

**Texas-Mexico
International Bridges and Border Crossings
Existing and Proposed
2005**

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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 Texas Department of Transportation (TxDOT) has four districts (Pharr, Laredo, Odessa and El Paso) along the border, three of which are impacted by the border crossings. The Odessa district does not have any border crossings located in the area. The bridges in this publication 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 Port of Brownsville, Donna International Bridge, Mission International Bridge, Anzalduas International Bridge and the Guadalupe-Tornillo Bridge have been issued Presidential Permits while the remaining two bridges have a permit application pending or are in the permitting 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.

In preparation for the future opening of the border, 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 Border Safety Inspection Facilities (BSIFs) would be provided at 8 locations along the border. The sites chosen include El Paso at the Bridge of the Americas (BOTA) and Ysleta-Zaragoza Bridge; Eagle Pass at the Camino Real International Bridge; Laredo at the Colombia-Solidarity and World Trade Bridges; Pharr at the Pharr-Reynosa International Bridge on the Rise; and Brownsville at the Veterans International Bridge (Los Tomates) and at Los Indios Free Trade Bridge. Temporary inspection sites are presently operational at those sites. DPS operates along side Federal Motor Carrier Safety Administration personnel within the confines of their facility at the World Trade Bridge in Laredo. The permanent Border Safety Inspection Facilities at each of those locations are in the development process.

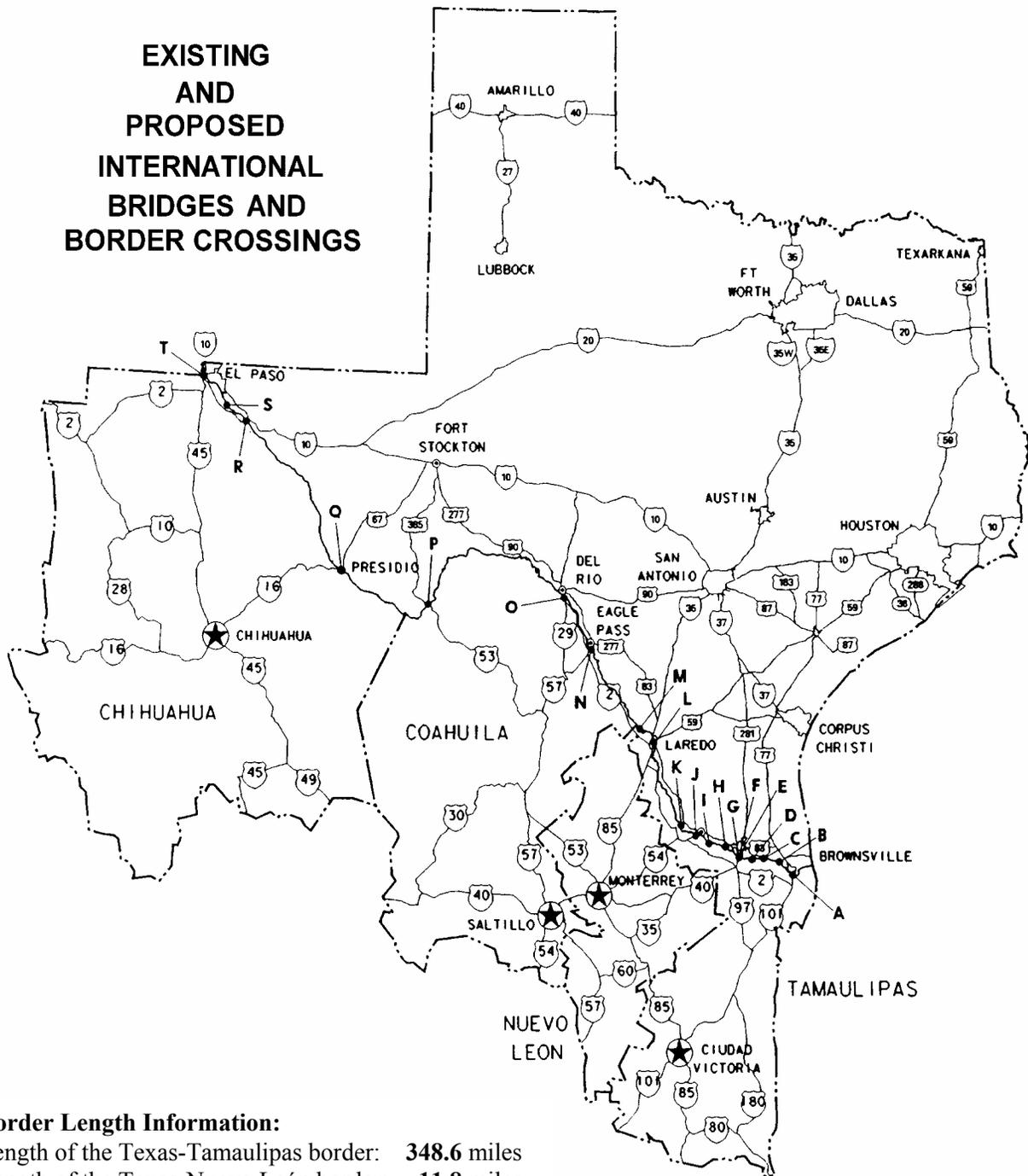
Commercial hours of operation for the borders crossings indicated herein are mostly for Monday-Friday. Please contact the port of entry directly for weekend and holiday hours of service. Hours of operation are subject to change. Southbound traffic information was not included due to insufficient data.

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

EXISTING AND PROPOSED INTERNATIONAL BRIDGES AND BORDER CROSSINGS



Border Length Information:

- Length of the Texas-Tamaulipas border: **348.6 miles**
- Length of the Texas-Nuevo León border: **11.8 miles**
- Length of the Texas-Coahuila border: **481 miles**
- Length of the Texas-Chihuahua border: **413.3 miles**
- Length of the Texas-Mexico border: 1,254.7 miles**

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

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 bridges under construction: **0**

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, Los Ebanos International, Laredo V International Bridge and 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 International Bridge at Los Tomates, Gateway International, Free Trade, Pharr-Reynosa International, McAllen-Hidalgo-Reynosa, Roma-Ciudad Miguel Alemán, Juarez-Lincoln, Gateway to the Americas, World Trade Bridge, Laredo-Colombia Solidarity, Camino Real International, Eagle Pass I, Del Rio-Ciudad Acuña International, Ysleta-Zaragoza, Good Neighbor and Paso Del Norte

Number of bridges that allow commercial traffic: **13** - Veterans International Bridge at Los Tomates, Free Trade, Progreso International, Pharr-Reynosa International, Rio Grande City-Camargo, Roma-Ciudad Miguel Alemán, World Trade, Laredo-Colombia Solidarity, Camino Real International, Del Rio-Ciudad Acuña International, Presidio, Ysleta-Zaragoza, and Bridge of the Americas

Number of bridges with FAST lanes: **5** – Veterans International Bridge at Los Tomates, Pharr-Reynosa International, World Trade, Ysleta-Zaragoza, and Bridge of the Americas

Number of bridges with SENTRI lanes: **1** - Good Neighbor (Scheduled to go online in 2005 are the Veterans International Bridge at Los Tomates, McAllen-Hidalgo-Reynosa, and Ysleta-Zaragoza)

* 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 became operational in April 1999.

Source: Pharr District, TxDOT, August 1999

Mexico: 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: \$2.00 for passenger vehicles

\$.50 for pedestrians

\$3.50 per axle for commercial vehicles

Source: Pete Sepulveda, Cameron County International Bridge System, January 2004

HOURS: 6 a.m. – Midnight (POV – M-Sun)

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

8 a.m. – 4 p.m. (Commercial/Cargo – Sat. and Sun.)

Source: U.S. Customs and Border Protection, February 2005

BORDER STATION:

U.S.: The border station (USBS Los Tomates) is owned by the General Services Administration (GSA). It became operational on April 30, 1999.

Source: General Services Administration, February 2005

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

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

CONNECTING ROADWAY:

U.S.: A contract has been awarded to expand the approach lanes leading into the U.S. Customs import lot. Currently there are two lanes going into the import lot, after the expansion there will be five lanes. Construction is scheduled to begin in mid-February 2005, and is expected to be completed in May 2005.

Source: Pete Sepulveda, Cameron County International Bridge System, February 2005

Source: Pharr District, TxDOT, February 2005

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 has been in operation at this port in since November 1999. The outbound canopy construction is complete.

Source: Pharr District, TxDOT, January 2004

Source: Pete Sepulveda, Cameron County International Bridge System, January 2004

The County has proposed some improvements to the commercial truck lanes; however the schedule and scope have not been defined.

Source: General Services Administration, March 2004

A Free and Secure Trade (FAST) lane opened in 2004. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at:

http://www.cbp.gov/linkhandler/cgov/import/commercial_enforcement/ctpat/fast/us_mexico/mexico_fast.ctt/mexico_fast.doc

Source: International Relations Office, TxDOT, February 2005

A dedicated commuter lane, using Secure Electronic Network for Travelers' Rapid Inspection (SENTRI) is to become operational in 2005.

Source: Pharr District, TxDOT, February 2005

**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 and 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: U.S. Customs and Border Protection, February 2005

TOLL:

\$2.00 for passenger vehicles

\$.50 for pedestrians

Source: Pete Sepulveda, Cameron County International Bridge System, January 2004

U.S. PERMITS AND MEXICAN APPROVALS:

Presidential Permits were not required for bridges built before 1972.

BORDER STATION:

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

Source: General Services Administration, February 2005

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

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 vehículos), 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. The \$5 million bridge expansion was inaugurated on May 14, 1997.

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

HOURS:

24 hours (POV only)

Source: U.S. Customs and Border Protection, February 2005

TOLL:

\$2.00 – Southbound

\$2.00 – Northbound

Source: B&M Bridge Co., January 2004

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 border station (USBS B&M) was completed in 1992, and is owned by the General Services Administration.

Source: General Services Administration, February 2005

Due to the transfer of all commercial traffic to the Veteran’s International Bridge, the truck import lot and dock are now used for other inspectional purposes.

Source: General Services Administration, March 2004

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

IMPROVEMENTS:

The 1910 railroad truss bridge was stripped and repainted in 2004, at a cost of \$1.6M.

Source: Pete Sepulveda, Cameron County International Bridge System, February 2005

Source: Pharr District, TxDOT, February 2005

**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.: \$31.6 million

HOURS: 6 a.m. – Midnight (POV – M-Sun)
8 a.m. – 10 p.m. (Commercial/Cargo – M-Fri)
10 a.m. – 6 p.m. (Commercial/Cargo – Sat. and Sun.)
Source: U.S. Customs and Border Protection, February 2005

TOLL: \$2.00 for passenger vehicles
\$.50 for pedestrians
\$3.50 per axle for commercial vehicles
Source: Pete Sepulveda, Cameron County International Bridge System, January 2004

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 (USBS Los Indios) was completed on November 2, 1992, and is owned by the General Services Administration.
Source: General Services Administration, February 2005

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 Free Trade Commerce Center, a 750 acre industrial park located adjacent to the bridge, is a foreign trade zone.
Source: Pete Sepulveda, Cameron County International Bridge System, February 2005
Source: Pharr District, TxDOT, February 2005

Mexico: The development of an industrial and residential zone in Mexico is in the preliminary planning phase.
Source: Pete Sepulveda, Cameron County International Bridge System, February 2005
Source: Pharr District, TxDOT, February 2005

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



**The United States is shown at the bottom of the photo.
(Photo taken in 2000 before bridge replacement)**

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 new four-lane automobile bridge, two lanes in each direction, plus a separate new two-lane truck bridge.
Bridge length: 628 feet
Bridge identification number-21 109 V00455 001 01
Source: Bridge Inventory and Inspection File, TxDOT
Source: B & P Bridge Company, January 2004

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 original bridge was constructed in 1951. The replacement bridge was built in phases as the old one was simultaneously demolished. The replacement bridge became operational in August 2003.
Source: B & P Bridge Company, January 2004

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: U.S. Customs and Border Protection, February 2005

TOLL: \$1.75
Source: B & P Bridge Company, January 2004

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 did not need to secure a Presidential Permit to build the replacement bridge. The replacement bridge became operational in August 2003.

Source: U.S. State Department, February 1995

Source: B & P Bridge Company, January 2004

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 B&P Bridge Company owns the U.S. border station facility (USBS Progreso), which was completed in 1983. A replacement bridge opened in August 2003. The GSA is working with the B&P Bridge Company to expand the facilities. Occupancy is expected in July 2006.

Source: General Services Administration, February 2005

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

The import lot expansion included the installation of x-ray equipment. The U.S. border station receives 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.: The first phase of the new four-lane bridge was completed by November 17, 2002. The transfer of traffic from the old bridge to the new bridge became effective on November 27, 2002. The new bridge, which includes four automobile lanes and pedestrian sidewalks, became operational in August 2003.

Source: B & P Bridge Company, January 2004

Temporary modular facilities for truck inspection by the Federal Motor Carrier Safety Administration have been built adjacent to the import lot. The new two-lane truck bridge is complete and U.S. Customs is ready to receive traffic upon opening of the truck bridge.

Source: Pharr District, TxDOT, February 2005

Mexico: The opening of the new two-lane truck bridge is pending construction of the temporary facilities.

Source: Pharr District, TxDOT, February 2005

**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:

This is 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

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 and Border Protection, August 1996

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:

Texas Department of Transportation
2005

Completed in November 1994 and 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.)

