



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



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

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

**LOCATION:** TxDOT District: Pharr/Roma Area Office  
Texas County: Starr  
U.S. City: Falcon Heights  
Mexican City: Ciudad Guerrero

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

**DAM OWNER OR OPERATOR:**

**U.S.:** U.S. Section, International Boundary and Water Commission  
**Mexico:** Mexican Section, International Boundary and Water Commission  
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX

**PORT-OF-ENTRY OWNERS AND OPERATORS:**

**U.S:** Department of Homeland Security – Customs and Border Protection  
**Mexico:** Mexican Customs  
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX

**YEAR OF CONSTRUCTION:**

1963  
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX

**HOURS:**

7:00 a.m. – 8:45 p.m. (POV only – M-Sun.)  
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX

**TOLL:** No

**U.S. PERMITS AND MEXICAN APPROVALS:**

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

**LAND PORT OF ENTRY:**

The U.S. Falcon Dam LPOE was constructed in 1960 by the International Boundary and Water Commission. The building was expanded in 1977, 1989, and 2009. The border station was transferred from the IBWC to DHS/BCBP after construction of the dam.

Source: General Services Administration

**CONNECTING ROADWAY:**

**U.S.:** FM 2098 to US 83

**Mexico:** MEX 2

**IMPROVEMENTS:**

**U.S.:** The American Recovery and Reinvestment Act of 2009 provided \$420 million to modernize CBP-owned land ports of entry. The port of entry located at Falcon Dam is one of three Texas facilities owned by CBP. Improvements include the construction of advanced outbound inspection capabilities, as well as the reconfiguration of traffic control systems for the inbound lanes and secondary inspection areas. The improvements began in the summer of 2010, and are complete.

Source: U.S. Customs and Border Protection

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



**The United States is shown at the bottom of the photo.**  
(Photo courtesy of IBC Bank Laredo, 2013)

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

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

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

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

**YEAR OF CONSTRUCTION:**  
The bridge became operational on November 26, 1976.

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

**HOURS:** 24 hours (POV only)  
Source: U.S. Customs and Border Protection, 2015

**TOLL:** POVs - \$3.50 Commercial Buses - \$4.25 per axle  
Pedestrians - \$1.00  
Source: <http://www.cityoflaredo.com/bridgesys/Fees/BridgeFees2.htm>, 2015

**U.S. PERMITS AND MEXICAN APPROVALS:**

**U.S.:** Built using permit of bridge #1 (Circa 1950s).  
Source: Laredo District, TxDOT

**LAND PORT OF ENTRY:**

**U.S.:** The J&L LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and was completed in 1982. In 2011, GSA completed a CBP-funded project to add three additional primary inspections lanes for a total of 15 primary inspection lanes. GSA completed a design for modernization. Construction has been awarded.  
Source: General Services Administration

As of late 2015, the City of Laredo and TxDOT have been negotiating the transference of the four city blocks between the end of IH 35 and between the mainlanes leading to US 83 and the entrance of Bridge II. These blocks are currently used as parkland. When this transference is complete, the City will take over all maintenance of this area and may provide additional services that are associated with incoming travelers with the remainder being used as parkland.  
Source: TxDOT – Laredo District

**Mexico:** The land port of entry became operational in November 1976.  
Source: Centro S.C.T. Tamaulipas

**SENTRI PROGRAM:**

A ribbon-cutting ceremony for the SENTRI lane at the bridge was held on October 30, 2006. SENTRI provides expedited CBP processing for pre-approved, low-risk travelers. Applicants must voluntarily undergo a thorough biographical background check against criminal, law enforcement, customs, immigration, and terrorist indices; a 10-fingerprint law enforcement check; and a personal interview with a CBP Officer.  
Source: US Customs and Border Protection

