eastbound bridge is slated for completion in mid 2009, and plans are to open the new westbound bridge in mid-to-late 2011.

www.twinspanbridge.com
The Huey P. Long Bridge Widening Project in Jefferson Parish, Louisiana is now underway.

This four-phase project has been long-awaited by local communities and is vital to the recovery of the Greater New Orleans area.

The first phase of the project began in April 2006 and the entire project will be complete in 2013.

The Huey P. Long Bridge was opened to traffic in 1935 and has served the New Orleans area residents and visitors in the same capacity for more than 72 years.

This widening project will add an additional travel lane and inside and outside shoulders to each side of the bridge, providing a safer, more reliable Mississippi River crossing.
The Hale Boggs Bridge, also known as the Luling Bridge, in Luling Louisiana opened to traffic on October 5, 1983. At the time, it was the first cable-stayed bridge over the Mississippi River and had the largest navigation channel span of its kind in the western hemisphere. It had several unique features, including a unique superstructure made of weathering steel that distinguishes it from all other cable stayed bridges in North America. Recent inspections have found a wide variety of critical damages in stay cables of this bridge with increasing rate of degradation requiring timely corrective action.

The Luling Bridge is a twin-pylon cable-stayed bridge with a main span of 1222 ft and two side spans of 755 ft and 768 ft. The bridge carries four lanes of I-310 traffic approximately in a north-south direction. The pylons are modified A-shaped, and the deck cross section is composed of twin steel box girders with 76-ft wide steel orthotropic deck and 2-1/2 in. thick asphalt concrete wearing surface.

The stay cables are arranged along the east and west edges of the bridge, and are anchored into the steel cross girders at deck level and into the pylon legs at the main piers. There are a total of 24 cable locations and 72 total cables for the complete bridge. The cables at each location are grouped, with either two or four individual cables symmetrically laid out about the centerline or the location. In elevation, the cables are arranged in a semi-fanned pattern. Each cable is composed of multiple 1/4-in. diameter parallel steel wires ranging in number from a minimum of 103 to a maximum of 307. The steel wires are wrapped with a helical spacer, and the complete cable is sheathed in a polyethylene (PE) pipe. The annular space between the PE pipe and the steel cable is grouted with cement grout.