

Open House Public Meeting Transcript  
for  
Louisiana State Project No. H.000425  
F.A.P. No. H000425  
LA 12 / TX 12 SABINE RIVER BRIDGE  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX

JULY 31, 2018

U.S. Department of Transportation  
Federal Highway Administration  
and  
Louisiana Department of Transportation and Development  
and  
Texas Department of Transportation





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# Open House Public Meeting Notice



**OPEN HOUSE PUBLIC MEETING**

**LADOTD STATE AND FEDERAL AID PROJECT NO. H000425**

LA 12/TX-12 SABINE RIVER BRIDGE

CALCASIEU PARISH, LA & NEWTON COUNTY, TX

The Louisiana Department of Transportation and Development (LADOTD) (lead state agency), in cooperation with the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) will conduct an Open House Public Meeting for the proposed bridge improvement project. The purpose of the meeting is to provide information about the proposed project and obtain public input. Five build alternatives and one no build alternative from LADOTD's Feasibility Study dated January 2017 will be presented, which includes rehabilitation of the existing bridge and/or constructing a new bridge. The preliminary purpose of the project is to provide a structurally sound river crossing that improves the functionality of and vehicular mobility on the structure carrying LA 12/TX 12 over the Sabine River in Calcasieu Parish/Newton County. The public meeting has been scheduled as follows:

**Tuesday, July 31, 2018**

**4:00 pm – 7:00 p.m.**

**Deweyville High School, Cafetorium**

**171 TX-12, Orange, TX 77632**

A continuous multi-media presentation will be shown at the meeting. Additional project information will be available. LADOTD and TxDOT staff will be available to answer questions and discuss issues related to the project. Verbal and written comments on the project can be submitted at the meeting or mailed to the LADOTD address shown below. Comments submitted at the meeting or postmarked by **August 15, 2018**, will be included in the meeting summary.

Should you need to request special accommodations to participate in this public meeting, please contact LADOTD by mail at the address shown below, or by telephone at 225.242.4503, at least five working days prior to the meeting.

Louisiana Department of Transportation and Development

Environmental Engineer Administrator, Section 28

P.O. Box 94245

Baton Rouge, LA 70804-9245

<b>Newspaper</b>	<b>Dates of Publication</b>
Newton County News	Wednesday, July 11, 2018 Wednesday, July 25, 2018
Lake Charles American Press	Tuesday, July 17, 2018 Thursday, July 26, 2018



# Open House Public Meeting Attendance Record



OPEN HOUSE PUBLIC MEETING  
LA 12 / TX 12 SABINE RIVER BRIDGE  
H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): Carl Barlow  
Mailing Address: REDACTED

Name (Please Print): Ed & Vicki GALLAGHER  
Mailing Address: REDACTED

Name (Please Print): Tommy R. Morris  
Mailing Address: \_\_\_\_\_

Name (Please Print): Leah Corp  
Mailing Address: REDACTED

Name (Please Print): Damon & Cheryl Barnett  
Mailing Address: REDACTED

Name (Please Print): HOMER HYATT  
Mailing Address: REDACTED

OPEN HOUSE PUBLIC MEETING  
LA 12 / TX 12 SABINE RIVER BRIDGE  
H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): John Green  
Mailing Address: REDACTED

Name (Please Print): Gwen Tolbert  
Mailing Address: REDACTED

Name (Please Print): Allen Tolbert  
Mailing Address: REDACTED

Name (Please Print): Rusty Wilkerson  
Mailing Address: REDACTED

Name (Please Print): Larry Sears  
Mailing Address: REDACTED

Name (Please Print): Miron S Burke, Jr  
Mailing Address: REDACTED

OPEN HOUSE PUBLIC MEETING  
LA 12 / TX 12 SABINE RIVER BRIDGE  
H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): Jamie Holden  
Mailing Address: REDACTED

Name (Please Print): Shannon Woods  
Mailing Address: REDACTED

Name (Please Print): Mike Clayb-  
Mailing Address: REDACTED

Name (Please Print): Shirlene Hryhorchuk  
Mailing Address: REDACTED

Name (Please Print): Gary Langton  
Mailing Address: REDACTED

Name (Please Print): Michael Veuleman  
Mailing Address: REDACTED

OPEN HOUSE PUBLIC MEETING  
LA 12 / TX 12 SABINE RIVER BRIDGE  
H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): Ricky Ashworth  
Mailing Address: REDACTED

Name (Please Print): m/m Steve Gibson  
Mailing Address: REDACTED

Name (Please Print): Holly Hardin  
Mailing Address: REDACTED

Name (Please Print): Leonard Powell  
Mailing Address: REDACTED

Name (Please Print): ROY AHO  
Mailing Address: REDACTED

Name (Please Print): Terry Caswell  
Mailing Address: REDACTED

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LA 12 / TX 12 SABINE RIVER BRIDGE  
H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): Don & Danna Johnson  
Mailing Address: REDACTED

Name (Please Print): Mary K. Malone  
Mailing Address: REDACTED

Name (Please Print): John A. MANNER  
Mailing Address: REDACTED

Name (Please Print): Grady Talbert  
Mailing Address: REDACTED

Name (Please Print): Bronda & Richard Meadows  
Mailing Address: REDACTED

Name (Please Print): Cheryl Gilpatrick  
Mailing Address: REDACTED

OPEN HOUSE PUBLIC MEETING  
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H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): Joyce Addison  
Mailing Address: REDACTED

Name (Please Print): LARRY Addison  
Mailing Address: REDACTED

Name (Please Print): Mary Campbell  
Mailing Address: REDACTED

Name (Please Print): Jeff Campbell  
Mailing Address: REDACTED

Name (Please Print): Glenda Dailey  
Mailing Address: REDACTED

Name (Please Print): Lorraine Hyatt  
Mailing Address: REDACTED

OPEN HOUSE PUBLIC MEETING  
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H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): JOHN SHEPHERD  
Mailing Address: REDACTED

