

States (TX)
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and

TEXAS-MEXICO INTERNATIONAL BORDER CROSSINGS



BACKGROUND INFORMATION

TEXAS DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING
DECEMBER 1991



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INTRODUCTION

The recent dramatic growth in the maquiladora program and the current negotiation of a possible Free Trade Agreement with Mexico has led to increased interest in the status of the international border crossings between Texas and Mexico.

The purpose of this report is to present a concise summary of information relative to the border crossings. This information was compiled to aid in analyzing proposals for new or expanded facilities.

Included in this report is information on existing border crossings. Also included are proposed border crossings in various stages of development. This report updates the March 1988 Division of Transportation Planning's report of the same title, last revised in January, 1989.

ORGANIZATION

For simplicity and easy references the report has been organized as follows:

-Figures 1 through 4 show the location and name of every existing and some known proposed border crossings.

-Pages 8 through 51 pertain to existing border crossings. For each crossing, from Brownsville to El Paso, the following information is presented: location, number of travel lanes, 1988 and 1991 average daily traffic, ownership, free or toll operation, age, proposed improvements, description, and any pertinent comments. Each crossing is numerically referenced in the above figures.

-Figures 5 through 45 (odd numbers only) show an enumeration of trips (inbound and outbound) counted for a single 24-hour weekday period at each border crossing. This 1988 and 1991 data, though not adjusted for seasonal or weekend variation, does provide a reasonable indication of actual and relative usage of each crossing.

-Figures 6 through 46 (even numbers only) present the 1988 and 1991 traffic mix for each border crossing.

-Figures 47 and 48 show each border crossing's percentage of trips carried by automobiles and trucks.

-Page 57 is a list of sources used in preparing this report.

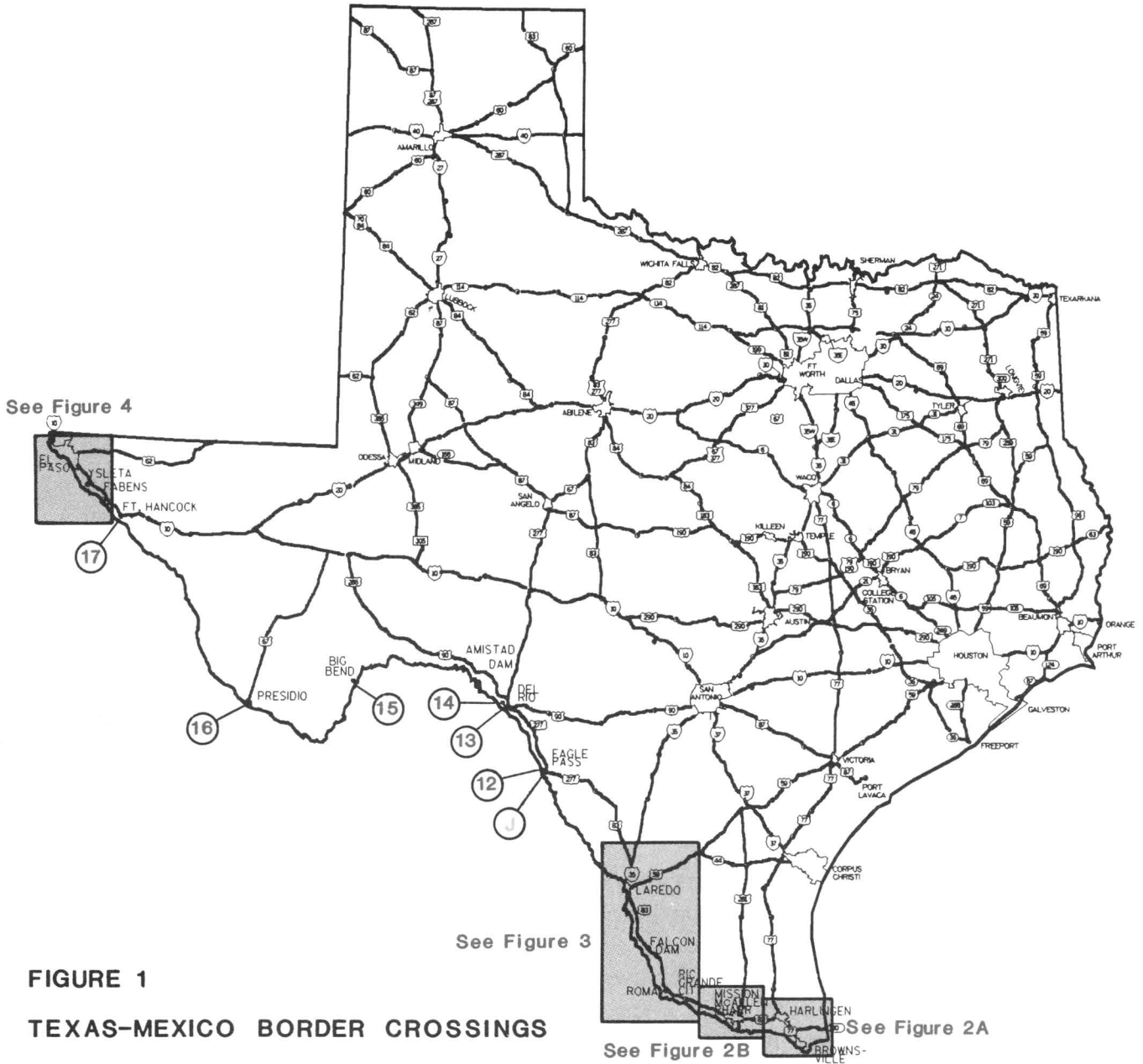


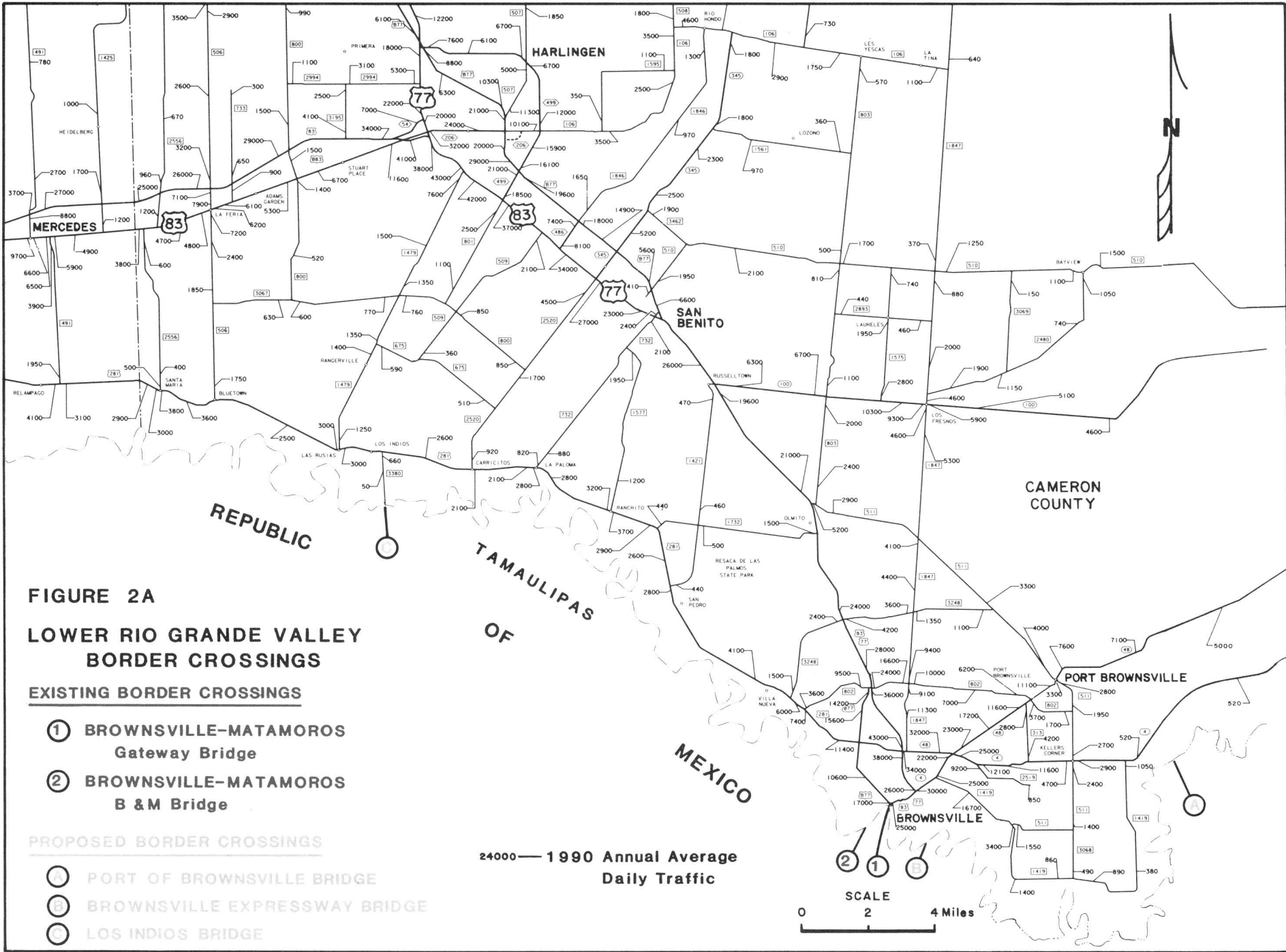
FIGURE 1
TEXAS-MEXICO BORDER CROSSINGS

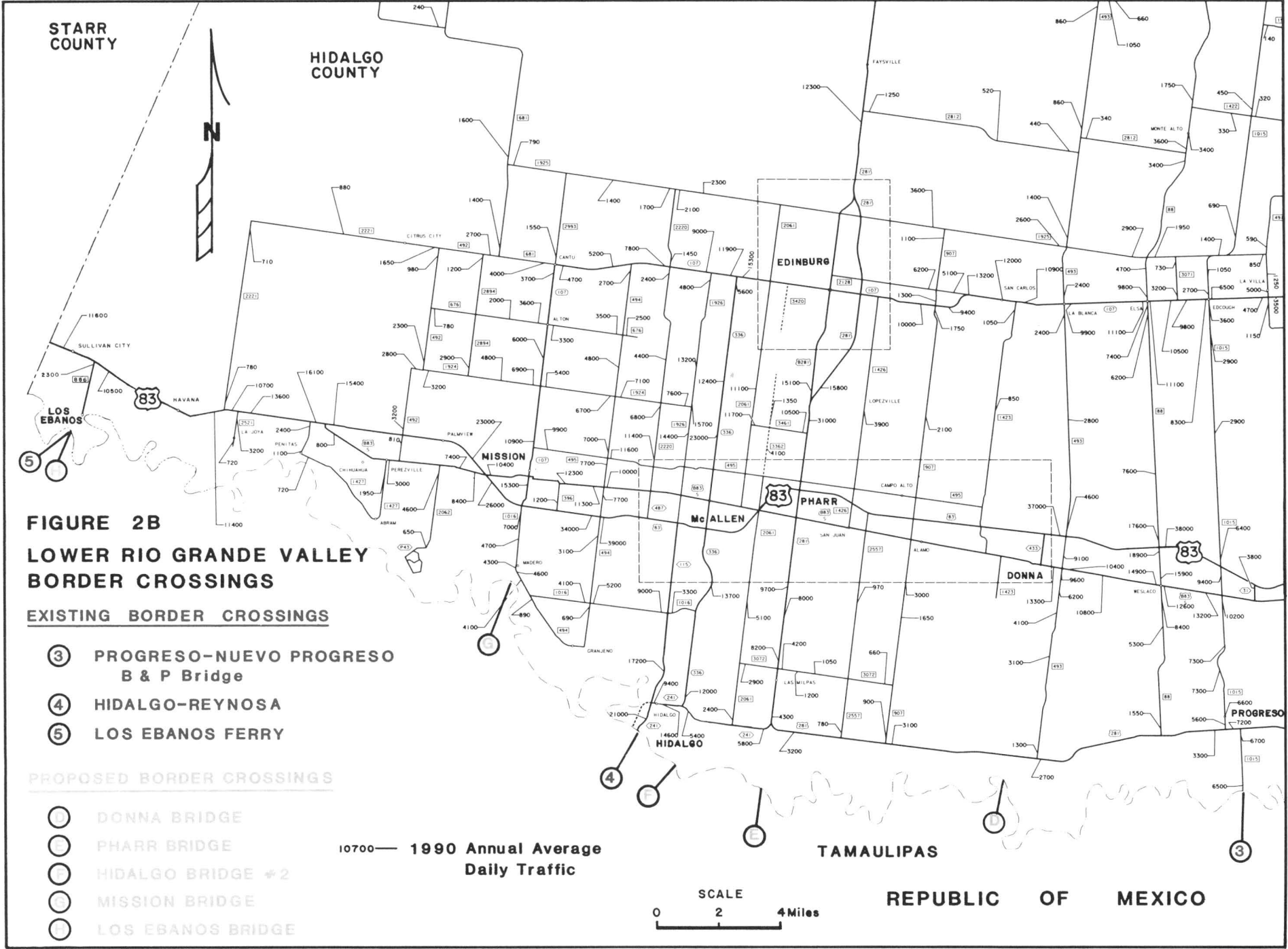
EXISTING BORDER CROSSINGS

- ⑫ EAGLE PASS-PIEDRAS NEGRAS
- ⑬ DEL RIO-CIUDAD ACUNA
- ⑭ LAKE AMISTAD DAM
- ⑮ LA LINDA
Big Bend
- ⑯ PRESIDIO-OJINAGA
- ⑰ FORT HANDCOCK-EL PORVENIR

PROPOSED BORDER CROSSING

- ⓐ EAGLE PASS BRIDGE #2





STARR COUNTY

HIDALGO COUNTY

N

FIGURE 2B
LOWER RIO GRANDE VALLEY
BORDER CROSSINGS

EXISTING BORDER CROSSINGS

- ③ PROGRESO-NUEVO PROGRESO
B & P Bridge
- ④ HIDALGO-REYNOSA
- ⑤ LOS EBANOS FERRY

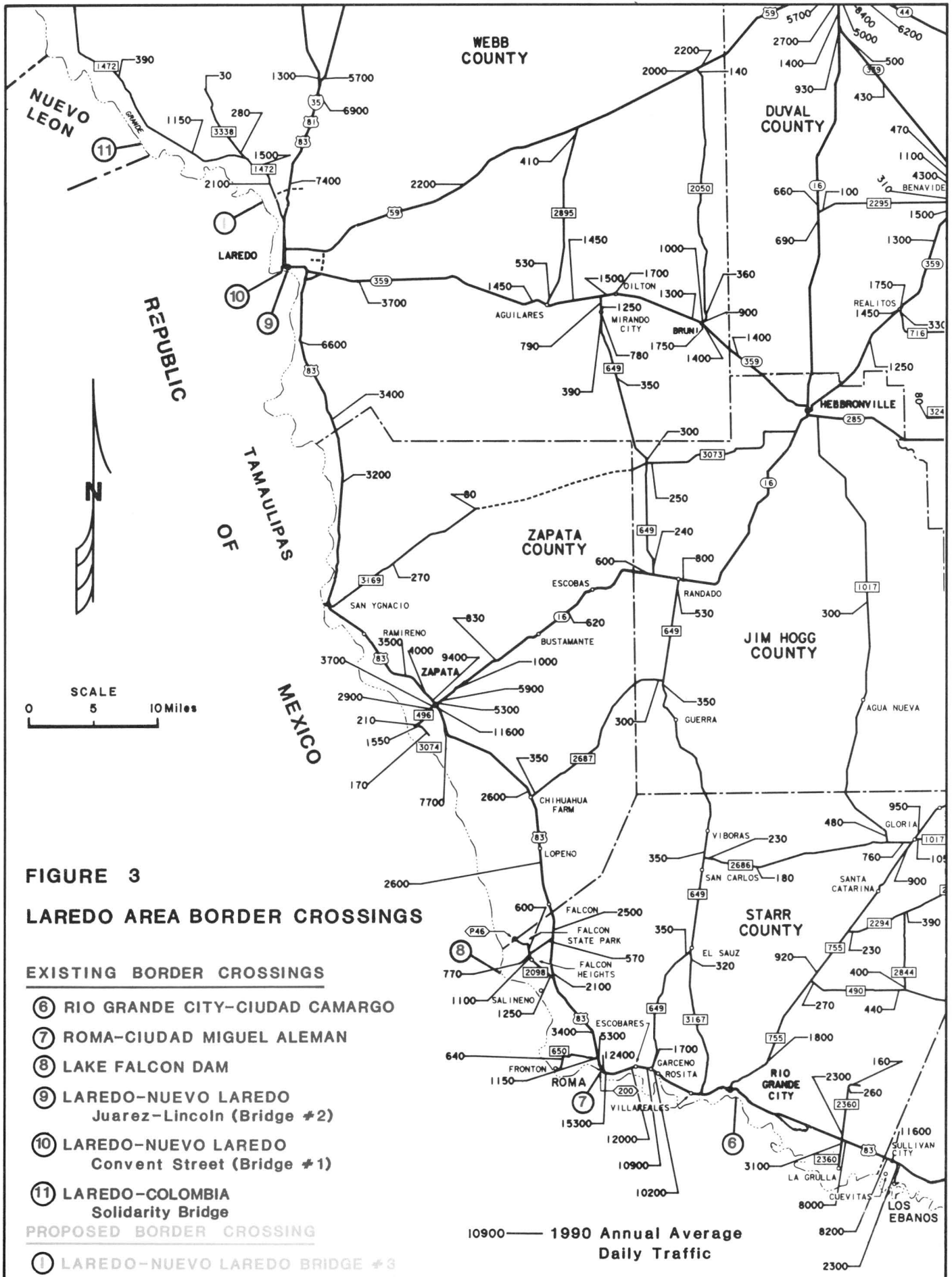
PROPOSED BORDER CROSSINGS

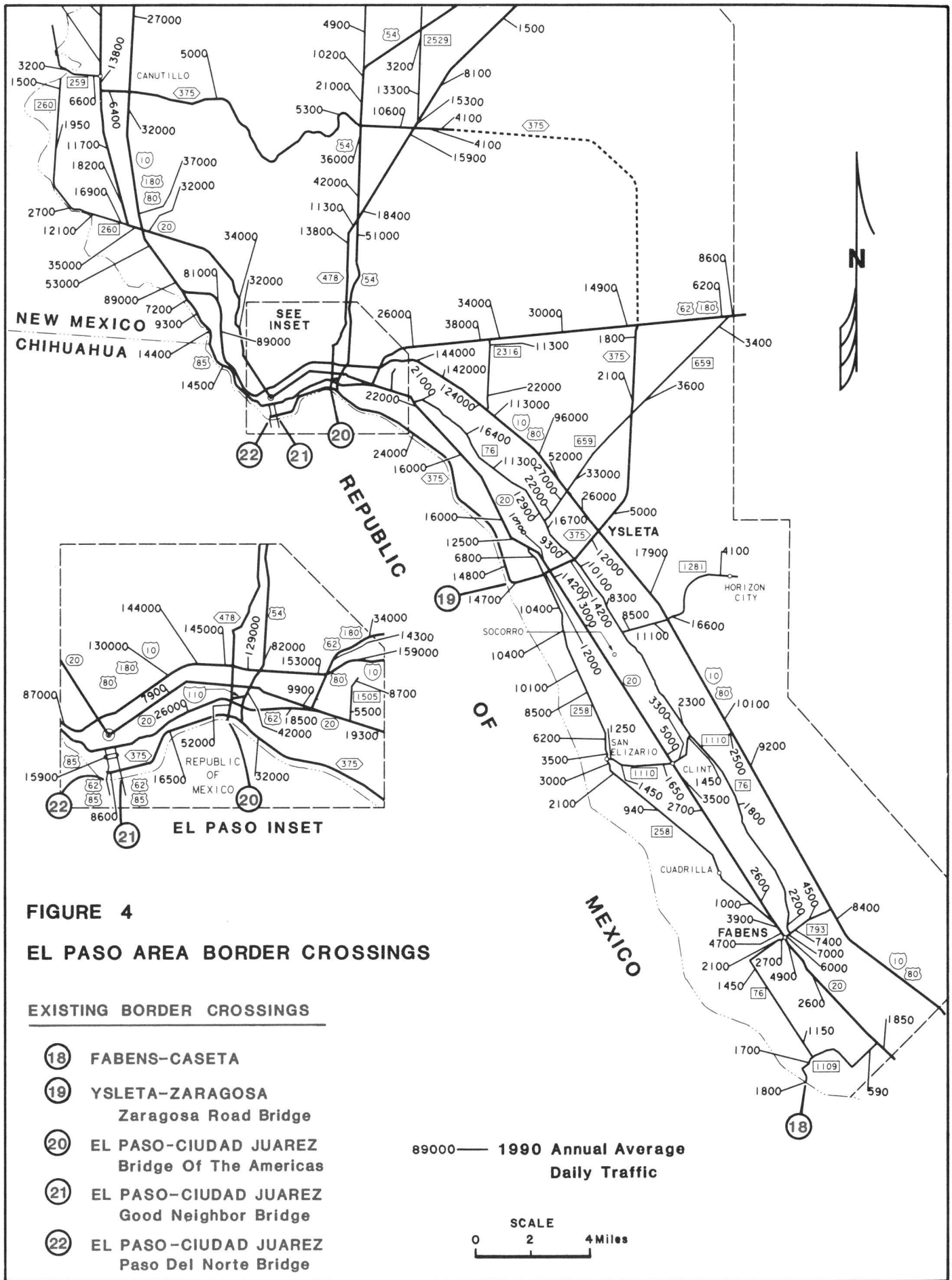
- ⓪ DONNA BRIDGE
- Ⓛ PHARR BRIDGE
- Ⓜ HIDALGO BRIDGE #2
- Ⓨ MISSION BRIDGE
- Ⓩ LOS EBANOS BRIDGE

10700 — 1990 Annual Average Daily Traffic

SCALE
 0 2 4 Miles

TAMAULIPAS
 REPUBLIC OF MEXICO

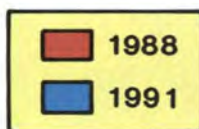
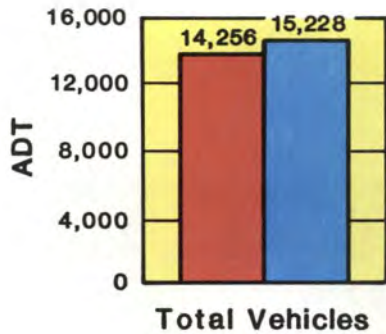






GATEWAY BRIDGE, BROWNSVILLE-MATAMOROS

1



DESCRIPTION:

There are two bridges at this crossing, one with two lanes for inbound (to U.S.) traffic only and one with two lanes for outbound (to Mexico) traffic only. The bridge owner is Cameron County. One bridge was built in 1968. The age of the other bridge is unknown, although it appears to be at least 50 years old. It is a toll facility.