**CONNECTING ROADWAY:**

**U.S.:** IH-35, near US 83 (Matamoros St. and Houston St.) IH-35 connects with US 59 and Loop 20. US 83 connects with Loop 20 and SH 359.  
**Mexico:** Near MEX 85 and MEX 2  
Source: Laredo District, TxDOT



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



**The United States is shown at the bottom of the photo.**  
(Photo courtesy of IBC Bank Laredo, 2013)

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

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

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

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

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

**FUNDING/COST:**

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

Source: City of Laredo

**HOURS:**

24 hours (POV only)

Source: U.S. Customs and Border Protection, 2015

**TOLL:**

POVs - \$3.50

Pedestrians - \$1.00

Source: <http://www.cityoflaredo.com/bridgesys/Fees/BridgeFees2.htm>, 2015

**U.S. PERMITS AND MEXICAN APPROVALS:**

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

**LAND PORT OF ENTRY:**

**U.S.:** The Convent LPOE is owned by the United States and under the jurisdiction, custody and control of GSA. The border station was constructed in 1943 and renovated in 1991. GSA completed a design for a full modernization. Award of construction project is planned for December 2015.

Source: General Services Administration

**Mexico:** The land port of entry was constructed in 1954 and renovated in 1956.

Source: Centro S.C.T. Tamaulipas

**CONNECTING ROADWAY:**

**U.S.:** Convent Ave. and Salinas Ave. run north and south, respectively and intersect with Matamoros St. and Houston St. that connect to IH-35, US 83 and US 81.

Source: Laredo District, TxDOT

**Mexico:** Near MEX 2, MEX 85 or MEX 1

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



**The United States is shown at the bottom of the photo.**  
(Photo courtesy of IBC Bank Laredo, 2013)

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

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

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

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

**YEAR OF CONSTRUCTION:**  
**U.S.:** Groundbreaking occurred on September 30, 1998, and the bridge  
officially opened on April 15, 2000.  
Source: Laredo District, TxDOT

**Mexico:** The Bridge officially opened for commercial vehicles on April 15,  
2000.  
Source: Laredo District, TxDOT



**FUNDING/COST:**

**U.S.:** The International Bridge let for approximately \$2.2 million. Estimates for the GSA facilities totaled over \$19.5 million. The roadway improvement costs related to the bridge were approximately \$93 million.

Source: Laredo District, TxDOT

**HOURS:**

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

8 a.m. – 4 p.m. (Sat. - Commercial/Cargo only)

10 a.m. – 2 p.m. (Sun. - Commercial/Cargo only)

Source: U.S. Customs and Border Protection, 2015

**TOLL:**

Commercial - \$4.25 per axle (plus applicable overweight permit fees)

Source: <http://www.cityoflaredo.com/bridgesys/Fees/BridgeFees2.htm>, 2015

**U.S. PERMITS AND MEXICAN APPROVALS:**

**U.S.:** The City of Laredo submitted a Presidential Permit application in 1991; the permit was issued in November 1994. The USCG Bridge permit was approved on February 12, 1996. A FONSI was issued by the FHWA on March 26, 1998.

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

Source: United States Coast Guard

Source: Laredo District, TxDOT

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

**LAND PORT OF ENTRY:**

**U.S.:** The World Trade LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and became operational on April 15, 2000.

Source: General Services Administration

**Mexico:** Plans for the land port of entry were approved by INDAABIN on December 17, 1997.

Source: SEDICOT, Gobierno del Estado de Tamaulipas

**FAST PROGRAM:**

The Free and Secure Trade (FAST) lane program began operating in April 2004. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at: [http://www.cbp.gov/xp/cgov/trade/cargo\\_security/ctpat/fast/](http://www.cbp.gov/xp/cgov/trade/cargo_security/ctpat/fast/)

Source: International Relations Office, TxDOT

**CONNECTING ROADWAY:**

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

Source: Laredo District, TxDOT

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

Source: SEDICOT, Gobierno del Estado de Tamaulipas

## **IMPROVEMENTS:**

**U.S.:** Bridge Inspection/Toll Expansion Project – The project included the construction of seven new federal inspection booths at this bridge facility. This project increased the number of federal toll inspection lanes/booths from 8 to 15 lanes, to improve the facility's vehicle processing capacity. The \$5 million project was completed in 2011.

