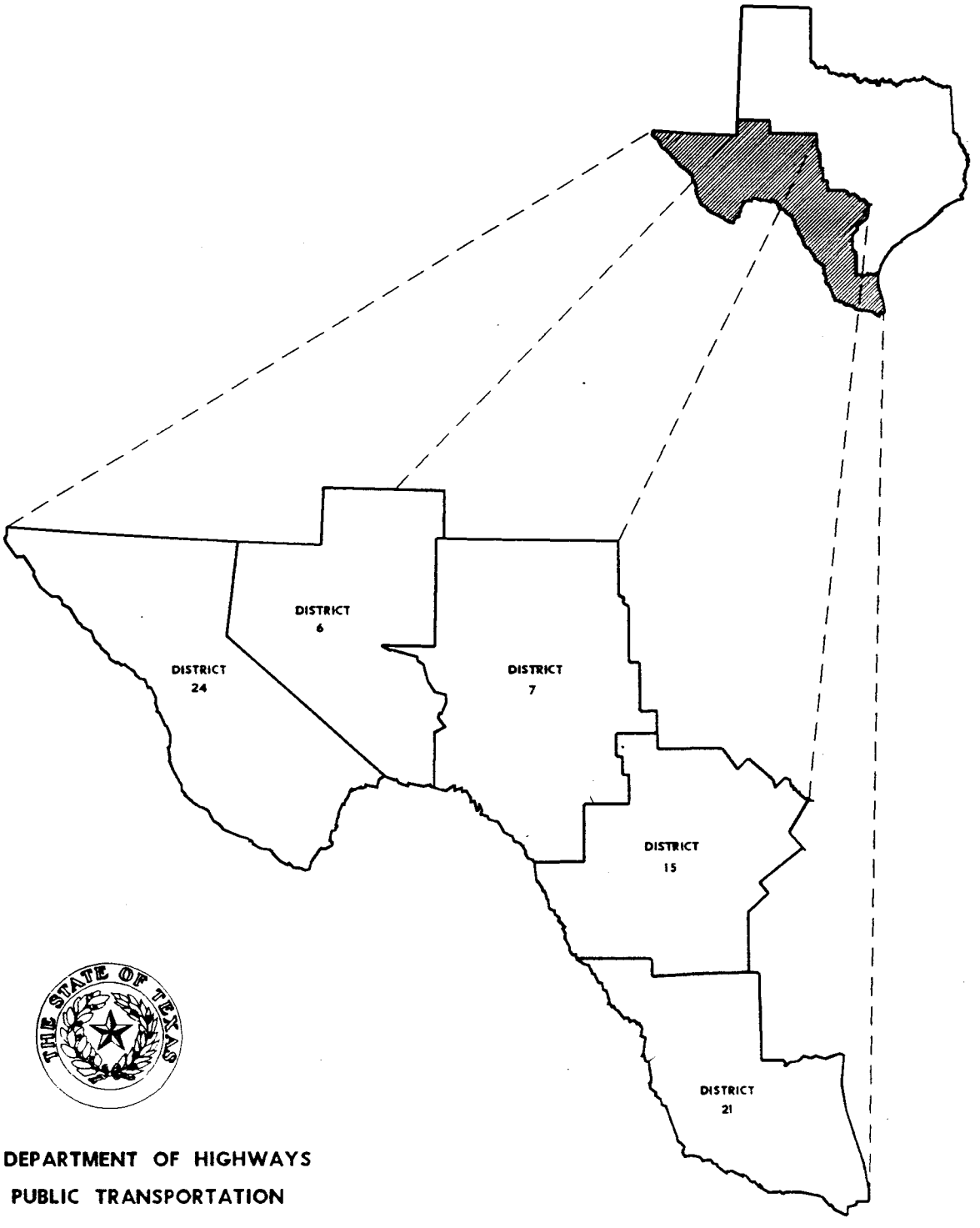
MS-3975

MS-3975
TTS

STATUS REPORT
OF
PLANNING ACTIVITIES
ALONG
TEXAS / MEXICO BORDER



STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

STATUS
OF
PLANNING ACTIVITIES
ALONG
TEXAS/MEXICO BORDER

APRIL 1, 1991

BY: STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

EXECUTIVE SUMMARY

The Texas Department of Commerce has requested that the State Department of Highways and Public Transportation provide a briefing on their planned activities in the Border Area of the State regarding the necessary infrastructure to address the existing congestion and the impacts associated with the maquiladora operations and the proposed Free Trade Agreement.

This report is intended to address that request and includes the following information.

- The results of this report indicate that the Department has identified the majority of the presently congested facilities along the Texas-Mexico Border and are addressing this congestion through the authorized projects in the Department's Project Development Plan (PDP). Additional transportation needs, not already addressed, are being considered in the update of the PDP.

- In order to meet the requirements of continually increasing urban traffic demands, long range planning is essential. Since 1963 the Department has cooperatively participated in an urban transportation planning process. Long range transportation plans for major urban area on the Texas-Mexico Border are currently being reviewed and updated to reflect changes in socioeconomic growth rates and patterns.

- Increases in maquiladora industries have generated concern over the adequacy of street and highway systems serving ports of entry. The Department has initiated a study, conducted by Texas Transportation Institute, to determine the impact of the maquiladora industry on the Texas Highway System.

- To assist other entities in analyses or implementation of transportation systems along the Texas-Mexico Border, the Department has undertaken additional activities. Such activities include professional and technical assistance in the form of instructors or lecturers as well as exchange of transportation related information through the Technology Transfer Program. The Department has also furnished engineering design services on three international bridges, and assistance in the preparation of an environmental assessment for one of the proposed international bridges.

- To support efficient transportation through improved safety, time savings, enhanced mobility and economic growth, the Department has established the Texas Highway Trunk System. The Texas Highway Trunk System is a planned future four-lane divided highway system that includes and complements the Interstate System. The Texas Highway Trunk System will provide direct access to every Texas city over 20,000 population. It will also connect with major ports and entry points in adjacent states and Mexico.

The State Department of Highways and Public Transportation is committed to fulfill the current and future requirements of transportation users in Texas. We expect to be continuously improving the highway system to meet the traffic demands that warrant improvements resulting from the economic growth generators occurring along the border.

INDEX

PART 1

GENERAL INFORMATION

GENERAL INFORMATION
TEXAS/MEXICO BORDER

I. Border Districts

District 6, Odessa
District 7, San Angelo
District 15, San Antonio
District 21, Pharr
District 24, El Paso

II. Highway Construction

Highway construction consists of added capacity or preservation of the existing system type projects.

Projects shown in this report are **added capacity (additional lanes)** type projects.

- Added capacity needs are based on projects having existing congestion (determined by traffic flow). Traffic flow is indicated by various levels of service. Level of Service E or greater is universally considered as congestion.

- The level of authority shown in the report for each project allows the following work to be performed:

  Level I is approved for feasibility studies.

  Level II is approved for project planning to include route studies, environmental reports, public meetings and hearings, schematics, and determination of right of way requirements.

  Level III is approved for acquisition of right of way, preparation of construction plans, and construction as shown.

- The total construction cost of these authorized projects is $599,110,000.

El Paso (County)	$242,180,000
Del Rio (City)	$ 7,360,000
Laredo Area	$ 61,300,000
Valley Area	$181,440,000
US 281 (S of IH 37)	$106,830,000
Total	$599,110,000

Specific projects for **preservation of the existing system** (rehabilitation, upgrade to standards, preventive maintenance and routine maintenance work) are not identified in this report. The 1991 allocation of funds for this type work, for these Districts, was $154,332,378 (see attached sheet).

PRESERVATION OF SYSTEM FUNDS

District #	1991 Consolidated Rehabilitation Program * ($300 M Program)	1991 Preventive Maintenance Program * ($115 M Program)	1991 District Discretionary Program * ($40 M Program)	1987-91 ON-SYSTEM Bridge Replacement & Rehabilitation Program ($200 M Program)	1987-91 OFF-SYSTEM Bridge Replacement & Rehabilitation Program ($ 90 M Program)	1991 Statewide Routine Maintenance Work ($319 M Program)
6	$ 9,359,300	$ 4,037,400	$1,247,900	$ 2,159,000	-	$ 8,500,541
7	$ 8,823,300	$ 3,977,800	$1,176,400	$ 450,000	$1,871,000	$ 9,296,472
15	$22,466,200	$ 8,336,400	$2,995,500	$ 8,961,000	$5,862,000	$22,450,934
21	$10,923,100	$ 4,225,500	$1,456,400	$ 1,280,000	$ 709,000	$11,532,625
24	$ 7,463,400	$ 2,864,400	$ 995,100	$ 7,088,000	$ 337,000	$ 6,460,306
Total	$59,035,300	$23,441,500	$7,871,300	$19,938,000	$8,779,000	$58,240,878

* Distribution based on 50% Lane Miles/50% Vehicle Miles

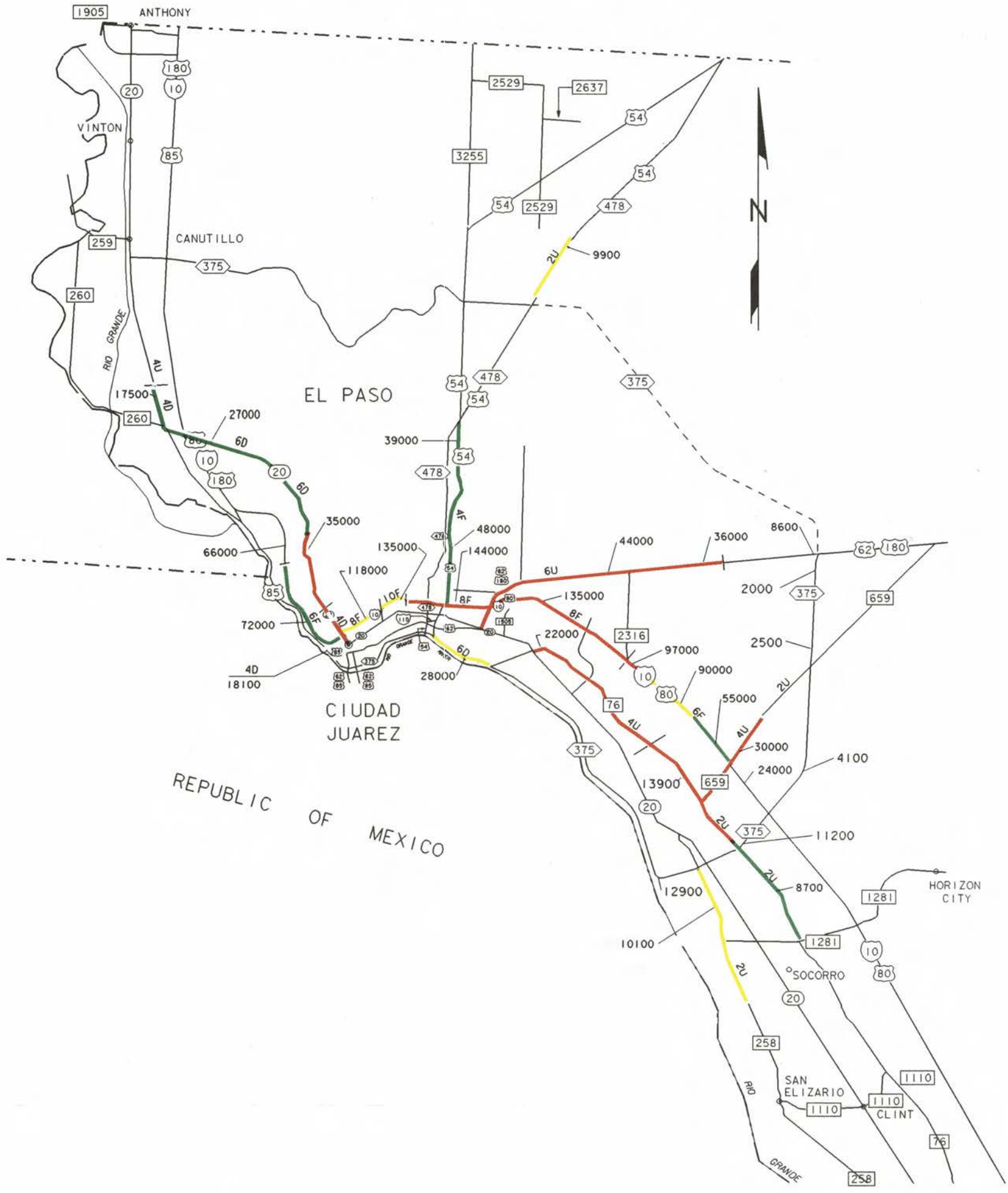
1991 Consolidated Rehabilitation Program	-	$ 59,035,300
1991 Preventive Maintenance Program	-	$ 23,441,500
1991 District Discretionary Program	-	$ 7,871,300
1991 ON-SYSTEM Bridge Program +	-	$ 3,987,600
1991 OFF-SYSTEM Bridge Program +	-	$ 1,755,800
1991 Statewide Routine Maintenance Work	-	$ 58,240,878
Total		$154,332,378

