



APPENDIX D

Detailed Descriptions of Each Discrete
Fence Section Under Routes A and B



Table D-1. Detailed Description of the 21 Fence Sections for Proposed Tactical Infrastructure

Fence Section Number	Border Patrol Station	Description of Route A	Length of Fence Section for Route A (in miles)	Difference Between Routes A and B	Length of Fence Section for Route B (in miles)	Access Gates
O-1	Rio Grande City	This fence section covers approximately 3.73 miles upriver and 1.55 miles downriver from the Roma, Texas Port-of-Entry (POE). Approximately 1.01 miles would follow the Rio Grande border to the Arroyo Mesa annex of the Lower Rio Grande Valley National Wildlife Refuge (LRGVNWR). Approximately 0.33 miles would follow the Rio Grande border to the Los Negros Creek annex to the LRGVNWR.	5.26	Route B would avoid approximately 1.01 miles of the Arroyo Mesa annex of the LRGVNWR. Route B would impact less riparian areas, less floodplain. Route B could potentially impact more residential areas.	3.75	Three gates would be installed for access to water pumping facilities.
O-2	Rio Grande City	This section covers approximately 3.41 miles upriver and 3.89 miles downriver from the Rio Grande City, Texas POE. Approximately 0.16 miles would encroach upon the Rio San Juan annex to the LRGVNWR. Approximately 0.26 miles would encroach upon the Los Velas West annex to the LRGVNWR.	7.30	Approximately 1.40 miles would be added to the downstream end of Section O-2. Approximately 0.73 miles of this extra distance would cross the Los Velas West and Los Velas Annexes of the LRGVNWR.	8.74	Five gates would be installed for access to water pumping facilities.
O-3	McAllen	This fence section starts from the area known as "Avocado Landing" to about 1 mile upriver from the Los Ebanos POE. Approximately 0.70 miles would follow the Rio Grande boundary of the Los Ebanos annex to the LRGVNWR. Approximately 0.09 miles would follow the boundary of the Los Ebanos annex to the LRGVNWR near the Los Ebanos POE. Approximately 0.03 miles would also cross through this same section of the LRGVNWR.	1.86	Route B represents an adjustment from the originally proposed project corridor to avoid natural areas along the Rio Grande, where practical.	1.90	Two gates would be installed to provide access to private property owners, farmers, and routine patrol activities.

Fence Section Number	Border Patrol Station	Description of Route A	Length of Fence Section for Route A (in miles)	Difference Between Routes A and B	Length of Fence Section for Route B (in miles)	Access Gates
O-4	McAllen	From the Abram Road extension to the end of the levee at Military Highway in Peñitas. Approximately 0.15 miles would encroach upon Texas Parks and Wildlife area. Approximately 0.08 miles would encroach upon the Peñitas annex to the LRGVNR. Approximately 0.30 miles would follow the northern border of the Nature Conservancy preserve known as Chihuahua Woods.	4.35	There are no notable differences between Routes A and B.	4.35	Five gates would be installed to provide access for various land owners and water pumping facilities.
O-5	McAllen	This section would run from the intersection of the northern floodway levee with the Anzalduas Park access road and follow the floodway levee row for 1.73 miles around the south side of Granjeno. Section O-5 ends at a point on the floodway levee row just south of South Shary Road. This section would border on the Granjeno annex to the LRGVNR for approximately 0.11 miles in the construction area of the Anzalduas POE.	1.73	Route B represents a slight realignment where the proposed route would cross the irrigation canal in the middle of the route.	1.76	One gate would be installed at the canal access road.

