



## PUBLIC MEETING

**SH 63/LA 8 Bridge at Sabine River**  
**TxDOT CSJs: 0214-03-032, 0214-03-035, 0214-03-037**  
**LADOTD State Project Number: H.000986**

Tuesday, December 11, 2018  
5:00 p.m. to 7:00 p.m.  
Leesville High School  
502 Berry Drive  
Leesville, LA 71446

### Project Overview

Thank you for attending the public meeting. The Texas Department of Transportation (TxDOT), in conjunction with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), proposes improvements to the SH 63/LA 8 bridge at the Sabine River on the Texas/Louisiana border (see **Figure 1**). The bridge carries two-way vehicular traffic on SH 63 in Texas and LA 8 in Louisiana. TxDOT and LADOTD own the bridge equally.

### Need for the Proposed Project

The project is needed because of the existing bridge's current condition, dimensions, and location. Some of the issues relating to the bridge are provided below:

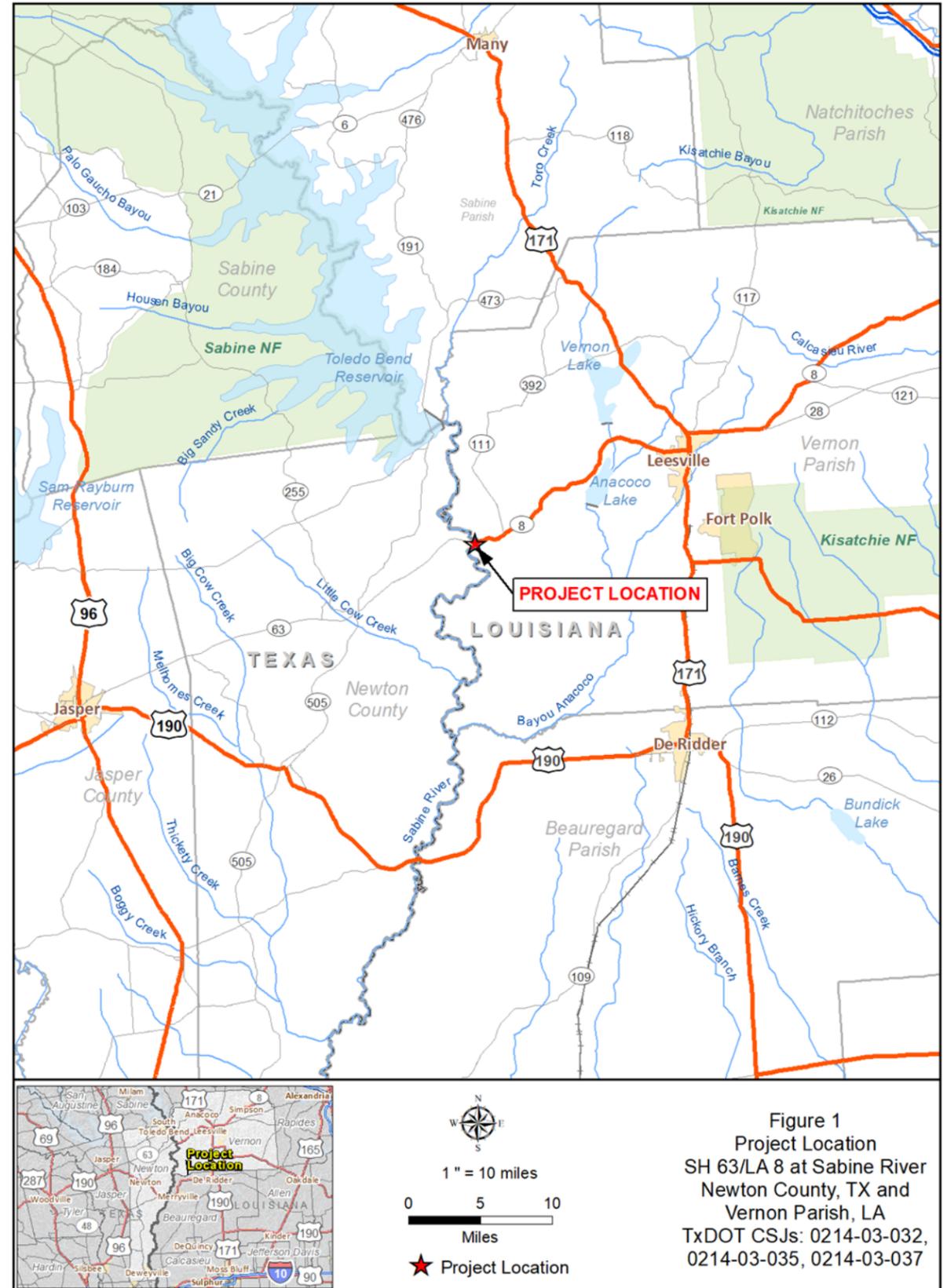
- Sabine River is changing course
- Bridge foundation problems
- Vehicles hitting overhead portions of the bridge
- Bridge is too narrow
- Bridge deterioration
- Outdated railing for modern vehicles

### Purpose of the Proposed Project

The purpose of the proposed project is to provide a structurally sound bridge that allows Texas and Louisiana motorists to cross the Sabine River.