The City of Laredo, Webb County, the Webb County-City of Laredo Regional Mobility Authority (WC-CL RMA) and the TxDOT-Laredo District are proposing that Loop 20 (now officially designated as US 59) from the World Trade Bridge to US 59 be upgraded to interstate highway standards and that this segment of Loop 20 be integrated into the I-69W corridor. The segment of US 59 (formerly Loop 20) from 0.3-mi. west of IH 35 to the entrance to the World Trade Bridge facility is now officially designated as I-69W. Webb County is heading up the efforts to complete the preliminary design and environmental studies and construction plan set for the norther segment of Loop 20 from east of International Blvd. to west of IH 35. This work is now nearing completion. The McPherson Road interchange was completed in early 2014; the International interchange is scheduled to go to bidding in December 2015. It's anticipated that the construction of the US 59 (Loop 20) mainlanes over IH 35 and the Union-Pacific Railroad line will go to bidding in August 2016. Webb County has also developed a second consultant contract to finish out the preliminary design, environmental studies and construction plan sets for the segment of US 59 (Loop 20) from International Blvd. to US 59. This work is using Cross Border Infrastructure (CBI) federal funds. In order to accelerate the development of this section of US 59 to interstate standards, the City of Laredo and Webb County are developing alternative, local funding sources that would be used to leverage other funding, thereby accelerating these upgrades.

The TxDOT – Laredo District is conducting studies on short-, mid- and long-term strategies to improve the FM 1472 corridor north of I-69W (the Loop). The short-term strategies are anticipated to include items such as increasing the efficiency of signal timings, etc.; the mid-term strategies are anticipated to include adding additional travel lanes and turn lane capacity within the existing right-of-way, etc.; the long-term strategies are anticipated to include other actions to increase capacity on FM 1472 as well as working with the City, the County and the WC-CL RMA to construct or upgrade other off-system roadways in this area.

Source: Laredo District, TxDOT

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



**The United States is shown at the bottom of the photo.**  
(Photo courtesy of IBC Bank Laredo, 2013)

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

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

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

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

**YEAR OF CONSTRUCTION:**  
Completed on July 31, 1991

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

**HOURS:** 8 a.m. – Midnight (POV – M-Sun)  
9 a.m. – 10:30 p.m. (Commercial/Cargo – M-Fri)  
10 a.m. – 4 p.m. (Commercial/Cargo – Sat.)  
Source: City of Laredo, 2015

**TOLL:** POVs - \$3.50  
Pedestrians - \$1.00  
Commercial - \$4.25per axle (plus applicable overweight permit fees)  
Source: <http://www.cityoflaredo.com/bridgesys/Fees/BridgeFees2.htm>, 2015

**U.S. PERMITS AND MEXICAN APPROVALS:**

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

USCG Bridge permit approved May 8, 1990.

Source: United States Coast Guard

**LAND PORT OF ENTRY:**

**U.S.:** The Colombia LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and was constructed in 1991.

Source: General Services Administration

**FAST PROGRAM:**

The Free and Secure Trade lane program began operating in December 2007. The FAST Program is a bilateral initiative between the U.S. and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. More information on the FAST Program is available on the web at: [http://www.cbp.gov/xp/cgov/trade/cargo\\_security/ctpat/fast/](http://www.cbp.gov/xp/cgov/trade/cargo_security/ctpat/fast/)

Source: International Relations Office, TxDOT, March 2008

**CONNECTING ROADWAY:**

**U.S.:** FM 255T connects to Camino Colombia (toll road) and FM 1472 (Mines Road). FM 255T was acquired by TxDOT in 2004, and has been in operation since November 2004.

