

**Texas-Mexico
International Bridges and Border Crossings
Existing and Proposed
2002**

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OVERVIEW

This publication provides general information about each bridge and border crossing that connects Texas and the Mexican states of Tamaulipas, Nuevo Leon, Coahuila and Chihuahua. The bridges are listed east-to-west geographically. The total number of vehicular international bridges along the Texas-Mexico border is 23. This does not include the La Linda Bridge, which is closed, and the Roma International Suspension Bridge that is also closed and being considered for rehabilitation. The two dam crossings and one hand-drawn ferry that join Texas and Mexico bring the total number of international bridges and border crossings to 26.

In addition, five rail-only bridges span the Texas-Mexico border. They are not included in this publication because they do not require connecting highway infrastructure. These bridges are at Laredo, Eagle Pass, Presidio and two at El Paso. For more information about these railroad crossings, please contact the TxDOT Multimodal Operations Section of the Transportation Planning and Programming Division at (512) 416-2349.

There are seven proposed bridges in Texas along the U.S.-Mexican border, which are listed in Appendix I. The Anzalduas International Bridge has been issued a Presidential Permit while the remaining six bridges have a permit application pending or are beginning the permit process. Before construction of a bridge can begin, the bridge sponsor must go through an extensive approval process to obtain the necessary permits. Refer to Appendix III for more detailed information about the permit process.

The development of permanent Border Safety Inspection Facilities is underway for sites in El Paso at the Bridge of the Americas (BOTA) and Zaragosa; in Eagle Pass at the Camino Real International Bridge; in Laredo at the Colombia and World Trade Bridges; in Pharr and Brownsville at the Veterans International Bridge (Los Tomates) and Los Indios. The earliest expected date for completion of the permanent facilities is the latter part of 2004.

In preparation for the probable opening of the border in 2002, and to address the concern about the safety of Mexican trucks, the Department of Public Safety (DPS) and the Texas Department of Transportation (TxDOT) agreed that temporary sites would be provided at each of the 8 locations mentioned. An inspection site is presently operational at BOTA and construction is underway, or will soon be, at six of the remaining sites. Until local issues at the World Trade Bridge in Laredo can be resolved, DPS will operate along side Federal Motor Carrier Safety Administration personnel within the confines of their facility.

Commercial hours of operation for the borders crossings indicated herein are for Monday-Friday only. Please contact the port of entry directly for weekend and holiday hours of service. Hours of operation are subject to change. Southbound traffic information was not included due to insufficient data.

DISCLAIMER

The Texas Department of Transportation's (TxDOT) International Relations Office has compiled the data contained in this publication from various government and private sources. While we are most grateful for the information provided, the Texas Department of Transportation does not assume responsibility for the data. Readers should note we present the information as provided from the source. We have attempted to attribute the source for each entry, as well as the corresponding date of information when available. Every effort has been made to update all the information contained in the publication. However, some information may not have been updated due to lack of response from our sources. Please contact the TxDOT International Relations Office at (512) 374-5326 for questions related to this publication.

MAP

LEGEND

- A. Brownsville-Matamoros
Port of Brownsville Bridge (*Proposed*)
Veterans Intl. Bridge at Los Tomates
Gateway International Bridge
B & M Bridge
- B. Los Indios-Lucio Blanco
Free Trade Bridge
- C. Progreso-Nuevo Progreso
Progreso International Bridge
- D. Donna-Rio Bravo
Donna International Bridge (*Proposed*)
- E. Pharr-Reynosa
Pharr-Reynosa International Bridge on the Rise
- F. Hidalgo-Reynosa
McAllen-Hidalgo-Reynosa Bridge
Anzalduas Bridge (*Proposed*)
- G. Mission-Reynosa
Mission International Bridge (*Proposed*)
- H. Los Ebanos-Gustavo Diaz Ordaz
Los Ebanos Ferry
Los Ebanos International Bridge
(*Proposed*)
- I. Rio Grande City-Camargo
Rio Grande City-Camargo Bridge
- J. Roma-Ciudad Miguel Alemán
Roma-Ciudad Miguel Alemán Bridge
Roma International Suspension Bridge
(*Closed - Rehabilitation Pending*)
- K. Falcon Heights-Ciudad Guerrero
Lake Falcon Dam Crossing
- L. Laredo-Nuevo Laredo
Juárez-Lincoln Bridge
Gateway to the Americas Bridge
World Trade Bridge
Laredo V International Bridge (*Proposed*)
- M. Laredo-Colombia
Laredo-Colombia Solidarity Bridge
- N. Eagle Pass-Piedras Negras
Camino Real International Bridge
Eagle Pass Bridge I
- O. Del Rio-Ciudad Acuña
Del Rio-Ciudad Acuña International Bridge
Lake Amistad Dam Crossing
- P. La Linda
La Linda Bridge (*Closed*)
- Q. Presidio-Ojinaga
Presidio Bridge
- R. Fort Hancock-El Porvenir
Fort Hancock-El Porvenir Bridge
- S. Fabens-Caseta
Fabens-Caseta Bridge
Guadalupe-Tornillo International Bridge
(*Proposed*)
- T. El Paso-Ciudad Juárez
Ysleta-Zaragoza Bridge
Bridge of the Americas (BOTA)
Good Neighbor Bridge
Paso del Norte Bridge

SUMMARY
Texas-Mexico Crossings
FACT SHEET

Number of operational vehicular bridges: **23***

Numbers of vehicular dam crossings: **2** - Lake Falcon Dam Crossing, Lake Amistad Dam Crossing

Number of ferries: **1** - Los Ebanos Ferry

Total number of bridges and border crossings (excluding rail-only crossings): **26***

Number of rail-only crossings: **5** - Eagle Pass, Laredo, Presidio and two at El Paso

Number of vehicular-rail crossings: **1** - B & M Bridge in Brownsville

Number of bridges under construction: **1** - Progreso Replacement Bridge

Number of bridges considered for rehabilitation: **1** - Roma International Suspension Bridge

Number of proposed bridges: **7**** - Port of Brownsville, Donna International, Anzalduas International, Mission International, and Los Ebanos International, Laredo V International Bridge, Guadalupe-Tornillo International Bridge

Number of bridges and crossings that are privately owned: **4** - B & M, Progreso, Los Ebanos Ferry, Rio Grande City-Camargo

Number of bridges owned by the State of Texas: **1** – Presidio Bridge

Number of bridges and crossings owned by the U.S. Federal Government: **5** - Lake Falcon Dam Crossing, Lake Amistad Dam Crossing, Fort Hancock-El Porvenir, Fabens-Caseta, and Bridge of the Americas

Number of bridges or crossings owned or operated by cities and/or counties: **16** - Veterans Intl. Bridge at Los Tomates, Gateway Intl., Free Trade, Pharr-Reynosa Intl., McAllen-Hidalgo-Reynosa, Roma-Ciudad Miguel Alemán, Juarez-Lincoln, Gateway to the Americas, Laredo IV, Laredo-Colombia Solidarity, Camino Real International, Eagle Pass I, Del Rio-Ciudad Acuña Intl., Ysleta-Zaragoza, Good Neighbor, and Paso Del Norte.

Number of Texas Department of Transportation Districts along the border: **4** - Pharr, Laredo, Odessa and El Paso

Length of the Texas-Tamaulipas border: **348.6** mi.

Length of the Texas-Nuevo León border: **11.8** mi.

Length of the Texas-Coahuila border: **481** mi.

Length of the Texas-Chihuahua border: **413.3** mi.

Length of the Texas-Mexico border: 1,254.7 miles

Source: Miguel Pavón, Texas-Mexico Borderlands Information Center, Texas Water Development Board

* This number does not include the Roma International Suspension Bridge, which is currently closed and is being considered for rehabilitation, or the La Linda Bridge, which was closed on August 15, 1996.

** Proposed bridges with a Presidential Permit application submitted, approved or pending approval.

**Veterans International Bridge at Los Tomates
Brownsville, Texas – Matamoros, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Los Tomates Bridge, Expressway 77 Bridge and Brownsville Expressway Bridge, Puente Internacional Ignacio Zaragoza

LOCATION: TxDOT District: Pharr
Texas County: Cameron
U.S. City: Brownsville
Mexican City: Matamoros

DESCRIPTION: A four-lane bridge with sidewalks on both sides.
Bridge length: 4024 feet
Bridge identification number-C003-02-001
Source: Pharr District, TxDOT, August 1999

Texas Senate Bill 934 (76th Legislature-1999) expanded the limits of the “heavy truck corridor” established under Senate Bill 1276 (75th Legislature-1997) to include US 77/83 and SH 4 between the Veterans International Bridge and the Port of Brownsville. Overweight vehicles are permitted to use these routes provided they obtain permits from the Brownsville Navigation District. Detailed information on the permits is available from the Brownsville Navigation District.
Source: Pharr District, TxDOT, August 1999

U.S.: The bridge began operating on April 30, 1999 and began processing all northbound commercial traffic for the Brownsville area on May 1, 1999. The bridge began processing southbound commercial traffic on July 12, 1999. Per Diplomatic Notes between the State Department and the Secretaría de Relaciones Exteriores (SRE) on August 9, 1999, all southbound commercial traffic for this area was to be directed to the

bridge by December 30, 1999. However, there was a delay and effective March 1, 2001, all trucks (loaded/empty) in the area began to be redirected for processing to the Veterans International Bridge.

Source: Pete Sepulveda, Cameron County International Bridge System, June 2001

Source: Pharr District, TxDOT, June 2001

Mexico: The construction of a new international bridge in the Brownsville/Matamoros area was necessary because of the need to move vehicular traffic from the city to outlying areas. The heavy congestion not only impacts the roadway systems of both border communities, but also the environment.

Source: SRE, December 1996

BRIDGE OWNER OR OPERATOR:

U.S. Owner: Cameron County and City of Brownsville

U.S. Operator: Cameron County International Bridge System

Mexican Owner: Government of Mexico

Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:

U.S.: The bridge was completed in April 1999.

Source: Pharr District, TxDOT, August 1999

Mexico: The contract for the Mexican portion of bridgework was awarded in January 1998. The Government of the State of Tamaulipas obtained right of way for the bridge and its attendant structures on May 8, 1998. In accordance with the Inter-institutional Contract signed by the Secretaría de Comunicaciones y Transportes (SCT), Cameron County and the City of Brownsville, the bridge was constructed and the inaugural ribbon cutting ceremony was held on April 30, 1999.

Source: Pharr District, TxDOT, August 1999

FUNDING/COST: **U.S.:** \$19.3 million

GSA: \$16.2 million (Border Station)

Source: General Services Administration, August 1999

Mexico: The Mexican federal government financed the project.

Source: CAPUFE, January 1999

TOLL:

\$1.55 for passenger vehicles

\$.40 for pedestrians

\$3.00 per axle for commercial vehicles

Source: Pete Sepulveda, Cameron County International Bridge System, August 2002

HOURS: 6 a.m. – Midnight (POV – M-Sun)
8 a.m. – Midnight (Commercial/Cargo – M-Fri)
Source: South Texas Customs Management Center, August 2002

BORDER STATION:

U.S.: The General Services Administration (GSA) owns the border station, which became operational on April 30, 1999.

Source: Pharr District, TxDOT, August 1999

Source: General Services Administration, August 1999

Mexico: The border station became operational on April 30, 1999.

Source: Pete Sepulveda, Cameron County International Bridge System, August 1999

CONNECTING ROADWAY:

U.S.: US 77/83 Expressway extension to the Los Tomates International Bridge. This project was done in two phases at an estimated cost of \$32.7 million and opened to traffic in March 2000.

Source: Pharr District, TxDOT, November 2000

Phase I of the extension, from SH4 to the GSA Complex at the bridge, was let in September 1997. Project cost was \$17.8 million. A mostly 4-lane elevated section, the project provides direct access from the port of entry to International Blvd. and serves as part of the Brownsville truck route. This project was completed in December 1999.

Source: Pharr District, TxDOT, November 2000

Phase II included the completion of the overpass over International Boulevard, with a direct connection to the US 77/83 Expressway. The overpasses over 14th Street as well as the on-off ramps were widened in order to carry the expected traffic. This section was let in April of 1999 at a cost of \$14.9 million. Construction began July 7, 1999 and the project was completely finished in July 2000.

Source: Pharr District, TxDOT, November 2000

Mexico: Boulevard Luis Donaldo Colossio connects to the highway leading to Ciudad Victoria and to Reynosa.

Source: Centro S.C.T. Tamaulipas, June 2001

IMPROVEMENTS:

U.S.: U.S. Customs installed a fixed-site truck x-ray system that x-rays a vehicle in approximately 10 minutes. A mobile x-ray unit also became operational at this port in November 1999. An outbound canopy is under construction and is 90% complete.

Source: Pharr District, TxDOT, June 2001

Source: Pete Sepulveda, Cameron County International Bridge System, August 2002

**Gateway International Bridge
Brownsville, Texas – Matamoros, Tamaulipas**



The United States is shown on the left in the photo.

LOCAL NAMES: El Puente, Puente Nuevo and Puerta México

LOCATION: TxDOT District: Pharr
Texas County: Cameron
U.S. City: Brownsville
Mexican City: Matamoros

DESCRIPTION: There are twin structures with a total of four lanes. One structure is southbound the other is northbound.
Source: Design Division, TxDOT
Bridge length: 687 feet southbound span, 477 feet northbound span
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification numbers-21 031 C00804 001 01 southbound span, 21 031 C00804 002 01 northbound span.

The bridge stopped processing northbound commercial traffic on April 30, 1999. Southbound commercial traffic stopped processing on February 28, 2001, at which time all commercial traffic in the area began using the Veterans International Bridge, per agreement between the State Department and the Secretaría de Relaciones Exteriores (SRE).

Source: Pete Sepulveda, Cameron County International Bridge System, June 2001

BRIDGE OWNER OR OPERATOR:

U.S. Owner: Cameron County
U.S. Operator: Cameron County International Bridge System
Mexican Owner: Government of Mexico

Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios
Conexos (CAPUFE)

YEAR OF CONSTRUCTION:

One span of the bridge was completed in 1969, the other in 1970.

Source: Bridge inspection report provided by José Galván, February 1995

HOURS:

24 hours (POV only)

Source: South Texas Customs Management Center, August 2002

TOLL:

\$1.55 for passenger vehicles

\$.40 for pedestrians

\$3.00 per axle for commercial vehicles

Source: Pete Sepulveda, Cameron County International Bridge System, August 2002

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

Presidential Permits were not required for bridges built before 1972.

BORDER STATION:

U.S.: The border station was completed in 1969. The renovation and expansion was completed in March 1994.

Source: General Services Administration, Summary of Existing and Proposed Border Stations, May 1995

Mexico: The border station has been operational since 1961 and was remodeled in 1968. The station is outfitted with traffic signals to use for random checks to help speed up vehicular traffic.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: International Boulevard (SH 4) interconnects US 83/77

Mexico: Av. Alvaro Obregón connects with MEX 2 and MEX 101/180

IMPROVEMENTS:

U.S.: Texas State Senate Bill 1276 (75th Legislature, 1997) permitted TxDOT to grant the Brownsville Navigation District (BND) the authority to issue permits for the movement of oversize or overweight vehicles carrying cargo between the Gateway International Bridge and the entrance to the Port of Brownsville. The Texas Transportation Commission on February 17, 1998 approved the BND's permit-issuing authority. By December 15, 1998, the Port of Brownsville had issued 23,713 such permits. Overweight and oversize trucks issued permits by the Port of Brownsville are restricted to a designated truck route between the Port and Bridge. Money charged for the permits is used for TxDOT maintenance costs along the designated truck route. However, since all commercial traffic has been redirected to the Veterans International Bridge, the route for overweight trucks from the Port of Brownsville has also been redirected to the Veterans International Bridge.

Source: Port of Brownsville, December 1998

Source: Pharr District, TxDOT, September 1998

Source: Pete Sepulveda, Cameron County International Bridge System, August 2002

TxDOT has completed the SH 4 connection to the bridge, estimated at a cost of \$750,000, by realigning and upgrading it to a four lane divided highway.

Source: Pharr District, TxDOT, February 1999

The Customs outbound canopy is 100% complete.

Source: Pete Sepulveda, Cameron County International Bridge System, August 2002

B & M Bridge
Brownsville, Texas – Matamoros, Tamaulipas



The United States is shown at the bottom of the photo.

LOCAL NAMES: Brownsville & Matamoros Bridge, B y M (Cruce de ferrocarril y vehiculos), Puente Viejo and the Express Bridge

LOCATION: TxDOT District: Pharr
Texas County: Cameron
U.S. City: Brownsville
Mexican City: Matamoros

DESCRIPTION: There are two bridges; the existing old bridge consists of a single railroad track or two commercial lanes, one in each direction. The bridge expansion consists of four lanes, two in each direction, and is used exclusively for non-commercial traffic. The southbound pedestrian walkway is located on the old bridge while the northbound pedestrian walkway is located on the new bridge expansion.

Source: Pharr District, TxDOT, November 2000

The bridge stopped processing northbound commercial traffic on April 30, 1999. Per agreement between the State Department and the Secretaría de Relaciones Exteriores (SRE), southbound commercial traffic was processed only until December 30, 1999, at which time all commercial traffic began to use the Veterans International Bridge at Los Tomates.

Source: Secretaría de Relaciones Exteriores, November 2000

Source: Brownsville & Matamoros Bridge Company, June 2001

BRIDGE OWNER OR OPERATOR:

The U.S. and Mexican sides of the bridge are owned and operated by the Brownsville & Matamoros Bridge Company, a subsidiary of the Union Pacific Railroad and the Federal Government of Mexico.

YEAR OF CONSTRUCTION:

The original bridge was constructed in 1909 and reconstructed in 1953. **A**
\$5 million bridge expansion was inaugurated on May 14, 1997.

Source: Centro S.C.T. Tamaulipas, June 2001

HOURS:

24 hours (POV only)

Source: South Texas Customs Management Center, August 2002

TOLL:

\$1.55 – Southbound

\$2.00 – Northbound

Source: B&M Bridge Co., August 2002

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits were not required for bridges built before 1972.

BRIDGE CONSTRUCTION STATUS:

U.S.: Construction on the bridge expansion began November 1995 and was completed on May 14, 1997.

Source: Office of Bridge Administration, U.S. Coast Guard, May 1998

BORDER STATION:

U.S.: The new border station was completed in 1992, and is owned by the General Services Administration.

Source: M.E. Barrera, Assistant General Manager, B&M Bridge Co., June 1997

Mexico: The border station facility for tourist traffic was completed on May 14, 1997. The Brownsville & Matamoros Bridge Company owns all of the facilities.

Source: SEDICOT, Gobierno del Estado de Tamaulipas, July 1997

Source: B&M Bridge Co., March 2000

CONNECTING ROADWAY:

U.S.: 12th Street and Mexico Street interconnect US B77

Mexico: Las Americas Avenue via MEX-101.

Source: SEDICOT, Gobierno del Estado de Tamaulipas, July 1997

**Free Trade Bridge
Los Indios, Texas – Lucio Blanco, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Los Indios-Lucio Blanco Bridge, Puente Lucio Blanco-Los Indios, Puente Internacional Libre Comercio and Los Indios Free Trade Bridge

LOCATION: TxDOT District: Pharr
Texas County: Cameron
U.S. City: Los Indios
Mexican City: Lucio Blanco

DESCRIPTION: A four-lane bridge
Bridge length: 503 feet
Source: Bridge Division, TxDOT, June 2001
Bridge identification number-21 031 N00926 001 01

BRIDGE OWNER OR OPERATOR:

U.S. Owners: Cameron County (50%), City of San Benito (25%), and City of Harlingen (25%)
U.S. Operator: Cameron County International Bridge System

Mexican Owner: Government of Mexico. The State of Tamaulipas has the concession until 2008.

Source: Programa Nacional de Autopistas 1989-1994, Propósitos y Logros, Secretaría de Comunicaciones y Transportes

Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:

Completed on November 2, 1992.

FUNDING/COST: U.S.: \$31,613,000

HOURS: 6 a.m. – Midnight (POV – M-Sun)
7 a.m. – 8 p.m. (Commercial/Cargo – M-Fri)
Source: South Texas Customs Management Center, August 2002

TOLL: \$1.55 for passenger vehicles
\$.40 for pedestrians
\$3.00 per axle for commercial vehicles (effective October 1, 2000)
Source: Pete Sepulveda, Cameron County International Bridge System, August 2002

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Cameron County and the cities of San Benito and Harlingen submitted a Presidential Permit application January 18, 1974, which was approved November 30, 1990.

USCG approved a bridge permit on April 12, 1991.
Source: Nick Mpras, USCG

BORDER STATION:

U.S.: The border station was completed on November 2, 1992, and is owned by the General Services Administration.

Mexico: The border station has been operational since November 1992.
Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: FM 509, from US 83/77 Expressway South to GSA facilities at Los Indios Free Trade Bridge; Length: 8.3 miles; Cost: \$7.8 million.
Source: Pharr District, TxDOT, June 1997

IMPROVEMENTS:

U.S.: The Customs outbound canopy is 100% complete.
Source: Pete Sepulveda, Cameron County International Bridge System, August 2002

Mexico: The new state road that interconnects with MEX 2 is complete. The toll road to Monterrey also connects with this road. The development of an industrial and residential zone is being planned near the bridge.
Source: Cameron County International Bridge System, September 1999
Source: Centro S.C.T. Tamaulipas, June 2001

**Progreso International Bridge
Progreso, Texas – Nuevo Progreso, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: B & P Bridge, Puente Las Flores and Puente Internacional Nuevo Progreso-Progreso

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Progreso
Mexican City: Nuevo Progreso

DESCRIPTION: A two-lane bridge.
Bridge length: 628 feet
Bridge identification number-21 109 V00455 001 01
Source: Bridge Inventory and Inspection File, TxDOT

BRIDGE OWNER OR OPERATOR:
U.S. Owner: B & P Bridge Company of Weslaco
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
The bridge was originally constructed in 1951. A southbound pedestrian sidewalk was added in 1989. A ramp for northbound traffic was enlarged in 1991.

Source: Sam R. Sparks, President/Owner, B & P Bridge Company, May 1995

FUNDING/COST: U.S.: Private funds were used for construction of this bridge.

HOURS: 24 hours (POV)
8 a.m. – 5 p.m. (Commercial/Cargo – M-Fri)
Source: South Texas Customs Management Center, August 2002

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits were not required for bridges built before 1972. The State Department determined that the owner does not need to secure a Presidential Permit to build the planned replacement bridge.