Fence Section Number	Border Patrol Station	Description of Route A	Length of Fence Section for Route A (in miles)	Difference Between Routes A and B	Length of Fence Section for Route B (in miles)	Access Gates
O-6	McAllen	This section would begin at a point where the U.S. International Boundary and Water Commission (IBWC) levee right-of-way (ROW) intersects Guerra Road in Hidalgo, Texas. The section would head south and tie into existing fencing at the upriver side of the Hidalgo/Reynosa POE. Approximately 1.65 miles of would follow the eastern border of the Pate Bend annex to the LRGVNWR, where USFWS requests fencing sufficient to block domestic animals from entering the refuge. Downriver from the Hidalgo/Reynosa POE, this section would continue from the existing POE fencing and follow the levee system around the Old Hidalgo Pump House and World Bird Center gardens. The section would run approximately 0.95 miles along the northern border to the Hidalgo Bend annex of the LRGVNWR. This section would end at a point where the levee intersects 15 th Street.	3.86	Route B represents minor adjustments to the exact placement near the Old Hidalgo Pump House.	3.85	Five gates would be installed to provide access to private land owners, existing recreation opportunities, patrol operations, and water pumping facilities.

Fence Section Number	Border Patrol Station	Description of Route A	Length of Fence Section for Route A (in miles)	Difference Between Routes A and B	Length of Fence Section for Route B (in miles)	Access Gates
O-7	Weslaco	Proposed Donna POE. Section O-7 would begin at a point on the IBWC levee row on the eastern border of the Monterrey Banco annex to the LRGVNWR and follow the northern border of the refuge annex to the east for approximately 0.90 miles, then cross over the Donna Canal. The fence section would then turn south along the Donna Canal to the Donna pump station and the area of the planned Donna POE. From the proposed POE, the section would continue east along the IBWC levee row and end at a point on the levee approximately 0.50 miles from the Donna pump station.	2.43	Route B represents a shortening of the originally proposed section in anticipation of the proposed Donna POE. This area would tie into the fence that would be installed at the proposed Donna POE. Route B would also avoid small portions of the Monterrey Banco LRGVNWR.	0.90	Five gates would be installed to provide access to private land owners, farming operations, and routine patrol operations.
O-8	Weslaco	Retamal Dam area. This section would begin on the IBWC levee row at a point southeast of the intersection of Donna Road with Highway 281. The fence section would follow the IBWC levee row to the northeast for 2.05 miles, ending at a point where the levee exits the eastern border of the northern panhandle of the La Coma annex to the LRGVNWR. Approximately 0.03 miles of this section would follow the southern boundary of Texas Parks and Wildlife property, and approximately 0.17 miles would traverse the La Coma annex to the LRGVNWR.	2.05	Route B represents an extension of the originally proposed section so that it meets the downriver end of the fencing to be placed for the proposed Donna POE.	3.25	Four gates would be installed to provide access to private land owners, patrol operations, and water pumping facilities.

Fence Section Number	Border Patrol Station	Description of Route A	Length of Fence Section for Route A (in miles)	Difference Between Routes A and B	Length of Fence Section for Route B (in miles)	Access Gates
O-9	Weslaco	West Progreso POE. This section would begin at a point on the IBWC levee row southeast of the intersection of Highway 281 with Mile 5 Road West. The section would follow the IBWC row for 3.02 miles and terminate on the west side of the Progreso POE. This section would cross between the Progreso District settling basins and Moon Lake in the Progreso Lakes area.	3.02	Route B represents an extension of the originally proposed section to the west, following the IBWC levee ROW in an agricultural area.	3.87	Five gates would be installed to provide access for routine patrol operations, private land owners, agricultural, and municipal operations.
O-10	Weslaco	East Progreso POE. On the east side of the Progreso POE, this section would tie into the end of the existing fence at the POE and continue east along the IBWC levee row for 2.43 miles. This section would cross through the Rosario Banco annex to the LRGVNRW for approximately 0.35 miles.	2.43	Route B represents a shortening of the west end of the section to tie into existing fencing at the east side of the Progreso POE, and a slight extension of the east end of the segment. A slight reduction in overall section length results.	2.33	Three gates would be installed to provide access to private land owners, routine patrol operations, farming operations, and water pumping facilities.