Name (Please Print): Christina Reed  
Mailing Address: REDACTED

Name (Please Print): Rebecca EDWARDS  
Mailing Address: REDACTED

Name (Please Print): LINDA DAVIS  
Mailing Address: REDACTED

Name (Please Print): Courtney Miller  
Mailing Address: REDACTED

Name (Please Print): Tanaié Marze  
Mailing Address: REDACTED

OPEN HOUSE PUBLIC MEETING  
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H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): Bryan Bussell  
Mailing Address: **REDACTED**

Name (Please Print): B. ALTON COOPER  
Mailing Address: **REDACTED**

Name (Please Print): MARGARET + JAMES WEST  
Mailing Address: **REDACTED**

Name (Please Print): Jennifer Pate  
Mailing Address: **REDACTED**

Name (Please Print): Shanice Honlacher  
Mailing Address: **REDACTED**

Name (Please Print): Don Buxton  
Mailing Address: **REDACTED**

OPEN HOUSE PUBLIC MEETING  
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H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): Katie + Tim Gillis  
Mailing Address: REDACTED

Name (Please Print): Ronald E. Gillis  
Mailing Address: REDACTED

Name (Please Print): James Reed  
Mailing Address: REDACTED

Name (Please Print): Bill Reed  
Mailing Address: REDACTED

Name (Please Print): Danny Ashworth Jr.  
Mailing Address: REDACTED

Name (Please Print): Danny Ashworth Jr.  
Mailing Address: REDACTED

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CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): DANNY JOHNSON  
Mailing Address: REDACTED

Name (Please Print): ROLPH OGRAMAN  
Mailing Address: REDACTED

Name (Please Print): Debbie Dawson  
Mailing Address: REDACTED

Name (Please Print): DEXTER Ashworth  
Mailing Address: REDACTED

Name (Please Print): GILBERT LELEUX  
Mailing Address: REDACTED

Name (Please Print): Frank Standley  
Mailing Address: REDACTED

OPEN HOUSE PUBLIC MEETING  
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H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): CLARENCE A. CURL  
Mailing Address: REDACTED

Name (Please Print): HOWARD STANSBURY JR  
Mailing Address: REDACTED

Name (Please Print): \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
\_\_\_\_\_

OPEN HOUSE PUBLIC MEETING  
LA 12 / TX 12 SABINE RIVER BRIDGE  
H.000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
JULY 31, 2018

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): *Melissa & Bill Bailey*  
Mailing Address: **REDACTED** \*

Name (Please Print): *George C. Spell*  
Mailing Address: **REDACTED** \*

Name (Please Print): \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
\_\_\_\_\_





OPEN HOUSE PUBLIC MEETING  
 LA 12 / TX 12 SABINE RIVER BRIDGE  
 H.000425  
 CALCASIEU PARISH, LA / NEWTON COUNTY, TX  
 JULY 31, 2018

**DOTD, FHWA, and OTHER AGENCY PERSONNEL**  
 (Federal, State, Parish, and Local)

NAME	AGENCY
Renee Benn	TxDOT ENV
Andrew Lee	TxDOT Beaumont
Krey Ellzey	LADOTD
Matt Childers	TxDOT ROW
Ronnie Lipt	LADOTD
Don Duberville	LA DOTD District 07
JOHN JEFFERSON	NEWTON Co HISTORICAL
DEREK DOMINANE	LA DOTD DISTRICT 07
KEVIN SEILMAN	LA DOTD DISTRICT 07
PATRICK CUSEY	LA DOTD DIST 07
Larry Shepard	TxDOT TPAID
Ryan Reviere	LA DOTD
Jamie East	SRA-TX
David Williams	SRA-TX
BUTCH WILSON	TxDOT
VADA BYFORD	TxDOT
Sarah Dyre	TxDOT
JAN HUGHES	LA DOTD
John Royce	FHWA - LA
Cathy Martin	LADOTD
BORNAHOONEY	FHWA - LA
Ahmed Gaily	TxDOT - BMT
Greg Wood	FHWA - Tx Div



# Open House Public Meeting Handout



**LA 12 / TX 12 SABINE RIVER BRIDGE  
OPEN HOUSE PUBLIC MEETING  
July 31, 2018**



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**LA 12 / TX 12 SABINE RIVER BRIDGE  
LADOTD STATE PROJECT NO. H.000425  
FEDERAL AID PROJECT NO. H000425  
CALCASIEU PARISH, LA / NEWTON COUNTY, TX**

**DEWEYVILLE HIGH SCHOOL**

**171 TX-12**

**ORANGE, TX 77632**

**JULY 31, 2018**

**4:00 – 7:00 P.M.**

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Thank you for attending this Open House Public Meeting for the LA 12 / TX 12 Sabine River Bridge project located in Calcasieu Parish, Louisiana and Newton County, Texas. The meeting is being held by the Louisiana Department of Transportation and Development (LADOTD), in cooperation with the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT).

In this handout you will find information about the proposed project, including a preliminary project description and project location map (Figure 1).

Project team members are stationed throughout the room to discuss the project and answer your questions. Please take this opportunity to discuss the project with team members. There will be no formal presentation.

As you enter the room, you will see five stations:

**Station 1: Sign-in Table**

At this station, there are sign-in sheets for General Public, Elected and Other Officials, Agency Personnel, and News Media. Please sign in on the appropriate sheet.

**Station 2: Exhibits**

This station will consist of a series of maps that illustrate the proposed build alternatives

including widening, a couplet bridge, and bridge replacement.

### **Station 3: Continuous PowerPoint Presentation**

This short presentation will explain the environmental process and provide an overview of the proposed bridge project. The presentation lasts approximately 15 minutes and will re-start automatically after a one-minute intermission. The PowerPoint presentation and the exhibits shown tonight will be available on the LADOTD website at [http://wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Engineering/Environmental/](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/) in the project folder.

### **Station 4: Real Estate**

At this station, the DOTD Brochure explaining the Acquisition of Right of Way is available and a DOTD Real Estate representatives from both TxDOT and LADOTD will be present to explain right of way acquisition procedures.