Source: U.S. State Department, February 1995

A Coast Guard bridge permit (7-00-8) approving the location and plans of the replacement project was issued on March 20, 2000 to the B & P Bridge Company.

Source: Office of Bridge Administration, U.S. Coast Guard, March 2000

Mexico: The Government of the State of Tamaulipas has taken steps to forward project plans and designs and obtain the necessary approval from CILA, CAPUFE, and the SCT.

Source: SEDICOT, Gobierno del Estado de Tamaulipas, May 1998

BORDER STATION:

U.S.: The existing border station facility was completed in 1983. The B&P Bridge Company owns the U.S. border station facility. An expansion of the border station is planned and should be fully operational at or near the time the new replacement bridge opens on August 24, 2003.

Source: Gibson Gonzalez Associates, October 2002

The import lot expansion is progressing with the x-ray equipment installation complete. The U.S. border station is operational to receive all types of cargo entering from Mexico.

Source: General Services Administration, June 2001

Mexico: The border station has been in operation since 1951.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: FM 1015, connects to US 281 and to US 83

Mexico: Carretera Estatal Nuevo Progreso connects to MEX 2

IMPROVEMENTS:

U.S.: Construction of the replacement bridge is underway on both sides of the border. The first phase of the new four-lane bridge should be complete by November 17, 2002. The transfer of traffic from the old bridge to the new bridge should take effect by November 27, 2002. All bridge construction is expected to be complete by June 5, 2003. The new bridge, which will include four automobile lanes, two truck lanes, and pedestrian sidewalks, is expected to be fully operational by August 24, 2003.

Source: Gibson Gonzalez Associates, October 2002

A gamma-ray state of the art machine is operational at the import lot, and has reduced the number of examination docks needed in the future.

Source: Pharr District, TxDOT, June 2001

Source: Centro S.C.T. Tamaulipas, June 2001

Other improvements include:

1) FM 1015, from US 83 south to US 281. Several projects have been completed at a cost of \$6.1 million. Improvements include a 5-lane curb and gutter section from US 83 south to the floodway and a bypass (2 lanes with shoulders) around Progreso.

2) FM 1015, from US 83 North to SH 186. Several projects completed provide a minimum two-lane road with shoulders from the Progreso International Bridge to local grain elevators and citrus facilities.

3) FM 1015 from U.S. 281 to the Progreso International was expanded from 2 lanes to a 5-lane curb and gutter. The project was let in July 1999 at an estimated cost of \$2.1 million and was the final phase of the improvements planned for FM 1015. This project, completed in July 2000, has improved and facilitated the traffic movements to and from the Progreso Bridge.

Source: Pharr District, TxDOT, November 2000

A project funded with CBI program funds added a commercial vehicle access road from FM 1015 to the import lot that was completed in August 2001 at a cost of \$534,790. Eighty per cent of the funding came from federal funds and 20% came from the Progreso International Port of Entry.

Source: Pharr District, TxDOT, August 2002

**Pharr-Reynosa International Bridge on the Rise
Pharr, Texas – Reynosa, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAME: Puente Internacional Reynosa-Pharr and Nuevo Amanecer

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Pharr
Mexican City: Reynosa

DESCRIPTION:
A four-lane bridge with a pedestrian walkway on one side.
Bridge length: 15,770 feet
Bridge identification number-21-109-R005-65-001
Source: Bridge Division, TxDOT, June 2001

BRIDGE OWNER OR OPERATOR:
U.S.: City of Pharr
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios
Conexos (CAPUFE)
Source: S.C.T., December 1998

YEAR OF CONSTRUCTION:
Completed in November 1994. Opened on January 10, 1995.
Source: Pharr District, TxDOT

FUNDING/COST: U.S.: Bridge cost was \$18 million.
Source: Ernesto S. Silva, Interim Pharr City Manager, December 1996
The General Services Administration facilities cost \$17.6 million.
Source: *Summary of Existing and Proposed Border Stations*, General Services Administration, November 1996

HOURS: 6 a.m. – Midnight (POV – M-Sun)
6 a.m. – 10 p.m. (Commercial/Cargo – M-Fri)
Source: South Texas Customs Management Center, August 2002

TOLL: Yes, an automated toll collection system is used.

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of Pharr submitted a Presidential Permit application, which was approved December 20, 1978. United States Coast Guard bridge permit was approved December 10, 1991.

Source: Nick Mpras, USCG

BORDER STATION:

U.S.: The permanent facilities were opened to traffic in April 1996 and are equipped with a fixed-site truck x-ray system that became operational in October 1997. Expansion of the facility is underway to allow for a USDA annex, kennel building, and an expanded dock. The expansion project is scheduled date for completion in late 2002.

Source: General Services Administration, August 2002

Mexico: The station is outfitted with traffic signals for use in random checks to help speed up vehicular traffic.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: Spur 600, a six-lane facility, connects from US 281 to the GSA facilities.

Source: Pharr District, TxDOT, February 1997

Mexico: A loop connects with MEX 2 and MEX 40.

Source: SEDICOT, Gobierno del Estado de Tamaulipas, February 1997

IMPROVEMENTS:

U.S.: The City of Pharr made the following improvements:

1) Constructed an additional southbound lane for oversized loads just east to the main tollbooth; 2) re-striped the bridge to add an additional northbound lane for commercial vehicles; and 3) constructed an additional northbound lane from the bridge to the import building for commercial vehicles. The cost was approximately \$350,000.

Source: Pharr District, TxDOT, February 1999

Several projects from US 281 to US 83 South to the GSA facilities at the bridge (approx. seven miles) were completed at an estimated cost of \$15.9 million. Among the projects was the widening of US 281 to a four-lane divided urban section and the construction of a structure over the main floodway channel. The floodway channel project was let in February 1999 at an estimated cost of \$6.6 million, and was completed by August 2000.

Source: Pharr District, TxDOT, November 2000

US 83 Expressway, from “I” Road East to FM 2557 in San Juan. This project let in June 1996 for \$14.2 million and was completed in March 1999. This segment provides a six-lane expressway facility with new overpasses and ramps. This corridor serves international traffic accessing

US 281 and commercial zones within the metropolitan area.

Source: Pharr District, TxDOT, August 1999

US 83 Expressway, from Ware Road East to Sugar Road in McAllen-Pharr area. Completed in September 1999, this project let in April 1997 for \$38.9 million and is open to traffic. This project provides a six-lane divided highway, illumination, and additional access to commercial zones in the frontage road areas, etc. This section of road is widely used by NAFTA truck traffic in and out of the International Trade Zone south of McAllen.

Source: Pharr District, TxDOT, October 1999

FM 1016, from SP 115 (23rd Street) to Bentsen Road South of McAllen. This project let in August 1998 and was completed in December 1998. This project let for \$2.7 million and provides a 4-lane divided urban curb and gutter section with a flush median (continuous left turn lane). This segment is adjacent to and within the International Trade Zone and serves international truck traffic accessing this area.

Source: Pharr District, TxDOT, August 1999

SP 241, from US 281 to SH 336. This 5-lane curb and gutter expansion project was let in July 1999 for \$3.6 million and was completed in July 2000. The project provides an improved connection to the International Trade Zone.

Source: Pharr District, TxDOT, November 2000

US 281/SP 241 overpass. This new overpass (US 281 over SP 241) will improve safety and circulation by separating international traffic from local east west through traffic. The project was let in March 2001 at a cost of \$6.6 million.

Source: Pharr District, TxDOT, June 2001

Beginning September 1, 1996, all northbound commercial traffic was directed from the Hidalgo-Reynosa Bridge to the Pharr Bridge. Southbound commercial traffic was permitted to use either the Hidalgo or Pharr Bridge to return to Mexico.

Source: U.S. Customs Service, August 1996

The Hidalgo County MPO requested funding from the Transportation Equity Act for 2001 (TEA-21) to construct additional import dock space. The project should be complete by the end of 2002.

Source: Pharr-Reynosa International Bridge, August 2002

Mexico: Construction is planned for a bypass that will connect the Reynosa-Matamoros highway to the Reynosa-Monterrey highway. The bypass will also connect to the Avenida Puente Pharr.

Source: Centro S.C.T. Tamaulipas, June 2001

**McAllen-Hidalgo-Reynosa Bridge
Hidalgo, Texas – Reynosa, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Hidalgo Bridge, Puente Reynosa and Puente Reynosa-McAllen I

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Hidalgo
Mexican City: Reynosa

DESCRIPTION: Two structures. The old four-lane bridge serves only southbound traffic. The new four-lane bridge serves only northbound traffic.
Bridge length: 524 feet southbound span, 852 feet northbound span
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification numbers-21 109 G00090 001 01 southbound span, 21 109 G00090 002 01 northbound span.

BRIDGE OWNER OR OPERATOR:
U.S.: City of McAllen
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
The first four-lane bridge was built in 1965 replacing a two-lane suspension bridge. The second four-lane bridge was built in 1987.

HOURS: 24 hours (POV only)
Source: South Texas Customs Management Center, August 2002

TOLL: \$1.50 (southbound)
Source: Pharr District, TxDOT, June 2001

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of McAllen submitted a Presidential Permit application, which was approved in August 1985.

BORDER STATION:

U.S.: The City of McAllen owns the border station, which was completed in 1982. The General Services Administration's lease expires April 27, 2004.

Source: General Services Administration, August 2002

Mexico: The border station, which has been in operation since 1965 was remodeled in 1988.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: Spur 600 from the bridge connects to Spur 241 which connects to US 281 and SH 336. Spur 115 connects from US 281 to US 83 Expressway.

Mexico: Near MEX 2, MEX 97 and MEX 40

IMPROVEMENTS:

U.S.: The following improvements have been made:
US 83 Expressway, from "I" Road East to FM 2557 in San Juan. This project let in June 1996 for \$14.2 million and was completed in March 1999. This segment provides a six-lane expressway facility with new overpasses and ramps. This corridor serves international traffic accessing US 281 and commercial zones within the metropolitan area.

US 83 Expressway, from Ware Road East to Sugar Road in McAllen-Pharr area. Completed in September 1999, this project let in April 1997 for \$38.9 million and is now open to traffic. This project provides a six-lane divided highway, illumination, and additional access to commercial zones in the frontage road areas, etc. This section of road is widely used by NAFTA truck traffic in and out of the International Trade Zone south of McAllen.

FM 1016, from SP 115 (23rd Street) to Bentsen Road South of McAllen. This project let in August 1998 and was completed in December 1998. This project let for \$2.7 million and provides a 4-lane divided urban (C&G) section with a flush median (continuous left turn lane). This segment is adjacent to and within the International Trade Zone and serves international truck traffic accessing this area.

Beginning September 1, 1996, all northbound commercial traffic was directed from the Hidalgo-Reynosa Bridge to the Pharr Bridge. Southbound commercial traffic was permitted to use either the Hidalgo or Pharr Bridge to enter Mexico.

Source: Pharr District, TxDOT, October 1999

The design for border station improvements to include an enforcement facility with canopy and expansion of the southbound toll plaza to include 3 additional southbound lanes is complete and is estimated to cost \$2.35 million. Eighty per cent will come from federal funds and 20% will come from the City of McAllen. Agreements are complete and construction is scheduled to begin in late 2001 depending on GSA scheduling.

Source: Charles Walper, Director, Pharr International Bridge, June 2001

Source: George Ramón, Bridge Superintendent, June 2001

Source: Pharr District, TxDOT, June 2001

A dedicated northbound commuter lane, Secure Electronic Network for Travelers' Rapid Inspection (SENTRI) has been approved by the U.S. Congress and is pending approval by Mexico.

Source: George Ramón, Bridge Superintendent, June 2001

Source: Pharr District, TxDOT, June 2001

Mexico: A study to analyze the possibility of installing the SENTRI commuter lane is underway. The installation of commuter lanes is part of the 22-Point U.S. – Mexico Border Partnership Action Plan, which Mexico is considering and positive results are expected by the end of 2003.

Source: Pharr District, TxDOT, August 2002

Los Ebanos Ferry
Los Ebanos, Texas – Gustavo Díaz Ordaz, Tamaulipas



The United States is shown at the bottom of the photo.

LOCAL NAMES: Los Ebanos-San Miguel Camargo, Ferry Gustavo Díaz Ordaz, and Ferry Díaz Ordaz-Los Ebanos

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Los Ebanos
Mexican City: Gustavo Díaz Ordaz

DESCRIPTION: The ferry can carry passengers and vehicles. However, it cannot accommodate more than three automobiles at a time.

FERRY OWNER OR OPERATOR:
U.S.: Reyna Family
Mexican Owner: Armando De La Garza

YEAR OF CONSTRUCTION: Although the crossing has been in operation since the 1950s, the current ferry has been operating since 1979.
Source: Ed Reyna, March 1999

HOURS: 8 a.m. - 4 p.m. (POV only – M-Sun)
Source: South Texas Customs Management Center, August 2002

TOLL: Yes

BORDER STATION:

The U.S. border station was completed in April 1992 and is owned by the Immigration and Naturalization Service. The bridge owner owns the land.
Source: General Services Administration, Summary of Existing and Proposed Border Stations, May 1995

CONNECTING ROADWAY:

U.S.: Near FM 886 to US 83.

Mexico: Near MEX 2

Rio Grande City-Camargo Bridge
Rio Grande City, Texas – Camargo, Tamaulipas



The United States is shown at the bottom of the photo.

LOCAL NAMES: Starr-Camargo Bridge and Puente Camargo

LOCATION: TxDOT District: Pharr
Texas County: Starr
U.S. City: Rio Grande City
Mexican City: Camargo

DESCRIPTION: A narrow two-lane bridge.
Bridge length: 591 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-21 214 C00045 001 01

BRIDGE OWNER OR OPERATOR:
U.S.: Starr-Camargo Bridge Company
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios
Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
Opened in 1966
Source: Sam F. Vale, President, Starr-Camargo Bridge Company, May 1995

HOURS: 7 a.m. – Midnight (POV – M-Sun)
7 a.m. – Midnight (Commercial/Cargo – M-Fri)
Source: South Texas Customs Management Center, August 2002

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits are not required for bridges built before 1972. The permit authority for this facility was issued on September 21, 1959, pursuant to Public Law 86-343, 86th Congress, H.R. 8694.

Source: Sam F. Vale, President, Starr-Camargo Bridge Company, May 1995

BORDER STATION:

U.S.: The border station was constructed in 1969. Current dock facilities were completed in 1978. The Starr-Camargo Bridge Company owns the U.S. border station. Groundbreaking ceremonies for a new facility for the General Services Administration were held in July 1999. The building increased border station space from approximately 2,500 square feet to 8,000 square feet and added a 10-truck dock that is expandable to 15 docks.

The actual border station construction began on September 1, 1999. A new lease was signed on April 1, 1999, which called for two new tollbooths and an eight-acre port facility to be constructed. Northbound passenger lanes will increase from one to two, with a third lane dedicated to extra wide conveyances like buses and other recreational vehicles. Southbound lanes will increase from one to two toll stations. There will be a dedicated commercial vehicle inspection area outside of the normal traffic lanes for southbound trucks. The new state-of-the-art port facility will be completed in phases. The new administration building, automobile inspection area, import lot, and inspection booths are operational.

Source: General Services Administration, August 2002

Mexico: The border station has been in operation since 1968. There are plans to expand and remodel the Customs facilities.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: FM 755 to US 83 and US 281

Mexico: Carretera Puente Internacional connects to MEX 2, MEX 54 and MEX 40

Roma-Ciudad Miguel Aleman Bridge
Roma, Texas – Ciudad Miguel Alemán, Tamaulipas



The United States is shown at the bottom of the photo. The Roma International Suspension Bridge (closed) is shown to the left of Roma-Ciudad Miguel Aléman Bridge.

LOCAL NAMES: Starr County International Bridge, Roma Bridge and Puente Roma-Miguel Alemán

LOCATION: TxDOT District: Pharr
Texas County: Starr
U.S. City: Roma
Mexican City: Ciudad Miguel Alemán

DESCRIPTION: A four-lane bridge.
Bridge length: 810 feet
Source: Bridge Division, TxDOT, June 2001
Bridge identification number-21 214 D000 20 001 01

BRIDGE OWNER OR OPERATOR:
U.S.: Starr County
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION: 1979

HOURS: 24 hours (POV)
10 a.m. – 8 p.m. (Commercial/Cargo – M-Fri)
Source: South Texas Customs Management Center, August 2002

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Starr County submitted a Presidential Permit application, which was approved on April 6, 1977.

Source: Pharr District, TxDOT

BORDER STATION:

U.S.: Starr County owns the border station, which was completed in 1988. The General Services Administration's lease expires April 28, 2009.

Source: General Services Administration, Summary of Existing and Proposed Border Stations, May 1995

Mexico: There are plans to expand and modernize the Customs facilities.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: Spur 200 from the bridge connects to US 83

Mexico: Near MEX 2

IMPROVEMENTS:

U.S.: US 83 loop. A feasibility study to construct a four-lane divided rural section loop around the city as well as construct a pair of one-way streets along the existing US 83 and Garcia Street was completed in January 1999. The loop will start just east of Rio Grande City and go to just north of the City of Roma. Proposed letting date for the pair of one-way streets is August 2003, at an estimated cost of \$2.5 million.

Source: Pharr District, TxDOT, June 2001

Proposed improvements to US 83 from Garcia Street to Loma Blanca are being planned for an August 2002 letting. This project will provide a 4-lane divided urban facility with curb and gutter throughout this corridor.

Source: Pharr District, TxDOT, June 2001

**Lake Falcon Dam Crossing
Falcon Heights, Texas – Ciudad Guerrero, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Falcon Dam, Puente San Juan, Presa Falcón, Puente Internacional de la Presa

LOCATION: TxDOT District: Pharr
Texas County: Starr
U.S. City: Falcon Heights
Mexican City: Ciudad Guerrero

DESCRIPTION: A two-lane road runs above the dam.
Source: International Boundary and Water Commission

DAM OWNER OR OPERATOR:
U.S.: U.S. Section, International Boundary and Water Commission
Mexico: Mexican Section, International Boundary and Water Commission
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, February 1997

PORT-OF-ENTRY OWNERS AND OPERATORS:
U.S: U.S. Customs
Mexico: Mexican Customs
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, February 1997

YEAR OF CONSTRUCTION:
1953
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

HOURS: 7 a.m. - 9 p.m. (POV only)
Source: South Texas Customs Management Center, August 2002

TOLL: No

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits are not required for structures built before 1972.

BORDER STATION:

The U.S. border station was constructed in 1960. The building was expanded in 1977 and 1989. The border station was transferred from the IBWC to U.S. Customs after construction of the dam.

Source: General Services Administration, Summary of Existing and Proposed Border Stations, May 1995

CONNECTING ROADWAY:

U.S.: FM 2098 to US 83

Mexico: MEX 2

Juárez-Lincoln Bridge
Laredo, Texas – Nuevo Laredo, Tamaulipas



The United States is shown at the bottom of the photo.

LOCAL NAMES: Bridge #2, Laredo-Nuevo Laredo Bridge 2, Puente Juárez-Lincoln and Laredo II

LOCATION: TxDOT District: Laredo
Texas County: Webb
U.S. City: Laredo
Mexican City: Nuevo Laredo

DESCRIPTION: A six-lane bridge
Bridge length: 1008 feet
Source: Bridge Division, TxDOT, June 2001
Bridge identification number-22 240 B01060 001 01

BRIDGE OWNER OR OPERATOR:
U.S. Owner: City of Laredo
U.S. Operator: Laredo Bridge System
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios
Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
Opened on November 26, 1976.

FUNDING/COST: The City of Laredo financed the estimated \$8 million cost through revenue bonds. Approximately \$2 million in bonds were issued in October 1974 and \$6 million were issued in April 1980.

Source: Joe Arranda, Director of Transportation, City of Laredo, May 1995

HOURS: 24 hours (POV only)

Source: South Texas Customs Management Center, August 2002

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Built using permit of bridge #1 (Circa 1950s).

Source: Laredo District, TxDOT

BORDER STATION:

U.S.: The General Services Administration owns the U.S. border station, which was completed in 1982. The import lot was modernized in 1993.

Source: General Services Administration, Summary of Existing and Proposed Border Stations, May 1995

Mexico: The border station became operational in November 1976.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: IH-35, near US 83 (Matamoros St. and Houston St.) IH-35 connects with US 59 and Loop 20. US 83 connects with Loop 20 and SH 359.

Mexico: Near MEX 85 and MEX 2

Source: Laredo District, TxDOT, June 2001

IMPROVEMENTS:

U.S.: A project widening IH 35 to six lanes from the Four Block Area to Shiloh and including a overpass is complete.

Source: Laredo District, TxDOT, June 2001

IH-35 frontage road (southbound) reconstruction from Scott Street to Del Mar Blvd. is complete at an estimated cost of \$8.5 million. The IH 35 (northbound) frontage road is under construction.

Source: Laredo District, TxDOT, August 2002

IH-35 from Hidalgo St. to Loop 20 consisting of the replacement and interconnection of traffic signals was completed on August 29, 2001, at an estimated cost of \$1.1 million.

Source: Laredo District, TxDOT, August 2002

**Gateway to the Americas Bridge
Laredo, Texas – Nuevo Laredo, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Convent Street Bridge, Laredo International Bridge, Bridge #1, Old Bridge, Laredo-Nuevo Laredo Bridge 1, Puente Nuevo Laredo, Puente Laredo I and Puente Viejo

LOCATION: TxDOT District: Laredo
Texas County: Webb
U.S. City: Laredo
Mexican City: Nuevo Laredo

DESCRIPTION: A four-lane bridge.
Bridge length: 1,050 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-22 240 B00250 001 01

BRIDGE OWNER OR OPERATOR:
U.S. Owner: City of Laredo (Laredo Bridge System)
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
The original bridge was destroyed by flood in 1954 and reconstructed in 1956.
Source: City of Laredo, May 1995

FUNDING/COST: **U.S.:** This bridge was originally purchased from a private owner in 1946 for \$695,000. In 1954 floods resulting from a hurricane in the Gulf of Mexico destroyed the bridge. The city's flood damage insurance paid the bulk of the reconstruction cost of the U.S. side of the bridge. Records do not reflect the amount. The City of Laredo financed \$300,000 of the reconstruction amount (a portion not covered by insurance) through revenue bonds.