Some facility expansion is planned by the General Services Administration, but this station will not be able to handle very much more traffic. It will be very difficult to have any significant expansion in the future because the surrounding land is fully developed. A proposal to acquire the adjacent Friendship Gardens for expansion is under consideration. The City of Brownsville has offered to sell the site to the General Services Administration.

FIGURE 5: 24-HOUR TRAFFIC COUNTS FROM GATEWAY BRIDGE, BROWNSVILLE-MATAMOROS

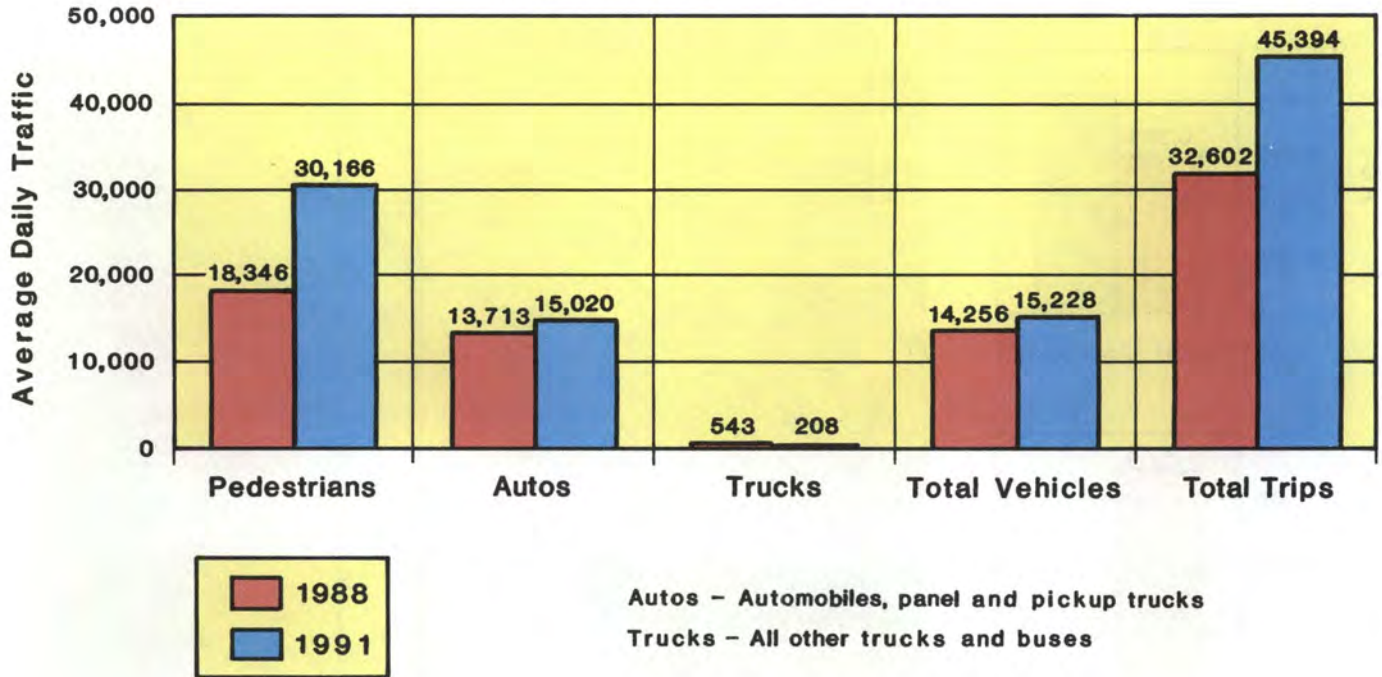
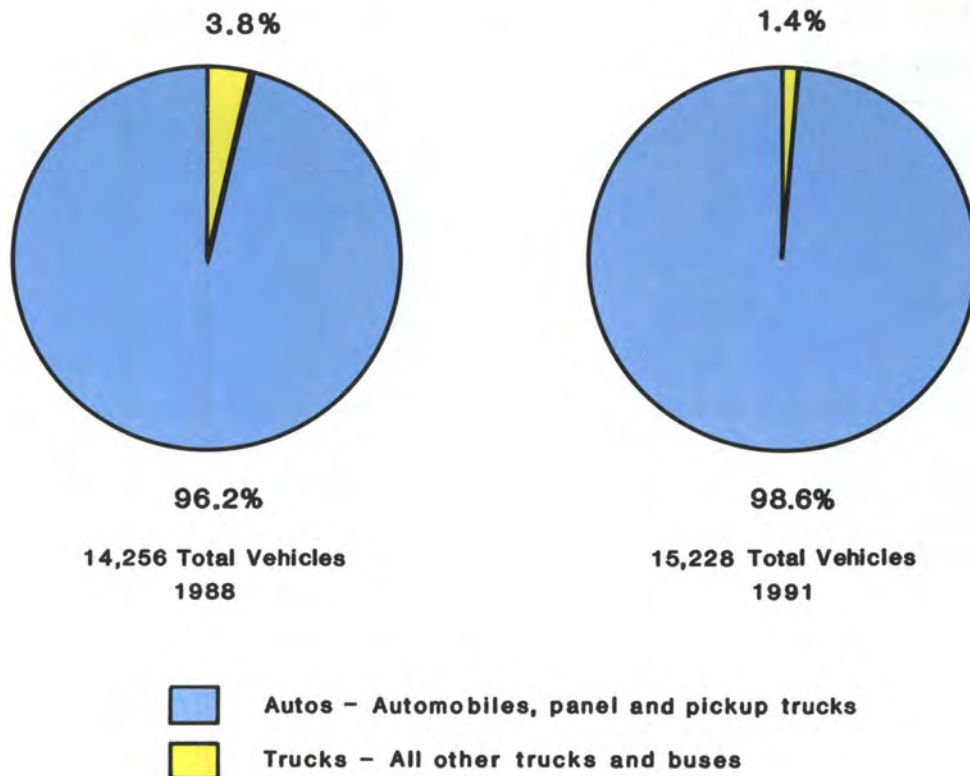
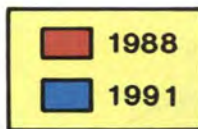
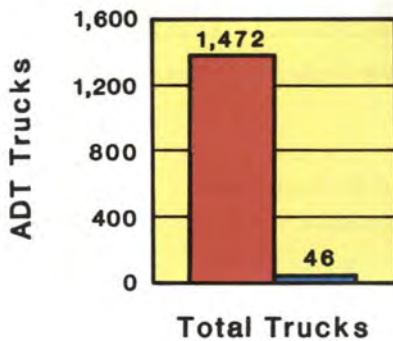
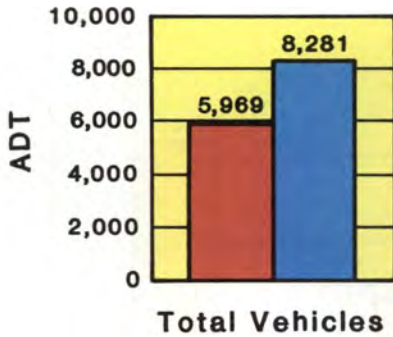


FIGURE 6: TRAFFIC MIX OF GATEWAY BRIDGE, BROWNSVILLE-MATAMOROS



B&M BRIDGE, BROWNSVILLE-MATAMOROS

2



DESCRIPTION:

This is one of four privately owned bridges (U.S. side) on the Rio Grande. The bridge is actually a railroad bridge that only allows one lane of traffic in each direction. It is closed to traffic when a train crosses. The Government of Mexico has not agreed to the owner's request to build an automobile bridge alongside the existing bridge. The bridge owner is Brownsville & Matamoros Bridge Co. The age of the bridge is unknown. It appears to be at least 50 years old. It is a toll facility. The bridge connects Brownsville, Texas with the City of Matamoros, Mexico.

FIGURE 7: 24-HOUR TRAFFIC COUNTS FROM B&M BRIDGE, BROWNSVILLE-MATAMOROS

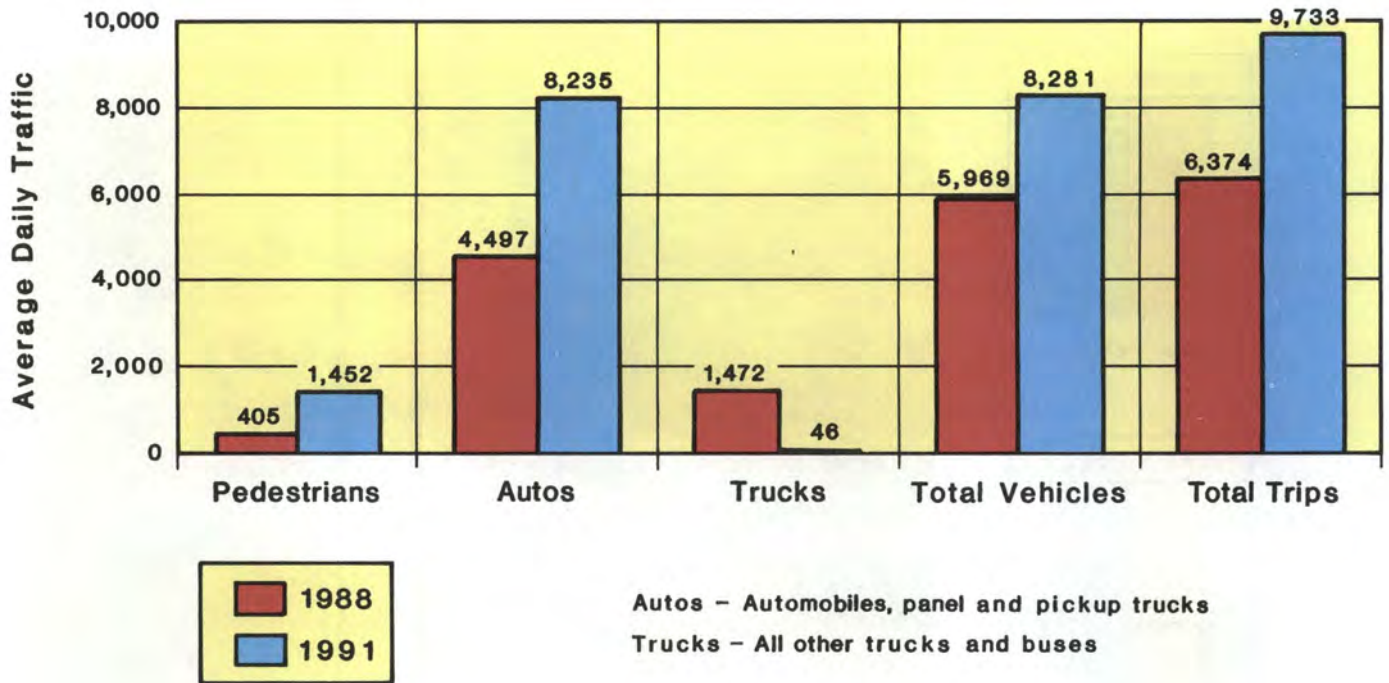
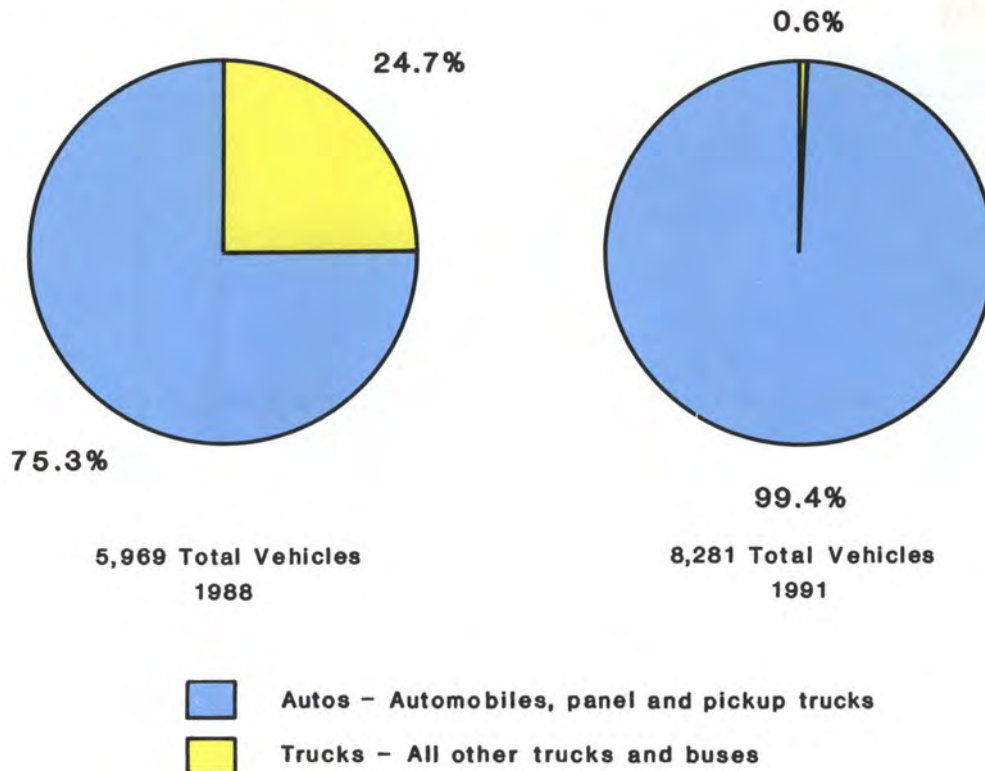
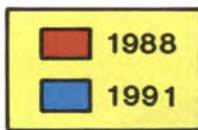
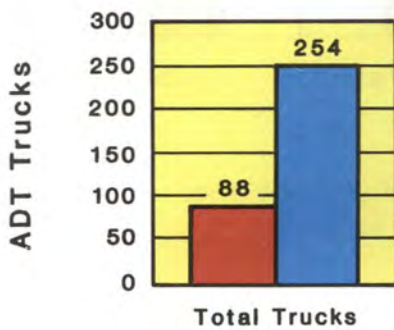
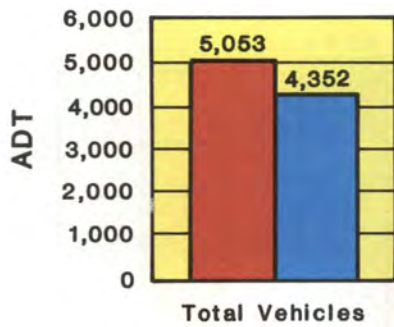


FIGURE 8: TRAFFIC MIX OF B&M BRIDGE, BROWNSVILLE-MATAMOROS



B&P BRIDGE, PROGRESO-NUEVO PROGRESO

3



DESCRIPTION:

This is one of four privately owned bridges (U.S. side) on the Rio Grande. This bridge connects FM 1015 on United States side with the City of Nuevo Progreso in Mexico. The facility was rebuilt in 1983 and will be able to accommodate future expansion as needed, although none is planned at this time. B&P Bridge Co. owns this two-lane bridge. This is a toll facility.

FIGURE 9: 24-HOUR TRAFFIC COUNTS FROM B&P BRIDGE, PROGRESO-NUEVO PROGRESO

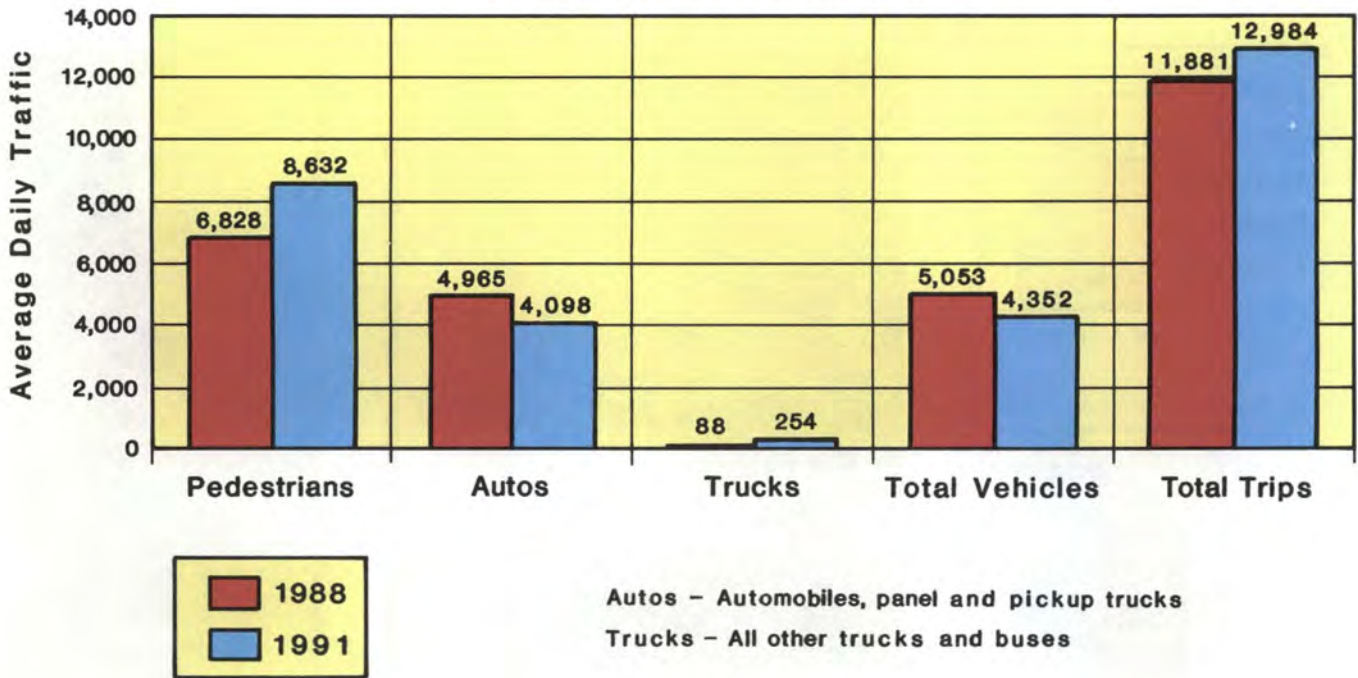
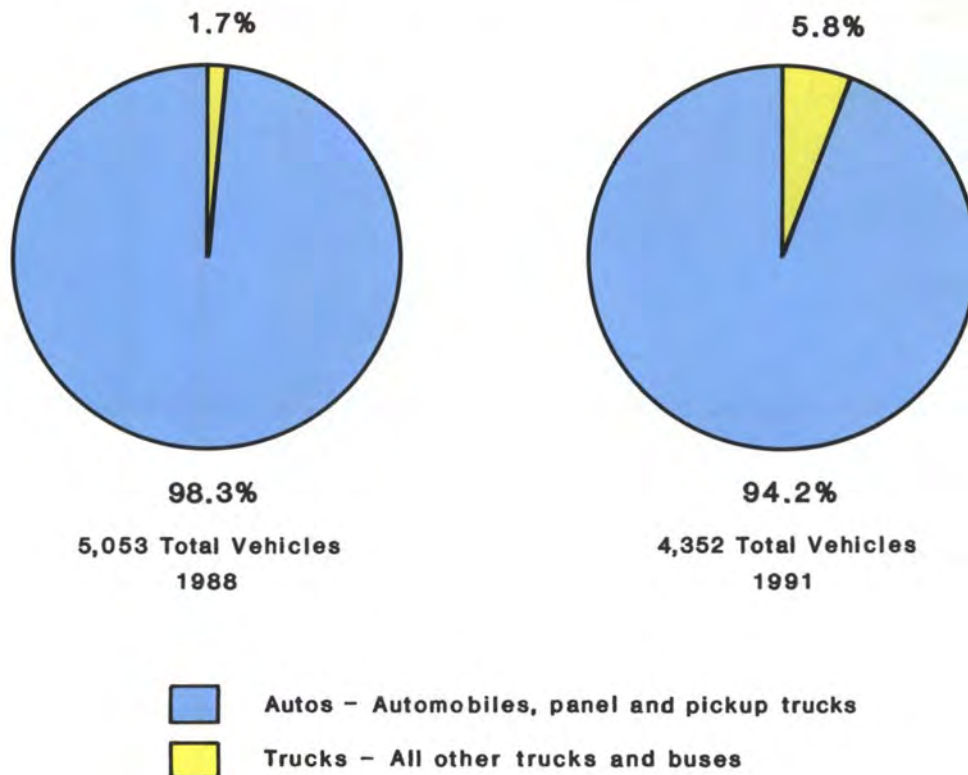
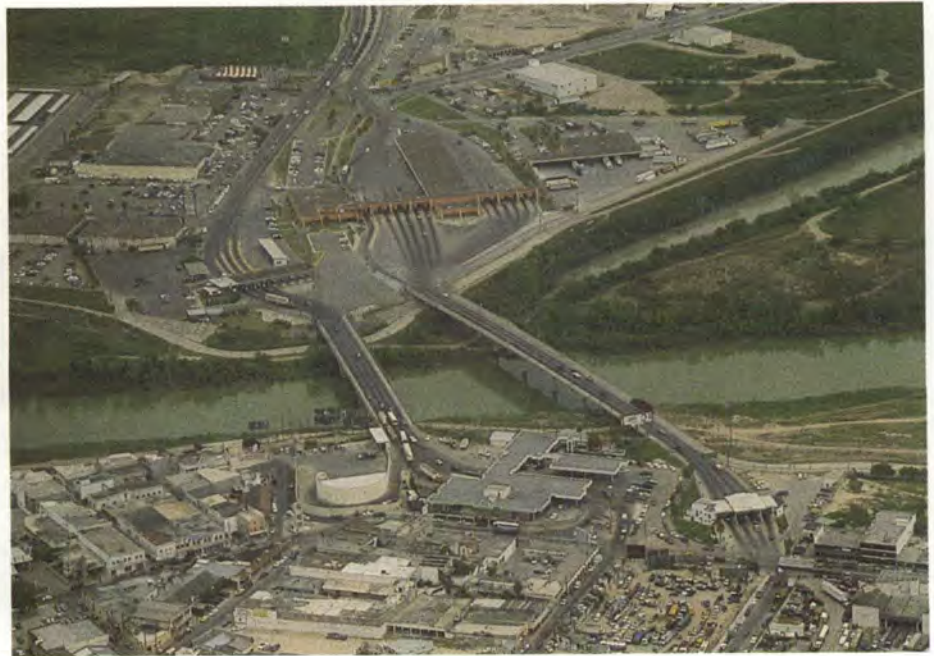
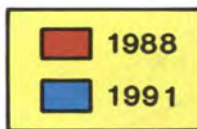
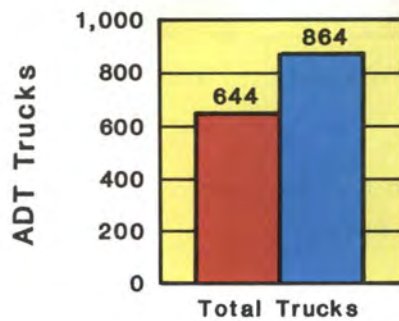
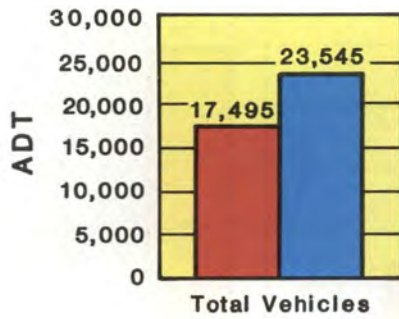


FIGURE 10: TRAFFIC MIX OF B&P BRIDGE, PROGRESO-NUEVO PROGRESO



HIDALGO-REYNOSA BRIDGE

4



DESCRIPTION:

There are two four-lane bridges, each with one-way traffic. The first four-lane bridge was opened in 1966, replacing a two-lane suspension bridge. The second four-lane bridge was opened in 1988. The two bridges connect the McAllen-Edinburg urbanized area with Reynosa, Mexico. The bridge and border station are in good shape and no expansion is planned at this time. The City of McAllen owns both bridges. This is a toll facility.