### Bridge Significance and Facts

The existing SH 63/LA 8 bridge over the Sabine River is listed on the National Register of Historic Places as Burr's Ferry Bridge and is designated as a Texas State Antiquities Landmark. The bridge was constructed in 1937-1938 by the Louisiana Highway Commission, the Texas Highway Department, and U.S. Bureau of Public Roads as a part of the U.S. Works Program Highway Project during the Depression. The bridge has three Parker Through Truss spans over the river and 34 Concrete T-beam spans over land.



**Figure 1**  
**Project Location**  
SH 63/LA 8 at Sabine River  
Newton County, TX and  
Vernon Parish, LA  
TxDOT CSJs: 0214-03-032,  
0214-03-035, 0214-03-037

## **Preliminary Bridge Options**

### **Repair for Continued Use**

Repair the SH 63/LA 8 bridge, paint the steel truss, and fix potholes. Keep the bridge open for all vehicle types. Estimated project costs is \$2.2 million.

### **Convert to Pedestrian Bridge**

Close the SH 63/LA 8 bridge. If a new owner is identified, the owner may make repairs and install pedestrian features. Reopen the bridge for pedestrians/cyclists. Build a new road and bridge. Estimated project costs range from \$22-70 million, depending on location (includes cost of new road and bridge).

### **Convert to Scenic Bypass**

Repair the SH 63/LA 8 bridge, and restrict traffic to only passenger vehicles traveling in one direction. Build a new road and bridge for all vehicle types. Estimated project costs range from \$22-70 million, depending on the location (includes cost of new road and bridge).

### **Close and Build New**

Close the SH 63/LA 8 bridge, and build cul-de-sacs on SH 63 and LA 8. Keep the existing historic truss and prohibit access. Build a new road and bridge. Estimated project costs range from \$20-68 million, depending on the location (includes cost of new road and bridge).

### **Demolish and Build New**

Demolish the SH 63/LA 8 bridge including the historic truss, and build cul-de-sacs on SH 63 and LA 8. Build a new road and bridge. Estimated project costs range from \$20-68 million, depending on the location (includes cost of new road and bridge).

## **Conceptual Route Alternatives**

If construction of a new bridge is selected, TxDOT and LADOTD will investigate relocating a segment of SH 63 and LA 8. During construction, the SH 63/LA 8 bridge would remain open. TxDOT has identified five conceptual route build alternatives for the public to review. The no build alternative will also be assessed throughout the environmental analysis. A figure showing the conceptual alternatives is included as **Figure 2** below.

### **No Build/Existing Roadway (Black)**

The no build alternative keeps vehicular traffic on the existing SH 63/LA 8 road and bridge. It does not require new right of way and has no impact to stream crossings, floodplains, or properties. Bank erosion is a concern. There is no estimated construction cost; however, maintenance costs will be ongoing. Estimated Cost: \$0 Million

### **Alternative A (Green)**

The green alternative is approximately 5.5 miles long, requires 268 acres of new right of way, and could impact four stream crossings, 107 acres of floodplains, and 27 properties. Bank erosion is not a concern for this alternative. Estimated Cost: \$70 Million

### **Alternative B (Orange)**

The orange alternative is approximately 1.6 miles long, requires 19.5 acres of new right of way, and could impact one stream crossing, one acre of floodplains, and 11 properties. Bank erosion is a concern for this alternative. Estimated Cost: \$25 Million

### **Alternative C (Purple)**

The purple alternative is approximately 3.7 miles long, requires 99 acres of new right of way, and could impact two stream crossings, 22 acres of floodplains, and 20 properties. Bank erosion is not a concern for this alternative. Estimated Cost: \$40 Million

### **Alternative D (Yellow)**

The yellow alternative is approximately 4.5 miles long, requires 142 acres of new right of way, and could impact two stream crossings, 26 acres of floodplains, and 13 properties. Bank erosion is not a concern for this alternative. Estimated Cost: \$45 Million