Source: City of Laredo, May 1995

HOURS: 24 hours (POV only)

Source: South Texas Customs Management Center, August 2002

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits are not required for bridges built before 1972.

BORDER STATION:

U.S.: The General Services Administration owns the border station, which was constructed in 1943 and renovated in 1990-91.

Source: General Services Administration, August 2002

Mexico: The border station was constructed in 1954 and renovated in 1956.

Source: Centro S.C.T. Tamaulipas, June 2001

CONNECTING ROADWAY:

U.S.: BI-35 (Convent St. and Salinas St.) near IH-35 and US 83 (Matamoros St. and Houston St.)

Source: Laredo District, TxDOT, June 2001

Mexico: Near MEX 2, MEX 85 or MEX 1

IMPROVEMENTS:

U.S.: The project widening US 83 to a four-lane divided highway is complete.

The overlay of IH-35 main lanes is complete at a cost of \$2.7 million.

Source: Laredo District, TxDOT, August 2002

**World Trade Bridge
Laredo, Texas – Nuevo Laredo, Tamaulipas**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Laredo North, Bridge 4, Laredo IV, Puente Internacional Nuevo Laredo III, and Puente del Comercio Mundial Nuevo Laredo III

LOCATION: TxDOT District: Laredo
Texas County: Webb
U.S. City: Laredo
Mexican City: Nuevo Laredo

DESCRIPTION: The eight-lane bridge is for commercial traffic only.
Bridge length: 977 feet
Bridge Identification Number-22-240-3483-01-025
Source: Bridge Division, TxDOT, June 2001

BRIDGE OWNER OR OPERATOR:
U.S.: City of Laredo
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios
Conexos (CAPUFE)

FUNDING/COST: U.S.: The International Bridge let for approximately \$2.2 million.
Estimates for the GSA facilities totaled over \$19.5 million. The roadway
improvement costs related to the bridge were approximately \$93 million.
Source: Laredo District, TxDOT, March 2000

HOURS: 8 a.m. – Midnight (Commercial/Cargo only – M-Fri)
Source: South Texas Customs Management Center, August 2002

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of Laredo submitted a Presidential Permit application in 1991; the permit was issued in November 1994.

Source: Office of Mexican Affairs, U.S. Department of State, February 1997

USCG Bridge permit was approved on February 12, 1996.

Source: United States Coast Guard

A FONSI was issued by the FHWA on March 26, 1998.

Source: Laredo District, TxDOT, December 1998

Mexico: The exchange of diplomatic notes committing both nations to the construction of the new crossing took place on March 10, 1998.

BORDER STATION:

U.S.: The bid for the border station was awarded in January 1999. The project was let for approximately \$29 million and the facility became operational on April 15, 2000. The General Services Administration's lease expires April 2012.

Source: General Services Administration, August 2002

Mexico: Plans for the border station were approved by CABIN on December 17, 1997.

Source: SEDICOT, Gobierno del Estado de Tamaulipas, May 1998

BRIDGE CONSTRUCTION STATUS:

U.S.: Groundbreaking occurred on September 30, 1998, and the bridge officially opened on April 15, 2000.

Source: Laredo District, TxDOT, November 2000

Mexico: The bridge officially opened on April 15, 2000.

Source: Laredo District, TxDOT, November 2000

CONNECTING ROADWAY:

U.S.: Loop 20, near FM 1472 and IH-35. Loop 20 connects the International Bridge with FM 1472 and IH-35.

Source: Laredo District, TxDOT, June 2001

Mexico: A 32 km loop connects at Kilometer 22 south of Nuevo Laredo on MEX 85 to Kilometer 12 on MEX 2, northwest of Nuevo Laredo.

Source: SEDICOT, Gobierno del Estado de Tamaulipas, May 1998

IMPROVEMENTS:

U.S.: A new controlled access facility constructed from IH 35 to the international bridge with an overpass and direct connector at FM 1472 is complete at an estimated cost of \$32.8 million.

Source: Laredo District, TxDOT, August 2002

The interchange construction at the intersection of Loop 20 and IH-35 is underway. The project will consist of overpass bridges, reconstruction of frontage roads and two direct connectors.

Source: Laredo District, TxDOT, August 2002

A new direct connector will be constructed at the intersection of Loop 20 and IH-35, which will connect from IH-35 North to Loop 20 West. The project was let in January 2002 at an estimated cost of \$1.1 million and construction is underway.

Source: Laredo District, TxDOT, August 2002

Loop 20 will be widened from a two-lane rural roadway to a five-lane section starting 1.6 miles north of US 59 to McPherson Road. The project was let in August 2001 at an estimated cost of \$14.7 million and construction is underway.

Source: Laredo District, TxDOT, August 2002

**Laredo-Colombia Solidarity Bridge
Laredo, Texas – Colombia, Nuevo León**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Colombia Bridge, Puente Solidaridad, Puente Colombia and Puente Internacional Solidaridad Colombia

LOCATION: TxDOT District: Laredo
Texas County: Webb
U.S. City: Laredo
Mexican City: Colombia

DESCRIPTION: An eight-lane bridge and two sidewalks.
Bridge length: 1,216 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-22 240 B01391 001 01

BRIDGE OWNER OR OPERATOR:
U.S.: City of Laredo
Mexican Owner: Government of Mexico. The State of Nuevo León has the concession until 2007.
Source: S.C.T., December 1998
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
Completed on July 31, 1991.

FUNDING/COST: U.S.: The City of Laredo financed the estimated \$12 million cost through revenue bonds on May 21, 1990.
Source: City of Laredo, May 1995

HOURS: 8 a.m. – Midnight (POV – M-Sun)
8 a.m. – Midnight (Commercial/Cargo – M-Fri)
Source: South Texas Customs Management Center, August 2002

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of Laredo and Webb County submitted a Presidential Permit application in 1989, which was approved March 28, 1990.

USCG Bridge permit approved May 8, 1990.
Source: United States Coast Guard

BORDER STATION:

The General Services Administration owns the U.S. border station, which was constructed in 1991.

The U.S. Customs Service constructed a fixed-site truck x-ray facility at this port in early 1999.
Source: General Services Administration, August 1999

CONNECTING ROADWAY:

U.S.: FM 255, which connects to Camino Colombia (toll road) and FM 1472 (Mines Road)
Source: Laredo District, TxDOT, June 2001

Mexico: MEX 2 (La Ribereña) will be expanded from Kilometer 12 to the Colombia Bridge.
Source: S.C.T., February 1999

IMPROVEMENTS:

U.S.: Construction of the \$85 million two-lane privately owned toll roadway project was let in March 1999 and opened on October 19, 2000. The toll-road is approximately 22 miles long.
Source: Laredo District, TxDOT, June 2001

The GSA has received TEA-21 funding to expand the truck lanes at the terminal of the bridge to alleviate congestion. The project is on hold awaiting design specifications from the City.
Source: General Services Administration, August 2002

Mexico: Construction of the \$8.36 million four-lane privately owned roadway project was let in May 1990 and opened in August 1991. MEX 2 (La Ribereña) will be expanded to four lanes in the corresponding part of Nuevo León from kilometer 5 to 34, this project will be completed in October 2001 at a cost of \$117 million.
Source: S.C.T. Nuevo León, July 2001

**Camino Real International Bridge
Eagle Pass, Texas – Piedras Negras, Coahuila**



**The United States is shown at the bottom of the photo.
The Eagle Pass-Piedras Negras Railroad is shown to the left of the
Camino Real International Bridge**

LOCAL NAMES: Eagle Pass-Piedras Negras International Bridge II, Puente Dos, Puente Camino Real and Puente Internacional Coahuila 2000

LOCATION: TxDOT District: Laredo
Texas County: Maverick
U.S. City: Eagle Pass
Mexican City: Piedras Negras

DESCRIPTION: The bridge began operating on September 24, 1999, and is located approximately 0.6 miles south of the existing Eagle Pass International Bridge and immediately north of the international railroad bridge owned and operated by Union Pacific. The bridge structure is 1384 feet in length with 374 feet on the Mexican side and 1,010 feet on the U.S. side. The border station for the Port of Entry facilities consists of approximately 46 acres. The 84-foot wide bridge roadway provides six lanes (three in each direction) and includes two six-foot sidewalks for pedestrians.

Source: City of Eagle Pass, August 2002

BRIDGE OWNER OR OPERATOR:

U.S. Owner: City of Eagle Pass
U.S. Operator: Eagle Pass Bridge System

Source: City of Eagle Pass, May 1998

Mexican Owner: Mexican Government.

Source: Dirección General de Caminos SCOPE, Gobierno de Coahuila, September 1998

Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios
Conexos (CAPUFE)

FUNDING/COST: The City of Eagle Pass provided funding for the \$30 million project.

HOURS: 24 hours (POV)
Hours for Commercial Traffic into U.S.:
7 a.m. – 11 p.m. (M-Fri)
8 a.m. – 4 p.m. (Sat)
Hours for Commercial into Mexico:
9 a.m. –10 p.m. (M-Fri)
11 a.m. –3 p.m. (Sat)
Source: City of Eagle Pass, August 2002

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The Department of State issued the Presidential Permit to the City of Eagle Pass in May 1996. The Coast Guard Bridge Permit was issued in August 1996. Final Diplomatic notes authorizing the construction of the bridge were exchanged between the U.S. and Mexican governments in November 1997.

Source: City of Eagle Pass, March 1999

Mexico: The State of Coahuila constructed and operates the bridge and facilities.

Source: S.C.T., November 1999

BORDER STATION:

U.S.: The City of Eagle Pass and GSA have jointly developed a master plan for phased expansion of the border station. The phase I facilities have been in operation for two and a half years. Phase II of the facilities will include six tollbooths with one dedicated for truck traffic, 12 primary inspection stations, 36 secondary inspection stations, four truck inspection stations, an expanded truck dock and expanded support facilities for USDA, Customs and Immigration. Construction for phase II of the facilities is expected to begin in 2004 and will take approximately 24 months to complete.

Source: City of Eagle Pass, August 2002 _

The GSA has received 2002 funding for the design of the permanent border station facilities and has requested construction funding for 2004.

Source: City of Eagle Pass, August 2002

Mexico: Construction of the border station began in July 1998 and was completed in August of 1999.

Source: SCT, November 1999

CONNECTING ROADWAY:

U.S.: Construction for the Truck Route was divided into two phases. Phase 1A was completed in April 1999 at a cost of \$1.1 million and is approximately 1/2 mile long, connecting at FM 1021-Wilson Street and ending at the Camino Real International Bridge. Phase 1B will be approximately 2 miles, starting at the Camino Real International Bridge and ending at FM 375. Phase 1B will include 2 lanes with shoulders and is scheduled for letting in November 2002 at a cost of \$5.6 million.

Source: City of Eagle Pass, August 2002

Mexico: The governors of Coahuila and Zacatecas signed an agreement to expand highway infrastructure from Saltillo to Zacatecas. Highway 57, a four-lane highway from Piedras Negras to Saltillo, Coahuila, is complete.

Source: City of Eagle Pass, August 2002

IMPROVEMENTS:

U.S.: An outer loop from the bridge around the city is scheduled for letting in 2004. Phase I construction will extend from the bridge to US Highway 57, with phase II starting at US Highway 57 to US Highway 277 North.

Source: City of Eagle Pass, August 2002

Mexico: The State of Coahuila and SCT continue the improvement and construction of the Mexico-Piedras Negras Transport Corridor to the new port of entry. A number of projects planned in the short to medium term, include the construction of two road sections, La Muralla (10.0 km) and Saltillo bypass (36.0 km) at a cost of 327 million pesos. Construction was to have been completed by mid 2000.

Source: S.C.T., November 1999

Eagle Pass Bridge I
Eagle Pass, Texas – Piedras Negras, Coahuila



The United States is shown at the bottom of the photo.

LOCAL NAMES: Eagle Pass-Piedras Negras International Bridge and Puente Piedras Negras-Eagle Pass

LOCATION: TxDOT District: Laredo
Texas County: Maverick
U.S. City: Eagle Pass
Mexican City: Piedras Negras

DESCRIPTION: A two-lane bridge.
Bridge length: 1,855 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-22 159 B00290 001 01

BRIDGE OWNER OR OPERATOR:
U.S.: City of Eagle Pass
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
Originally constructed in 1927 and reconstructed in 1954, the bridge was rehabilitated in 1985.
Source: General Services Administration

FUNDING/COST: The City of Eagle Pass purchased the bridge on March 17, 1947, from Francisco Estrada for \$320,000.
Source: Laredo District, TxDOT

HOURS: 7 a.m. - 11 p.m. (POV only – M-Sun)
Source: South Texas Customs Management Center, August 2002

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:
U.S.: Presidential Permits were not required for bridges built before 1972.

BORDER STATION:
The U.S. border station, owned by the General Services Administration, was completed in 1960 and expanded in 1991.
Source: General Services Administration, Summary of Existing and Proposed Border Stations, May 1995

CONNECTING ROADWAY:
U.S.: US 57 connects to US 277
Mexico: Near MEX 2 and MEX 57

IMPROVEMENTS:
U.S.: US 57 was expanded from two lanes to four lanes with shoulders for approximately 14 miles outside the city limits.
Source: City of Eagle Pass, August 2002

A US 277 (Business) reconstruction and widening project let for \$3.8 million was completed in May 1999. A reconstruction on US 277 (Business) consisting of the reconstruction of the roadway from Ceylon St. to US 57 let in May 2001 at an estimated cost of \$2.23 million. The project is approximately 30% complete.
Source: Laredo District, TxDOT, August 2002

**Del Rio-Ciudad Acuña International Bridge
Del Rio, Texas – Ciudad Acuña, Coahuila**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Del Rio International Bridge, Puente Acuña, and Puente Ciudad Acuña-Ciudad Del Rio

LOCATION: TxDOT District: Laredo
Texas County: Val Verde
U.S. City: Del Rio
Mexican City: Ciudad Acuña

DESCRIPTION: A four-lane bridge.
Bridge length: 2,035 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-22 233 B00770 002 01

BRIDGE OWNER OR OPERATOR:
U.S.: City of Del Rio
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
Originally constructed in 1930 and reconstructed in 1987.
Source: City of Del Rio, May 1995

HOURS: 24 hours (POV)
8 a.m. – 9 p.m. (Commercial/Cargo – M-Fri)
Source: South Texas Customs Management Center, August 2002

TOLL: POVs - \$2.00 Buses - \$4.50
Pedestrians - \$0.25 RVs - \$4.00
Bicycles - \$0.25
Source: City of Del Rio, August 2002

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of Del Rio submitted a Presidential Permit application, which was approved in 1986.

BORDER STATION:

U.S.: The U.S. border station was constructed in 1967, and the City of Del Rio's portion was reconstructed in 1995. The General Services Administration owns the border station and prepared a master plan for a major three-phase expansion of the border station. The first two phases, which included a new import lot, are complete. Funding for the third phase was received in 2002, and construction funding has been requested for 2004.

Source: General Services Administration, August 2002

Mexico: The border station was to be completed in three phases. The first two phases are complete, while the third phase has not yet been clearly defined.

Source: SCT, January 1999

CONNECTING ROADWAY:

U.S.: US 277/Spur 239 connecting with US 90

Mexico: Near MEX 2, Coahuila State Highway 29 connecting with MEX 57

IMPROVEMENTS:

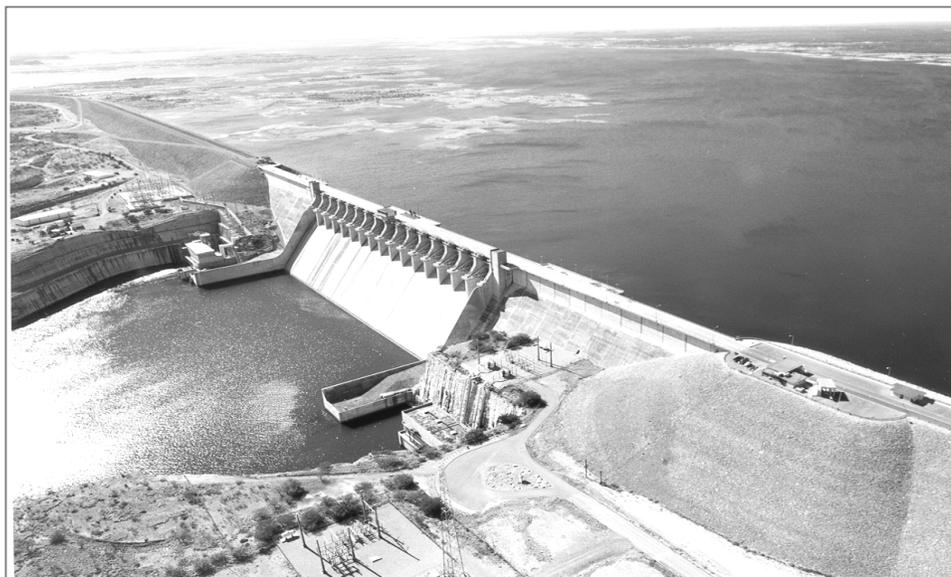
U.S.: US 90: Section 1.58 mi. east of Bedell Ave., to Bedell Ave., including reconstruction of grading, structure, base, plus widening and rehabilitation of bridges and section from Gibbs St. to 17th St. The \$4.7 million project was completed in early 1999.

Source: Laredo District, TxDOT, February 1999

A second US 90 reconstruction project from Avenue F to Bedell Ave., and from the Laughlin AFB to 1.5 miles east of Bedell Ave., was relet in September 1999 at an estimated cost of \$4.5 million. The project was completed on March 7, 2002.

Source: Laredo District, TxDOT, August 2002

**Lake Amistad Dam Crossing
Del Rio, Texas – Ciudad Acuña, Coahuila**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Amistad Dam, Presa la Amistad

LOCATION: TxDOT District: Laredo
Texas County: Val Verde
U.S. City: Del Rio
Mexican City: Ciudad Acuña

DESCRIPTION: A two-lane road runs above the dam.
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, February 1997

DAM OWNER OR OPERATOR:
U.S: U.S. Section, International Boundary and Water Commission
Mexico: Mexican Section, International Boundary and Water Commission
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, February 1997

PORT-OF-ENTRY OWNERS AND OPERATORS:
U.S: Immigration and Naturalization Service
Mexico: Mexican Customs
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, February 1997

YEAR OF CONSTRUCTION:
1969
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

HOURS: 10 a.m. – 6 p.m. (POV only)
Source: South Texas Customs Management Center, August 2002

TOLL: No

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits are not required for structures built before 1972.

BORDER STATION:

The U.S. border station, owned by the Immigration and Naturalization Service, was completed in 1969.

Source: General Services Administration, Summary of Existing and Proposed Border Stations, May 1995

CONNECTING ROADWAY:

U.S.: Spur 349 connects to US 90

Mexico: Near MEX 2

Presidio Bridge
Presidio, Texas - Ojinaga, Chihuahua



The United States is shown at the bottom of the photo.

LOCAL NAMES: Presidio-Ojinaga Bridge, Puente Ojinaga

LOCATION: TxDOT District: El Paso
Texas County: Presidio
U.S. City: Presidio
Mexican City: Ojinaga

DESCRIPTION: A two-lane bridge
This new bridge replaced a privately owned, antiquated wooden structure located about 500 yards down river.
Source: General Services Administration
Bridge length: 791 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-24 189 010410 053 01

BRIDGE OWNER OR OPERATOR:
U.S. Owner: State of Texas
U.S. Operator: Texas Department of Transportation
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
1985
Source: Bridge Inventory and Inspection File, TxDOT

FUNDING/COST: **U.S.:** \$869,113 for bridge and approach. Half of this seven span bridge was paid for by Mexico. Since there were an odd number of spans, Mexico paid for the superstructure of the middle span and the U.S. paid for the substructure.

Source: Design Division, TxDOT

HOURS: 24 hours (POV)
8 a.m. – 5 p.m. (Commercial/Cargo)
Source: South Texas Customs Management Center, August 2002

TOLL: No toll southbound
Northbound toll - \$1.80 (POV)
\$3.80 (Commercial Trucks)
Source: West Texas Customs Management Center, June 2001

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidio County submitted a Presidential Permit application, which was approved on July 2, 1976. The permit was amended and transferred to the State of Texas on May 4, 1982.

Source: U.S. State Department

BORDER STATION:

U.S.: The U.S. border station was completed in 1987. A private individual (Richard Slack) owns the U.S. border station, which is leased to the General Services Administration (GSA). GSA's lease, which was to expire in 2007, was renegotiated to provide for the recent expansion of the facilities to include additional office and dock areas, a primary inspection area and a permanent kennel. GSA's lease expires in July 2022.

Source: General Services Administration, August 2002

Mexico: The Government of Mexico, Customs and Immigration operate the border station.

Source: Centro S.C.T. Chihuahua, June 2001

CONNECTING ROADWAY:

U.S.: US 67 and FM 170

Mexico: MEX 16 and CHIH 18

Source: Centro S.C.T. Chihuahua

IMPROVEMENTS:

Mexico: Construction of state highway Coyame – Potrero del Llano (La Mula) connecting MEX 16 and CHIH 18 is underway at a cost of 105 million pesos. The new route starts off of Highway 16 about 25 miles south of Coyame and runs parallel to the Chihuahua al Pacifico railroad to the Camargo Highway (CHIH 18) at La Mula (Potrero del Llano). With the construction of this 70-mile bypass, travelers will be able to avoid the sharp curves and steep grades of Highway 16 through Peguis Canyon. Estimated completion date of the highway is January 2003.

Source: Centro S.C.T. Chihuahua, August 2002

**Fort Hancock-El Porvenir Bridge
Fort Hancock, Texas – El Porvenir, Chihuahua**



The United States is shown at the bottom of the photo.

LOCAL NAME: Puente El Porvenir

LOCATION: TxDOT District: El Paso
Texas County: Hudspeth
U.S. City: Fort Hancock
Mexican City: El Porvenir

DESCRIPTION: A narrow two-lane bridge.
Bridge length: 510 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-24 116 AA8883 001 01

BRIDGE OWNER OR OPERATOR:

U.S. Owner: U.S. Section, International Boundary and Water Commission
U.S. Operator: U.S. Customs
Mexican Owner: Government of Mexico
Mexican Operator: Government of Mexico and CILA
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996
Source: Centro S.C.T. Chihuahua, June 2001

YEAR OF CONSTRUCTION:

Built in 1936.
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

This is one of three small, light-duty bridges built by the International Boundary and Water Commission as part of U.S.-Mexico, Rio Grande Rectification Project.

