

SECTION 106 PROGRAMMATIC AGREEMENT OF TREATMENT OF LOUISIANA HISTORIC BRIDGES
ANNUAL REPORT 2023/2024

Prepared by
The Louisiana Department of Transportation and Development,
Environmental Section 28 Cultural Resources Staff

Prepared for
The Louisiana Historic Bridge Programmatic Agreement
Signatory, Concurring and Consulting Parties

This report is prepared in accordance with Stipulation XI of the Programmatic Agreement among the Federal Highway Administration (FHWA), the Louisiana Department of Transportation and Development (LADOTD), the Advisory Council on Historic Preservation (ACHP), and the Louisiana State Historic Preservation Officer (LA SHPO) regarding Management of Historic Bridges in Louisiana, executed on September 21, 2015, herein after referred to as the PA. The report accounts for activities involving historic bridges covered under the PA for the State of Louisiana fiscal year from **July 1, 2023 to June 30, 2024**; herein after referred to as FY 2023-2024. The report is organized as follows:

Stipulation VII- Treatment of Louisiana Historic Bridges
Stipulation VII - Marketing
Stipulation IX. Stewardship, Public Outreach, Education and Funding
Stipulation X Emergency Stipulations for Historic Bridges

Stipulation VII- Treatment of Louisiana Historic Bridges

The following projects involving bridges were in progress this year:

Bridge Name / Recall No.	Route / Parish	Preservation Category	Project No.	Summary
Sarah-Petit Caillou / 003480	LA 58 / Terrebonne	Candidate	H.010006	Proposed rehabilitation for movable vertical lift bridge. Scope cleaning and painting.
IGS Railroad Overpass / 014400	US 71 / Caddo	Priority	H.012008	Proposed rehabilitation project. Scope to include structural repairs, cleaning and painting. Awaiting further information from bridge design.
L & A Railroad (Minden) / 019040	LA 159	Candidate	H.012030	Proposed historic bridge improvement. Draft Alternative matrix in progress.
ICG RR / 014400	US 71	Priority	H.012008	Proposed rehabilitation – no plans to-date.

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Union Pacific Railroad Overpass/ 049130	US 84	Candidate	H.015613	Alternative matrix – not prudent or feasible to rehabilitated.
I-10 Ramps / 031450	US 90	Candidate	H.000186	Proposed historic bridge improvement – no plans to-date

Stipulation VII.-Marketing

The following historic bridges were marketed this year.

Bridge Name / Recall No.	Route / Parish	Preservation Category	Project No.	Summary
US 11 NORFOLK SOUTHERNRAILROAD OVERPASS / 059090	US 11	Non-Priority	H.000688	Streamline marketing – complete, no interest
Union Pacific Railroad Overpass/ 049130	US 84	Candidate	H.015613	Streamline marketing – complete, no interest

Stipulation IX. Stewardship, Public Outreach, Education and Funding

LADOTD continues to maintain and update two websites dedicated to Louisiana Historic Bridges. One website contains general information on historic bridges and project updates including the PA, survey updates and project documents. The other website devoted to historic bridge marketing.

LADOTD currently maintains two full time Secretary of the Interior qualified architectural historian on staff to review historic bridge projects and provide guidance on HBI projects to assure the stipulations of the HBPA are met.

Stipulation IX (6) Funding

The following projects involving historic bridges were let this year.

Bridge Name / Recall No.	Route / Parish	Preservation Category	Project No.	Summary
Bayou Grosse Tete / 054360	LA 77	Candidate	H.016026	\$3,592,232 Scope emergency repairs due to vessel collision.

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Bayou Lacarpe / 03620	LA 661	Candidate	H.015031	\$641,900 Movable bridge repair due to hurricane Ida. All work under Attachment 5
Little Caillou / 003240	LA 24	Candidate	H.015090	\$609,500 Movable bridge repair due to hurricane Ida. All work under Attachment 5
Bayou Lafource / 001030	LA 3126	Priority	H.015034	\$1,170,980 Movable bridge repair due to hurricane Ida. All work under Attachment 5
Falgout Canal /003390	LA 315	Candidate	H.014997	\$228,385 Movable bridge repair due to hurricane Ida. All work under Attachment 5

Stipulation X (Emergency Stipulations for Historic Bridges)

Bayou Grosse Tete Bridge (Recall 054360)

On June 6, 2024, the Preservation Candidate Bayou Grosse Tete Bridge (Recall 054360) sustained damage from a barge collision. The bridge has since been closed to vehicular traffic and will remain open to waterway navigation until repairs are complete. The LADOTD Secretary declared the closure and repair project as an emergency, allowing authorization to use force account, without advertisement, and to use Federal Funds for emergency repairs (see attached correspondence).