### **Station 5: Comment Table**

At this station, comments can be made verbally or in writing. A tape recorder is available at this table for verbal comments. The last page of this handout is a comment form that you may use. Comments can be turned in during this meeting or mailed to the address on the back of the form. Additional comment forms are also available to be taken with you. **Please note that comments mailed after this meeting must be postmarked no later than August 15, 2018 to be included as part of the meeting transcript.**

Section 106 of the National Historic Preservation Act (NHPA) calls for the Federal Highway Administration (FHWA), in consultation with the Louisiana and Texas State Historic Preservation Officers, to identify consulting parties and invite them to participate in the Section 106 process for the proposed project. This consultation is being initiated to identify and assess effects on properties that are listed or may be eligible for listing on the National Register of Historic Places (NRHP) that may be impacted by the proposed project, including the LA 12 / TX 12 Sabine River Bridge, listed on the NRHP.

**A sign-up sheet will be available at Station 5 to request to be a Section 106 Consulting Party for this project.** To request to be a consulting party for this project by mail, please send a written request to LADOTD, Environmental Engineer Administrator, P.O. Box 94245, Baton Rouge, LA 70804-9245 or email to [kreg.ellzey@la.gov](mailto:kreg.ellzey@la.gov). **Please include your reasons for requesting to be a Section 106 consulting party. Any written requests to be a consulting party after tonight's meeting would be appreciated by August 15, 2018.**

We hope you will take advantage of this opportunity to provide input on the proposed LA 12 / TX 12 Bridge project. Thank you for attending this meeting and for providing your input.

## **PROPOSED PROJECT DESCRIPTION**

The Louisiana Department of Transportation and Development (LADOTD) (lead state agency), in cooperation with the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT), is proposing improvements to the existing Louisiana Highway 12 (LA 12) and Texas Highway 12 (TX 12) Sabine River Bridge located between Deweyville, Texas (Newton County) and Starks, Louisiana (Calcasieu Parish) at the Texas/Louisiana state line.

Dependent on the alternative, a detour bridge and temporary traffic control devices are anticipated for this project.

The bridge is listed in the National Register of Historic Places (NRHP) under Criteria A and C. It is anticipated that wetland resources will be impacted by the proposed project.

It is anticipated that this project will be environmentally processed as a Categorical Exclusion.

An additional public meeting for this project is anticipated at a future date.

## **PURPOSE AND NEED**

The preliminary purpose of the project is to provide a structurally sound river crossing that improves the functionality of and vehicular mobility on the structure carrying LA 12 / TX 12 over the Sabine River in Calcasieu Parish/Newton County.

The Sabine River Bridge, a center pivot swing span bridge, was constructed in 1938. The bridge was built during the Depression using federal relief funds and as part of a joint program between the Texas Highway Department and Louisiana Highway Commission to construct bi-state bridges across the Sabine River. In 2011, the bridge was listed in the National Register of Historic Places (NRHP), by nomination of the Texas Historical Commission, under the name Deweyville-Starks Swing Bridge. The bridge was listed under NRHP Criteria A and C. Criterion A eligibility is satisfied in the area of transportation at the local level of significance for its association with the Evangeline Highway and the Good Roads Movement. Criterion C eligibility is satisfied at the state level of significance for being one of three remaining highway swing bridges that are fifty years old or older in Texas and is the oldest extant moveable span highway bridge in Texas.

In terms of connectivity, the Bridge provides the only regional bridge crossing of the Sabine River for approximately 50 miles upstream and 20 miles downstream. Additionally, the existing bridge requires geometric and functional improvements because the bridge has a 24-foot clear roadway width, while the roadways on both the Texas and Louisiana sides of the structure have 12-foot-wide travel lanes with 12 foot and 8-foot-wide shoulders, respectively.

## BUILD ALTERNATIVES CURRENTLY PROPOSED

Five (5) build alternatives and one (1) no build alternative from the Feasibility Study prepared by LADOTD dated January 2017 are currently being considered:

**Alternative 1 Bridge Rehabilitation/Widening by 4 feet** is 0.416 miles in total length and begins just west of the Sabine River Relief Bridge and terminates approximately 700 feet east of the existing Sabine River Bridge. A majority of the roadway within the construction limits would remain with minimal overlay necessary to tie into the proposed crossing improvements. The approach to the Sabine River Bridge maintains the existing LA 12 vertical grade of 2.53% west of the bridge and -2.00% east of the bridge.

The proposed bridge would provide two 12-foot wide travel lanes and 2-foot wide outside shoulders increasing the clear roadway width from 24 feet to 28 feet. A detour bridge would be provided to maintain traffic during construction. The existing profile of the bridge is maintained. Crossing improvements in this alternative include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail. Alternative 1 represents the minimal effort necessary to reuse the bridge and would require exceptions to the design guidelines due to inadequate shoulders on the bridge. Due to this, Alternative 1 does not fulfill all of the project's preliminary need to address the geometric deficiency of the existing structure.

**Alternative 2 Bridge Rehabilitation/Widening by 16 feet** is 0.568 miles in total length and begins just west of the Sabine River Relief Bridge and terminates approximately 1600 feet east of the existing Sabine River Bridge. A majority of the roadway within the construction limits would be milled and overlaid with minimal widening to achieve a 5-foot centerline shift to tie into the widened structure. A design exception would be needed for the two short curves needed for the shift between the Texas Bridge and the Sabine River Bridge. The approach to the Sabine River Bridge maintains the existing LA 12 vertical grade of 2.53% west of the bridge and -2.00% east of the bridge.

The proposed bridge would provide two 12-foot wide travel lanes and 8-foot wide outside shoulders increasing the clear roadway width from 24 feet to 40 feet. A detour bridge would be provided to maintain traffic. The existing vertical grades of the bridge are maintained. Crossing improvements in this alternative would include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail. The bridge would be widened to the north to avoid impacts to the Deweyville Boat Launch.