Source: International Boundary and Water Commission, U.S. Section, November 2000

FUNDING/COST: Built using U.S. and Mexican federal funds.

HOURS: 6 a.m. – 10 p.m. (POV/Light Truck)

Source: South Texas Customs Management Center, August 2002

TOLL: None

Source: West Texas Customs Management Center, June 2001

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits are not required for bridges built before 1972.

BORDER STATION:

U.S.: The current border station is a small facility that was constructed in 1955 and is owned by the Immigration and Naturalization Service. The design for a new border station at this location was completed in May 2002. GSA received construction funding for the project in February 2002, and construction is scheduled for completion by February 2003.

Source: General Services Administration, August 2002

Mexico: The Mexican Government operates the border station.

Source: Centro S.C.T. Chihuahua, June 2001

CONNECTING ROADWAY:

U.S.: FM 1088 connects with Texas 20

Mexico: Connects to MEX 2

Fabens-Caseta Bridge
Fabens, Texas – Caseta, Chihuahua



The United States is shown at the bottom of the photo.

LOCAL NAME: Puente La Caseta and Tornillo-Guadalupe

LOCATION: TxDOT District: El Paso
Texas County: El Paso
U.S. City: Fabens
Mexican City: Caseta

DESCRIPTION: A narrow two-lane bridge.
Bridge length: 510 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-24 072 AA8884 001 01

BRIDGE OWNER OR OPERATOR:
U.S. Owner: U.S. Section, International Boundary and Water Commission
U.S. Operator: U.S. Customs
Mexican Owner: Government of Mexico
Mexican Operator: Mexican Customs
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

YEAR OF CONSTRUCTION:
Built in 1938.
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

This is one of three small, light-duty bridges built by the International Boundary and Water Commission as part of U.S.-Mexico, Rio Grande Rectification Project.

Source: International Boundary and Water Commission, U.S. Section, November 2000

FUNDING/COST: Built using U.S. and Mexican federal funds.

HOURS: 6 a.m. - 10 p.m. (POV/Light Truck)

Source: South Texas Customs Management Center, August 2002

TOLL: None

Source: West Texas Customs Management Center, June 2001

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits are not required for bridges built before 1972.

BORDER STATION:

A United States temporary border station was constructed on 7.59 acres of land northwest of the existing Port of Entry. This facility includes additional inspection lanes, parking and modular office trailer units.

Source: General Services Administration, August 2002

CONNECTING ROADWAY:

U.S.: FM 1109 connects with Texas 20, FM 76 and FM 793, which connect to I-10. Island Guadalupe and Tornillo-Guadalupe roads run concurrently with FM 1109.

Mexico: A state road connects with MEX 2

IMPROVEMENTS:

U.S.: The county of El Paso is proposing the construction of the Guadalupe/Tornillo (Fabens) Bridge just upstream from the current Fabens-Caseta Bridge. The El Paso County is following through with the Texas Bridge approval process and will be seeking the U.S. Presidential Permit. The County is currently going through the Environmental Assessment process, which is a precursor to the permitting process.

Source: TxDOT, August 2002

Ysleta-Zaragoza Bridge
Ysleta, Texas – Zaragoza, Chihuahua



The United States is shown at the bottom of the photo.

LOCAL NAMES: Zaragoza Bridge, Puente Zaragoza and Puente Ysleta-Zaragoza

LOCATION: TxDOT District: El Paso
Texas County: El Paso
U.S. City: El Paso
Mexican City: Ciudad Juárez

DESCRIPTION: There are two structures, one is a four-lane bridge for commercial traffic, and the other is a four-lane bridge for non-commercial traffic. The non-commercial bridge also has two pedestrian walkways. The walkways join an elevated pedestrian bridge that connects to the second floor of the INS Administration Building.

Source: El Paso District, TxDOT, December 1998

Bridge length: 804 feet northbound and southbound

Source: Bridge Inventory and Inspection File, TxDOT

Bridge identification numbers - 24 072 B74640 001 01 northbound truck bridge, 24 072 B74640 002 01 southbound vehicular bridge

BRIDGE OWNER OR OPERATOR:

U.S.: City of El Paso

Mexican Owner: Government of Mexico. Promofront S. A. de C. V. has the concession until 2017.

Source: Secretaría de Relaciones Exteriores, Puertos y Servicios Fronterizos, January 1997

Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:

The original bridge was constructed in 1938 as part of the U.S.-Mexico River rectification project.

Source: International Boundary and Water Commission, U.S. Section, July 1994

Rebuilt in 1955 and rebuilt again in 1990.

Source: El Paso District, TxDOT

FUNDING/COST: U.S.: \$3.54 million

Source: El Paso District

HOURS:

24 hours (POV)

8 a.m. – Midnight (Commercial/Cargo -- M-F)

Source: South Texas Customs Management Center, August 2002

TOLL:

Southbound: \$1.25 (POV)
\$2.30 per axle (Commercial)

Northbound: \$1.75 (POV)
\$3.00 per axle (Commercial)

Source: South Texas Customs Management Center, June 2001

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of El Paso submitted a Presidential Permit application for the replacement bridges, which was approved on June 30, 1987.

Source: U.S. State Department

BORDER STATION:

U.S.: The border station was completed in August 1992. The General Services Administration owns the U.S. border station and 61 acres of the border station's land area. The city operates truck tollbooths on the GSA property. The GSA expanded the facility in 1998 by adding two-bay empty truck inspection, a HAZMAT containment area, a narcotic storage building, additional truck staging, and miscellaneous site improvements. A fixed-site truck x-ray system that enables them to x-ray an entire truck in about 10 minutes has been in place since January 1998.

Source: General Services Administration, August 1999

Source: U.S. Customs Service, U.S. Department of Treasury, June 1998

North American Trade Automation Prototype dedicated short-range testing equipment was installed in July 1997. For more information on the NATAP program on the Internet, see <http://www.itds.treas.gov>

Source: Federal Highway Administration, Texas Division, August 1997

The region has submitted a prospectus for a FY 04 design. The project proposes an increase in the pedestrian and vehicle primary areas, the import lot area, and additional site security and parking. The alterations to the facility will provide a total of 201,093 gross square feet and 412 parking spaces. The design funds have been approved for FY 06.

Source: General Services Administration, August 2002

CONNECTING ROADWAY:

U.S.: Near State Loop 375, Border Highway, and Americas Avenue. Connects to I-10.

Mexico: A state road connects with MEX 2 and continues to MEX 45.

IMPROVEMENTS:

U.S.: The City of El Paso delegation appeared before the Texas Transportation Commission in May 1996 to request funding for a project that would add four main lanes to the existing frontage roads of Loop 375 from the Zaragoza Port of Entry to IH 10. The Commission approved this \$25 million dollar project, which was let in March 1999.

Source: El Paso District, TxDOT, October 1999

TxDOT is working with bridge officials to design a second commercial exit leading to Loop 375, connecting to IH 10. Four main lanes are under construction from IH 10 to Zaragoza. The city of El Paso proposed an update to the existing toll collection system.

Source: El Paso District, TxDOT, October 1999

A consultant firm conducted a feasibility study for the extension of the Border Highway from the Zaragoza Port of Entry to the Fabens Port of Entry. The \$1 million study began during the summer of 1995 and was completed in February 1997. The study recommended the extension, and it is on the long-range plan.

Source: El Paso District, TxDOT, October 1999

A proposal has been made to open a Dedicated Commuter Lane (DCL) by converting the existing bridge from 4 to 5 lanes and adding a third booth on the Mexican side.

Source: El Paso District Chamber of Commerce, October 2002

Mexico: The access roads to the bridge are both state and city owned. The City of Juárez is in the process of modernizing the system of city roads that lead up to the bridge. Boulevard Francisco Villarreal joins MEX 45 with MEX 2.

Source: Centro S.C.T. Chihuahua, June 2001

Bridge of the Americas
El Paso, Texas – Ciudad Juárez, Chihuahua



The United States is shown at the top of the photo.

LOCAL NAMES: Puente Rio Bravo, Puente Internacional Cordova-Las Americas, Cordova Bridge, Puente Libre, BOTA and Free Bridge

LOCATION: TxDOT District: El Paso
Texas County: El Paso
U.S. City: El Paso
Mexican City: Ciudad Juárez

DESCRIPTION: Four separate structures, 2 two-lane bridges for truck traffic, 2 four-lane bridges for other vehicular traffic.

Bridge length: 506 feet

Source: Bridge Inventory and Inspection File, TxDOT

Bridge identification numbers-24 072 255204 053 02 northbound truck bridge, 24 072 255204 054 02 northbound auto bridge, 24 072 255204 055 02 southbound auto bridge, 24 072 255204 056 02 southbound truck bridge

Source: El Paso District, TxDOT, December 1998

U.S.: Construction of four replacement bridges began in July 1996, and was completed in July 1998. These four bridges included two bridges for northbound and southbound commercial traffic, and two bridges for northbound and southbound passenger vehicles. The bridges provide a total of eight lanes for passenger vehicles, four lanes for trucks and two sidewalks for pedestrians.

Source: Office of Bridge Administration, U. S. Coast Guard, December 1998

Source: El Paso District, TxDOT, December 1998

Mexico: In September 1993, by means of IBWC Minute 290, both governments agreed to replace the current bridge. The decision was based on the high risks involved with the structural condition of the former bridge.

Source: International Boundary and Water Commission, U.S. Section, January 1997

BRIDGE OWNER OR OPERATOR:

U.S. Owner: U.S. Section, International Boundary and Water Commission

U.S. Operator: U.S. Customs

Mexican Owner: Mexican Section, International Boundary and Water Commission

Mexican Operator: Mexican Customs

Source: International Boundary and Water Commission, U.S. Section, July 1994

YEAR OF CONSTRUCTION:

Original: 1967 (as part of the Chamizal Treaty work, U.S. and Mexico)

The replacement bridges were completed in June 1998.

Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

FUNDING/COST: U.S.: Cost was \$6 million, with a similar amount financed by fee collections from commercial traffic, according to an agreement between commercial interests and Mexico.

Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

HOURS: 24 hours (POV)

6 a.m. – 8 p.m. (Commercial/Cargo -- M-F)

Source: South Texas Customs Management Center, August 2002

TOLL: Passenger vehicles and pedestrians continue to cross toll free. Mexico no longer collects fees from northbound or southbound commercial vehicles.

Source: West Texas Customs Management Center, June 2001

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Replacement according to Coast Guard Bridge Permit dated September 28, 1995.

Source: International Boundary and Water Commission, U.S. Section, El Paso, TX, November 1996

BORDER STATION:

U.S.: The U.S. border station, completed in 1967, is owned by the General Services Administration and was renovated in 1992 along with the U.S. connecting roadway. An expansion of the import lot was completed in 1998.

Source: General Services Administration, August 1999

CONNECTING ROADWAY:

U.S.: I-110 to US 62 and US 54, which connects to I-10

Mexico: Near MEX 45

IMPROVEMENTS:

An amount of \$2.4 million has been approved through the TEA-21 program for relocation of the Federal Inspection Services (FIS), headhouse and construction of four additional non-commercial inspection lanes. The contract for the construction was signed on September 18, 2001, with an estimated completion date of August/September 2003. The total cost for the projects will exceed \$4.8 million with the remaining funds provided by GSA, Customs, INS and USDA.

Source: General Services Administration, August 2002

Source: West Texas Customs Management Center, August 2002

Good Neighbor Bridge
El Paso, Texas – Ciudad Juárez, Chihuahua



The United States is shown at the top of the photo.
The Paso del Norte Bridge is shown on the left. The Good Neighbor Bridge is shown on the right.

LOCAL NAMES: Stanton Street Bridge, Friendship Bridge, Puente Rio Bravo and Puente Ciudad Juárez-Stanton El Paso
Source: El Paso District, TxDOT, August 1999

LOCATION: TxDOT District: El Paso
Texas County: El Paso
U.S. City: El Paso
Mexican City: Ciudad Juárez

DESCRIPTION: Four-lane southbound vehicular bridge. No commercial traffic allowed.
Bridge Length: 880 feet
Source: El Paso District, TxDOT, December 1998
Bridge identification number-24 072 255204 023 02
Source: El Paso District, TxDOT, December 1998

BRIDGE OWNER OR OPERATOR:
U.S.: City of El Paso
Mexican Owner: Government of Mexico

YEAR OF CONSTRUCTION:
Rebuilt in 1967 as part of the Chamizal Treaty.
Source: International Boundary and Water Commission, U.S. Section

FUNDING/COST: Built from U.S. and Mexican federal funds.

HOURS: 6 a.m. – 10 p.m. Mon-Fri. (DCL Northbound -- POV only)
10 a.m. – 10 p.m. Saturday (DCL Northbound -- POV only)
Source: South Texas Customs Management Center, August 2002

TOLL: \$1.25
Source: West Texas Customs Management Center, June 2001

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits are not required for bridges built before 1972.

BORDER STATION:

The U.S. border station, owned by the General Services Administration, was completed in 1967. The GSA leases the facilities to the City of El Paso. Pedestrians and inbound traffic are not permitted on this bridge.
Source: General Services Administration, August 2002

A northbound Dedicated Commuter Lane (DCL), which utilizes the SENTRI system, became operational on September 7, 1999. One lane of the bridge was converted for northbound traffic to allow for the DCL into El Paso. A DCL processing facility was constructed adjacent to the bridge to the west and is staffed by the Federal Inspection Services.
Source: West Texas Customs Management Center, June 2001

CONNECTING ROADWAY:

U.S.: US 62
Stanton Street runs concurrently with US 62.

Mexico: Near MEX 2, MEX 45

IMPROVEMENTS:

U.S.: The city of El Paso proposed rehabilitation of the existing bridge and updating of the toll collection systems at a cost of approximately \$8.9 million. The city of El Paso is working on getting a SIB loan for the rehabilitation.

Source: El Paso District, TxDOT, October 1999

**Paso Del Norte Bridge
El Paso, Texas – Ciudad Juárez, Chihuahua**



The United States is shown at the bottom of the photo.

LOCAL NAMES: Paso del Norte Bridge, Santa Fe Street Bridge, Puente Benito Juárez, Puente Paso del Norte and Puente Juárez-Santa Fe

LOCATION: TxDOT District: El Paso
U.S. City: El Paso
Mexican City: Ciudad Juárez

DESCRIPTION: A four-lane bridge used for northbound, non-commercial traffic only.
Bridge length: 982 feet
Source: Bridge Inventory and Inspection File, TxDOT
Bridge identification number-24 072 255204 022 02
Source: El Paso District, TxDOT, December 1998

BRIDGE OWNER OR OPERATOR:
U.S. Owner: City of El Paso
Mexican Owner: Government of Mexico
Mexican Operator: Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE)

YEAR OF CONSTRUCTION:
Rebuilt in 1967 as part of the Chamizal Treaty
Source: International Boundary and Water Commission, U. S. Section

FUNDING/COST: U.S. and Mexican federal funds.

HOURS: 24 hours (POV only)
Source: South Texas Customs Management Center, August 2002

TOLL:**\$1.80**

Source: West Texas Customs Management Center, June 2001

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits are not required for bridges built before 1972.

BORDER STATION:

U.S.: The U.S. border station was completed in 1967 as a result of the Chamizal Treaty when the channel of the Rio Grande River was moved. The General Services Administration owns the U.S. border station - which was renovated in 1991.

Source: Border Station Task Force Book, November 1996

A prospectus project is underway for 2004 construction to meet the 10-year needs of the inspection agencies. The project will include adding to and renovating the administration building, a new kennel, renovating the existing kennel into the administration space, relocating the headhouse, expanding the number of primary inspection lanes with the addition of two new primary booths, and reconfiguring the secondary inspection area and adding super booths. The plans also include the demolition of the TABC building and additional surface parking. The estimated date for construction completion is July 2006.

Source: General Services Administration, August 2002

CONNECTING ROADWAY:

U.S.: US 85, El Paso Street runs concurrently with US 85

Mexico: Near MEX 2

IMPROVEMENTS:

U.S.: The city of El Paso proposes rehabilitation of the existing bridge and updating the toll collection systems. The city of El Paso and TxDOT propose aesthetic enhancements to the existing bridge once the rehabilitation is completed. Enhancements include covered pedestrian walkways, landscaping and improvements to the park area on the U.S. side. The city of El Paso is working on getting a SIB loan for the rehabilitation.

Source: El Paso District, TxDOT, October 1999

Appendix I Proposed Bridges

**Port of Brownsville Bridge
Brownsville, Texas – Matamoros, Tamaulipas**

LOCAL NAMES: Port of Brownsville-Matamoros Bridge and Puente Internacional del Puerto de Brownsville

LOCATION: TxDOT District: Pharr
Texas County: Cameron
U.S. City: Brownsville
Mexican City: Matamoros

DESCRIPTION: A four-lane vehicular bridge. A single-track railroad bridge to be developed at a later date. The sponsor has requested that the crossing be used exclusively for commercial traffic.
Source: U.S. Department of State, December 1996

BRIDGE OWNER OR OPERATOR:
U.S.: Port of Brownsville

FUNDING/COST: U.S.: The \$31 million for bridge, federal facilities and connecting roads is to be funded completely by the Port of Brownsville through General Obligation Bonds, if project financing does not become available.
Source: Pharr District, TxDOT, March 1999
Source: Raul Besteiro, CEO/Port Director, Port of Brownsville, November 1999

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The Brownsville Navigation District (BND)/Port of Brownsville submitted an amended Presidential Permit application and environmental assessment on August 14, 1995. The U.S. Department of State has received all information requested from the Port of Brownsville and on October 9, 1997, the Department of State made a finding that two international bridges sponsored by the Brownsville Navigation District (BND) would have no significant impact on the environment. The BND's Presidential Permit was signed on October 12, 1997, and issued on November 3, 1997. The Port has obtained a Section 404 Wetlands Permit and a Section 401 Water Quality Certification from the Texas Natural Resource Conservation Commission (TNRCC).

Source: Pharr District, TxDOT, March 1999

Source: Raul Besteiro, CEO/Port Director, Port of Brownsville, November 1999

No Coast Guard permit application received yet.

Source: Office of Bridge Administration, U.S. Coast Guard, June 2001

CONNECTING ROADWAY:

U.S.: The Port will construct a new road to connect South Port Road to the bridge and will extend the port railroad to the bridge site crossing State Highway (SH) 4. The connecting roadway will be funded 100 percent by the Port.

Source: Pharr District, TxDOT, March 1999

BRIDGE CONSTRUCTION STATUS:

U.S.: The Board and Administration continue to pursue the Diplomatic Notes from the Mexican government to begin the preliminary construction of the span between Brownsville and Matamoros. Coordination with the SCT and SRE are ongoing in an effort to gain their support for the diplomatic notes requested. Coordination for the state of Tamaulipas' support of the project is also ongoing.

Source: Raul Besteiro, CEO/Port Director, Port of Brownsville, June 2001

Donna International Bridge
Donna, Texas - Rio Bravo, Tamaulipas

LOCAL NAMES: Donna/Rio Bravo Bridge, Puente Rio Bravo-Donna

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Donna
Mexican City: Rio Bravo

DESCRIPTION: An eight-lane bridge is proposed.
Source: Pharr District, TxDOT
Bridge will be approximately 2700 feet long.
Source: City of Donna, December 1996

BRIDGE OWNER OR OPERATOR:
U.S.: City of Donna

FUNDING/COST: **U.S.:** \$13 million for bridge, land acquisition, and access roads. In 1993, the City of Donna awarded a management contract to the Christie Bridge Corporation. This contract allows the corporation to build and manage the bridge for a 20-year period.
Source: City of Donna, December 1996

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:
U.S.: The City of Donna submitted a Presidential Permit application, which was approved on August 22, 1979. Feasibility, environmental and preliminary engineering studies are in progress.
Source: City of Donna, October 2002

Mexico: The City of Rio Bravo is funding the studies to obtain the appropriate permit.
Source: Centro S.C.T. Chihuahua, June 2001

BRIDGE CONSTRUCTION STATUS:
U.S.: Pending
Mexico: Pending
Source: Centro S.C.T. Chihuahua, June 2001

CONNECTING ROADWAY:
U.S.: FM 493
Mexico: Highway 112
Source: Centro S.C.T. Chihuahua, June 2001

**Anzalduas International Bridge
Hidalgo, Texas –Reynosa, Tamaulipas**

LOCAL NAMES: Sharyland Bridge, Anzalduas International Crossing and Puente Internacional Reynosa-McAllen

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Hidalgo
Mexican City: Reynosa

DESCRIPTION: A four-lane vehicular undivided bridge would be constructed initially with sufficient right-of-way for expansion to an eight-lane divided bridge. This facility is a possible candidate for the Model Port of Entry whose design criteria includes the latest in intelligent transportation systems and weighing technology.

Source: *Anzalduas International Crossings, Road and Rail*, Half Associates, Inc. Prepared for the McAllen, Hidalgo, Mission International Bridge Board, December 1993.

Source: TxDOT, August 2002

BRIDGE OWNER OR OPERATOR:

U.S.: Cities of Hidalgo, McAllen and Mission

FUNDING/COST: **U.S.:** \$2.8 million for city toll booths, \$12.9 million for bridge and international road, \$5.8 million for access road

Source: *Anzalduas International Crossings*, Martin Molloy, Half Associates, Inc. February 1995

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The cities of Hidalgo, Mission and McAllen submitted a revised application for a Presidential Permit dated March 1996 to the State Department for review. In September 1998, the sponsors provided the “1998 Anzalduas Bridge Traffic Study” and supplemental information related to the Presidential Permit to the Department of State for review. The Presidential Permit, which was issued in July 1999, includes caveats outlining minimum traffic volumes at the Pharr/Reynosa Bridge with specific timelines before the bridge can be let to contract.

Source: *Presidential Permit, Number 99-01*, Department of State, July 1999

Source: Pharr District, TxDOT, August 1999

An amended permit will be required due to some changes in design on the U.S. side. The amended permit process is in progress and is not expected to cause delays or affect the Mexican side’s development process.

Source: Bridge Director, U.S.-MX Binational Bridges and Border Crossings Group Meeting, October 2002

Mexico: In the process of being approved by CABIN.

Source: Centro S.C.T. Chihuahua, June 2001

BRIDGE CONSTRUCTION STATUS:

Construction of the bridge will not begin sooner than April 1, 2003 and the bridge will not open sooner than January 1, 2005.

