

# Drive LA 80!

(Bygone Byways<sup>TM</sup> since 2001)

## Drive Louisiana 80:

(From east to west)

Similar to my Drive Texas 80 pages, this page is set up in a column format so one can see how the various alignments diverged and converged though this doesn't really appear to be much of an issue within the state of Louisiana. Indeed, it appears as if very little has changed since say '30-'31. Guess they liked it just the way it was!

This is an overview of where I found most of my info and the nomenclature used. Peruse at your leisure!

### -Mapquest maps.

-1925/1926/1928/1935/1938 state level maps from the friendly folks at the LSU Library-Special Collections.

-1929-1931 Parish map copies from the LA DOT courtesy of our good roadie friend Doc Rob Garrett of Dallas, TX.

-BUT as verification, a **1927 Auto Blue Book**

and actual road work in the field.

I will use the following nomenclature whenever possible:

- Newer 80-alignment 1932 or later. From what I can see in the maps, there exist no significant re-routings from this point on. If there is, it will be captured here with a corresponding NOTE in the 'Notes' column.

Older 80-Known or extremely probable earlier alignments that pre-date 'Newer 80' through a given area. Includes alignments that existed on the 1928-31 Parish maps but had been bypassed by the time of the 1935 map issuance. Also includes most obvious early 80 alignments through cities/towns if a routing change date cannot be determined.

Note: This 1928-31 vs. 1932 cut-off date between 'Older' 80 and 'Newer' 80 is completely arbitrary on my part and is used because:

- A) It comes from maps I possess and thus have access to for detailed study &
- B) It appears as if the majority of early bypassing activity (and not really much at that) occurred during this period.

Original 80-Verified alignments that existed at the birth of the U.S. Highway system in '26-'27, but had been bypassed by even the 1928-31 map issuances. This does not have it's own column due to the rarity of these scenarios. These few instances will be identified individually. Includes scattered fragments of the Dixie Overland Highway (DOH).

Possible 80-roads that due to their general routing, nomenclature, proximity to current roads and/or other clues, 'could' be an earlier incarnation of 80, but remain unverified.

>>> indicates a related note in the far right 'Notes' column.

Note: If I do not indicate an 'Older' or 'Original' routing through any given area, it generally means that I have no evidence that the Newer 80 routing differs in any way and therefore just overlaid the old road.

<u>Newer 80</u>	<u>Older 80</u>	<u>Original &amp; Possible 80</u>	<u>Notes</u>
<p>LA 3218 from the end of the 1930 bridge west...</p> <p>Highway 80 joins LA 3218 at exit 188</p>	<p>Short curve of older 80 SE off of 1st ST, under I-20, then curving back NW past Grant's Canal to dead end in 1/2 mile.</p>	<p>The original ferry landing may have been slightly north of the Vicksburg Bridge...</p> <p>Remnants of probable original 80 can be seen on 1st Ave. heading to the SE.</p>	<p>Highway 80 primarily replaced Louisiana Highway 4, the old Dixie Overland Highway (DOH) across all of the state.</p> <p>The huge Vicksburg Bridge was built in 1930-replacing a ferry crossing from Vicksburg to Delta.</p>
<p>Hwy 80 west past Mound,&gt;&gt;&gt;</p> <p>Thomastown, Barnes Lums into Tallulah.</p>	<p>Byson Rd. between Barnes &amp; Lums. &gt;&gt;&gt;</p>		<p>LA 602 from Mounds to Lums may be an incarnation of the DOH but appears to never have been 80...</p> <p>Byson Rd. only accessible from Lums end. Unknown when bypassed. Post 1936...</p>
<p>Hwy 80 through Tallulah &gt;&gt;&gt; and west...</p> <p>Quebec &gt;&gt;&gt;</p> <p>Tendal</p> <p>Waverly</p> <p>Altoona</p> <p>Delhi</p> <p>Dunn &amp; Bee Bayou and into Rayville.</p>	<p>At Altoona, the old roadbed stayed by the RR to Delhi. &gt;&gt;&gt;</p> <p>In Delhi, follow Country Club back towards the river .4 miles. &gt;&gt;&gt;</p>	<p>I imagine this abandoned roadbed by the RR is probable original 80.</p>	<p>-Though Depot St. seems logical, the '27 Blue Book says to veer right onto today's 80!</p> <p>-My 1926 &amp; 28 state level maps seem to imply original; 80 south of the RR between Quebec &amp; Rayville, but I found no evidence of there ever being a major road south of the tracks.</p> <p>This old roadbed can be accessed from several short roads off of newer 80.</p> <p>The old concrete bridge remains can be seen lying in the Bayou!</p>
<p>West out of Rayville on Hwy 80 past...</p>		<p>-Just east of Rayville, south on Gin Rd, west on Pilgrim Rd. -Original road</p>	<p>Just west of Rayville, there is a road on the south side of the tracks</p>