8 a.m. – 4 p.m. (Commercial/Cargo – Sat. and Sun.)

Source: U.S. Customs and Border Protection, February 2005

TOLL:

Yes, an automated toll collection system is used.

U.S. PERMITS AND MEXICAN APPROVALS:

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

Source: United States Coast Guard

BORDER STATION:

U.S.: The border station (USBS Pharr) was opened to traffic in April 1996. The facility was expanded in 2002 to allow for a USDA annex, kennel building, and an expanded dock.

Source: General Services Administration, February 2005

The GSA facilities were upgraded by adding a port-of-entry toll collection system with the aid of a Federal Corridor Border Infrastructure grant. The project was let for approximately \$798,602 and is complete.

Source: Pharr District, TxDOT, January 2004

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 structure, 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.: A project that will provide an 11 ft. tall solid-steel-bar fence (approximately 1000 ft. in total length) for intruder repulsion is ongoing. Approximate cost of the project is \$80,000.

Source: Pharr District, TxDOT, February 2005

The Free and Secure Trade (FAST) lane program began to operate in late 2004. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at:

http://www.cbp.gov/linkhandler/cgov/import/commercial_enforcement/ctpat/fast/us_mexico/mexico_fast.ctt/mexico_fast.doc

Source: International Relations Office, TxDOT, February 2005

Mexico: The Mexico bypass around Reynosa that connects the Reynosa-Matamoros and the Reynosa-Monterrey highways is complete. The bypass will also connect to the Avenida Puente Pharr.

Source: Pharr District, TxDOT, January 2004

**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
Bridge identification numbers 21 109 G00090 001 01 southbound span, 21 109 G00090 002 01 northbound span.

Source: Bridge Inventory and Inspection File, TxDOT

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: U.S. Customs and Border Protection, August 1996

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: U.S. Customs and Border Protection, February 2005

TOLL:

\$2.00 effective February 1, 2005 (southbound)

Source: McAllen-Hidalgo-Reynosa Bridge, Bridge Superintendent, January 2005

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of McAllen's Presidential Permit application was approved in August 1985.

BORDER STATION:

U.S.: The border station (USBS Hidalgo) is owned by the City of McAllen and was completed in 1982. The General Services Administration's lease expires April 30, 2007.

Source: General Services Administration, February 2005

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. If approved for SAFETEA funding at a future date, 80 per cent will come from federal funds and 20 per cent will come from the City of McAllen.

Source: General Services Administration, March 2004

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 administration building is under construction and approximately 90% complete. A new southbound inspection facility, with canopy, is in its first phase and is 80% complete. The second phase will include the addition of two lanes with new concrete pavement.

Source: Pharr District, TxDOT, February 2005

The dedicated northbound commuter lane, Secure Electronic Network for Travelers' Rapid Inspection (SENTRI) is to be operational by April 2005.

Source: McAllen-Hidalgo-Reynosa Bridge, Bridge Superintendent, January 2005

Source: Pharr District, TxDOT, February 2005

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: U.S. Customs and Border Protection, February 2005

TOLL: Yes

BORDER STATION:

U.S.: The border station (USBS Los Ebanos) was completed in April 1992 and is owned by the Department of Homeland Security, Bureau of Customs & Border Protection. The land is owned by the bridge owner.

Source: General Services Administration, February 2005

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)
7 a.m. – 5 p.m. (Commercial/Cargo – Sat. and Sun.)
Source: U.S. Customs and Border Protection, February 2005

TOLL: Yes

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: Starr-Camargo Bridge Company, May 1995

BORDER STATION:

U.S.: The original border station (USBS Rio Grande) was constructed in 1969 by the Starr Camargo Bridge Company. A new border station was constructed by the Starr Camargo Bridge Company in 1999. The General Services Administration leases the border station.

Source: General Services Administration, February 2005

Mexico: The present border station has been in operation since 1968. In November of 2003 the Mexican Government expropriated approximately 8 hectares of land for the expansion of the Mexican border station in Camargo, Tamaulipas. There are plans to remodel the existing facility and incorporate it into a state of the art facility that is now recognized by the Mexican Government as one of its top 25 ports of entry.

Source: Starr-Camargo Bridge Company, February 2004

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 two-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. – 6 p.m. (Commercial/Cargo – M-Fri)
Source: U.S. Customs and Border Protection, February 2005

TOLL: POVs - \$2.00
Pedestrians - \$0.50
Source: Starr County International Bridge System, February 2004

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Starr County's Presidential Permit application was approved on April 6, 1977.

Source: Pharr District, TxDOT

BORDER STATION:

U.S.: The border station (USBS Roma) is owned by Starr County and was completed in 1988. The General Services Administration's lease expires April 28, 2009.

Source: General Services Administration, February 2005

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.: The US 83 project that provides a four-lane divided urban section from Garcia Street to Loma Blanca is complete. US 83 loop (Athens Road) that will provide a four-lane divided urban road facility is scheduled for letting in March 2005, at a cost of approximately \$7.3 million. The proposed improvement to US 83-Garcia Street as a one-way pair, estimated to cost approximately \$5.5 million, is scheduled for letting in June 2006.

Source: Pharr District, TxDOT, February 2005

**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 – M-Sun.)
Source: U.S. Customs and Border Protection, February 2005

TOLL: No

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 by the International Boundary and Water Commission. The building was expanded in 1977 and 1989. The border station was transferred from the IBWC to DHS/BCBP after construction of the dam. DHS/BCBP has proposed some enhancements to the facilities. GSA was tasked with completing a feasibility study to determine the most efficient and cost effective solution for this port of entry. The study is on hold.

Source: General Services Administration, February 2005

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:
The bridge became operational 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: City of Laredo, May 1995

HOURS: 24 hours (POV only)

Source: U.S. Customs and Border Protection, February 2005

TOLL: Yes

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 border station (USBS J&L) is owned by the General Services Administration and was completed in 1982. The import lot was modernized in 1993.

Source: General Services Administration, February 2005

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.: 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 frontage road (northbound) was completed in November 2002 at an estimated cost of \$4.98 million.

Source: Laredo District, TxDOT, January 2004

**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: U.S. Customs and Border Protection, February 2005

TOLL: Yes

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

BORDER STATION:
U.S.: The border station (USBS Convent) is owned by the General Services Administration. The border station was constructed in 1943 and renovated in 1991.
Source: General Services Administration, February 2005
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:
The GSA is coordinating with the City of Laredo to convert one southbound lane into a northbound lane, which will allow for an expansion of the pedestrian processing area.
Source: General Services Administration, February 2005

**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)

YEAR OF CONSTRUCTION:
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

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)
8 a.m. – 4 p.m. (Commercial/Cargo – Sat.)
10 a.m. – 2 p.m. (Commercial/Cargo – Sun.)
Source: U.S. Customs and Border Protection, February 2005

TOLL: Yes

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. The USCG Bridge permit was approved on February 12, 1996. A FONSI was issued by the FHWA on March 26, 1998.

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

Source: United States Coast Guard

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 border station (USBS World Trade) became operational on April 15, 2000. The General Services Administration's lease expires April 2012.

Source: General Services Administration, February 2005

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

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

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.: The interchange construction at the intersection of Loop 20 and IH-35 is ongoing. The project will consist of overpass bridges, reconstruction of frontage roads and a new direct connector.

Source: Laredo District, TxDOT, February 2005

A new direct connector at the intersection of Loop 20 and IH-35, which will connect IH-35 Northbound with Loop 20 West, is scheduled to let in May 2005 at an estimated cost of \$13.3 million.

Loop 20 is being 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 let in August 2001 and is 99% complete.

Source: Laredo District, TxDOT, February 2005

The Free and Secure Trade (FAST) lane program began operating in April 2004. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at:

http://www.cbp.gov/linkhandler/cgov/import/commercial_enforcement/ctpat/fast/us_mexico/mexico_fast.ctt/mexico_fast.doc

Source: International Relations Office, TxDOT, February 2005

**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)
8 a.m. – 4 p.m. (Commercial/Cargo – Sat.)
12 p.m. – 4 p.m. (Commercial/Cargo – Sun.)
Source: U.S. Customs and Border Protection, February 2005

TOLL: Yes

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 border station (USBS Colombia) is owned by the General Services Administration and was constructed in 1991.

Source: General Services Administration, February 2005

CONNECTING ROADWAY:

U.S.: FM 255, which connects to Camino Colombia (toll road) and FM 1472 (Mines Road).

Source: Laredo District, TxDOT, January 2004

Mexico: MEX 2 (La Ribereña).

Source: S.C.T., February 1999

IMPROVEMENTS:

U.S.: 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) was expanded to four lanes in the corresponding part of Nuevo León from kilometer 5 to 34; this project was completed in early 2002.

Source: Laredo District, TxDOT, January 2004

**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)
Note: Wide loads up to fifteen feet can be accommodated.
Source: City of Eagle Pass, February 2005
Source: U.S. Customs and Border Protection, February 2005

TOLL: POVs - \$2.00 Buses - \$7.00
Pedestrians - \$0.25 Motorcycles - \$2.00
Commercial Vehicles - \$7.00 for 2 axles, plus \$3.00 for each additional axle
Source: City of Eagle Pass, February 2005

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.

Source: City of Eagle Pass, February 2005

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 jointly developed a master plan for phased expansion of the border station. Phase I of the border station (USBS Eagle Pass II) was built by the City and is leased to GSA. Phase II of the expansion of the border station will be designed and constructed by GSA on land donated by the City.

Source: General Services Administration, February 2005

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 Eagle Pass 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 construction is scheduled to be completed by March 2005. Construction of this road way was a coordinated effort between the City of Eagle Pass and TxDOT.

Source: City of Eagle Pass, February 2005

Source: Laredo District, TxDOT, February 2005

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 with plans for four-lanes all the way to Mexico City.

Source: City of Eagle Pass, March 2004

IMPROVEMENTS:

U.S.: An outer loop from the bridge around the city is scheduled for letting in June 2006. Funding has been secured for this project. Phase II construction will let in June 2006, and extend from the bridge to FM 1021. Phase I construction is scheduled to let in May 2007, and will extend from FM 1021 to US 277.

Source: Laredo District, TxDOT, February 2005

Source: City of Eagle Pass, February 2005

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 are planned in the short to medium term. Included was the construction of two road sections, La Muralla (10.0 km) and Saltillo bypass (36.0 km) at a cost of 327 million pesos, completed in late 2002.

Source: Laredo District, TxDOT, January 2004

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: U.S. Customs and Border Protection, February 2005

TOLL: POVs - \$2.00

Pedestrians - \$0.25

Source: City of Eagle Pass, February 2005

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

The border station (USBS Eagle Pass I) is owned by the General Services Administration, and was completed in 1960 and expanded in 1991.

Commercial traffic was moved to the Camino Real International Bridge when it opened in 1999.

Source: General Services Administration, February 2005

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 roadway from Ceylon St. to US 57 let in May 2001 at an estimated cost of \$2.23 million. The project was completed in August 2003.

Source: Laredo District, TxDOT, January 2004

Source: City of Eagle Pass, March 2004

**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)
9 a.m. – 5 p.m. (Commercial/Cargo – Sat.)
Source: U.S. Customs and Border Protection, February 2005

TOLL: POVs - \$2.00 Buses - \$4.50
Pedestrians - \$0.75 RVs - \$4.00
Bicycles - \$0.25 Heavy Equipment/Commercial - \$3.00 per axle
Night Fare for POVs - \$3.00 (Friday/Saturday 9 p.m. - 5 a.m.)
Source: City of Del Rio, January 2005

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of Del Rio’s Presidential Permit application was approved in 1986.

BORDER STATION:

U.S.: The border station (USBS Del Rio) was constructed in 1967. The building and lanes were expanded in 1990, and the new import dock was constructed in the late 1990’s. The General Services Administration owns the border station. GSA received congressional funding for design of the third phase expansion in 2002 and funding for construction in 2004. Construction is scheduled to start in February 2005.

Source: General Services Administration, February 2005

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

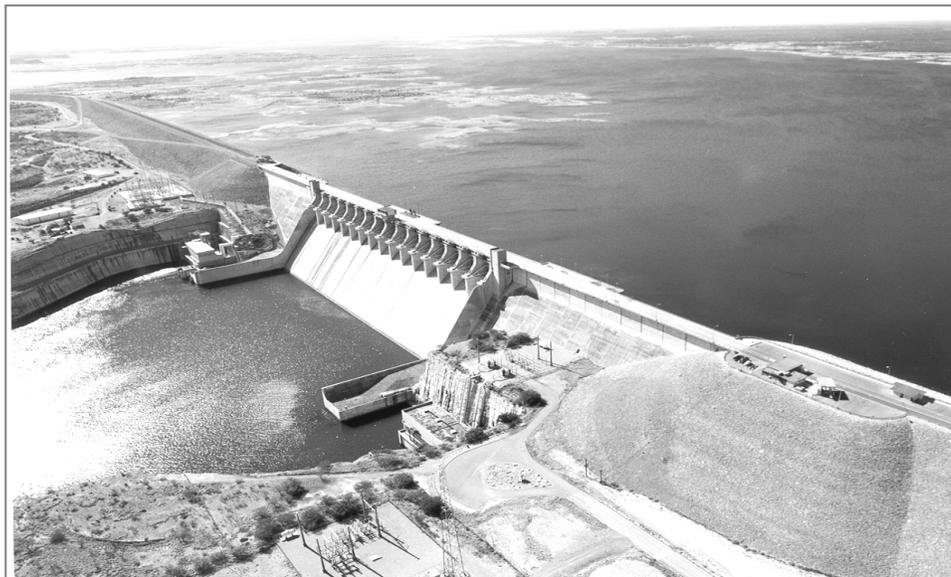
Mexico: Near MEX 2, Coahuila State Highway 29 connecting with MEX 57

IMPROVEMENTS:

U.S.: A US 90 reconstruction project from Laughlin AFB to the Val Verde/Kinney County line is scheduled to let for construction in August 2006 at an estimated cost of \$3 million.

