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
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.
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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

<table>
<thead>
<tr>
<th></th>
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<td>6</td>
<td>$ 9,359,300</td>
<td>$ 4,037,400</td>
<td>$ 1,247,900</td>
<td>$ 2,159,000</td>
<td>-</td>
<td>$ 8,500,541</td>
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<tr>
<td>7</td>
<td>$ 8,823,300</td>
<td>$ 3,977,800</td>
<td>$ 1,176,400</td>
<td>$ 450,000</td>
<td>$ 1,871,000</td>
<td>$ 9,296,472</td>
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<td>$22,466,200</td>
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<td>$10,923,100</td>
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<td>24</td>
<td>$ 7,463,400</td>
<td>$ 2,864,400</td>
<td>$ 995,100</td>
<td>$ 7,088,000</td>
<td>$ 337,000</td>
<td>$ 6,460,306</td>
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<tr>
<td>Total</td>
<td>$59,035,300</td>
<td>$23,441,500</td>
<td>$7,871,300</td>
<td>$19,938,000</td>
<td>$8,779,000</td>
<td>$58,240,878</td>
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</table>

* 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

SCALE IN MILES

OPERATIONAL LEVEL OF SERVICE
EL PASO

MAP 
APRIL 1, 1991
MAJOR PROJECTS
EL PASO COUNTY
MAP #1A
APRIL 1, 1991

LEGEND
- PROJECTS UNDER CONSTRUCTION
- PRE-CONSTRUCTION PROJECTS

1990 ADT VOLUMES
2010 ADT VOLUMES
### MAP 1A

#### STATUS OF MAJOR PROJECTS

#### EL PASO

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

<table>
<thead>
<tr>
<th>ID NO. ON MAP</th>
<th>COUNTY</th>
<th>HIGHWAY</th>
<th>LIMITS/IMPROVEMENTS</th>
<th>LENGTH (MILES)</th>
<th>TOTAL EST. STATE COST (IN MILLIONS)</th>
<th>PROJECT AUTHORITY</th>
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</thead>
<tbody>
<tr>
<td>7</td>
<td>El Paso</td>
<td>MH</td>
<td>At SPT RR O/P Replace Overpass and Approaches</td>
<td>0.1</td>
<td>$ 4.0</td>
<td>Level III</td>
</tr>
<tr>
<td>8</td>
<td>El Paso</td>
<td>IH 10</td>
<td>At Loop 375 Construct Mainlane Structures over IH 10</td>
<td>2.0</td>
<td>$ 1.63</td>
<td>Level II</td>
</tr>
<tr>
<td>9</td>
<td>El Paso</td>
<td>US 54</td>
<td>Yandell Dr. to Von Buren Ave. Widen Roadway (additional lane)</td>
<td>2.1</td>
<td>$ 3.2</td>
<td>Level II</td>
</tr>
<tr>
<td>10</td>
<td>El Paso</td>
<td>US 62/180</td>
<td>US 54 to Loop 375 Construct freeway section</td>
<td>9.7</td>
<td>$112.3</td>
<td>Level II</td>
</tr>
</tbody>
</table>