+ One-fifth of 1987-91 Program

PART 2

OPERATIONAL LEVEL OF SERVICE AND STATUS OF MAJOR PROJECTS

EL PASO AREA



LEVEL OF SERVICE

C - D

E

EXCEEDS E

1989 TRAFFIC

0 5

SCALE IN MILES

OPERATIONAL LEVEL OF SERVICE EL PASO

MAP #1

APRIL 1, 1991

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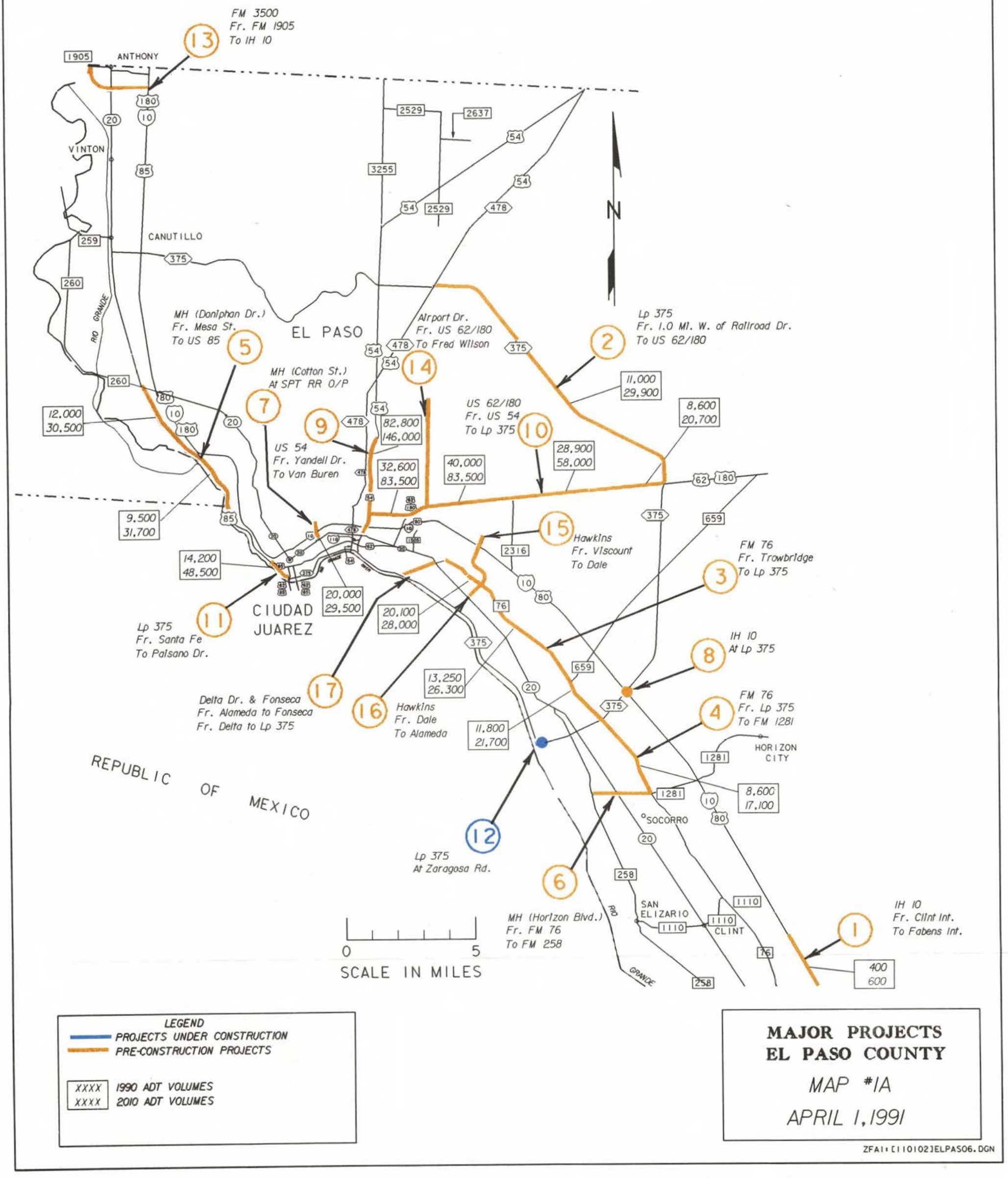


LEGEND

PROJECTS UNDER CONSTRUCTION

PRE-CONSTRUCTION PROJECTS

XXXX 1990 ADT VOLUMES

XXXX 2010 ADT VOLUMES

MAJOR PROJECTS
EL PASO COUNTY

MAP #1A

APRIL 1, 1991

ZFA1:[110102]ELPASO6.DGN

MAP 1A

STATUS OF MAJOR PROJECTS
EL PASO

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
1	El Paso	IH 10	Clint Interchange to Fabens Interchange Construct Frontage Roads	6.7	$6.75	Level III
2	El Paso	LP 375	1.0 Mile W of Railroad Dr. To US 62/180 Construct 4-lane divided on new location	12.3	$38.4	Level III
REMARKS: The southern 5.4 miles is scheduled for a May, 1991 letting.						
3	El Paso	FM 76	Trowbridge Dr. to Lp 375 Widen highway to 4 & 6 lanes and add continuous left turn lane	8.2	$27.50	Level III
4	El Paso	FM 76	Lp 375 to FM 1281 Widen highway to 4-lanes and add continuous left turn lane	2.9	$ 3.0	Level II
5	El Paso	MH (Doniphan Drive)	Mesa Street to US 85 Widen and add continuous left turn lane	4.6	$ 9.45	Level III
6	El Paso	MH (Horizon Boulevard)	FM 76 to FM 258 Widen from 2 lanes to 4 lanes	2.4	$ 3.36	Level III

MAP 1A

STATUS OF MAJOR PROJECTS
EL PASO

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
7	El Paso	MH (Cotton Street)	At SPT RR O/P Replace Overpass and Approaches	0.1	$ 4.0	Level III
8	El Paso	IH 10	At Loop 375 Construct Mainlane Structures over IH 10	2.0	$ 1.63	Level II
9	El Paso	US 54	Yandell Dr. to Von Buren Ave. Widen Roadway (additional lane)	2.1	$ 3.2	Level II
10	El Paso	US 62/180	US 54 to Loop 375 Construct freeway section	9.7	$112.3	Level II
REMARKS: The latest estimated cost for a freeway section is $250 million.						
11	El Paso	LP 375	Santa Fe Street to Paisano Drive New 4-Lane Divided Roadway	1.0	$ 9.0	Level II
REMARKS: The latest estimated cost for the connection is $67 million.						
12	El Paso	LP 375	At Zaragosa Street Construct Interchange	1.2	$ 6.9	Let to Contract 9-90 (18.4% complete)
REMARKS: This project will provide an interchange between Loop 375 and the facility (Zaragosa Street) from the International Bridge						

MAP 1A

STATUS OF MAJOR PROJECTS
EL PASO

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
13	El Paso	FM 3500	FM 1905 to IH 10 Construct New FM	2.1	$ .80	Level III
14	El Paso	MH (Airport Drive)	Montana to Fred Wilson Widen Existing 4 lanes to 6 lanes	2.1	$ 5.00	Level III
15	El Paso	MH (Hawkins Boulevard)	Viscount To Dale Road Widen existing 4 lanes to 6 lanes	2.1	$ 4.00	Level III
16	El Paso	MH (Hawkins Boulevard)	Dale Road to Alameda Widen 6 & 8 lanes and Construct RR O/P	0.5	$ 4.10	Level III
17	El Paso	MH (Delta & Fonseca	Alameda to Fonseca Delta to Loop 375 Widen existing 4 lanes to 6 lanes	2.8	$ 2.79	Level III
			Total	62.8	$242.18	

PART 3

OPERATIONAL LEVEL OF SERVICE AND STATUS OF MAJOR PROJECTS

DEL RIO AREA

ZFA1:[110102]LOSDELRIO.DGN

LEGEND

PROJECTS UNDER CONSTRUCTION

PRE-CONSTRUCTION PROJECTS

XXXX 1990 ADT VOLUMES
XXXX 2010 ADT VOLUMES

MAJOR PROJECTS
DEL RIO

MAP #2A
APRIL 1, 1991

ZFA1+[110102]DELRIOPRJ.DGN

MAP 2A

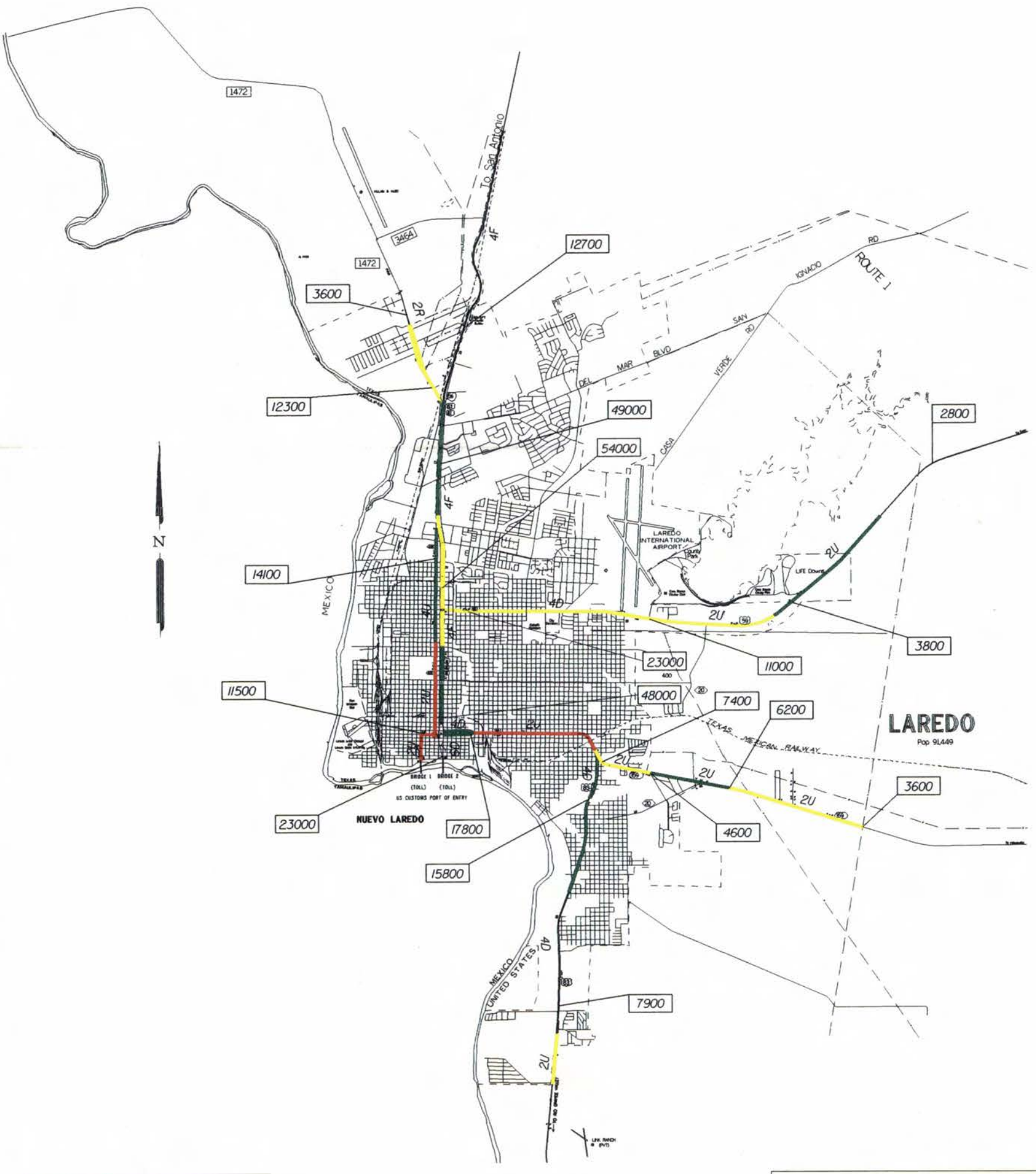
STATUS OF MAJOR PROJECTS
DEL RIO

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
1	Val Verde	SP 239	International Bridge To US 277 in Del Rio Widen 2-lane roadway to a 4-lane divided roadway	3.2	$ 7.36	Level III