The bridge has NRHP significance as an example of a movable bridge and as a subtype. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house.

This particular example also features a bobtail plate girder span. Based on as-built plans, it appears that a standard plan (SS30A-90-24P) served as a general guide for the design and construction of this bridge. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of this subtype. The bridge is eligible for listing in the National Register under Criterion C: Design/Engineering.

The impact to the bridge resulted in damage to the main girder, the pivot pier, and mechanical/electrical systems (see attached correspondence for images). In order to restore the bridge to working order and

open the route to vehicular traffic structural, mechanical, electrical repairs are required. The necessary repairs will consist of heat straightening of the steel girder, concrete structural work on the pivot pier, and replacement of mechanical/electrical systems.

All work, with the exception of the concrete structural work for the pivot pier, is covered under Attachment 5 of the HBPA (see attached) as accepted preventative maintenance and preservation activities.

LADOTD, architectural historian, Carey Cox, reviewed the plans for the pivot pier cap concrete structural work and determined the proposed work will affect a portion of a character-defining feature. However, the proposed repair does not constitute an adverse effect to the overall eligibility of the bridge.

Per the HBPA stipulation LADOTD contacted the SHPO and informed them of the need for emergency repairs to the bridge and submitted a finding letter of no adverse effect for the proposed work. SHPO concurred with the finding on 6/11/2024 (correspondence attached).

Valentine Pontoon Bridge (200863)

The Valentine Pontoon Bridge (Recall 200863), an Off-system pontoon swing bridge carrying a local road over Bayou Lafourche was a Non-Priority for historic preservation bridge owned by Lafourche Parish. The bridge was closed in January 2017 due to structural and mechanical issues, upon which the pontoon span was secured along the north bank of Bayou Lafourche to allow for river navigation. In 2024, it was discovered that, out of safety concerns, the Parish had removed the pontoon span in later 2023 or early 2024, using local funds. To date the Parish has not determined if it plans to replace the bridge.



Office of Engineering
Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

Jeff Landry, Governor
Joe Donahue, Secretary

June 10, 2024

STATE PROJECT NO: EMERGENCY REPAIR HBI
FEDERAL AID PROJECT NO: EMERGENCY REPAIR HBI
NAME: BAYOU GROSSE TETE BRIDGE
STRUCTURE / RECALL NO: 61242190107251 / 054360
ROUTE: LA 77
PARISH: IBERVILLE

Ms. Kristin Sanders
State Historic Preservation Officer
Louisiana Office of Cultural Development
P.O. Box 44247
Baton Rouge, LA 70804-44247

VIA E-MAIL TO: Section 106@crt.state.la.us

SUBJECT: Emergency Repairs Bayou Grosse Tete Bridge (HBI)

Dear Ms. Sanders:

The Louisiana Department of Transportation and Development (LADOTD), using federal funds and in conjunction with the Federal Highway Administration (FHWA), proposes to make emergency repairs to a National Register of Historic Properties (NRHP) eligible bridge. The Bayou Grosse Tete Swing Bridge (Recall 054360) is located on LA 77, over Port Allen Lock Canal, in Iberville Parish (Figure 1)(30.26825, longitude -91.319783 Decimal Degrees). The bridge is also referred to as the Intercoastal Bridge.

The Section 106 Programmatic Agreement for Treatment of Louisiana Historic Bridges (HBPA), categorizes the bridge as a Preservation Candidate.

On June 6, 2024, the bridge sustained damage from a barge collision. The bridge has since been closed to vehicular traffic and will remain open to waterway navigation until repairs are complete. The LADOTD Secretary has declared the closure and repair project an emergency. This allows authorization to use force account, without advertisement, and to use Federal Funds for emergency repairs (see attached declaration).

The bridge has NRHP significance as an example of a movable bridge and as a subtype. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house.

This particular example also features a bobtail plate girder span. Based on as-built plans, it appears that a standard plan (SS30A-90-24P) served as a general guide for the design and construction of this bridge. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of this subtype. The bridge is eligible for listing in the National Register under Criterion C: Design/Engineering.

No evidence was found during research or data collection activities to indicate that this bridge possesses a direct and important association with historical events or trends. This bridge does not possess significance under Criterion A (see attached LHRI form 24-01011).

The impact to the bridge resulted in damage to the main girder, the pivot pier, and mechanical/electrical systems (Figures 2 through 7). In order to restore the bridge to working order and open the route to vehicular traffic structural, mechanical, electrical repairs will have to be made to the bridge. The necessary repairs will consist of heat straightening of the steel girder, concrete structural work on the pivot pier, and replacement of mechanical/electrical systems.