Source: Laredo District, TxDOT, February 2005

**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 – M-Sun.)
Source: U.S. Customs and Border Protection, February 2005

TOLL: No

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

The border station is owned by DHS/BCBP, and was completed in 1969.

Source: General Services Administration, February 2005

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 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-24-189-0104-10-053-001

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. Mexico paid for half of this seven span bridge. 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)
10 a.m. – 6 p.m. (Commercial/Cargo – M-Fri)

Source: U.S. Customs and Border Protection, February 2005

TOLL: No toll southbound
Northbound toll - \$1.90 (POV)
\$4.70 (Commercial Trucks)

Source: U.S. Customs and Border Protection, February 2005

U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: Presidio County’s Presidential Permit application 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 border station (USBS Presidio) was completed in 1987. A private individual (Richard Slack) owns the U.S. border station, which is leased to the General Services Administration. GSA’s lease expires in July 2022.

Source: General Services Administration, February 2005

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: The new state highway Coyame – Potrero del Llano (La Mula) connecting MEX 16 and CHIH 18 is complete and became operational in September 2003. The new route starts off of Highway 16 about 25 miles south of Coyame (near the village-El Huerfano) and runs parallel to the Chihuahua al Pacifico railroad and connects to the Camargo Highway (CHIH 18) near La Mula (Potrero del Llano). With this 70-mile bypass, travelers are able to avoid the sharp curves and steep grades of Highway 16 through Peguis Canyon.

Source: TxDOT, January 2004

Source: Centro S.C.T. Chihuahua, January 2004

**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: U.S. Customs and Border Protection, January 2004

TOLL: None

Source: U.S. Customs and Border Protection, January 2004

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: The old border station was constructed in 1955 and was owned by the Immigration and Naturalization Service. The new border station (USBS Fort Hancock) was completed in April 2003, and is owned by GSA.

Source: General Services Administration, February 2005

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. The Fabens-Caseta Bridge is to be demolished once the new Guadalupe-Tornillo International Bridge is built to replace it.
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: U.S. Customs and Border Protection, August 2002

TOLL: None
Source: U.S. Customs and Border Protection, June 2001

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: A temporary border station was constructed on 7.59 acres at the end of the existing bridge. A new border station will be designed and built by GSA on land donated by the County of El Paso at the new bridge crossing once the appropriate diplomatic notes are exchanged with Mexico.

Source: General Services Administration, February 2005

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 Texas Transportation Commission approved the state bridge permit on March 27, 2003 for the new Guadalupe/Tornillo (Fabens) Bridge, (replacement bridge) to be located upstream from the current Fabens-Caseta Bridge. The County of El Paso's Presidential Permit application was approved and the permit was issued by the Department of State on March 16, 2005. Construction is pending.

Source: El Paso District, TxDOT, February 2005

Source: U.S. State Department, March 2005

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)

9 a.m. – 5 p.m. (Commercial/Cargo – Sat.)

Source: U.S. Customs and Border Protection, February 2005

TOLL:

Southbound: \$1.65 (POV)
\$3.00 per axle (Commercial)

Northbound: \$0.30 Pedestrians
\$1.70 (POV)
\$4.40 -- 3-axles (Commercial)
\$9.35 -- 4 and 5-axles (Commercial)
\$14.80 -- 6 or more axles (Commercial)

Source: Toll Collection Superintendent, February 2005

U.S. PERMITS AND MEXICAN APPROVALS:

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

Source: U.S. State Department

BORDER STATION:

U.S.: The border station (USBS Ysleta) was completed in August 1992. The General Services Administration owns the border station and 61 acres of 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.

The GSA received congressional funding (FY 05) for a project to increase the pedestrian and vehicle primary areas, the import lot area, and to provide additional site security and parking.

Source: General Services Administration, February 2005

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

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 \$25 million dollar project, which was let in March 1999 and added four main lanes to the frontage roads of Loop 375 from the Zaragoza Port of Entry to IH 10, is complete.

Source: El Paso District, TxDOT, February 2004

The City of El Paso completed the upgrade of the toll collection system in August 2004. The City is in the process of installing a static scale that should be operational in March 2005. A Free and Secure Trade (FAST) lane opened in June 2004. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at:

http://www.cbp.gov/linkhandler/cgov/import/commercial_enforcement/ctpat/fast/us_mexico/mexico_fast.ctt/mexico_fast.doc

Source: Toll Collection Superintendent, February 2005

Source: International Relations Office, TxDOT, February 2005

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, which is on the long-range plan.

Source: El Paso District, TxDOT, February 2004

The Dedicated Commuter Lane (DCL), which will utilize the Secure Electronic Network for Travelers' Rapid Inspection (SENTRI), will convert the existing bridge from 4 to 5 lanes and add a third booth on the Mexican side. SENTRI is scheduled to be operational in the summer 2005.

Source: Toll Collection Superintendent, February 2005

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, and 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 June 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. – 6 p.m. (Commercial/Cargo – M-F)
6 a.m. – 2 p.m. (Commercial/Cargo – Sat.)
Source: U.S. Customs and Border Protection, February 2005

TOLL:

Passenger vehicles and pedestrians cross toll free. Mexico does not collect fees from northbound or southbound commercial vehicles.

Source: U.S. Customs and Border Protection, February 2005

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 border station (USBS BOTA) owned by the General Services Administration, was completed in 1967 and renovated in 1992. An expansion of the import lot was completed in 1998. In 2004, additional vehicular lanes were added and a relocation of the headhouse was completed.

Source: General Services Administration, February 2005

CONNECTING ROADWAY:

U.S.: Highway 110 to US 62 and US 54, which connects to I-10
Mexico: Near MEX 45

IMPROVEMENTS:

Construction of the new lanes and a new headhouse is complete. The completed facility consists of fourteen lanes for private vehicles, six lanes for commercial trucks and two pedestrian lanes.

Source: U.S. Customs and Border Protection, February 2005

A Free and Secure Trade (FAST) lane became operational in 2004. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at:

http://www.cbp.gov/linkhandler/cgov/import/commercial_enforcement/ctpat/fast/us_mexico/mexico_fast.ctt/mexico_fast.doc

Source: International Relations Office, TxDOT, February 2005

**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 is 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. – 6 p.m. Sat. and Sun. (DCL Northbound – POV only)
24 hours (Southbound – POV Only)
Source: U.S. Customs and Border Protection, January 2004
Source: Toll Collection Superintendent, February 2004

TOLL: \$1.65
Pedestrians - \$0.35
Source: Toll Collection Superintendent, February 2005
Source: U.S. Customs and Border Protection, January 2004

U.S. PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: The border station (USBS Stanton) is owned by the General Services Administration and was completed in 1967. The GSA leases the facilities to the City of El Paso.

Source: General Services Administration, February 2005

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: U.S. Customs and Border Protection, 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 completed the upgrade of the toll collection system in August 2004. The rehabilitation of the bridge was completed in summer 2004.

Source: Toll Collection Superintendent, February 2005

Source: El Paso District, TxDOT, January 2004

**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 were used.

HOURS: 24 hours (POV only)
Source: U.S. Customs and Border Protection, January 2004

TOLL: \$1.65 (Northbound only)
Pedestrians - \$0.35
Source: Toll Collection Superintendent, February 2005

PERMITS AND MEXICAN APPROVALS:

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

BORDER STATION:

U.S.: The border station (USBS PDN) 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 border station, which was renovated in 1991.

The GSA received congressional funding to design an expansion and renovation of the facility. The project is to consist of adding to and renovating the administration building; a new kennel; renovating the existing kennel into 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 relocating the TABC building and adding surface parking. In order to keep as many lanes open as possible during construction, the construction period is expected to take 24 to 36 months.

Source: General Services Administration, February 2005

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 completed the upgrade of the toll collection system in August 2004. The rehabilitation of the bridge was completed in summer 2004.

Source: Toll Collection Superintendent, February 2005

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 is 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: 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 Commission on Environmental Quality.
Source: Pharr District, TxDOT, March 1999
Source: 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.: A consultant for the Port Authority is working on the design of the future facilities. Coordination with Mexico is ongoing.

Source: Pharr District, TxDOT, February 2004

**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.: \$15 million for bridge, land acquisition, and access roads. In October 2001, the Donna-Mercedes Bridge Corporation was formed to construct and operate the bridge.
Source: City of Donna, January 2004

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The City of Donna received a Presidential Permit on August 22, 1979. Feasibility, environmental and preliminary engineering studies have been completed and approved by federal and state agencies.
Source: City of Donna, January 2004

Mexico: The Mexican sponsor for the bridge project is Grupo COIN who has completed the necessary engineering and environmental studies. Grupo COIN has received approval from the necessary federal agencies to construct the bridge.
Source: City of Donna, January 2004

BRIDGE CONSTRUCTION STATUS:

U.S.: Pending

Mexico: Pending.
Source: City of Donna, January 2004

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 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*, Halff Associates, Inc. Prepared for the McAllen, Hidalgo, Mission International Bridge Board, December 1993.

Source: Pharr District, TxDOT, February 2004

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, Halff 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

Mexico: In the process of being approved by CABIN and SCT.

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

Source: McAllen-Hidalgo-Reynosa Bridge, Bridge Superintendent, January 2005

BORDER STATION:

U.S.: The General Services Administration has received congressional funding for design and construction of a border station facility on donated land. The construction is scheduled to be completed by December 2006.

Source: General Services Administration, February 2005

BRIDGE CONSTRUCTION STATUS:

U.S.: Per the permit caveats, construction of the bridge was not to begin sooner than April 1, 2003, and the bridge is not to open sooner than January 1, 2005. Diplomatic notes were exchanged between Mexico and the U.S. for construction to begin in 2005 and port operations to begin by the end of 2006.

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

Source: TxDOT, International Relations Office, March 2005

Source: McAllen-Hidalgo-Reynosa Bridge, Bridge Superintendent, January 2005

Source: U.S. Department of State, February 2005

Design plans for the proposed bridge are complete. The environmental documentation and schematics for the proposed roadway connector from the GSA facilities to the US 83 Expressway are under development.

Source: Pharr District, TxDOT, February 2005

CONNECTING ROADWAY:

U.S.: TxDOT committed to a connection from FM 1016 to the proposed bridge. Estimated cost is \$1 million. The City of Mission is developing plans to connect the GSA facility to the US 83 Expressway as a “Shadow Toll” facility.

Source: Pharr District, TxDOT, February 2005

IMPROVEMENTS:

U.S.: All projects along the FM 1016 corridor, including the widening to four lanes from US 83 to Bentsen Road; phase I (Bentsen to Madero); and Phase II of the Madero to US 83 project, (FM 1016 from US 83 to Madero) are complete.

Source: Pharr District, TxDOT, February 2005

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's Presidential Permit application 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

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-Guadalupe

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

DESCRIPTION: A six-lane bridge is to replace the Fabens-Caseta Bridge and is to be located 650 feet upstream from the existing bridge. The new bridge would feature three travel lanes in each direction, with one lane designated for commercial traffic and the other two for passenger vehicles. The bridge will be 1,274 feet long and 94 feet wide with pedestrian sidewalks in both directions. 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-DPS-USDOT truck safety inspection station.

Source: County of El Paso Presidential Permit Application, April 2003

Source: TxDOT, International Relations Office, March 2005

BRIDGE OWNER OR OPERATOR:

U.S.: El Paso County

Mexico: State of Chihuahua

FUNDING/COST: **U.S.:** The project will cost the County approximately \$23.8 million.

Source: El Paso County, March 2005

TOLL: Yes

STATUS OF U.S. PERMITS AND MEXICAN APPROVALS:

U.S.: The Texas state bridge permit for the new Guadalupe/Tornillo Bridge, to be located upstream from the current Fabens-Caseta Bridge was approved by the Texas Transportation Commission in March 2003. The County of El Paso submitted the Presidential Permit application to the Department of State for review/approval on April 14, 2003. The Department of State issued the Presidential Permit on March 16, 2005.

Source: TxDOT, International Relations Office, March 2005

Source: U.S. Department of State, March 2005

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

BORDER STATION:

U.S.: The County of El Paso will donate land to the federal government on which GSA will construct a border station facility. The federal project has been identified as a priority project by DHS and will be in GSA's FY 07 budget request.

Source: General Services Administration, February 2005

BRIDGE CONSTRUCTION STATUS:

Pending exchange of diplomatic notes.

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.

The County is prepared to begin construction of the new location roadway. The first phase of roadway construction will be from the new Port to SH 20. The plans are complete and funding is available.

Source: TxDOT, El Paso District, February 2004

Mexico: The executive design for highway Dr. Porfirio Parra-Samalayuca, which will join Mx 2 and Mx 45, is complete. Construction of this highway is due to start as soon as the new bridge construction begins.

