



CITY OF EAGLE PASS
AGENDA
PLANNING AND ZONING COMMISSION REGULAR MEETING
Council Chambers, City Hall
100 S. Monroe Street, Eagle Pass,
Maverick County, Texas
Thursday, December 11, 2025 at 5:30 PM

ESTABLISHMENT OF QUORUM

CITIZENS COMMUNICATIONS

MINUTES

1. Approval of the minutes of the July 10, 2025 meeting, the August 14, 2025 meeting, the September 25, 2025 meeting, and the October 9, 2025 meeting.

PUBLIC HEARINGS

2. Public hearing on the request submitted by AEP Texas for a Conditional Use Permit to allow the establishment of an above-ground filling station on property located at 3200 US Hwy 57 and 3158 US Hwy 57; closing of public hearing and possible action.
3. Public hearing on the request submitted by Rosa I. Guadarrama De Nevarez for the rezoning of Lot 9 in Block 1 of Debona Heights, also known as 1313 Blesse Street, from R-1 First One Family Dwelling District to R-3(A) Apartment District; closing of public hearing and possible action.

OTHER BUSINESS

4. Presentation and possible adoption of the City of Eagle Pass Thoroughfare Master Plan.
5. Presentation and possible action on the amendment of the Zoning Code of the City of Eagle Pass, Texas.

ADJOURNMENT

The Board reserves the right to consider business out of the posted order and the right to adjourn into Executive Session to discuss items which are not listed as Executive Session Items, but which qualify to be discussed in closed session as permitted by the Texas Open Meetings Act, under Chapter 551 of the Texas Government Code.

CERTIFICATION

I, the undersigned community development director, do hereby certify that the agenda

mentioned above was posted on the bulletin board located in the lobby at City Hall, 100 South Monroe Street, Eagle Pass, Texas, on December 05, 2025 at 4:00 p.m.

Placido Madera
Interim Community Development Director

THE STATE OF TEXAS)(
COUNTY OF MAVERICK)(
CITY OF EAGLE PASS)(

The Planning and Zoning Commission of the City of Eagle Pass held a Regular Meeting on Thursday, July 10, 2025, at 5:30 p.m. in the Council Chambers, City Hall, 100 South Monroe Street, Eagle Pass, Texas. All legal notices were duly posted in accordance with state code.

OATH OF OFFICE TO MR. CASAS

The Oath of Office was administered by City Secretary Erika Rodriguez.

ESTABLISHMENT OF QUORUM

Present: Vice-Chairperson, Noe Rodriguez; and Commission Members: Luis Velez and Jesus Casas

Absent: Chairperson, Tiffany Velasquez-Sanchez and Commission Member: Seth Garza

Staff Present: Community Development Director, Placido Madera; Assistant Community Development Director, Mariebelle Rodriguez; Records Management Specialist, Brenda Garza

With a quorum being present, Vice-Chairperson, Noe Rodriguez called the meeting to order, and the Planning & Zoning Commission considered the following items.

CITIZENS COMMUNICATIONS

Vice-Chairperson, Noe Rodriguez asked if anyone in the audience wished to address the Commission, on any item which did not appear on the agenda, reminding them, that although the Commission would be unable to take formal action on such items, they would be glad to take it under advisement.

There were not any comments or concerns submitted.

MINUTES

1. Approval of the minutes of the March 13, 2025 meeting, the April 10, 2025 meeting, and the May 22, 2025 meeting.

Vice-Chairman Rodriguez moved to approve the minutes. Seconded by Commissioner Velez
MOTION PASSES: Unanimously

AYES: Velez, Rodriguez and Casas
NAYS: None
ABSTAINED: None
ABSENT: Velasquez-Sanchez and Garza

PUBLIC HEARING(S)

2. Continuation of a public hearing on the request submitted by Victor M. Guadarrama for a Conditional Use Permit to allow for a fourth detached multi-family building to the existing development on property located at 231 N. Ceylon Street; closing of public hearing and possible action.

Vice-Chairman Rodriguez opened the public hearing at 5:38 pm.

Community Development Director Madera provided details on the item, recommending that: the Planning and Zoning Commission grant the Conditional Use Permit to allow for multi-family addition to an existing development on property located at 231 Ceylon Street, subject in the City of Eagle Pass Code of Ordinances: Chapter 8 governing buildings, Chapter 12 governing the electrical code, Chapter 13 governing the fire code, Chapter 14 governing garbage and rubbish, Chapter 21 governing plumbing, Chapter 22 governing streets, sidewalks, and other public places, Chapter 23 governing final plats, Chapter 23 governing landscaping and tree preservation, Chapter 27 governing water and sewer, including drainage & stormwater, Appendix A governing signs and fences

Vice-chairman Rodriguez closed the public hearing at 5:53 pm.

Commissioner Casas moved to approve the item based on the recommendations made by the Community Development Department and the condition that the plans will be corrected. Seconded by Commissioner Velez. **MOTION PASSES:** Unanimously

AYES: Rodriguez, Velez and Casas
NAYS: None
ABSTAINED:None
ABSENT: Velasquez-Sanchez and Garza

3. Public hearing on the variance requests submitted by Cavel Engineering for the proposed Final Replat of Lot 28 of Loma Linda Subdivision Unit 4, also known as 1411 Wagon Wheel Road. The applicant seeks variances from the City of Eagle Pass Code of Ordinances as follows: (1) a sidewalk waiver from Section 23-64 regulating sidewalks, and (2) a subdivision variance from Section 23-69(b)2(b) regulating lot size requirements for the R-5 Garden Home District, to reduce the minimum depth of lot from one hundred (100) feet to seventy (70) feet; closing of public hearing and possible action.

Vice-Chairman Rodriguez opened the public hearing at 5:55 pm.

The Planning and Zoning commission:

- (1) Grant the sidewalk waiver as there is no curb and gutter in place
- (2) Grant the subdivision variance from Section 23-69(b)(2)(b) regulating lot size requirements for the R-5 Garden Home District, to reduce the minimum depth of lot from one hundred (100) feet to seventy (70);

for property located at 1411 Wagon wheel Road, also known as Lot 28 in Loma Linda subdivision Unit 4.

Vice-Chairman Rodriguez closed the public hearing 6:03 pm.

Commissioner Velez moved to approve the item based on the recommendations made by the Community Development Department. Seconded by Commissioner Casas. **MOTION PASSES:** Unanimously

AYES: Rodriguez, Velez and Casas
NAYS: None
ABSTAINED: None
ABSENT: Velasquez-Sanchez and Garza

4. Public hearing on the request by Cynthia Villa Penalver for a Conditional Use Permit to allow the establishment of reptile education and exhibit home occupation on property located at 1678 Paseo Encinal Drive: closing of public hearing and possible action.

Vice-Chairman Rodriguez opened the public hearing at 6:03 pm.

