

INTERNATIONAL BOUNDARY AND WATER COMMISSION  
UNITED STATES AND MEXICO

El Paso, Texas  
July 11, 1991

JOINT REPORT OF THE PRINCIPAL ENGINEERS  
CONCERNING THE LOCATION AND MONUMENTATION OF THE  
INTERNATIONAL BOUNDARY ON THE  
NEW BRIDGE OVER THE RIO GRANDE BETWEEN  
YSLETA, TEXAS/ZARAGOZA, CHIHUAHUA AND CONCERNING  
THE DEMOLITION OF THE EXISTING BRIDGE AT THIS SITE

To The Honorable Commissioners  
International Boundary and Water Commission  
Mexico and the United States  
El Paso, Texas and Ciudad Juarez, Chihuahua

Sirs:

Pursuant to your instructions, we respectfully submit for your consideration this Joint Report concerning the location of the international boundary at the site of the new Ysleta-Zaragoza bridge constructed over the Rio Grande between El Paso, Texas, United States and Ciudad Juarez, Chihuahua, Mexico.

We observed that this bridge crosses the Rio Grande in a reach that was rectified by the United States and Mexico under the Convention of February 1, 1933, and in which the rectified channel is maintained and preserved by the Commission consistent with Article XI of that Convention in a manner that the pilot channel is located approximately parallel to the United States and Mexican levees.

Our studies show that the normal flow, excluding flood flows, correspond to those which during March-October are contained in the pilot channel at the site of the bridge. In this manner, consistent with Article II, paragraphs A and B, of the "Treaty to Resolve Pending Boundary Differences and Maintain the Rio Grande and Colorado River as the International Boundary" of November 23, 1970, hereinafter "1970 Boundary Treaty," we determined that the location of the international boundary is in the middle of the pilot channel.

Consistent with Article VII of the 1970 Boundary Treaty for proper monumentation of the international boundary over the international bridges, it will be necessary to place two monuments exactly on the international boundary for each of the two bridge structures. This is because the axes of the bridge structures are skewed in relation to the international boundary.

Exhibit A shows the location of the international boundary on the axis of the two structures corresponding to the middle of the pilot channel. On Structure I (heavy vehicles), the international boundary is marked by a monument on the south side of the structure, located at Station 105+22.763 feet (Station 3+207.338 meters) and by a monument on the north side of the structure located at Station 105+43.840 feet (Station 3+213.762 meters). On Structure II (light vehicles), the international boundary is marked by a

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monument on the south side of the structure located at Station 15+21.270 feet (Station 0+463.638 meters) and by a monument on the north side of the span located at Station 15+47.348 feet (Station 0+471.632 meters). The monuments consist of bronze plaques with the dimensions and with the inscription shown in Exhibit A.

We considered that the old Ysleta/Zaragoza International Bridge was constructed by the International Boundary Commission in 1942 pursuant to Commission Minute No. 148, entitled "Work Which Each Government Shall Undertake on the Rio Grande Rectification Project in Accordance with the Convention of February 1, 1933," dated October 28, 1935. We considered that this bridge has been in operation 48 years and that its maintenance is charged to the Commission under Minute No. 165 entitled, "Rules and Regulations for the Maintenance and Preservation of the Rio Grande Rectification Project in the El Paso/Juarez Valley," dated August 13, 1938.

We also observed that once the new bridge is in operation, the Commission could continue to provide constant maintenance to the Rio Grande Rectification Project under Minute No. 165 without the need to operate the old bridge. Thus we conclude that it would not be practical to continue to maintain the structure as a part of the works constructed under the Convention of 1933.

Finally, we observed that if not maintained, the old bridge could deteriorate such that it would be an obstruction to the normal or flood flows of the Rio Grande. Thus we consider that that each Section should make the necessary arrangements with the proper authorities in its respective country to demolish the bridge in accordance with criteria to be established by the Commission.

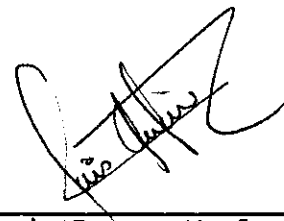
## RECOMMENDATIONS

1. That the determination of the normal flow of the Rio Grande and the position of the international boundary on the referenced bridges be adopted as described herein.
2. That the international boundary be shown by two bronze plaque monuments placed on each of the two bridges at the sites as described herein and indicated in Exhibit A.
3. That the Commission no longer operate and maintain the old existing Ysleta/Zaragoza Bridge and make arrangements in each country, through the respective Sections, for removal of the bridge in accordance with criteria that the Commission may establish.

Respectfully,



Jose S. Valdez  
Principal Engineer  
U.S. Section



Luis Antonio Rascon Mendoza  
Principal Engineer  
Mexican Section