PART 4

OPERATIONAL LEVEL OF SERVICE AND STATUS OF MAJOR PROJECTS

LAREDO AREA



LEVEL OF SERVICE

- C - D
- E
- EXCEEDS E

1989 TRAFFIC

OPERATIONAL LEVEL OF SERVICE LAREDO

MAP #3

APRIL 1, 1991

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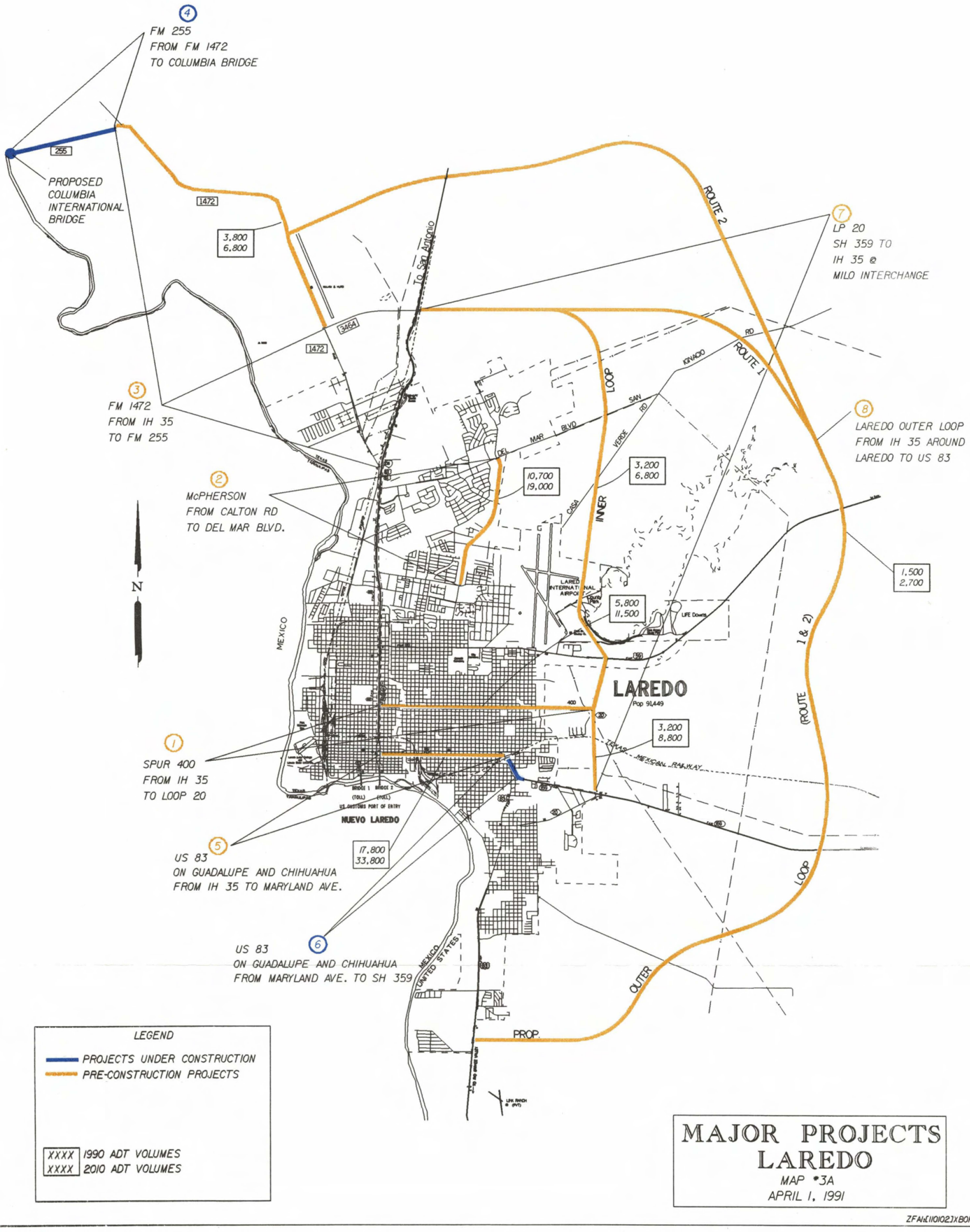

4
FM 255
FROM FM 1472
TO COLUMBIA BRIDGE
255
PROPOSED
COLUMBIA
INTERNATIONAL
BRIDGE
1472
3,800
6,800
To San Antonio
ROUTE 2
7
LP 20
SH 359 TO
IH 35 @
MILO INTERCHANGE
3464
1472
RD
IGNACIO
ROUTE 1
3
FM 1472
FROM IH 35
TO FM 255
LOOP
SAN
RD
MAR
BLVD
VERDE
DEL
8
LAREDO OUTER LOOP
FROM IH 35 AROUND
LAREDO TO US 83
2
McPHERSON
FROM CALTON RD
TO DEL MAR BLVD.
10,700
19,000
3,200
6,800
CASA
INNER
N
MEXICO
LAREDO INTERNATIONAL AIRPORT
5,800
11,500
LIFE Downs
1,500
2,700
LAREDO
Pop 91,449
(ROUTE 1 & 2)
1
SPUR 400
FROM IH 35
TO LOOP 20
3,200
8,800
TEXAS - MEXICAN RAILWAY
BRIDGE 1 (TOLL)
BRIDGE 2 (TOLL)
US CUSTOMS PORT OF ENTRY
NUEVO LAREDO
5
US 83
ON GUADALUPE AND CHIHUAHUA
FROM IH 35 TO MARYLAND AVE.
17,800
33,800
6
US 83
ON GUADALUPE AND CHIHUAHUA
FROM MARYLAND AVE. TO SH 359
MEXICO
(UNITED STATES)
LOOP
OUTER
PROP.
LEGEND
PROJECTS UNDER CONSTRUCTION
PRE-CONSTRUCTION PROJECTS
XXXX 1990 ADT VOLUMES
XXXX 2010 ADT VOLUMES
MAJOR PROJECTS
LAREDO
MAP #3A
APRIL 1, 1991
ZFAN:[110102]XBORLP.DGN

MAP 3A

STATUS OF MAJOR PROJECTS
LAREDO

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
1	Webb	SP 400	IH 35 to LP 20 Resurface & Construct 2-lane rural with shoulders	3.3	$ 3.4	Level III
2	Webb	MH McPherson	Calton Road to Del Mar Boulevard Reconstruct to 4-lane divided urban	2.5	$ 2.1	Level III
3	Webb	FM 1472	IH 35 to FM 255 (Mines Road) Reconstruct to 4 lanes	17.5	$23.9	Level III

REMARKS: The Department has recently contracted Texas Transportation Institute to study IH 35 at Del Mar Boulevard and the IH 35 frontage road from Del Mar Boulevard to the Milo Interchange. The study is to determine traffic patterns and the necessary adjustments to IH 35, Del Mar Boulevard, and FM 1472 to accommodate expected traffic trends.

4	Webb	FM 255	FM 1472 to Colombia Bridge Construct 4-lane divided on new location	1.5	$ 2.4	Let to Contract 11-90 (48.8% complete)

REMARKS: Construction of Colombia Bridge began in August, 1990. Completion of the bridge and General Services Administration facility is targeted for mid-July.

5	Webb	US 83	IH 35 to Maryland Avenue Reconstruct to provide one-way pair	1.4	$ 3.6	Level III

MAP 3A

STATUS OF MAJOR PROJECTS
LAREDO

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
6	Webb	US 83	Maryland to SH 359 Reconstruct to provide one-way pair	1.5	$ 2.9	Let to Contract 9-89 (75.7% complete)
7	Webb	LP 20	SH 359 to US 59 US 59 to IH 35 at Milo Interchange Construct 2-lane rural with shoulders	2.2 8.4	$ 8.0	Level III Level II
REMARKS: Upon completion, various projects will provide an inner loop from US 83 to IH 35. Environmental studies and documentation are in progress.						
8	Webb	Laredo Outer Loop	IH 35 around Laredo to US 83 Construct 2-lane rural facility with shoulders	23.5	$15.0	Level II
REMARKS: This project is authorized through determination of right of way. Environmental studies are in progress. Two alternates (as shown on map) are being considered.						
			Total	61.8	$61.3	

PART 5

OPERATIONAL LEVEL OF SERVICE AND STATUS OF MAJOR PROJECTS

VALLEY AREA

LEVEL OF SERVICE

C - D

E

EXCEEDS E

1989 TRAFFIC

OPERATIONAL LEVEL OF SERVICE VARIOUS COUNTIES

MAP #4

APRIL 1, 1991

ZFA1>[110102]XLOSVALLEY.DGN

N

13.000
26.000

STARR

RIO GRANDE CITY

ROMA - LOS SAENZ

(2) US 83
US83 ON GARCIA THROUGH ROMA

(1) US 83
FROM HIDALGO COUNTY LINE
TO 1.5 MILES EAST OF
FM 755

12.400
23.700

8.000
15.000

11.300
22.700

HIDALGO

EDINBURG

MISSION

MCALLEN

PHARR

ALAMO

DONNA

WESLACO

MERCEDES

11.900
26.500

2.500
14.400

(7) LP 499
FROM ARROYO COLORADO BRIDGE
TO RIO HONDO RD.

500
1.300

(5) LP 590
FROM FM 508 TO FM 1595 &
FROM FM 106 TO US 77/83

WILLACY

GULF OF MEXICO

(8) SH 100
FROM US 77/83
TO 0.5 MILES
EAST OF FM 1792

11.800
16.400

SAN BENITO

LOS FRESNOS

CAMERON

PORT ISABEL

BROWNSVILLE

4.250
10.400

4.600
11.000

8.800
18.500

12.700
24.900

8.300
22.000

(3) LP 374
FROM MISSION
TO HARLINGEN

4.800
9.700

6.900
18.000

(4) US 77/83
FROM FM 511
TO FM 3248

(6) FM 509
FROM US 77/83
TO LOS INDIOS BRIDGE

LEGEND

PROJECTS UNDER CONSTRUCTION

PRE-CONSTRUCTION PROJECTS

XXXX 1990 ADT VOLUMES
XXXX 2010 ADT VOLUMES

MAJOR PROJECTS
VARIOUS COUNTIES
MAP #4A
APRIL 1, 1991

ZFA:\E110102\BORPRJ.DGN

MAP 4A

STATUS OF MAJOR PROJECTS
VALLEY AREA

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
1	Starr	US 83	Hidalgo County Line to 1.5 Mi. E. of FM 755 4-lane divided rural (2 Additional Lanes)	15.1	$17.0	Level III
REMARKS:	A project between 755 and 3.4 miles west of FM 1430 is scheduled for a June, 1991 letting. This project is 3.5 miles long and estimated at $7 million. Other letting dates are contingent upon right of way acquisition.					
2	Starr	US 83	On Garcia Street in Roma Construct One-Way Pair	2.9	$ 2.3	Level III
3	Hidalgo	LP 374	Mission to Harlingen Upgrading from a 3-lane to a 4-lane divided urban	17.9	$25.3	Level III
REMARKS:	Of the 38.6 miles between Mission and Harlingen, 12.1 miles have been upgraded, 17.9 miles are scheduled to be upgraded and 8.6 miles between Mercedes and Harlingen are yet to be programmed for construction.					
4	Cameron	US 77/83	FM 3248 to FM 511 4-lane controlled access freeway	2.8	$25.5	Let to Contract 1-90 (82.6% complete)
REMARKS:	Completion of this project completes controlled access freeway from Willacy/Cameron County Line to its termination in Brownsville along US 77 and from Mission to Brownsville along US 83.					

MAP 4A

STATUS OF MAJOR PROJECTS
VALLEY AREA

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
5	Cameron	LP 590	FM 508 to FM 1595 and FM 106 to US 77/83 Construct 2-lane rural with shoulders	4.3	$ 5.0	LEVEL III
REMARKS: The completion of LP 590 will provide a relief route around the eastern part of Harlingen and provide improved access to a major industrial zone developing along this corridor.						
6	Cameron	FM 509	US 77/83 to Los Indios Bridge 2-lane Rural highway on both existing and new location	9.3	$ 4.6	Level II
REMARKS: FM 509 will serve as an extension of LP 590 and will connect the Harlingen/San Benito area and US 77/83 to the proposed Los Indios International Bridge.						
7	Cameron	LP 499	US 77/83 to LP 448 and Arroyo Colorado Bridge to Rio Hondo Road Reconstruct 4-lane divided urban	2.9	$ 4.5	Level III
8	Cameron	SH 100	US 77/83 to 0.5 mile East of FM 1792 Reconstruct to 4-lane divided	22.7	$27.7	Level III
REMARKS: The section between FM 510 and FM 1792, approximately 5 miles in length, has just recently been completed.						