The applicant, Cynthia Penalver, spoke on the item and answered questions. Chief of Police Gonzalez approached the commission and answered questions. In considering applications for conditional use permits for home occupations, the Planning and Zoning Commission of Eagle Pass shall be guided by the following considerations:

- (1) The legislative intent as set forth in section 1 above.
- (2) No materials or equipment shall be permitted which would be detrimental to the residential use of nearby residences such as vibration, noise, dust, smoke, odor, interferences with radio or television reception and other factors detrimental to residential use.
- (3) A home business shall not be permitted which requires frequent home deliveries for commercial purposes.
- (4) A home business shall not be permitted which will result in the parking of customers' automobiles in a manner, frequency, or number which will cause traffic congestion or will unduly inconvenience nearby residences.
- (5) Signs for home occupations shall be located on the lot for which the conditional use permit is issued. One (1) sign, unlighted and attached to the building which shall not exceed six square feet in area may be permitted.

(6) Employment in a home occupation shall be limited to persons residing in the dwelling unit where the home occupation is conducted.

(7) No conditional use permit for a home occupation shall be granted by the planning and zoning commission unless the applicant has furnished proof of having registered with the State of Texas Comptroller's Office.

(8) There shall be no exterior indication of the home occupation or variation from the residential character of the principal or accessory buildings except for a sign in conformance with this chapter.

(9) There shall be no outside storage or display of items for sale, materials or equipment to be used in conjunction with the home occupation.

(10) In no case shall a home occupation be open to the public at times earlier than 7:00 a.m. nor later than 10:00 p.m.

Vice-Chairman Rodriguez closed the public hearing at 6:15pm.

Commissioner Casas moved to approve the item based on the recommendations made by the Community Development Department and the conditions that the applicant comply with the state regulations, conditions of the parking, oversight of animal control, and 1 year permit. Seconded by Commissioner Velez. **MOTION PASSES:** Unanimously

AYES: Rodriguez, Velez and Casas
NAYS: None
ABSTAINED: None
ABSENT: Velasquez-Sanchez and Garza

5. Public hearing on the request by Sandra Tovar for a Conditional Use Permit to allow the establishment of a pet grooming home occupation on property located at 1964 Misty Hollow Drive; closing of public hearing and possible action.

Vice-Chairman Rodriguez opened the public hearing at 6:20 pm.

The applicant Sandra Tovar spoke on the item and answered questions.

Vice-Chairman Rodriguez closed the public hearing at 6:38pm.

Commissioner Velez moved to table the item. Seconded by Commissioner Casas **MOTION PASSES:** Unanimously

AYES: Velez, Rodriguez and Casas
NAYS: None
ABSTAINED: None
ABSENT: Garza and Velasquez-Sanchez

OTHER BUSINESS

6. Discussion and possible approval of the City's Capital Improvement Plan

Community Development Director Madera provided an overview of the item for City's Capital Improvement Plan. Finance Director Castillo and Fix Asset Coordinator Rodriguez provided a brief explanation and answered questions.

Vice-chairman Rodriguez to approve the item. Seconded by Commissioner Velez **MOTION PASSES:** By majority vote

AYES: Velez, Rodriguez
NAYS: None
ABSTAINED: Casas
ABSENT: Velasquez-Sanchez and Garza

ADJOURNMENT

Commissioner Casas motioned to adjourn meeting at 7:17 p.m. Seconded by Commissioner Member Vélez. **MOTION PASSES**

Passed and Approved on .

ATTEST:

Noe Rodriguez
Vice-Chairman

Brenda Garza
Records Management Specialist

THE STATE OF TEXAS)(
COUNTY OF MAVERICK)(
CITY OF EAGLE PASS)(

The Planning and Zoning Commission of the City of Eagle Pass held a regular meeting on Thursday, August 14, 2025 at 5:30 p.m. in the Council Chambers, City Hall, 100 South Monroe Street, Eagle Pass, Texas. All legal notices were duly posted in accordance with the State Code.

ESTABLISHMENT OF QUORUM

Present: Chairwoman, Tiffany Velazquez-Sanchez, Vice-Chairman, Noe Rodriguez and Commissioners: Luis Velez, Seth Garza, and Jesus Casas

Staff Present: Community Development Director, Placido Madera; Assistant Community Development Director, Mariebelle Cortez; Assistant City Secretary, Ita A. Cortinas; and City Attorney, Ana Sophia Garcia

With a quorum being present, Chairwoman Velazquez-Sanchez called the meeting to order, and the Planning & Zoning Commission considered the items in the following order:

CITIZENS COMMUNICATIONS

Chairwoman Velazquez-Sanchez asked if anyone in the audience wished to address the Commission on any item which did not appear on the agenda, reminding them that although the Commission would be unable to take formal action on such items, they would be glad to take it under advisement.

There were no comments or concerns presented.

PUBLIC HEARING(S)

1. Continuation of a public hearing on the request by Sandra Tovar for a Conditional Use Permit to allow the establishment of a pet grooming home occupation on property located at 1964 Misty Hollow Drive; closing of public hearing and possible action..

Chairwoman Velazquez-Sanchez opened the public hearing at 5:34 p.m.

Community Development Director Madera provided details on the item, recommending that the The Planning and Zoning Commission grant the Sandra Tovar request to establish a pet grooming home occupation on property located at 1964 Misty Hollow Drive, subject to the conditions listed as follows: 1. Section 13(e)(1-10) of the Zoning Ordinance of Eagle Pass, regulating home occupations. 2. Section 6-101 of Chapter 6, regulating animal licenses and permits. Section 21(1) Revocation- In the event the conditions of a use permit have not been or are not being complied with, the community development department shall give the permittee notice of intention to revoke such permit at least ten days prior to a planning and zoning commission review thereon. After the conclusion of the review, the planning and zoning commission may revoke such permit. Section 6-103 Revocation- All permits issued under this chapter may be revoked by the director, or authorized designee, for violation by the permit holder thereof of any of provisions in this chapter. Revocation of the permit is accomplished by mailing to the holder of such permit a written notice of revocation by certified mail. Revocation

of the permit may also be accomplished by personally delivering to the holder thereof a written notice stating the permit is revoked. 3. Pets need to be leashed for pickups and drop offs to avoid loose animals in the neighborhood. 4. Pets are not to stay overnight. 5. Follow up review of the operation to be held on the one-year mark.

Ms. Tovar approached the Commission and provided details on the items and clarified a few details that were brought up.

Chairwoman Velazquez-Sanchez opened the public hearing at 5:39 p.m.

Commissioner Casas moved to approve as recommended. Seconded by Commissioner Rodriguez. **MOTION PASSES:** Unanimously.

Ayes: Velázquez-Sanchez, Rodriguez, Velez, Garza, and Casas
Nays: None
Abstained: None
Absent: None

2. Public hearing on the request submitted by Angel Lopez for a Conditional Use Permit to allow the establishment of a mechanic shop on property located at 2173 El Indio Highway; closing of public hearing and possible action.

Chairwoman Velazquez-Sanchez opened the public hearing at 5:40 p.m.