Source: Laredo District, TxDOT

**Mexico:** MEX 2 (La Ribereña).

Source: S.C.T.

**IMPROVEMENTS:**

**U.S.:** The Colombia-Solidarity Permanent Border Safety Inspection Facility (BSIF) was bid out in FY 2009 at a cost of \$15.9 million. The facility was certified as fully operational by the Texas Department of Public Safety (DPS) has been accepted for use. The temporary BSIF located at the FM 1472 and FM 255 intersection will be decommissioned and dismantled.

Source: Laredo District, TxDOT

Source: TxDOT, Maintenance Division

US 83 Passing Lanes – The installation of approximately 2-mile long intermittent passing lanes have been added every five to eight miles that allows for the efficient and safe passing opportunities for drivers on US 83 between Toll Road 255 north of Laredo to Carrizo Springs. This project is a stop-gap measure to help traffic conditions that are being severely impacted by the high numbers of commercial trucks using this route. This portion of US 83 is experiencing a large number of oil-field related trucks that have resulted from the Eagle Ford Shale as well as an ever increasing number of NAFTA related trucks. The work on the Webb County portion of the project has been completed. This work is costing approximately \$14.8 million using state Proposition 14 funds only.

Source: Laredo District, TxDOT, October 2015

**Mexico:** Construction of the \$8.36 million four-lane privately owned roadway project was let in May 1990 and opened in August 1991. MEX 2 (La Ribereña) was expanded to four lanes in the corresponding part of Nuevo León from kilometer 5 to 34; this project was completed in early 2002.

Source: Laredo District, TxDOT, January 2004



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



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

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

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

**DESCRIPTION:**

The bridge began operating on September 24, 1999, and is located approximately 0.6 miles south of the existing Eagle Pass International Bridge and immediately north of the international railroad bridge owned and operated by Union Pacific. Since the bridge opening, all commercial traffic in the area is required to use this bridge.

The bridge structure is 1384 feet in length with 374 feet on the Mexican side and 1,010 feet on the U.S. side. The LAND PORT OF ENTRY for the Port of Entry facilities consists of approximately 46 acres. The 84-foot wide bridge roadway provides six lanes (three in each direction) and includes two six-foot sidewalks for pedestrians.

Source: City of Eagle Pass

**BRIDGE OWNER OR OPERATOR:**

U.S. Owner: City of Eagle Pass

U.S. Operator: Eagle Pass Bridge System

Source: City of Eagle Pass

Mexican Owner: Mexican Government.  
Source: Dirección General de Caminos SCOPE, Gobierno de Coahuila

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

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

**HOURS:** 24 hours (POV–M–Sun)  
8 a.m. – 11 p.m. (Commercial/Cargo –M–Fri)  
8 a.m. – 3 p.m. (Commercial/Cargo –Sat)  
*Note: Wide loads up to twenty-five feet can be accommodated.*  
Source: City of Eagle Pass, 2015

**TOLL:** POVs - \$3.00                      Buses - \$7.50  
Pedestrians - \$0.50              Motorcycles - \$3.00  
Commercial Vehicles - \$4.75 per axle  
Source: City of Eagle Pass, 2015

**U.S. PERMITS AND MEXICAN APPROVALS:**

**U.S.:** The Department of State issued the Presidential Permit to the City of Eagle Pass in May 1996. The Coast Guard Bridge Permit was issued in August 1996.

Source: City of Eagle Pass, February 2005

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

Source: S.C.T., November 1999

**LAND PORT OF ENTRY:**

**U.S.:** The Eagle Pass II LPOE is owned by the United States and under the jurisdiction, custody and control of GSA.

Ownership transferred the majority of the port to government-owned as of June 2013, with the exception of the Administration Building that remains a leased building.