Source: TxDOT, El Paso District, February 2004

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: 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. Negotiations continue.

Source: U.S. State Department, August 2002

Source: TxDOT, International Relations Office, February 2004

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 received national landmark recognition in February 2004.

Source: *Diario Oficial de México*, February 17, 2004

**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: Private ownership
Source: TxDOT, International Relations Office, January 2004

Mexico: Government of Mexico

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

HOURS:

The La Linda Bridge closed to land through traffic on July 30, 1997. The previous bridge owner, the National Parks and Conservation Association, had been granted an extension of a removal order if they could adequately demonstrate an economic plan of action which satisfied 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. The extension has expired, however negotiations continue between the U.S. and Mexico to resolve the moratorium issue.

Source: S.C.T., December 1998

Source: TxDOT, International Relations Office, February 2004

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 (Commission) for the construction of the bridge before requesting a Presidential Permit. However, SB 1633 was amended by House Bill 1653 passed by the 78th Texas Legislature. HB 1653 allows an applicant to concurrently seek approval from the Commission and the U.S. However, if the Commission does not approve the construction of the bridge, the applicant shall withdraw the request for approval from the U.S.

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 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 offices 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
 - Commission on Environmental Quality
 - 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. Some of the federal agencies participating in this permitting process are: Department of Homeland Security (U.S. Customs and Border Protection and the U.S. Coast Guard), Food and Drug Administration, Department of Transportation (Federal Highway Administration and Federal Railroad Administration), 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.

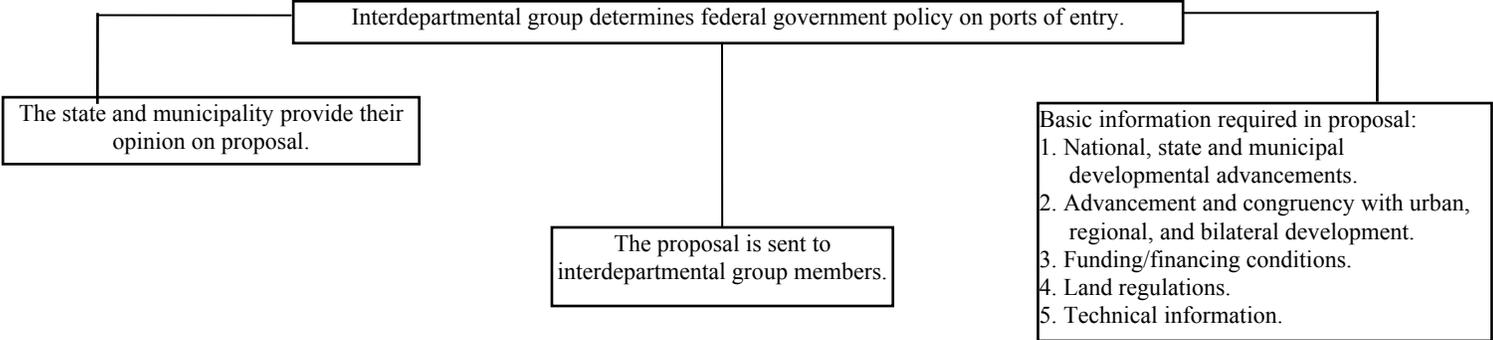
Source: US-Mexico Border Affairs, U.S. Department of State, March 1999

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.

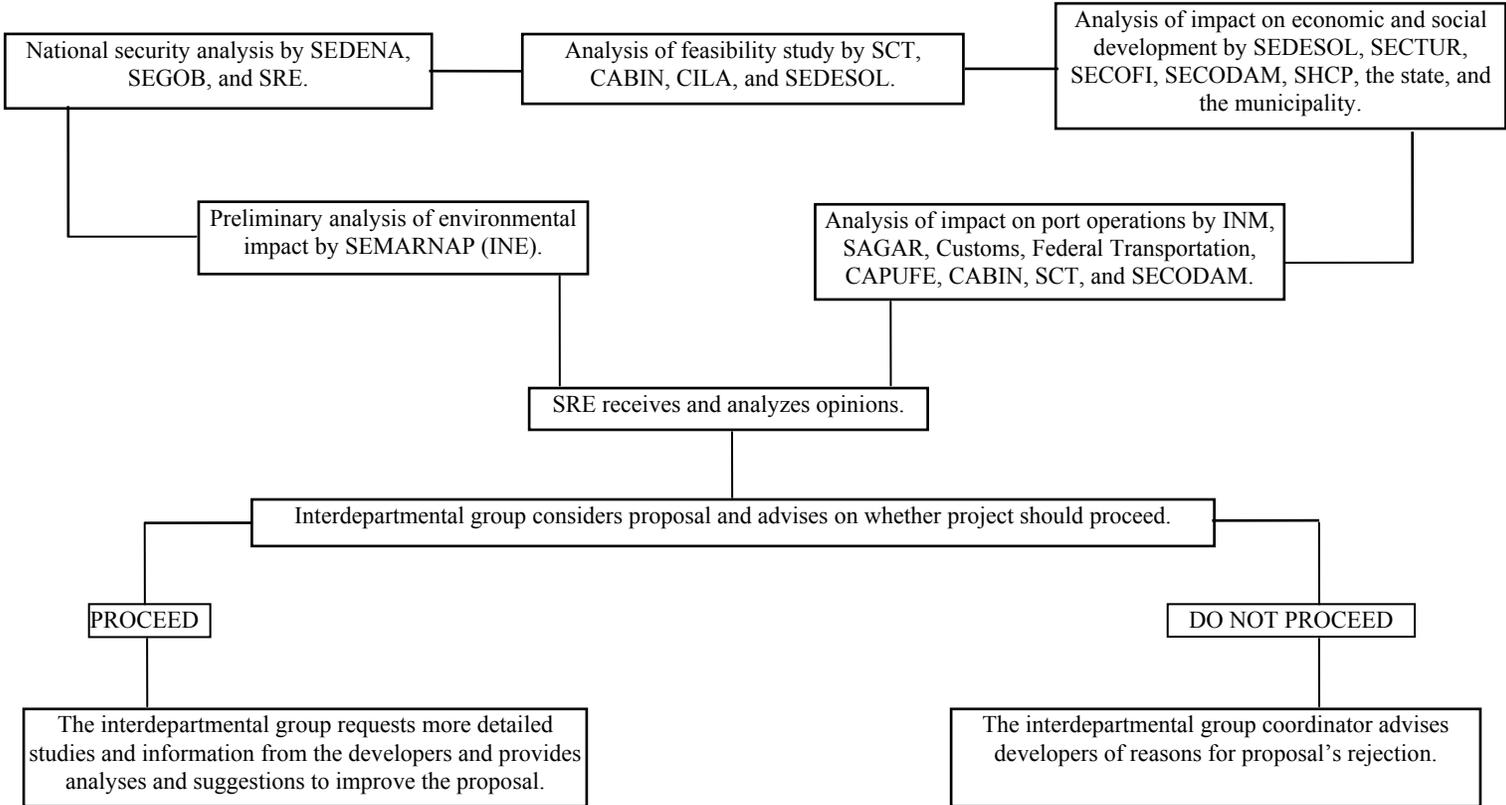
Source: SCT, February 1999

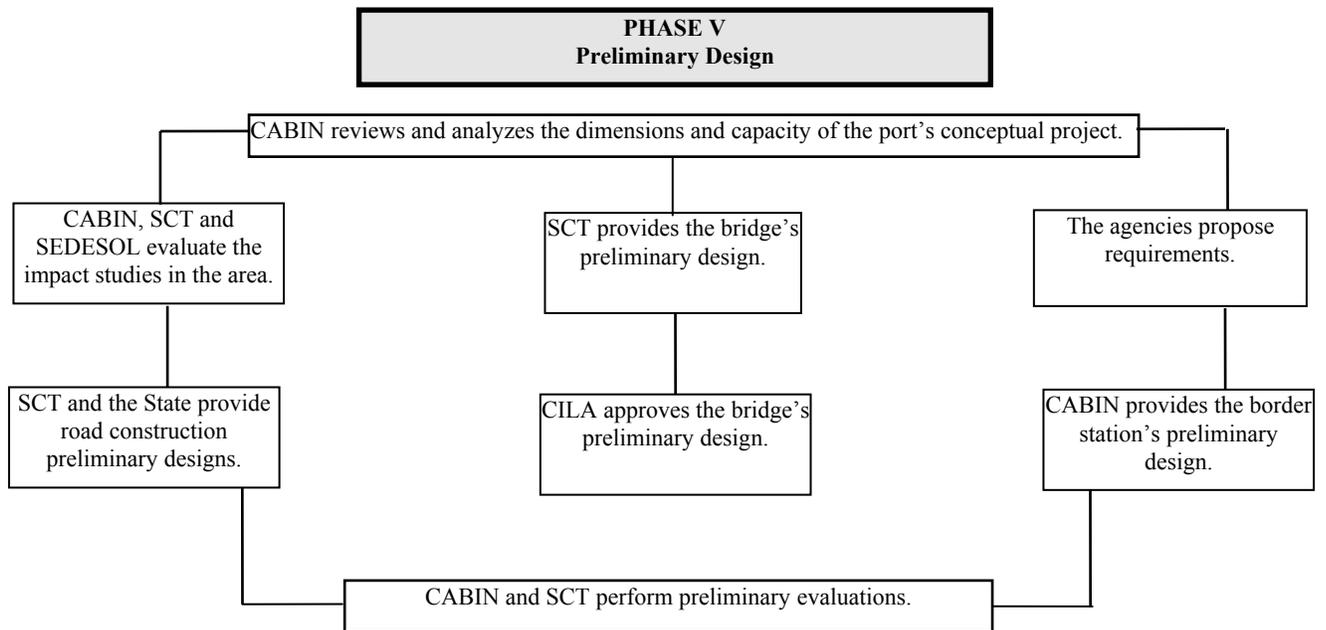
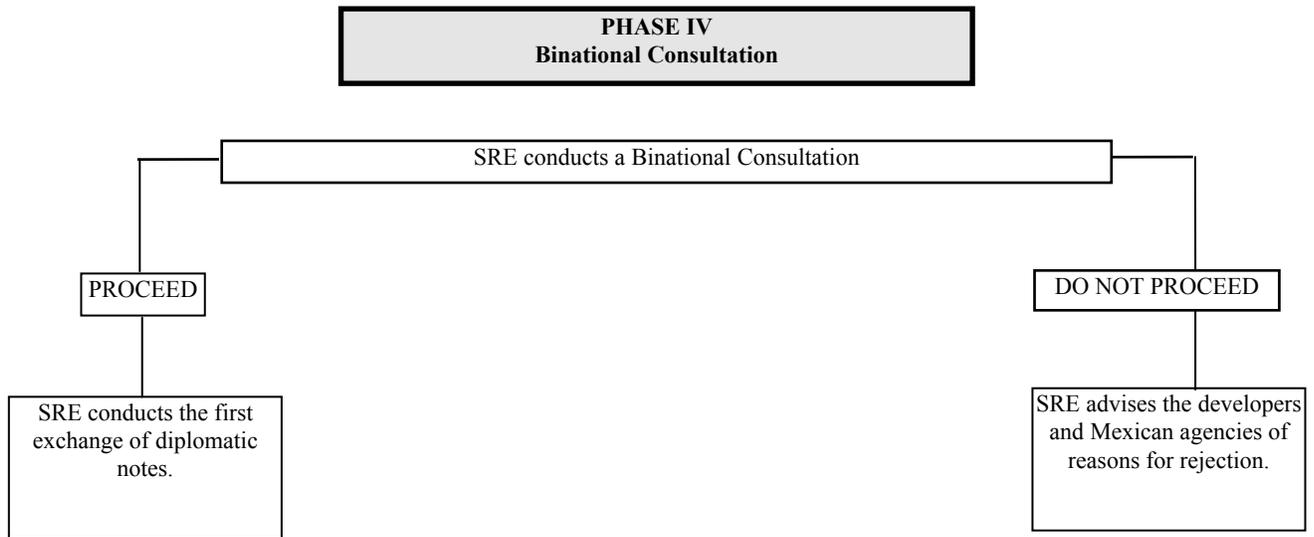
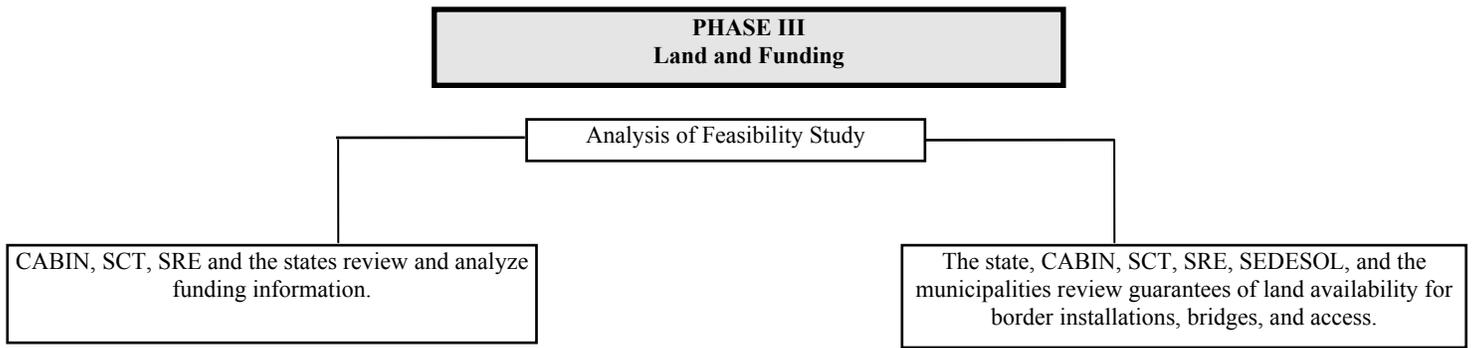
MEXICO'S COORDINATION PROCESS FOR ESTABLISHING NEW PORTS OF ENTRY