Assistant Community Development Director Cortez provided details on the item, recommending that the Planning and Zoning Commission grant the Angel Lopez request to establish an auto mechanic shop business on property located at 2173 El Indio Highway, subject to the compliance of Section 21 and Section 12.1 of the Zoning Ordinance for the City of Eagle Pass.

Chairwoman Velazquez-Sanchez closed the public hearing at 5:43 p.m.

Commissioner Rodriguez moved to approve, subject to the applicant meeting the requirements. Seconded by Commissioner Casas. **MOTION PASSES:** Unanimously

Ayes: Velázquez-Sanchez, Rodriguez, Velez, Garza, and Casas
Nays: None
Abstained: None
Absent: None

3. Public hearing on the subdivision variance request submitted by Jose Martinez for property located at 1382 Las Quintas Boulevard, also known, as Quintas Fronterizas, Block 4, Tract 1, Lot 3 (south ½ of Lot 3). The applicant seeks a subdivision variance from Section 23-69(b)(2)(b) regulating lot size requirements for the R-5 Garden Home District, to reduce the minimum lot depth from 100 feet to 82.5 feet; closing of public hearing and possible action.

Chairwoman Velazquez-Sanchez opened the public hearing at 5:45 p.m.

Assistant Community Development Director Cortez provided details on the item, recommending that the Planning and Zoning Commission grant the subdivision variance from Section 23

69(b)(2)(b) regulating lot size requirements for the R-5 Garden Home District, to reduce the minimum depth of lot from one hundred (100) feet to 82.5 feet, for property located at 1382 Las Quintas Boulevard.

Chairwoman Velazquez-Sanchez closed the public hearing at 5:48 p.m.

Commissioner Rodriguez moved to approve as recommended. Seconded by Commissioner Casas.

MOTION PASSES: Unanimously

Ayes: Velázquez-Sanchez, Rodriguez, Velez, Garza, and Casas

Nays: None

Abstained: None

Absent: None

ADJOURNMENT

Commissioner Velez moved to adjourn the meeting at 5:49 p.m. Seconded by Commissioner Rodriguez. **MOTION PASSES.**

Passed and approved on

Attest:

Tiffany Velazquez-Sanchez
Chairwoman

Ita A. Cortinas
Assistant City Secretary

THE STATE OF TEXAS)(
COUNTY OF MAVERICK)(
CITY OF EAGLE PASS)(

The Planning and Zoning Commission of the City of Eagle Pass held a Regular Meeting on Thursday, September 25, 2025, at 5:30 p.m. in the Council Chambers, City Hall, 100 South Monroe Street, Eagle Pass, Texas. All legal notices were duly posted in accordance with state code.

ESTABLISHMENT OF QUORUM

Present: Chairperson, Tiffany Velasquez-Sanchez, Vice-Chairperson, Noe Rodriguez; and Commission Members: Luis Velez, Seth Garza and Jesus Casas

Staff Present: Assistant Community Development Director, Mariebelle Rodriguez; City Attorney Ana Sophia Garcia, and Records Management Specialist, Brenda Garza

With a full quorum being present, Chairperson, Tiffany Velasquez-Sanchez called the meeting to order, and the Planning & Zoning Commission considered the following items.

CITIZENS COMMUNICATIONS

Chairperson Tiffany Velasquez-Sanchez asked if anyone in the audience wished to address the Commission, on any item which did not appear on the agenda, reminding them that although the Commission would be unable to take formal action on such items, they would be glad to take it under advisement.

There were not any comments or concerns submitted.

PUBLIC HEARINGS

1. Public hearing on the request submitted by AEP Texas for the rezoning of a 4.998 acre tract, lying in the G. C. & S. F. RR. Co. Section 6, Abstract 1110, Maverick County, Texas, same being all of a called 5.0-acre tract of land conveyed to Margarita Villarreal De Velasco, as described and recorded in volume 997, page 246, Official Public Records of Maverick County, Texas, from B-1 Neighborhood Business District to I - Industrial District; closing of public hearing and possible action.

Chairman Velasquez-Sanchez opened the public hearing at 5:34 pm.

Assistant Community Development Director Mariebelle Rodriguez provided details on the item, recommending that the item be tabled as per the applicant's request.

Chairman Velasquez-Sanchez closed the public hearing at 5:35 pm.

Commissioner Rodriguez moved to table the item based on the recommendations made by the Community Development Department, Seconded by Commissioner Casas. **MOTION PASSES:** Unanimously

AYES: Garza, Rodriguez, Velez, Velasquez-Sanchez and Casas
NAYS: None
ABSTAINED:None
ABSENT: None

2. Public hearing on the request submitted by AEP Texas for the rezoning of a 4.997 acre tract, lying in the G. C. & S. F. RR. Co. Section 6, Abstract 1110, Maverick County, Texas, same being all of a called 5.0-acre tract of land conveyed to Elysa USA, LLC as described and recorded in volume 1800, page 549, Official Public Records of Maverick County, Texas, also known as 3200 US Hwy 57, from B-1 Neighborhood Business District to I Industrial District; closing of public hearing and possible action.

Chairman Velasquez-Sanchez opened the public hearing at 5:35 pm.

Assistant Community Development Director Mariebelle Rodriguez provided details on the item, recommending that the item be table as per applicant's request.

Chairman Velasquez-Sanchez closed the public hearing 5:36 pm.

Commissioner Casas moved to table the item based on the recommendations made by the Community Development Department. Seconded by Commissioner Rodriguez. **MOTION PASSES:** Unanimously

AYES: Garza, Rodriguez, Velez, Velasquez-Sanchez and Casas
NAYS: None
ABSTAINED:None
ABSENT: None

3. Public hearing on the subdivision variance request submitted by Dirksen Engineering for property located at 3581 El Indio Highway, also known as Lot 2, in Block 4 of Paraiso Estates Unit 2. The applicant seeks not to install a sanitary sewer service as the lot's use is a detention pond and is unbuildable, closing of public hearing and possible action.

Chairman Velasquez-Sanchez opened the public hearing at 5:36 pm.

Assistant Community Development Director Mariebelle Rodriguez provided details on the item, and the recommendation from the Planning and Zoning Commission is to grant a variance from the City of Eagle Pass Code of Ordinances Chapter 23 Article IV Section 23-66 regulating sanitary service as it complies with the criteria set forth in Section 23-11(a) and Section 23-11(c). The developer was present in the audience for any questions.

Chairman Velasquez-Sanchez closed the public hearing at 5:39 pm.

Commissioner Velez moved to approve the item grant recommendation made by the Community Development Department. Seconded by Commissioner Rodriguez. **MOTION PASSES:** Unanimously

AYES: Garza, Rodriguez, Velez, Velasquez-Sanchez and Casas
NAYS: None
ABSTAINED:None
ABSENT: None

4. Public hearing on the sidewalk waiver request submitted by Hector Canales, P.E. for property legally known as Eagle Development Subdivision 1, Tract 27, located off the Rosita Valley Road. The applicant is proposing to not install the required sidewalk along the perimeter of the road for the proposed re-plat of the lot to create two additional lots; closing of public hearing and possible action.