Fence Section Number	Border Patrol Station	Description of Route A	Length of Fence Section for Route A (in miles)	Difference Between Routes A and B	Length of Fence Section for Route B (in miles)	Access Gates
O-11	Harlingen	Joe's Bar-Nemo Road (in the area of the La Feria pump station). This section would begin at a point where the IBWC levee meets the Santa Maria Canal west of River Road and the levee, to the south of Santa Maria. The section would continue east following the IBWC levee row to the La Feria Canal and pump station, crossing over the canal. At this point, the fence section would head north for approximately 0.55 miles and turn west along Benson Road. This section would pass through approximately 0.55 miles of Texas Parks and Wildlife property. This section would terminate at a point on Benson Road to the north of the Villitas Banco annex to the LRGVNR.	2.33	Route B represents an alternative to where the proposed route would cross the La Feria Canal. Route A would cross the canal close to the pump station and turn north, parallel to the east side of the canal. Route B would turn north and parallel the west side of the canal, crossing the canal farther north from the pump station.	2.31	Three gates would be installed to provide access to private land owners, routine patrol operations, agricultural operations, and water pumping facilities.
O-12	Harlingen	This section would begin at a point where the IBWC levee and Yellow Barn Road intersect in the area of Las Rusias. This proposed section would follow the levee row and cross over the Harlingen Canal. The section would follow the north side of the canal and levee row and terminate on the west side of Trevino Road, north of the pump station.	0.96	There are no notable differences between Routes A and B.	0.92	No gates proposed.

Fence Section Number	Border Patrol Station	Description of Route A	Length of Fence Section for Route A (in miles)	Difference Between Routes A and B	Length of Fence Section for Route B (in miles)	Access Gates
O-13	Harlingen	West Los Indios POE. This section would begin at a point where the San Benito Canal intersects the IBWC levee row near Weber Road south of the pump station in the area of Los Indios. The section would follow the levee row east, then turn south through the Culebron Banco annex to the LRGVNWR (approximately 0.22 miles would be inside the refuge). The section would continue to follow the levee row east along Avilia Road and terminate at FM (farm to market) 509 on the west side of the Los Indios POE.	1.58	Route B represents a realignment of a portion of the section toward the east to avoid the Culebron Banco annex of the LRGVNWR.	1.58	Two gates would be installed for access to water pumping facilities, routine patrol operations.
O-14	Harlingen	East Los Indios POE. This section would begin at a point on the IBWC levee row near Avilia Road, east of the Los Indios POE. The section would follow the levee row for 3.07 miles and terminate at the intersection of the levee with an area known as Landrum's house south of Highway 281.	3.07	Route B represents additional length added to the east end of Route A along the IBWC levee ROW.	3.59	Two gates would be installed to provide access for agricultural operations and routine patrol operations.
O-15	Harlingen	Pedraza Road to Garza Sandpit Road. This section would begin at a point on the IBWC levee row south of La Paloma. The section would follow the levee row for 1.93 miles and terminate at a dirt road known as Garza Sandpit Road. The section would follow the boundary of the Vaqueteria Banco annex to the LRGVNWR for approximately 0.18 miles.	1.93	There are no notable differences between Routes A and B.	1.93	One gate would be installed for access to farming operations, gravel pit access, and routine patrol operations.