**Alternative 3 Couplet with construction of an adjacent new bridge** is 1.326 miles in total length and begins just west of County Road 4156 (old Texas 87) and TX 272 and terminates approximately 2100 feet east of the existing Sabine River Bridge. The proposed roadway would

be a two-lane divided roadway with two 12-foot wide travel lanes, 8-foot wide outside shoulders and 4-foot wide inside shoulders, 42-foot wide median, and open ditch drainage. The existing LA 12 would be converted to one-way eastbound traffic only. The new 42-foot median and the westbound roadway would be constructed at full depth north of the existing roadway.

Full access median openings would be provided at minor intersections to maintain access along LA 12. Drivers will be able to make U-turns at these median openings in order to access businesses and residences along TX 12. Minor roads where full access median openings are provided would be realigned to minimize skew at the intersection and provide a perpendicular connection at LA 12 in accordance with LADOTD local road (RL-1) design guidelines. A majority of the roadway in the eastbound direction would be mill and overlay. The eastbound approach to the Sabine River Bridge would maintain the existing LA 12 vertical grade of 2.53% west of the bridge and -2.00% east of the bridge. The new westbound approach would provide a vertical grade of 2.06% west of the new bridge and -2.81% east of the new bridge.

A proposed one-way bridge would be constructed parallel and to the north of the existing bridge to form a couplet and accommodate the westbound traffic. The proposed bridge would provide a 12-foot wide travel lane, 12-foot wide outside shoulder, 4-foot wide inside shoulder, and steel crash rated rail. The proposed bridge features a finished grade elevation of 36.5 feet. Crossing improvements in this alternative include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail. Additionally, Alternative 3 requires the addition of a parallel bridge structure at the Sabine River Relief Canal on the Texas side. Traffic would be switched from the existing structure to the new structure during the rehabilitation of the swing bridge.

The existing bridge would be rehabilitated and converted to one-way eastbound traffic only and provide a 12-foot wide travel lane, 12-foot wide outside shoulder, and 4-foot wide inside shoulder increasing the clear roadway width from 24 feet to 28 feet. Crossing improvements in this alternative include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail. Additionally, Alternative 3 requires the construction of a parallel bridge structure at the Sabine River Relief Canal in Texas. The existing profile of the bridge would be maintained.

**Alternative 4 Bridge Replacement** is 0.391 miles in total length and begins just west of the Sabine River Relief Bridge and terminates approximately 1100 feet east of the existing Sabine River Bridge. The proposed roadway is a two-lane undivided roadway with 12-foot wide travel lanes, 8-foot wide shoulders, and open ditch drainage. A majority of the roadway within the construction limits would remain and would be milled and overlaid. Near the bridge, full depth construction will be utilized for approach slab replacement and to raise the finished grade to the necessary elevation for the main span bridge replacement. The approach to the Sabine

River Bridge does not maintain the existing grade of LA 12, featuring a 3.5% grade on the Texas side and a 3% grade on the Louisiana side. A detour bridge would be provided to maintain traffic during construction. The existing bridge would be removed and the proposed structure would be constructed on the same alignment.

**Alternative 5 Construct bridge on new alignment** proposes to provide a new bridge to tie in to LA 12 / TX 12 with new curvature and parallel to the north of the existing Sabine River Bridge that would no longer be used for vehicular traffic. The existing bridge could remain in place by transfer to another entity for alternative use.