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

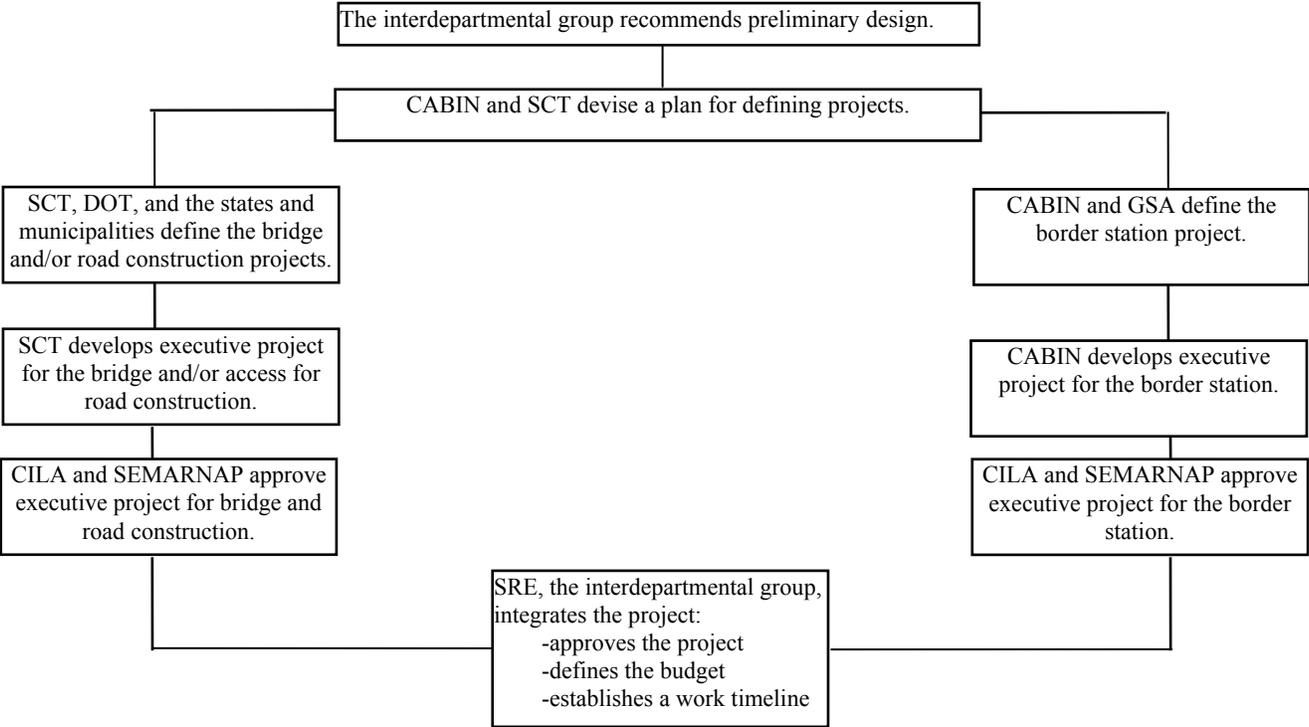


**PHASE II
Preliminary Technical Analysis**

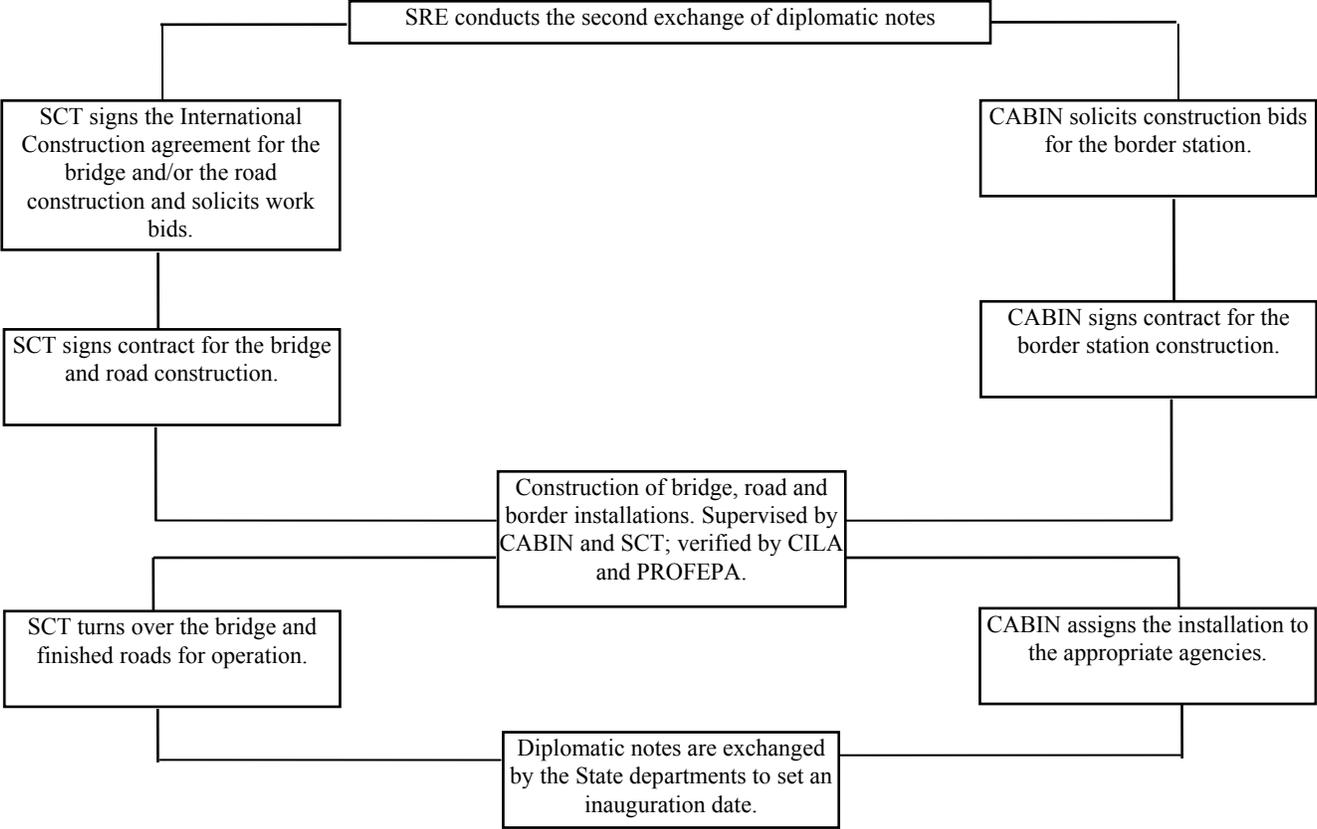




**PHASE VI
Executive Projects**



**PHASE VII
Construction**



Appendix IV
Traffic Counts 2004

2004 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES

Source: U.S. Customs and Border

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	14,679	14,538	16,816	15,346	15,494	16,401	15,037	15,739	16,089	16,526	15,658	14,624	186,947
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	2,722	2,761	3,239	2,965	3,603	3,996	3,343	3,769	3,726	3,346	3,175	2,697	39,342
Progreso International Bridge	1,319	1,412	1,978	1,957	1,751	1,377	1,780	2,400	2,625	2,540	2,010	1,907	23,056
Pharr-Reynosa Intl. Bridge on the Rise	36,035	36,637	44,173	41,530	38,607	38,276	35,999	37,372	36,234	37,548	37,614	34,326	454,351
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
Río Grande City-Camargo Bridge	3,397	3,085	3,924	3,631	3,263	3,223	3,395	3,581	3,149	3,304	3,418	3,445	40,815
Roma-Ciudad Miguel Alemán Bridge	609	673	793	666	710	726	766	770	655	670	709	660	8,407
Lake Falcon Dam Crossing	6	7	8	9	9	10	10	7	15	9	9	4	103
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	88,914	85,240	101,542	90,247	89,390	92,281	90,609	90,904	88,484	89,772	86,943	89,970	1,084,296
Laredo-Colombia Solidarity Bridge	21,386	25,061	26,553	25,593	26,447	27,656	24,964	28,160	26,724	26,438	26,022	22,550	307,554
Camino Real International Bridge	7,774	7,963	9,207	7,847	8,008	8,785	8,427	9,053	8,669	8,594	8,233	7,540	100,100
Eagle Pass Bridge I	0	0	0	0	0	0	0	0	0	0	0	0	0
Del Río-Ciudad Acuna Intl. Bridge	5,188	4,911	5,880	5,640	5,433	5,650	5,003	5,711	5,901	5,536	5,205	4,003	64,061
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	460	676	686	593	579	664	544	490	543	648	859	691	7,433
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	27,437	26,480	31,117	28,194	26,843	29,320	27,026	29,209	28,226	29,056	29,055	23,920	335,883
Bridge of the Americas	27,798	28,521	34,826	33,504	32,562	35,077	32,263	31,513	32,188	33,258	31,558	27,456	380,524
Good Neighbor Bridge (SB only, NB DCL)	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
Monthly Total	237,724	237,965	280,742	257,722	252,699	263,442	249,166	258,678	253,228	257,245	250,468	233,793	3,032,872

2004 - NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES

Source: U.S. Customs and Border

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	819	802	857	844	799	924	774	805	762	765	781	834	9,766
Gateway International Bridge	0	2	3	0	1	2	1	0	1	1	0	4	15
B&M Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Free Trade Bridge	9	13	18	5	1	8	9	6	5	2	4	7	87
Progreso International Bridge	32	33	57	32	23	19	20	8	27	48	46	19	364
Pharr-Reynosa Intl. Bridge on the Rise	32	59	74	20	13	95	124	39	36	14	22	22	550
McAllen-Hidalgo-Reynosa Bridge	2,978	2,817	2,386	2,454	2,322	2,411	2,464	2,526	3,341	2,930	2,549	2,973	32,151
Los Ebanos Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0
Río Grande City-Camargo Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Roma-Ciudad Miguel Alemán Bridge	174	141	127	106	112	104	122	116	114	113	127	212	1,568
Lake Falcon Dam Crossing	0	0	0	0	0	1	1	0	1	0	0	0	3
Juarez-Lincoln Bridge	2,945	2,654	3,183	3,008	2,847	3,125	3,537	3,264	3,622	3,113	3,006	3,546	37,850
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	21	1	5	8	8	2	2	2	2	1	0	0	52
Camino Real International Bridge	23	33	50	30	47	49	61	46	31	59	55	60	544
Eagle Pass Bridge I	150	126	121	103	113	114	54	3	0	0	0	0	784
Del Río-Ciudad Acuna Intl. Bridge	0	0	3	0	0	6	4	2	5	2	90	95	207
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	31	29	35	33	28	29	35	28	38	37	34	50	407
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	37	26	62	53	48	53	52	37	49	59	57	84	617
Bridge of the Americas	977	834	916	929	930	891	886	1,046	812	809	854	1,020	10,904
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	1,345	1,411	516	322	295	291	413	394	282	280	232	229	6,010
Monthly Total	9,573	8,981	8,413	7,947	7,587	8,124	8,559	8,322	9,128	8,233	7,857	9,155	101,879