Fence Section Number	Border Patrol Station	Description of Route A	Length of Fence Section for Route A (in miles)	Difference Between Routes A and B	Length of Fence Section for Route B (in miles)	Access Gates
O-16	Harlingen	Garza Sandpit Road to IBC Road. This fence section would join with Section O-15 and continue to follow the IBWC levee right of way east for 2.97 miles. This section would terminate at a point where the IBWC levee right of way intersects IBC Road.	2.97	Route B represents a shortening of the originally proposed Route A section to avoid traversing through approximately 0.20 miles of the Tahuachal Banco annex to the LRGVNR. The area where the levee cuts through the refuge may eventually contain virtual fencing only, with no physical barrier in place.	2.33	Two gates would be installed to provide access for water pumping facilities, agricultural operations, and routine patrol operations.
O-17	Brownsville	Proposed Carmen Road Freight Train Bridge. This section would begin at a point on the IBWC levee row south of San Pedro and follow the levee for 1.63 miles east. This section would terminate at a point where the levee turns south at the River Bend gold community. Cameron County has plans to relocate the Brownsville/Matamoros railway POE to a point along this segment.	1.63	There are no notable differences between Routes A and B.	1.61	Four gates would be installed to provide government access and farming operations access.

Fence Section Number	Border Patrol Station	Description of Route A	Length of Fence Section for Route A (in miles)	Difference Between Routes A and B	Length of Fence Section for Route B (in miles)	Access Gates
O-18	Brownsville	<p>Proposed Flor De Mayo POE to Garden Park. This section would begin at a point where the IBWC levee row intersects the Los Fresnos pump canal on the east side of the canal. This section would follow the levee row southeast for approximately 3.58 miles. Approximately 0.31 miles of this section would follow the northern boundary of the Palo Blanco annex to the LRGVNR. Approximately 0.35 miles would cut through the Phillips Banco annex to the LRGVNR. Another 0.71 miles would follow the southern boundary of Phillips Banco.</p>	3.58	There are no notable differences between Routes A and B.	3.58	Seven gates would be installed to provide access to private land owners, farming operations, and government access.
O-19	Brownsville	<p>Brownsville/Matamoros (B&M) POE. This section would begin at a point where Palm Boulevard meets the river bank near Brownsville. This section would continue across the B&M POE and follow the levee to the Gateway POE. At this point, the fence section would turn south along the south side of Fort Brown Resaca. The section would then turn east along the levee between Fort Brown and the golf course. This section would terminate on the levee just to the east of the golf course southwest of the University of Texas Brownsville parking area.</p>	3.33	Route B represents a realignment of the originally proposed corridor away from an urban area on the edge of Brownsville to closer to the river bank. Less socioeconomic impacts, more environmental impacts from being closer to the Rio Grande. Fewer residences would be impacted.	3.37	Four gates would be installed to provide access to private landowners, farming operations, recreation (golfing), and government access.

Fence Section Number	Border Patrol Station	Description of Route A	Length of Fence Section for Route A (in miles)	Difference Between Routes A and B	Length of Fence Section for Route B (in miles)	Access Gates
O-20	Brownsville	Veterans International Bridge (Los Tomates). This section would join with Section O-19 and begin at the terminus of Section O-19. This section would then follow the IBWC levee on the south side of the University of Texas Brownsville parking area east to the Veterans International Bridge POE.	0.91	There are no notable differences between Routes A and B.	0.93	Three gates would be installed to provide access for the City and other government access.
O-21	Fort Brown	Veterans International Bridge to Sea Shell Inn. This section would begin on the east/south side of the Veterans International Bridge POE (Los Tomates) and follow the IBWC levee row to the Impala pump station. At the pump station, the section would continue south along the levee to Monsees Road. South of Monsees Road, the section would continue along the levee row, crossing Bosque de la Palma wildlife area between George Saenz Road and South Dakota Avenue. Following the levee, the section may cross through Southmost Ranch, a Nature Conservancy area. After passing this area, the section would turn north along the levee at South Oklahoma Avenue and terminate at the end of the levee, south of Boca Chica Boulevard.	13.30	Route B represents a slight change at the east side of the Veterans International Bridge POE to allow for the tie-in of the proposed alignment with existing fencing at the POE. Route B also represents slight adjustments to the proposed alignment in the area of Milpa Verde and Monsees Road.	12.99	Twenty-one gates would be installed to provide access to agricultural operations, private landowners, water pumping facilities, public areas, commercial areas, and routine patrol operations.
Total			69.87		69.84	87