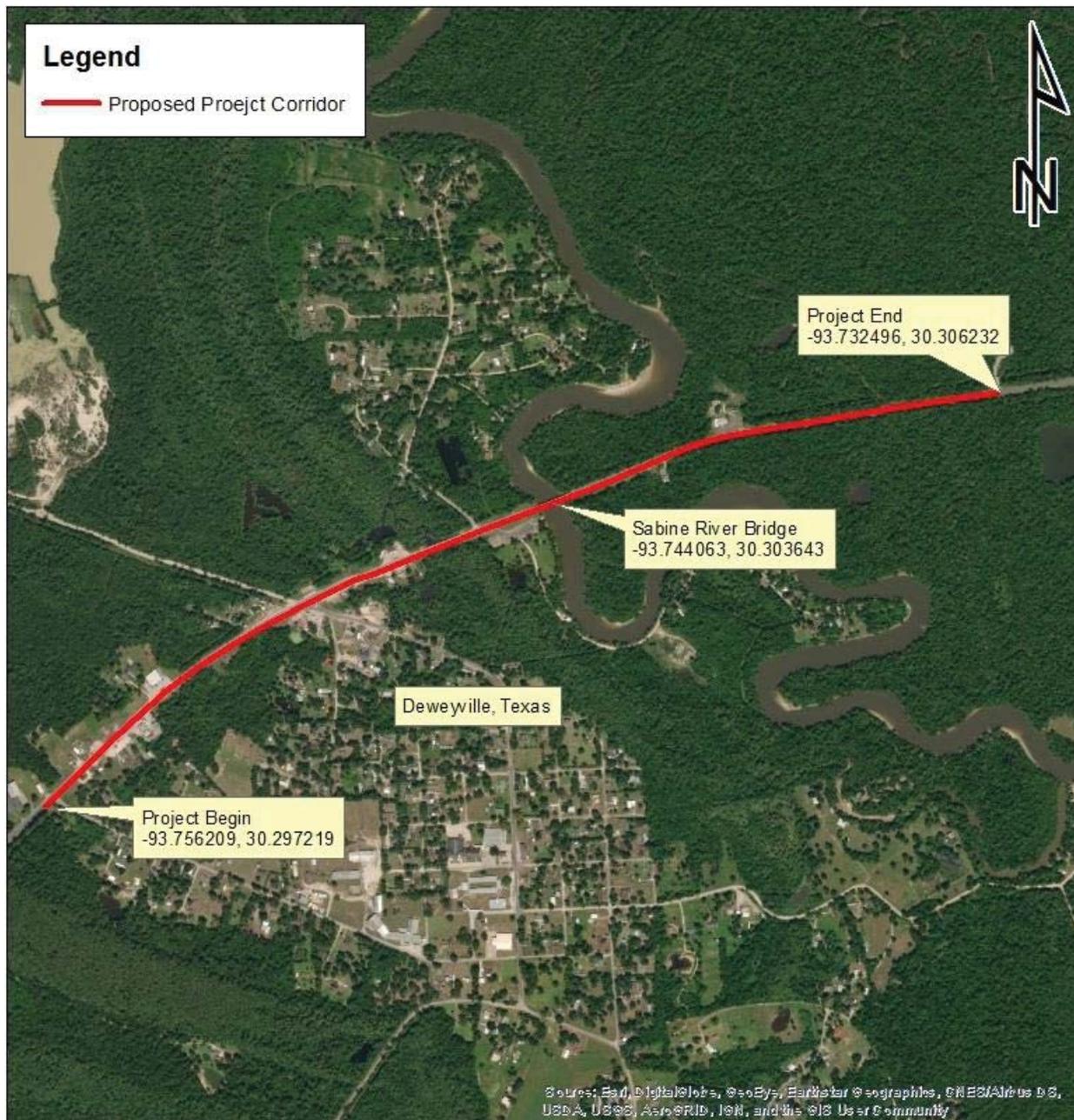


Figure 1: Project Location Map





FOLD  
HERE

PLACE  
STAMP  
HERE

Louisiana Department of Transportation and  
Development  
Environmental Engineering Administrator, Sec. 28  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

Power Point Presentation Shown at  
Public Meeting



# Open House Public Meeting for LA 12/TX 12 SABINE RIVER BRIDGE

Calcasieu Parish, LA / Newton County, TX



LADOTD State Project No. H.000425

Federal Aid Project No. H000425

Deweyville High School, Cafetorium  
171 TX-12  
Orange, TX

July 31, 2018  
4:00 - 7:00 p.m.



## Objectives of this Public Meeting

- ▶ Provide information about the proposed project, including the alternatives currently proposed and the preliminary purpose and need for the project
- ▶ Solicit comments about the project from the public and other interested parties
- ▶ Provide an opportunity for attendees to request to be Consulting Parties for the Section 106 of the National Historic Preservation Act process for this project



## Meeting Stations

In addition to this presentation, the following stations are available:

- A Sign-in and Handout Station
- An Exhibit Station to review layouts of the proposed alternatives and ask questions to project staff
- A Comment Station for giving written and/or verbal comments (Written comments postmarked within 15 calendar days of meeting will also be included in the transcript)
- A Real Estate Station where an agent can explain LADOTD's and TxDOT's right of way acquisition procedures

Project team members are available to assist you.



## Proposed Project Description

- ▶ The Louisiana Department of Transportation and Development (LADOTD), in conjunction with Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) is proposing improvements to the existing Louisiana Highway 12 (LA 12) and Texas Highway 12 (TX 12) Sabine River Bridge located between Deweyville, Texas (Newton County) and Starks, Louisiana (Calcasieu Parish) at the Texas/Louisiana state line.



## Proposed Project Description (continued)

- ▶ Five (5) build alternatives and one (1) no build alternative from the Feasibility Study prepared by LADOTD dated January 2017 are currently being considered. **More information on each alternative is included in the handout.**
- ▶ Dependent upon the alternative, a detour bridge and temporary traffic control devices are anticipated for this project.
- ▶ The bridge is listed in the National Register of Historic Places (NRHP) under Criteria A and C. It is anticipated that wetland resources will be impacted by the proposed project.
- ▶ It is anticipated that this project will be environmentally processed as a Categorical Exclusion.



## Project Location



## Project Purpose and Need

- ▶ The preliminary purpose of the project is to provide a structurally sound river crossing that improves the functionality of and vehicular mobility on the structure carrying LA 12 / TX 12 over the Sabine River between Calcasieu Parish and Newton County.



## Alternative 1 Bridge Rehabilitation/Widening by 4 Feet

- ▶ This alternative is 0.416 miles in total length and begins just west of the Sabine River Relief Bridge and terminates approximately 700 feet east of the existing Sabine River Bridge.
- ▶ A majority of the roadway within the construction limits would remain with minimal overlay necessary to tie into the proposed crossing improvements.
- ▶ The approach to the Sabine River Bridge maintains the existing LA 12 vertical grade of 2.53% west of the bridge and -2.00% east of the bridge.
- ▶ The proposed bridge would provide two 12-foot wide travel lanes and two-foot outside shoulders increasing the clear roadway width from 24 feet to 28 feet.
- ▶ The existing profile of the bridge is maintained.
- ▶ Crossing improvements in this alternative include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail.
- ▶ Alternative 1 represents the minimal effort necessary to reuse the bridge and would require exceptions to the design guidelines due to inadequate shoulders on the bridge.
- ▶ Due to this, Alternative 1 does not fulfill all of the project's preliminary need to address the geometric deficiency of the existing structure.



## Alternative 2

### Bridge Rehabilitation/Widening by 16 Feet

- ▶ This alternative is 0.568 miles in total length and begins just west of the Sabine River Relief Bridge and terminates approximately 1,600 feet east of the existing Sabine River Bridge.
- ▶ A majority of the roadway within the construction limits would be milled and overlaid with minimal widening to achieve a 5 foot centerline shift to tie into the widened structure.
- ▶ A design exception would be needed for the two, short curves needed for the shift between the Texas Bridge and the Sabine River Bridge.
- ▶ The approach to the Sabine River Bridge maintains the existing LA 12 vertical grade of 2.53% west of the bridge and -2.00% east of the bridge.
- ▶ The proposed bridge would provide two 12-foot wide travel lanes and eight-foot outside shoulders increasing the clear roadway width from 24 feet to 40 feet.
- ▶ The existing vertical grades of the bridge are maintained. Crossing improvements in this alternative would include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail.
- ▶ The bridge would be widened to the north to avoid impacts to the Deweyville Boat Launch.