FIGURE 11: 24-HOUR TRAFFIC COUNTS FROM HIDALGO-REYNOSA BRIDGE

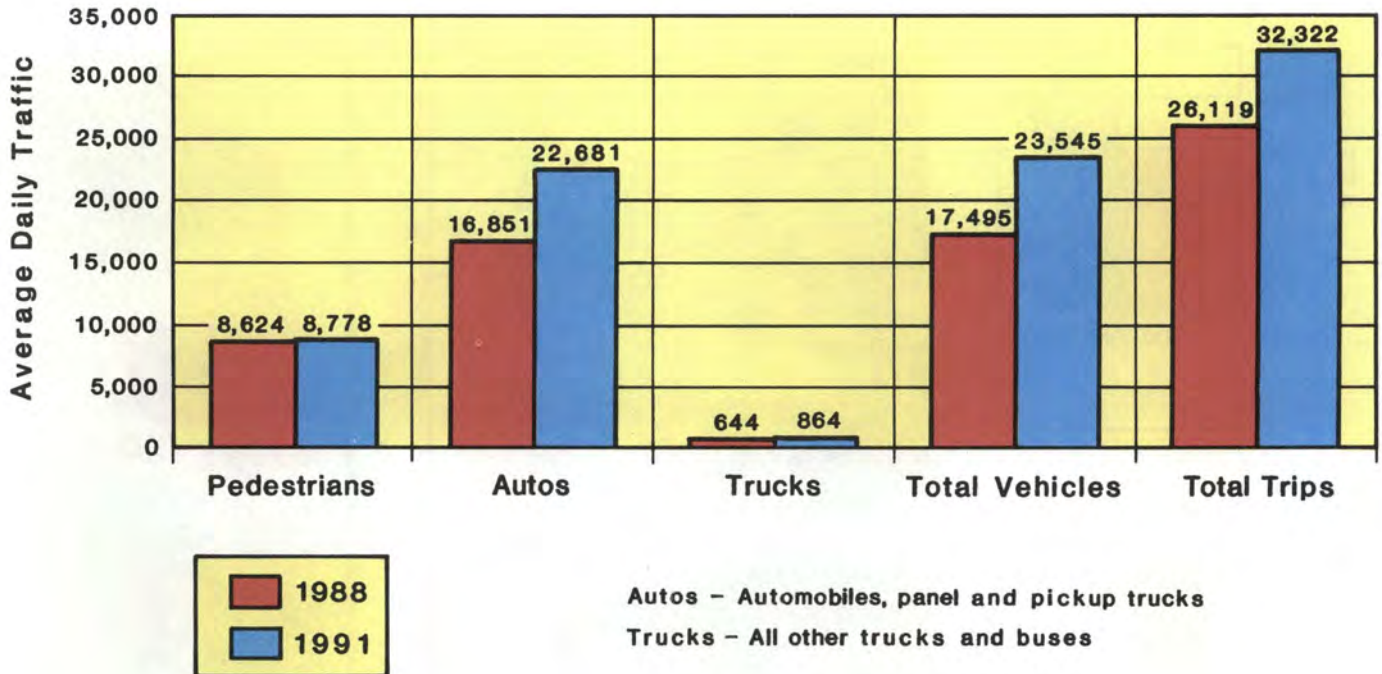
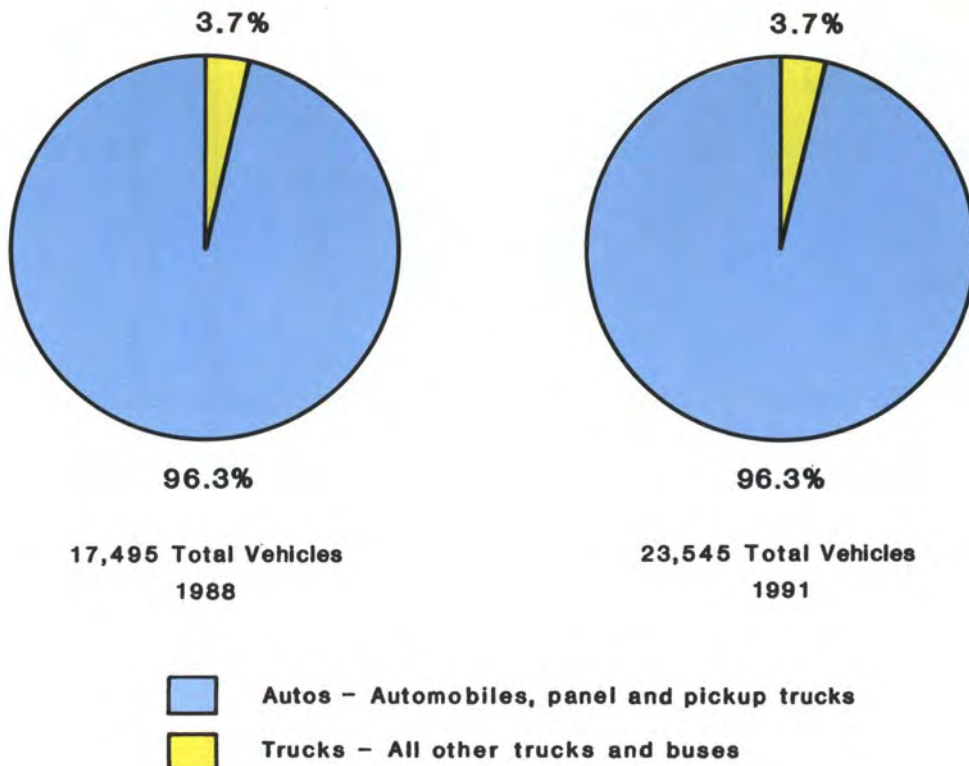
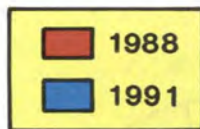
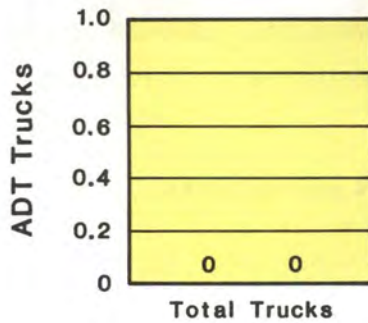
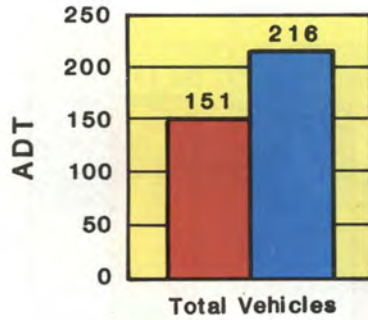


FIGURE 12: TRAFFIC MIX OF HIDALGO-REYNOSA BRIDGE



LOS EBANOS FERRY

5



DESCRIPTION:

This is a hand-pulled cable ferry capable of carrying not more than 3 vehicles at one time. The ferry is privately owned by the Reyna Estate. The river banks are not improved. The whole operation is very primitive. The border station was built in 1975 and is owned by the government. The land, however, is owned by the ferry owner. It is a toll ferry.

FIGURE 13: 24-HOUR TRAFFIC COUNTS FROM LOS EBANOS FERRY

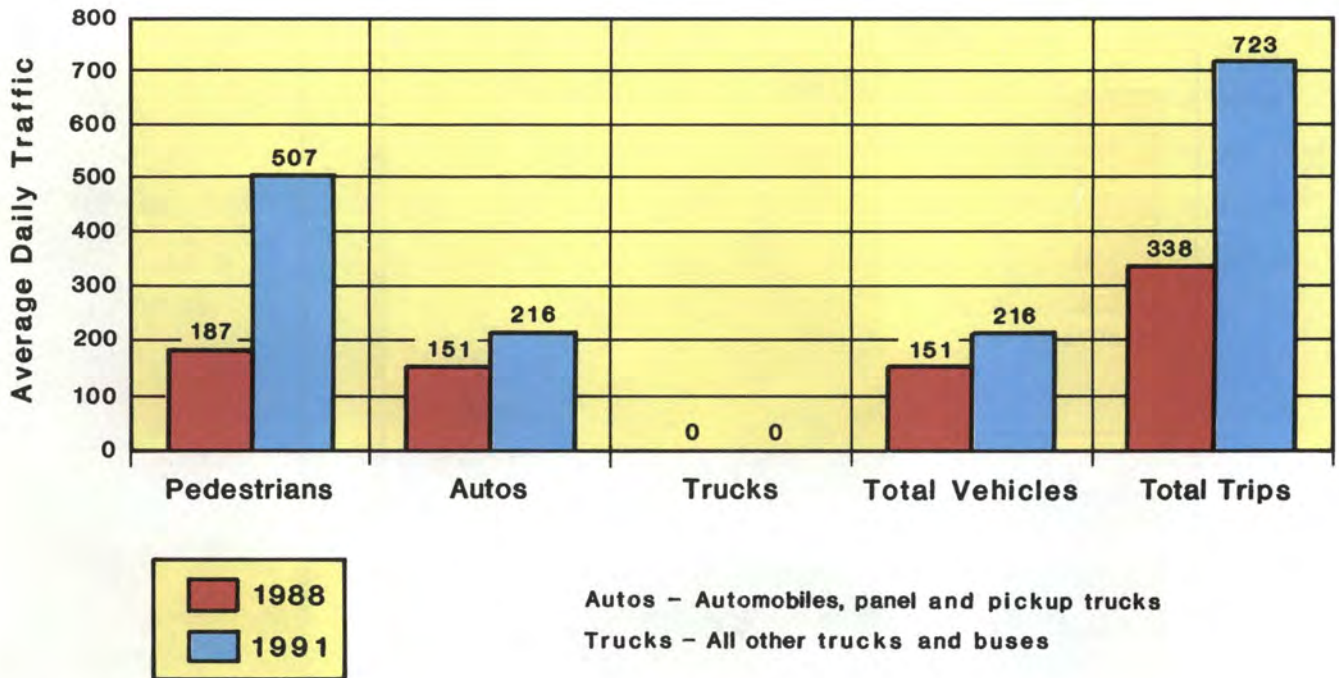
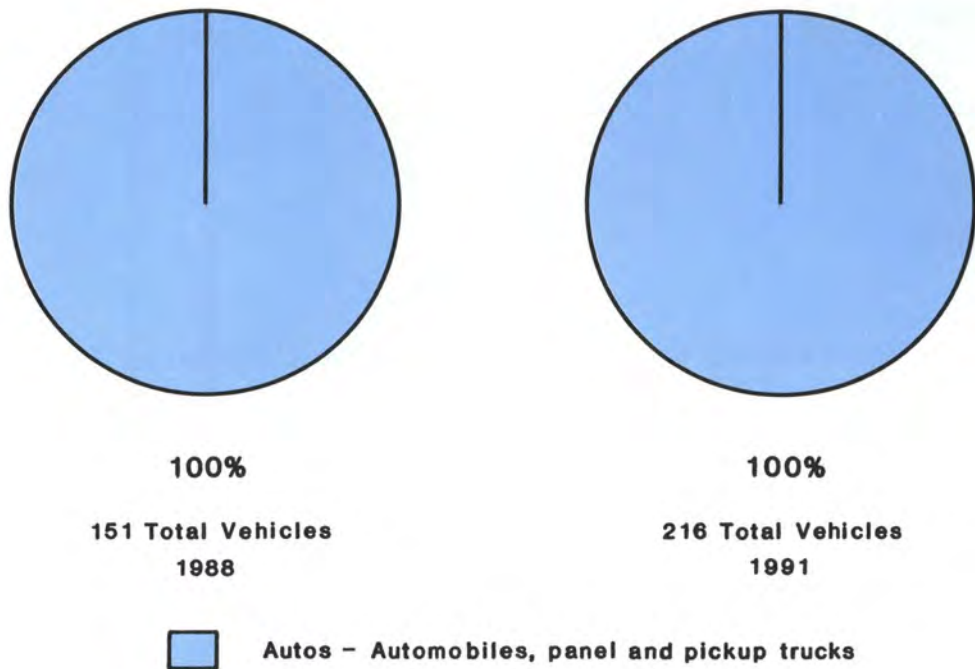
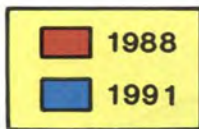
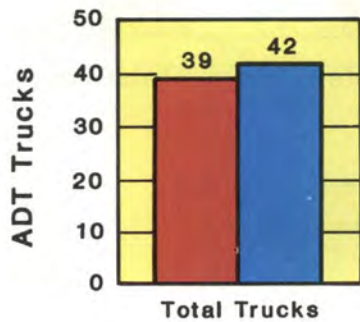
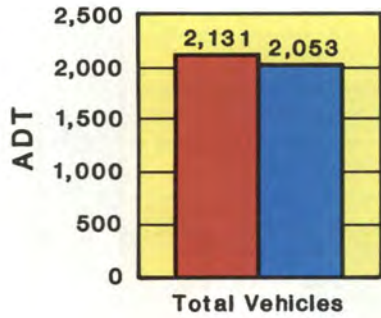


FIGURE 14: TRAFFIC MIX OF LOS EBANOS FERRY



RIO GRANDE CITY-CAMARGO BRIDGE

6



DESCRIPTION:

This two-lane bridge is one of four privately owned bridges (U.S. side) on the Rio Grande. The bridge was built in 1969. Some facility expansion is planned for U.S. Customs, otherwise this is operating satisfactory. A new bridge at Los Ebanos would adversely affect the traffic at this bridge. The bridge is owned by the Starr-Camargo Bridge Co. The bridge connects Rio Grande City, Texas with the City of Camargo in Mexico. This is a toll facility.

FIGURE 15: 24-HOUR TRAFFIC COUNTS FROM RIO GRANDE CITY-CAMARGO BRIDGE

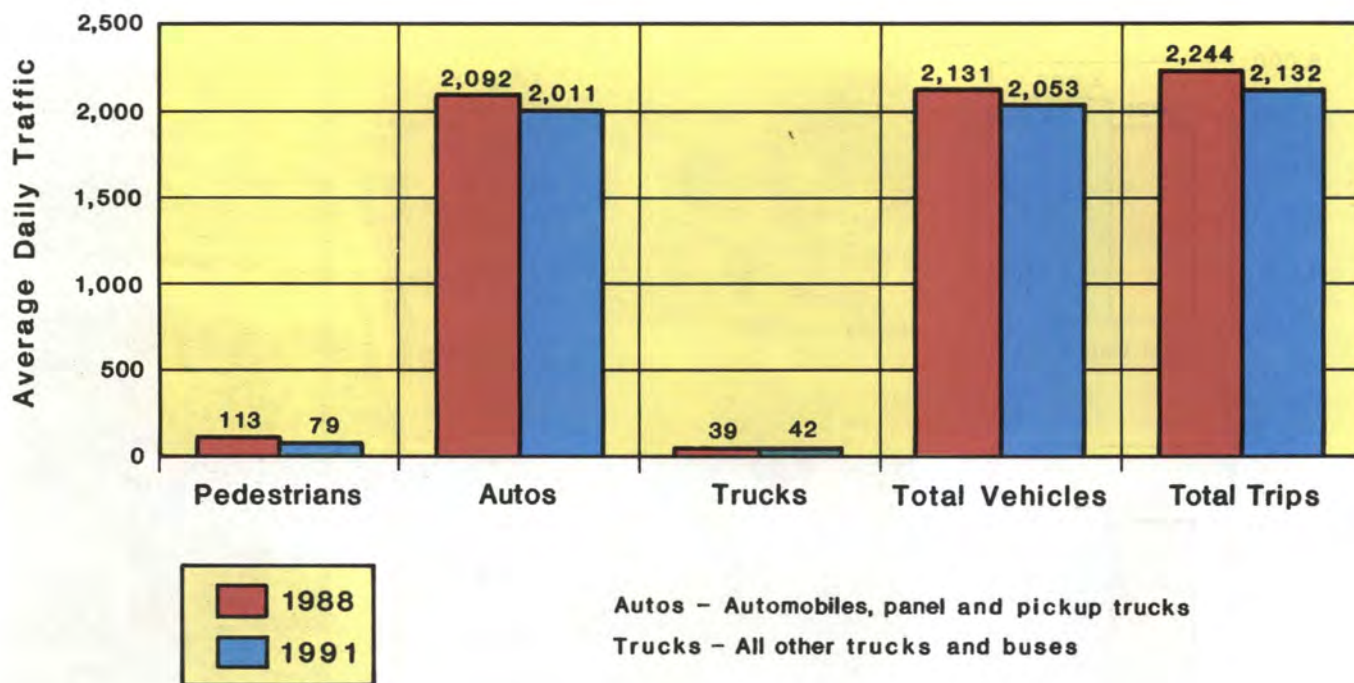
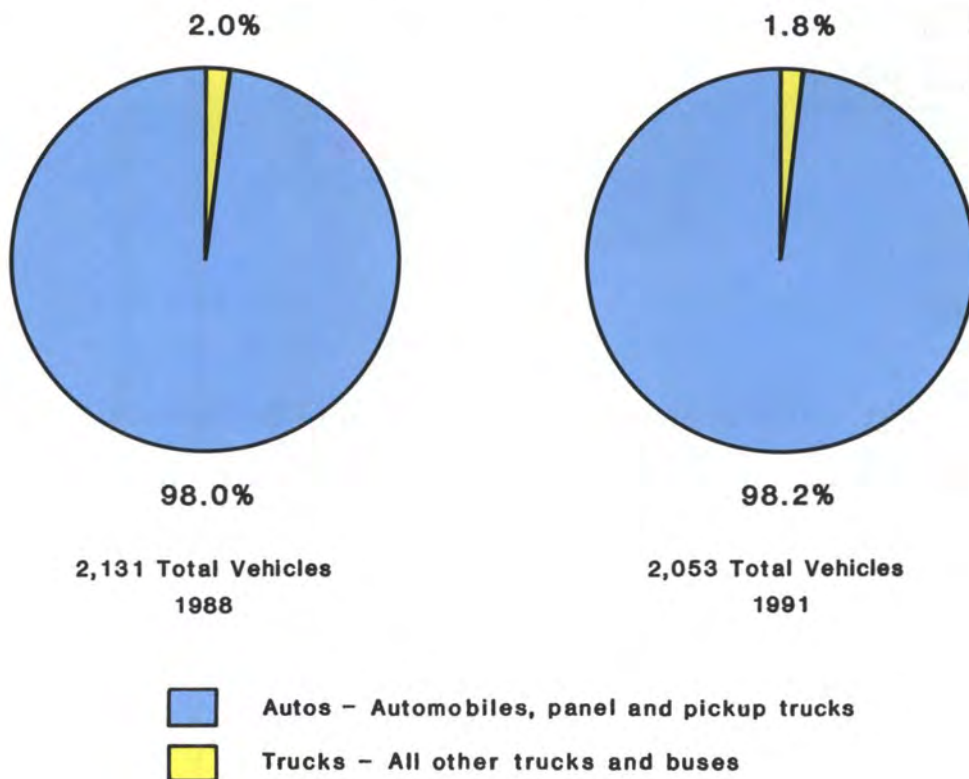
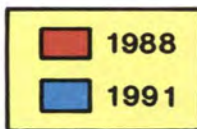
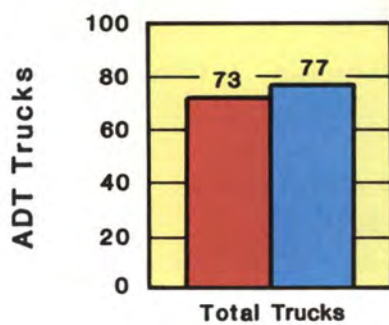
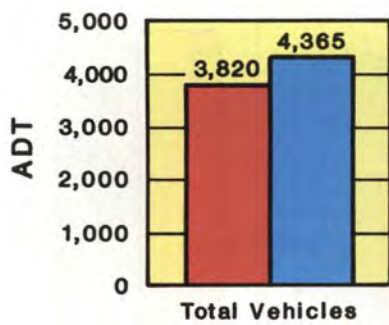


FIGURE 16: TRAFFIC MIX OF RIO GRANDE CITY-CAMARGO BRIDGE



ROMA-CIUDAD MIGUEL ALEMAN BRIDGE

7



DESCRIPTION:

This four-lane bridge, owned by Starr County, was built in 1979. The bridge connects the City of Roma, Texas, with Ciudad Miguel Aleman, Mexico. This is a toll facility.