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

Total 62.8  $242.18
PART 3

OPERATIONAL LEVEL OF SERVICE AND STATUS OF MAJOR PROJECTS

DEL RIO AREA
DEL RIO

LEVEL OF SERVICE
- C-D
- E
- EXCEEDS E

OPERATIONAL LEVEL OF SERVICE
DEL RIO

MAP #2
APRIL 1, 1991

1989 TRAFFIC
PROJECTS UNDER CONSTRUCTION

PRE-CONSTRUCTION PROJECTS

1990 ADT VOLUMES

2010 ADT VOLUMES

MAP #2A

APRIL 1, 1991
### STATUS OF MAJOR PROJECTS
#### DEL RIO

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

OPERATIONAL LEVEL OF SERVICE AND STATUS OF MAJOR PROJECTS

LAREDO AREA
LEVEL OF SERVICE - C-D-E

OPERATIONAL LEVEL OF SERVICE LAREDO
MAP #5
APRIL 1, 1991

1989 TRAFFIC

LEVEL OF SERVICE
C - D
E
EXCEEDS E

1989 TRAFFIC
### Status of Major Projects

#### Laredo

<table>
<thead>
<tr>
<th>ID No. On Map</th>
<th>County</th>
<th>Highway</th>
<th>Limits/Improvements</th>
<th>Length (Miles)</th>
<th>Total Est. State Cost (In Millions)</th>
<th>Project Authority</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Webb</td>
<td>SP 400</td>
<td>IH 35 to LP 20 Resurface &amp; Construct 2-lane rural with shoulders</td>
<td>3.3</td>
<td>$3.4</td>
<td>Level III</td>
</tr>
<tr>
<td>2</td>
<td>Webb</td>
<td>MH McPherson</td>
<td>Calton Road to Del Mar Boulevard Reconstruct to 4-lane divided urban</td>
<td>2.5</td>
<td>$2.1</td>
<td>Level III</td>
</tr>
<tr>
<td>3</td>
<td>Webb</td>
<td>FM 1472</td>
<td>IH 35 to FM 255 (Mines Road) Reconstruct to 4 lanes</td>
<td>17.5</td>
<td>$23.9</td>
<td>Level III</td>
</tr>
</tbody>
</table>

**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         |
### Status of Major Projects

<table>
<thead>
<tr>
<th>ID No.</th>
<th>County</th>
<th>Highway</th>
<th>Limits/Improvements</th>
<th>Length (Miles)</th>
<th>Total Est. State Cost (in Millions)</th>
<th>Project Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Webb</td>
<td>US 83</td>
<td>Maryland to SH 359; Reconstruct to provide one-way pair</td>
<td>1.5</td>
<td>$2.9</td>
<td>Let to Contract 9-89 (75.7% complete)</td>
</tr>
<tr>
<td>7</td>
<td>Webb</td>
<td>LP 20</td>
<td>SH 359 to US 59; US 59 to IH 35 at Milo Interchange; Construct 2-lane rural facility with shoulders</td>
<td>2.2; 8.4</td>
<td>$8.0</td>
<td>Level III; Level II</td>
</tr>
</tbody>
</table>

**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   | Webb    | 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
<table>
<thead>
<tr>
<th>ID NO.</th>
<th>COUNTY</th>
<th>HIGHWAY</th>
<th>LIMITS/IMPROVEMENTS</th>
<th>LENGTH (MILES)</th>
<th>TOTAL EST. STATE COST (IN MILLIONS)</th>
<th>PROJECT AUTHORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Starr</td>
<td>US 83</td>
<td>Hidalgo County Line to 1.5 Mi. E. of FM 755 4-lane divided rural (2 Additional Lanes)</td>
<td>15.1</td>
<td>$17.0</td>
<td>Level III</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>ID NO.</th>
<th>COUNTY</th>
<th>HIGHWAY</th>
<th>LIMITS/IMPROVEMENTS</th>
<th>LENGTH (MILES)</th>
<th>TOTAL EST. STATE COST (IN MILLIONS)</th>
<th>PROJECT AUTHORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Starr</td>
<td>US 83</td>
<td>On Garcia Street in Roma Construct One-Way Pair</td>
<td>2.9</td>
<td>$2.3</td>
<td>Level III</td>
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</table>

**REMARKS:**

<table>
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<th>ID NO.</th>
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<th>HIGHWAY</th>
<th>LIMITS/IMPROVEMENTS</th>
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<th>TOTAL EST. STATE COST (IN MILLIONS)</th>
<th>PROJECT AUTHORITY</th>
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<tbody>
<tr>
<td>3</td>
<td>Hidalgo</td>
<td>LP 374</td>
<td>Mission to Harlingen Upgrading from a 3-lane to a 4-lane divided urban</td>
<td>17.9</td>
<td>$25.3</td>
<td>Level III</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>ID NO.</th>
<th>COUNTY</th>
<th>HIGHWAY</th>
<th>LIMITS/IMPROVEMENTS</th>
<th>LENGTH (MILES)</th>
<th>TOTAL EST. STATE COST (IN MILLIONS)</th>
<th>PROJECT AUTHORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Cameron</td>
<td>US 77/83</td>
<td>FM 3248 to FM 511 4-lane controlled access freeway</td>
<td>2.8</td>
<td>$25.5</td>
<td>Let to Contract 1-90 (82.6% complete)</td>
</tr>
</tbody>
</table>