## Alternative 3

### Couplet with Construction of an Adjacent New Bridge

- ▶ This alternative is 1.326 miles in total length and begins just west of County Road 4156 and terminates approximately 2,100 feet east of the existing Sabine River Bridge.
- ▶ The proposed roadway would be a two-lane divided roadway with 12-foot wide travel lanes, eight-foot wide shoulders, 42-foot median, and open ditch drainage.
- ▶ The existing LA 12 would be converted to one-way eastbound traffic only. The new 42-foot median and the westbound roadway would be constructed at full depth north of the existing roadway.
- ▶ Full access median openings are provided at minor roads to maintain access along LA 12. Drivers will be able to make U-turns at these median openings in order to access businesses and residences along TX 12.
- ▶ Minor roads where full access median openings are provided would be realigned to minimize skew at the intersection and provide a perpendicular connection at LA 12 in accordance with LADOTD local road (RL-1) design guidelines. A majority of the roadway in the eastbound direction would be milled and overlain.
- ▶ The eastbound approach to the Sabine River Bridge would maintain the existing LA 12 vertical grade of 2.53% west of the bridge and -2.00% east of the bridge. The new westbound approach would provide a vertical grade of 2.06% west of the new bridge and -2.81% east of the new bridge.



## Alternative 3 (Continued)

### Couplet with Construction of an Adjacent New Bridge

- ▶ A new one-way bridge would be constructed parallel to the north of the existing bridge to form a couplet and accommodate the westbound traffic.
- ▶ The new bridge would provide a 12-foot wide travel lane, 12-foot outside shoulder, four-foot inside shoulder, and steel crash rated rail.
- ▶ The new bridge features a finished grade elevation of 36.5'.
- ▶ Crossing improvements in this alternative include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail.
- ▶ Additionally, Alternative 3 requires the addition of a parallel bridge structure at the Sabine River Relief Canal on the Texas side.
- ▶ The existing bridge would be rehabilitated and converted to one-way eastbound traffic only and provide a 12-foot wide travel lane, 12-foot wide outside shoulder, and four-foot wide inside shoulder increasing the clear roadway width from 24 feet to 28 feet.
- ▶ The existing profile of the bridge would be maintained.



## Alternative 4

### Bridge Replacement

- ▶ This alternative is 0.391 miles in total length and begins just west of the Sabine River Relief Bridge and terminates approximately 1,100 feet east of the existing Sabine River Bridge.
- ▶ The proposed roadway is a two-lane undivided roadway with 12-foot wide travel lanes, eight-foot wide shoulders, and open ditch drainage.
- ▶ A majority of the roadway within the construction limits would remain and would be milled and overlaid.
- ▶ Near the bridge, full depth construction will be utilized for approach slab replacement and to raise the finished grade to the necessary elevation for the main span bridge replacement.
- ▶ The approach to the Sabine River Bridge does not maintain the existing grade of LA 12, featuring a 3.5% grade on the Texas side and a 3% grade on the Louisiana side.



## Alternative 5

### Construct bridge on new alignment

- ▶ This alternative proposes to provide a new bridge to tie in to LA 12/TX 12 with new curvature and parallel to the north of the existing Sabine River Bridge that would no longer be used for vehicular traffic.
- ▶ The existing bridge could remain in place by transfer to another entity for alternative use.



## Section 106 Consulting Parties

- ▶ Section 106 of the National Historic Preservation Act (NHPA) calls for the Federal Highway Administration (FHWA), in consultation with the Louisiana and Texas State Historic Preservation Officers, to identify consulting parties and invite them to participate in the Section 106 process for the proposed project. This consultation is being initiated to identify and assess effects on properties that are listed or may be eligible for listing on the National Register of Historic Places (NRHP) that may be impacted by the proposed project, including the LA 12/TX 12 Sabine River Bridge, listed on the NRHP.
- ▶ **A sign-up sheet will be available at Station 5 to request to be a consulting party for this project.** To request to be a consulting party for this project by mail, please send a written request to LADOTD, Environmental Engineer Administrator, P.O. Box 94245, Baton Rouge, LA 70804-9245 or email to [kreg.ellzey@la.gov](mailto:kreg.ellzey@la.gov). Please include your reasons for requesting to be a consulting party. **Any mailed requests to be a consulting party outside tonight's meeting would be appreciated by August 15, 2018.**



## How You Can Help

- ▶ Sign-in tonight and review all materials.
- ▶ Speak with a team member about your property location and concerns.
- ▶ Provide us with your written or recorded comments.



## Why Comment?

- ▶ Community input, including concerns and preferences, are factors that are considered
- ▶ All comments are considered in the Environmental and Section 106 Processes
- ▶ To find out if there are any issues or opportunities with the project.

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FEDERAL AID PROJECT H000425  
LA 12/TK 12 SABINE RIVER BRIDGE  
CALCASIEU PARISH, LOUISIANA / NEWTON COUNTY, TEXAS

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NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_





This is the end of the presentation.  
Thank you for you time. Please visit  
the remaining stations to view the  
exhibits and provide comments.



Welcome

The presentation will be repeated  
throughout tonight's meeting and  
will begin shortly.





# Transcript of Oral Comments



## Recorded Comment

Leonard Powell

My name is Leonard Powell and I live in Deweyville and I have a suggestion I 'd like to be considered. I'd like to see the state go to the end of the river bridge on the east side of Deweyville and tie on to it and make a bridge, a solid bridge from there to the first bridge on Highway 12, at least that far. Make it all one bridge from the river. That way you would open up a lot of drainage and help a lot of flooded people. Plus, you could make a better road.



## Written Comments





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Alternative 1

Rehab/widening 4 feet

NAME:

Rebecca EDWARDS

ADDRESS:

REDACTED





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*alt. #2 ← like*

NAME:

*John A. Hanner*

ADDRESS:

REDACTED



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I like #3

NAME: Glenda Dailey

ADDRESS: REDACTED



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I like it

DO NOT REMOVE HISTORICAL BRIDGE

NAME: ED BALLAGHER

ADDRESS:



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I believe the most up to date proposal for future should prevail over all for future traffic. Wider the better!

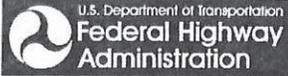
Also I wish you would consider us a boat ramp in the process for the Louisiana side.

Please consider! we have none on the La. side and must abide by Texas Law. We are in violation of many Laws. La & Texas are different.