FIGURE 17: 24-HOUR TRAFFIC COUNTS FROM ROMA-CIUDAD MIGUEL ALEMAN BRIDGE

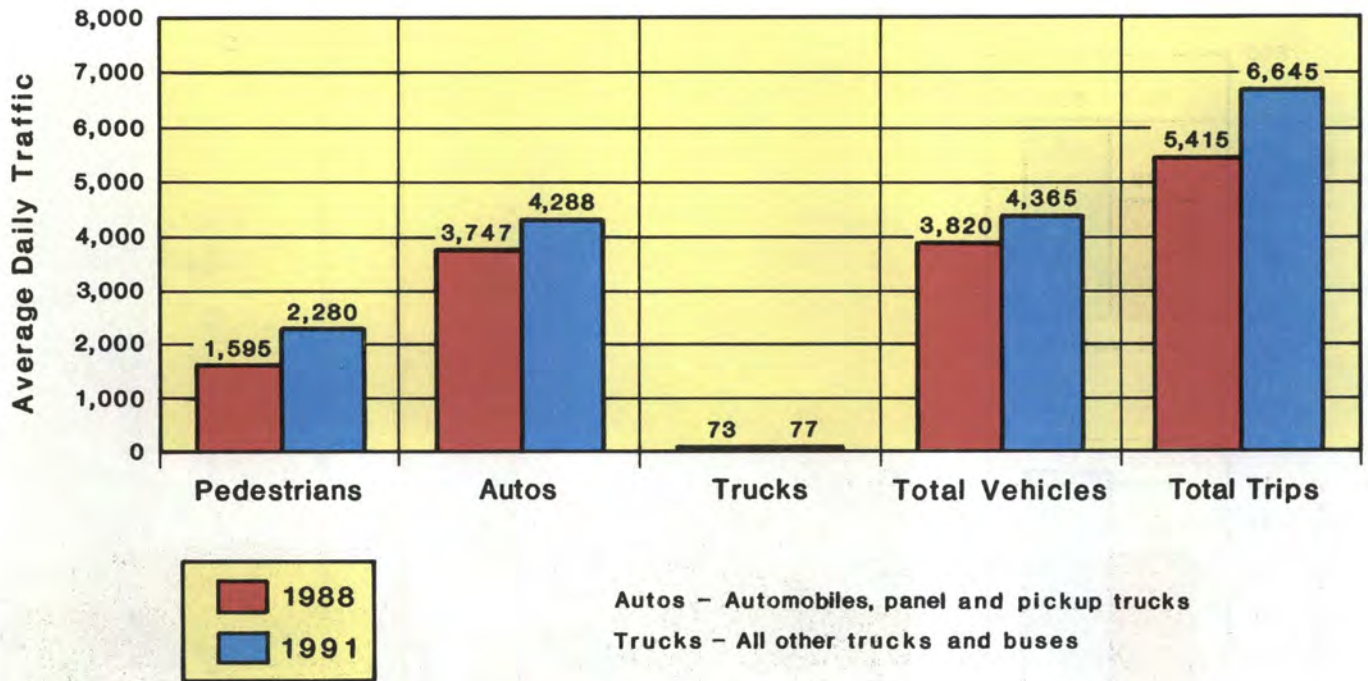
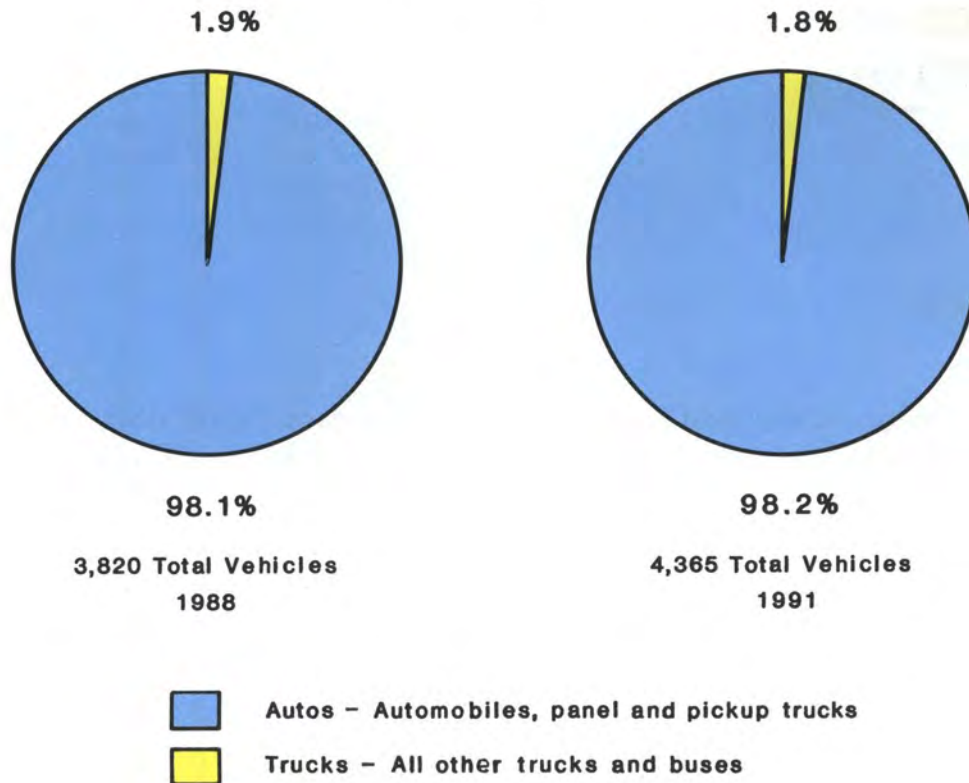
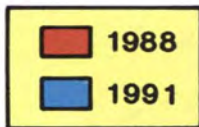
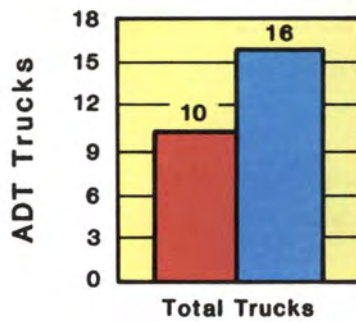
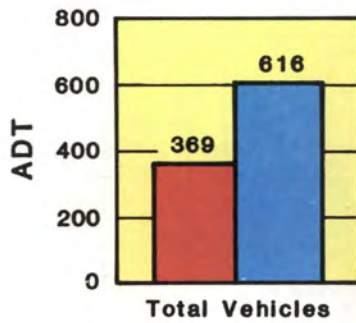


FIGURE 18: TRAFFIC MIX OF ROMA-CIUDAD MIGUEL ALEMAN BRIDGE



LAKE FALCON DAM CROSSING

8



DESCRIPTION:

This is not a bridge. It is a road built on the top of the dam. The Falcon Dam is owned by the two countries and is under the management of the International Boundary and Water Commission. The facility was built around 1960. This is not a toll facility.

FIGURE 19: 24-HOUR TRAFFIC COUNTS FROM LAKE FALCON DAM CROSSING

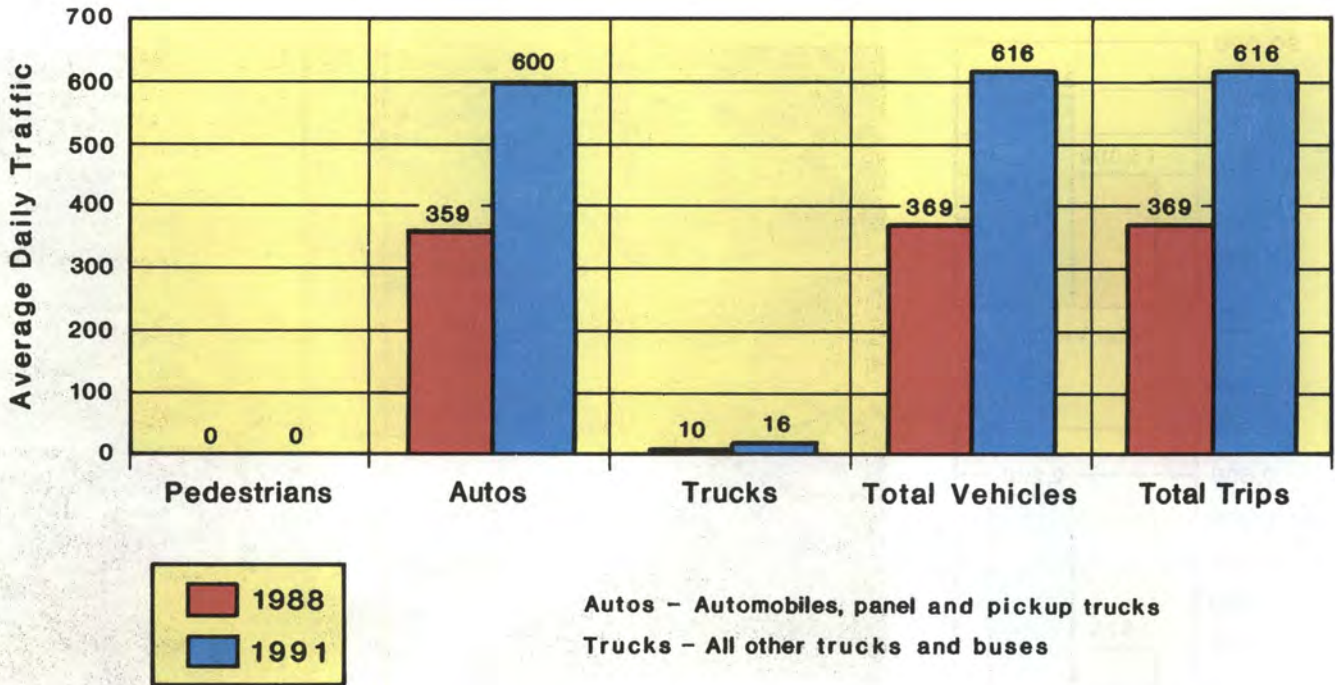
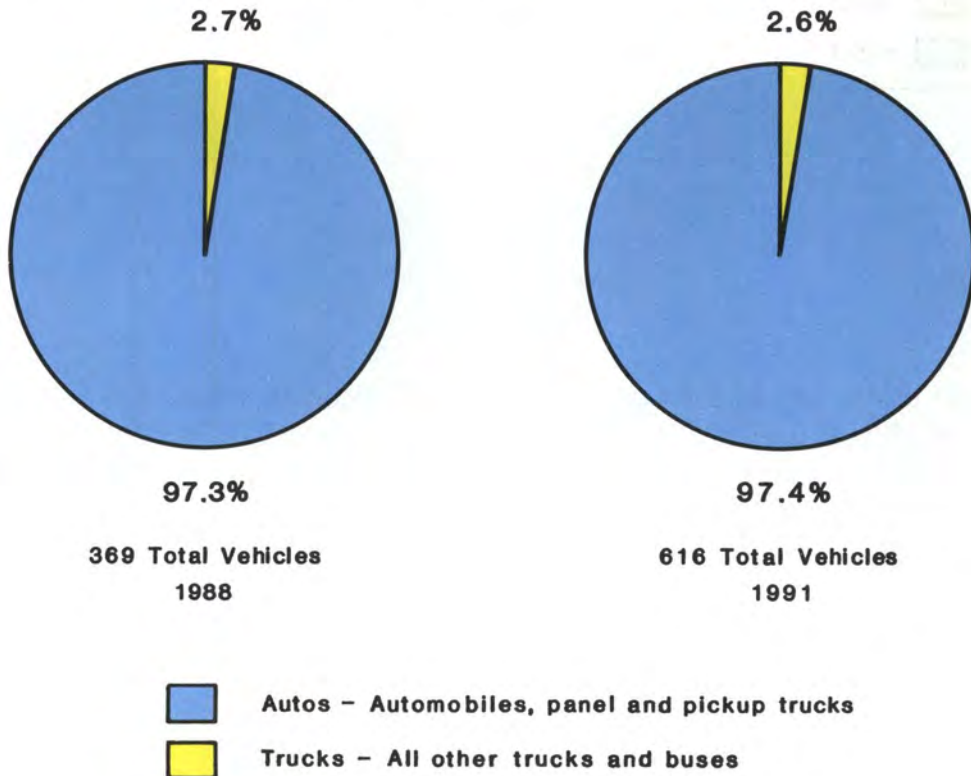
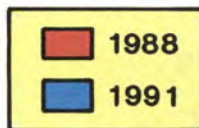
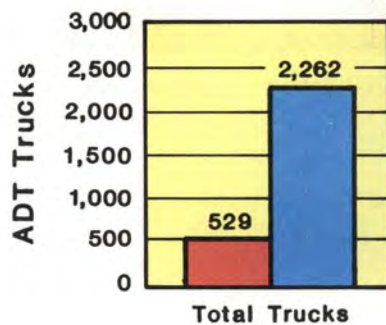
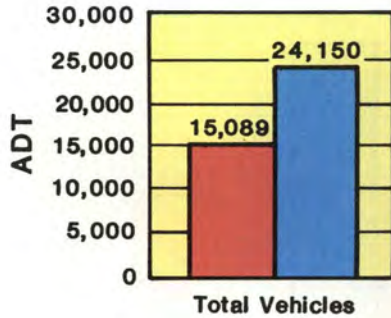


FIGURE 20: TRAFFIC MIX OF LAKE FALCON DAM CROSSING



JUAREZ-LINCOLN BRIDGE, LAREDO-NUEVO LAREDO (BRIDGE #2)

9



DESCRIPTION:

The seven-lane bridge was opened for traffic in 1976. Pedestrians are not allowed as the Government of Mexico does not have the appropriate facilities on their side. The City of Laredo owns the bridge. This bridge is sometimes referred to as bridge #2 as the Convent Street Bridge (see page 26) was built first. It is a toll facility.

FIGURE 21: 24-HOUR TRAFFIC COUNTS FROM JUAREZ-LINCOLN BRIDGE, LAREDO-NUEVO LAREDO

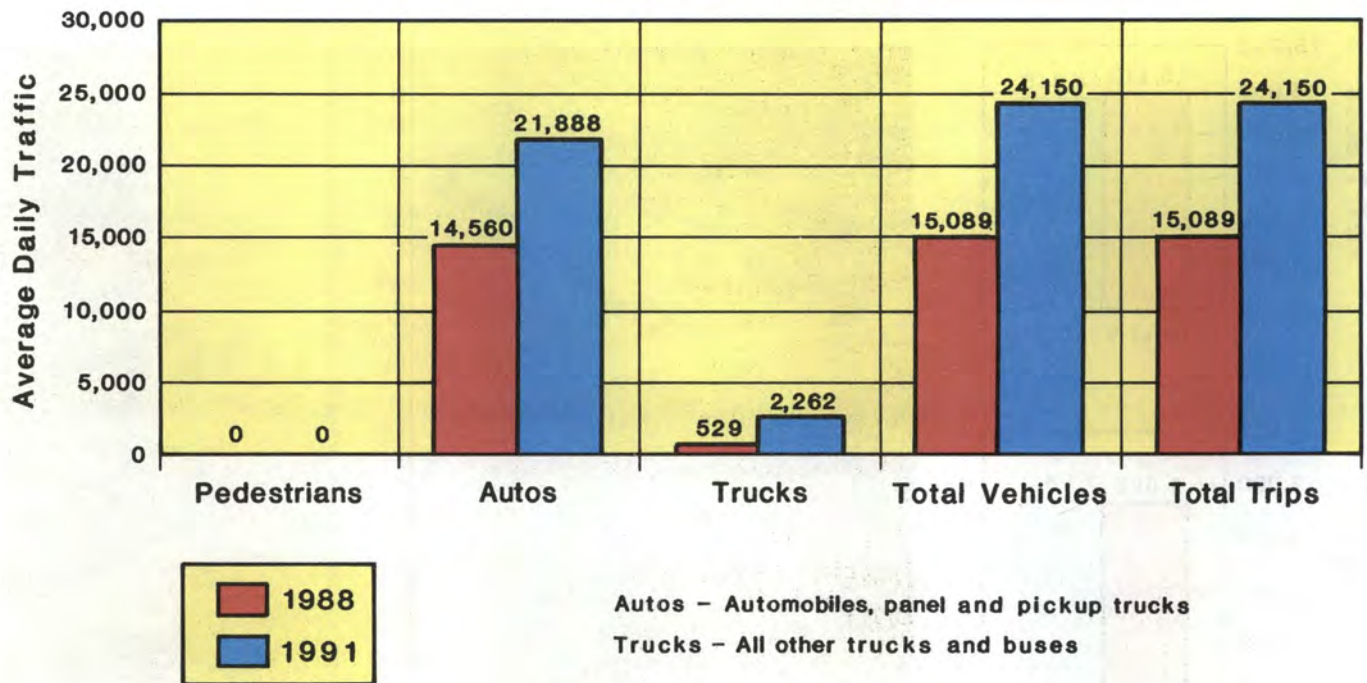
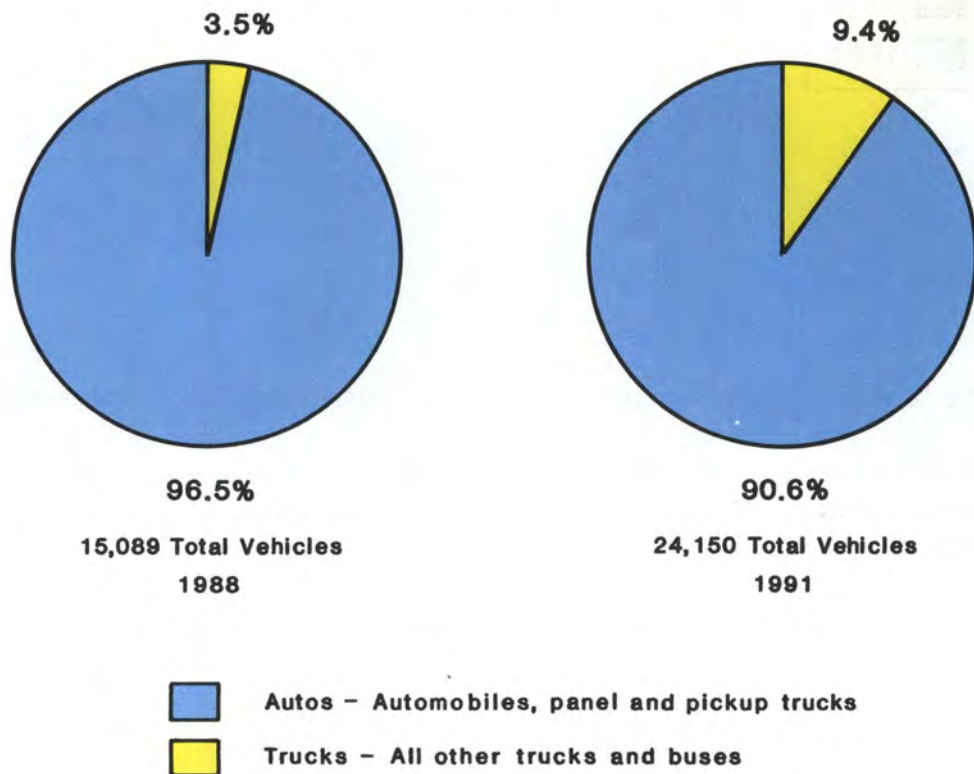
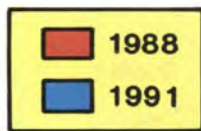
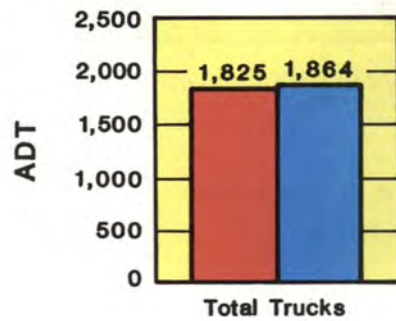
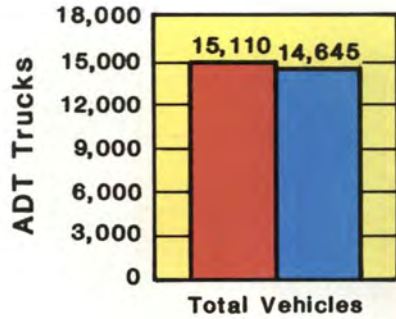


FIGURE 22: TRAFFIC MIX OF JUAREZ-LINCOLN BRIDGE, LAREDO-NUEVO LAREDO



CONVENT STREET BRIDGE, LAREDO-NUEVO LAREDO (BRIDGE #1)

10



DESCRIPTION:

This four-lane bridge probably has the oldest border station building in use on the Texas border. The station recently has been remodeled. This is the most popular pedestrian crossing because of its proximity to the downtown shopping areas in Dos Laredos. The City of Laredo owns the bridge. It is a toll facility. The original bridge was destroyed in a flood in 1954. It was rebuilt in 1956.