MAP 4A

STATUS OF MAJOR PROJECTS
VALLEY AREA

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
9	Hidalgo	SP 115	At Spur 241 Construct Interchange	0.7	$ 2.4	Level II
10	Hidalgo	US 83	At McColl Road Construct Interchange	0.4	$ 4.2	Level II
11	Hidalgo	FM 1015	US 83, S to 2.0 Mile S of Loop 374 Widen existing 2 lane to 4 lane	2.5	$ 1.4	Level III
12	Cameron	FM 1792	North of FM 511 to SH 100 Widen existing 2 lane to 4 lane	14.3	$13.9	Level III
13	Cameron	FM 1847	North of SH 48 to FM 802 Widen existing 2 lane to 4 lane	1.0	$ .80	Level III
14	Hidalgo	FM 1926	North of FM 1924 to SH 107 Widen existing 2 lane to 4 lane	3.2	$ 2.48	Level II
15	Hidalgo	FM 2061	Nolana Loop to SH 107 Widen 2 lane to 4 lane	4.8	$ 4.24	Level III
16	Hidalgo	FM 2220	Loop 374 to FM 1924 Widen 2 lane to 4 lane	2.9	$ 2.42	Level II

MAP 4A

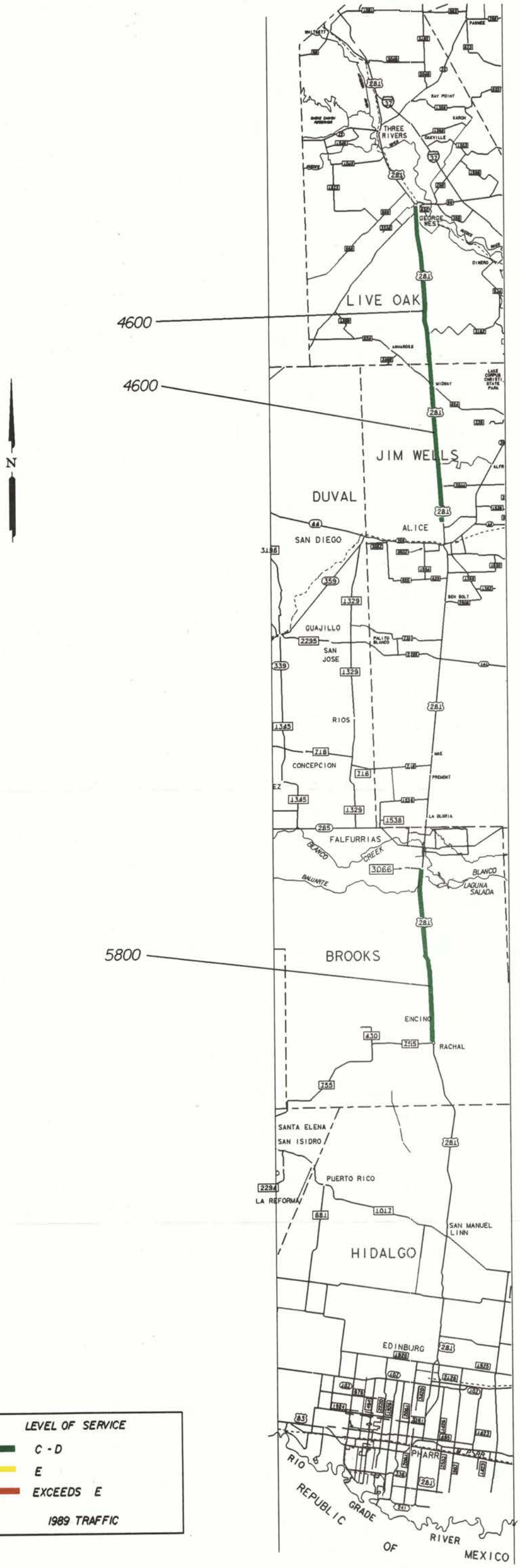
STATUS OF MAJOR PROJECTS
VALLEY AREA

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
17	Hidalgo	FM 495	SH 107 to FM 2220 Widen 2 lane to 4 lane	4.0	$ 3.61	Level III
18	Hidalgo	FM 495	US 281 E to FM 1426 Widen 2 lane to 4 lane	1.8	$ 2.30	Level II
19	Hidalgo	SH 107	18th Street to 2.0 Mile N of Loop 344 Widen 2 lane to 4 lane	1.4	$ 2.40	Level III
20	Hidalgo	SH 336	SH 107 S to N of Nolana Loop Widen 2 lane to 4 lane	3.0	$ 3.28	Level III
21	Hidalgo	SP 487	Loop 374 to U 83 Widen 2 lane to 4 lane	0.9	$ 0.81	Level III
22	Hidalgo	SH 336	N of FM 1016, S to Spur 241 Widen 2 lane to 4 lane	4.3	$ 6.72	Level III
23	Hidalgo	US 281	Main Floodway & US 281 Widen 2 lane to 4 lane bridge	0.6	$ 9.93	Level II
24	Hidalgo	SH 107	North Floodway & SH 107 Widen 2 lane to 4 lane bridge	0.6	$ 8.65	Level II
			Total	124.3	$181.44	

PART 6

OPERATIONAL LEVEL OF SERVICE AND STATUS OF MAJOR PROJECTS

US 281



OPERATIONAL LEVEL OF SERVICE
US 281
I-37 TO PHARR

MAP #5
APRIL 1, 1991

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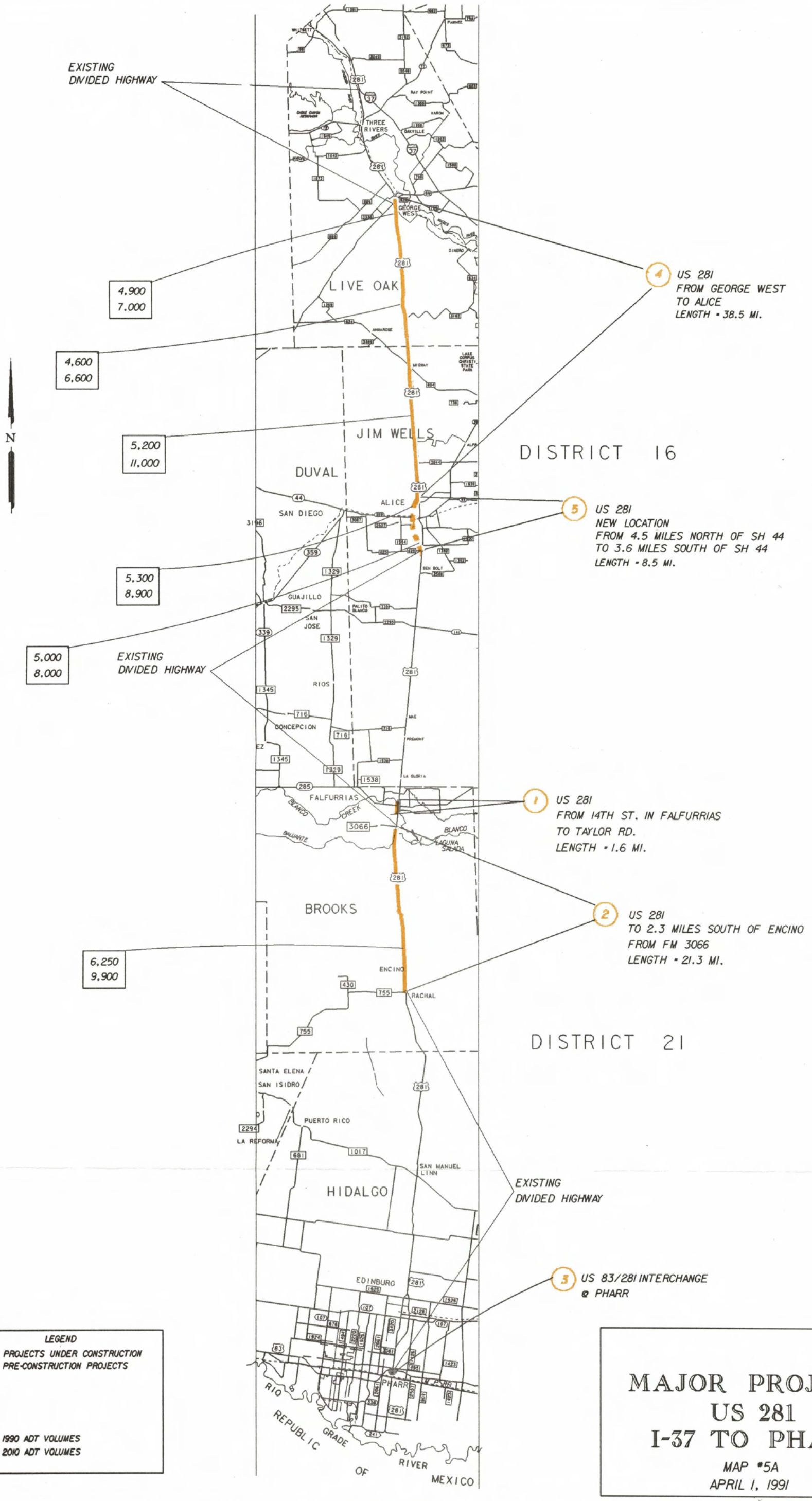


ZFAI:[110102]XBOR281.DGN

MAP 5A

STATUS OF MAJOR PROJECTS
US 281

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
1	Brooks	US 281	14th St. to Taylor Rd. Reconstruct to a 4-lane divided urban	1.6	$ 3.9	Level III
REMARKS:	Authorized in Level III of the 1988 Project Development Plan (PDP), for right of way purchase.					
2	Brooks	US 281	FM 3066 to 2.3 mi. south of Encino Reconstruct to 4-lane divided rural (2 additional lanes)	21.3	$15.6	Level III
REMARKS:	Approximately 6.5 miles of the northernmost 2-lane undivided portion remaining in Brooks County is scheduled for letting in April, 1991. For the remaining 14.8 miles in Brooks County, right of way acquisition is actively underway. The letting date for the remaining section is contingent upon right of way acquisition.					
3	Hidalgo	US 83/281	Interchange in Pharr Rehabilitate and upgrade	1.0	$24.5	Level III
4	Live Oak Jim Wells	US 281	George West to Alice Reconstruct to 4-lane divided (2 additional lanes)	38.5	$42.8	Level III

MAP 5A

STATUS OF MAJOR PROJECTS
US 281

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT AUTHORITY
5	Jim Wells	US 281	Bypass around Alice Construct 4-lane divided (New Location)	8.5	$14.5	Level III
			TOTAL	77.1	$106.6	

REMARKS: The development of US 281 and US 77 has been considered to be strategically important to serve the traveling public and to keep pace with the area's potential for growth as the maquiladora and tourism industries expand. Both routes also provide relief routes for the frequent hurricane threats.

PART 7

URBAN TRANSPORTATION PLANNING

Since 1963 the State Department of Highways and Public Transportation has cooperatively participated in a federally mandated urban transportation planning process. This program is often referred to as the 3-C process because of the original concept of being Cooperative, Comprehensive and Continuing.

The most singularly important function of this on any other transportation planning process is travel demand forecasting. The accompanying flow chart (captioned Figure P-2) graphically summarizes this procedure and illustrates the activities that are primarily performed by local planning agencies and by SDHPT respectively.

° Long range transportation plans for major (over 50,000 population) urban areas on the Texas-Mexico border are being reviewed and updated to reflect changes in socioeconomic growth rates and patterns. The methodology for updating these plans include the following activities, which have been completed or are underway.

Saturation traffic counts have been recorded.

Current socioeconomic information has been collected and recorded by traffic serial zone. This information includes data on population, housing, employment and special generators.