All work, with the exception of the concrete structural work for the pivot pier, is covered under Attachment 5 of the HBPA (see attached) as accepted preventative maintenance and preservation activities.

LADOTD, architectural historian, Carey Cox, has reviewed the plans for the pivot pier cap concrete structural work and has determined the proposed work will affect a portion of a character-defining feature. However, the proposed repair does not constitute an adverse effect to the overall eligibility of the bridge.

The project scope is limited to the existing bridge and does not propose any significant visual changes to the roadway that would be visible to adjacent properties. Guided by 36CFR800.16d and due to the limited visibility of the project, the Area of Potential Effects for this project is considered the bridge itself.

Based on the information presented above LADOTD, in conjunction with the FHWA, believe the repairs will cause no adverse effect to the historic property. We request your concurrence. If you have any questions or concerns, please contact Stacie Palmer at stacie.palmer@la.gov.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

STATE PROJECT NO: EMERGENCY REPAIR HBI
FEDERAL AID PROJECT NO: EMERGENCY REPAIR HBI
NAME: BAYOU GROSS TETE BRIDGE
STRUCTURE / RECALL NO: 61242190107251 / 054360
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NA:SP/sp

Attachments

c: Larry Breland, FHWA
Kayla Bankston, Environmental Section LADOTD
Chris Guidry, Bridge Design Section LADOTD
SHPO File