FIGURE 23: 24-HOUR TRAFFIC COUNTS FROM CONVENT STREET BRIDGE, LAREDO-NUEVO LAREDO

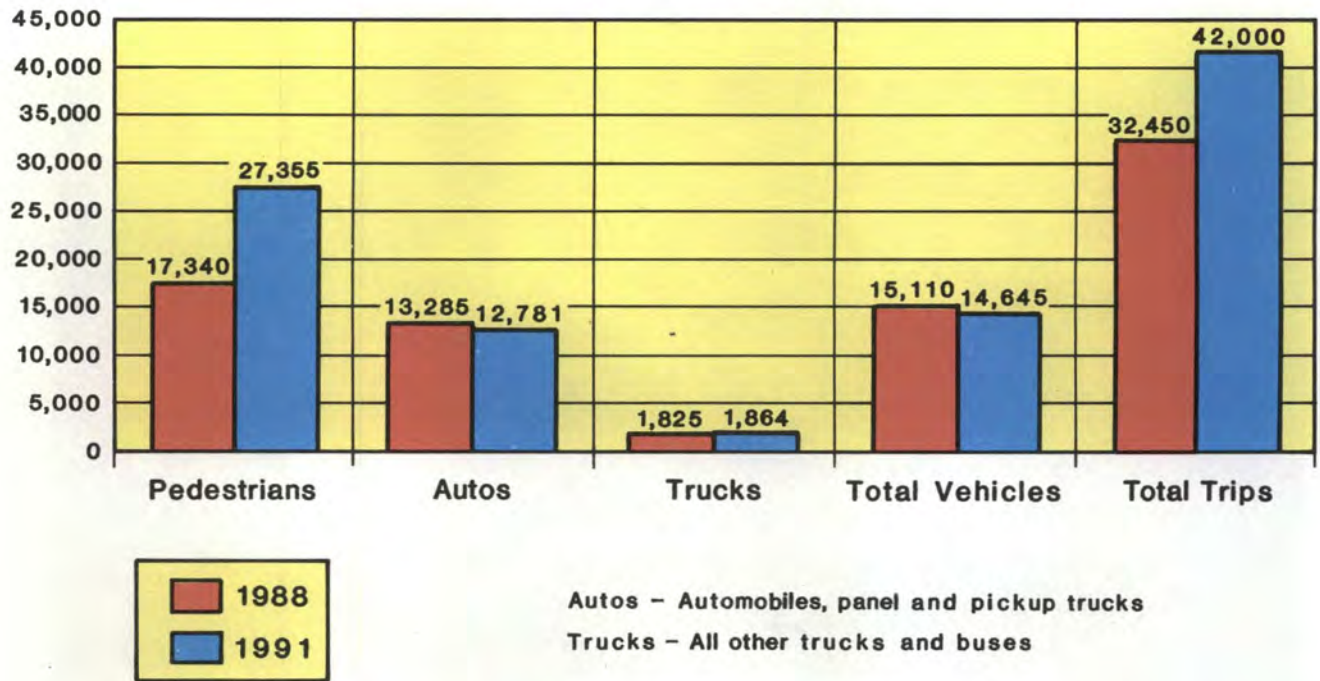
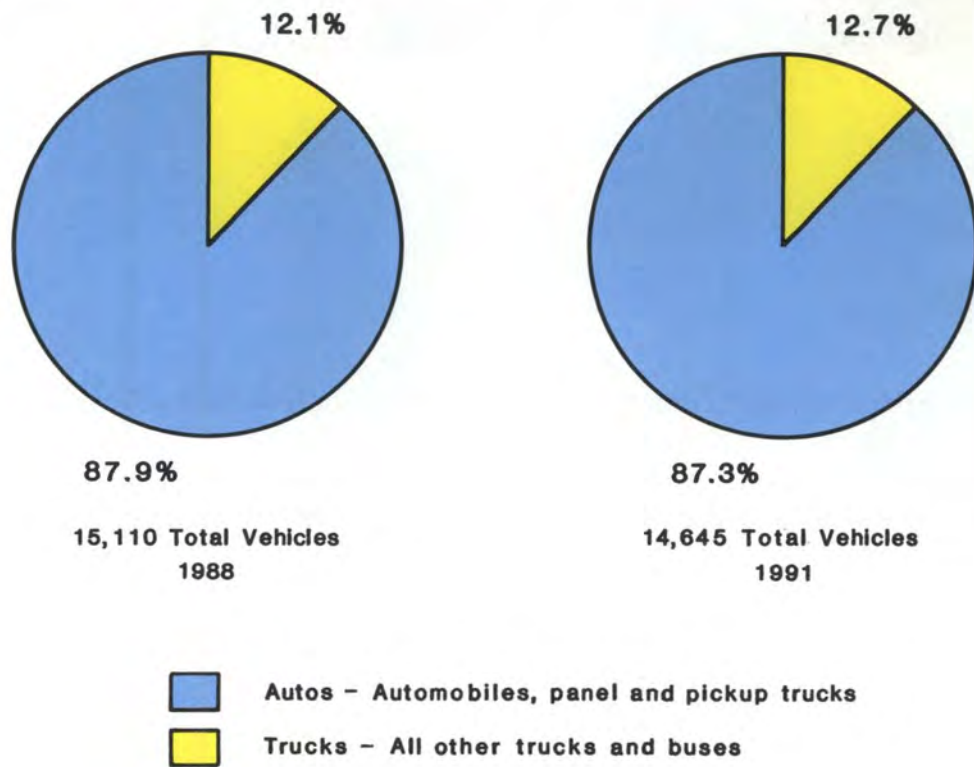


FIGURE 24: TRAFFIC MIX OF CONVENT STREET BRIDGE, LAREDO-NUEVO LAREDO



LAREDO-COLOMBIA BRIDGE

11



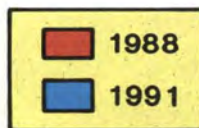
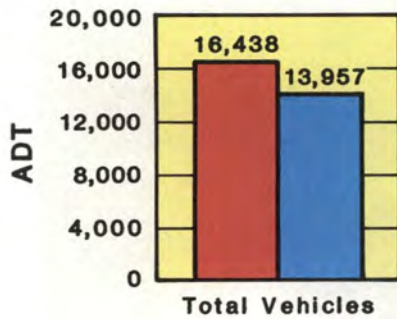
DESCRIPTION:

This eight-lane bridge was just completed in July 1991. There is no traffic data available at this time. The Government of Mexico initiated this bridge in 1987 to permit trucks to bypass the congested Laredo bridges. The bridge is half owned by the City of Laredo and half owned by the Government of Mexico. It is a toll facility.



EAGLE PASS-PIEDRAS NEGRAS BRIDGE

12



DESCRIPTION:

This is a two-lane bridge in good repair, with some expansion of station facilities being planned. This bridge connects US 57 in the City of Eagle Pass with the City of Piedras Negras in Mexico and it was built in 1976. The City of Eagle Pass owns the bridge. It is a toll facility.

FIGURE 25: 24-HOUR TRAFFIC COUNTS FROM EAGLE PASS-PIEDRAS NEGRAS BRIDGE

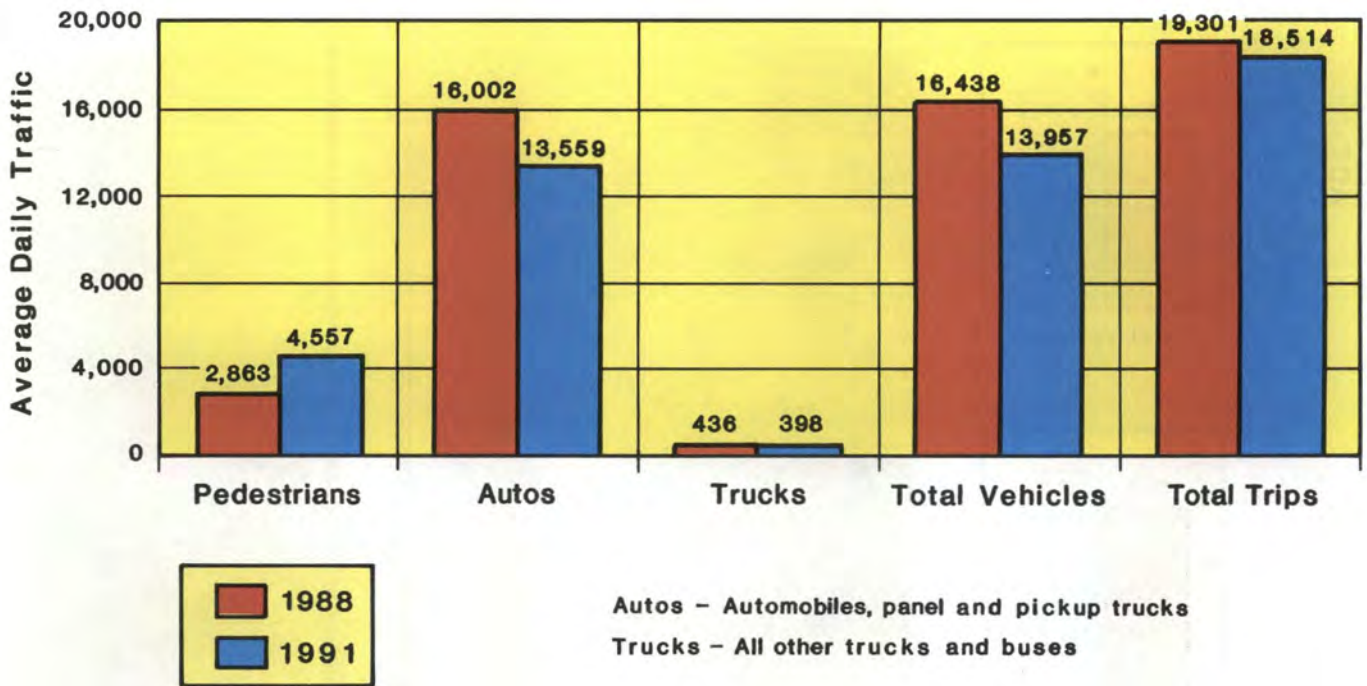
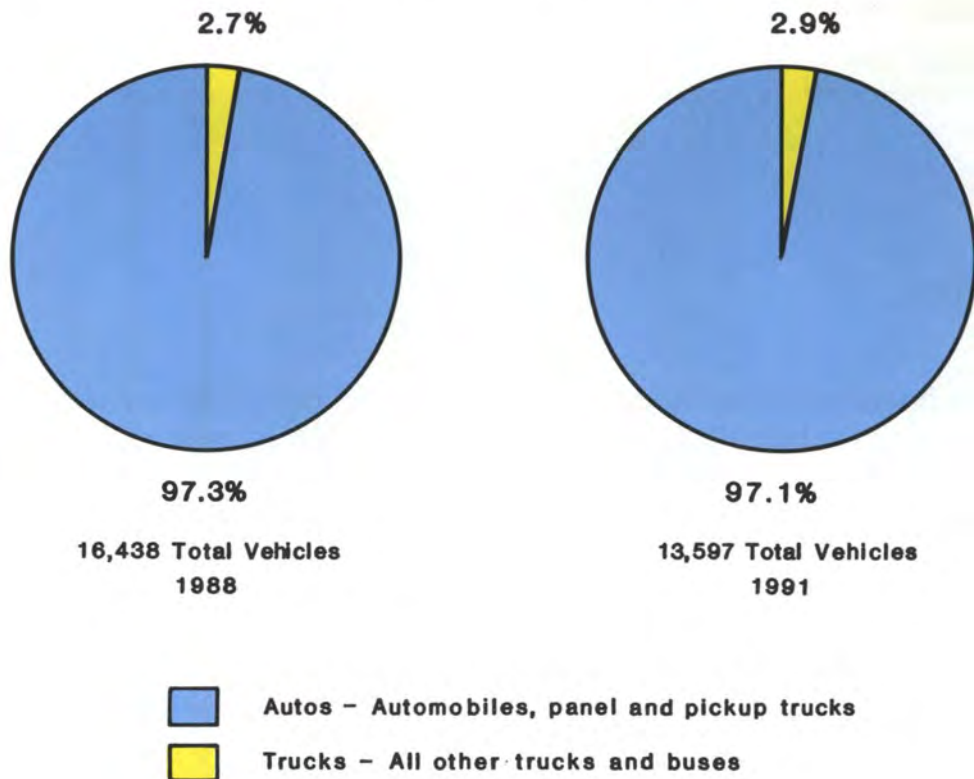
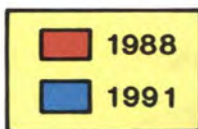
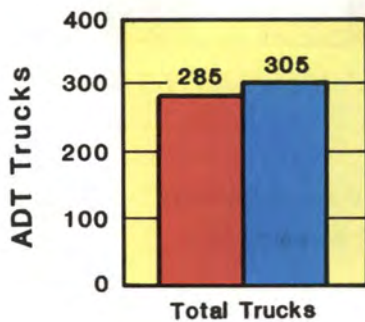
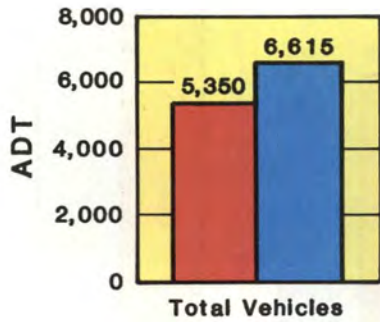


FIGURE 26: TRAFFIC MIX OF EAGLE PASS-PIEDRAS NIEGRAS BRIDGE



DEL RIO-CIUDAD ACUNA BRIDGE

13



DESCRIPTION:

This four-lane bridge was completed in 1988. The Government of Mexico and The City of Del Rio built the new bridge in anticipation of an increase in commercial traffic. The bridge is located 3/4 of a mile from the border station. The City of Del Rio owns the bridge which connects it with Ciudad Acuna in Mexico. This is a toll facility.

FIGURE 27: 24-HOUR TRAFFIC COUNTS FROM DEL RIO-CIUDAD ACUNA BRIDGE

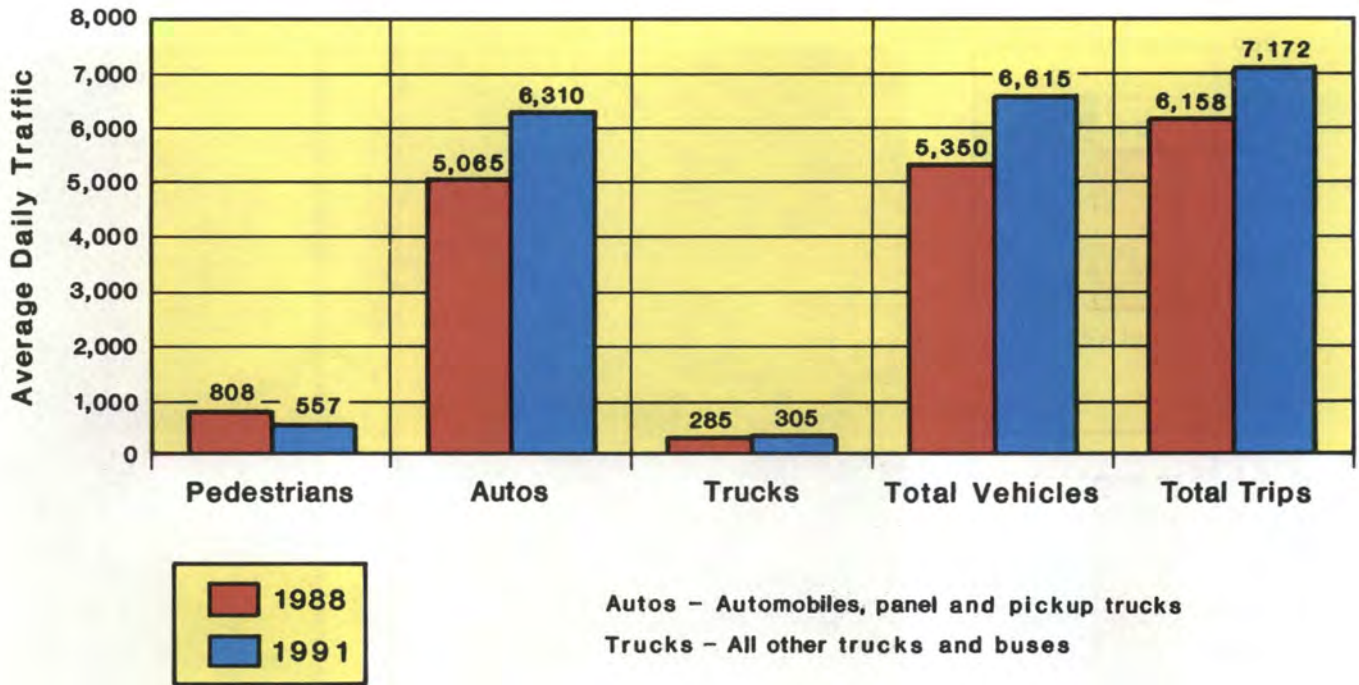
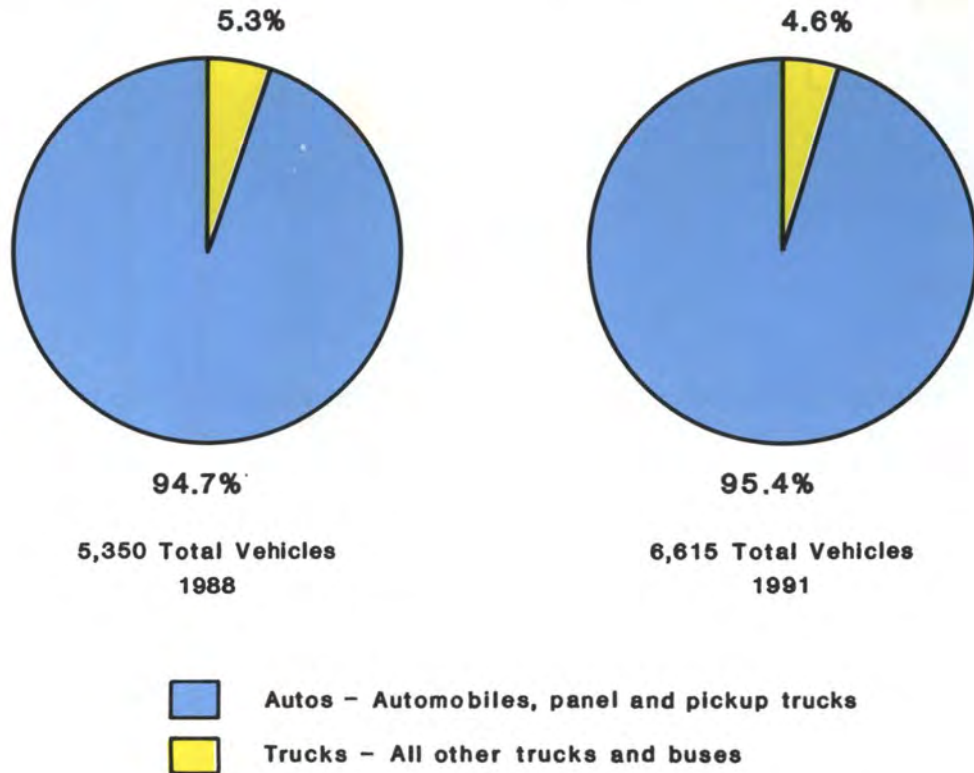
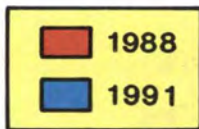
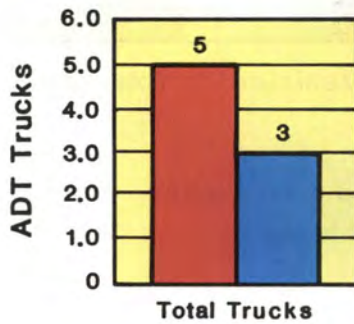
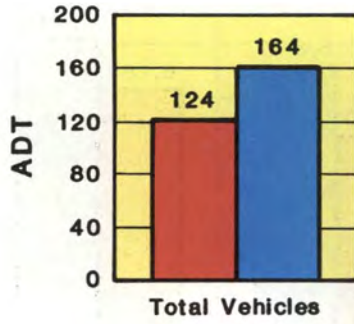


FIGURE 28: TRAFFIC MIX OF DEL RIO-CIUDAD ACUNA BRIDGE



LAKE AMISTAD DAM CROSSING

14



DESCRIPTION:

There is a two-lane road on top of the dam that handles relatively little traffic. Built in 1969, it is located several miles upstream from Del Rio. This is not a toll facility.

FIGURE 29: 24-HOUR TRAFFIC COUNTS FROM LAKE AMISTAD DAM CROSSING

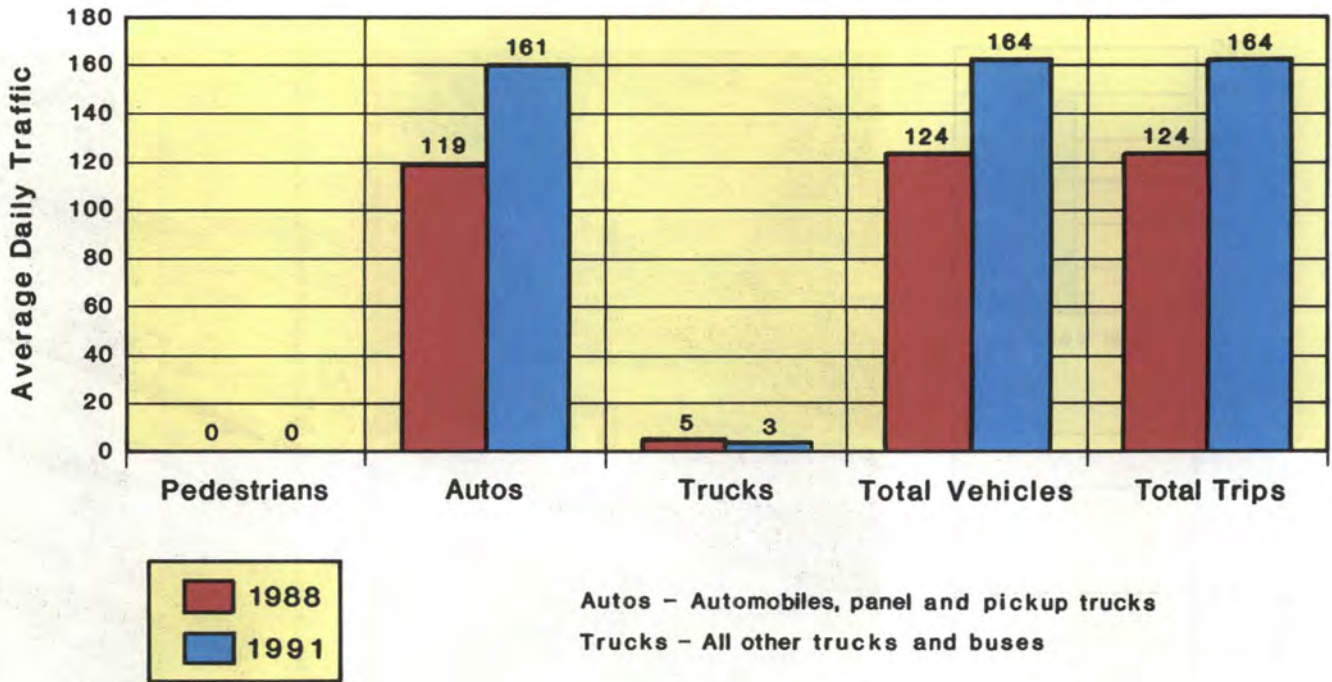
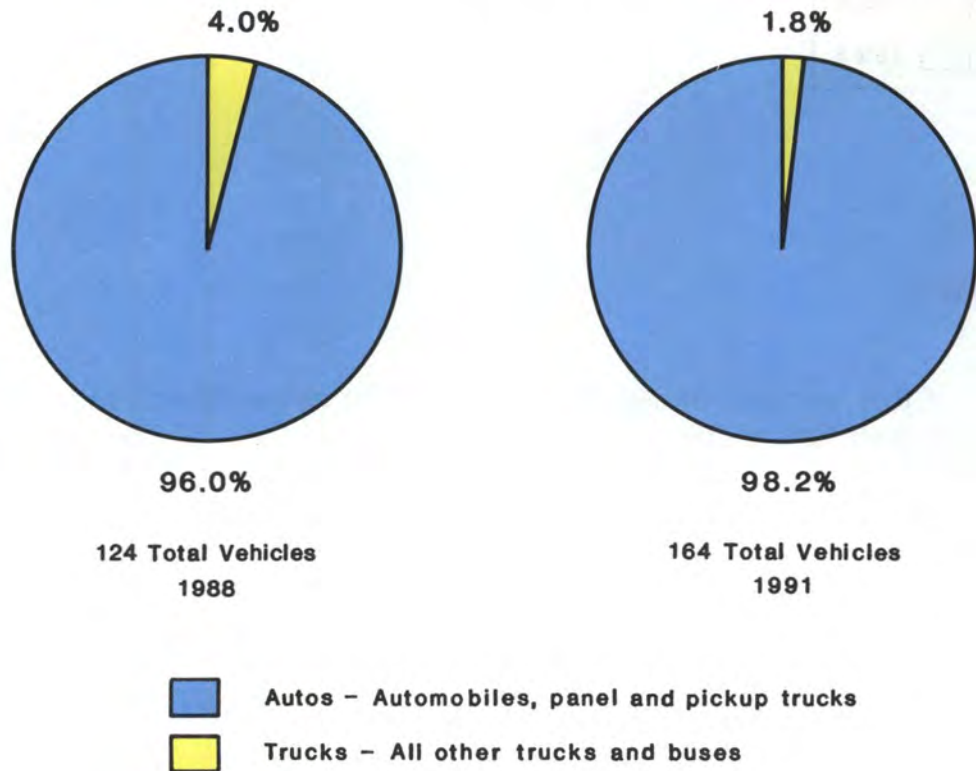
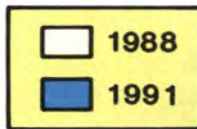
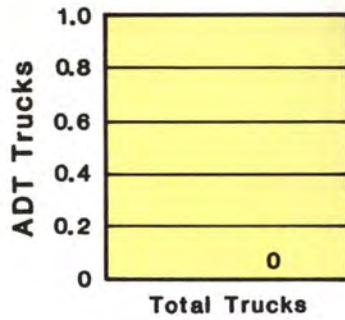
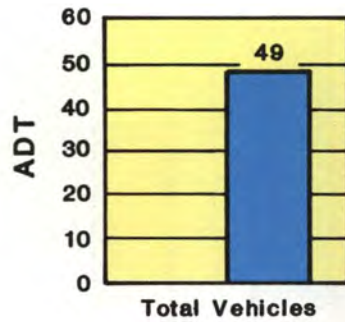


FIGURE 30: TRAFFIC MIX OF LAKE AMISTAD DAM CROSSING



LA LINDA (BIG BEND) BRIDGE

15



DESCRIPTION:

This is one of four privately owned bridges (U.S. side) on the Rio Grande. This small facility has relatively little traffic. Traffic was not counted in 1988. The bridge connects the United States with Mexico through FM 2627 and is located in Brewster County, Texas. This is not a toll facility.