2004 - NORTHBOUND POVs MONTHLY TRAFFIC FIGURES

Source: U.S. Customs and Border

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	162,856	165,700	177,084	168,821	163,311	148,997	156,652	165,834	157,117	166,388	167,103	184,240	1,984,103
Gateway International Bridge	190,890	177,630	195,565	189,374	196,592	189,946	192,696	184,424	177,464	186,150	178,328	167,902	2,226,961
B&M Bridge	180,555	178,854	192,164	182,904	182,142	179,512	199,208	191,179	179,504	191,458	186,471	201,309	2,245,260
Free Trade Bridge	62,131	63,039	66,668	63,158	63,976	59,769	70,837	63,381	56,885	59,425	59,242	66,566	755,077
Progreso International Bridge	104,635	110,066	111,131	95,938	89,036	85,493	92,964	89,940	77,361	85,057	83,869	95,379	1,120,869
Pharr-Reynosa Intl. Bridge on the Rise	167,877	167,548	179,874	161,964	164,065	162,294	174,826	163,518	145,987	164,200	157,021	173,653	1,982,827
McAllen-Hidalgo-Reynosa Bridge	412,035	395,361	431,171	437,436	451,961	427,380	446,831	439,107	411,888	432,359	426,551	488,767	5,200,847
Los Ebanos Ferry	2,807	3,221	3,666	1,514	266	2,978	3,624	3,545	1,378	3,456	3,372	3,158	32,985
Río Grande City-Camargo Bridge	55,341	55,589	58,644	57,063	59,678	52,748	54,023	51,733	50,424	52,945	51,755	59,401	659,344
Roma-Ciudad Miguel Alemán Bridge	93,504	89,130	94,188	90,440	93,229	83,880	88,637	86,438	81,826	87,207	87,535	111,716	1,087,730
Lake Falcon Dam Crossing	13,854	12,527	13,331	13,884	12,390	10,919	12,398	11,410	10,686	11,831	12,083	15,279	150,592
Juarez-Lincoln Bridge	383,545	389,188	421,834	407,029	406,810	393,558	413,989	398,806	361,767	386,643	365,090	408,144	4,736,403
Gateway to the Americas Bridge	139,364	141,412	142,207	154,894	148,955	153,302	154,908	137,173	148,357	155,886	133,411	139,887	1,749,756
World Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Laredo-Colombia Solidarity Bridge	30,664	14,267	17,216	19,666	14,659	13,949	24,557	19,575	14,779	15,093	19,154	35,381	238,960
Camino Real International Bridge	167,712	158,545	172,348	158,852	176,542	159,489	173,911	162,988	150,009	163,078	161,432	191,614	1,996,520
Eagle Pass Bridge I	127,711	123,758	136,615	134,135	138,572	126,791	129,465	126,036	124,032	135,014	133,246	148,171	1,583,546
Del Río-Ciudad Acuna Intl. Bridge	142,467	140,902	153,922	145,696	161,135	149,302	157,155	151,550	143,701	147,938	147,184	155,242	1,796,194
Lake Amistad Dam Crossing	9,558	8,054	8,751	7,308	6,158	5,939	6,322	6,317	6,144	6,508	6,287	8,318	85,664
Presidio Bridge	60,931	56,080	61,460	62,320	62,841	57,837	61,356	59,114	56,619	58,092	57,800	63,678	718,128
Fort Hancock-El Porvenir Bridge	12,704	11,849	13,087	12,814	13,528	12,807	12,166	12,378	11,876	12,580	11,598	12,193	149,580
Fabens-Caseta Bridge	41,289	41,484	44,720	40,855	40,721	41,194	36,049	40,783	42,254	46,460	39,530	46,018	501,357
Ysleta-Zaragoza Bridge	276,313	265,020	280,509	267,813	271,008	264,034	268,578	285,028	261,611	277,264	350,073	263,037	3,330,288
Bridge of the Americas	452,232	441,129	491,536	466,924	515,737	477,924	515,558	547,110	533,558	555,699	543,111	584,365	6,124,883
Good Neighbor Bridge (SB only, NB DCL)	124,581	125,985	133,785	126,449	123,589	111,798	103,971	120,303	125,924	126,459	120,084	108,371	1,451,299
Paso del Norte Bridge	336,547	333,500	362,514	340,543	337,033	312,935	319,775	314,284	300,652	322,876	303,096	325,925	3,909,680
Monthly Total	3,752,103	3,669,838	3,963,990	3,807,794	3,893,934	3,684,775	3,870,456	3,831,954	3,631,803	3,850,066	3,804,426	4,057,714	45,818,853

2004 - NORTHBOUND PEDESTRIAN MONTHLY TRAFFIC FIGURES

Source: U.S. Customs and Border Protection

POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	9,202	7,708	8,740	8,879	7,201	9,475	13,152	10,291	8,754	8,725	9,019	10,376	111,522
Gateway International Bridge	190,722	210,150	252,649	218,692	218,446	213,635	250,516	221,288	196,404	215,083	206,215	252,951	2,646,751
B&M Bridge	11,810	10,700	13,143	12,321	10,741	10,909	14,502	12,324	10,438	12,017	11,891	13,595	144,391
Free Trade Bridge	205	240	362	282	280	264	270	223	192	398	237	209	3,162
Progreso International Bridge	158,554	178,259	201,704	95,061	79,596	88,237	115,342	78,635	78,775	90,154	108,970	136,406	1,409,693
Pharr-Reynosa Intl. Bridge on the Rise	2,026	3,016	3,427	5,096	4,398	4,704	5,227	3,877	3,743	4,418	4,022	3,913	47,867
McAllen-Hidalgo-Reynosa Bridge	165,912	159,700	175,030	162,853	169,253	154,864	175,220	157,152	145,848	172,256	162,518	163,027	1,963,633
Los Ebanos Ferry	4,892	7,632	7,282	1,765	8,573	2,993	3,598	3,221	1,123	3,310	3,275	3,463	51,127
Río Grande City-Camargo Bridge	1,375	1,646	1,711	1,803	1,849	1,329	1,590	1,214	1,125	1,351	1,511	1,545	18,049
Roma-Ciudad Miguel Alemán Bridge	25,176	22,388	23,282	21,929	20,624	19,222	25,263	18,614	16,771	18,327	20,059	23,583	255,238
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	354,760	349,941	363,950	387,359	373,093	361,598	388,784	358,614	304,102	380,236	358,374	416,374	4,397,185
World Trade Bridge	7,139	7,340	8,764	8,261	7,782	7,410	7,855	7,937	7,166	7,667	7,684	8,886	93,891
Laredo-Colombia Solidarity Bridge	934	1,194	1,211	1,381	1,580	1,612	1,436	1,372	1,518	1,324	1,192	1,275	16,029
Camino Real International Bridge	2,161	2,202	2,875	2,810	2,617	3,145	4,131	3,438	2,694	3,072	2,904	3,813	35,862
Eagle Pass Bridge I	53,118	52,445	59,812	53,551	58,700	54,779	57,099	52,065	48,957	55,177	49,992	69,684	665,379
Del Río-Ciudad Acuna Intl. Bridge	6,829	6,702	14,398	8,031	8,086	8,120	11,030	5,589	6,001	7,420	9,099	8,407	99,712
Lake Amistad Dam Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
Presidio Bridge	1,964	1,459	1,763	1,529	1,410	1,645	1,577	1,741	1,729	1,701	1,631	1,952	20,101
Fort Hancock-El Porvenir Bridge	97	87	130	75	66	70	0	58	89	123	72	101	968
Fabens-Caseta Bridge	1,429	1,252	1,608	1,566	1,770	1,448	1,639	1,577	1,642	1,598	1,150	1,419	18,098
Ysleta-Zaragoza Bridge	61,765	55,509	62,607	67,352	62,792	59,848	67,777	61,002	59,574	62,952	58,252	68,603	748,033
Bridge of the Americas	73,420	60,416	68,031	69,124	63,719	59,222	75,234	57,293	54,093	60,730	60,532	72,223	774,037
Good Neighbor Bridge (SB only, NB DCL)	0	0	0	0	0	0	0	0	0	0	0	0	0
Paso del Norte Bridge	547,960	510,653	579,403	581,470	585,837	569,963	599,798	599,798	525,678	590,889	554,439	673,293	6,919,181
Monthly Total	1,681,450	1,650,639	1,851,882	1,711,190	1,688,413	1,634,492	1,821,040	1,657,323	1,476,416	1,698,928	1,633,038	1,935,098	20,439,909

Appendix V
Detailed Area Maps

LEGEND/MAPS

I. Existing Bridges

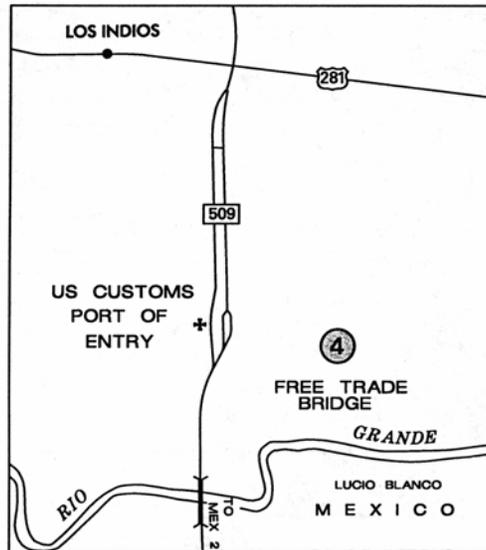
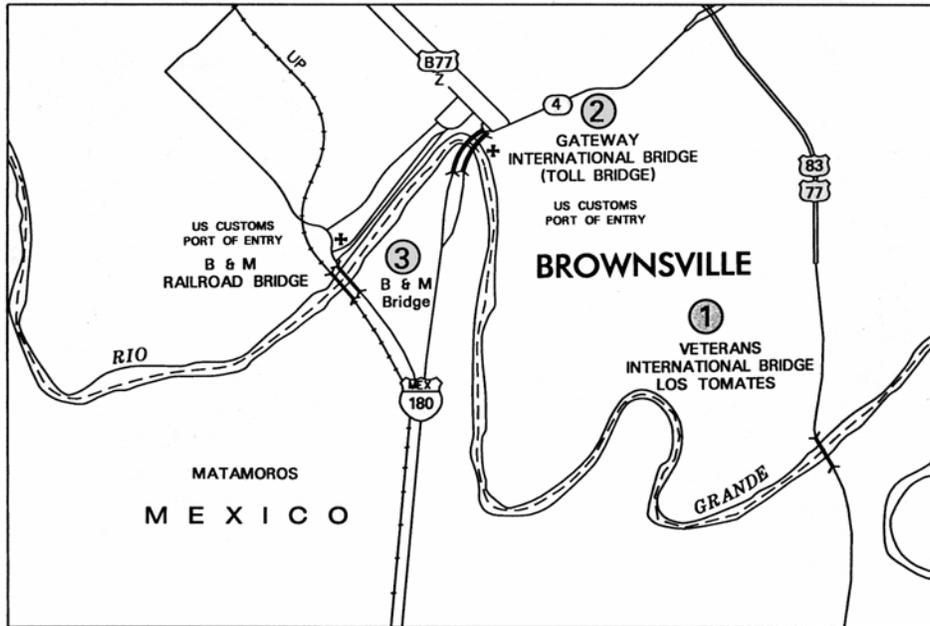
- 1) Veterans Intl. Bridge at Los Tomates
- 2) Gateway International Bridge
- 3) B & M Bridge
- 4) Free Trade Bridge
- 5) Progreso International Bridge
- 6) Pharr-Reynosa International Bridge on the Rise
- 7) McAllen-Hidalgo-Reynosa Bridge
- 8) Los Ebanos Ferry
- 9) Rio Grande City-Camargo Bridge
- 10) 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 Río-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

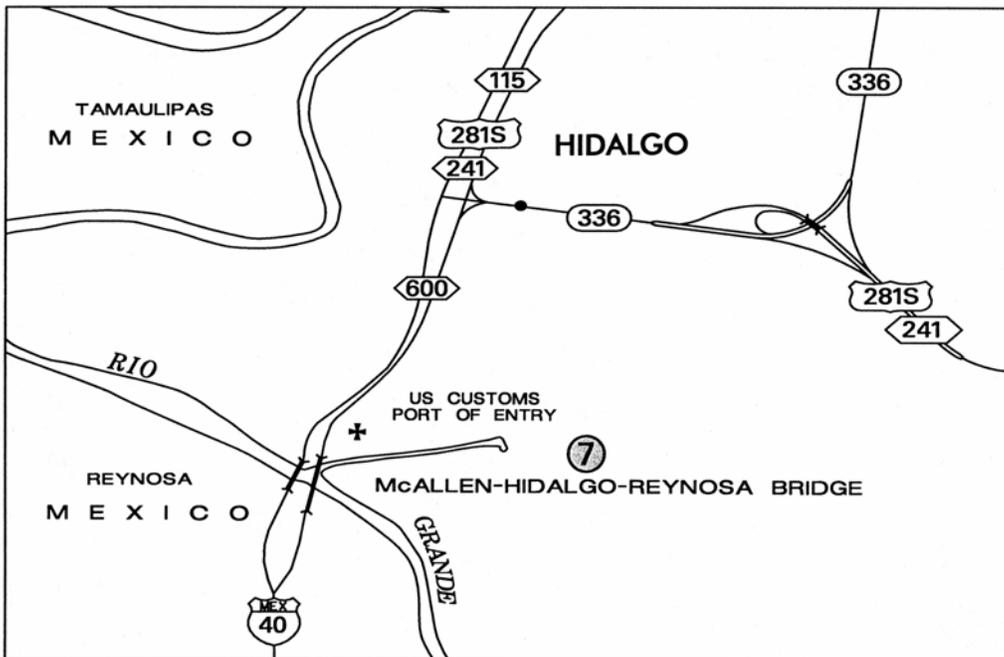
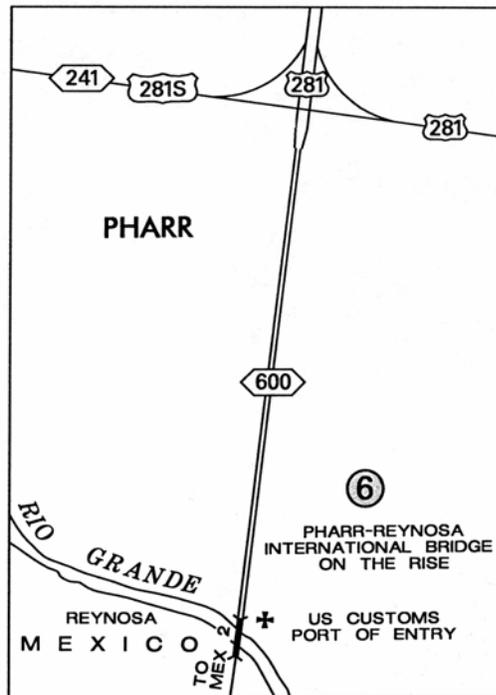
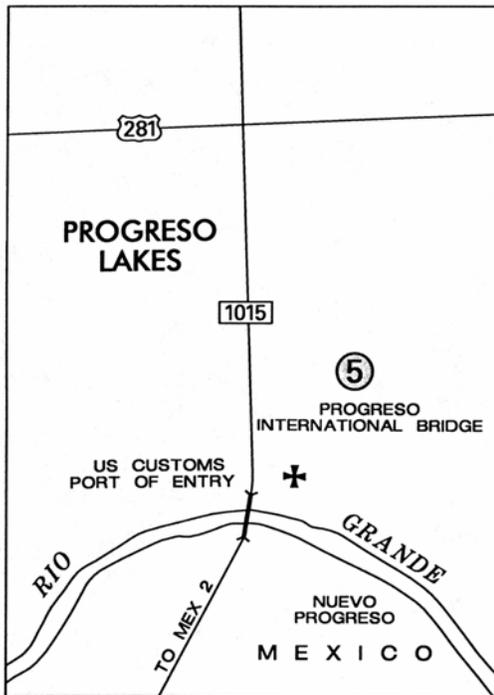
II. Proposed Bridges