**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.
### Status of Major Projects

**Valley Area**

<table>
<thead>
<tr>
<th>ID NO. ON MAP</th>
<th>COUNTY</th>
<th>HIGHWAY</th>
<th>LIMITS/IMPROVEMENTS</th>
<th>LENGTH (MILES)</th>
<th>TOTAL EST. STATE COST (IN MILLIONS)</th>
<th>PROJECT AUTHORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Cameron</td>
<td>LP 590</td>
<td>FM 508 to FM 1595 and FM 106 to US 77/83 Construct 2-lane rural with shoulders</td>
<td>4.3</td>
<td>$ 5.0</td>
<td>LEVEL III</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>ID NO. ON MAP</th>
<th>COUNTY</th>
<th>HIGHWAY</th>
<th>LIMITS/IMPROVEMENTS</th>
<th>LENGTH (MILES)</th>
<th>TOTAL EST. STATE COST (IN MILLIONS)</th>
<th>PROJECT AUTHORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>Hidalgo</td>
<td>FM 495</td>
<td>SH 107 to FM 2220, Widen 2 lane to 4 lane</td>
<td>4.0</td>
<td>$3.61</td>
<td>Level III</td>
</tr>
<tr>
<td>18</td>
<td>Hidalgo</td>
<td>FM 495</td>
<td>US 281 E to FM 1426, Widen 2 lane to 4 lane</td>
<td>1.8</td>
<td>$2.30</td>
<td>Level II</td>
</tr>
<tr>
<td>19</td>
<td>Hidalgo</td>
<td>SH 107</td>
<td>18th Street to 2.0 Mile N of Loop 344, Widen 2 lane to 4 lane</td>
<td>1.4</td>
<td>$2.40</td>
<td>Level III</td>
</tr>
<tr>
<td>20</td>
<td>Hidalgo</td>
<td>SH 336</td>
<td>SH 107 S to N of Nolana Loop, Widen 2 lane to 4 lane</td>
<td>3.0</td>
<td>$3.28</td>
<td>Level III</td>
</tr>
<tr>
<td>21</td>
<td>Hidalgo</td>
<td>SP 487</td>
<td>Loop 374 to U 83, Widen 2 lane to 4 lane</td>
<td>0.9</td>
<td>$0.81</td>
<td>Level III</td>
</tr>
<tr>
<td>22</td>
<td>Hidalgo</td>
<td>SH 336</td>
<td>N of FM 1016, S to Spur 241, Widen 2 lane to 4 lane</td>
<td>4.3</td>
<td>$6.72</td>
<td>Level III</td>
</tr>
<tr>
<td>23</td>
<td>Hidalgo</td>
<td>US 281</td>
<td>Main Floodway &amp; US 281, Widen 2 lane to 4 lane bridge</td>
<td>0.6</td>
<td>$9.93</td>
<td>Level II</td>
</tr>
<tr>
<td>24</td>
<td>Hidalgo</td>
<td>SH 107</td>
<td>North Floodway &amp; SH 107, Widen 2 lane to 4 lane bridge</td>
<td>0.6</td>
<td>$8.65</td>
<td>Level II</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Total</strong></td>
<td><strong>124.3</strong></td>
</tr>
</tbody>
</table>
PART 6

OPERATIONAL LEVEL OF SERVICE AND STATUS OF MAJOR PROJECTS

US 281
### Status of Major Projects

#### US 281

<table>
<thead>
<tr>
<th>ID NO. ON MAP</th>
<th>COUNTY</th>
<th>HIGHWAY</th>
<th>LIMITS/IMPROVEMENTS</th>
<th>LENGTH (MILES)</th>
<th>TOTAL EST. STATE COST (IN MILLIONS)</th>
<th>PROJECT AUTHORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Brooks</td>
<td>US 281</td>
<td>14th St. to Taylor Rd. Reconstruct to a 4-lane divided urban</td>
<td>1.6</td>
<td>$3.9</td>
<td>Level III</td>
</tr>
<tr>
<td>REMARKS:</td>
<td></td>
<td></td>
<td>Authorized in Level III of the 1988 Project Development Plan (PDP), for right of way purchase.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Brooks</td>
<td>US 281</td>
<td>FM 3066 to 2.3 mi. south of Encino Reconstruct to 4-lane divided rural (2 additional lanes)</td>
<td>21.3</td>
<td>$15.6</td>
<td>Level III</td>
</tr>
<tr>
<td>REMARKS:</td>
<td></td>
<td></td>
<td>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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Hidalgo</td>
<td>US 83/281</td>
<td>Interchange in Pharr Rehabilitate and upgrade</td>
<td>1.0</td>
<td>$24.5</td>
<td>Level III</td>
</tr>
<tr>
<td>4</td>
<td>Live Oak</td>
<td>US 281</td>
<td>George West to Alice Reconstruct to 4-lane divided (2 additional lanes)</td>
<td>38.5</td>
<td>$42.8</td>
<td>Level III</td>
</tr>
<tr>
<td></td>
<td>Jim Wells</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Status of Major Projects