FIGURE 31: 24-HOUR TRAFFIC COUNTS FROM LA LINDA (BIG BEND) BRIDGE

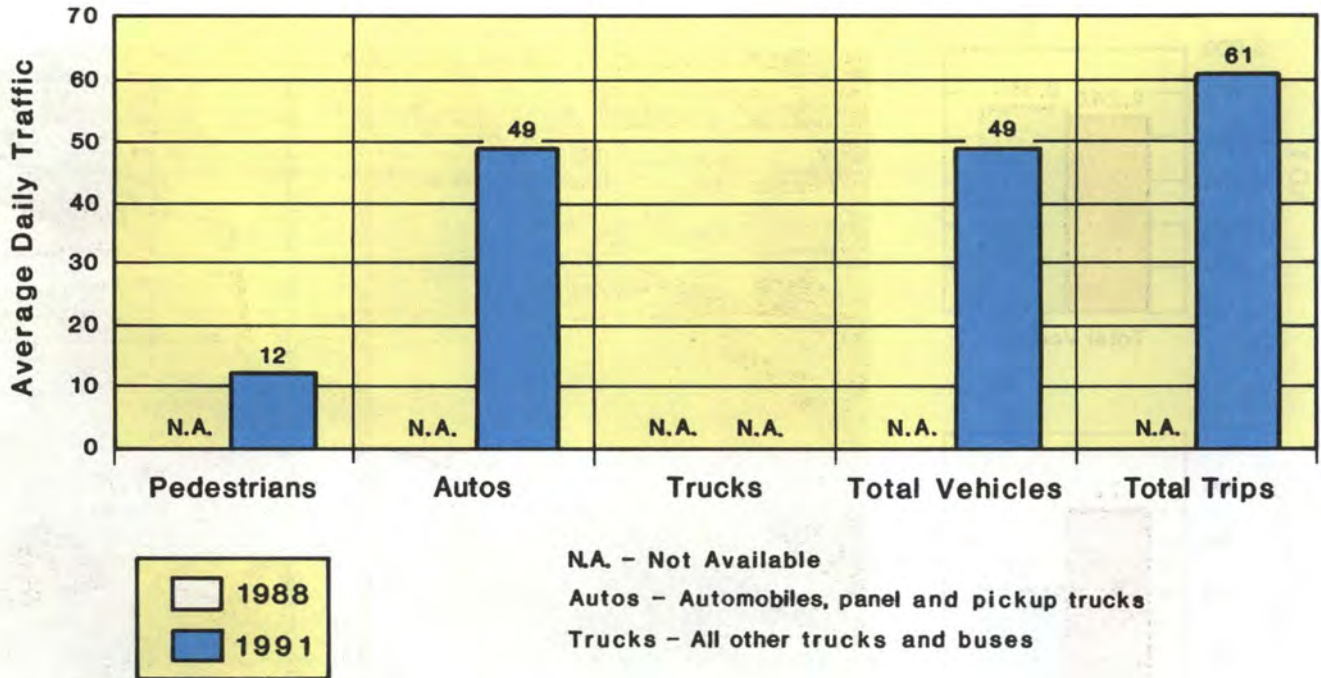
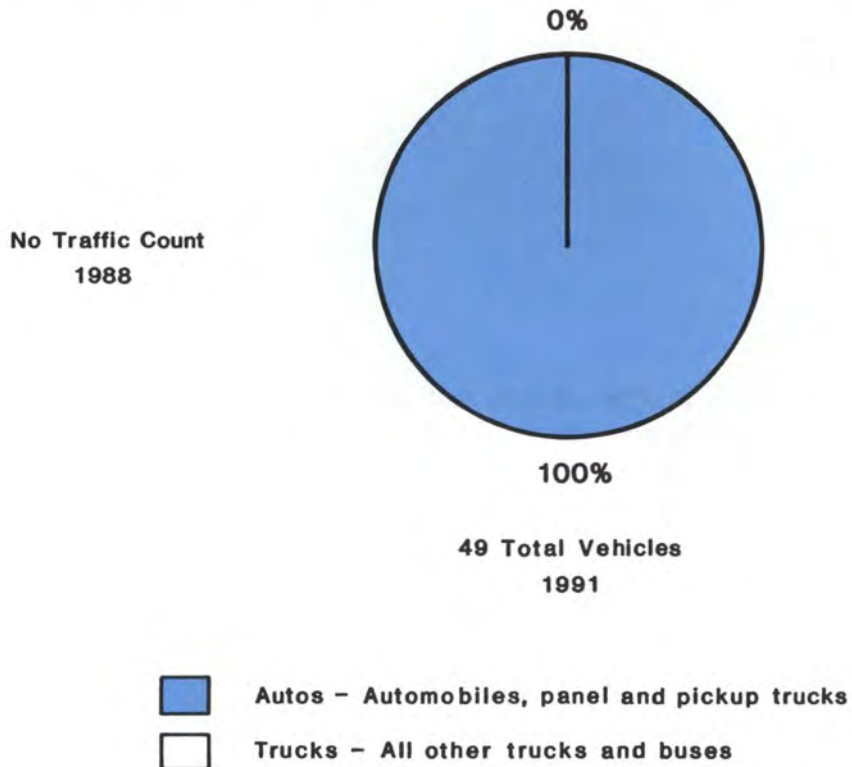
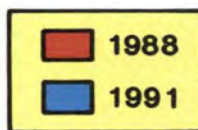
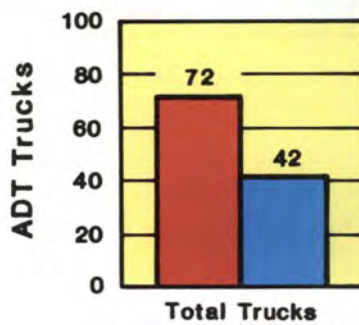
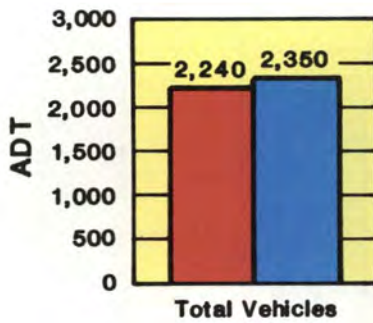


FIGURE 32: TRAFFIC MIX OF LA LINDA (BIG BEND) BRIDGE



PRESIDIO-OJINAGA BRIDGE

16



DESCRIPTION:

This is a two-lane bridge built in 1986 that is half owned by the State of Texas and half owned by the Government of Mexico. A new highway was built to the bridge that allows traffic to bypass Presidio. The bridge connects US 67 in Presidio with the City of Ojinaga, Mexico. A toll is collected on the Mexico side of the bridge.

FIGURE 33: 24-HOUR TRAFFIC COUNTS FROM PRESIDIO-OJINAGA BRIDGE

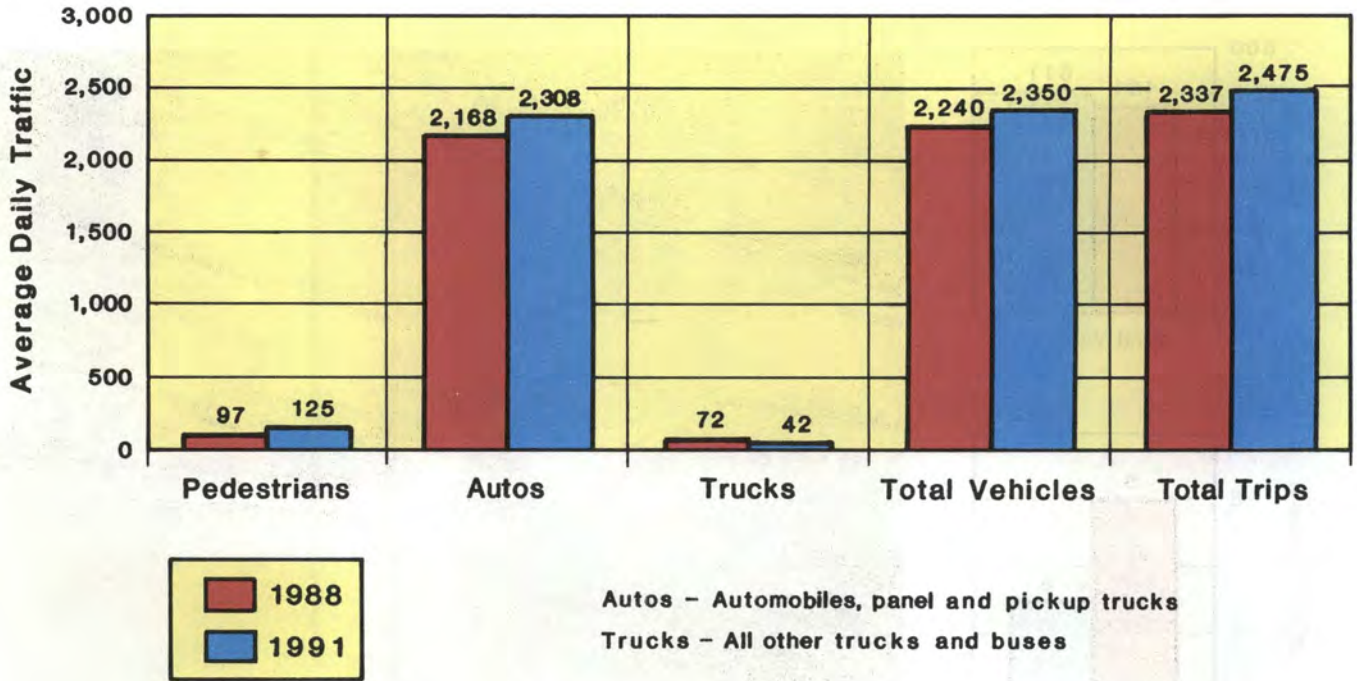
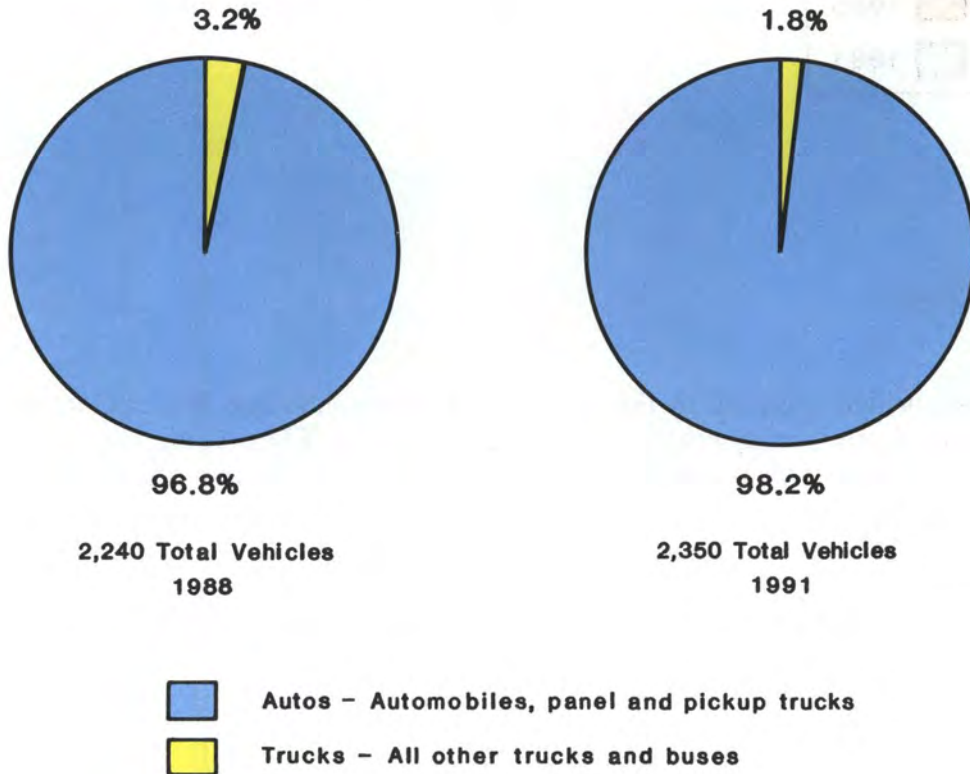
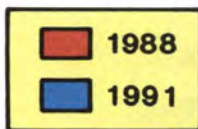
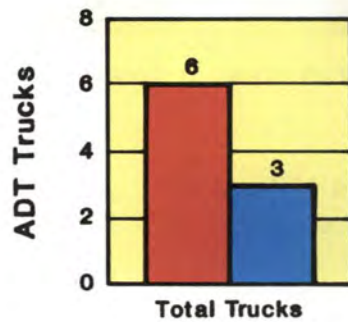
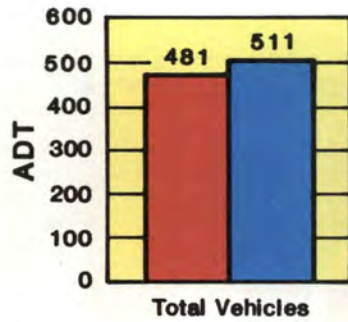


FIGURE 34: TRAFFIC MIX OF PRESIDIO-OJINAGA BRIDGE



FORT HANCOCK-EL PORVENIR BRIDGE

17



DESCRIPTION:

This two-lane bridge is owned by the International Boundary and Water Commission. It is a light-duty bridge that connects Fort Hancock, Texas, with El Porvenir, Mexico. The bridge was built around 1955. Very little traffic uses this bridge and no expansion is planned. This is not a toll facility.

FIGURE 35: 24-HOUR TRAFFIC COUNTS FROM FORT HANCOCK-EL PORVENIR BRIDGE

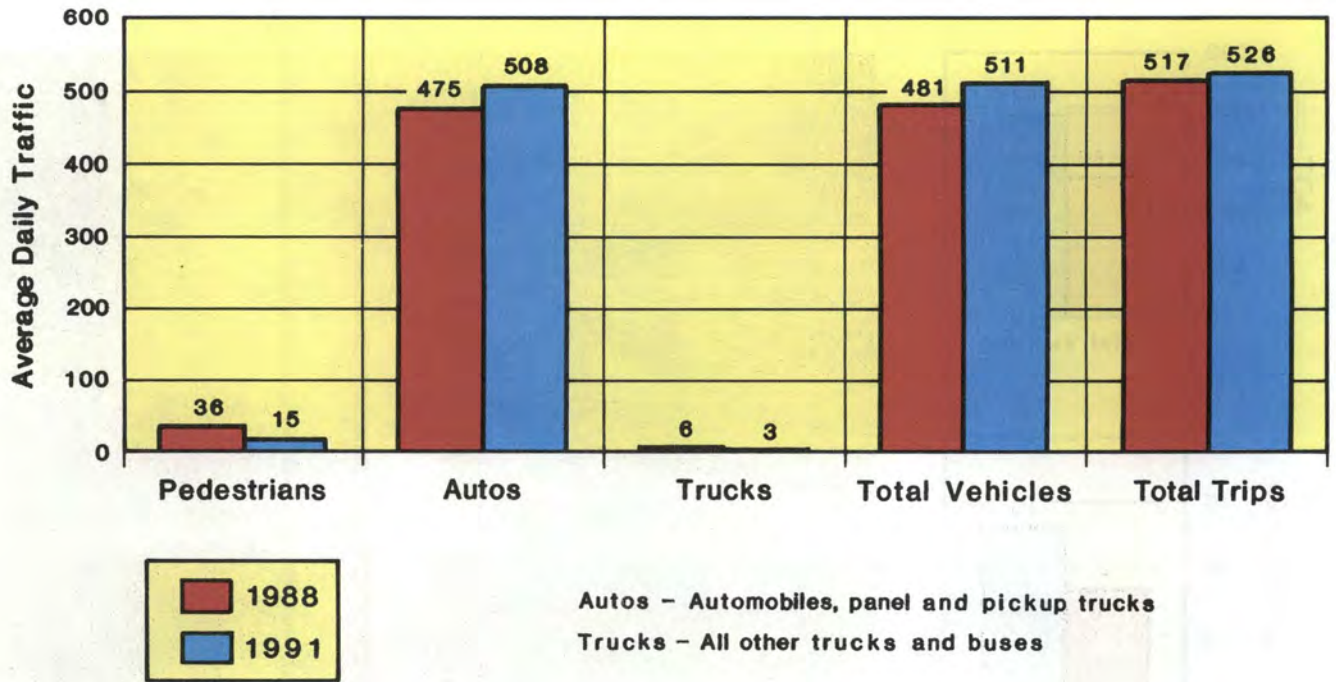
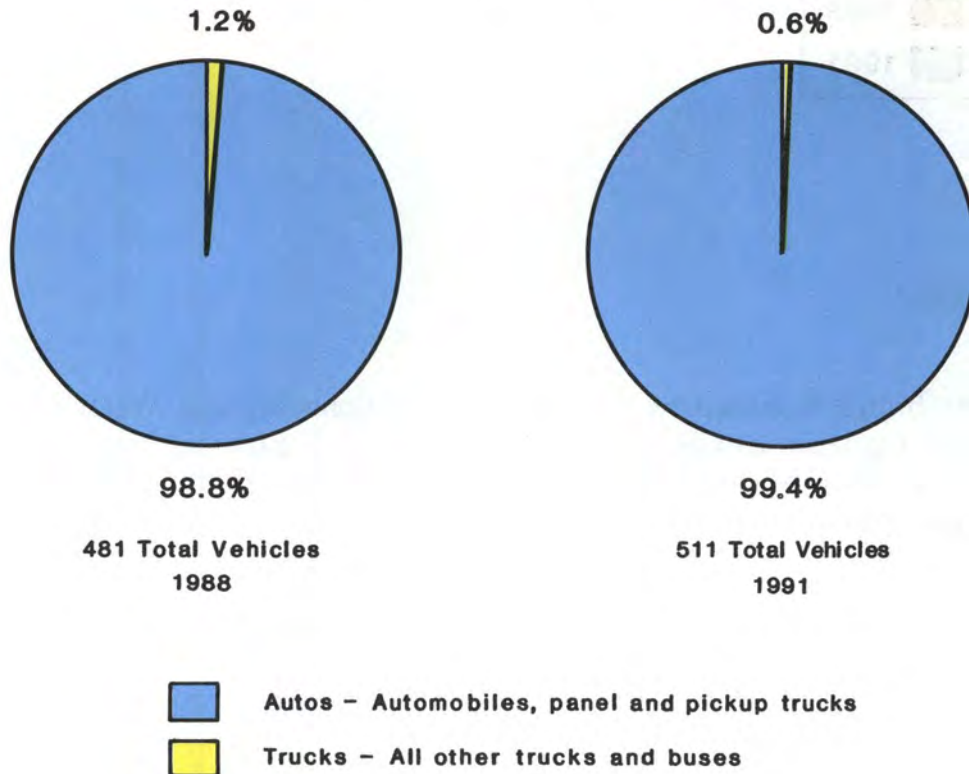
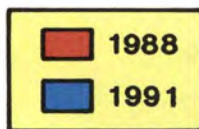
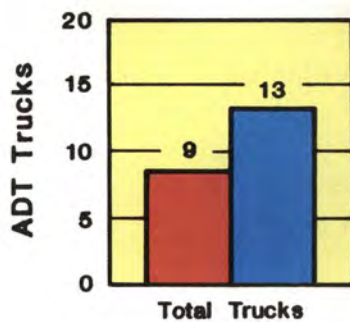
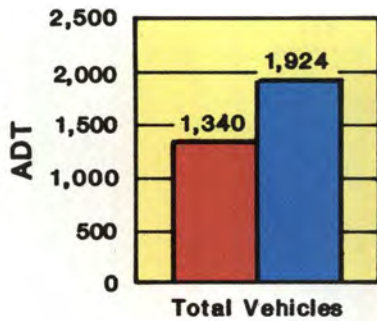


FIGURE 36: TRAFFIC MIX OF FORT HANCOCK-EL PORVENIR BRIDGE



FABENS-CASETA BRIDGE

18



DESCRIPTION:

This two-lane bridge is owned by the International Boundary and Water Commission. Traffic is increasing because of its proximity to El Paso/Ciudad Juarez. The bridge connects FM 1109 in Texas with the community of Caseta, Mexico. It was built around 1955 and will eventually need replacing. This is not a toll facility.