Source: General Services Administration

**Mexico:** Construction of the land port of entry began in July 1998 and was completed in August of 1999.

Source: SCT

## CONNECTING ROADWAY:

**U.S.:** Construction for the Eagle Pass Truck Route was divided into two phases. Phase 1A was completed in April 1999 at a cost of \$1.1 million and is approximately 1/2 mile long, connecting at FM 1021-Wilson Street and ending at the Camino Real International Bridge. Phase 1B is approximately 2 miles, starting at the Camino Real International Bridge and ending at FM 375. Phase 1B includes 2 lanes with shoulders and was completed in summer 2007.

Construction of this road way was a coordinated effort between the City of Eagle Pass and TxDOT. Work on the FM 1021 overpass started construction in fall 2012 and has been completed and opened to traffic. Cost of this project is \$8.28 million and is using a combination of state and federal funds that includes \$750,000 of CBI funds.

Source: City of Eagle Pass

Source: Laredo District, TxDOT

**Mexico:** The governors of Coahuila and Zacatecas signed an agreement to expand highway infrastructure from Saltillo to Zacatecas. Highway 57, a four-lane highway from Piedras Negras to Saltillo, Coahuila, is complete with plans for four-lanes all the way to Mexico City.

Source: City of Eagle Pass

## IMPROVEMENTS:

**U.S.:** State Loop 480 (Eagle Pass Outer Loop) - SL 480 is an outer loop that extends from the Camino Real Bridge/Eagle Pass Truck Route around the eastern portion of the city to eventually US 277 north of Eagle Pass. Work on this project was started in FY 2009, with Proposition 14 Funds used in the Phases I and II segments. Phase I construction was completed in 2012, and extends from FM 1021 to US 57. Phase I included the construction of a two-lane highway on a new location with one grade separated interchange at the US 277 east intersection. Phase I was constructed at a cost of \$16.6 million. Phase II construction from International Bridge II to FM 1021 began in 2010 and includes a two-lane highway on a new location with a grade separated intersection at the FM 1021 intersection. Phase II segment cost \$16.6 million and is complete and operational. Phase III of the SL 480 project that will extend from US 57 to US 277 north, but is currently unfunded.

Source: City of Eagle Pass

Source: Laredo District, TxDOT

**US 277 Passing Lanes** –The installation of intermittent passing lanes has been completed where approximately 2-mile long passing lanes added every five to eight miles between Eagle Pass and Carrizo Springs. This improved, stop-gap configuration allows for efficient and safe passing opportunities for drivers to get around slower moving traffic. This improvement was especially needed due to the high numbers of commercial trucks using this route. This project cost approximately \$10.8 million and was completed in 2015.

Source: Laredo TxDOT District

Camino Real Bridge Toll Booth Improvements – This project consists of construction and infrastructure improvements to the northbound portion of the International Bridge II facility. This project will include concrete pavement, new inspection booths, related hardware and software, canopies and fencing. Rerouting of commercial traffic is needed to improve the internal flow of commercial trucks and oversize loads entering the U.S., as well as providing an improved, more direct alignment with the proposed permanent Border Safety Inspection Facility (BSIF). This work will increase the safety and efficiency of border traffic at this bridge, and is currently estimated to cost \$6.7 million in Coordinated Border Infrastructure funds. Bidding was scheduled for September 2015; with work completed 24 months after the start of construction.

Source: Laredo District, TxDOT

**Mexico:** The State of Coahuila and SCT continue the improvement and construction of the Mexico-Piedras Negras Transport Corridor to the new port of entry. A number of projects are planned in the short to medium term. Included was the construction of two road sections. La Muralla (10.0 km), which is complete and part of the Saltillo bypass (36.0 km) was also completed at a cost of 327 million pesos.

Source: Laredo District, TxDOT

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



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

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

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

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

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

**YEAR OF CONSTRUCTION:**  
Originally constructed in 1927 and reconstructed in 1954, the bridge was  
rehabilitated in 1985.  
Source: GSA



**FUNDING/COST:**

The City of Eagle Pass purchased the bridge on March 17, 1947, from Francisco Estrada for \$320,000.