- 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 (See #22 above; new bridge will be 650 yards upstream from existing Fabens-Caseta Bridge)

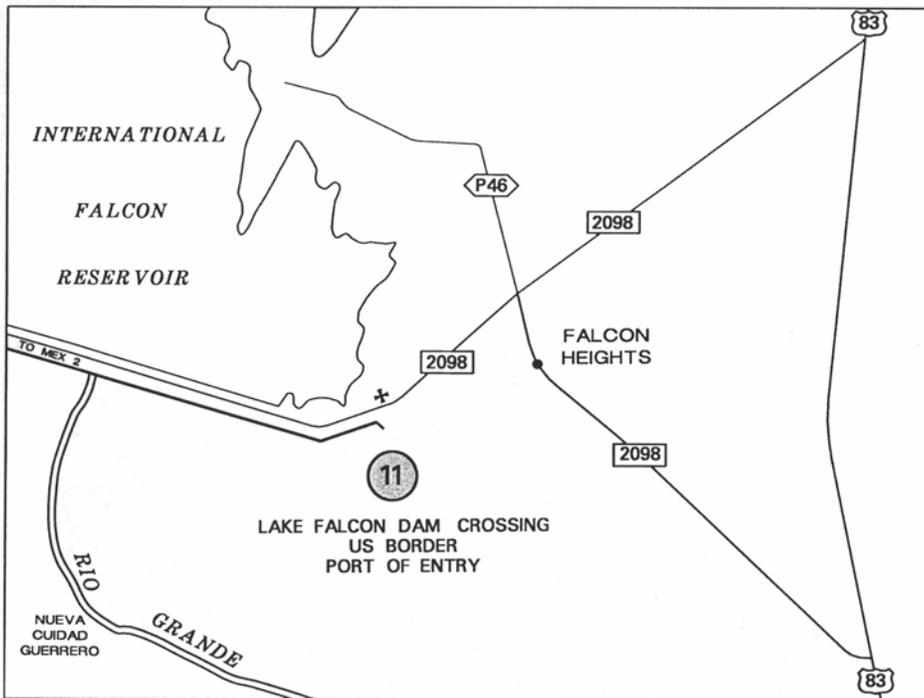
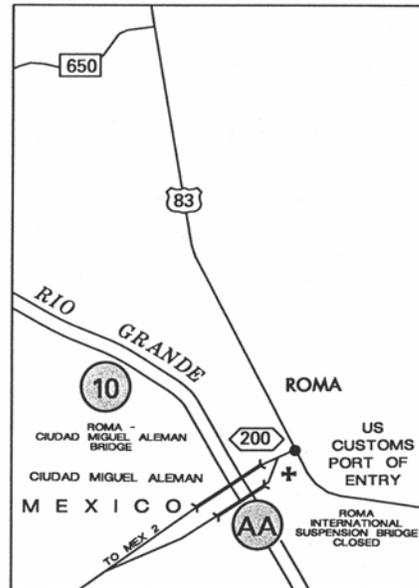
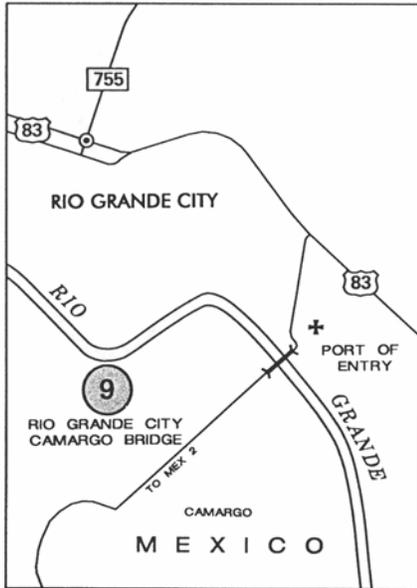
III. Closed Bridges

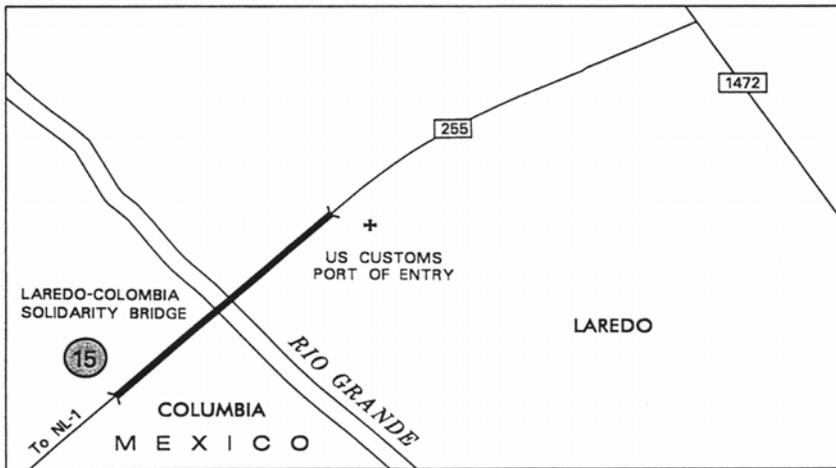
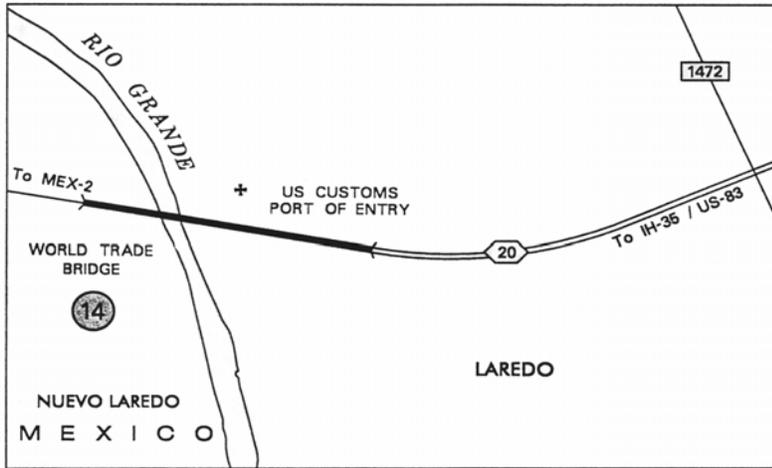
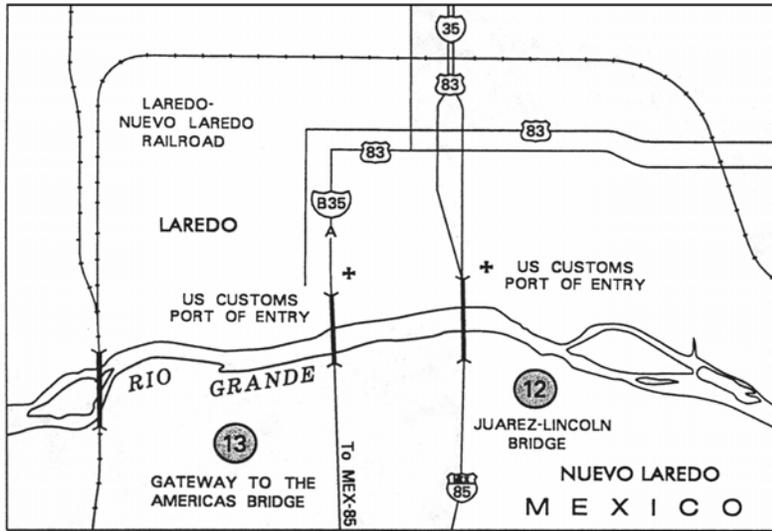
- AA. Roma International Suspension Bridge (Rehabilitation Pending)
- BB. La Linda Bridge

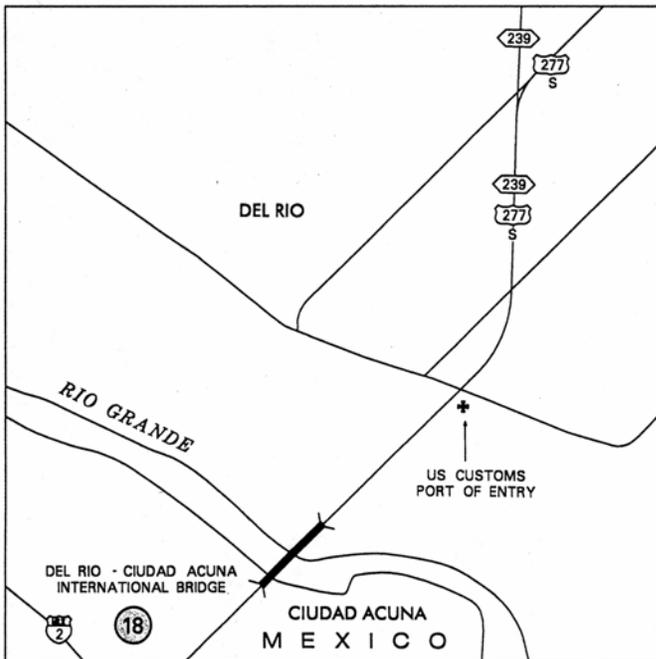
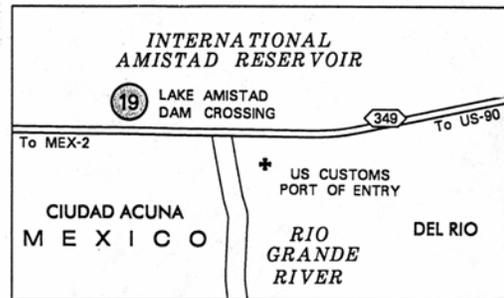
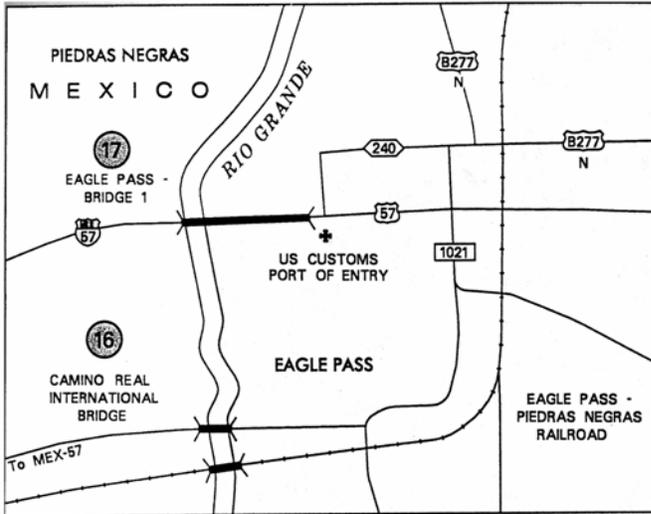