FIGURE 37: 24-HOUR TRAFFIC COUNTS FROM FABENS-CASETA BRIDGE

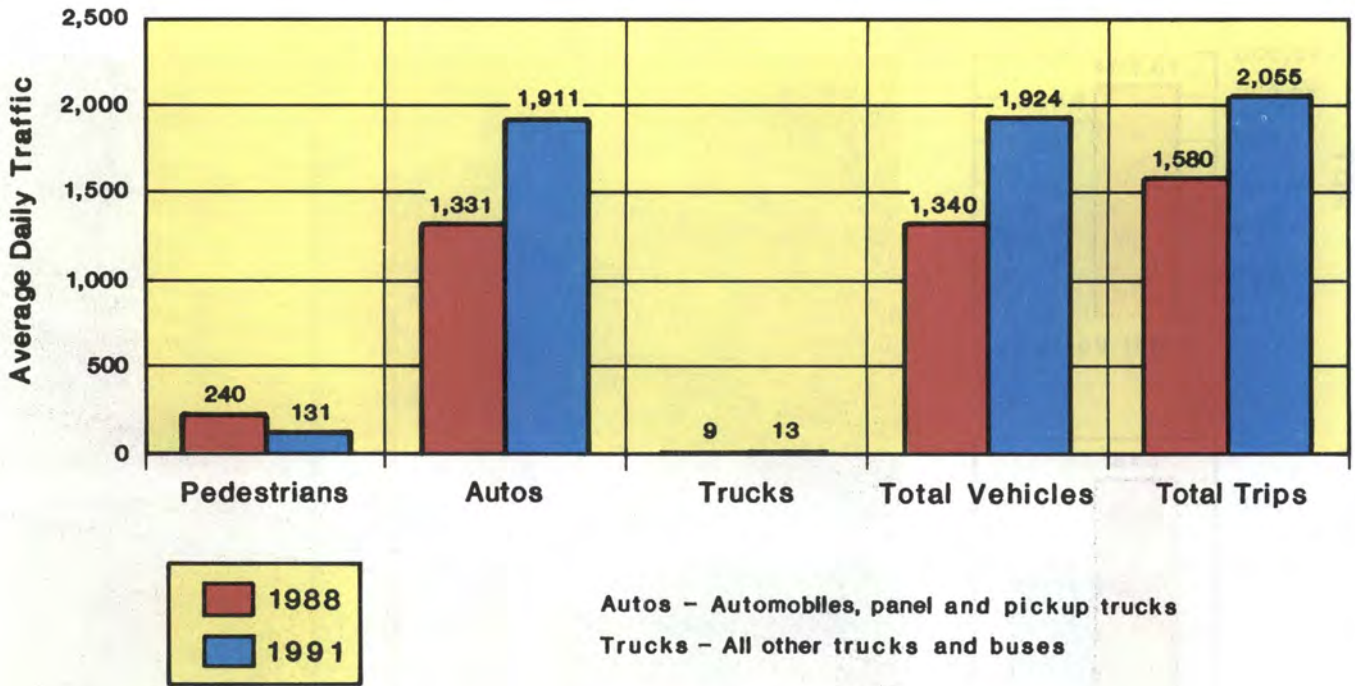
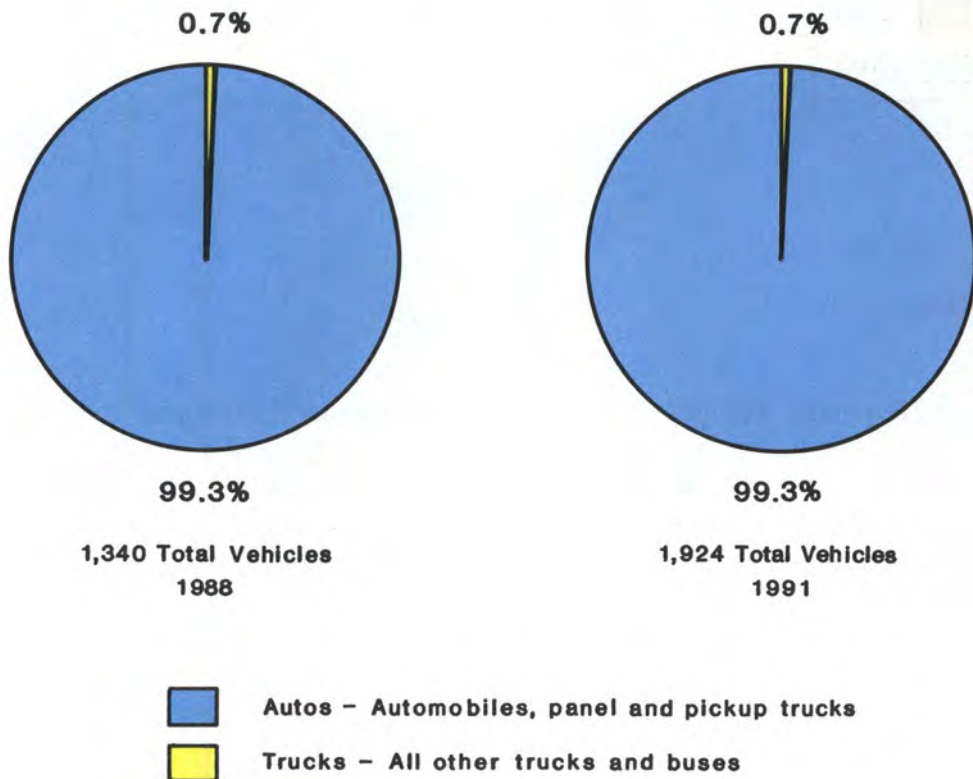
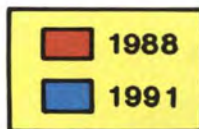
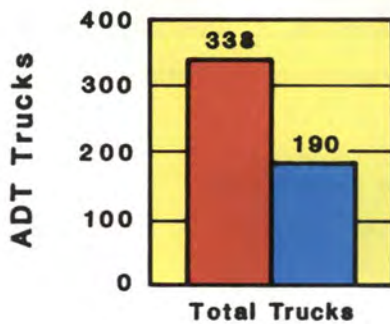
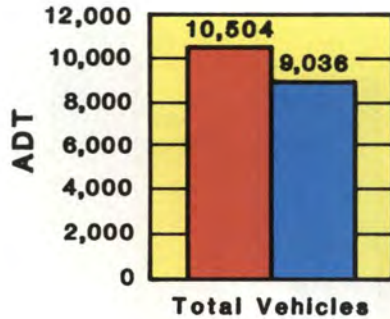


FIGURE 38: TRAFFIC MIX OF FABENS-CASETA BRIDGE



ZARAGOSA ROAD BRIDGE, YSLETA-ZARAGOSA

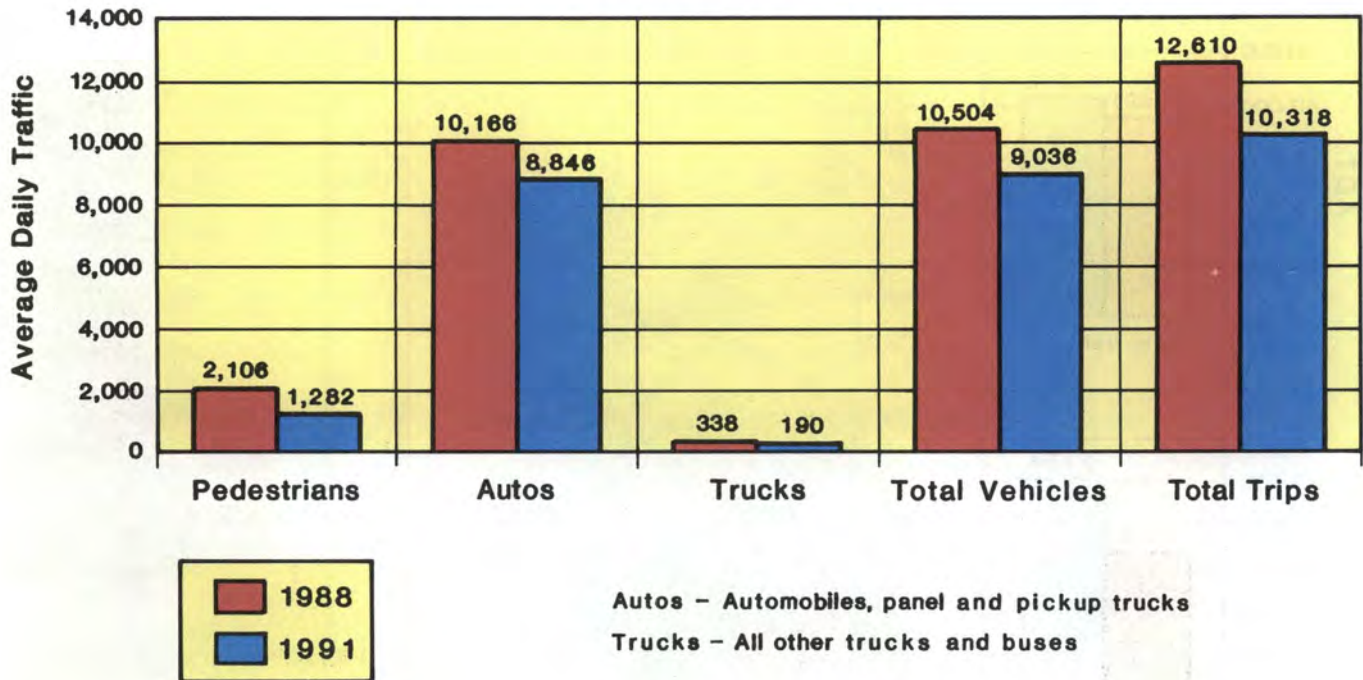
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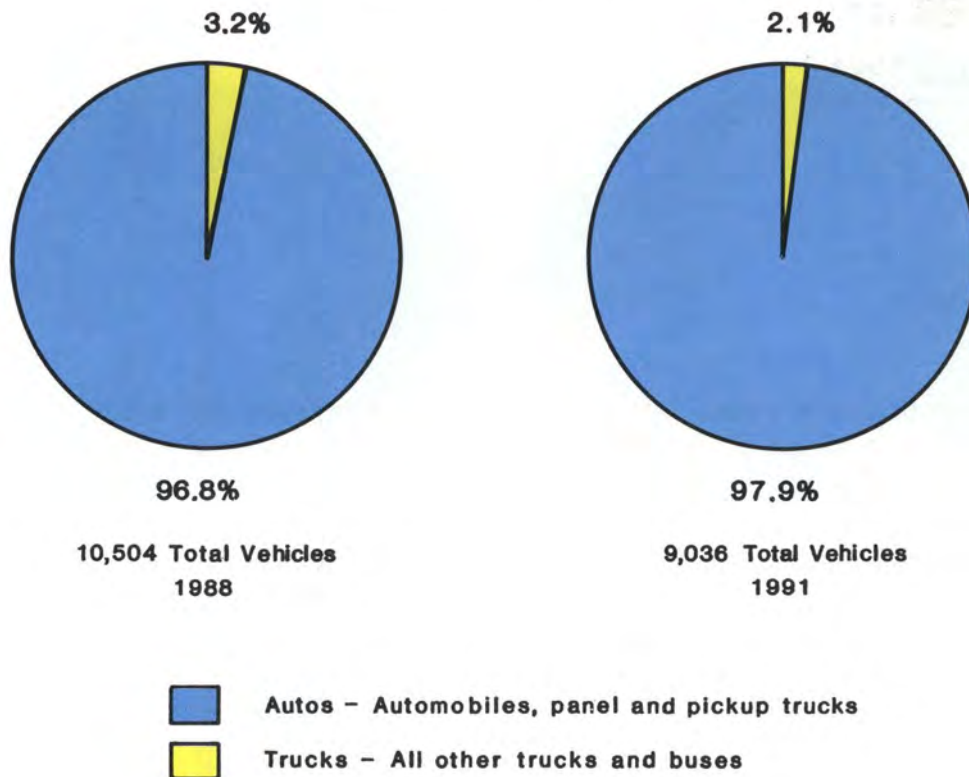
DESCRIPTION:

There are two four-lane bridges; one is for commercial traffic and one is for non-commercial traffic. The permanent border station facilities are under construction. Current operations are being conducted in temporary buildings. The two bridges are located in El Paso County and are half owned by the City of El Paso and half owned by the Government of Mexico. These bridges connect Zaragosa Street in El Paso with the City of Juarez, Mexico. This toll facility was built in 1990. These new bridges replaced a previous two-lane bridge.

**FIGURE 39: 24-HOUR TRAFFIC COUNTS FROM ZARAGOSA ROAD BRIDGE
YSLETA-ZARAGOSA**

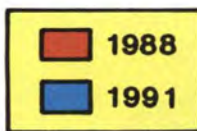
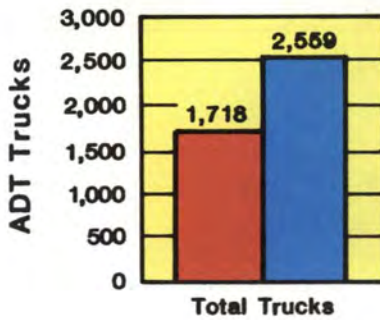
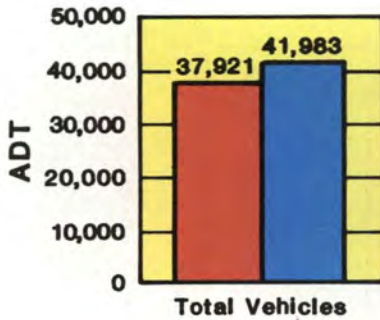


**FIGURE 40: TRAFFIC MIX OF ZARAGOSA ROAD BRIDGE,
YSLETA-ZARAGOSA**



BRIDGE OF THE AMERICAS, EL PASO-CIUDAD JUAREZ

20



DESCRIPTION:

This eight-lane bridge is owned by the International Boundary and Water Commission. Loads have been restricted to 20 tons since June 1991. The bridge is rapidly deteriorating and is in need of structural repairs. The bridge was built as a result of the Chamizal Treaty and was opened around 1967. This bridge connects Interstate 10 with Ciudad Juarez, Mexico. This is a free facility and is also known as the Cordova bridge.

FIGURE 41: 24-HOUR TRAFFIC COUNTS FROM BRIDGE OF THE AMERICAS, EL PASO-CIUDAD JUAREZ

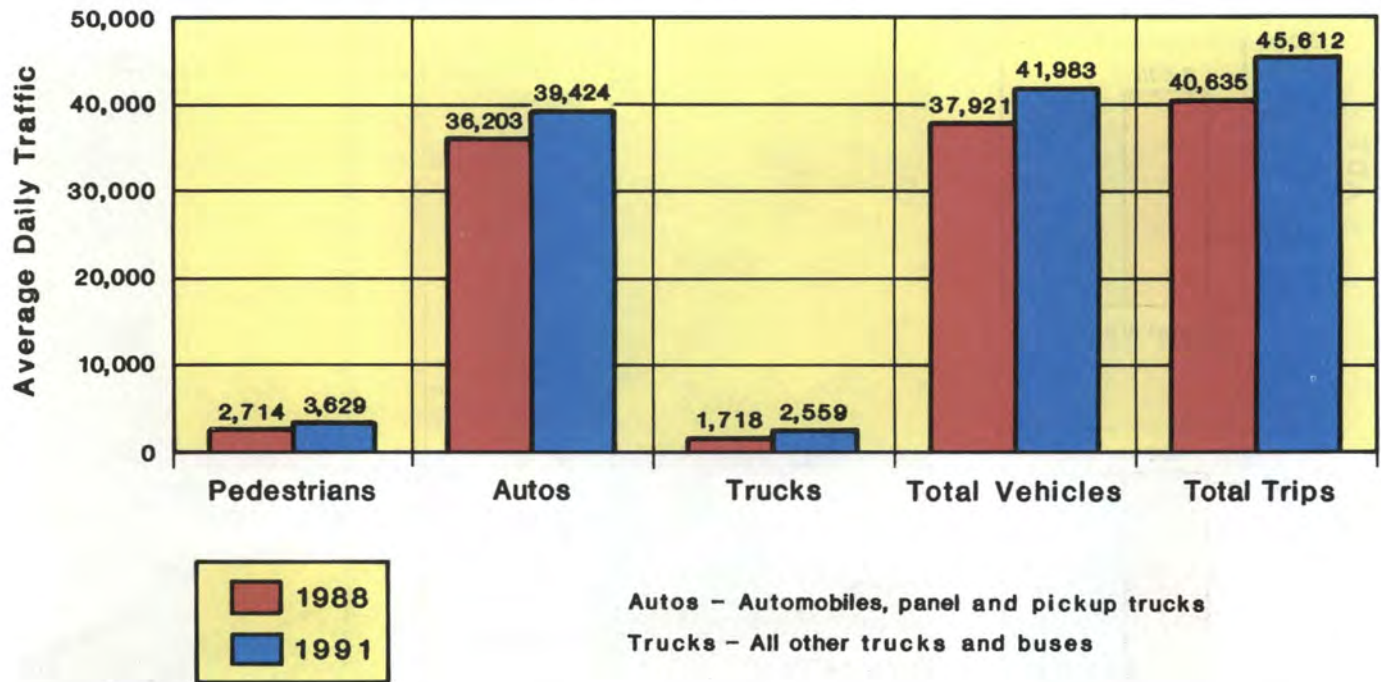
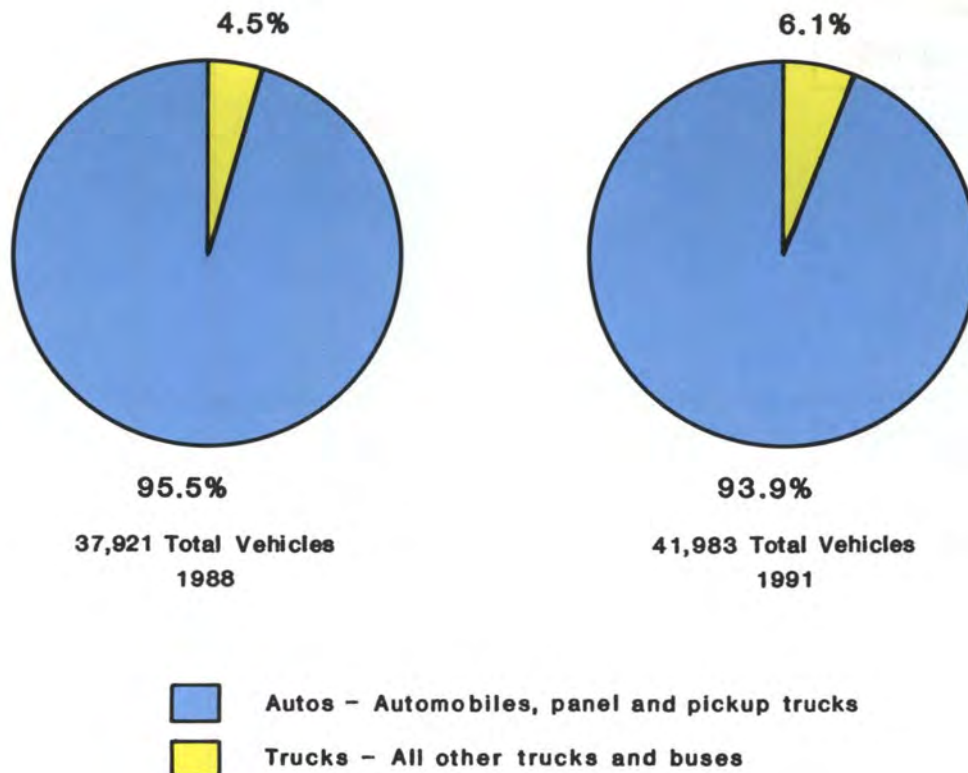
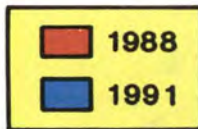
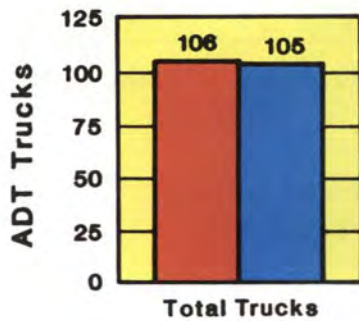
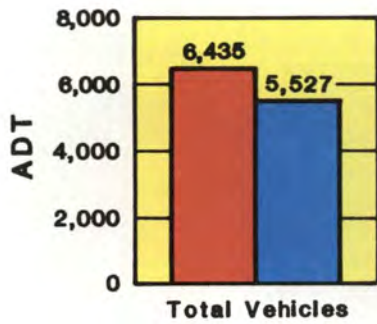


FIGURE 42: TRAFFIC MIX OF BRIDGE OF THE AMERICAS, EL PASO-CIUDAD JUAREZ



GOOD NEIGHBOR BRIDGE (STANTON ST.), EL PASO-CIUDAD JUAREZ

21



DESCRIPTION:

This three-lane bridge is for southbound traffic only into Mexico. The Government of Mexico has proposed allowing two-way traffic during peak periods, but the U.S. is opposed because of inadequate border station facilities. The bridge was rebuilt in 1967 as a result of the Chamizal Treaty. This bridge connects Stanton Street in El Paso with Ciudad Juarez, Mexico. The City of El Paso is the bridge owner. This is a toll facility. It is also known as the "Friendship Bridge."