### **Alternative E (Red)**

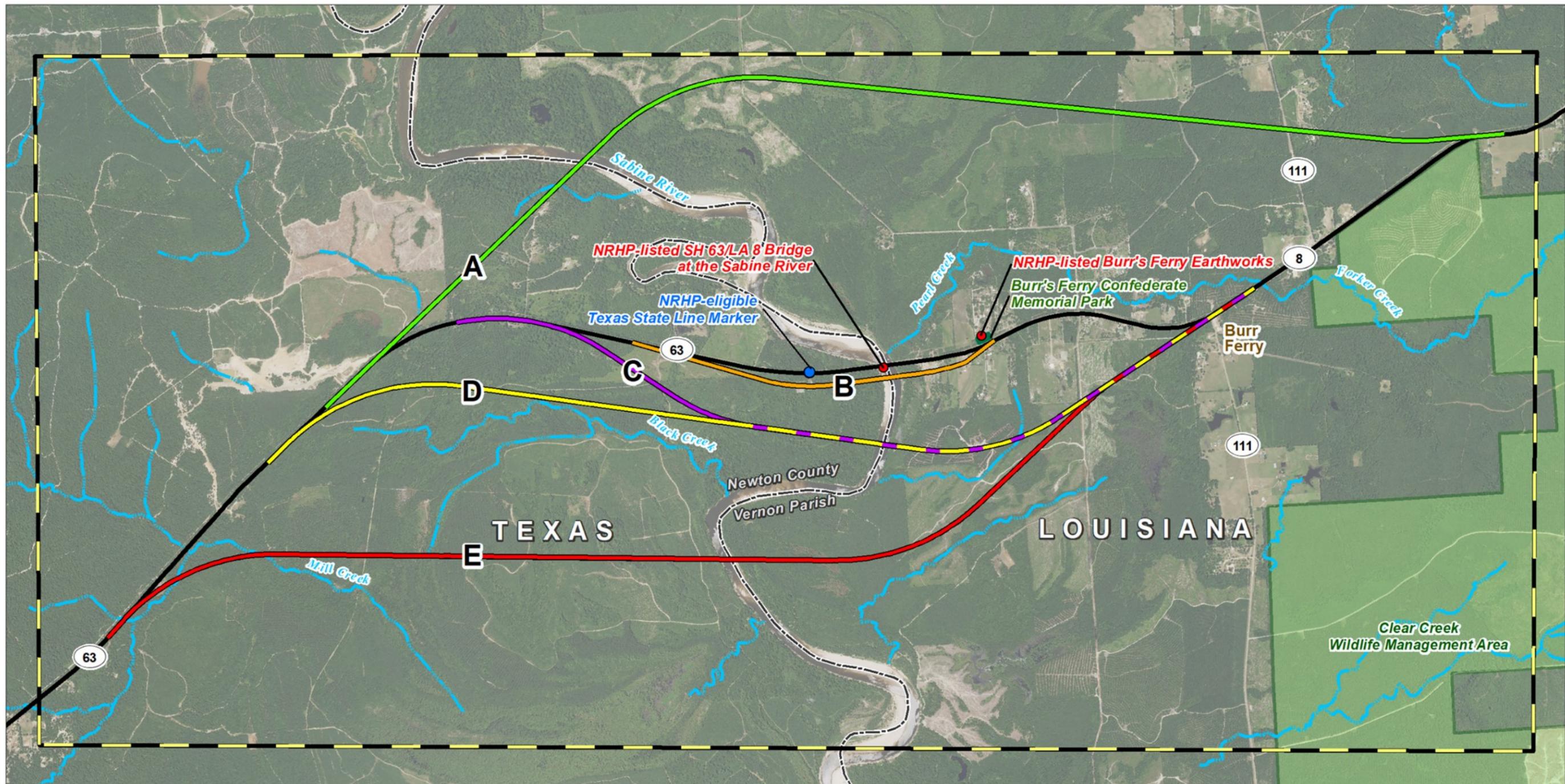
The red alternative is approximately 5.3 miles long, requires 142 acres of new right of way, and could impact five stream crossings, 47 acres of floodplains, and 19 properties. Bank erosion is not a concern for this alternative. Estimated Cost: \$60 Million

## **How to Stay Involved**

At the sign-in table there is a sheet to sign-up with your email address to receive notifications about the project. TxDOT, in partnership with LADOTD, encourages the public to take a quick interactive online survey to provide input on potential bridge options and route alternatives. Submit your survey by **Wednesday, January 2, 2019** by visiting the project's online project page at [bit.ly/sh63-LA8bridge](http://bit.ly/sh63-LA8bridge), or scan the following Quick Response (QR) code with your smartphone or tablet:



Written comments may be submitted at the meeting. Written comments may also be submitted by mail to **Andrew Lee, TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, TX 77708** or emailed to [SH63-LA8bridge@blantonassociates.com](mailto:SH63-LA8bridge@blantonassociates.com). Comments must be received or postmarked by **Wednesday, January 2, 2019** to be included in the official public meeting record.



- Study Area
- State Boundary
- █ Route Alternative A
- █ Route Alternative B
- █ Route Alternative C
- █ Route Alternative D
- █ Route Alternative E
- ~ Stream / River
- Wildlife Management Area (WMA)
- Burr's Ferry Confederate Memorial Park
- National Register of Historic Places (NRHP)-listed Property
- NRHP-eligible Texas State Line Marker

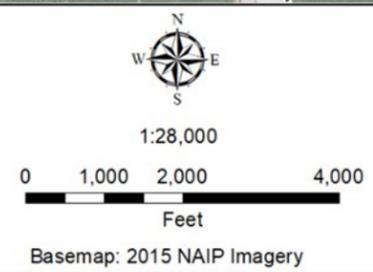


Figure 2  
 Conceptual Route Alternatives  
 on Aerial Base Map  
 SH 63/LA 8 at the Sabine River  
 Newton County, TX and Vernon Parish, LA  
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