Chairman Velasquez-Sanchez opened the public hearing at pm. 5:43 pm.

Assistant Community Development Director Mariebelle Rodriguez provided details on the item, and the recommendation from the Planning and Zoning Commission is to grant the sidewalk waiver as there is no curb or gutter in place for property located in Rosita Valley Road, Eagle Development Subdivision 1, Tract 27. Mr. Canales was in the audience to answer any questions.

Chairman Velasquez-Sanchez closed the public hearing at 5:44 pm.

Commissioner Rodriguez moved to approve the item based on the recommendations made by the Community Development Department. Seconded by Commissioner Garza. **MOTION PASSES:** Unanimously

AYES: Garza, Rodriguez, Velez, Velasquez-Sanchez and Casas
NAYS: None
ABSTAINED:None
ABSENT: None

5. Public hearing on the subdivision variance request submitted by Lique Engineers, LLC for the following properties Located in the proposed Rio Grande Estates Subdivision Unit 2 and in the R-2 Second One-Family Dwelling District:

Dwelling District:

- Lot 21 in Block 4 reduce average width of 55 feet to 50.75 feet. Lot 22 in Block 4 reduce the intensity use of 5,500 square feet to 5,179 square feet, and reduce the minimum depth of 100 feet to 85.11 feet.
- Lot 23 in Block 4 reduce the average width of 55 feet to 25 feet, and reduce the minimum depth of 100 feet to 85.11 feet.
- Lot 24 in Block 4 reduce the intensity use of 5,500 square feet to 5,331 square feet, reduce the average width of 55 feet to 25 feet, and reduce the minimum depth of 100 feet to 86.60 feet.

- Lot 25 in Block 4 reduce the intensity use of 5,500 square feet to 4,972 square feet, and reduce the minimum depth of 100 feet to 86.60 feet.
- Lot 26 in Block 4 reduce the average width of 55 feet to 41.56 feet.
- Lot 5 in Block 5 reduce the intensity use of 5,500 square feet to 5,173 square feet, and reduce the average width of 55 feet to 37.80 feet.
- Lot 21 in Block 5 reduce the average width of 55 feet to 49.68 feet.

The applicant seeks a variance from Section 23-69 of Chapter 23 of the City of Eagle Pass Code of Ordinances regulating lot size requirements; thus, reducing the minimum depth, the intensity use area, and the average lot width; closing of public hearing and possible action

Chairman Velasquez-Sanchez opened the public hearing at pm. 5:46 pm.

Assistant Community Development Director Mariebelle Rodriguez provided details on the item, and the recommendation from the Planning and Zoning Commission is to grant the variance requested for subject lots located in the proposed Rio Grande Estates Subdivision Unit 2. The major point in the recommendation from staff is affordable housing.

Chairman Velasquez-Sanchez closed the public hearing at 5:53 pm.

Commissioner Casas moved to approve the item based on the recommendations made by the Community Development Department. Seconded by Commissioner Garza. **MOTION PASSES:** By majority of vote

AYES: Garza, Velez, Velasquez-Sanchez and Casas
 NAYS: None
 ABSTAINED: Rodriguez
 ABSENT: None

ADJOURNMENT

Commissioner Rodriguez motioned to adjourn the meeting at 5:53 p.m. Seconded by Commissioner Member Velez. **MOTION PASSES**

Passed and Approved on .

ATTEST:

Noe Rodriguez
 Vice-Chairman

Brenda Garza
 Records Management Specialist

Planning and Zoning Commission Special Meeting

October 9, 2025

Page 1

THE STATE OF TEXAS)(
COUNTY OF MAVERICK)(
CITY OF EAGLE PASS)(

The Planning and Zoning Commission of the City of Eagle Pass held a regular meeting on Thursday, October 9, 2025 at 5:30 p.m. in the Council Chambers, City Hall, 100 South Monroe Street, Eagle Pass, Texas. All legal notices were duly posted in accordance with the State Code.

ESTABLISHMENT OF QUORUM

Present: Chairwoman, Tiffany Velazquez-Sanchez, and Commissioners: Luis Velez, Seth Garza, and Jesus Casas

Absent: Vice-Chairman, Noe Rodriguez

Staff Present: Community Development Director, Placido Madera; Assistant Community Development Director, Mariebelle Cortez; Assistant City Secretary, Ita A. Cortinas; and City Attorney, Ana Sophia Garcia

With a quorum being present, Chairwoman Velazquez-Sanchez called the meeting to order, and the Planning & Zoning Commission considered the items in the following order:

CITIZENS COMMUNICATIONS

Chairwoman Velazquez-Sanchez asked if anyone in the audience wished to address the Commission on any item which did not appear on the agenda, reminding them that although the Commission would be unable to take formal action on such items, they would be glad to take it under advisement.

There were no comments or concerns presented.

NEW BUSINESS

1. Presentation on City Affordable Housing Initiative and Public Survey.

Mr. Madera provided a presentation on affordable housing. A copy of the slides are available in the City Secretary's office.

ADJOURNMENT

Commissioner Casas moved to adjourn the meeting at 6:52 p.m. Seconded by Commissioner Garza.
MOTION PASSES.

Passed and approved on

Attest:

Tiffany Velazquez-Sanchez
Chairwoman

Ita A. Cortinas
Assistant City Secretary



Community Development Department Executive Summary Report to the Planning & Zoning Commission

AEP Texas Conditional Use Permit Request – 3200 US Hwy 57 and 3158 US Hwy 57

I. BACKGROUND

General Information

Applicant: AEP Texas

Property Owner: Elysa USA, LLC
& Margarita V. Velasco

Legal Description:

Property ID 8708463: ABSTRACT A1110, FOX, F. & J. BYRNE, SURVEY #6, ACRES 4.997; 217,800 square feet

Property ID 50788: ABSTRACT A1110, FOX, F. & J. BYRNE, SURVEY #6, ACRES 4.997; 217,800 square feet

Current Zoning: B-3 General Business District

Current Use: Vacant and unplatted

Master Plan: Industrial

Request: Approval of a Conditional Use Permit to allow the establishment of an above-ground filling station for AEP facilities.

Vicinity Data

Access to this property is off a TxDOT ROW known as Hwy 57.

II. CURRENT CONDITIONS

Vicinity Data

Access to this property is off a TxDOT ROW known as Hwy 57.

III. PUBLIC NOTICE

Public notification of the *Conditional Use Permit* (CUP) request before the Planning and Zoning Commission was completed consistent with the provisions of *Chapter 211 of the State of Texas Local Government Code Title 7*. There were eleven (11) notices mailed to the abutting property owners, with a legal notice published in the Eagle Pass News Gram on October 30, 2025.

Figure 1. Aerial View



IV. RECOMMENDATION FINDINGS OF FACTS

Eagle Pass Code of Ordinances Appendix A: Zoning Ordinance

A. Conclusions

1. The application contains sufficient information upon which the Planning and Zoning Commission may render a decision. Please refer to Attachment 1 for a copy of the request.