<p>Girard &gt;&gt;&gt;</p> <p>Start and Crew Lake to curve north towards the Monroe area.</p>		<p>crossed Boeuf River then back across tracks river at Girard to connect with LA133/Tupelo Dr. back to the south. &gt;&gt;&gt;</p> <p>-crossed back to the south side of the RR, then west along the RR on Parish Rd 3312 (Overland Stage Rd).</p> <p>-Par. Rd. 3312 past Start</p> <p>-to rejoin 80 at Crew Lake.</p>	<p>called Pilgrim Rd. Possible DOH?</p> <p>I believe this is probable original 80 because the 1930 Parish map shows this loop as a bypassed "completed gravel highway".</p>
<p>-Hwy 80 past the Parish line and on into Spanish City over the 1935 RR overpass bridge...</p> <p>-Hwy 80 past Sicard &amp; Edgewater</p> <p>-Hwy 80 through Monroe &amp; over the Ouachita River &amp; out through West Monroe</p> <p>-Hwy 80 past Claiborne</p> <p>-past Cheniere</p>		<p>Remnants of the probable original at grade RR crossing can be seen immediately below the 1935 bridge.</p> <p>Original 80 per '27 Blue Book: Over the Desiard bridge (now a new drawbridge), a right on Trenton past newer 80, a left on Vernon, then a right on Cypress (new 80). &gt;&gt;&gt;</p>	<p>Doesn't look like 80 has changed at all approaching the east side of Monroe!</p> <p>Bypassed by 1930 with the (then) new Highway 80 bridge</p>
<p>-Hwy 80 past Calhoun... Tremont Choudrant and into Ruston</p>		<p>Is Calhoun Cut-off Rd and then Owens Rd west to rejoin Hwy 80 by the Lincoln Parish line old DOH or possible 80?</p> <p>Is Beacon Light Rd. (3.8 miles W of Choudrant) on into the SE side of Ruston old DOH &amp; original 80?</p>	
<p>-Hwy 80 through Ruston. &gt;&gt;&gt;</p> <p>-past Grambling Corners</p>	<p>Original 80 was on Hwy 167 1-way northbound</p>		<p>Unknown when Hwy 80 &amp; Hwy 167 became alternating one-way north &amp; southbound.</p> <p>LA 150 west is a probable</p>