Source: *Presidential Permit, Number 99-01*, Department of State, July 1999

CONNECTING ROADWAY:

U.S.: TxDOT is committed to a connection from FM 1016 to the proposed bridge. Estimated cost is \$1.0 million.

Source: Pharr District, TxDOT, August 2002

IMPROVEMENTS:

U.S.: FM 2220 (Ware Rd.), From US 83 Expressway South to FM1016; Length: 4.8 km.; Cost: an estimated \$5.1 million. This project extended the five-lane urban divided project south from the US 83 Expressway to the McAllen International Trade Zone along FM 1016. This facility will provide the international truck traffic a direct connector to the US 83 Expressway and includes a bridge at the pilot channel. Phase I (US 83 to Yuma St.) was let in March 1999, and phase II (Yuma St. to FM 1016) was let in August 1999. Both project phases were completed by September 2000.

Source: Pharr District, TxDOT, November 2000

FM 494, from FM 1016 to FM 1016 (South Loop) through the city of Granjeno. The project, let in May 1999 for \$1.4 million and completed in December 1999, upgraded this section to two lanes with shoulders and a curb and gutter section.

Source: Pharr District, TxDOT, March 2000

FM 1016, from US 83 to Bentsen Road. Roadway will be widened to four lanes with shoulders. Cost is estimated at \$3.0 million. Phase I (Bentsen Rd. to Madero) was let in August 2000 and was completed in 2002. Phase II (Madero to US 83) is scheduled for March 2003.

Source: Pharr District, TxDOT, August 2002

Mission International Bridge
Mission, Texas – Reynosa, Tamaulipas

LOCAL NAMES: Mission Bridge, Puente Internacional Reynosa-Mission, and Mission-Madero Bridge

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Mission
Mexican City: Reynosa

DESCRIPTION: A four-lane vehicular and railroad bridge is proposed.
Source: Design Division, TxDOT

BRIDGE OWNER OR OPERATOR:
U.S.: City of Mission

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of Mission submitted a Presidential Permit application, which was approved December 29, 1978. A USCG bridge permit issued in 1980 became null and void because construction was not commenced in a timely manner. The City of Mission will need to apply for another permit before beginning construction.

Source: City of Mission

Source: Office of Bridge Administration, U.S. Coast Guard, November 2000

BRIDGE CONSTRUCTION STATUS:

Pending

CONNECTING ROADWAY:

U.S.: New road to interconnect FM 1016

Los Ebanos International Bridge
Los Ebanos, Texas – Gustavo Díaz Ordaz, Tamaulipas

LOCAL NAMES: Los Ebanos Bridge, Puente Internacional Díaz Ordaz-Los Ebanos

LOCATION: TxDOT District: Pharr
Texas County: Hidalgo
U.S. City: Los Ebanos
Mexican City: Gustavo Díaz Ordaz

DESCRIPTION: A four-lane bridge is proposed to replace the Los Ebanos Ferry.
Source: Design Division, TxDOT

BRIDGE OWNER OR OPERATOR:
U.S.: Reyna Family

FUNDING/COST: U.S.: The estimated cost would be \$5 million for the structure. Total project cost is \$6.5 million.

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permit pending. Updating environmental assessment.
Source: Randolph DeLay, Consultant

Mexico: A committee determined that the permit for the existing crossing could be used.
Source: Centro S.C.T. Chihuahua, June 2001

The environmental assessment is complete.
Source: Presentation at the U.S.-Mexico Binational Bridges and Border Crossings Group meeting, October 2002

BRIDGE CONSTRUCTION STATUS:
Pending

CONNECTING ROADWAY:
U.S.: FM 886 to US 83
Mexico: Near MEX 2

Laredo V International Bridge
Laredo, Texas – Nuevo Laredo, Tamaulipas

LOCAL NAMES: Puente Internacional Laredo IV

LOCATION: TxDOT District: Laredo
Texas County: Webb
U.S. City: Laredo
Mexican City: Nuevo Laredo

DESCRIPTION: Not available.

BRIDGE OWNER OR OPERATOR:
U.S.: Not Available
Mexico: Not Available

FUNDING/COST: **U.S.:** Not available
Mexico: Not available

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:
U.S.: Pending
Source: TxDOT, October 2002
Mexico: Approvals pending

BRIDGE CONSTRUCTION STATUS:
Pending permit approvals.

CONNECTING ROADWAY:
U.S.: Not Available
Mexico: Not Available

**Guadalupe-Tornillo International Bridge
Fabens, Texas – Caseta, Chihuahua**

LOCAL NAMES: Puente Internacional Tornillo-Gualdalupe

LOCATION: TxDOT District: El Paso
Texas County: El Paso
U.S. City: Fabens
Mexican City: Caseta

DESCRIPTION: A six-lane bridge is proposed to replace the Fabens-Caseta Bridge. The bridge would feature three travel lanes in each direction, with one lane designated for commercial traffic and the other two for passenger vehicles. Two pedestrian walkways would also be provided. The county has designated 272 acres of land for the new border facilities and for future expansions. Twenty-two acres will be reserved for the TxDOT-USDOT truck safety inspection station.

Source: El Paso District, TxDOT, September 2002

BRIDGE OWNER OR OPERATOR:

U.S.: El Paso County

Mexico: State of Chihuahua

FUNDING/COST: **U.S.:** The construction cost is approximately \$11.7 million for the structure. Total project cost is approximately \$16.3 million.

Source: El Paso County, September 2002

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Environmental assessment pending. Presidential Permit pending.

Source: El Paso District, TxDOT, September 2002

Mexico: The State of Chihuahua has completed the draft Environmental Assessment, draft Financial Feasibility Study and the draft Economic Development Plan.

Source: El Paso District, TxDOT, September 2002

BRIDGE CONSTRUCTION STATUS:

Pending permit approvals.

CONNECTING ROADWAY:

U.S.: From IH 10 the primary access route utilizes FM 973 through Fabens, FM 76 south of Fabens and then FM 1109 to the international bridge.

Source: El Paso District, TxDOT, September 2002

Mexico: Near Mx 2

Appendix II Inactive Bridges

**Roma International Suspension Bridge
Roma, Texas – Ciudad Miguel Alemán, Tamaulipas**



The United States is shown at the bottom of the photo. The Roma International Suspension Bridge is shown to the left of Roma-Ciudad Miguel Alemán Bridge.

LOCAL NAMES: Roma Suspension Bridge

LOCATION: TxDOT District: Pharr
Texas County: Starr
U.S. City: Roma
Mexican City: Ciudad Miguel Alemán

BRIDGE OWNER OR OPERATOR:
U.S.: Starr County
Mexico: Government of Mexico

YEAR OF CONSTRUCTION:
The Roma International Suspension Bridge in Starr County was constructed in 1928. Construction of a new bridge adjacent to the suspension bridge was completed in 1979. Vehicular and pedestrian use of the suspension bridge ended in 1978. Efforts are underway to rehabilitate the bridge for pedestrian crossing.

FUNDING/COST:

U.S.: Estimated construction costs are \$1.2 million for the U.S. portion and \$1.1 million for the Mexican portion. Through a Transportation Enhancement Project, the U.S. portion will be constructed using 80% federal funds and 20% local funds. Starr County and the City of Roma will fund the local 20% match as well as all costs above those approved under the Transportation Enhancement Program.

Source: Pharr District, TxDOT, August 1999

Since it is beyond TxDOT's statutory authority to perform contracted work outside the boundary of the United States, only the portion of the suspension bridge on the Texas side of the river is eligible for U.S. federal funds. However, state and federal dollars have been spent to perform the inspection, structure analysis and design on the entire structure.

Source: Pharr District, June 2001

Mexico: Approximately \$200,000 of the needed funds is available for the project.

Source: Centro S.C.T. Chihuahua, June 2001

IMPROVEMENTS:

This is the last of many suspension bridges built across the Rio Grande in the early 20th century and in recent years concerns have been raised regarding the bridge's structural integrity.

Source: Pharr District, TxDOT, August 1998.

Because of its unique construction and historical significance, many want to preserve the Roma International Suspension Bridge for pedestrian use. It is one of the historical sites in the Caminos del Rio Heritage Corridor jointly developed by Texas, U.S. and Mexican agencies. In 1993, the U.S. portion of the bridge was designated a National Historic Landmark -- the highest recognition for an historic property in the U.S.

Source: Mario Sanchez, Texas Historical Commission, January 10, 1995

After negotiations at the April 2002 U.S.-Mexico Binational Bridges and Border Crossings Group Meeting, the U.S. State Department sent a Diplomatic note to the Mexican government extending the moratorium on the demolition of the bridge through June 2003.

Source: U.S. State Department, August 2002

STATUS OF PROJECT:

U.S.: Plans for rehabilitation of the Mexican half of the bridge were completed and provided to Mexico in December 1998. Plans for the U.S. portion were completed in February 1999.

Source: Pharr District, TxDOT, August 1999

Mexico: The bridge has been declared a state historical landmark and national landmark recognition is being sought in order to receive federal funds for the rehabilitation.

Source: Centro S.C.T. Chihuahua, April 2002

La Linda Bridge
Brewster County, Texas - La Linda, Coahuila



The United States is shown at the bottom of the photo.

LOCAL NAMES: Big Bend Crossing Bridge, Puente La Linda, Heath Crossing

LOCATION: TxDOT District: El Paso
Texas County: Brewster
U.S. City: None
Mexican City: La Linda

DESCRIPTION: This is a single-lane structure.
Bridge length: 82 feet
Source: U.S. Department of State, March 1999
Bridge identification number-24 022 291301 001 01

BRIDGE OWNER OR OPERATOR:
U.S: National Parks and Conservation Association
Source: National Parks and Conservation Association, April 1997
Mexico: Government of Mexico

YEAR OF CONSTRUCTION:
1965
Source: Bridge Inventory and Inspection File, TxDOT

HOURS:

The La Linda Bridge has been closed to land traffic since July 30, 1997. The present bridge owner, the National Parks and Conservation Association, has been granted an extension of a removal order if they can adequately demonstrate an economic plan of action which satisfies the concerns of the U.S. inspection services.

Source: U.S. Department of State, March 1999

The Government of Mexico responded via diplomatic note in December 1998 for a three-year extension of the removal order to launch an economic/eco-tourism feasibility study of the surrounding border area. An extension was granted until July 4, 2002. After negotiations at the April 2002 U.S.-Mexico Binational Bridges and Border Crossings Group Meeting, a diplomatic note was exchanged between the U.S. and Mexican governments extending the moratorium on the removal of the bridge through June 2003.

Source: U.S. State Department, August 2002

Source: S.C.T., December 1998

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidential Permits are not required for bridges built before 1972.

BORDER STATION:

When the bridge was operational, the only border station was on the Mexican side and was owned by the Mexican government.

Source: El Paso District, TxDOT

CONNECTING ROADWAY:

U.S.: FM 2627 interconnects US 385.

Appendix III
Texas, U.S. and Mexican Bridge Approval Processes

STATE OF TEXAS APPROVAL PROCESS FOR CONSTRUCTING INTERNATIONAL BRIDGES BETWEEN TEXAS AND MEXICO

Senate Bill 1633, enacted by the 74th Texas Legislature (1995), requires a political subdivision or private entity to obtain approval from the Texas Transportation Commission for the construction of the bridge before requesting a Presidential Permit. TxDOT's Transportation Planning and Programming Division (TPP) is responsible for accepting and analyzing the applications submitted to the state by entities requesting permission to construct an international bridge across the Rio Grande. In making its determination, TPP consults with various divisions within TxDOT and various other agencies the TxDOT commission deems appropriate. Factors that are considered by the Commission include the local sponsor's financial resources, whether the bridge is consistent with the state and regional transportation plans, the facility's potential impact on the economy of the region, the environment, traffic congestion and free flow of trade.

The process is initiated when the potential applicant(s) request(s) the standardized application forms from TxDOT. Immediately upon receipt of the completed application and the requisite 20 copies, TPP forwards one copy of the application to the designated points of contact at the following TxDOT divisions and office to determine if the application is complete:

- ◆ Design Division (DES)
- ◆ Environmental Affairs Division (ENV)
- ◆ Finance Division (FIN)
- ◆ Right of Way Division (ROW)
- ◆ International Relations Office (IRO)

If the application is deemed incomplete, it is returned and the process is repeated when the application is resubmitted. Once it has been determined that the application is complete or that the resubmitted application is no longer deficient, TPP notifies the applicant and the Governor's Office, in writing, that the application meets the requirements of Title 43 TAC, Section 15.74 and begins the analysis.

TPP is responsible for the following actions:

- ◆ Sends a copy of the application to the following agencies and local government entities, requesting their comments:
 - Department of Public Safety
 - Natural Resource Conservation Commission
 - Department of Agriculture
 - Historical Commission
 - Alcoholic Beverage Commission
 - Texas Department of Economic Development;
 - General Land Office; and
 - Other agencies the Commission deems appropriate.
- ◆ Sends a copy of the application to the Governor's Office, requesting comments.
- ◆ Requests analysis and the written results of that analysis from each TxDOT division and office mentioned above.
- ◆ Sends an application and requests analysis and the written results of that analysis from the appropriate district(s) and Metropolitan Planning Organization(s) (MPOs).

- ◆ Coordinates with TxDOT's General Counsel Office (OGC) to accomplish the following:
 - Schedule public hearing
 - Advertise public hearing
 - Conduct public hearing
- ◆ Compiles and summarizes public hearing comments.
- ◆ Analyzes compliance with the state transportation plan and, if appropriate, with the regional transportation plan developed by the metropolitan planning organization having jurisdiction over the project.
- ◆ Compiles and summarizes responses from state agencies, division, district(s), MPOs and /or local government entities.
- ◆ Prepares and sends staff response along with recommendation for commission action to the Executive Director through the Deputy Executive Director for Transportation Planning and Development.
- ◆ Coordinates with OGC to prepare documents and include on the commission meeting agenda recommended action.
- ◆ Notifies applicants and the Governor's Office in writing of commission action.

For more detailed information about the TxDOT permit process, please contact the TxDOT Transportation Planning and Programming Division at (512) 486-5038.

**FEDERAL APPROVAL PROCESS FOR
CONSTRUCTING INTERNATIONAL BRIDGES
BETWEEN the UNITED STATES and MEXICO**

United States: The U.S. federal approval process begins with the application for a Presidential Permit. The process is based on the International Bridges Act of 1972, (33 U.S.C. 535 et seq.) and Executive Order (E.O.) 11423, 33 FR 11741 (1968) as amended by E.O. 12847, 58 FR 96 (1993). The law authorizes the President to issue permits for construction of international bridges and to issue a Presidential Permit for a bridge if construction is deemed to be in the national interest. The responsibility for issuing Presidential Permits has been delegated to the Department of State. Prior to the International Bridges Act, approval to construct an international bridge was granted by individual Acts of Congress.

The Presidential Permit process involves the collaboration of both federal and Texas State agencies and may take several years due to environmental and other issues involved. Federal agencies participating in this permitting process are: Department of the Treasury (U.S. Customs Service), Department of Justice (U.S. Immigration and Naturalization Service), Agriculture (Animal and Plant Health Inspection Service), Food and Drug Administration, Department of Transportation (Federal Highway Administration, Federal Railroad Administration, U.S. Coast Guard), Department of Commerce, Environmental Protection Agency, Department of the Interior (U.S. Fish and Wildlife Service), and the Department of Defense. These agencies are invited by the Department of State to comment on the permit application and on the environmental and other documentation submitted by the sponsor.

The Secretary of State or the Secretary's designee, after receiving the comments of the various agencies and after resolving questions that may arise during the consultative process, decides whether or not the construction of the proposed bridge is in the national interest. If a Finding of No Significant Impact (FONSI) is made, the Department of State proceeds to issue a Presidential Permit.

After the Presidential Permit is issued, the sponsor must get a permit from the U.S. Coast Guard. The International Boundary and Water Commission (IBWC) must grant its approval as well. If the site of the proposed crossing is owned by the IBWC, the sponsor must obtain a license from the Commission. If the land is privately owned, the sponsor must get the IBWC's approval. Approval is based on the design criteria of the bridge and must meet the terms specified in the 1970 Boundary Treaty.

Once the United States and Mexican governments concur on the construction of an international bridge, how to move forward with construction and other matters are reached through an exchange of diplomatic notes. For further information about the Presidential Permit process contact the Coordinator for US-Mexico Border Affairs at (202) 647-8529.

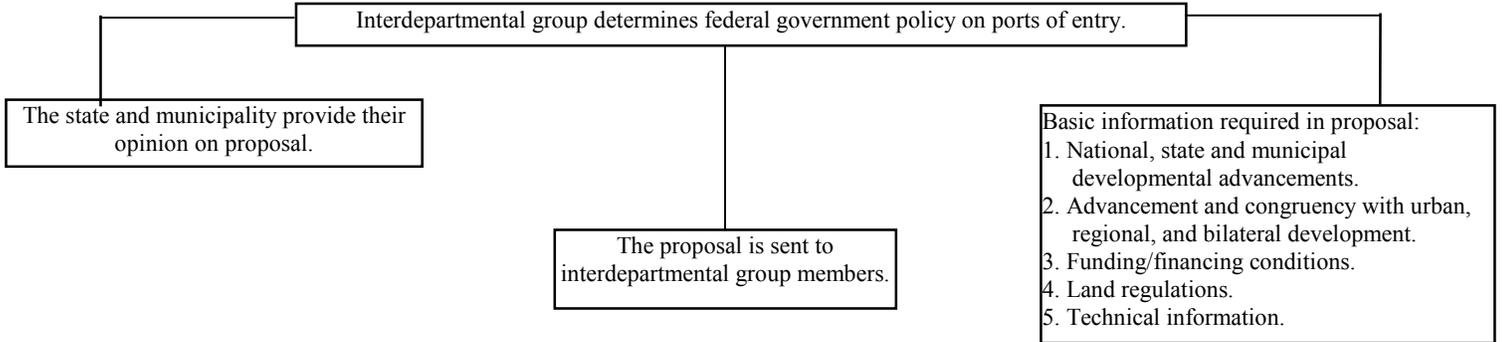
Source: US-Mexico Border Affairs, U.S. Department of State, March 1999

Mexico: The Mexican approval process for constructing international bridges is similar to that of the United States. The flowcharts on the following pages provide the detailed procedures and requirements.