### US 281

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

**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 the 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

INVENTORIES

- ECONOMIC ACTIVITY AND POPULATION
- LAND USE
- TRAVEL CHARACTERISTICS
- TRANSPORTATION FACILITIES

ANALYSIS OF EXISTING CONDITIONS AND CALIBRATION OF FORECASTING TECHNIQUES

- ECONOMIC ACTIVITY AND POPULATION PROJECTION TECHNIQUES
- LAND USE FORECASTING TECHNIQUES
- TRIP GENERATION
- VALIDATION OF TRIP DISTRIBUTION MODEL
- SELECTION OF NETWORK AND ZONES

SYSTEMS ANALYSIS

- COMMUNITY GOALS AND POLICIES
- FUTURE ECONOMIC ACTIVITY AND POPULATION
- FUTURE LAND USE
- FUTURE NETWORK

FORECAST

- FUTURE TRIP GENERATION
- FUTURE TRIP DISTRIBUTION
- ASSIGNMENT
- TRANSPORTATION SYSTEMS ANALYSIS
- RECOMMENDED SYSTEM

FEEDBACK

LOCAL GOVERNMENT PRIMARY RESPONSIBILITY
SDHPT PRIMARY RESPONSIBILITY

LOCAL GOVERNMENT PRIMARY RESPONSIBILITY
SDHPT PRIMARY RESPONSIBILITY
PART 8

IMPACT OF INTERNATIONAL TRUCK TRAFFIC ON 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.


. 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:

- Background Information - International Border Crossings - Texas and Mexico - 1988 & 1989
- Traffic Engineering Study - Proposed Los Indios Bridge
PART 10

STATUS OF INTERNATIONAL CROSSINGS
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. The 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.
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.
USA
NEW MEXICO
CANUTILLO
EL PASO
CIUDAD DEJAREZ
SCALE IN MILES
0 5
EXISTING INTERNATIONAL BRIDGES
NEW MEXICO
SAN TAN BRIDGE
PROPOSED INTERNATIONAL CROSSINGS
ZARAGOZA BRIDGE
EXISTING FABENS BRIDGE
EXISTING PASO DEL NORTE BRIDGE
EXISTING BRIDGE OF THE AMERICANS
PROPOSED ANAPRA PORT OF ENTRY
EXISTING ZARAGOZA BRIDGE
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.
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.
EXISTING INTERNATIONAL BRIDGE AT PRESIDO

LEGEND

EXISTING INTERNATIONAL BRIDGES
PROPOSED INTERNATIONAL BRIDGES

INTERNATIONAL BORDER CROSSINGS
MAP #9
APRIL 1, 1991
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.
<table>
<thead>
<tr>
<th>ID NO.</th>
<th>ON MAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>11. International Bridge at Del Rio</td>
<td></td>
</tr>
</tbody>
</table>

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
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.
EXISTING INTERNATIONAL BRIDGE AT EAGLE PASS

PROPOSED INTERNATIONAL BRIDGE AT EAGLE PASS

LEGEND

EXISTING INTERNATIONAL BRIDGES

PROPOSED INTERNATIONAL BRIDGES

INTERNATIONAL BORDER CROSSINGS

MAP #12

APRIL 1, 1991
14. International Bridges at Laredo - Existing

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.

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.
PROPOSED INTERNATIONAL BRIDGE OF COLUMBIA

EXISTING INTERNATIONAL BRIDGES

LEGEND

EXISTING INTERNATIONAL BRIDGES AT LAREDO

INTERNATIONAL BORDER CROSSINGS

MAP #13
APRIL 1, 1991
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.
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.
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.
EXISTING INTERNATIONAL BRIDGE AT ROMA-LOS SAENZ

EXISTING INTERNATIONAL BRIDGE AT RIO GRANDE CITY

EXISTING INTERNATIONAL BRIDGE AT LOS EBAÑOS

EXISTING INTERNATIONAL BRIDGE AT REYNOSA

EXISTING INTERNATIONAL BRIDGE AT NUEVO PROGRESO

EXISTING INTERNATIONAL BRIDGE AT LOS INDIOS

EXISTING INTERNATIONAL BRIDGE AT BROWNSVILLE

PROPOSED INTERNATIONAL BRIDGE AT LOS TOMATES

LEGEND
- BLUE: EXISTING INTERNATIONAL BRIDGES
- RED: PROPOSED INTERNATIONAL BRIDGES

INTERNATIONAL BORDER CROSSINGS
MAP *4
APRIL 1, 1991
PART 11
TEXAS HIGHWAY TRUNK SYSTEM
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.