<p>-past Simsboro</p> <p>-into Arcadia on 1st ST</p> <p>-North on block on LA 519, then west on Hwy 80 (2nd St.)</p> <p>-past Fords</p> <p>-and into Gibsland. &gt;&gt;&gt;</p>			<p>old DOH routing.</p> <p>The Old Wire Rd SW of Arcadia and Grover Jones Rd between Arcadia and Gibsland sure look suspicious (old DOH???) but do not appear to have been 80...</p> <p>Comparison with a 1929 Bienville Parish map shows that Hwy 80 hasn't changed one bit in this area!</p>
<p>-Hwy 80 through Gibsland and west</p> <p>-past Taylor</p> <p>-over RR overpass</p> <p>-past Ada</p> <p>-NW past Nine Forks</p> <p>-and into Minden</p>	<p>the original 'at grade' crossing has been obliterated.</p>		<p>Again, old 80 appears to have not changed one bit between Gibsland and Minden.</p>
<p>-Hwy 80 SW out of Minden &gt;&gt;&gt;</p> <p><u>1926-circa 1948 80:</u></p> <p>-Old Shreveport Rd. to Dixie Inn &gt;&gt;&gt;</p> <p>-past Dixie Inn &gt;&gt;&gt;</p> <p>-past McIntyre on 4-lane 80 &gt;&gt;&gt;</p> <p>-past Fillmore on 4-lane 80 &gt;&gt;&gt;</p>	<p>-Just east of McIntyre, and old segment of original 80 still has an 'at grade' RR crossing.</p> <p>-In McIntyre area, it's apparent from the old culverts that the eastbound lanes are older 80</p> <p>-Just east of the Bossier Parish line, Freight Entrance Rd to the LAAP complex is original 80.</p> <p>-eastbound lanes are old 80.</p>	<p><u>Original '27 80 per '27 Blue Book:</u></p> <p>-4.3 miles west of McIntyre, old 80 cut south through the LAAP complex just east of the Parish Line (inaccessible) to Doyline.</p> <p>-west on LA 614 through Haughton</p>	<p>Unknown when Hwy's 79 &amp; 80 become alternating one-way streets in Minden.</p> <p>-the old bridge over Bayou Dorcheat is still intact and makes for a good photo op...</p> <p>As of 06/05, old 80 in this area was being replaced by a modern 4-lane road.</p> <p>-From a 1927 Bossier City map supplied by Clifton Cardin of Bossier City &amp; also shown on my 1926 &amp; 1928 state level maps though the Fillmore route is shown as an</p>

		-NW on LA 614 to rejoin 80 near Eastwood	equal routing on the '28 map... -this routing completely bypassed by a 1930 Bossier Parish map.
4-lane 80 past Red Chute >>>  -newer (1933) Hwy 80 past Hinkle  -1933 80 into Bossier City  -cross Red River on 1933 Huey Long bridge	-eastbound lanes are old 80.	-past Whitehurst (and at I-20 exit 23), State Route 7822 SW. -becomes LA 72, Old Minden Rd. -becomes Barksdale Blvd. in Bossier City. -cross Red River on I-20 westbound lanes >>>	Bridges and culverts verify the eastbound lanes.  Old Shed Road in this area was part of early DOH routing.  Per Clifton Cardin, the I-20 on ramp is the same on ramp used by the original 1916-1968 roadbed.
<u>1933 &amp; on 80:</u> -enter Shreveport on Texas Ave (1933 80) >>> -turn on Common St -Stay on Texas Ave (marked Hwy's 79 & 80) through hold downtown Shreveport. >>> -near I-20 exit 16B, Texas Ave. will become Greenwood Rd. -west on Greenwood Rd. Stay left (on Greenwood Rd. / LA 3231) at junction with Jefferson Paige Rd.		<u>Original 80 Supposition:</u> -over 1916 Franklin St. bridge. -right on Spring St. -left on Texas.  Note original intersection just immediately west (Old Greenwood Rd.)	.  -Unknown when the Cotton St / Texas Ave. one-way streets began.
-Greenwood Rd. out to Flournoy. -Cross I-20 at exit 8 to S. frontage west -Westport Ave SW -LA 511 west  -2-lane 80 through Greenwood.  2-lane Hwy 80 to the Texas line.		Original 80: >>> -Stay on Greenwood Rd. on the north side of I-20 & cross over I-20 at exit 5. -Meet LA 511 and west on newer 80	Bypassed by 1930.

I hope you have found these Louisiana driving directions concise and helpful. I have not had the opportunity to really study Louisiana to the depth that I have with Texas/New Mexico and Arizona.

Therefore, I welcome any corrections and or new info! I look forward to hearing from you!

Cheers,  
Your fellow road warrior, Jeff in Tucson

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