Source: Laredo District, TxDOT

**HOURS:**

7 a.m. - 11 p.m. (POV only – M-Sun)

Source: City of Eagle Pass, 2015

**TOLL:**

POVs - \$3.00

Pedestrians - \$0.50

Motorcycles - \$3.00

Source: City of Eagle Pass, 2015

**U.S. PERMITS AND MEXICAN APPROVALS:**

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

**LAND PORT OF ENTRY:**

**U.S.:** The Eagle Pass I LPOE is owned by the United States and under the jurisdiction, custody and control of GSA and was completed in 1960 and expanded in 1991.

Source: General Services Administration

**CONNECTING ROADWAY:**

**U.S.:** US 57 connects to US 277

**Mexico:** Near MEX 2 and MEX 57

**IMPROVEMENTS:**

**U.S.:** US 57 Passing Lanes - US 57 was expanded from two lanes to four lanes with shoulders for approximately 14 miles outside the city limits.

Source: Laredo District, TxDOT, April 2009

Spur 16 - The construction of the new Spur 16 was completed in October 2006 at a cost of \$3.4 million. This project connects US 57 and US 27, and provides mobility and safety in the city of Eagle Pass.

Source: Laredo District, TxDOT, March 2011

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



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

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

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

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

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

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

**HOURS:** 24 hours (POV)  
8 a.m. – 9:30 p.m. (Commercial/Cargo – M-Fri)  
9 a.m. – 5 p.m. (Commercial/Cargo – Sat.)  
Source: U.S. Customs and Border Protection, 2015

**TOLL:**                      POVs - \$3.50                      Buses - \$12.00  
                                 Pedestrians - \$0.75                      RVs - \$12.00  
                                 Bicycles - \$0.75                      Heavy Equipment/Commercial - \$6.00 per axle  
                                 Night Fare for POVs -- \$3.50 (Friday/Saturday 9 p.m. - 5 a.m.)  
Source: City of Del Rio, 2015

#### **U.S. PERMITS AND MEXICAN APPROVALS:**

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

#### **LAND PORT OF ENTRY:**

**U.S.:** The Del Rio LPOE is owned by the United States and under the jurisdiction, custody and control of GSA. The building and lanes were expanded in 1990, and the new import dock was constructed in the late 1990's. GSA's replacement of the administration and non-commercial facilities were substantially completed in April 2009. CBP began operations in the new facilities in June 2009.

Source: General Services Administration

#### **CONNECTING ROADWAY:**

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

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

#### **IMPROVEMENTS:**

**U.S: State Loop 79** (Del Rio Relief Route) - State Loop 79 initially consisted of a two-lane highway that extended from US 277 South to US 90 West with overpasses at the Union Pacific Railroad line and the US 90 west and US 277 north intersections, as well as the Spur 317 connector to Laughlin Air Force Base. The project length was 12.1 miles and had a construction cost of \$32.3 million. This project utilized a pass-through financing agreement between Val Verde County and TxDOT that was approved and executed by the Transportation Commission. Construction of this project began in 2009, and was opened to traffic in May 2012. The northern extension, not a pass-through toll, was completed in 2015.

Toll Booth Improvements – The construction and infrastructure improvements to the City of Del Rio International Bridge Toll Booths at the Port of Entry are to replace the existing antiquated toll booths, lane gates, computer hardware, and software. Additionally, this project will more efficiently align the new GSA/CBP facility and the Mexico-bound toll plaza operated by the City of Del Rio, meeting an important objective of the City of Del Rio and CBP. This project will also provide an over-width load lane. Cost of the project is estimated at \$3.72 million in CBI federal funds. Bidding took place in late 2015. CBP and the City of Del Rio are discussing the possibility of CBP using the current toll booth facility as a Mexico-bound inspection facility.