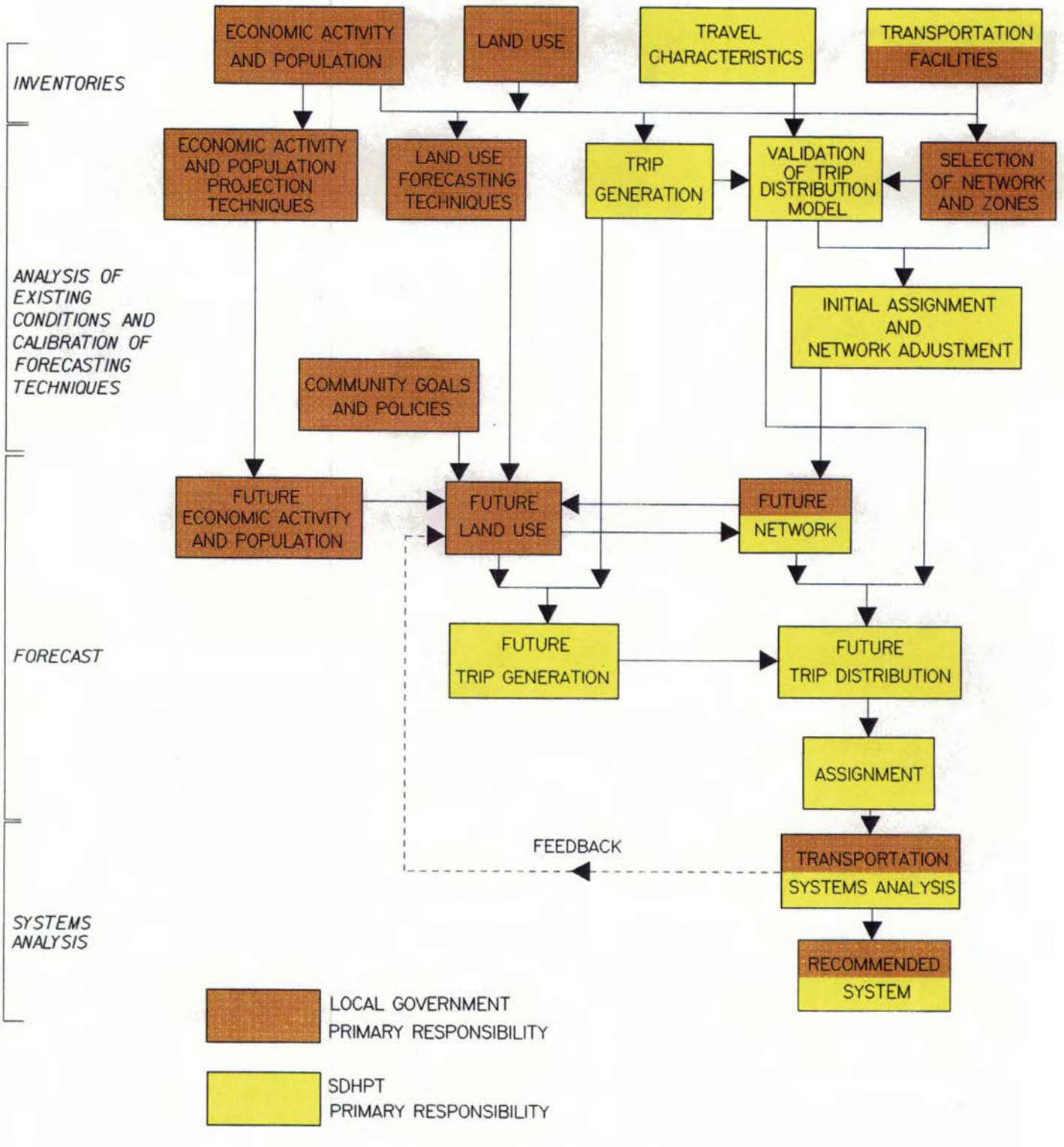
Socioeconomic data has been projected, by traffic serial zone for th years 2000 and 2010.

Current data is being inputted into a computer model and refined in order to replicate current traffic movements, as a basis for forecasting future travel demands.

Based on the forecasted demands existing plans will be updated to facilitate the reflected need.

° In addition to the above activities, a very comprehensive travel survey is being conducted to determine typical trip characteristics. These characteristics including frequency, purpose, length by household size, and auto ownership, will facilitate an update of static factors in the computer model for border communities.

URBAN TRAVEL FORECASTING PROCESS



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PART 8

IMPACT OF INTERNATIONAL TRUCK TRAFFIC ON TEXAS ROADWAY NETWORK

Study Title: Measurement of the Impact of International Truck Traffic on the Texas Roadway Network

° A research study to determine the probable impact of the rapidly developing maquiladora (twin plant) industry on the Texas highway system has been initiated and funded by SDHPT. This study, which is being conducted by Texas Transportation Institute, is summarized as follows:

Study Problem Statement

Dramatic increases in Maquiladora (twin plant) and agricultural industries in Texas and Mexico have generated substantial concern over the adequacy of street and highway systems serving the ports of entry. These industries rely heavily on truck traffic to carry goods both within the border area and between those and other regions of the U.S. and Mexico. More definitive data pertaining to the volumes, destinations and purpose of trips is needed, both for long range network planning and for project design.

Recent changes in Mexico's foreign trade and foreign investment policies are facilitating exports to Mexico and making the prospect of transferring or subcontracting production operations to plants in Mexico more attractive for U.S. manufacturers. Some experts agree that these changes will greatly stimulate the maquiladora program and reactivate the economies of communities along the U.S.-Mexico border. A significant increase in freight traffic is expected to occur as a result of this phenomenon, especially in South Texas. Several local governments have already expressed interest in upgrading the transportation infrastructure to serve the additional demand.

Background and Significance of Work

Truck traffic across the border bridges has, by some estimates, doubled over the last five years and may double again over the next five years. With a large percentage of the agricultural products, raw materials and finished goods shipped into and out of the border area on trucks, a smoothly functioning roadway network is vital to the economic health of the Texas-Mexico border region.

Objective of Study

The objectives of this study are to identify current motor truck traffic patterns within the Texas border zone; determine the current level of export, import, and "inbound" (maquiladora) traffic; develop forecasts of traffic growth in these three components; determine the level of traffic arriving/departing the Texas border locations by rail and/or water with prior or subsequent truck movement (intermodal traffic); and identify current and future impact (constraints) on international bridges and roadway network within the Texas border zone.

Work Plan

Task 1: A review of the maquiladora program and foreign trade and investment policies of both the U.S. and Mexico will be conducted to determine if any recent or proposed changes in either programs or policies encourage or impede foreign trade.

Task 2: Data collection efforts will be conducted at the specific Texas border cities. Available information will be collected from U.S.

Customs and local government. In addition, trucking firms, warehouses and maquiladora facilities will be surveyed by mail questionnaire or on-site visits. Information regarding traffic volumes, traffic patterns, (origin/destination) purpose of trip, products transported, and other identified variables will be collected.

Task 3: Identify and/or develop information on the amounts of truck traffic volume attributable to the export, import and maquiladora (twin plant) components.

Task 4: Develop truck volume forecasts for the three traffic components identified in Task 2. An interim report will be prepared and submitted at the completion of this task.

Task 5: Determine the willingness of the public and/or private sectors of Mexico to invest in infrastructure within the border zone of Mexico. However, no assessment of the transportation infrastructure or requirements on the Mexican side of the international bridges is contemplated in this work.

Task 6: Identify impact of current and forecasted truck traffic on other travel demands (commercial, shipping, tourist) within the Texas border zone. Determine how growth in the maquiladora program and increased employment opportunities in the Mexican border cities increases non-truck commercial and shipping traffic.

Task 7: Identify current and anticipated bridge and roadway capacity restraints and "bottlenecks" to truck travel within the Texas border zone. Review current SDHPT and local plans to determine if they adequately address current and anticipated increase in truck traffic volumes.

Task 8: Document findings of the various tasks in a final report.

PART 9

INTERAGENCY AND INTERNATIONAL TECHNICAL COOPERATION

Interagency and International Technical Cooperation

Some additional activities that SDHPT had undertaken in order to assist other entities in analyses or implementation of transportation systems are:

- SDHPT has provided and/or exchanged professional and technical assistance to the Government of Mexico by participating in conferences and seminars, and providing instructors/lecturers for transportation related training programs. One example being the presentation of the department's maintenance procedures to Mexican personnel by one of our district maintenance engineers.
- SDHPT has encouraged an exchange of transportation related information through the Technology Transfer Program cooperatively operated by the Center for Transportation Research (University of Texas) and the various states of Mexico.
- SDHPT has designed three international bridges.

  Presidio, Texas - Ojinaga, Chihuahua. Constructed and operated by Government of Mexico (GOM) and SDHPT.

  El Paso, (Ysleta) Texas - Zaragosa (Juarez) Chihuahua, Mexico. Operated City of El Paso and GOM.

  Laredo, Texas - Columbia, Nueva Leon, Mexico. Jointly owned/operated by City of Laredo and State of Nueva Leon.

- SDHPT is assisting the City of Brownsville in preparation of an environmental assessment for the proposed Los Tomates Bridge. (Interagency agreement.)

- SDHPT serves on a task force of federal agencies that was organized by the General Services Administration to facilitate interagency cooperation in the expansion and/or construction of border stations.
- SDHPT has provided traffic data, planning analyses and engineering studies, pertaining to Texas-Mexican bridges and connecting facilities, to the Governor's Office when appropriate or requested. Examples are:

  A report on International Bridge Traffic Congestion Laredo, Texas - 1987

  Background Information - International Border Crossings - Texas and Mexico - 1988 & 1989

  Traffic Engineering Study - Proposed Los Indios Bridge

PART 10

STATUS OF INTERNATIONAL CROSSINGS

TEXAS / MEXICO BORDER CROSSINGS

EL PASO AREA (1) (2) (3) (4) (5) (6) (7)

FT. HANCOCK (8)

PRESIDIO (9)

LA LINDA (10)

DEL RIO (11)

EAGLE PASS (12) (13)

LAREDO (14) (15) (16)

VALLEY AREA (17) (18) (19) (20) (21) (22) (23) (24) (25)

N

1. PASO DEL NORTE INTERNATIONAL BRIDGE - EL PASO COUNTY
2. STANTON STREET INTERNATIONAL BRIDGE - EL PASO COUNTY
3. CORDOVA INTERNATIONAL BRIDGE - EL PASO COUNTY
4. ZARAGOSA INTERNATIONAL BRIDGE - EL PASO COUNTY
5. FABENS INTERNATIONAL BRIDGE - EL PASO COUNTY
6. PROPOSED INTERNATIONAL PORT OF ENTRY - SANTA TERESA, NEW MEXICO
7. PROPOSED INTERNATIONAL PORT OF ENTRY - ANAPRA, NEW MEXICO
8. FORT HANCOCK INTERNATIONAL BRIDGE - HUDSPETH COUNTY
9. INTERNATIONAL BRIDGE AT PRESIDIO - PRESIDIO COUNTY
10. INTERNATIONAL BRIDGE AT LA LINDA - BREWSTER COUNTY
11. INTERNATIONAL BRIDGE AT DEL RIO - VAL VERDE COUNTY
12. INTERNATIONAL BRIDGE AT EAGLE PASS - MAVERICK COUNTY
13. PROPOSED INTERNATIONAL BRIDGE AT EAGLE PASS - MAVERICK COUNTY
14. US 81 INTERNATIONAL BRIDGE AT LAREDO - WEBB COUNTY
15. IH 35 INTERNATIONAL BRIDGE AT LAREDO - WEBB COUNTY
16. PROPOSED COLOMBIA/DOLORES INTERNATIONAL BRIDGE - WEBB COUNTY
17. INTERNATIONAL BRIDGE AT ROMA-LOS SAENZ - STARR COUNTY
18. INTERNATIONAL BRIDGE AT RIO GRANDE CITY - STARR COUNTY
19. PROPOSED INTERNATIONAL BRIDGE AT LOS EBANOS - HIDALGO COUNTY
20. INTERNATIONAL BRIDGE AT REYNOSA - HIDALGO COUNTY
21. INTERNATIONAL BRIDGE AT NUEVO PROGRESO - HIDALGO COUNTY
22. PROPOSED INTERNATIONAL BRIDGE AT LOS INDIOS - CAMERON COUNTY
23. US 77/83 INTERNATIONAL BRIDGE IN BROWNSVILLE - CAMERON COUNTY
24. B & M INTERNATIONAL BRIDGE IN BROWNSVILLE - CAMERON COUNTY
25. LOS TOMATES INTERNATIONAL BRIDGE IN BROWNSVILLE - CAMERON COUNTY

LEGEND

- EXISTING INTERNATIONAL CROSSINGS
- PROPOSED INTERNATIONAL CROSSINGS

MAP #6
APRIL 1, 1991

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MAP 6 & 7

STATUS OF INTERNATIONAL BRIDGE CROSSINGS IN EL PASO AREA

ID NO.
ON MAP

1. Paso Del Norte International Bridge (Santa Fe Street)

   This bridge connects Santa Fe Street in El Paso with the City of Juarez. The existing bridge consists of four traffic lanes with sidewalks and handles northbound traffic only. This is a toll facility.

2. Stanton Street International Bridge (Good Neighbor Bridge)

   This bridge connects Stanton Street in El Paso with the City of Juarez. The existing bridge consists of three traffic lanes with sidewalks and handles southbound traffic only. This is a toll facility.

3. Cordova International Bridge (Bridge of the Americas) (BOTA)

   The popular name for this port of entry is "Bridge of the Americas". This bridge connects Interstate 110 with the City of Juarez. This existing bridge consists of eight traffic lanes (three passenger vehicle and one truck lane each direction) and sidewalks for pedestrians. This is a free facility.

4. Zaragosa International Bridge (Ysletz)

   This bridge connects Zaragosa Road in El Paso with the City of Juarez. The port of entry consists of one four lane passenger vehicle bridge with sidewalks for pedestrians and one four lane truck bridge. This is a toll facility. The General Services Administration facilities are not totally completed. Therefore, the bridges, at this time, are only partially open to traffic.