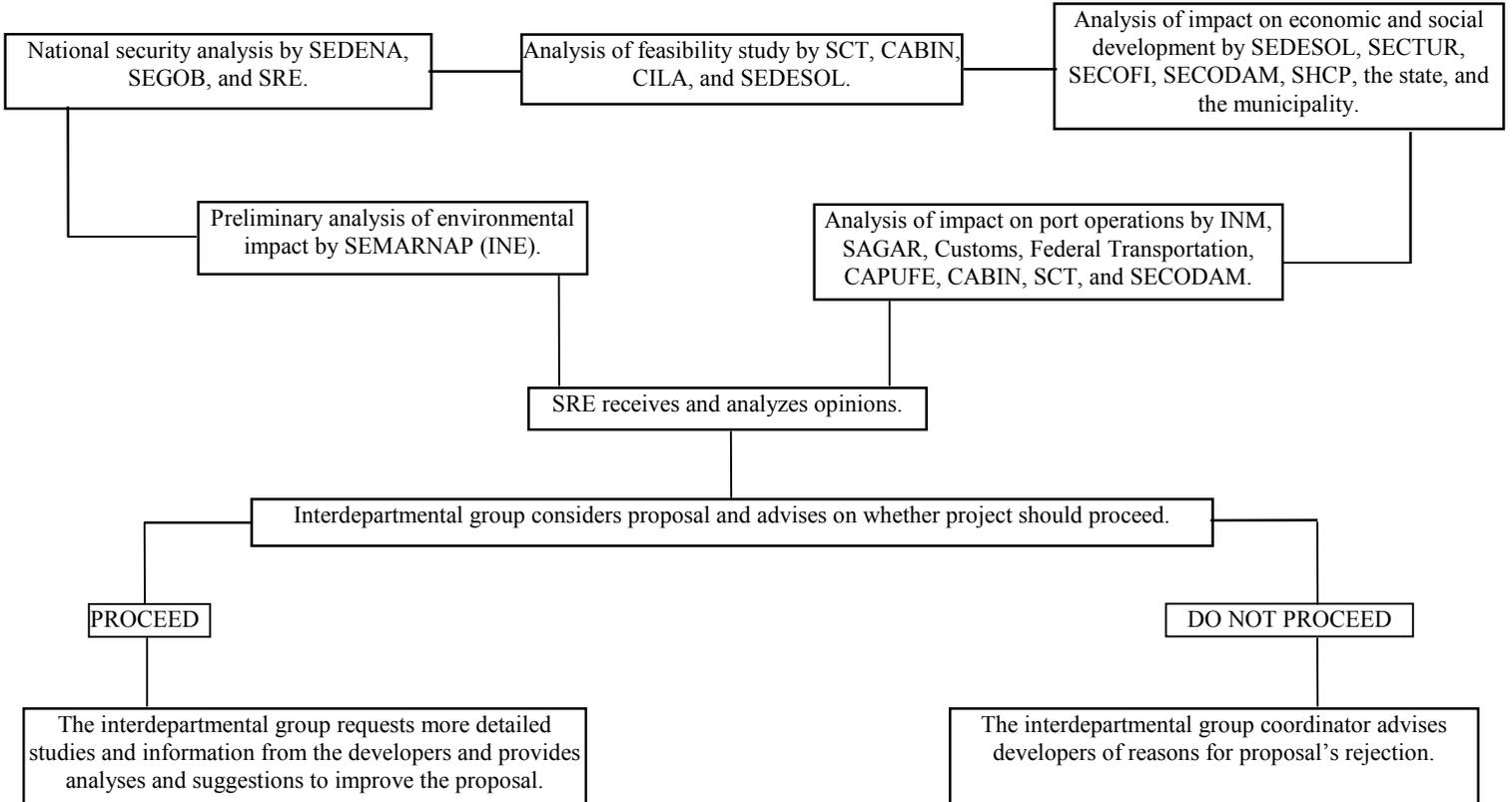
Source: SCT, February 1999

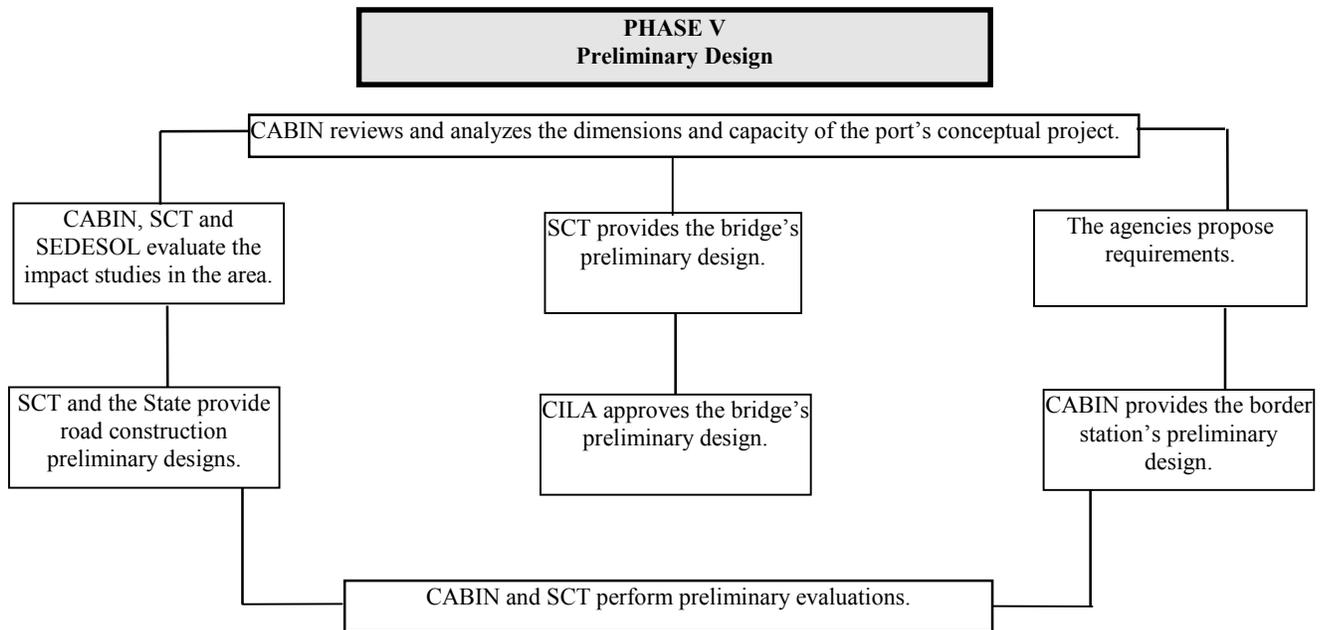
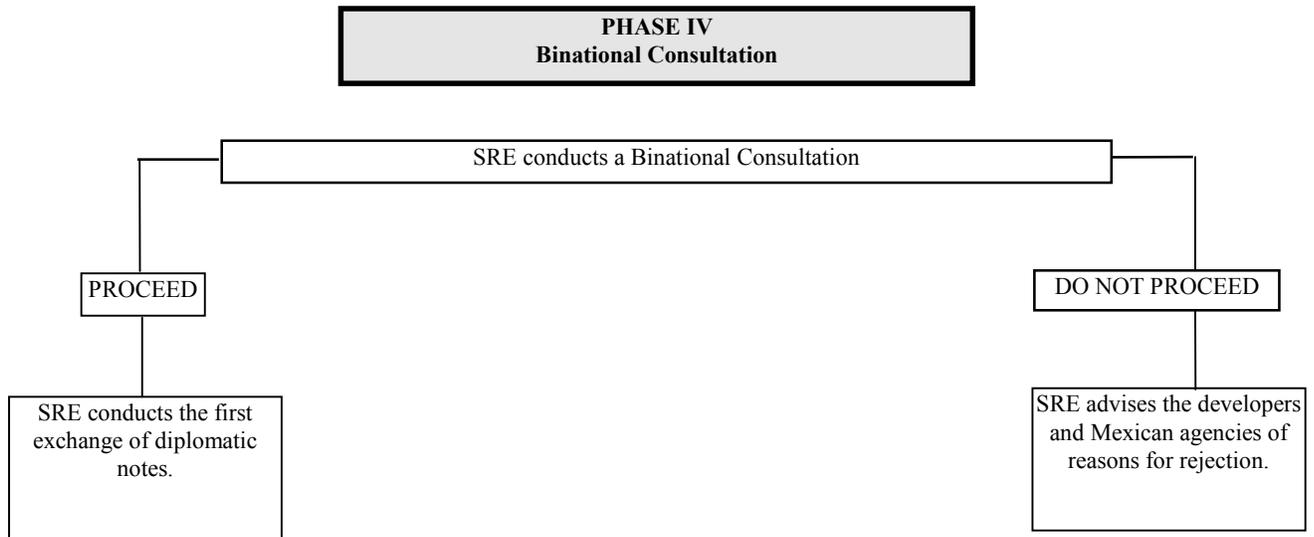
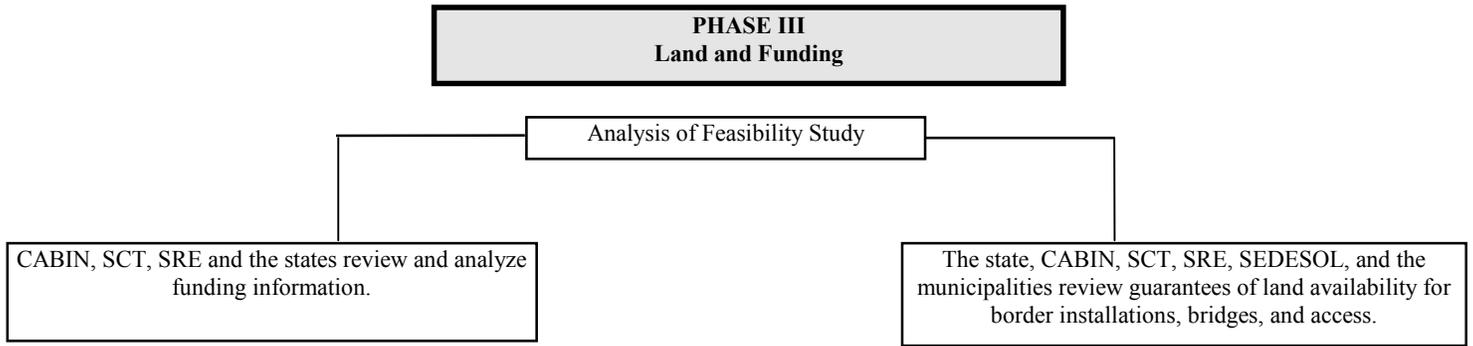
MEXICO'S COORDINATION PROCESS FOR ESTABLISHING NEW PORTS OF ENTRY

PHASE I Receipt and Distribution of Requests for New Ports of Entry

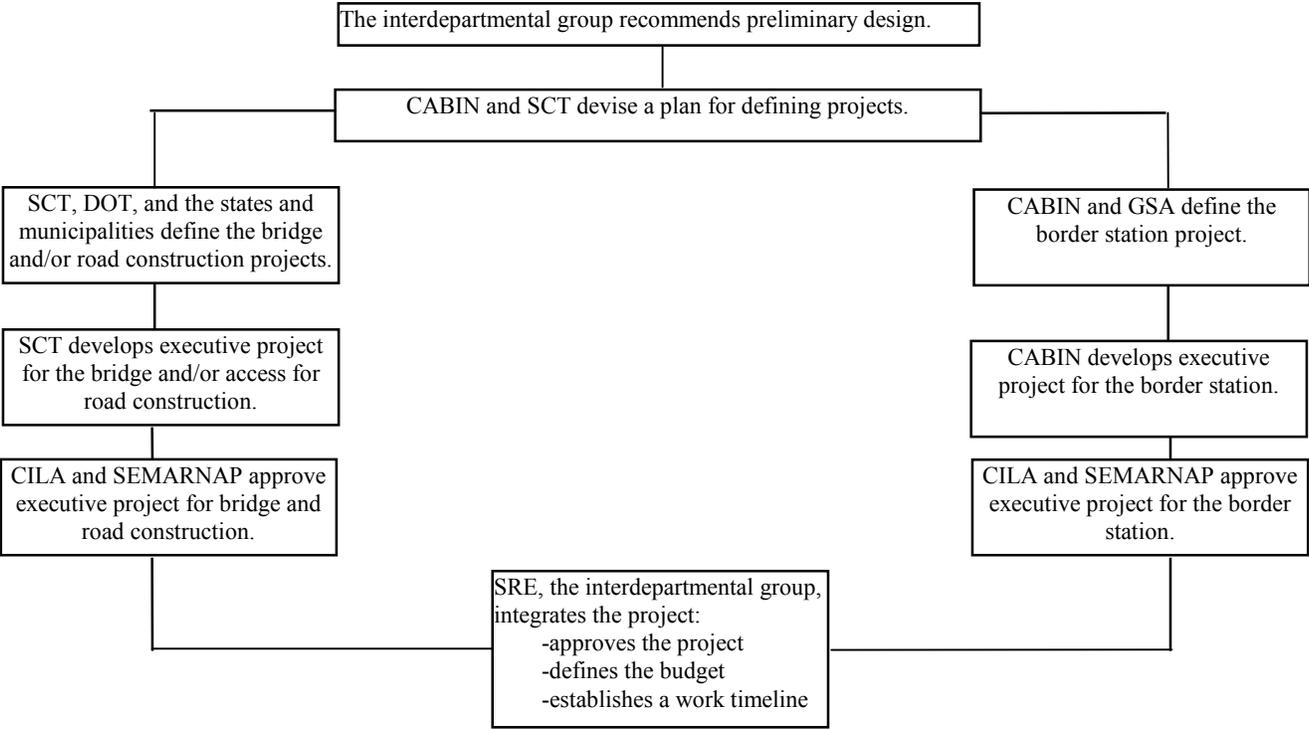


PHASE II Preliminary Technical Analysis

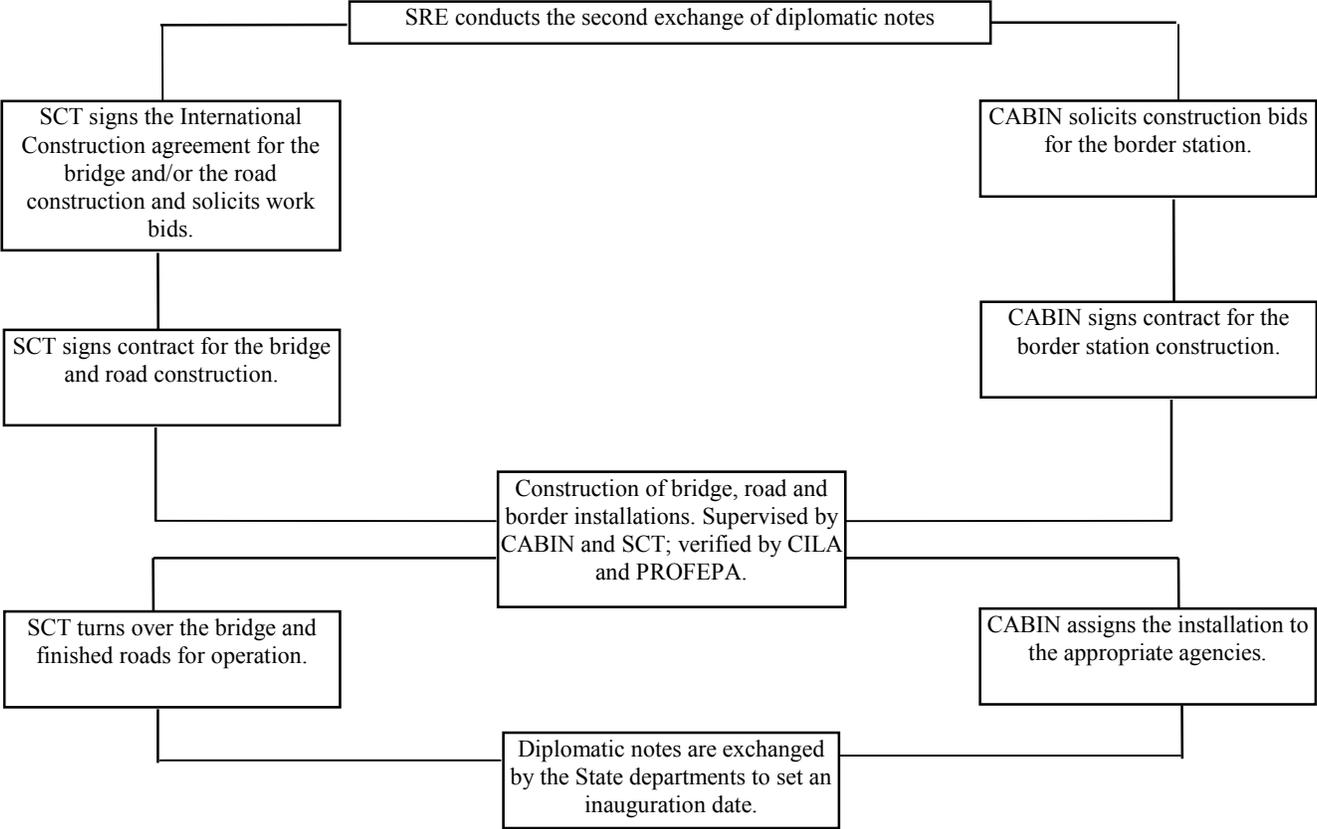




**PHASE VI
Executive Projects**



**PHASE VII
Construction**



Appendix IV Traffic Counts

2001 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES

Source: South Texas and West Texas/New Mexico U.S. Customs Management Centers

POE	January	February	March	April	May	June	July	August	September	October	November	December	Total
Veterans International Bridge	16,087	16,088	17,035	15,059	17,194	16,258	16,873	18,906	16,257	18,028	17,019	14,717	199,521
Gateway International Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
B&M Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Free Trade Bridge	4,661	3,992	4,008	3,511	4,864	5,335	4,905	4,748	4,451	4,294	3,773	3,550	52,092
Progreso International Bridge	1,354	1,135	1,677	1,626	1,108	1,404	1,596	1,771	2,025	2,240	1,956	1,952	19,844
Pharr-Reynosa Intl. Bridge on the Rise	30,323	28,001	35,311	34,072	31,877	29,409	29,922	31,845	27,708	32,070	30,434	27,423	368,395
McAllen-Hidalgo-Reynosa Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0
Rio Grande City-Camargo Bridge	2,785	2,404	2,496	2,569	2,273	1,768	1,777	2,270	1,738	1,946	1,848	1,850	25,724
Roma-Ciudad Miguel Aleman Bridge	888	885	1,028	862	1,063	1,030	1,026	1,100	993	1,063	891	758	11,587
Lake Falcon Dam Crossing	25	29	22	25	47	28	28	19	36	28	32	47	366
Juarez-Lincoln Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway to the Americas Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
World Trade Bridge	84,762	79,617	92,601	82,581	93,987	87,098	89,808	98,965	87,970	101,514	86,330	82,417	1,067,650
Laredo-Colombia Solidarity Bridge	30,604	26,246	28,762	25,592	31,072	29,832	27,222	28,828	25,968	30,478	27,676	23,984	336,264
Camino Real International Bridge	9,034	8,310	8,921	8,473	9,063	8,344	7,387	8,427	7,132	8,346	7,730	6,491	97,658
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	0
Del Rio-Ciudad Acuna Intl. Bridge	4,927	4,526	3,967	4,930	5,524	5,379	4,659	5,750	5,005	4,967	5,523	4,785	59,942
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	661	575	792	791	585	471	392	444	383	557	699	753	7,103
Fort Hancock-El Porvenir Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fabens-Caseta Bridge	9	7	15	14	15	17	13	4	11	2	1	0	0
Ysleta-Zaragoza Bridge	26,873	27,360	31,539	27,590	30,269	28,718	19,297	30,652	25,617	28,573	29,827	24,689	331,004
Bridge of the Americas	26,302	27,987	27,294	25,260	29,831	28,168	27,073	33,322	27,024	31,641	28,423	25,032	337,357
Good Neighbor Bridge (SB only)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	239,295	227,162	255,468	232,955	258,772	243,259	231,978	267,051	232,318	265,747	242,162	218,448	2,914,507

2001 – NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES

Source: South Texas and West Texas/New Mexico U.S. Customs Management Centers

POE	January	February	March	April	May	June	July	August	September	October	November	December	Total
Veterans International Bridge	1,207	1,182	1,182	1,211	1,149	1,108	1,140	1,130	980	1,032	1,043	1,165	13,529
Gateway International Bridge	13	23	22	30	17	24	34	30	10	62	57	61	383
B&M Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Free Trade Bridge	5	38	19	1	0	6	8	5	15	3	4	10	114
Progreso International Bridge	52	63	76	34	34	31	30	23	27	42	33	29	474
Pharr-Reynosa Intl. Bridge on the Rise	35	67	52	25	35	107	162	51	34	22	24	38	652
McAllen-Hidalgo-Reynosa Bridge	3,012	2,743	2,983	2,786	2,803	2,279	3,119	3,025	2,767	2,409	2,119	2,320	32,365
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0
Rio Grande City-Camargo Bridge	0	0	0	0	0	0	0	0	0	0	0	2	2
Roma-Ciudad Miguel Aleman Bridge	286	270	333	349	328	259	310	272	236	213	238	280	3,374
Lake Falcon Dam Crossing	2	11	7	2	13	1	4	0	1	1	0	10	52
Juarez-Lincoln Bridge	4,845	2,644	3,247	3,240	3,266	3,141	3,474	3,323	2,941	2,932	2,985	3,478	39,516
Gateway to the Americas Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
World Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Laredo-Colombia Solidarity Bridge	5	5	23	55	16	39	25	12	2	0	18	2	202
Camino Real International Bridge	32	34	57	25	33	37	65	32	30	32	23	38	438
Eagle Pass Bridge I	197	155	204	176	173	184	195	214	179	172	173	210	2,232
Del Rio-Ciudad Acuna Intl. Bridge	589	532	589	570	589	570	589	589	570	564	542	560	6,853
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	31	28	31	30	31	30	20	33	19	33	21	24	331
Fort Hancock-El Porvenir Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Fabens-Caseta Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Ysleta-Zaragoza Bridge	8	14	32	29	32	65	30	15	6	9	11	12	263
Bridge of the Americas	727	673	766	837	645	705	847	740	531	600	641	703	8,415
Good Neighbor Bridge (SB only)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	0	2	9	2	0	6	5	6	2	333	657	856	1,878
Total	11,046	8,484	9,632	9,402	9,164	8,592	10,057	9,500	8,350	8,459	8,589	9,798	111,073

2001 - NORTHBOUND POV's MONTHLY TRAFFIC FIGURES

Source: South Texas and West Texas/New Mexico U.S. Customs Management Centers

POE	January	February	March	April	May	June	July	August	September	October	November	December	Total
Veterans International Bridge	161,926	163,197	180,034	169,204	175,620	172,691	183,851	181,933	134,446	128,046	141,527	164,581	1,957,056
Gateway International Bridge	201,580	189,162	214,992	204,859	208,542	202,525	204,637	199,646	151,498	164,302	177,428	185,707	2,304,878
B&M Bridge	239,274	217,337	253,303	247,488	236,369	230,068	253,874	248,700	161,714	175,854	154,172	163,926	2,582,079
Free Trade Bridge	52,672	48,143	59,177	58,228	55,181	53,991	62,363	57,665	59,316	57,913	63,474	76,258	704,381
Progreso International Bridge	96,169	96,638	111,935	98,512	94,677	93,101	97,784	90,075	77,378	78,422	90,660	109,431	1,134,782
Pharr-Reynosa Intl. Bridge on the Rise	175,137	162,323	197,083	193,444	165,915	170,720	191,921	18,387	152,778	156,261	154,325	175,067	1,913,361
McAllen-Hidalgo-Reynosa Bridge	486,346	437,730	484,823	503,053	498,411	491,606	507,478	507,890	410,481	398,770	419,064	490,894	5,636,546
Los Ebanos Ferry	3,293	2,266	2,812	1,658	3,519	2,964	3,271	3,061	1,036	3,777	3,154	3,338	34,149
Rio Grande City-Camargo Bridge	53,348	50,575	57,544	56,321	53,658	50,976	53,095	51,669	49,898	48,928	53,128	62,657	641,797
Roma-Ciudad Miguel Aleman Bridge	100,115	94,130	106,587	101,815	99,666	93,489	99,958	98,788	88,338	87,050	94,967	111,986	1,176,889
Lake Falcon Dam Crossing	14,094	12,806	14,493	14,334	12,331	11,616	12,623	11,910	12,435	12,556	14,090	17,025	160,313
Juarez-Lincoln Bridge	459,416	424,900	490,264	503,235	492,197	476,375	504,993	511,061	364,880	376,228	375,831	404,311	5,383,691
Gateway to the Americas Bridge	159,693	146,443	174,955	173,688	182,893	182,236	171,920	209,169	111,253	112,494	116,113	124,827	1,865,684
World Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Laredo-Colombia Solidarity Bridge	12,988	8,533	11,639	12,260	10,348	10,245	12,520	11,789	19,889	20,657	32,461	41,626	204,955
Camino Real International Bridge	183,434	173,468	195,478	210,298	202,500	193,064	203,919	193,696	153,783	157,420	171,335	196,914	2,235,309
Eagle Pass Bridge I	102,268	92,311	99,915	93,494	99,516	98,430	96,115	96,433	83,074	87,763	99,593	118,438	1,167,350
Del Rio-Ciudad Acuna Intl. Bridge	161,728	153,092	176,121	168,196	165,088	160,206	166,195	160,700	142,874	136,239	143,363	173,197	1,906,999
Lake Amistad Dam Crossing	3,480	3,302	4,075	2,906	3,400	3,176	3,308	3,303	4,875	5,690	5,940	5,593	49,048
Presidio Bridge	64,440	59,980	72,898	69,383	67,478	62,093	64,557	64,062	57,841	53,101	57,954	67,022	760,809
Fort Hancock-El Porvenir Bridge	14,422	13,645	15,828	13,429	14,872	14,762	14,482	15,149	14,890	14,026	14,772	17,207	177,484
Fabens-Caseta Bridge	46,724	45,477	51,331	46,712	48,211	47,032	47,250	47,966	44,571	40,185	41,154	49,725	177,484
Ysleta-Zaragoza Bridge	308,515	391,009	333,804	316,798	335,989	325,509	331,915	337,896	275,302	321,740	328,614	329,342	3,936,433
Bridge of the Americas	652,463	652,888	725,060	687,545	716,535	660,404	702,781	751,577	445,044	345,333	311,834	368,116	7,019,580
Good Neighbor Bridge (SB only)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	420,964	394,005	431,824	420,510	442,301	436,140	426,737	553,669	306,572	256,563	247,975	295,787	4,633,047
Total	4,174,489	4,033,360	4,465,975	4,367,370	4,385,217	4,243,419	4,417,547	4,426,194	3,324,166	3,239,318	3,312,928	3,752,975	47,764,104