Land owners have never cooperated with the public. So please consider to add this in which ever proposal is accepted

NAME: Ronald E. Giffin

ADDRESS: REDACTED



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I have lived here in Deweyville for 65 yrs and I feel all the proposals are unacceptable with the exception of Alternative #1. The existing bridge does have a history with Deweyville since the beginning and should remain. Relocation to existing bridge would be welcomed. The boat landing is used alot by families and fishermen. I vote NO to these projects.

NAME:

*Larry Rungtor*

ADDRESS:

REDACTED



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Being a historical marker I would like to see the original bridge stay in place w/ minimal alterations. Understanding the need to upgrade the old structure Alternative 2 seems to be the most logical for cost of construction & least impact on local businesses. Upon completion of the project river access for for boats to launch on the LA side would be nice addition.

Deweyville, Tx Native  
 Bryan Bussell

NAME:

Bryan Bussell

ADDRESS:

REDACTED



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I am for construction. While the process is irritating, the re-end is a much safer road. The improvements, markings, and taking any dips, hills or other make the project worth it. The LA/TX Bridge is a heavily used bridge by public & commercial traffic. This is a long time coming, and as a resident of STARKS, I do not want the bridge collapsing. As a weight enforcement officer, the commercial traffic is always heavy and the bridge needs to be very sturdy. Over size loads cross some 12 feet some 24 feet wide and are planning for this. I hope cooperation between both states happen and I would hope for a relay bridge put in while main bridge replaced.

NAME: Troy Barks

ADDRESS: REDACTED



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LOUISIANA HAS NO BOAT LAUNCH ON SABINE RIVER IN THIS AREA. TEXAS HAS ONE IN DEWEYVILLE AND TWO IN ORANGE. LOUISIANA SPORTSMAN WOULD LOVE HAVING A NICE BOAT LAUNCH.

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
\_\_\_\_\_



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I think it would be the wisest choice to build ALT. #3  
which would be best for any other widening projects of Hwy. 12

NAME:

DANNY JOHNSON

ADDRESS:

REDACTED





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I would like to be able to maintain passage under the bridge by boat during the construction process. If that is not possible, I would like to have a temporary boat ramp north of the bridge as well. Option number 3 is my least favorite.

NAME: Grady Talbert

ADDRESS: REDACTED



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ALTERNATIVE #3 - KEEPING THE OLD BRIDGE IS A WASTE OF MONEY BY REFURBISHING. REPLACE THE BRIDGE WITH AN UP TO CODE BRIDGE. I UNDERSTAND THE HISTORICAL VALUE OF THE BRIDGE BUT PUBLIC SAFETY IS WORTH MORE THAN MEMORIES. CASE IN POINT: BRIDGE COLLAPSE OF INTERSTATE 35 IN MINNESOTA.

#1 & #2 ARE A WASTE OF TIME & TAXPAYER MONEY. NEW BRIDGES ONLY.

WHAT ABOUT PEDESTRIAN & BICYCLE TRAFFIC?  
 LIGHTING?

#4 IS GOOD TOO, AS LONG AS IT'S A NEW BRIDGE

NAME: ROY AHO

ADDRESS: REDACTED







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Liked Alternative 2 the best

NAME:

Holly Hardin

ADDRESS:

REDACTED



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See  
attachment  
(Four (4) pages)

NAME:

Mike Claybar

ADDRESS:

REDACTED

## Attachment – LA 12/TX 12 Sabine River Bridge Project Comments:

- The LA 12/TX 12 existing bridge that crosses the Sabine River is an historical bridge that is listed in the National Register of Historic Places and thus it seems that any modifications, especially material modifications, to this existing bridge would defeat or at least lessen the purpose of being “historical” therefore it seems the best alternative would be to construct a new bridge and use the existing bridge as a “fishing”, “viewing”, and/or “walking” bridge or relocate the existing bridge. If the existing bridge is relocated maybe it could be relocated to the area in and around the Deweyville Boat Ramp and an exhibit be created concerning the historical bridge. The Sabine River Authority of Texas, a State of Texas governmental agency, (“SRATX”) owns the land in and around the Deweyville Boat Ramp as well as the land across TX 12 from the Deweyville Boat Ramp at the northeast boundary of TX 12 and the Sabine River and maybe SRATX could assist with providing a relocation area for the historical bridge and with an exhibit. Relocating the historical bridge to one of these areas owned by SRATX would probably be the most cost efficient alternative, given very little relocation (transportation) costs versus other potential relocation alternatives, plus the historical bridge would remain as part of the local community preserving its historical ties. One of SRATX’s missions is economic development and community assistance thus SRATX may be willing to assist with the relocation of the historical bridge, provide a relocation area for the historical bridge, and an exhibit concerning the historical bridge. There are many different types of exhibits that could incorporate the historical bridge but that commentary is beyond the scope of these comments.
- Any new bridge should be elevated much higher over the Sabine River than the existing bridge so that it does not create a dam during high water elevations especially during floods nor restrict navigational traffic. Reportedly the existing bridge has acted as a “dam” during numerous high water level events (flooding) which impeded water flow and probably did or could cause damage to the existing bridge by flowing debris, etc. Reportedly the water level of the Sabine River exceeded the existing bridge (the water was “over” the existing bridge) in the historic flood of March 2016 as well as other flood events. If the existing bridge remains it should be fully opened during high water level events to ensure that it’s not acting as a dam and to prevent damage from flowing debris, etc. to the existing bridge. The historical bridge has been opened in the past to allow navigational traffic to pass but it’s not opened much as many do not know they can request the historical bridge to be opened. Reportedly the last time the historical bridge was opened was in the middle 1990s to allow a vessel to pass which sailed to the Gulf of Mexico. Although there is currently substantially less traffic on the Sabine River in this area as compared to earlier times, due primarily to historic economic changes that have occurred in the local area, that could easily change and no bridge or any other structure should be constructed which would materially restrict navigational traffic.