The request involves the establishment of an above-ground filling station for AEP facilities. This use in the B-3 district shall be permitted only with a conditional use permit, as required by *Section 21(d)* of *City of Eagle Pass Code of Ordinances Appendix A* states, in part, that the Planning and Zoning Commission may approve, conditionally approve or deny an application for a *Conditional Use Permit*, and in authorizing a conditional use, may impose such requirements and conditions with respect to location, construction, time period, maintenance and operation as deemed necessary for the protection of adjacent properties and the public interest when reasonably related to the use of the property.

It further states, in part, that before granting any *Conditional Use Permit*, the Community Development Department shall be satisfied that the proposed use conforms to the requirements and the intent of this chapter and the general plans(s) of the City of Eagle Pass.

The Community Development Department utilizes the *City of Eagle Pass Master Plan* as guidance in providing a recommendation to the Planning and Zoning Commission on their consideration of land use issues, including those involving a *Conditional Use Permit Application*.

This application is consistent with the *Plan's Land Use Development Goals*, as the establishment of an above-ground filling station will allow for continued development of the community while retaining the community's character and scale.

This application is also consistent with the *Plan's Land Use Objectives*, as the approval of the Conditional Use Permit provides a mechanism that will allow for the development of the local capacity to monitor, evaluate, and promote the sound development of the community.

Finally, the application is also consistent with the *Plans Short-Term Land Use Objectives*, as it provides a method for the city to continue enforcement of the provisions of the zoning ordinance.

Please refer to Attachment 2 for a copy of the *Master Plan Map*.

2. The *Conditional Use Permit*, if granted, would be consistent with the purpose of the zoning code. *Section 2* of the *City of Eagle Pass Code of Ordinances Appendix A* states

that the purpose of the zoning code is to promote the health, safety, morals, and general welfare of the City by, (a) lessening the congestion of streets, (b) securing safety from fire, panic, or dangers, (c) providing adequate light and air, (d) preventing the overcrowding of land, (e) avoiding undue concentration of population, (f) facilitating the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.

Section 2 emphasizes the importance of the character of a specific zoning district and its peculiar suitability for uses, conserving the value of buildings, and encouraging the most appropriate use of land throughout the city. The use of an above-ground filling station will facilitate the retention of the character of the neighborhood.

The *Conditional Use Permit*, if granted by the Commission will not constitute any change in the City's zoning district map, it will not impair an adequate supply of light and air to adjacent property, it will not materially increase the congestion in public streets, it will not increase the public danger of fires and safety, it will not materially diminish or impair established property values within the surrounding area, and it will not impair the public health, safety, comfort, morals and welfare of the City of Eagle Pass, Texas.

Please refer to Attachment 2 for a copy of the *City of Eagle Pass Zoning District Map*.

3. The *Conditional Use Permit* application is consistent with the approval criteria set forth in Section 21 of the *City of Eagle Pass Code of Ordinances Appendix* for the reasons set forth above in Conclusion 1 through and including Conclusion 2 and should be granted by the Commission.

B. Community Development Department Recommendation

The Planning and Zoning Commission **GRANT** the request to establish an above-ground filling station on property located at 3200 US Hwy 57 and 3158 US Hwy 57, subject to the following condition(s):

1. The establishment complies with all state and local laws and ordinances.

TRANSMITTED to the parties listed hereafter:

Nicole Burigana via e-mail
Eagle Pass Fire Marshal Eleazar Cuevas Jr.
Eagle Pass Planning and Zoning Commission Members via e-mail
Eagle Pass City Manager Homero Balderas via e-mail
Eagle Pass Assistant City Manager Ivan Morua via e-mail
Eagle Pass City Secretary Erika Rodriguez via e-mail
Eagle Pass City Attorney Ana Sophia Garcia via e-mail
Eagle Pass Community Development Department Report dated November 3, 2025

Attachment 1 Application



PLANNING DEPARTMENT

3295 Bob Rogers Drive, Eagle Pass, TX 78852 • Telephone: (830) 773-7781 • Fax: (830) 773-7803
www.eaglepasstx.us • planning@eaglepasstx.us

CONDITIONAL USE PERMIT APPLICATION

Applicant Information	Name: <u>AEP Texas (Contact: Nicole Burigana)</u>
	Mailing Address: <u>1 Riverside Plaza, 16th Floor, Columbus, OH 43215</u>
	Phone: <u>614-477-1532</u> E-mail: <u>ncburigana@aep.com</u>
	<u>Note: if you are not the owner of the property, you must attach a letter from the owner authorizing you to submit this application.</u>

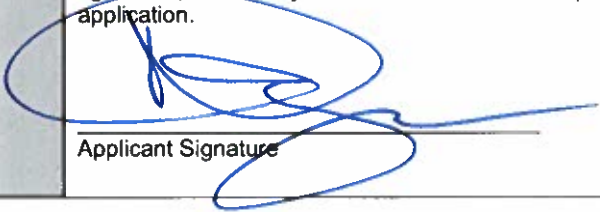
Property Owner Information	Name: <u>Margarita Villarreal De Velasco & ELYSA USA, LLC</u>
	Mailing Address: <u>Avenida 16 de Septiembre #447, Col. Las Fuentes, Piedras Negras, Coahuila 26000 & PO Box 1122, Eagle Pass, TX 78853, respectively</u>
	Phone: _____ E-mail: <u>gilma_cervera@hotmail.com</u>

Property Information	Site Address: <u>3158 & 3200 US Hwy 57, Eagle Pass, TX 78852</u> MCAD Property ID # <u>50788 & 8708463</u>
	Legal Description: Lot(s) _____ Block _____ Subdivision _____ (Property must be legally subdivided or be lot of record)
	Front Yard Width (feet) _____ Rear Yard Width (feet) _____ Side Yard Width (feet) _____
	Current Use <u>B-1 Neighborhood Business (Incorporated); B-3 General Business by 2022 zoning verification letter designation</u>
	Proposed Use <u>Retain as currently zoned for a Service Center but with a CUP for the aboveground fuel tank</u>

Description of Project:
AEP Texas is building a new state-of-the-art service center on 2 - 5 acre vacant lots where AEP Texas employees will be housed. This includes service, line, engineering, customer service, stores and other employees to serve infrastructure of Eagle Pass and surrounding areas. The two sites being developed as a Service Center will consist of a 24,000 square foot service center building with offices, fleet truck maintenance and storage bays, 4,800 square footage storage shed, pull-through wash bay industrial equipment material storage yard, and a generator-backed fuel supply to be able to support power restoration for customers during storm events

Detailed Explanation of Proposed Conditional Use
What development measures regarding location, construction, time period, maintenance, and operation will you use to protect adjacent properties from impacts from your project?
The proposed conditional use is for the installation of the generator-backed fuel supply that will be located in the rear of the site. The installation will be an above-ground storage tank. A wood privacy fence will block the fuel tank from street view. The site will have security fencing to prevent unauthorized entry. The construction duration is expected to be 18 months from Apr. 2026 through Sept. 2027. AEP will apply for the Fire Protection - Fuel Tank Install Permit simultaneously with this CUP request, which AEP will adhere to these requirements for operation and maintenance to protect adjacent properties.