STATUS OF
INTERNATIONAL BRIDGE CROSSINGS
IN EL PASO AREA

ID NO.
ON MAP

5. Fabens International Bridge

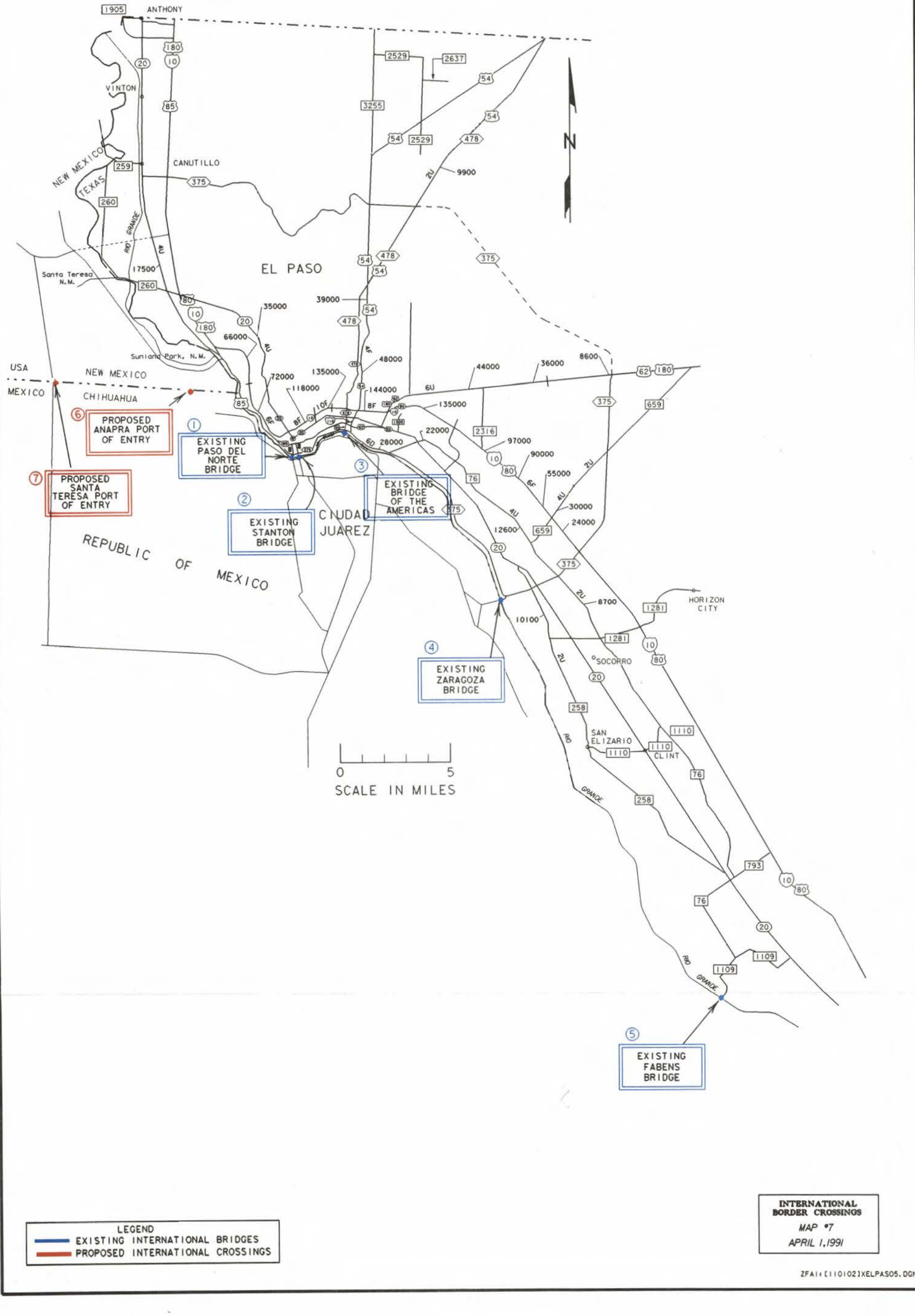
This bridge connects FM 1109 in Texas with the community of Caseta in Mexico. The bridge consists of two traffic lanes and sidewalks for pedestrians. This facility is a free bridge.

6. International Port of Entry at Santa Teresa

This port of entry is located between the State of New Mexico and the country of Mexico. United States and Mexico governments have approved the port of entry. A roadway is proposed to tie the port of entry with a proposed extension of Artcraft Road in El Paso that the city is pursuing.

7. International Port of Entry at Anapra

This port of entry is also located between New Mexico and Mexico. No approval has been obtained from United States or Mexico governments. A road is presently being constructed from Juarez to Anapra.


1905
ANTHONY
180
10
20
VINTON
85
NEW MEXICO
TEXAS
259
CANUTILLO
375
260
RIO GRANDE
4U
17500
Santa Teresa N.M.
260
80
10
180
20
66000
35000
Sunland Park, N.M.
USA
MEXICO
NEW MEXICO
CHIHUAHUA
72000
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1281
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258
SAN ELIZARIO
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RIO GRANDE
76
258
793
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80
76
20
1109
1109
RIO GRANDE
⑥ PROPOSED ANAPRA PORT OF ENTRY
⑦ PROPOSED SANTA TERESA PORT OF ENTRY
① EXISTING PASO DEL NORTE BRIDGE
② EXISTING STANTON BRIDGE
③ EXISTING BRIDGE OF THE AMERICAS
④ EXISTING ZARAGOZA BRIDGE
⑤ EXISTING FABENS BRIDGE
CIUDAD JUAREZ
REPUBLIC OF MEXICO
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5
SCALE IN MILES
N
LEGEND
EXISTING INTERNATIONAL BRIDGES
PROPOSED INTERNATIONAL CROSSINGS
INTERNATIONAL BORDER CROSSINGS
MAP #7
APRIL 1,1991
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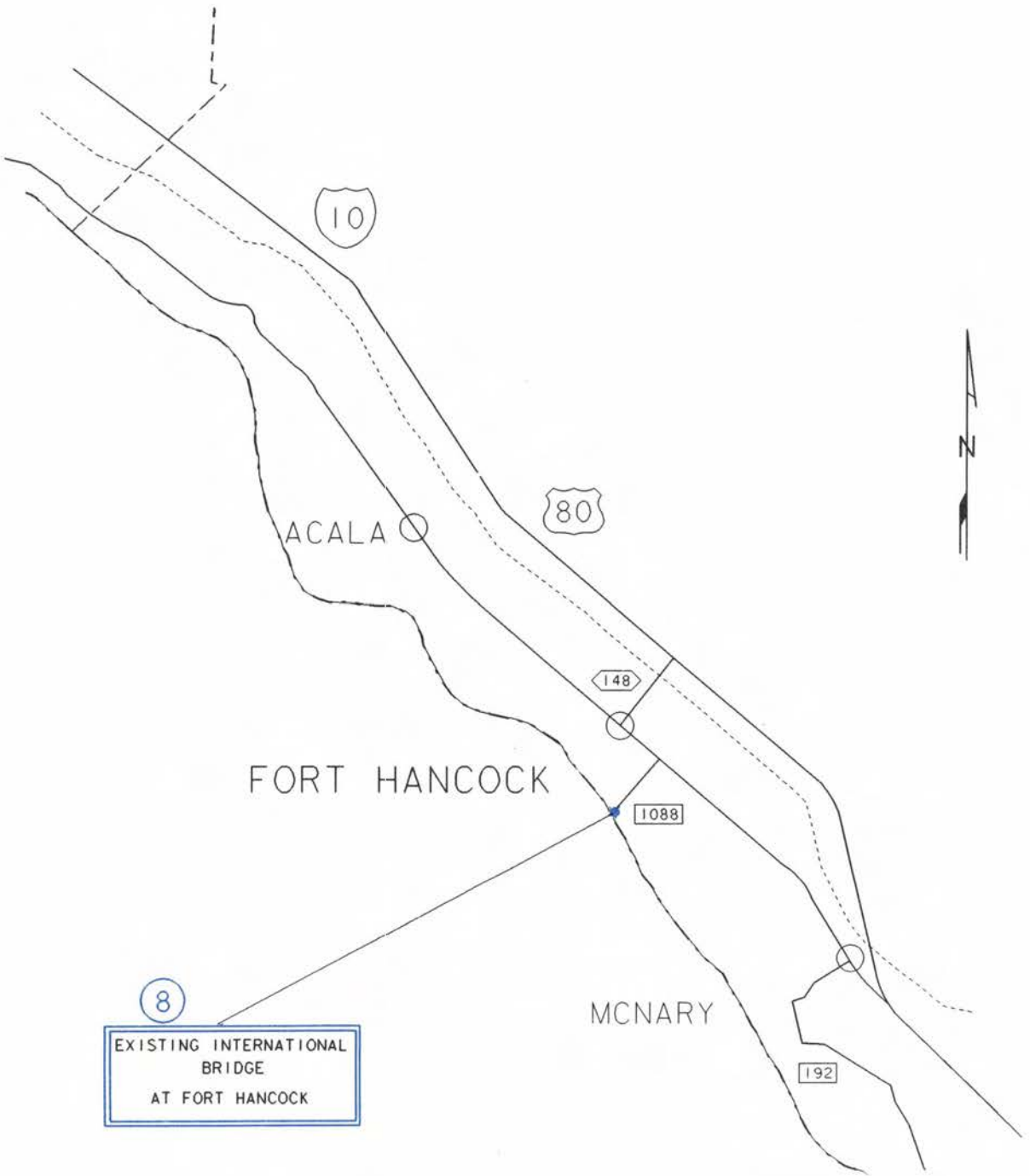
MAP 6 & 8

STATUS OF
INTERNATIONAL BRIDGE CROSSINGS
AT FORT HANCOCK

ID NO.
ON MAP

8. International Bridge at Fort Hancock

This bridge connects the City of Fort Hancock, Texas with Mexico through FM 1088. The existing bridge consists of two traffic lanes and a sidewalk for pedestrians. This is a toll facility.



LEGEND

EXISTING INTERNATIONAL BRIDGES

PROPOSED

INTERNATIONAL BORDER CROSSING

MAP #8

APRIL 1, 1991

ZFA1:[110102]FTHANCOKB.DGN

MAP 6 & 9

STATUS OF
INTERNATIONAL BRIDGE CROSSINGS
IN PRESIDIO

ID NO.
ON MAP

9. International Bridge at Presidio

This bridge connects US 67 in Presidio with the City of Ojinaga. The US 67 international bridge consists of four traffic lanes with sidewalks. This bridge is a toll facility.

LEGEND

EXISTING INTERNATIONAL BRIDGES

PROPOSED INTERNATIONAL BRIDGES

INTERNATIONAL BORDER CROSSINGS

MAP #9

APRIL 1, 1991

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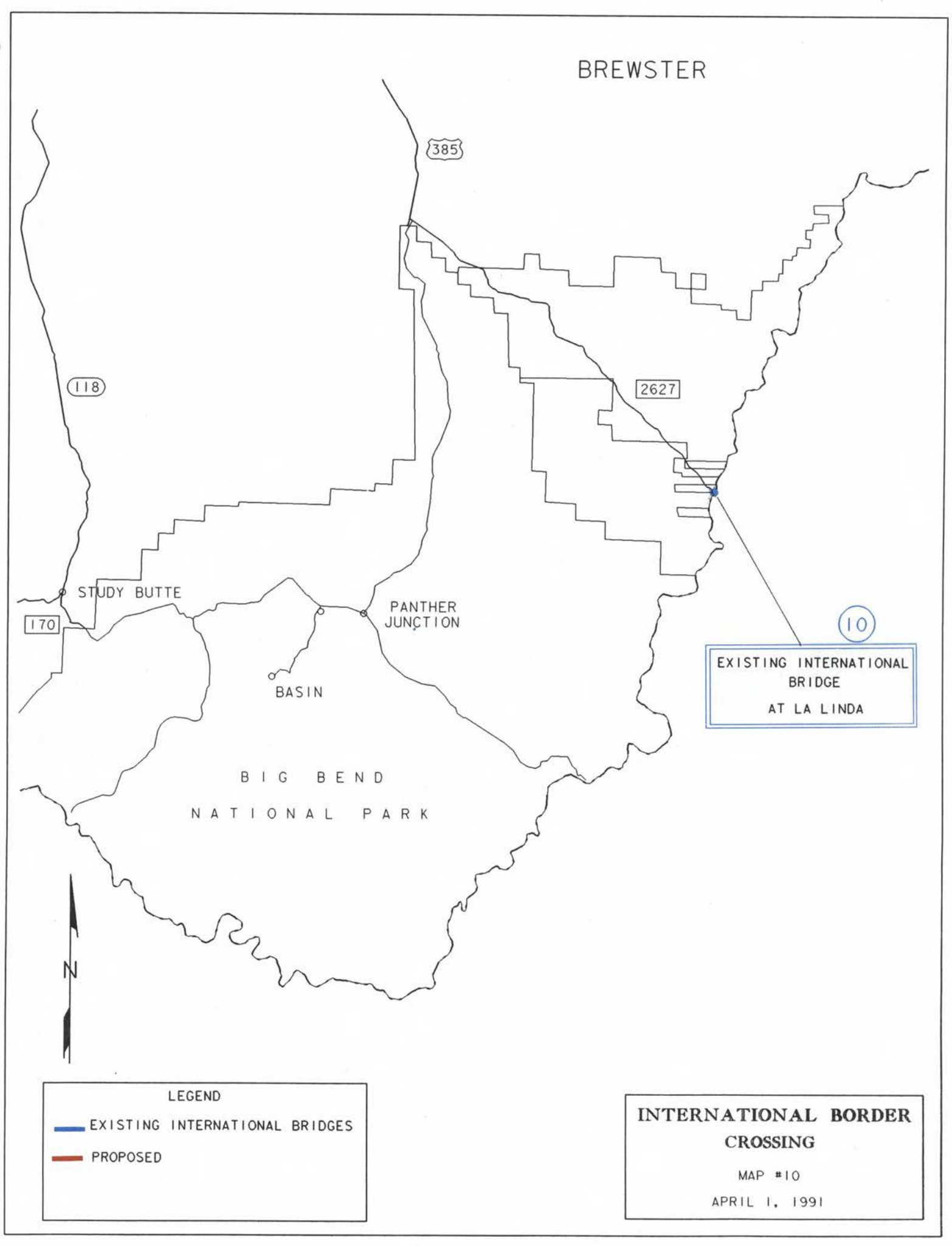
MAP 6 & 10

STATUS OF INTERNATIONAL BRIDGE CROSSINGS AT LA LINDA

ID NO.
ON MAP

10. International Bridge at La Linda

This crossing provides access via a private structure to a mine operation in Mexico. It consists of two traffic lanes which connect to FM 2627 on the Texas side.