Qualia Relief Route – A relief route connecting the existing Qualia Drive to Spur 239 and Alderete Lane will be adjacent to GSA property and run through various private properties. This project will allow traffic to travel safely, and through shorter distances to connect from Texas Highway Department Spur 239 to Qualia Drive. This project is estimated to cost \$2.785 million and will use federal CBI funds. Construction bidding is anticipated in 2016, after the right-of-way has been acquired.

Port of Entry Road Access Improvements - This proposed Val Verde County road infrastructure improvement project intention is to promote safety and economic growth in Val Verde County by rehabilitating 5.6 miles of road that is the primary access route from the Del Rio Port of Entry to the Industrial Park. This improved road will accommodate the ever growing commercial NAFTA truck traffic to warehouses along this road and in the Industrial Park. Commercial truck traffic passing through the Port-of-Entry to the industrial park and through Val Verde County has increased steadily, as have the number of warehouses in the industrial park and along the proposed project area. The present road pavement is in very poor condition and in desperate need of reconstruction as a result of the high volume of traffic it has sustained since the onset of NAFTA. Rehabilitating this road is projected to bring up to 20 new businesses to the county and produce additional property tax revenue in excess of \$180,000 per year. Cost of this project is estimated at \$3.78 million in federal CBI funds, and is anticipated to be ready for construction in late 2016. The necessary right-of-way has been acquired for this project.

Source: Laredo District, TxDOT

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



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

**LOCAL NAMES:** Amistad Dam, Presa la Amistad

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

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

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

**PORT-OF-ENTRY OWNERS AND OPERATORS:**  
**U.S:** Department of Homeland Security – Customs and Border Protection  
**Mexico:** Mexican Customs  
Source: International Boundary and Water Commission, U.S. Section, El Paso, TX

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

**HOURS:** 10 a.m. – 6 p.m. (POV only – M-Sun.)  
Source: U.S. Customs and Border Protection, 2015

**TOLL:** No



**U.S. PERMITS AND MEXICAN APPROVALS:**

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

**LAND PORT OF ENTRY:**

The land port of entry is owned by DHS/CBP, and was completed in 1969.

Source: General Services Administration

**LAND PORT OF ENTRY IMPROVEMENTS:**

The American Recovery and Reinvestment Act of 2009 provided \$420 million to modernize CBP-owned land ports of entry. The port of entry located at Amistad Dam is one of three Texas facilities owned by CBP. The new facility was completed in spring 2012. The new port of entry is located off the dam and is operational. The old station was demolished.