2001 - NORTHBOUND PEDESTRIAN MONTHLY TRAFFIC FIGURES

Source: South Texas and West Texas/New Mexico U.S. Customs Management Centers

POE	January	February	March	April	May	June	July	August	September	October	November	December	Total
Veterans International Bridge	6,307	7,293	7,670	7,736	6,661	8,330	10,921	8,274	7,775	5,894	5,935	14,404	97,200
Gateway International Bridge	184,710	194,835	200,019	255,505	254,183	240,610	279,808	251,908	250,154	215,692	220,150	289,176	2,836,750
B&M Bridge	30,111	28,516	28,410	21,609	20,730	11,680	11,720	10,286	17,751	19,031	17,564	19,268	236,676
Free Trade Bridge	504	528	498	446	511	490	473	478	547	307	425	298	5,505
Progreso International Bridge	145,845	170,828	209,155	98,272	75,984	78,065	88,306	64,910	61,738	65,443	91,673	128,407	1,278,626
Pharr-Reynosa Intl. Bridge on the Rise	1,836	4,795	3,519	2,301	3,599	3,485	5,476	4,796	2,752	2,182	2,907	2,671	40,319
McAllen-Hidalgo-Reynosa Bridge	235,678	223,376	246,705	207,036	191,205	179,993	190,493	171,584	164,938	134,109	130,376	210,000	2,285,493
Los Ebanos Ferry	6,563	8,603	7,537	2,571	4,401	4,297	4,817	4,600	1,543	4,192	4,237	5,582	58,943
Rio Grande City-Camargo Bridge	2,610	2,293	2,690	2,572	2,812	2,138	2,717	2,612	2,437	2,214	2,069	1,982	29,146
Roma-Ciudad Miguel Aleman Bridge	31,253	27,584	33,068	36,858	32,234	25,712	21,759	19,693	19,402	19,950	20,480	23,465	311,458
Lake Falcon Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Juarez-Lincoln Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Gateway to the Americas Bridge	401,233	349,502	456,098	519,366	462,552	451,194	485,017	421,902	387,684	290,196	306,098	414,445	4,945,287
World Trade Bridge	6,531	6,963	7,767	8,445	8,808	7,808	8,845	9,202	8,158	8,201	8,149	7,414	96,291
Laredo-Colombia Solidarity Bridge	1,880	1,488	1,627	1,531	1,924	1,699	1,900	2,013	1,388	1,231	1,378	1,310	19,369
Camino Real International Bridge	3,011	2,875	3,593	4,338	3,979	4,729	5,020	4,666	4,814	5,581	4,862	4,286	51,754
Eagle Pass Bridge I	52,741	59,003	76,400	73,569	68,471	68,998	68,510	62,910	65,983	65,856	64,837	85,073	812,351
Del Rio-Ciudad Acuna Intl. Bridge	17,664	18,453	22,217	21,676	22,289	22,771	23,844	23,395	24,455	23,081	20,848	17,409	258,102
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	2,020	1,663	2,515	2,421	1,990	1,910	2,186	2,272	1,790	1,759	1,908	1,806	24,240
Fort Hancock-El Porvenir Bridge	182	119	247	215	198	206	214	245	377	294	457	353	3,107
Fabens-Caseta Bridge	1,846	1,789	1,744	1,500	1,717	1,785	1,687	1,763	2,251	3,886	4,045	5,088	3,107
Ysleta-Zaragoza Bridge	29,583	30,437	33,609	31,858	31,421	31,776	36,579	31,519	52,209	60,067	71,466	63,652	504,176
Bridge of the Americas	42,237	43,391	54,829	61,366	59,054	53,920	52,290	45,794	63,630	106,606	109,509	76,568	769,194
Good Neighbor Bridge (SB only)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	502,162	499,868	579,564	540,425	261,486	553,273	577,887	333,233	334,338	581,070	488,284	675,463	5,927,053
Total	1,706,507	1,684,202	1,979,481	1,901,616	1,516,209	1,754,869	1,880,469	1,478,055	1,476,114	1,616,842	1,577,657	2,048,120	20,594,147

Appendix V

Detailed Area Maps

LEGEND/MAPS

I. Existing Bridges

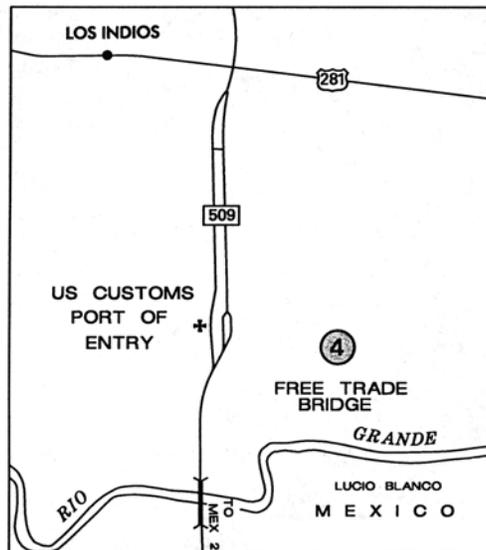
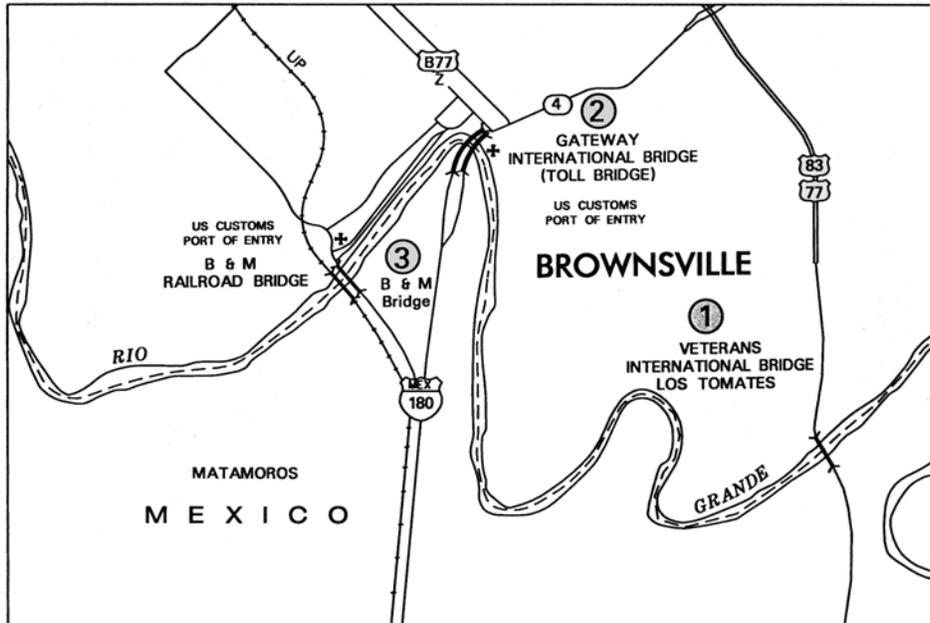
- 1) Veterans Intl. Bridge at Los Tomates
- 2) Gateway International Bridge
- 3) B & M Bridge
- 4) Free Trade Bridge
- 5) Progreso International Bridge
- 6) Pharr-Reynosa International Bridge on the Rise
- 7) McAllen-Hidalgo-Reynosa Bridge
- 8) Los Ebanos Ferry
- 9) Rio Grande City-Camargo Bridge
- 10) Roma-Ciudad Miguel Alemán Bridge
- 11) Lake Falcon Dam Crossing
- 12) Juárez-Lincoln Bridge
- 13) Gateway to the Americas Bridge
- 14) World Trade Bridge
- 15) Laredo-Colombia Solidarity Bridge
- 16) Camino Real International Bridge
- 17) Eagle Pass Bridge I
- 18) Del Rio-Ciudad Acuña International Bridge
- 19) Lake Amistad Dam Crossing
- 20) Presidio Bridge
- 21) Fort Hancock-El Porvenir Bridge
- 22) Fabens-Caseta Bridge
- 23) Ysleta-Zaragoza Bridge
- 24) Bridge of the Americas (BOTA)
- 25) Good Neighbor Bridge
- 26) Paso del Norte Bridge

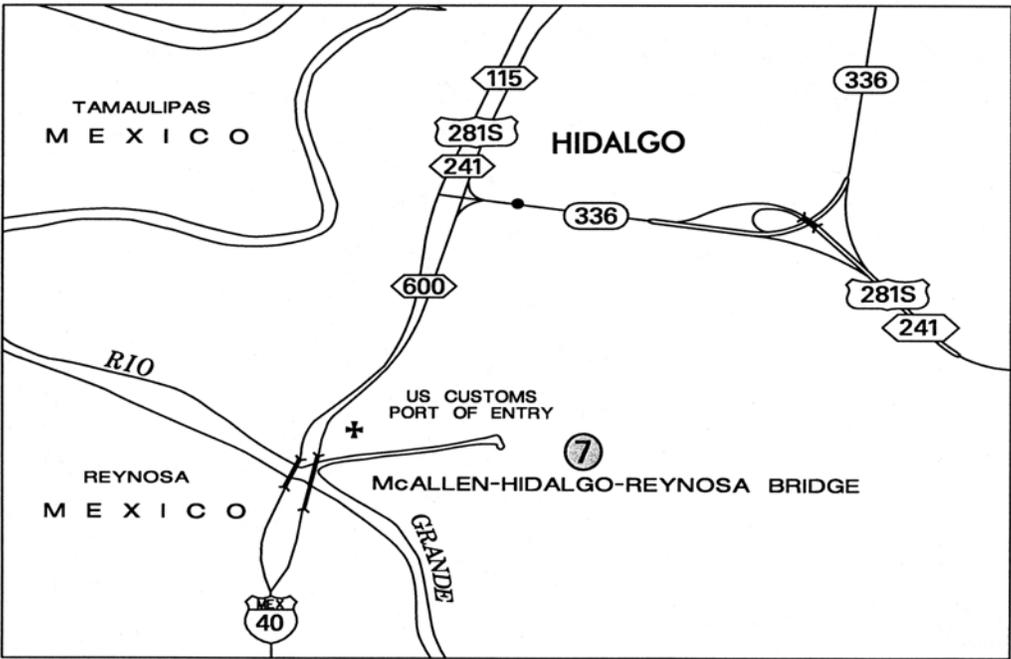
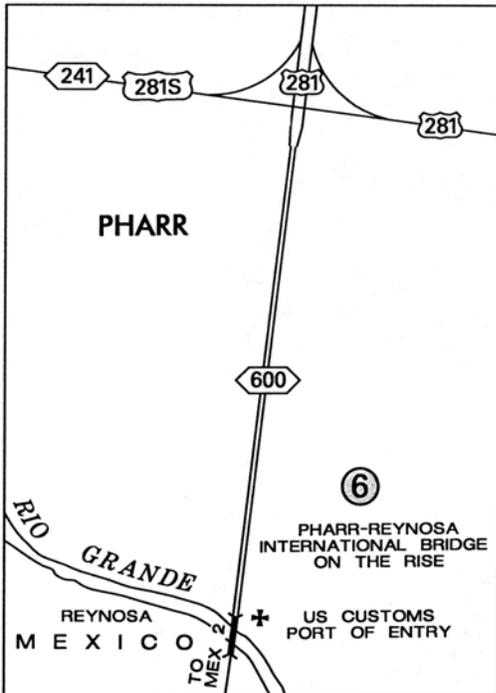
II. Proposed Bridges

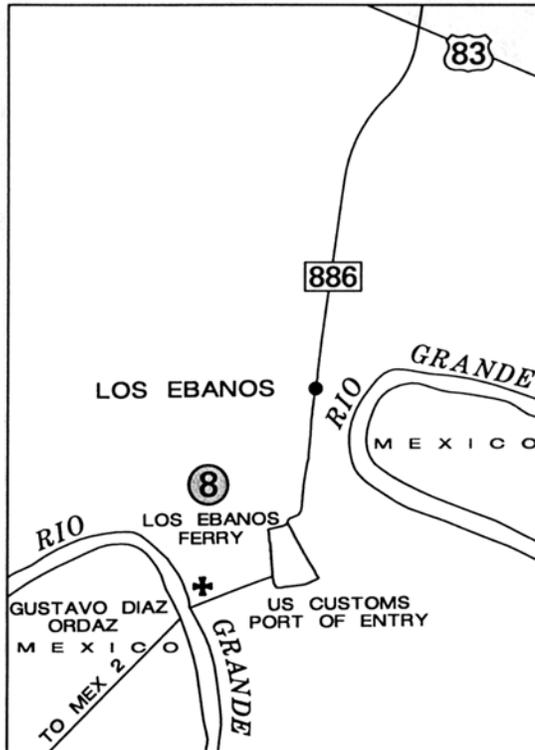
- A. Port of Brownsville Bridge
- B. Donna International Bridge (no map available)
- C. Anzalduas International Bridge
- D. Los Ebanos International Bridge (no map available)
- E. Mission International Bridge (no map available)
- F. Laredo V International Bridge (no map available)
- G. Guadalupe-Tornillo International Bridge (no map available)

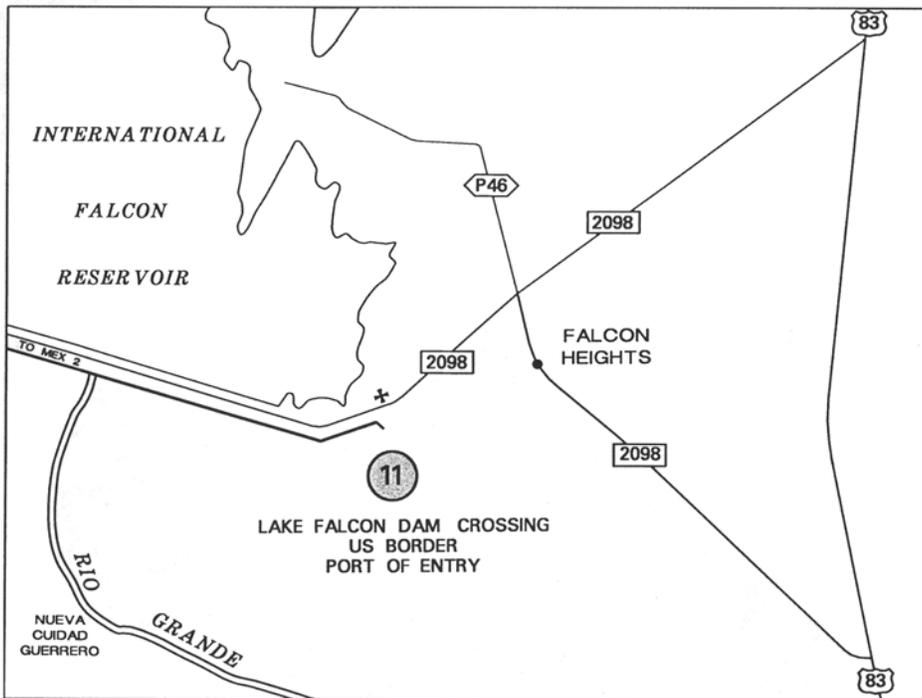
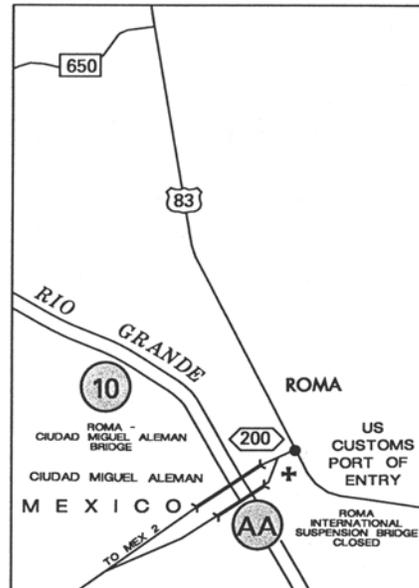
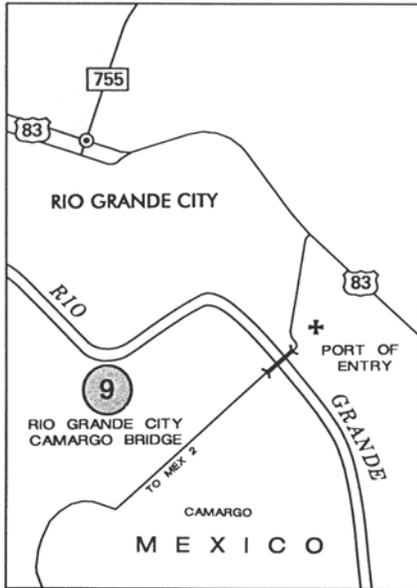
III. Closed Bridges

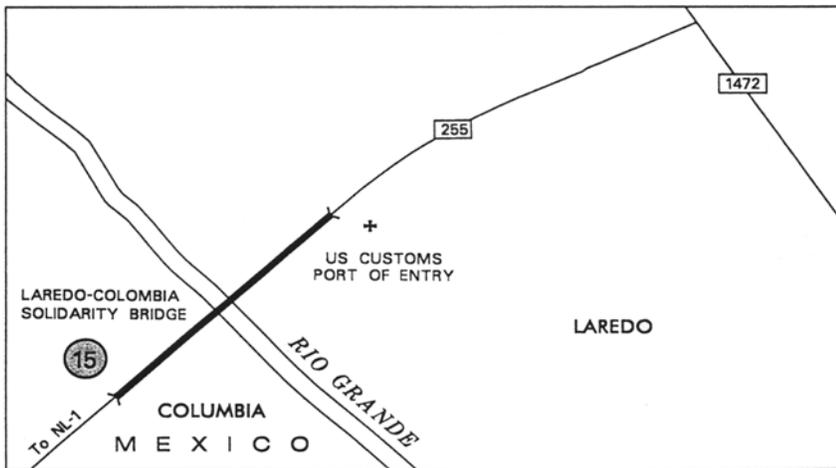
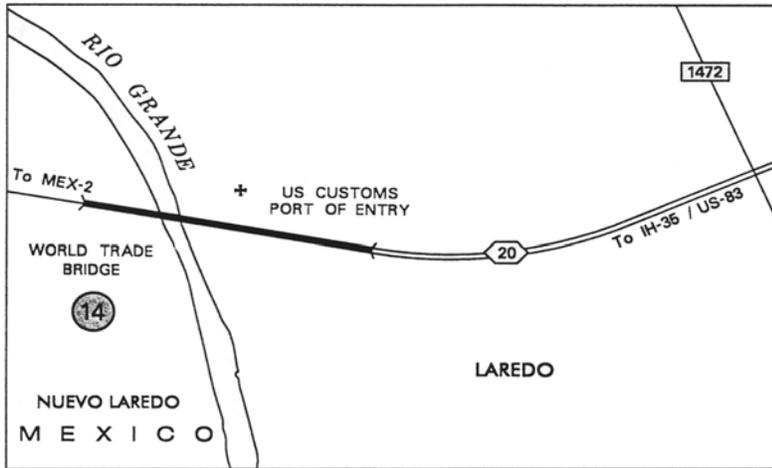
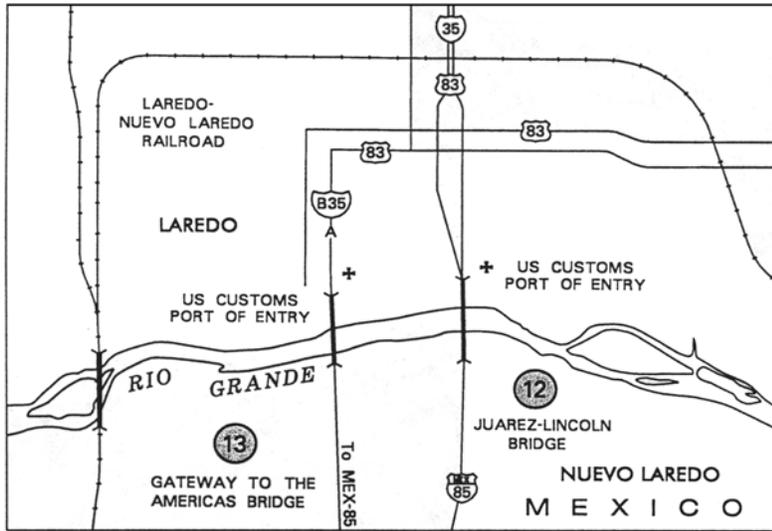
- AA. Roma International Suspension Bridge (Rehabilitation Pending)
- BB. La Linda Bridge

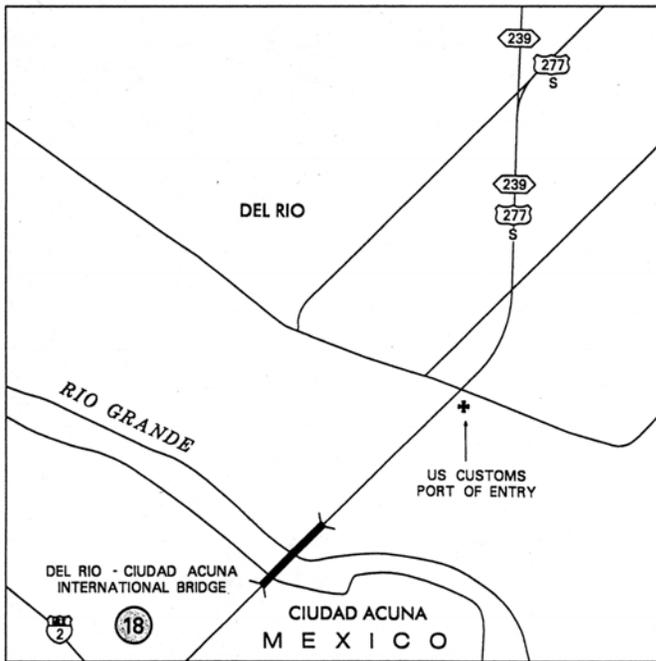
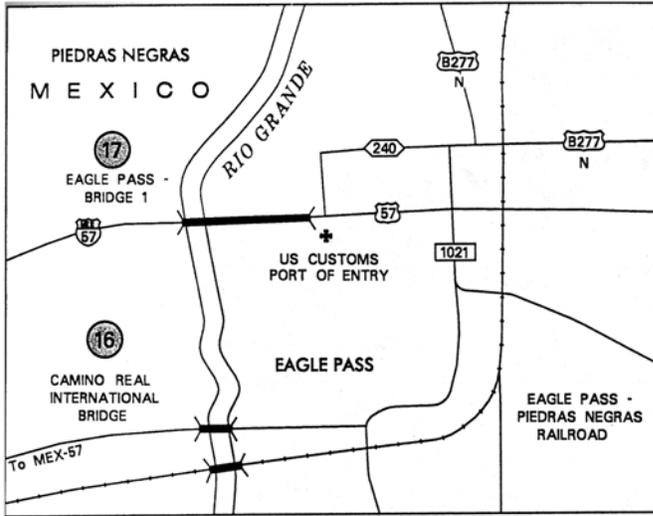