Describe how your project is reasonably related to the use of the property.	
The new location will accommodate the growing needs and to serve infrastructure of Eagle Pass and the surrounding areas. The facility includes offices, fleet garage & truck bays, fuel storage tank with the exception that it is above-ground opposed to below-ground, and is more accessible for the flow of AEP's utility vehicle traffic.	
Describe how your project conforms to the purpose of the zoning district in which the project will be established.	
The project conforms within the the current B-3 zoning district, due to the majority of the site being office/warehouse facilities. The exception is the above-ground fuel tank, which B-3 zoning district requires to be below-ground. The CUP will provide approval for the installation of an aboveground fuel storage tank to be in zoning compliance. All other design elements meet the current B-3 zoning district requirements.	

Applicant Authorization	I authorize the City of Eagle Pass to conduct any site visits necessary to evaluate this conditional use permit application.
	I hereby state that I have prepared this application and that, to the best of my knowledge, the information contained herein is complete, accurate, and a true representation of the conditional use permit request. I further attest that I have the authority to submit this application and agree to comply with any and all conditions of the conditional use permit approval. I agree to provide any additional information requested by the City as they deem necessary for the processing of this application.
	 Applicant Signature <u>10-21-2025</u> Date

Office Use	Date Application Accepted for Review: <u>10/21/225</u> By: <u>Mariebelle Cortez</u>
	Contact Date for Supplemental Info: <u>NA</u> Supplemental Info Received: <u>NA</u>
	Completeness Review Date: <u>10/28/25</u> By: <u>MC</u>
	Application Returned to Applicant: <u>NA</u> (when applicable)
MR. 6/2020	

MARGARITA V. DE V.
CALLED 5.0 ACRES





MARGARITA V. DE V.
CALLED 5.0 ACRES

Google Earth

Image © 2005 April 15

200 ft



BEARING BASIS: GRID NORTH
 COORDINATE SYSTEM: TEXAS STATE PLANE, NAD
 1983(2011), EPOCH:2010
 TEXAS SOUTH CENTRAL ZONE (4204)

ALL DISTANCES SHOWN ARE SURFACE.
 (GRID X 1.00011 = SURFACE)
 U.S. SURVEY FEET

LINE	BEARING	DISTANCE	RECORD BEARING	RECORD DISTANCE	RECORD SOURCE
L1	N89°45'25"E	642.36'	N88°00'00"E	642.41'	"1"
L2	N12°40'32"E	347.69'			
L3	S12°40'32"W	347.69'	S10°54'00"W	347.65'	"1"
L4	S89°47'01"W	642.98'	S88°00'00"W	643.04'	"1"
L5	N12°47'08"E	347.53'	N11°00'00"E	347.79'	"1"

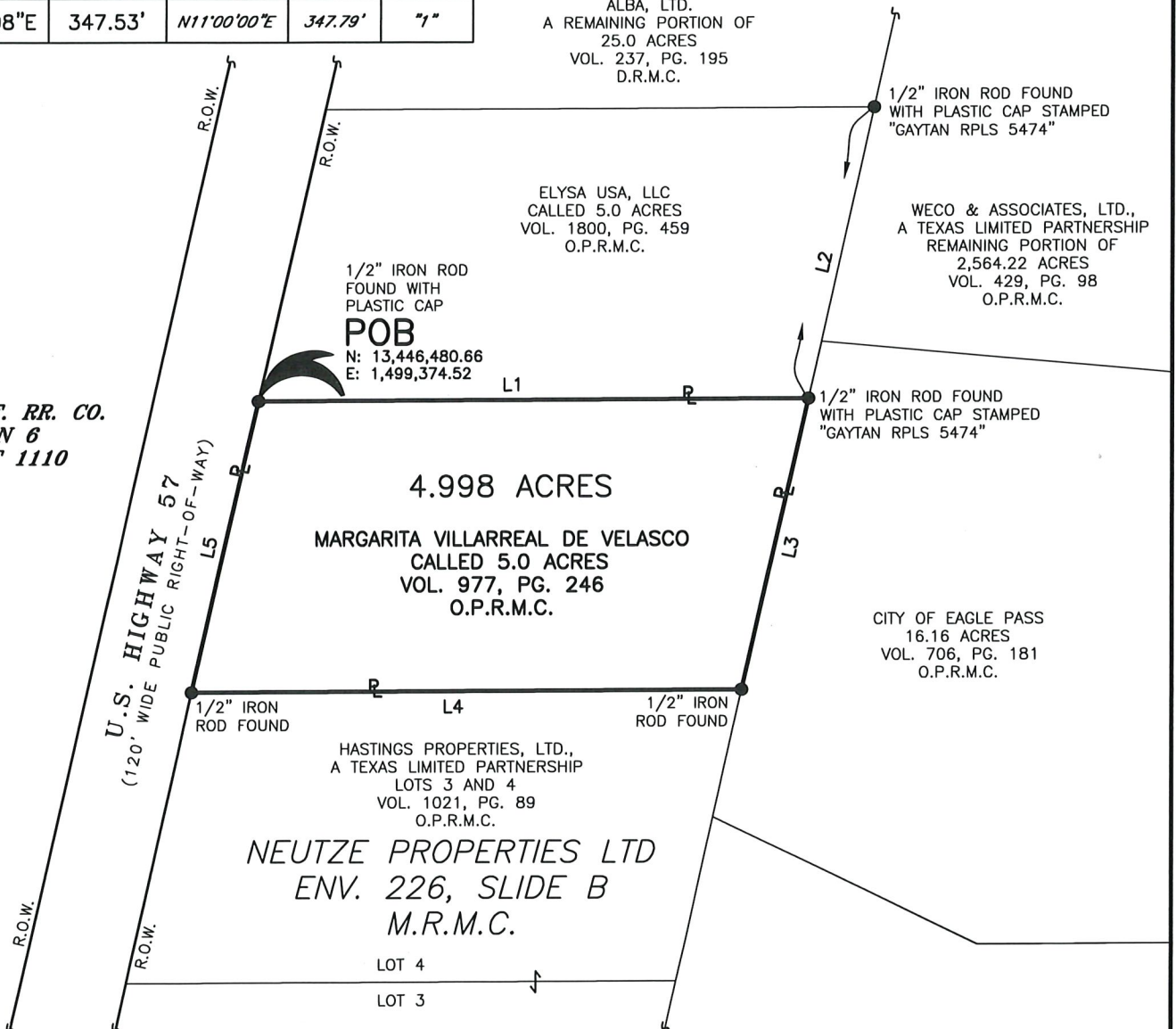
ALBA, LTD.
 A REMAINING PORTION OF
 25.0 ACRES
 VOL. 237, PG. 195
 D.R.M.C.