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

**CONNECTING ROADWAY:**

**U.S.:** Spur 349 connects to US 90

**Mexico:** Near MEX 2

2015 - NORTHBOUND POVs MONTHLY TRAFFIC FIGURES													
POE	January	February	March	April	May	June	July	August	September	October	November	December	Yearly Total
Veterans International Bridge	97,146	90,439	104,430	105,781	110,582	99,563	100,245	103,223	102,510	105,300	101,403	104,907	1,225,529
Gateway International Bridge	101,203	91,609	104,807	98,498	100,821	98,438	104,171	104,676	101,636	102,955	102,304	112,685	1,223,803
B&M Bridge	125,767	110,820	124,234	126,456	136,291	131,562	127,126	121,939	119,239	123,387	121,268	131,214	1,499,303
Free Trade Bridge	34,416	24,664	29,079	28,852	31,214	27,822	31,199	35,571	33,018	34,228	37,142	44,620	391,825
Progreso International Bridge	44,559	36,741	38,663	35,828	38,009	35,055	36,709	37,708	38,082	40,656	43,356	49,087	474,453
Donna International Bridge	55,196	42,189	52,721	51,963	1,744	51,259	58,028	55,022	51,732	54,357	57,539	64,347	596,097
Pharr-Reynosa Intl. Bridge on the Rise	92,812	82,072	95,548	88,286	92,059	93,128	104,060	97,498	88,104	96,023	97,598	107,843	1,135,031
McAllen-Hidalgo-Reynosa Bridge	190,400	173,591	197,861	191,438	204,037	192,121	196,733	189,651	193,017	199,192	195,861	219,205	2,343,107
Anzalduas International Bridge	91,994	82,672	94,288	89,079	94,439	97,306	93,185	96,090	89,791	94,476	95,119	97,721	1,116,160
Los Ebanos Ferry	2,897	2,950	2,917	2,312	506	1,972	3,506	3,261	3,147	3,186	4,901	4,977	36,532
Rio Grande City-Camargo Bridge	27,301	25,849	29,140	27,909	30,818	26,244	27,449	27,743	29,110	29,998	30,932	34,409	346,902
Roma-Ciudad Miguel Aleman Bridge	55,069	49,099	55,723	55,619	58,848	52,817	54,020	52,089	54,871	57,423	59,079	64,916	669,573
Lake Falcon Dam Crossing	6,599	5,652	6,172	6,567	6,154	5,822	6,257	5,983	6,234	6,464	7,348	8,180	77,432
Juarez-Lincoln Bridge	347,830	302,370	333,425	331,519	342,125	323,426	336,646	342,083	335,498	345,979	343,902	370,734	4,055,537
Gateway to the Americas Bridge	94,016	83,709	77,565	78,410	81,636	81,427	78,884	75,342	72,601	76,557	76,671	84,143	960,961
World Trade Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0
Laredo-Colombia Solidarity Bridge	18,762	11,232	15,910	15,244	13,843	15,864	26,890	18,658	11,532	12,752	18,026	28,845	207,558
Camino Real International Bridge	112,850	105,696	123,904	121,273	125,607	121,193	125,881	122,884	116,862	124,475	123,436	132,163	1,456,224
Eagle Pass Bridge I	100,933	93,554	103,809	106,141	108,918	10,373	104,512	102,534	101,186	98,662	97,882	106,446	1,134,950
Del Rio-Ciudad Acuna Intl. Bridge	108,681	102,733	121,853	119,545	123,852	119,179	121,878	122,176	116,645	118,795	118,135	124,318	1,417,790
Lake Amistad Dam Crossing	4,628	3,567	0	0	0	0	0	0	0	2,025	2,434	8,126	20,780
Presidio Bridge	52,881	48,389	57,743	55,964	58,707	56,168	59,826	57,133	53,856	54,012	54,703	54,900	664,282
Fort Hancock-El Porvenir Bridge	5,247	4,946	6,235	6,002	6,405	5,467	5,206	5,532	5,692	5,803	5,752	5,752	68,039
Tornillo-Guadalupe Bridge	15,144	14,795	17,822	16,700	18,704	17,050	16,106	16,764	17,075	17,423	15,835	18,699	202,117
Ysleta-Zaragoza Bridge	269,820	256,609	287,129	272,683	294,143	277,317	288,572	297,416	290,330	301,178	298,201	304,227	3,437,625
Ysleta-Zaragoza Bridge (DCL)	67,190	66,516	74,260	71,449	74,163	70,143	70,228	78,280	78,210	80,893	76,327	77,457	885,116
Bridge of the Americas	335,992	302,377	319,857	312,787	324,673	314,730	320,897	316,578	313,117	326,696	333,656	338,366	3,859,726
Good Neighbor Bridge (SB only, NB DCL)	98,287	95,375	109,019	101,971	101,092	108,324	91,201	98,263	102,463	106,882	100,046	96,823	1,209,746
Paso del Norte Bridge	193,654	223,856	261,398	253,302	246,189	252,763	247,461	257,227	234,810	245,405	226,763	229,151	2,871,979
Monthly Total	2,751,274	2,534,071	2,845,512	2,771,578	2,825,579	2,686,533	2,836,876	2,841,324	2,760,368	2,865,182	2,845,619	3,024,261	33,588,177