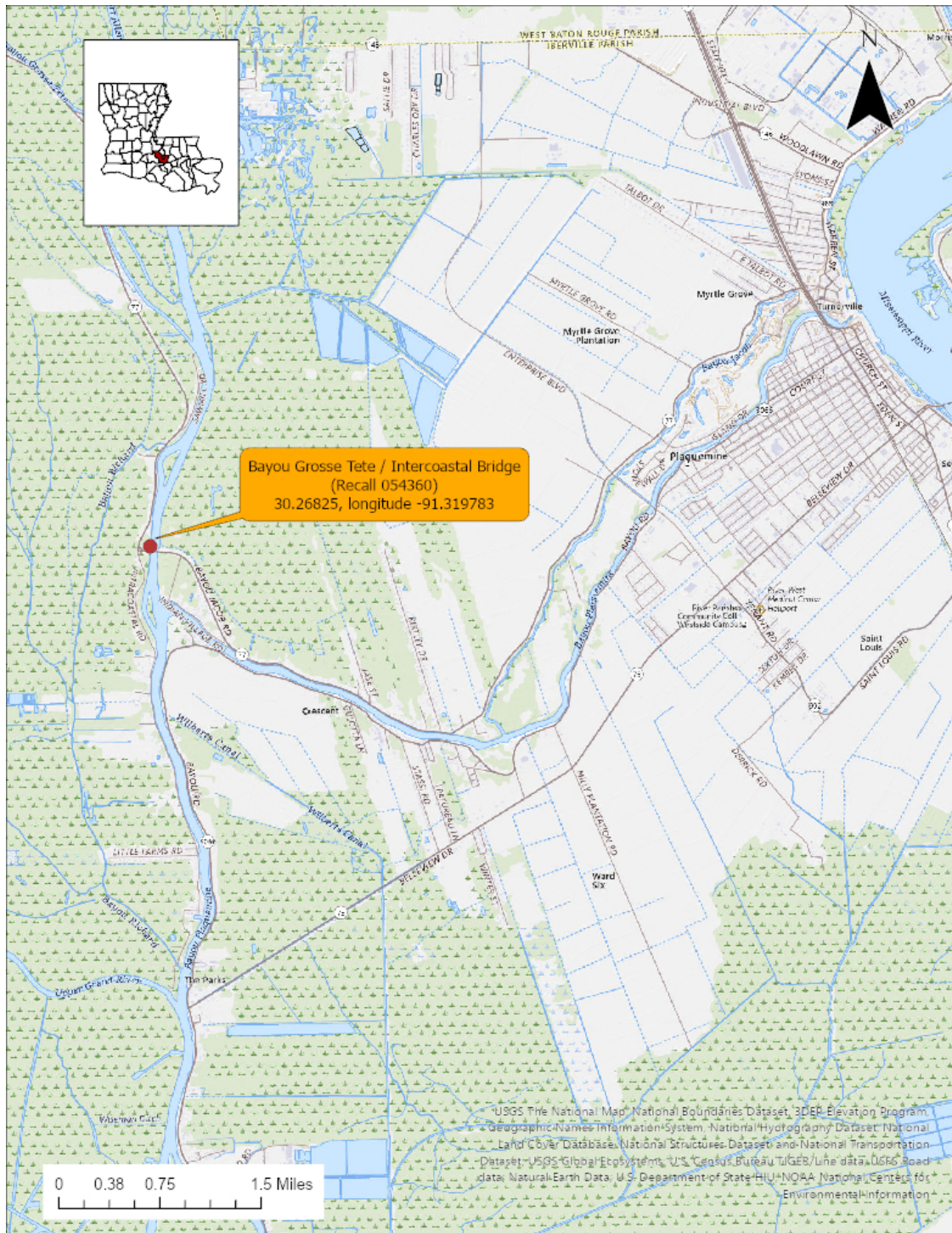


Figure 1: Project location, National Map, 7.5' Addis Quad.



Figure 2: Bayou Grosse Tete Bridge (Recall 054360) in current open to waterway navigation position (view E).



Figure 3: Pivot pier damage.



Figure 4: Concrete structure damage of pivot pier.



Figure 5: Close up of concrete and structural damage.



Figure 6: Concrete damage pivot pier cap.



The Grosse Tete bridge closed after it was hit by a boat on Thursday, June 6. (Iberville Parish Government)

Figure 7: Inspecting concrete and pivot pier damage.



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

INTRADEPARTMENTAL CORRESPONDENCE

REFERRED TO

☐ REFERRED FOR ACTION
☐ ANSWER FOR MY SIGNATURE
☐ FOR FILE
☐ FOR YOUR INFORMATION
☐ FOR SIGNATURE
☐ RETURN TO ME
☐ PLEASE SEE ME
☐ PLEASE TELEPHONE ME
☐ FOR APPROVAL
☐ PLEASE ADVISE ME

MEMORANDUM

TO: Joe Donahue
 Secretary

FROM: Todd Donmyer, P.E. DS
MTD
 Assistant Secretary of Operations

DATE: June 7, 2024

SUBJECT: Request for Secretary's Emergency Declaration

BY _____ DATE _____
 BY _____ DATE _____
 BY _____ DATE _____

The Bayou Grosse Tete swing bridge (Recall 054360) endured a barge hit on June 6, 2024. The impact resulted in damage to a main girder, the pivot pier, and the mechanical/electrical systems that operate the bridge. This bridge is located on LA 77 over the Port Allen Lock Canal (formerly Bayou Grosse Tete) with an official State Detour of 47 miles. The repairs will consist of heat straightening of the steel girder, concrete structural work on the pivot pier, and replacement of the mechanical/electrical systems. The closure of the bridge to vehicular traffic causes a significant detour for local traffic, emergency vehicles, school buses, etc. which can add up to an hour of additional driving time.

For these reasons, immediate repairs are necessary and essential. This work is beyond the capabilities and resource of DOTD maintenance forces. This situation qualifies as an emergency as defined by RS 48:251.9 and does not allow for the normal plan development and advertisement period.

I request that under RS 48:252.1 you certify this event as an emergency and allow authorization to use force account using Coastal Contractors L.L.C, without advertisement, and to use Federal funds for engineering and construction to meet the demands of the situation. The cost of these emergency repairs is estimated to be approximately \$5,000,000.00

Cc: Chad Roubique
 Kevin Reed
 Joshua Stutes
 Haylye Brown
 Chad Winchester
 Mark Bucci
 Mary Elliott Bergeron
 Noel Ardoin
 John Fontenot

Jason Michiels

DocuSigned by:

 RECOMMENDED FOR APPROVAL
 457A6E8A181B4C...

6/8/2024

RECOMMENDED FOR APPROVAL
 DATE

RECOMMENDED FOR APPROVAL
 DATE

DocuSigned by:

 APPROVED
 646109C7983F49C...

6/8/2024

DATE

Louisiana Historic Bridge Inventory

Recall Number: 054360

Structure Number: 61242190107251

SHPO Number: 24-01011

Bridge Name: INTRACOASTAL CANAL

Location Data:

District: 61

Parish: Iberville

Feature Crossed: INTRACOASTAL WATERWAY

Facility Carried: LA0077

Location: LA0077

City, Village or Town (if applicable):

Status: Open

Bridge Owner: State of Louisiana

Latitude: 30.26825

Longitude: -91.319783

Structural Data:

Bridge Type: Steel Plate Girder Swing Span

Year Built: 1960

Main Span Configuration (if applicable): Plate girder swing span

Maximum Span Length (feet): 240

Number of Spans: 1

Overall Structure Length (feet): 385

Approach Span Type (if applicable): Concrete slab

Posted Load: 20-35

Current ADT: 004400

Design and Construction Data:

Engineer or Builder:

Louisiana Department of Highways

Bridge Plaque:

None

National Register of Historic Places Evaluation:

This steel plate girder swing bridge has significance as an example of a movable bridge and as a subtype. Its significance is demonstrated by the presence of distinctive engineering and design features of the steel plate girder swing type, which is characterized by steel plate girder main span, center-bearing turning mechanism, pivot pier, and operator's house. This particular example also features a bobtail plate girder span. Based on as-built plans, it appears that a standard plan (SS30A-90-24P) served as a general guide for the design and construction of this bridge. The bridge exhibits alterations to the operator's house that result in a minor loss of integrity, but continues to convey significant design features of this subtype. The bridge is eligible for listing in the National Register under Criterion C: Design/Engineering.

No evidence was found during research or data collection activities to indicate that this bridge possesses a direct and important association with historical events or trends. This bridge does not possess significance under Criterion A.

Within/Adjacent to Known Historic District: N/A

National Register Historic District Name: N/A

National Register Determination: Eligible

National Register Determination Date: 2013

Surveyor: Mead & Hunt, Inc.

Date Surveyed: 2013



Louisiana Historic Bridge Inventory

Recall Number: 054360

Structure Number: 61242190107251

Bridge Name: INTRACOASTAL CANAL

Parish: Iberville

Bridge Owner: State of Louisiana

Feature Crossed: INTRACOASTAL WATERWAY

Facility Carried: LA0077

Photographs:



Attachment 5

Accepted Preventative Maintenance and Preservation Activities

Note: This attachment is part of 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 MANAGEMENT OF HISTORIC BRIDGES IN LOUISIANA. For details on Louisiana's historic bridge program, refer to the PA and/or the historic bridge page of the LADOTD website.

The following preventative maintenance and preservation activities that occur on historic bridges and their approaches do not need to be reviewed for compliance under Section 106 of the National Historic Preservation Act of 1966 (Section 106).

General

- Cleaning and painting or maintaining painted surfaces of structures.
- Heat straightening or replacement matching existing historic appearance of damaged structural steel components.
- Replacing loose fasteners or hardware.
- Repairing or replacement of bearings and bearing devices (pads, seats, and plates).
- Non-destructive testing or load testing structure.
- Debris removal and structure cleaning or washing.
- Low pressure water spray to clean exterior surfaces following testing on small area to ensure no damage.
- Maintaining or replacing drainage system.
- Maintenance or replacement of non-historic lighting, including poles, fixtures, and conduit.
- Maintenance of existing signs.
- Non-destructive graffiti removal following testing on small area.

Superstructure

- Deck preservation and preventive maintenance measures including cleaning and sealing, surface overlay, or in-kind deck patching.

- Rehabilitation or replacement matching existing historic appearance of superstructure elements (e.g., girders, stringers, crossframes, floorbeams, etc.).
- Replacement of deck, sidewalks, and curbs without replacement of the floor system.

Substructure

- Rehabilitation or replacement matching existing historic appearance of substructure elements (e.g., bent, footings, pile, pier, or column, including cap).
- Repairing abutment embankment slopes and install abutment protection measures to combat scour.
- Application of waterproof sealant or painting to abutment, bent, pile, or pier that is not integrated with superstructure (does not apply to arch, culvert, or concrete rigid frame types).

Railings

- Repair or replacement of traffic guard rail.
- Repair of bridge rail to match existing historic appearance and, where reasonable, materials.

Expansion Joints

- Cleaning and re-sealing bridge joints.
- Repair or replacement of bridge deck joints.

Movable bridges

- Repair or replacement of structure access platforms, stairs, ladders, and walkways.
- Repair or replacement of interior features including equipment, cabinets, and furnishings within operator's house.
- Repair or replacement of navigational aids, including signage and lighting.
- Repair or replace traffic barrier gates and signal lights on approach roadway.
- Repair or replacement of electrical system.
- Repair or replacement of mechanical systems.

- Application of lubrication to bearings, moving parts, or other machinery.
- Repair or replacement to match existing historic exterior features of operator's house, such as windows, doors, and roof and, where reasonable, materials.

Fenders and Pier Protection Systems

- Rehabilitation, repair, or replacement of fender system to match existing appearance for bridges over navigable waterways.
- Installation of access walkways or platforms.

Approach Roadway

- Resurfacing or infill of deteriorated pavement such as pot holes and rutting on approach roadway.
- Maintenance, replacement, or addition of traffic control devices, pavement markings, and signs.
- Maintenance or replacement of guardrails and barriers on approach roadway.
- Installation, repair, or replacement of bridge approach slabs and pavement relief joints.