

PROJECT OVERVIEW

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (LaDOTD), propose improvements to the SH 63/LA 8 bridge at the Sabine River at the Texas/Louisiana border. The bridge carries two-way vehicular traffic on SH 63 in Texas and LA 8 in Louisiana. TxDOT and LaDOTD own the bridge equally.

PROJECT PURPOSE

The purpose of the proposed project is to provide a structurally sound bridge that allows Texas and Louisiana motorists to cross the Sabine River. The project will focus on providing a bridge with adequate width and height to safely accommodate existing and foreseeable future transportation needs with a minimum 20-year design life.

PROJECT LOCATION



NEED FOR PROJECT

The project is needed due to the following issues:

- Sabine River shifting
- Problems with the bridge's foundations
- Vehicles hitting overhead portions of the bridge
- Bridge is too narrow
- Deterioration of the bridge
- Outdated railing for modern vehicles

PROJECT SCHEDULE

Completion of Preliminary Engineering	November 2018
Completion of Environmental Approval	December 2019
Letting for Construction	January 2020

HOW CAN I STAY INFORMED?

- TxDOT's webpage:
www.txdot.gov/inside-txdot/projects/studies/beaumont/sh-63-bridge.html

- Sign up for project updates at this meeting or online.
- Contact Andrew Lee, TxDOT Beaumont District Engineer
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SH 63 / LA 8 BRIDGE AT THE SABINE RIVER PROJECT

BRIDGE HISTORY

Original Name: Burr's Ferry Bridge
Crossing Named For: Second cousin of Vice President Aaron Burr, Dr. Timothy Burr, who settled along the Louisiana side of the Sabine River around 1809
Constructed: 1937-1938
Funding: U.S. Works Program Highway Project during the Depression
Constructed By: Louisiana Highway Commission, Texas Highway Department and U.S. Bureau of Public Roads

BRIDGE SIGNIFICANCE



- Listed on the National Register of Historic Places
- Significant due to difficult site conditions, and engineers used innovative design with a slight curve and very long trusses over the river
- Significant for its association with important events (Depression-era work-relief programs)

BRIDGE FACTS

Bridge Type: Parker Through Truss Spans (over river) and Concrete T-beam Spans (over land)
Total Length: 1,882 feet long
Total Number of Spans: 37 spans
Length of Main Spans: One 250-foot-long truss and two 120-foot-long trusses
Ownership: Louisiana and Texas
Average Daily Traffic: 1,040 vehicles per day (in 2013), and expected to be 1,460 vehicles per day (in 2033)

ORIGINAL 1936 PLANS

