# HistoricBridges.org - National Bridge Inventory Data Sheet

**2019 Inventory**

The National Bridge Inventory contains data submitted by state transportion 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. Martin Parish [099] | St. Martinville [67600] | .13 MI EAST OF LA 31 | 30-07-23.77 = 30.123269 | 091-49-36.84 = -91.826900 |

35002380300131 | Highway agency district: 3 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 96 | | LA0096 | Toll: On free road [3] | Features intersected: BAYOU TECHE ST M.

| | | | |
|---|---|---|---|
| Design - main | Steel [3] | Design - approach | Concrete [1] |
| 1 | Movable - Swing [17] | 3 | Tee beam [04] |

Kilometerpoint: 21.9 km = 13.6 mi

Year built: 1942 | Year reconstructed: N/A [0000]

Skew angle: 0 | Structure Flared:

Historical significance: Bridge is eligible for the NRHP. [2]

Total length: 70.1 m = 230.0 ft | Length of maximum span: 40.5 m = 132.9 ft | Deck width, out-to-out: 10.1 m = 33.1 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: 0.9 m = 3.0 ft | Curb or sidewalk width - right: 0.9 m = 3.0 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: 0.8 km = 0.5 mi

Method to determine inventory rating: Allowable Stress(AS) [2] | Inventory rating: 20 metric ton = 22.0 tons

Method to determine operating rating: Allowable Stress(AS) [2] | Operating rating: 30.8 metric ton = 33.9 tons

Bridge posting: 20.0 - 29.9 % below [2] | Design Load: M 13.5 / H 15 [2]

## Functional Details

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Average Daily Traffic | 8200 | Average daily truck traffi | 9 % | Year | 2016 | Future average daily traffic | 4920 |
| Year | 2036 | | | | | | |

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|---|---|---|---|---|---|
| Road classification | Collector (Urban) [17] | Lanes on structure | 2 | Approach roadway width | 13.4 m = 44.0 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 control on waterway (bridge permit required). [1] |
| Navigation vertical clearanc | 0.9 m = 3.0 ft | Navigation horizontal clearance | 11 m = 36.1 ft | | |
| 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

| | | | |
|---|---|---|---|
| Work done by | Work to be done by contract [1] | | |
| Bridge improvement cost | 676000 | Roadway improvement cost | |
| Length of structure improvement | 79.2 m = 259.9 ft | Total project cost | 1014000 |
| 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 | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - superstructure | Satisfactory [6] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Good [7] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Satisfactory [6] | | |

| | |
|---|---|
| Scour | Bridge foundations determined to be stable for the assessed or calculated scour condition. [8] |
| 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 | Equal to present desirable criteria [8] | Status evaluation | Functionally obsolete [2] |
| Pier or abutment protection | In place and functioning [2] | Sufficiency rating | 52.6 |

| | |
|---|---|
| Culverts | Not applicable. Used if structure is not a culvert. [N] |

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|---|---|
| Traffic safety features - railings | |
| Traffic safety features - transitions | |
| Traffic safety features - approach guardrail | |
| Traffic safety features - approach guardrail ends | |

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|---|---|---|---|---|
| Inspection date | November 2017 [1117] | Designated inspection frequency | 24 | Months |

| | | | |
|---|---|---|---|
| Underwater inspection | Unknown [Y60] | Underwater inspection date | June 2018 [0618] |
| Fracture critical inspection | Every year [Y12] | Fracture critical inspection date | November 2017 [1117] |
| Other special inspection | Every year [Y12] | Other special inspection date | November 2018 [1118] |