ELYSA USA, LLC
 CALLED 5.0 ACRES
 VOL. 1800, PG. 459
 O.P.R.M.C.

WECO & ASSOCIATES, LTD.,
 A TEXAS LIMITED PARTNERSHIP
 REMAINING PORTION OF
 2,564.22 ACRES
 VOL. 429, PG. 98
 O.P.R.M.C.

CITY OF EAGLE PASS
 16.16 ACRES
 VOL. 706, PG. 181
 O.P.R.M.C.

G. C. & S. F. RR. CO.
 SECTION 6
 ABSTRACT 1110



LEGEND

- - 1/2" IRON ROD SET WITH PLASTIC CAP STAMPED "CDS/MUERY S.A. TX."
- - FOUND MONUMENTATION
- POB - PLACE OF BEGINNING
- - PROPERTY LINES
- ↗ - LAND HOOK
- R.O.W. - RIGHT-OF-WAY
- D.R.M.C. - DEED RECORDS OF MAVERICK COUNTY
- M.R.M.C. - MAP RECORDS OF MAVERICK COUNTY
- O.P.R.M.C. - OFFICIAL PUBLIC RECORDS OF MAVERICK COUNTY
- RECORD "1" - RECORD CALL TAKEN FROM VOLUME 977, PAGE 246, O.P.R.M.C.

MONUMENTATION SHOWN HEREON WILL BE SET UPON ACCEPTANCE OF THIS DOCUMENT AND RIGHT OF ENTRY HAS BEEN GRANTED TO CDSMUERY.

[Signature]
 DARRYL L. ZERCHER
 REGISTERED PROFESSIONAL LAND SURVEYOR NO. 5609



200' 100' 0 200'

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THE ABOVE PLAT IS A TRUE AND CORRECT REPRESENTATION OF AN ON THE GROUND SURVEY PERFORMED UNDER MY DIRECTION AND SUPERVISION, IN APRIL THRU MAY 2025.

ELYSA USA LLC

CALLED 5.0 ACRES



Google Earth

© 2025 Google

435 ft





ELYSA USA LLC
CALLED 5.0 ACRES

Google Earth

Image © 1995-2015

BEARING BASIS: GRID NORTH
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 TEXAS SOUTH CENTRAL ZONE (4204)
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 (GRID X 1.00011 = SURFACE)
 U.S. SURVEY FEET

LINE	BEARING	DISTANCE	RECORD BEARING	RECORD DISTANCE	RECORD SOURCE
L1	N12°47'08"E	348.19'			
L2	N89°47'14"E	641.60'			
L3	S12°40'32"W	347.69'			
L4	S12°40'32"W	347.69'	S10°54'00"W	347.65'	"1"
L5	S89°45'25"W	642.36'	S88°00'00"W	642.41'	"1"

G. C. & S. F. RR. CO.
 SECTION 3
 ABSTRACT 1007

G. C. & S. F. RR. CO.
 SECTION 6
 ABSTRACT 1110

U.S. HIGHWAY 57
 (120' WIDE PUBLIC RIGHT-OF-WAY)

ALBA, LTD.
 A REMAINING PORTION OF
 25.0 ACRES
 VOL. 237, PG. 195
 D.R.M.C.

WECO & ASSOCIATES, LTD.
 REMAINING PORTION OF
 2,564.22 ACRES
 VOL. 429, PG. 98
 O.P.R.M.C.

4.997 ACRES

ELYSA USA, LLC
 CALLED 5.0 ACRES
 VOL. 1800, PG. 549
 O.P.R.M.C.

POB
 N: 13,446,480.66
 E: 1,499,374.52

MARGARITA VILLARREAL DE VELASCO
 CALLED 5.0 ACRES
 VOL. 977, PG. 246
 O.P.R.M.C.

CITY OF EAGLE PASS
 16.16 ACRES
 VOL. 706, PG. 181
 O.P.R.M.C.

LOT 4
 HASTINGS PROPERTIES, LTD.,
 A TEXAS LIMITED PARTNERSHIP
 LOTS 3 AND 4
 VOL. 1021, PG. 89
 O.P.R.M.C.

NEUTZE PROPERTIES LTD
 ENV. 226, SLIDE B
 M.R.M.C.

DARRYL L. ZERCHER
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 IN APRIL THRU MAY 2025.



LEGEND

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200' 100' 0 200'

Eagle Pass Fire Department

Permit to Install Fuel Tank

For AEP Texas Eagle Pass Service Center

Installation Address: 3158 US Hwy 57, Eagle Pass, TX 78852

System Design Description:

AEP Texas desires to maintain a generator-backed fuel supply on its property to be able to support power restoration for customers during storm events.

The proposed system will be an above-ground diesel, DEF, and unleaded gasoline fueling station for AEP Texas fleet vehicles. The system will include a 4,000 gallon UL2085 fireguard above-ground split compartment storage tank, leaded and unleaded dispensers, remote fill boxes, and a Diesel Exhaust Fluid (DEF) Storage Tank and Dispenser. The equipment will be protected with bollards and installed on a reinforced concrete pad. Equipment is currently installed and operational at Owner's property located at 1276 Eidson Road, Eagle, Pass TX . Equipment will be decommissioned, relocated, and reinstalled at the new installation address listed above.

Submittal Package Contents:

- A. List of Materials
- B. Scaled Plans
- C. Specifications for Piping
- D. Manufacturer's Product Information Sheets for Listed Devices
- E. Fuel System Electrical Specifications
- F. Copy of Licenses for System Designers/Installers JF Petroleum

A. List of Materials

A. List of Materials

1. Fuel Tanks:
 - a. (1) Watco UL2085 Fireguard AST – 4,000 Gallons Split 2K/2K – 30 Year Warranty
 - b. Bolt On Observation Ladders
 - c. Tank Gauge Sticks
 - d. Anchor Bolts
2. Dispenser Hardware:
 - a. (2) Gasboy 9153 Mechanical Fleet Dispensers – Dual Hose Single Product – 1 UNL & 1 DSL
 - b. (2) Stainless Steel Panels
 - c. (2) Light Kit s
 - d. (2) Pulsers 10:1
 - e. (2) Internal Filter Cap
3. Tank Monitor Hardware:
 - a. (1) Veeder-Root TLS450+ Console with Touch Screen Display
 - b. (1) Veeder-Root TLS450+ Application Software
 - c. (1) USM – Universal Sensor Module
 - d. (3) Inventory Only – Level Probes
 - e. (3) Float Kits – 1 UNL & 1 DSL & 1 DEF
 - f. (2) Dispenser Sump Sensors
 - g. (1) Interstitial Space Sensor
 - h. (1) Overfill Alarm Box with Acknowledgement Switch
4. Fleet Management System:
 - a. (1) Fuel Master FMU 2550 PLUS
 - b. (4) Hose Controller
 - c. (1) Wireless Communication Kit
5. DEF System:
 - a. (1) Benecor 500 Gallon AST and Dispenser for DEF
 - b. (1) Pulse Meter with Display
 - c. (1) 2" Dry Break
 - d. (1) ½ HP Sub Pump
6. Fuel System Hardware:
 - a. (1) Morrison 15G Remote Fill Box with (1) 2" Opening – Stainless Steel
 - b. (1) Morrison 15G Remote Fill Box with (2) 2" Openings – Stainless Steel
 - c. (2) Bravo Dispenser Sump Boxes with Penetrations and Shear Valve Brackets
 - d. (2) Red Jacket 1.5HP Sump Pump
 - e. (2) Isolation Relay Boxes
 - f. (2) Digi Modems for remote communication