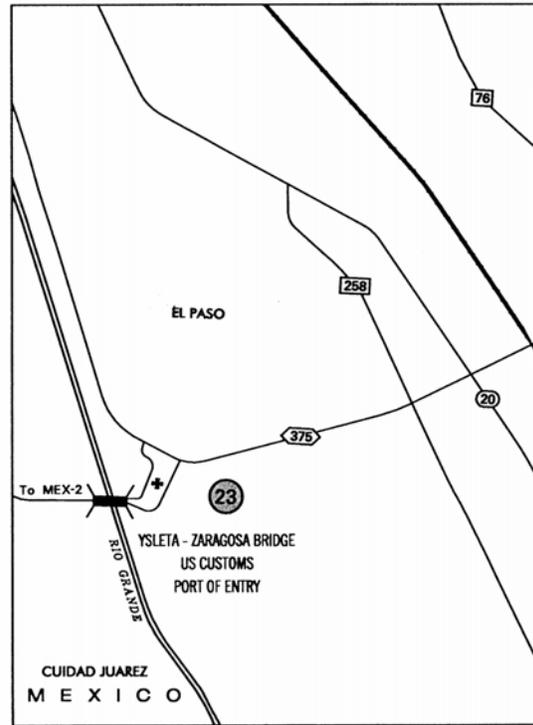
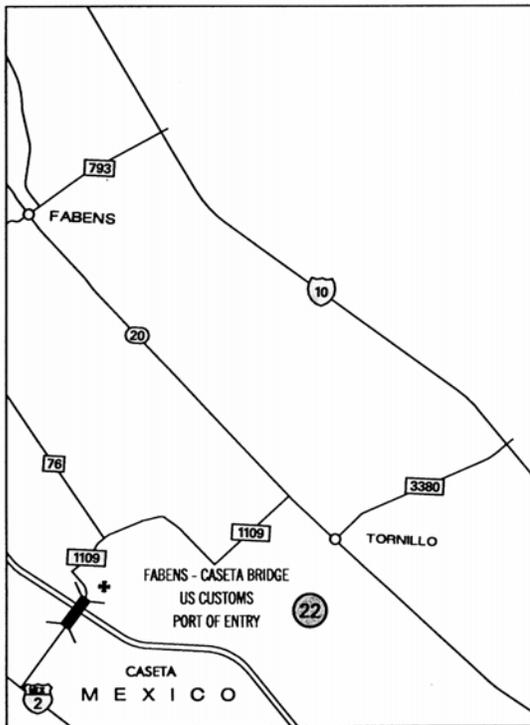
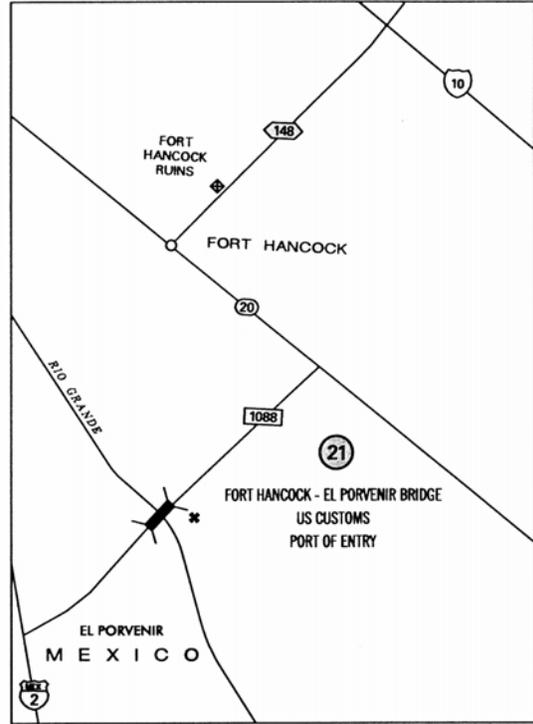
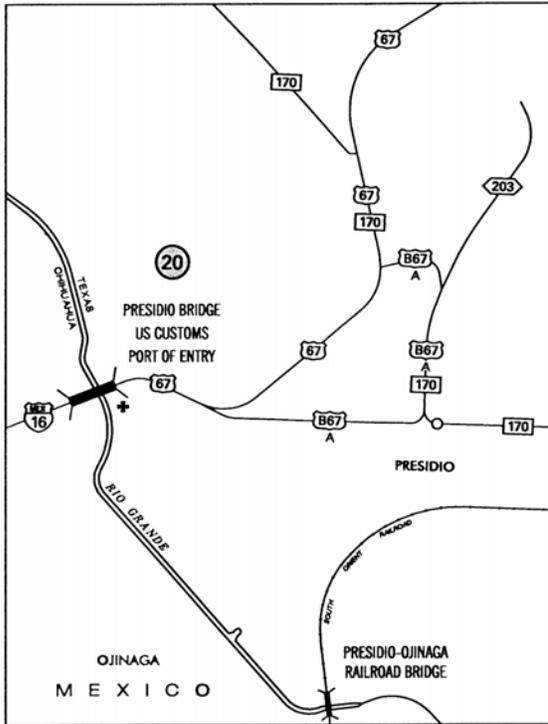


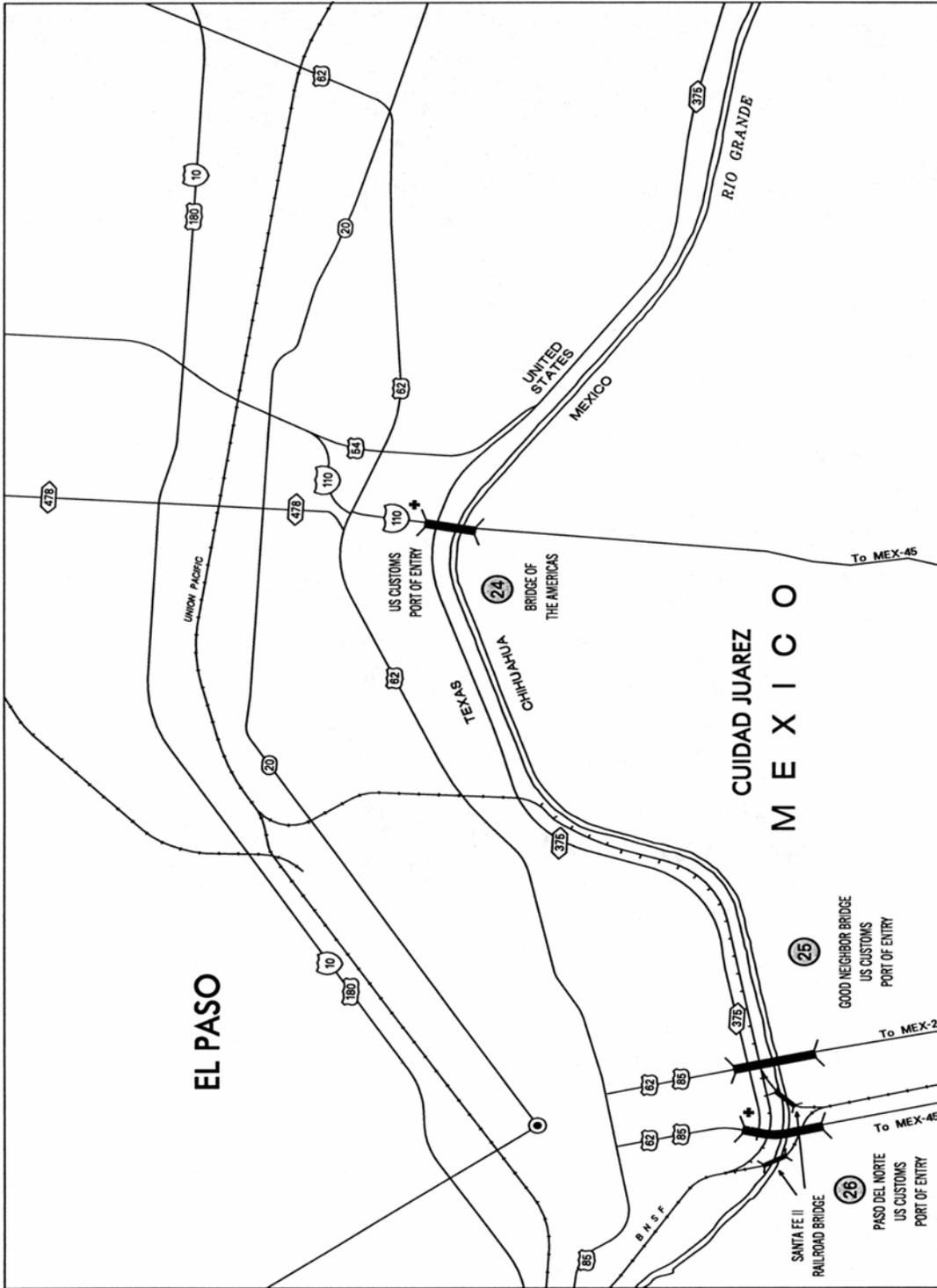


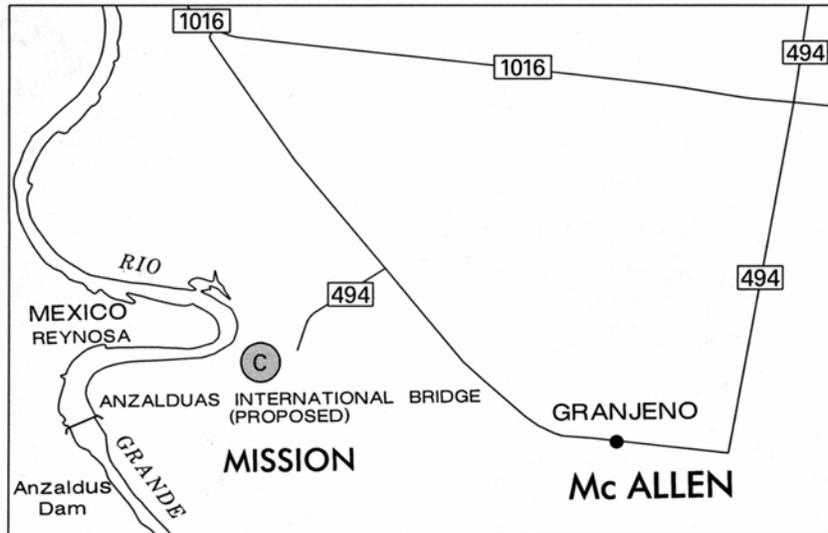
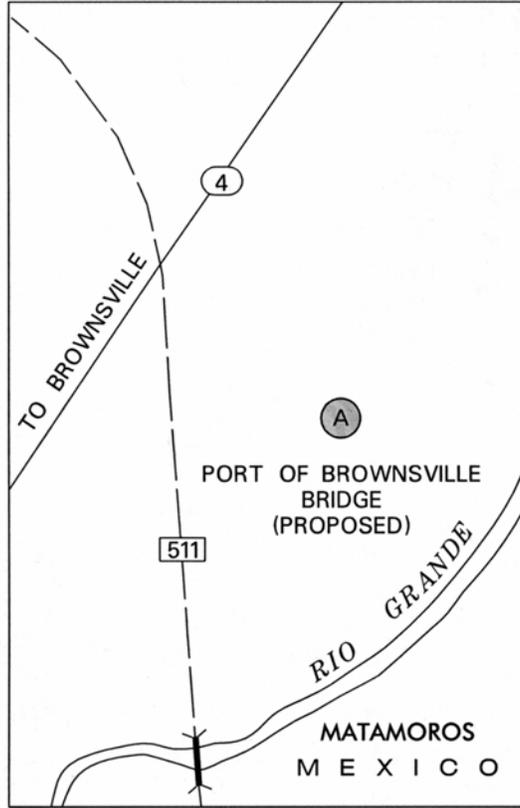


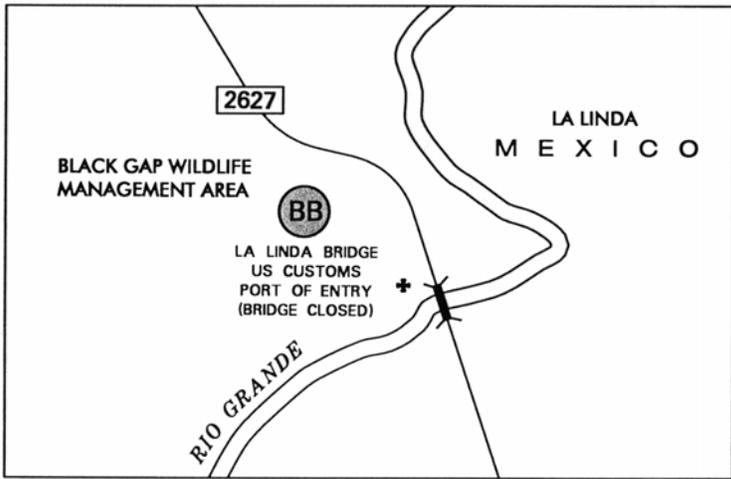
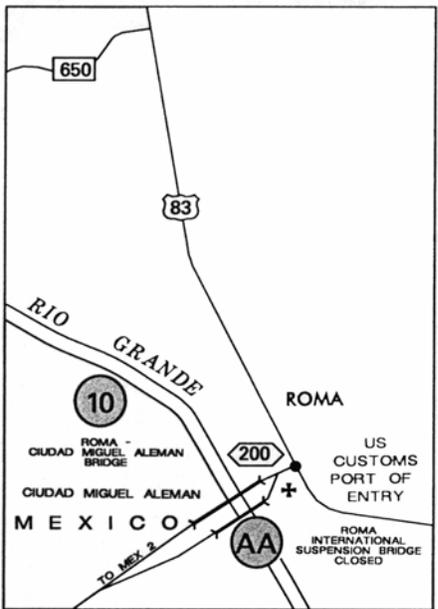












Appendix VI Glossary

GLOSSARY OF SELECTED TERMS USED IN THIS REPORT

B

BCBP – U.S. Bureau of Customs and Border Protection – Formerly the border protection and inspection functions of the Immigration and Naturalization Service (INS), Border Patrol, Customs and Animal Plant Health Inspection Services (APHIS). BCBP became an official agency of the U.S. Department of Homeland Security on March 1, 2003.

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 and Border Protection, 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.

DHS – U.S. Department of Homeland Security - formerly Immigration and Naturalization Service (INS) and U.S. Customs among others.

F

FIS -- Federal Inspection Services -- Consists of the main federal inspection services present at each port of entry, i.e., Customs and Border Protection, 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 formerly responsible for enforcement of immigration law. These functions are now part of the U.S. Bureau of Customs and Border Protection and an agency of the U.S. Department of Homeland Security.

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 with a population over 50,000.

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* – Federal Bureau of Environmental Protection

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. Studies tourist information at some of the bridges and border crossings.

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*

TCEQ – *Texas Commission on Environmental Quality*, formerly the Texas Natural Resource Conservation Commission (TNRCC).

TNRCC – *Texas Natural Resource Conservation Commission*, now known as the Texas Commission on Environmental Quality (TCEQ).

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*. Under the U.S. Department of Homeland Security

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.

FOR FURTHER INFORMATION

Additional information regarding border crossings in Texas can be obtained from the following:

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