FIGURE 43: 24-HOUR TRAFFIC COUNTS FROM GOOD NEIGHBOR BRIDGE, EL PASO-CIUDAD JUAREZ

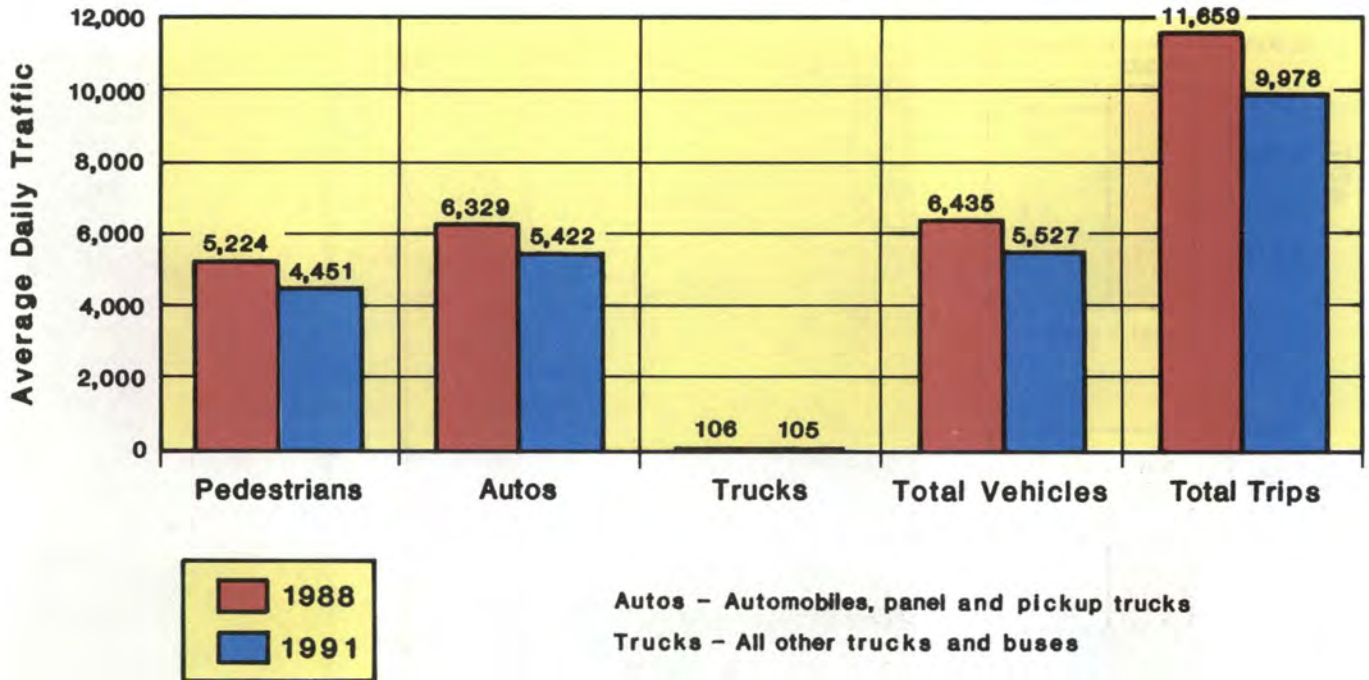
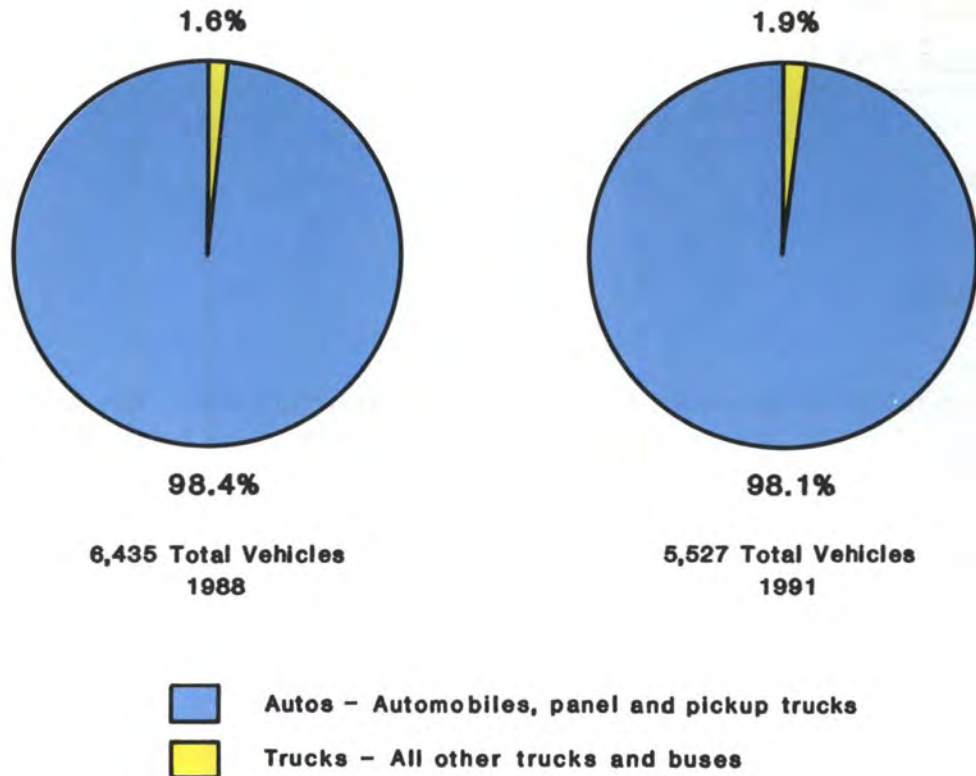
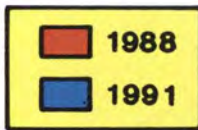
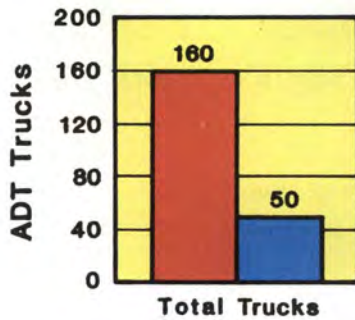
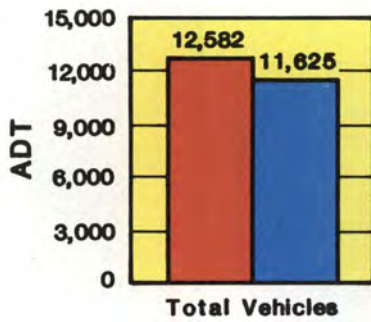


FIGURE 44: TRAFFIC MIX OF GOOD NEIGHBOR BRIDGE, EL PASO-CIUDAD JUAREZ



PASO DEL NORTE BRIDGE (SANTA FE ST.), EL PASO-CIUDAD JUAREZ

22



DESCRIPTION:

This four-lane bridge is for non-commercial vehicles traveling north into the U.S. The bridge was rebuilt in 1967 as a result of the Chamizal Treaty. This bridge connects Santa Fe Street in El Paso with Ciudad Juarez, Mexico. The City of El Paso is the bridge owner. This is a toll facility.

FIGURE 45: 24-HOUR TRAFFIC COUNTS FROM PASO DEL NORTE BRIDGE, EL PASO-CIUDAD JUAREZ

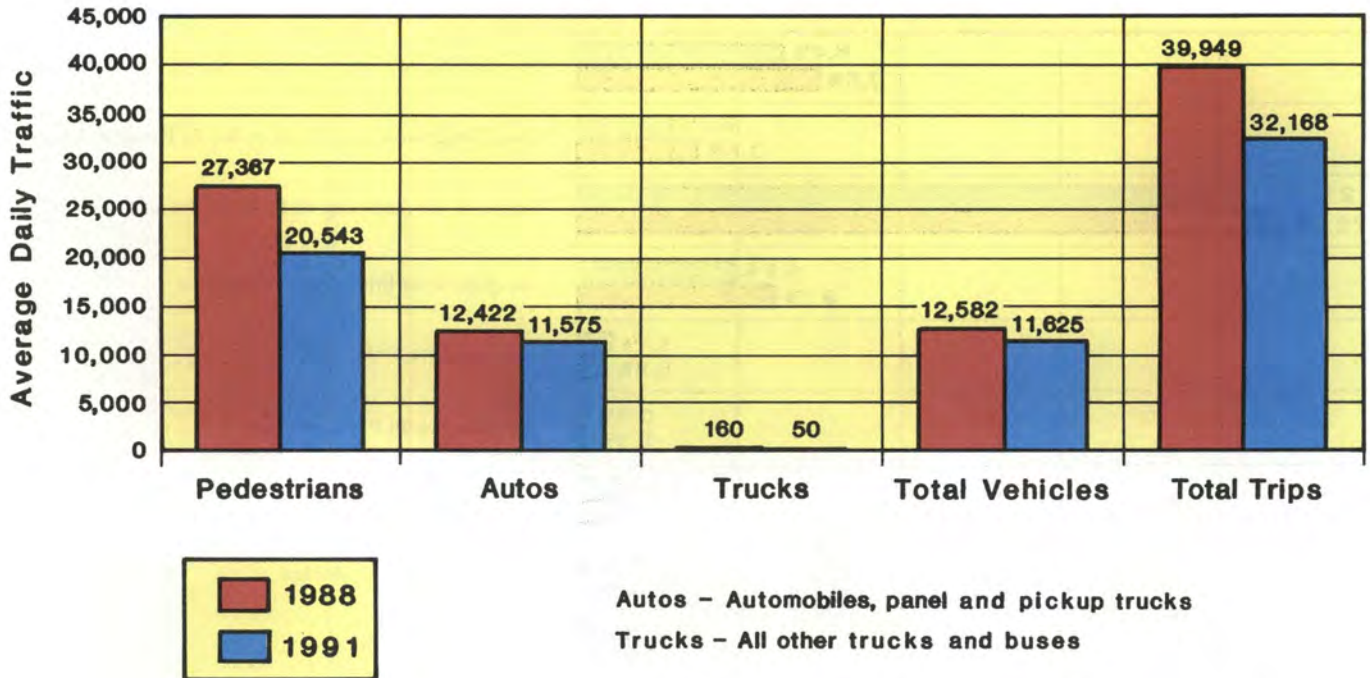


FIGURE 46: TRAFFIC MIX OF PASO DEL NORTE BRIDGE, EL PASO-CIUDAD JUAREZ

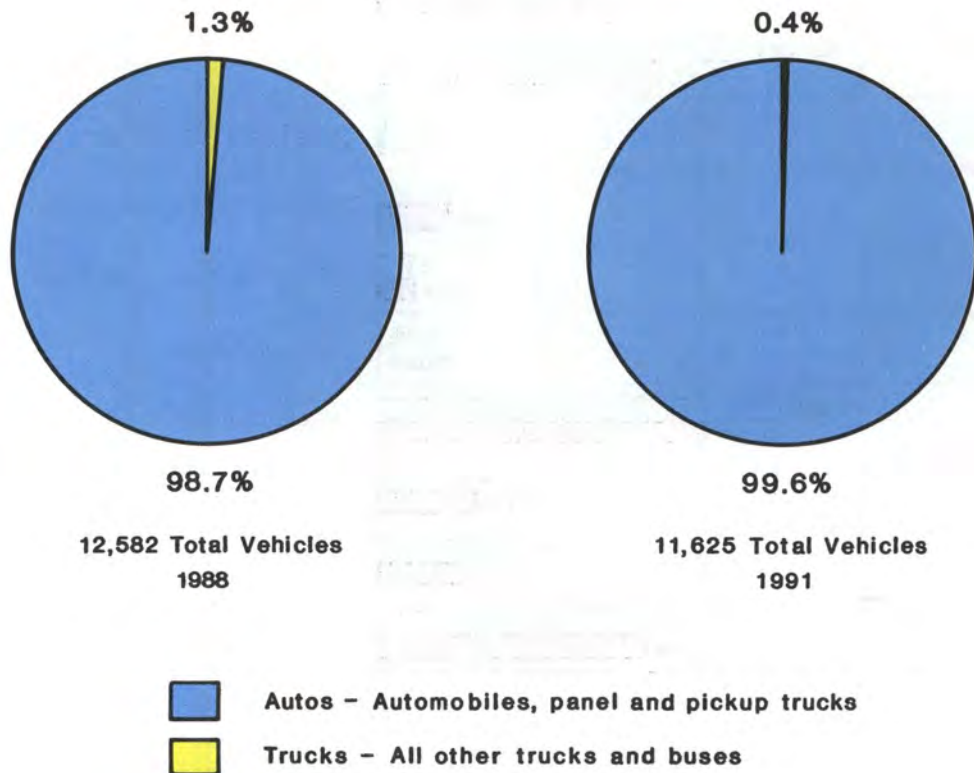
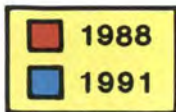
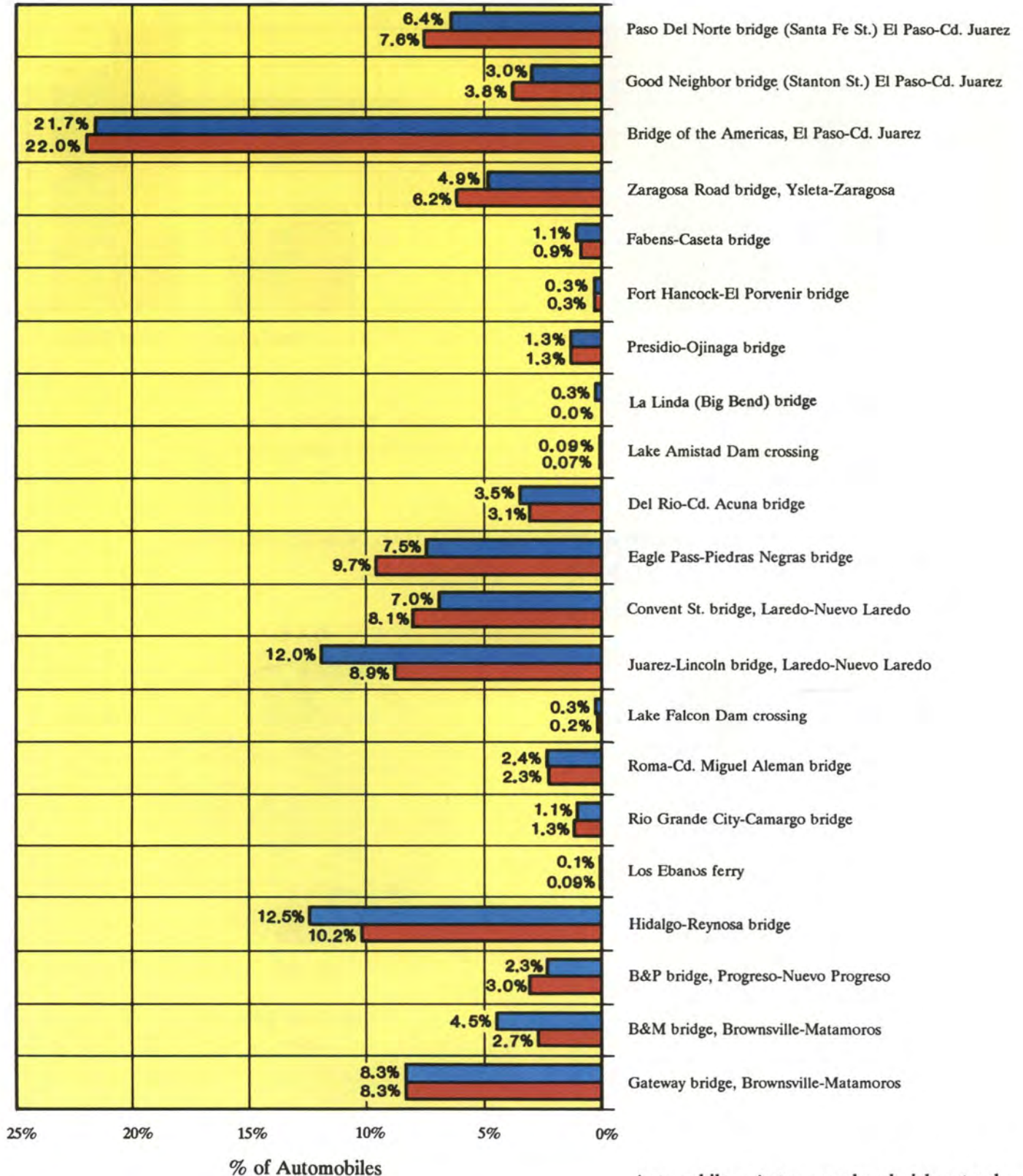


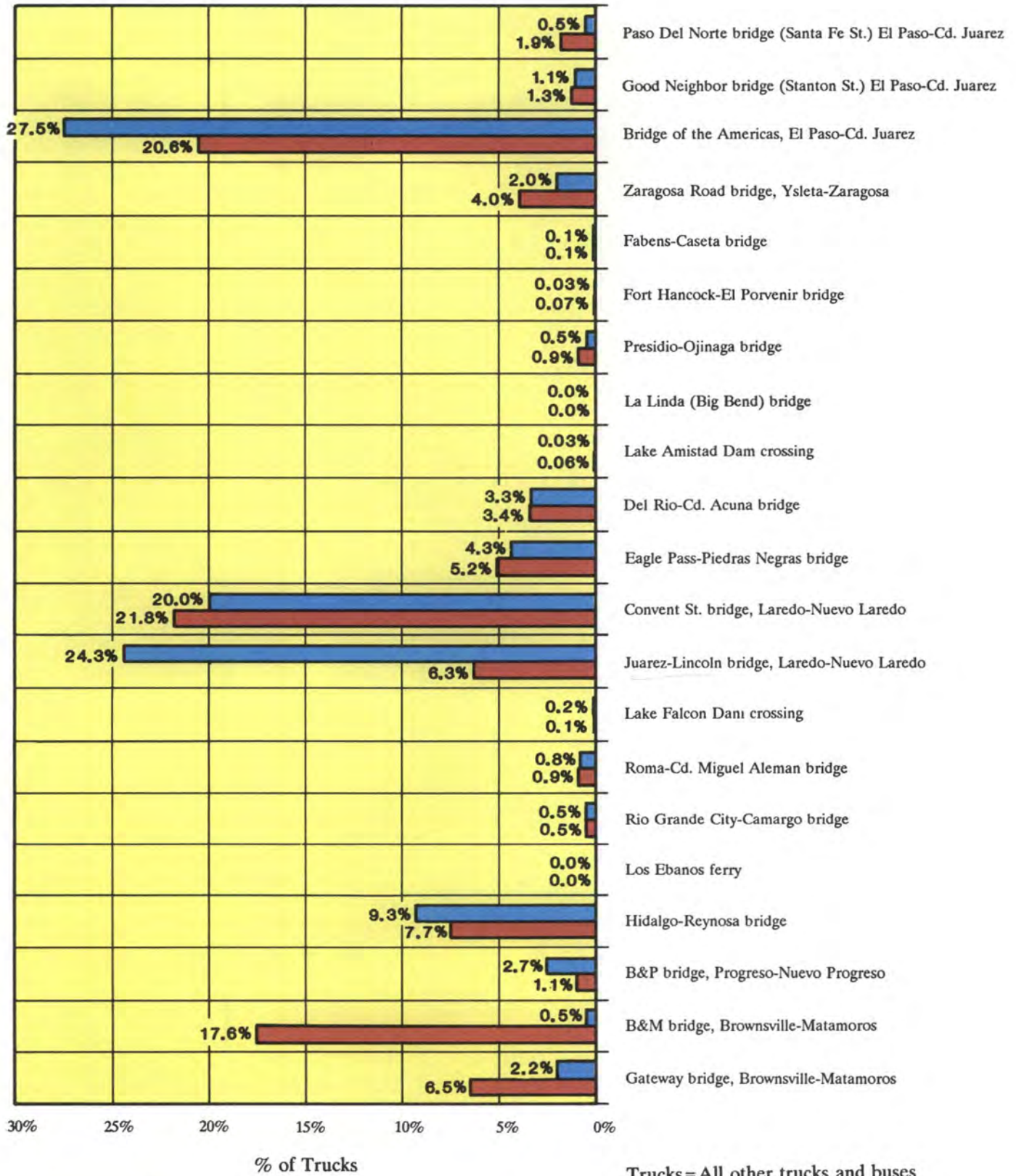
FIGURE 47: Each Border Crossing's Share of Total Automobile Traffic (Inbound and Outbound)



Automobiles = Autos, panel and pickup trucks

Note: There is no data for the Colombia bridge

FIGURE 48: Each Border Crossing's Share of Total Truck Traffic (Inbound and Outbound)



■ 1988
■ 1991

Trucks = All other trucks and buses

Note: There is no data for the Colombia bridge

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PROPOSED BORDER CROSSINGS UNDER DEVELOPMENT

A. Port of Brownsville Bridge

The Brownsville Navigation District/Port of Brownsville is preparing a Presidential Permit application for a four-lane bridge. A road is planned that would link the proposed bridge to the Port of Brownsville. There will also be a separate rail bridge.

B. Brownsville Expressway Bridge

The City of Brownsville and Cameron County have proposed a bridge that would tie U.S. Highway 77/U.S. Highway 83 directly to Mexico. As currently conceived, U.S. Highway 77/U.S. Highway 83 would be extended to the international bridge. The Presidential Permit has been applied for, but a permit has not been issued yet. The bridge has also been called Los Tomates Bridge.

A levee would need to be relocated to allow for additional land at the site for both Mexico and the U.S. The International Bridge and Water Commission has issued an Environmental Assessment.

C. Los Indios Bridge

This four-lane bridge is currently under construction and will be in operation in Fall 1992. Final diplomatic notes were exchanged in October 1990. The Mexican side of the bridge will be built with private funds from Mexico. The bridge owner is Cameron County.

D. Donna Bridge

The City of Donna received a Presidential Permit in 1979 for this bridge but it is still in the planning stage at this time.

E. Pharr Bridge

A Presidential Permit was issued in 1978 to the City of Pharr for a four-to six-lane bridge. U.S. Highway 281 would be expanded to the bridge, but there are several environmental issues to be handled, including the Santa Ana Wildlife Refuge which is downstream from the proposed crossing.

F. Hidalgo Bridge #2

The Cities of Hidalgo and McAllen have proposed a second crossing near an existing foreign trade zone. The proposed location is dependent on the Government of Mexico constructing a road from the Monterrey/Reynosa Highway to the bridge.

G. Mission Bridge

A Presidential Permit was issued in 1978 to the City of Mission for a vehicular and railroad bridge.

H. Los Ebanos Bridge

The Reyna Estate is preparing a Presidential Permit application for a bridge just upstream from the existing ferry service. An issue that remains to be resolved is historical concerns relating to the existing ferry crossing. The Government of Mexico supports the proposed bridge.

I. Laredo - Nuevo Laredo Bridge #3

The City of Laredo is preparing a Presidential Permit application for a site upstream of Bridge #1 at Convent Street. The City of Nuevo Laredo supports the proposed bridge.

J. Eagle Pass Bridge #2

A Presidential Permit has been applied for by the City of Eagle Pass. The Government of Mexico is currently negotiating with the city to build the bridge one-half mile downstream from the existing bridge.

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2. Border Station Task Force Meeting No. 24, May 1, 1991. El Paso, Texas.
3. U.S. Border Stations, Southern Border-General Services Administration, Region No. 7, "Summary of Existing and Proposed Border Stations." Planning Staff, Fort Worth, Texas. June, 1991.
4. International Border Crossing Texas and Mexico, "Background Information." Texas Department of Transportation-Division of Transportation Planning. Austin, Texas. January, 1989.