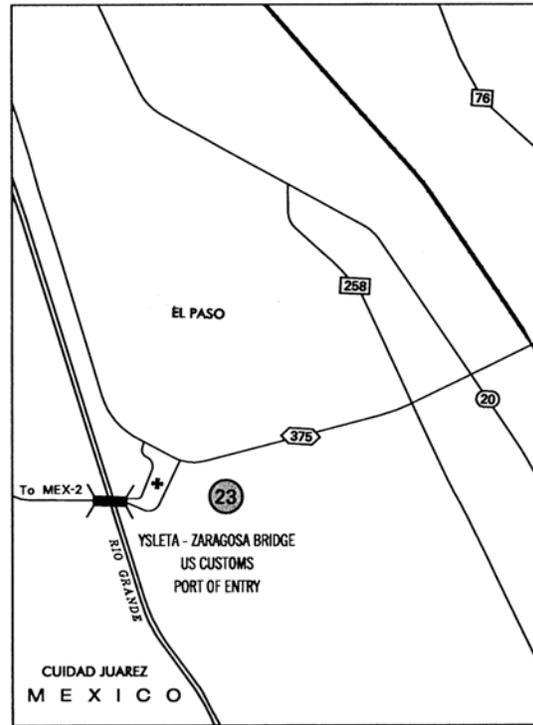
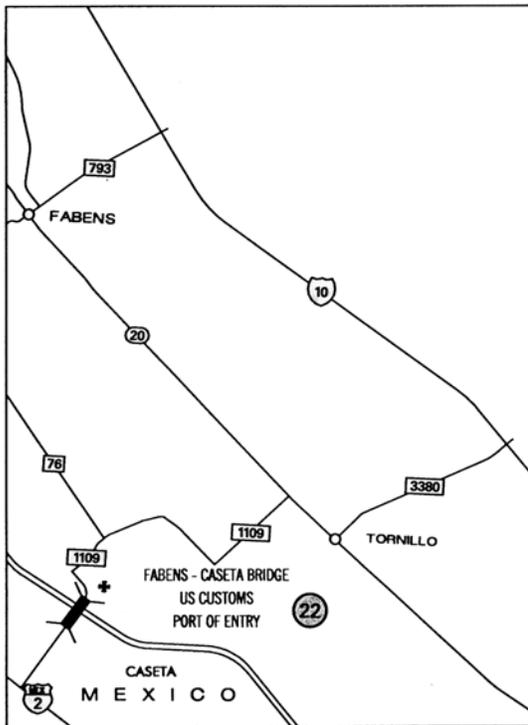
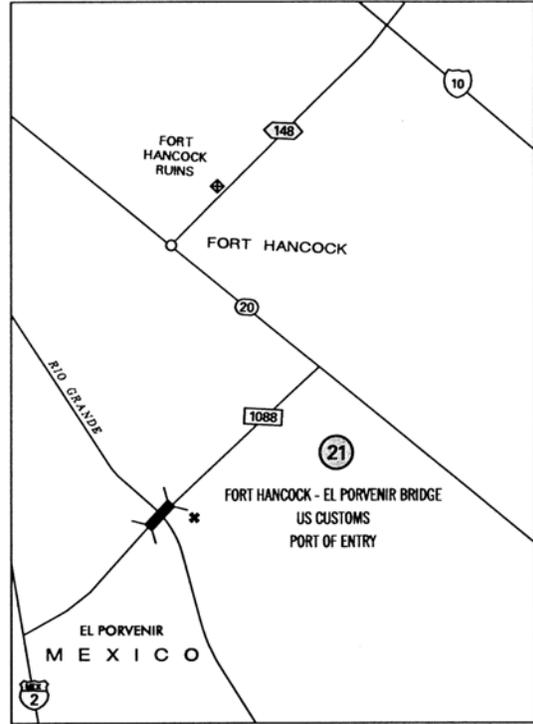
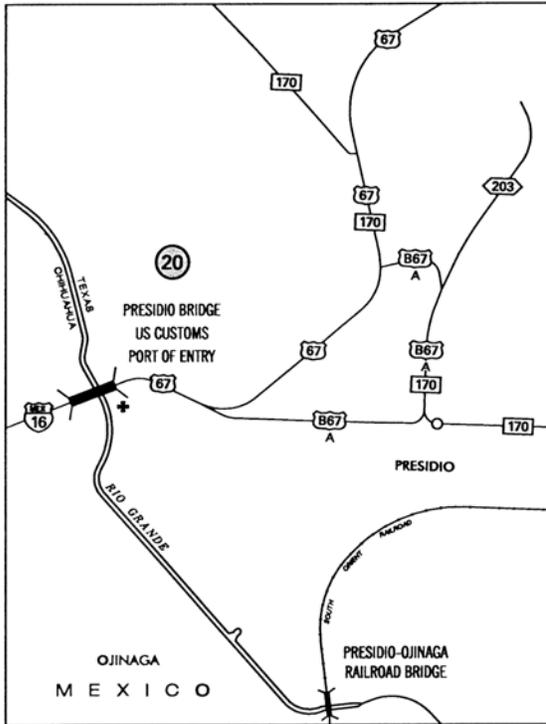


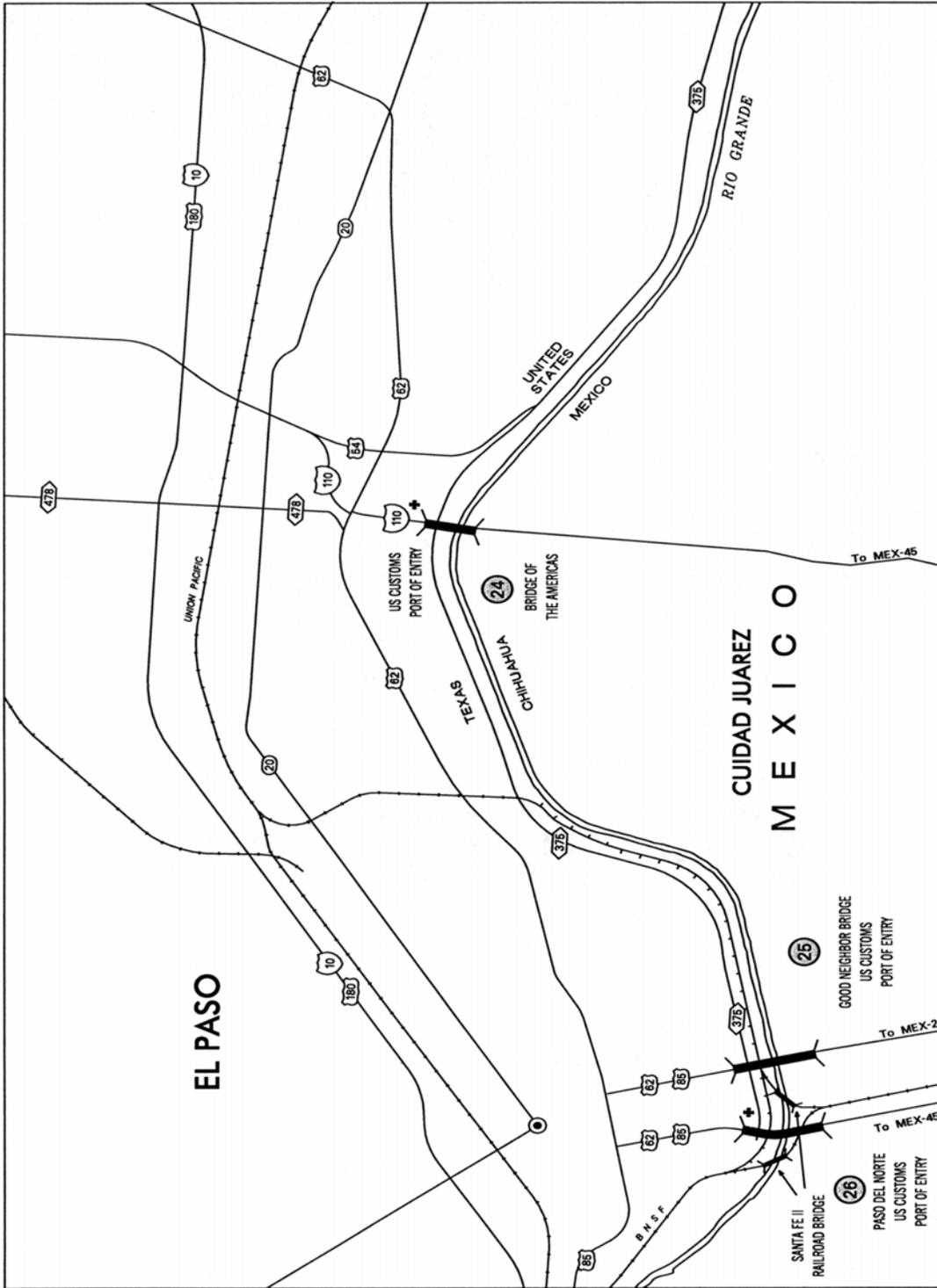


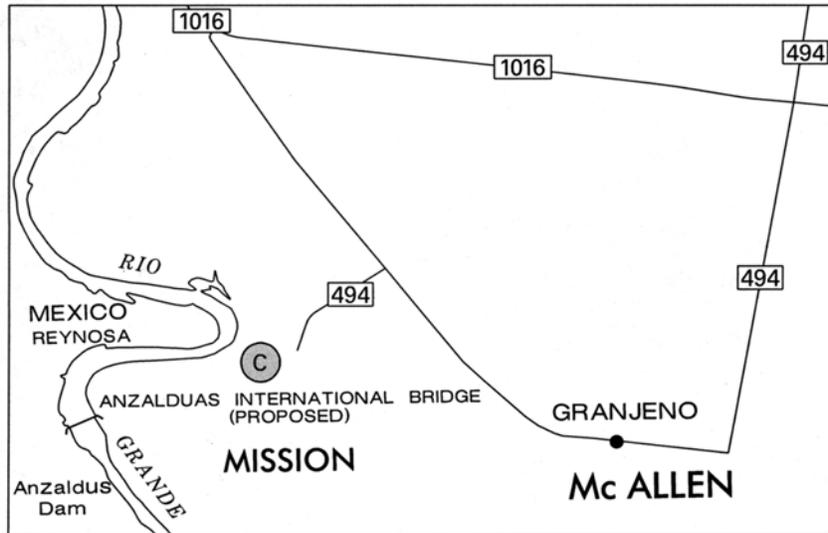
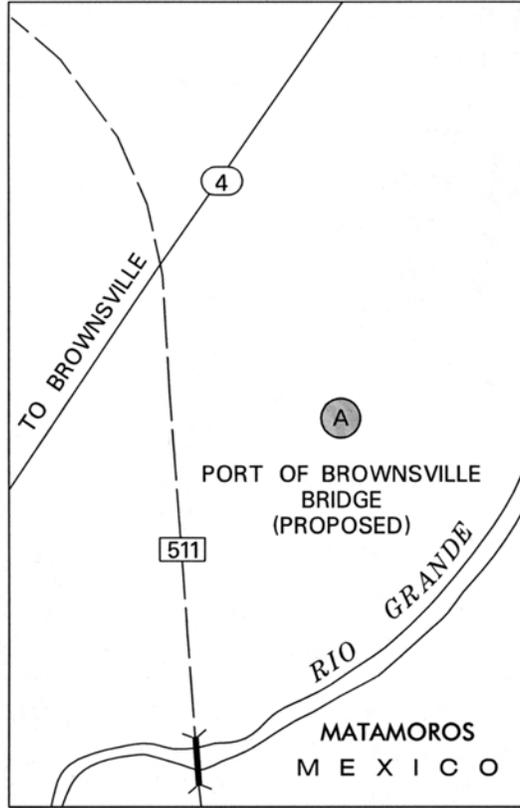


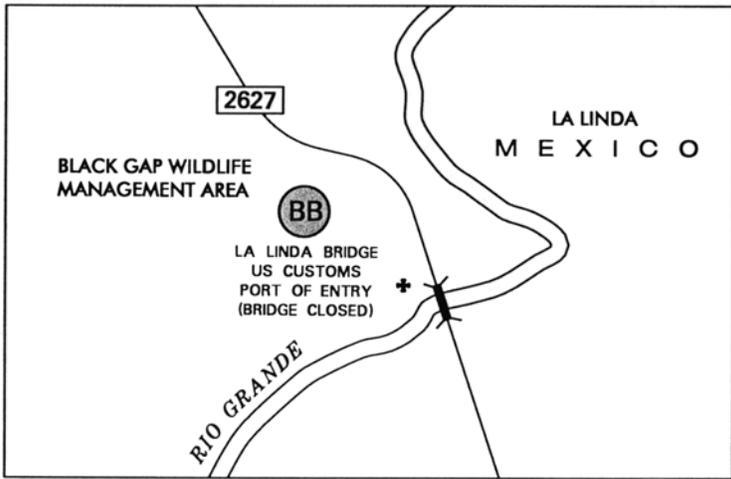
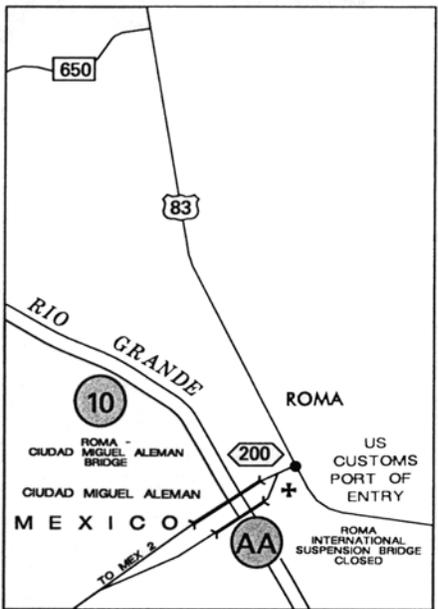












Appendix VI Glossary

GLOSSARY OF SELECTED TERMS USED IN THIS REPORT

B

BND -- Brownsville Navigation District/Port of Brownsville -- The port authority responsible for managing the deep-water port and industrial park.

BRINSAP -- Bridge Inventory, Inspection and Appraisal Program -- The group responsible for monitoring and overseeing the federally mandated Bridge Inspection Program.

Border Station Task Force -- This group is chaired by the General Services Administration Region 7, and consists primarily of various regional representatives from the federal inspection services. Some Texas State agencies, like TxDOT, are also invited to attend. Federal representatives include the U.S. Customs Service, U.S. Department of Agriculture, U.S. Immigration and Naturalization Service, International Boundary and Water Commission and the U.S. State Department. The task force meets one or two times a year to discuss border station development and maintenance issues in Texas and New Mexico.

C

CABIN/SECODAM – Comisión de Avalúos y Bienes Naturales/Secretaría de Contraloría y Desarrollo Administrativo – Mexico’s counterpart of the GSA.

CAPUFE - Caminos y Puentes Federales de Ingresos y Servicios Conexos -- The Mexican federal toll-road and federal toll-bridge operator. CAPUFE collects tolls on international bridges, and operates and administers most bridge operations on the Mexican side.

CBI Program – Coordinated Border Infrastructure Program -- An FHWA program under which border states and MPOs are eligible for discretionary grants for transportation and safety infrastructure improvements, operation and regulatory improvements; and coordination and safety inspection improvements in a border region.

CILA - Comisión Internacional de Límites y Aguas -- The division of the SRE that oversees the boundaries for rivers and border waters. Mexico’s counterpart of the IBWC.

D

DCL – Dedicated Commuter Lane – A lane used exclusively for commuter traffic.

F

FIS -- Federal Inspection Services -- Consists of the main federal inspection services present at each port of entry, i.e., U. S. Customs, INS and USDA.

FONSI - Finding of No Significant Impact -- This process is related with the application for a Presidential Permit and is issued by the State Department. This finding considers the environmental impact, whether direct, indirect, or cumulative, in relation to the proposed facilities and related construction of the proposed bridge site. FONSI are given out by either the FHWA or TxDOT depending on whether the project is state or federally funded.

FHWA – Federal Highway Administration – A component of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. It assists States in constructing highways and roads and provides financial aid at the local level, including joint administration with the Federal Transit Administration of the Section 18 program.

Source: *Glossary of Transportation Terms 1994/Glosario de Términos Transportes 1994*, U.S. Department of Transportation, Federal Highway Administration

G

GSA --General Services Administration -- The U.S. federal agency whose responsibilities include design, construction and maintenance of border station facilities leased to federal inspection services.

General Services Administration Southwest Border Station Improvement Program, January 1, 1994 -- An inventory of IMPROVEMENTS for existing border stations, as well as appropriations, along the U.S.-Mexican border. Published by the General Services Administration.

H

HAZMAT – Hazardous Material

I

IBWC -- International Boundary and Water Commission, United States and Mexico -- A joint U.S.-Mexican commission that is charged with resolving problems relating to border water issues and to the sovereignty of lands incidental to changes in the courses of river boundaries.

INM - Instituto Nacional de Migración -- A division of SEGOB responsible for immigration, the Mexican counterpart of the INS.

INS -- Immigration and Naturalization Service -- The U.S. federal agency responsible for enforcement of immigration law. This agency is an element of the Department of Justice.

M

MPO – Metropolitan Planning Organization – An organization designated by the governor to administer the federally required transportation planning process in a metropolitan area. An MPO must be in place in every urbanized area over 50,000 population.

N

NAFTA – North American Free Trade Agreement

P

POV – Privately Owned Vehicle

PS&E – Plans, Specifications and Estimates -- The detailed plans and accompanying specifications and construction cost estimates which serve as documents for construction contract letting purposes.

Presidential Permit -- The first step in the federal permit process for a U.S. sponsor of a proposed bridge to begin construction. By presidential delegation, the Presidential Permit is issued by the U.S. State Department. No Presidential Permit is issued in Mexico although similar final approval is given by the federal government to the Mexican sponsor to begin construction.

PROFEPA – Procuraduría Federal de Protección al Ambiente – The Mexican counterpart of the Environmental Protection Agency.

Programa Nacional de Autopistas 1989-1994, Propósitos y Logros -- A book published by the Secretaría de Comunicaciones y Transportes that highlights selected highway projects in Mexico. Information contained in the book includes photographs, descriptions of projects, costs and information about the owner or concessionaire. Published in July 1994.

Promofront S.A. de C.V. -- A Mexican construction company.

S

SAGAR - Secretaría de Agricultura y Ganadería -- Responsible for inspecting imported ranching and agricultural products. The Mexican counterpart of the U.S. Department of Agriculture.

SCT - Secretaría de Comunicaciones y Transportes -- Ministry of Communications and Transportation. The Mexican federal agency responsible for construction, operation and maintenance of the federal highway system, including federal toll roads and bridges. Mexico's counterpart to the U.S. Department of Transportation.

SECODAM /CABIN -- Secretaría de Contraloría y Desarrollo Administrativo/Comisión de Avalúos de Bienes Naturales. The Mexican counterpart of the GSA.

SECOFI - Secretaría de Comercio y Fomento Industrial – Mexican federal agency that oversees NAFTA negotiations.

SECTUR - Secretaría de Turismo – Mexico’s Ministry of Tourism

SEDENA – Secretaría de la Defensa Nacional – Mexican federal agency that authorizes locations for new bridges and border crossings.

SEDESOL – Secretaría de Desarrollo Social – Mexican federal agency responsible for urban planning in border cities.

SEDICOT - Secretaría de Desarrollo Industrial, Comercial y Turístico -- The Tamaulipas state agency responsible for industrial, commercial and tourism development.

SEGOB – Secretaría de Gobernación -- Ministry of Government

SEMARNAP – Secretaría del Medio Ambiente Recursos Naturales y Pesca -- Authorizes Environmental Impact Studies. The Mexican counterpart of the EPA.

SENTRI -- Secure Electronic Network for Travelers’ Rapid Inspection

SHCP – Secretaría de Hacienda y Crédito Público – One of its offices (Administración General de Aduanas) is responsible for controlling and reviewing merchandise that is imported and exported. The Mexican counterpart of the U.S. Customs.

SIB Loan – State Infrastructure Bank Loan

SRE - Secretaría de Relaciones Exteriores -- The Ministry of Foreign Relations. The Mexican counterpart of the U. S. State Department.

Summary of Existing and Proposed Border Stations, May 1994 -- An inventory of existing and proposed border stations in Texas and New Mexico, with general information and traffic data. Published by the General Services Administration.

T

TABC – Texas Alcoholic Beverage Commission

TNRCC – Texas Natural Resource Conservation Commission

TPP – The Transportation Planning and Programming Division of TxDOT

TxDOT -- Texas Department of Transportation

TxDOT District -- The State of Texas is divided into 25 TxDOT districts

U

USCG – United States Coast Guard

USDA – United States Department of Agriculture

U.S. Coast Guard Permit -- The Coast Guard's authority regarding international bridges stems from the International Bridge Act of 1972. Under the provisions of the Act, the Coast Guard has jurisdiction pertaining to the construction, operation and maintenance of any bridge connecting the United States with a foreign country.

U.S. Customs Service -- The federal agency that is responsible for enforcing laws, regulating import and export of goods, and collecting duties. This agency is part of the Department of Treasury.

FOR FURTHER INFORMATION

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This publication is available at www.dot.state.tx.us/insdot/orgchart/iro/iro.htm. General comments and suggestions for improvements are welcomed and may be addressed to the following:

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