BREWSTER
385
118
2627
STUDY BUTTE
170
PANTHER JUNCTION
BASIN
BIG BEND NATIONAL PARK
10
EXISTING INTERNATIONAL BRIDGE AT LA LINDA
N
LEGEND
EXISTING INTERNATIONAL BRIDGES
PROPOSED
INTERNATIONAL BORDER CROSSING
MAP #10
APRIL 1, 1991

MAP 6 & 11

STATUS OF
INTERNATIONAL BRIDGE CROSSINGS
IN DEL RIO AREA

ID NO.
ON MAP

11. International Bridge at Del Rio

This bridge connects Spur 239/US 277 in the City of Del Rio with the City of Acuna in Mexico. The existing bridge consists of four traffic lanes and sidewalks for pedestrians. This is a toll facility.

LEGEND

EXISTING INTERNATIONAL BRIDGES

PROPOSED INTERNATIONAL BRIDGES

INTERNATIONAL BORDER CROSSING

MAP #11

APRIL 1, 1991

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MAP 6 & 12

STATUS OF INTERNATIONAL BRIDGE CROSSINGS IN EAGLE PASS

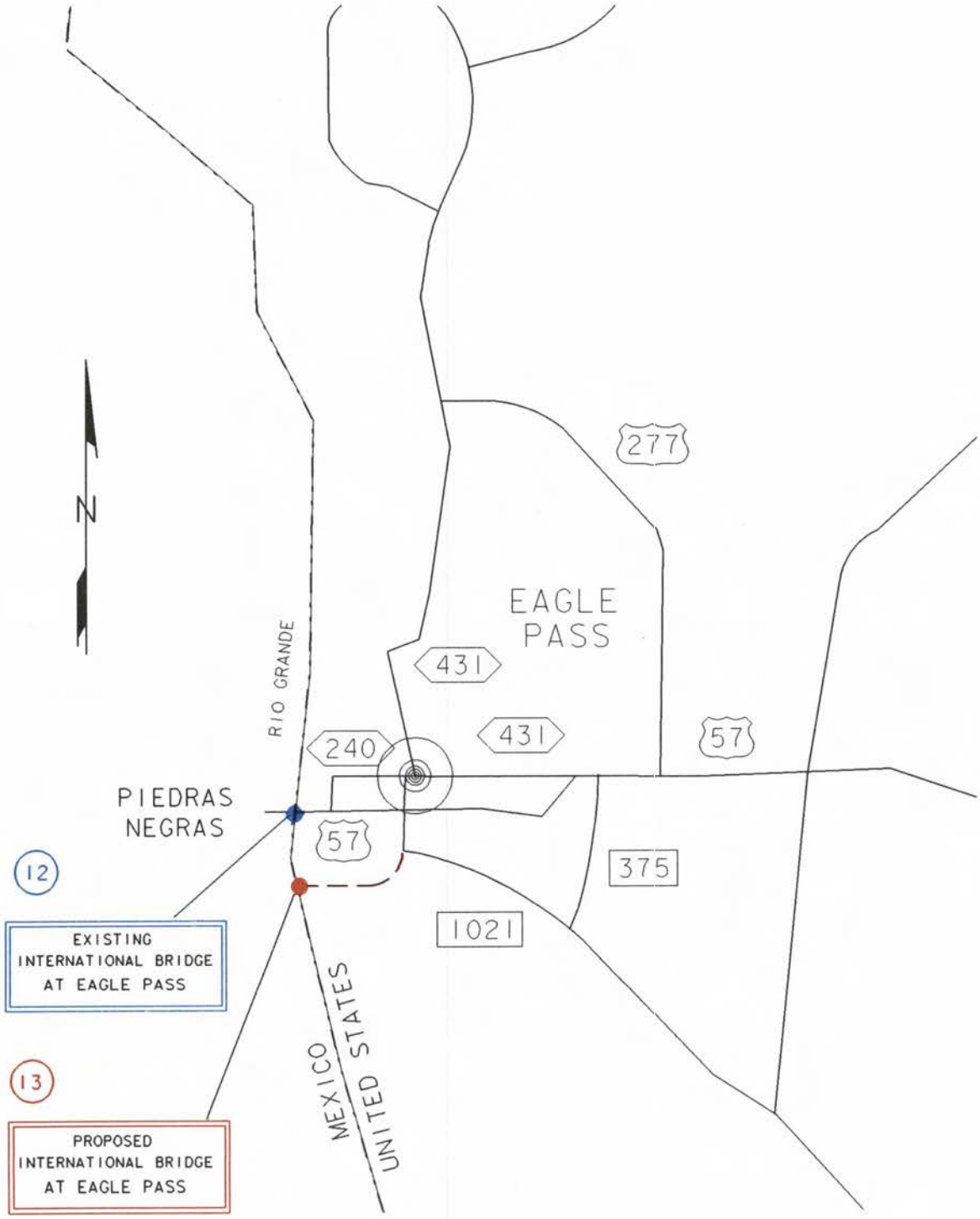
ID NO.
ON MAP

12. International Bridges at Eagle Pass - Existing

This bridge connects US 57 in the City of Eagle Pass with the City of Piedra Negras in Mexico. The existing bridge consists of two traffic lanes and sidewalks for pedestrians. This is a toll facility.

13. International Bridge at Eagle Pass - Proposed

The City of Eagle Pass has submitted the Presidential Permit application which has been reviewed by the State Department of Highways and Public Transportation. The road connecting the bridge with the state highway system will be constructed by others. The proposed facility will provide six traffic lanes (four lanes for cars and two lanes for trucks) and sidewalks for pedestrians.



LEGEND

EXISTING INTERNATIONAL BRIDGES

PROPOSED INTERNATIONAL BRIDGES

INTERNATIONAL BORDER CROSSINGS

MAP #12

APRIL 1, 1991

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MAP 6 & 13

STATUS OF INTERNATIONAL BRIDGE CROSSINGS IN LAREDO AREA

ID NO.
ON MAP

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14. International Bridges at Laredo - Existing
15.

These bridges connect US 81 and IH 35 with the City of Nuevo Laredo in Mexico. The existing bridges consist of four and six traffic lanes, respectively, with sidewalks for pedestrians. These are toll facilities.

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16. International Bridge at Colombia/Dolores - Proposed

Construction began in August, 1990. The bridge and General Services Administration facility are targeted for completion in July, 1991. The State Department of Highways and Public Transportation let a project in November, 1990 to build the approach facility on FM 255 from the new bridge to existing FM 1472 (Mines Road). This bridge consists of four traffic lanes each direction and sidewalks for pedestrians. The bridge will be a toll facility.

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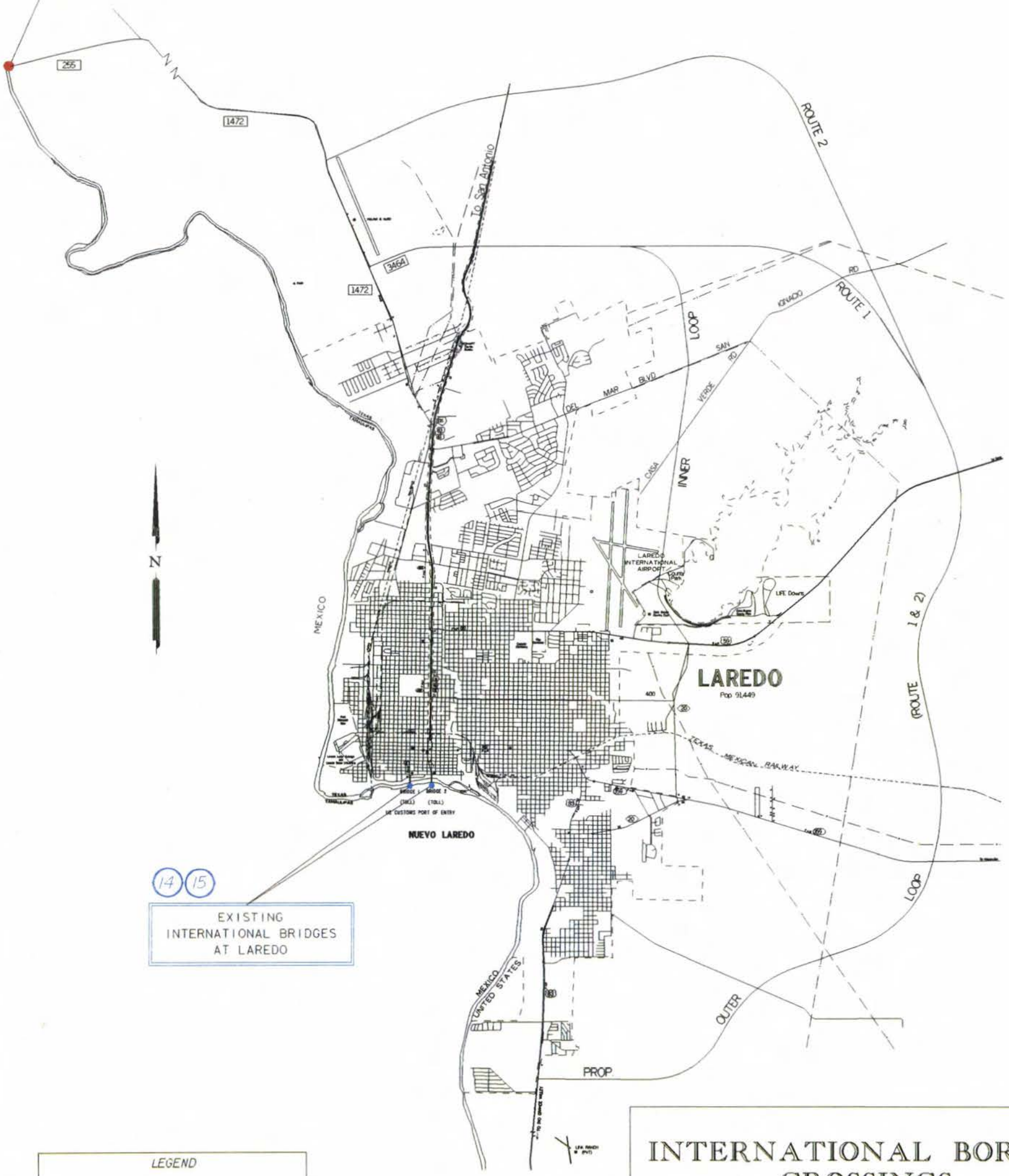
(16)

PROPOSED
INTERNATIONAL BRIDGE
OF COLUMBIA



(14) (15)

EXISTING
INTERNATIONAL BRIDGES
AT LAREDO

LEGEND

EXISTING INTERNATIONAL BRIDGES

PROPOSED INTERNATIONAL BRIDGES

INTERNATIONAL BORDER CROSSINGS

MAP #13

APRIL 1, 1991

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STATUS OF
INTERNATIONAL BRIDGE CROSSINGS
IN VALLEY AREA

ID NO.
ON MAP

17. International Bridge at Roma-Los Saenz - Existing

This bridge connects (via a city street) US 83 in Roma, Texas with Miguel Aleman, Mexico. This bridge consists of four traffic lanes and sidewalks for pedestrians. This bridge is a toll facility.

18. International Bridge at Rio Grande City - Existing

This bridge connects (via a city street) US 83 in Rio Grande City, Texas with Carmzugo, Mexico. The bridge is known as the Starr/Camargo Bridge. The bridge consists of one traffic lane in each direction and sidewalks for pedestrians.

19. International Bridge at Los Ebanos - Proposed

Near the present site of a privately operated three car ferry, Hidalgo County and the private sponsor have submitted a Presidential Permit application which has been reviewed by the State Department of Highways and Public Transportation. This bridge will consist of four traffic lanes and sidewalks for pedestrians. To date, local authorities have not requested that approach facilities be programmed by the State.