- There are probably other feasible alternatives such as construction of a new bridge directly over the existing bridge. A new bridge constructed directly over the existing bridge could be constructed free of support columns over the existing bridge and say twenty or so feet above the existing bridge so the existing bridge would remain and continue to be fully operational (ability to fully open it, etc.) and could be used as a “fishing”, “viewing”, and/or “walking” bridge and thus no relocation costs of the existing bridge would be incurred. Furthermore, there would be no need to construct a new alignment as Alternative 5 proposes which should provide substantial cost savings as a result thereof. This alternative may be the very best alternative given the facts and circumstances depending on the costs. Another potential feasible alternative would be to construct a new bridge south of the existing bridge. In any event all alternatives have their own set of challenges and must be properly evaluated accordingly.
- If the existing bridge remains it should continue to be fully operational (ability to be fully opened, etc.) thus no modifications should be done on the existing bridge which would restrict the existing bridge’s ability to be fully opened, etc. and defeat or lessen its historical designated status or restrict navigational traffic. The existing bridge is a designated historical bridge thus it should be fully operational as it was initially designed and no activities should be taken that defeats or lessens its historical designation otherwise what’s the real point of the existing bridge having an historical designation.
- If the existing bridge is left in place and is no longer used for vehicle crossing then the existing bridge should be restored to its original design, operation, etc.
- Whatever alternative is chosen effective measures need to be incorporated to effectively deal with the trespassers and polluters on the Louisiana side of the bridge area (both sides). Currently, trespassers are polluting the area on the Louisiana side on both sides of the existing bridge (leaving trash, etc. of all types) and causing damage to the property all of which are criminal activities not to mention an unsightly eyesore. Also, when the water level rises trash is carried downstream polluting other areas as well. LADOTD was concerned that these trespassers were causing damage to the existing bridge and the road berm in that area and have witnessed these issues and even cut or had cut a rope swing from the existing bridge. On the Texas side there are large and numerous signs posted at the Deweyville Boat Ramp which severely limits the use of that facility as similar issues were occurring at that facility and Newton County, Texas passed an ordinance which makes it illegal to use that facility other than what is legally allowed (as stated on the posted signs) which facility is regularly patrolled by the Newton County Sheriff Department, the Texas Game Warden, the Texas Department of Public Safety among others. Essentially, what was happening at that facility has relocated directly across the Sabine River on the Louisiana side. In any event, whatever alternative is chosen effective measures need to be incorporated to eliminate these illegal activities. Currently the area on the Louisiana side of the existing bridge is “wide open” with no barriers of any type to

prevent entry to these areas. The owner of the land on the Louisiana side of the existing bridge (both sides) has attempted to take appropriate good faith measures to prevent these illegal activities but it takes a sincere effort and support from Louisiana officials and agencies as well which is currently not being done as the problem persists.

- SRATX is proposing on installing a new pump station immediately south of the Deweyville Boat Ramp and this new facility is planning on “taking” water from the Sabine River at that inlet and transporting that water to its transportation facilities in Orange County, Texas. As currently planned the water will be transported by a pipeline (66” or so in diameter) that will cross under TX 12 fairly close to the existing bridge. This new SRATX facility will probably impact the design, construction, and maintenance of this project thus it will need to be incorporated into it.
- The Deweyville Boat Ramp may need to be redesigned or relocated depending on what alternative is chosen which should be relatively easy and inexpensive especially since this facility is a very simple “bare bones” and “no frills” facility to begin with.
- If a new bridge is constructed the preference is that it will be more architectural pleasing and of contemporary design than just a simple bland concrete and steel bridge with very limited attractiveness. A bridge that has won many awards is the Percy V. Pennybacker, Jr. bridge (also known as the “Pennybacker Bridge” and the “360 Bridge”) that crosses Lake Austin (the Colorado River) on Texas State Highway Loop 360 in Austin, Travis County, Texas and is a design example of a bridge that may be considered for this project.  
<[https://en.wikipedia.org/wiki/Pennybacker\\_Bridge](https://en.wikipedia.org/wiki/Pennybacker_Bridge)
- At the July 31, 2018 public meeting no mention was made concerning the proposed name of a potential new bridge. Is there a proposed name and/or naming rights available for a potential new bridge? If so, what’s the overall process, etc.?
- At the July 31, 2018 public meeting no information was given and it seemed no one knew who actually would be making the decision on what alternative is going to be used and what parameters would be used to make that decision. Also, no information was given and it seemed no one knew much, if anything, concerning the timing concerning when a decision would be made, when construction is expected to commence, or when the project is expected to be completed. It seems responses to these basic fundamental questions should be publically given in a timely manner.
- It seems out of the available alternatives presented that Alternative 4 Bridge Replacement would meet the project’s objectives and would be the most cost effective. For example, of the alternatives presented which meet the project’s

objectives Alternative 4 has a projected cost of \$4.8 million compared to \$11.9 million for Alternative 5 and \$4.2 million for Alternative 3. Alternatives 1 and 2 do not meet the project's objectives and should be eliminated. Furthermore, Alternative 3 materially modifies the historical bridge which defeats the purpose of its historical designation. Therefore of the alternatives presented only Alternatives 4 and 5 seem viable but Alternative 5 is almost 150% the projected project cost of Alternative 4 and probably would take substantially more time to successfully complete and expose one to many adverse cost overruns and time delays. Thus it seems out of the proposals presented Alternative 4 would be the most prudent given the facts and circumstances.

- Whatever alternative is chosen meaningful consideration should be given to the comments stated herein as well as comments provided by others to ensure a well thought out, prudent, and successful project that is supported by all stakeholder groups.

Dated August 9, 2018 and respectfully submitted by:  
James Michael Claybar, Jr., Trustee of the James Michael Claybar Family Trust and the Yellow Jacket Trust

REDACTED

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**End of Comments**



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You have stated that the purpose of the project is to provide a structurally sound river crossing that improves the functionality of and vehicular mobility on the structure. In my opinion I think Alternative 1 or 2 is ample to reach this goal. The other alternatives would cause more stress on the citizens in Deweyville. They have had more than enough stress since March 2016. I live on the road where the boat ramp is. I cannot see any reason for the other alternatives including an unnecessary expense. Thank you for your consideration.

REDACTED

NAME: Suanice Horlacher

ADDRESS: REDACTED

Mailing Address is REDACTED