20. International Bridges at Reynosa - Existing (Hidalgo)

There are two bridges at this location. The bridges connect US 281 on the Texas side with the City of Reynosa in Mexico. The two bridges consist of four traffic lanes each with sidewalks for pedestrians. Each bridge operates one-way. These bridges are toll facilities.

21. International Bridge at Nuevo Progreso - Existing

This bridge connects FM 1015 on the United States side with the City of Nuevo Progreso in Mexico. The existing bridge consists of two traffic lanes and sidewalks for pedestrians. This is a toll facility.

STATUS OF INTERNATIONAL BRIDGE CROSSINGS IN VALLEY AREA

ID NO.
ON MAP

22. International Bridge at Los Indios - Proposed

Diplomatic notes have been exchanged between Mexican and U.S. authorities and ground breaking ceremonies at the bridge site occurred November 30, 1990. Construction on General Services Administration facilities and the proposed bridge is targeted to begin mid-1991. This bridge will consist of four traffic lanes and sidewalks for pedestrians. The county is participating 100% in right of way acquisition for FM 509 from US 77/83 to the General Services Administration facility. This project is authorized for preliminary engineering studies only. Environmental documentation is pending completion of route studies by Cameron County authorities.

23. International Bridge at Brownsville - Existing
24.

There are two existing ports of entry in Brownsville.

One location connects SH 48 in Brownsville with the City of Matamoras in Mexico. The port entry consists of two bridges. Each bridge consists of two traffic lanes with sidewalks for pedestrians. This port of entry is known as the Gateway Bridge.

The other location connects a Brownsville city street with the City of Matamoras in Mexico. The existing bridge is a combination railroad and vehicular bridge. The vehicular portion consists of two traffic lanes. This bridge is known as the B&M Bridge (Brownsville and Matamoras).

Both of these locations are toll facilities.

MAP 13

STATUS OF
INTERNATIONAL BRIDGE CROSSINGS
IN VALLEY AREA

ID NO.
ON MAP

25. Los Tomates International Bridge at Brownsville - Proposed

The presidential permit application has been submitted for this crossing. The International Boundary and Water Commission has been requested to consider relocation of the existing flood levees in order to shorten the length of bridge required. Determination of the environmental impacts, the development of General Services Administration facilities, and bridge plans depend upon resolution of this issue. This bridge will consist of four traffic lanes and sidewalks for pedestrians.

N

STARR

HIDALGO

WILLACY

CAMERON

GULF OF MEXICO

ISLAND

MOORE

RIO GRANDE CITY

ROMA-LOS SAENZ

LA GRULLA

EDINBURG

MISSION

MCALLEN

PHARR

ALAMO

DONNA

WESLACO

MERCEDES

LA FERIA

HARLINGEN

SAN BENITO

LOS FRESNOS

PORT ISABEL

BROWNSVILLE

STATE OF TAMAULIPAS

17 EXISTING INTERNATIONAL BRIDGE AT ROMA-LOS SAENZ

18 EXISTING INTERNATIONAL BRIDGE AT RIO GRANDE CITY

19 PROPOSED INTERNATIONAL BRIDGE AT LOS EBANOS

20 EXISTING INTERNATIONAL BRIDGE AT REYNOSA

21 EXISTING INTERNATIONAL BRIDGE AT NUEVO PROGRESO

22 PROPOSED INTERNATIONAL BRIDGE AT LOS INDIOS

23 24 EXISTING INTERNATIONAL BRIDGE AT BROWNSVILLE

25 PROPOSED INTERNATIONAL BRIDGE AT LOS TOMATES

LEGEND

EXISTING INTERNATIONAL BRIDGES

PROPOSED INTERNATIONAL BRIDGES

INTERNATIONAL BORDER CROSSINGS

MAP #14

APRIL 1, 1991

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PART 11

TEXAS HIGHWAY TRUNK SYSTEM

State Department of Highways and Public Transportation

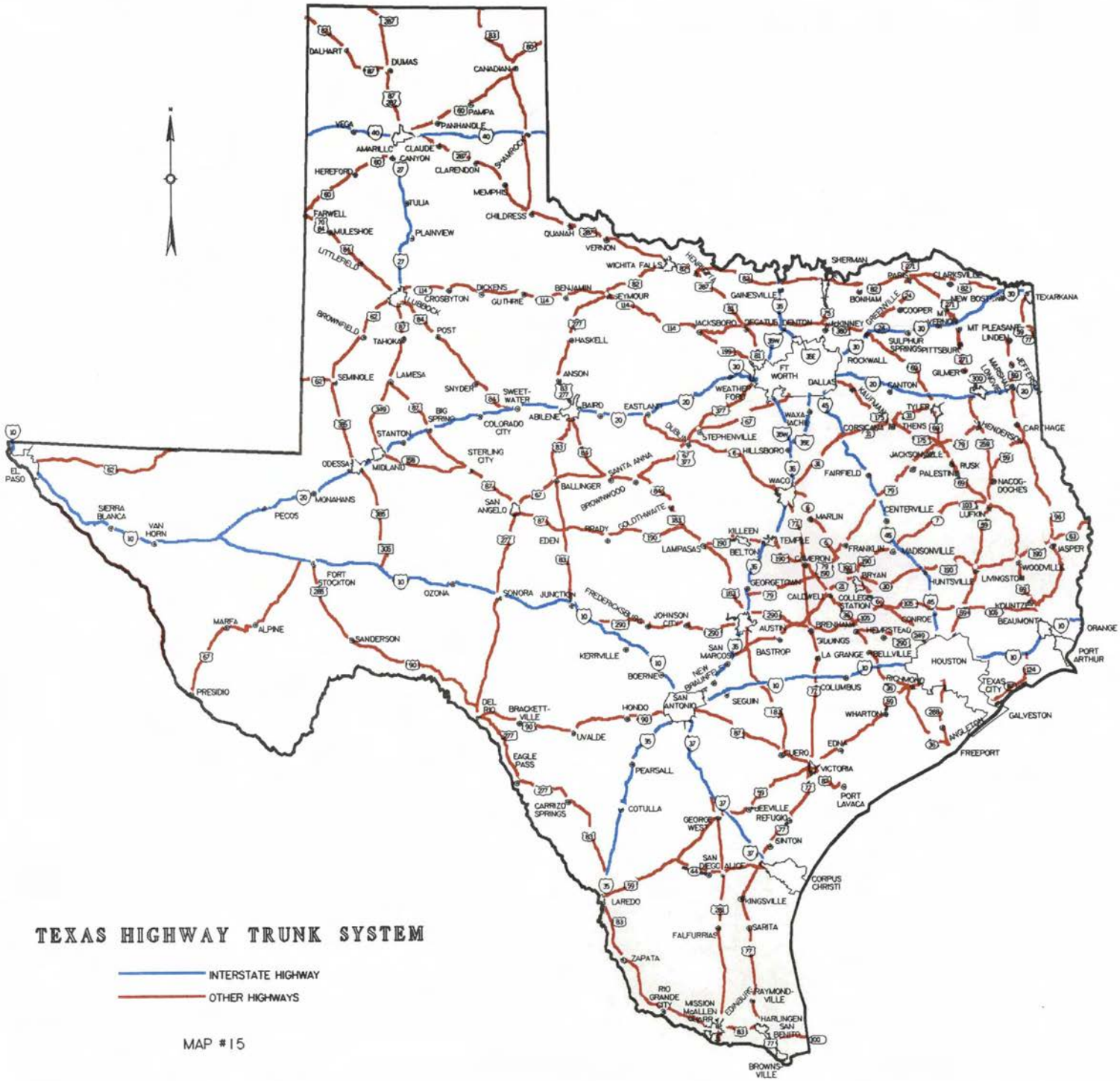
TEXAS HIGHWAY TRUNK SYSTEM

The Texas Highway Trunk System is a planned future 4-lane divided rural highway system that includes and complements the Interstate System.

The Texas State Department of Highways and Public Transportation, along with researchers at Texas A & M University and the University of Texas at Austin, developed a methodology for selecting routes for the system. The Texas Highway Trunk System will provide direct access to every Texas city over 20,000 population. It will also connect with major ports and entry points into adjacent states and Mexico as well as serve the State's major military installations and recreational areas.

The system was presented to the public at a series of public meetings and hearings around the State during the fall of 1989 and spring and summer of 1990. With the comments received from the public, the system was revised and adopted in November, 1990.

This final system consists of approximately 10,500 miles. Slightly over half this mileage will need to be upgraded to at least 4-lane divided highway status. This will cost an estimated $8 billion and will take an estimated 30 years to complete. A review of the system will be done approximately every four years to monitor any population changes and to ensure that the system meets the original intent.



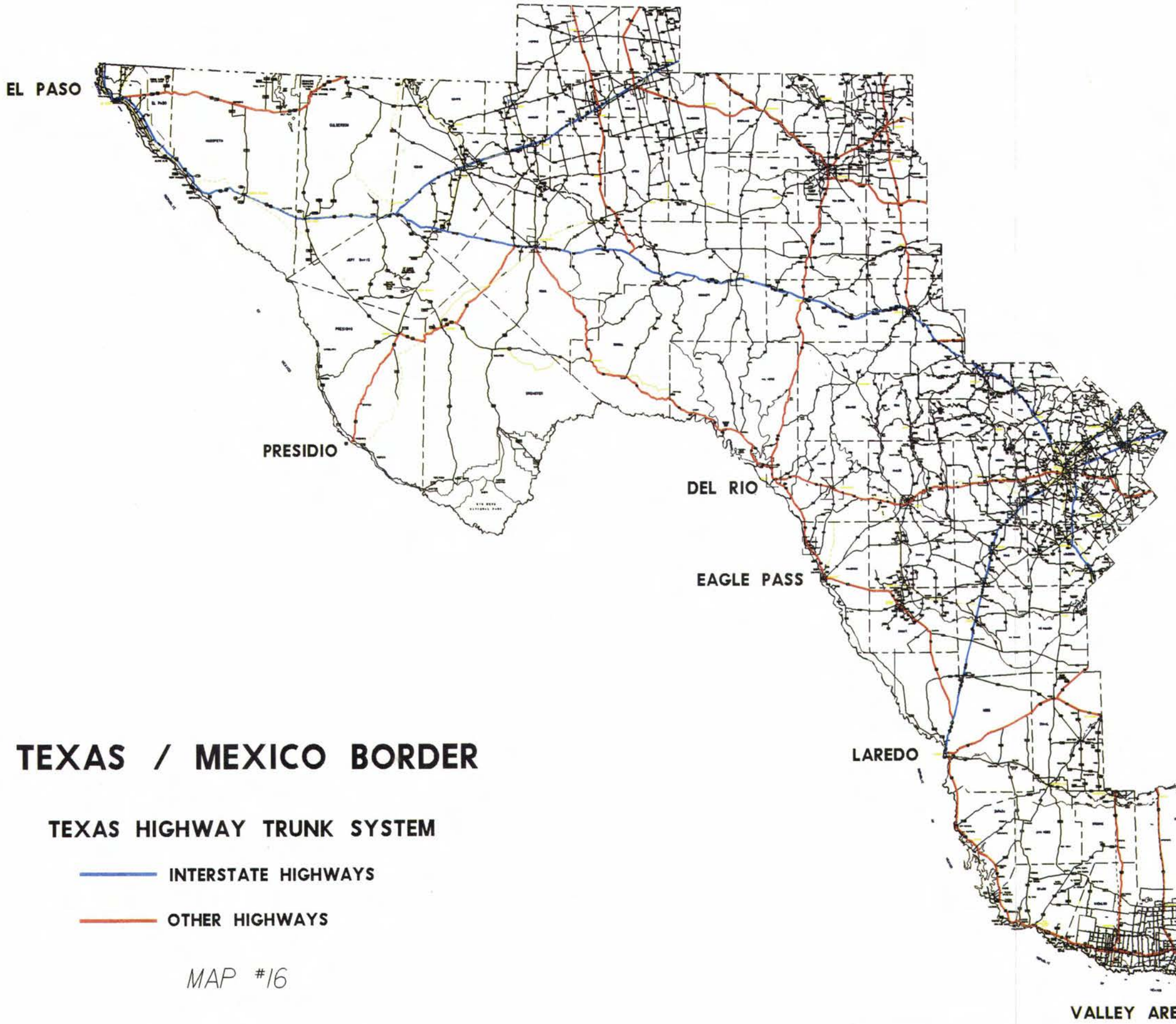
TEXAS HIGHWAY TRUNK SYSTEM

INTERSTATE HIGHWAY

OTHER HIGHWAYS

MAP #15

ADOPTED NOVEMBER 29, 1990



TEXAS / MEXICO BORDER

TEXAS HIGHWAY TRUNK SYSTEM

INTERSTATE HIGHWAYS

OTHER HIGHWAYS

MAP #16

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