7. Lighting Hardware:

- a. (1) Light Pole
- b. (1) Anchor Bolt Kit
- c. (1) Base Cover
- d. (2) LSI 38,000 Lumen

8. Hanging Hardware:

- a. (2) Hanging Hardware Kit – Unleaded: Hoses, Nozzle, Swivel, Break-a-way, Splash Guard
- b. (2) Hanging Hardware Kit – Diesel: Hoses, Nozzle, Swivel, Break-a-way, Splash Guard
- c. (2) High Flow Diesel Filters
- d. (2) High Flow Unleaded Filters
- e. (2) Dual Head Filter Housing
- f. (4) Morrison Hose Retractors

9. Fuel System Hardware:

- a. (2) Morrison Overfill Prevention Valve
- b. (2) Morrison External Emergency Valve
- c. (2) Morrison Expansion Relief Valve
- d. (2) Morrison Strainers
- e. (2) Morrison Swing Check
- f. (2) Morrison Fill Cap & Adaptor
- g. (2) Morrison Solenoid Valve
- h. (2) Morrison Clock Gauge
- i. (2) Morrison Flame Arrestors
- j. (2) OPW Dry Break and Adaptor
- k. (25) 6" x 6' Steel Impact Bollards
- l. (6) 2" Ball valves
- m. (2) OPW Shear Valves
- n. 2" Galvanized Piping, 90's, Tee's, Couplings, and Unistrut
- o. (2) AST Decals Kit – 1 UNL & 1 DSL

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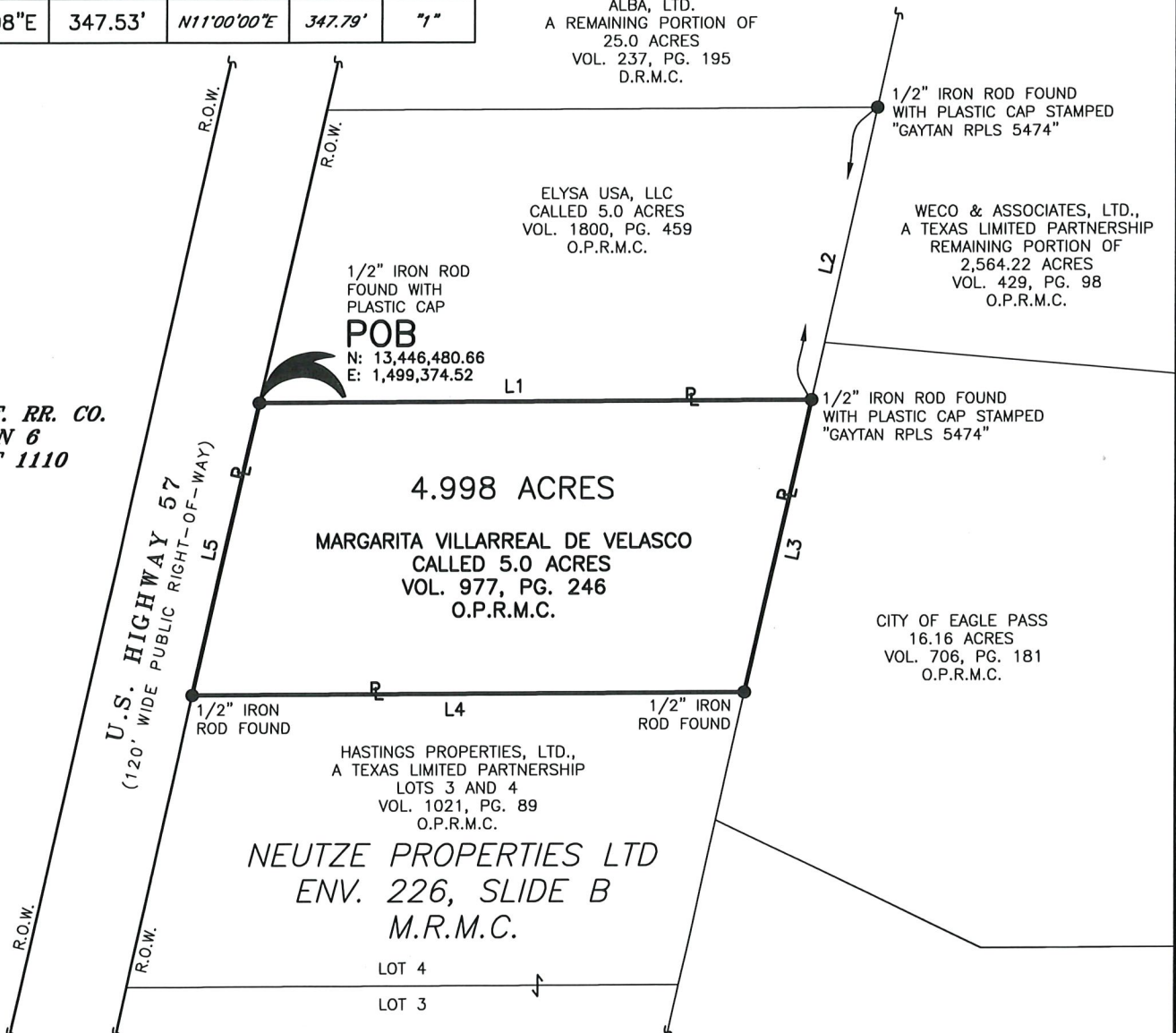
ALBA, LTD.
 A REMAINING PORTION OF
 25.0 ACRES
 VOL. 237, PG. 195
 D.R.M.C.

ELYSA USA, LLC
 CALLED 5.0 ACRES
 VOL. 1800, PG. 459
 O.P.R.M.C.

WECO & ASSOCIATES, LTD.,
 A TEXAS LIMITED PARTNERSHIP
 REMAINING PORTION OF
 2,564.22 ACRES
 VOL. 429, PG. 98
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CITY OF EAGLE PASS
 16.16 ACRES
 VOL. 706, PG. 181
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 ABSTRACT 1110



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200' 100' 0 200'

B. Scaled Plans

AEP Eagle Pass Service Center

Eagle Pass, TX 78852

FOR
American Electric Power

MN PROJECT NO: 24551

CONDITIONAL USE PERMIT 10/14/2025

PROJECT IMAGE



PROJECT TEAM

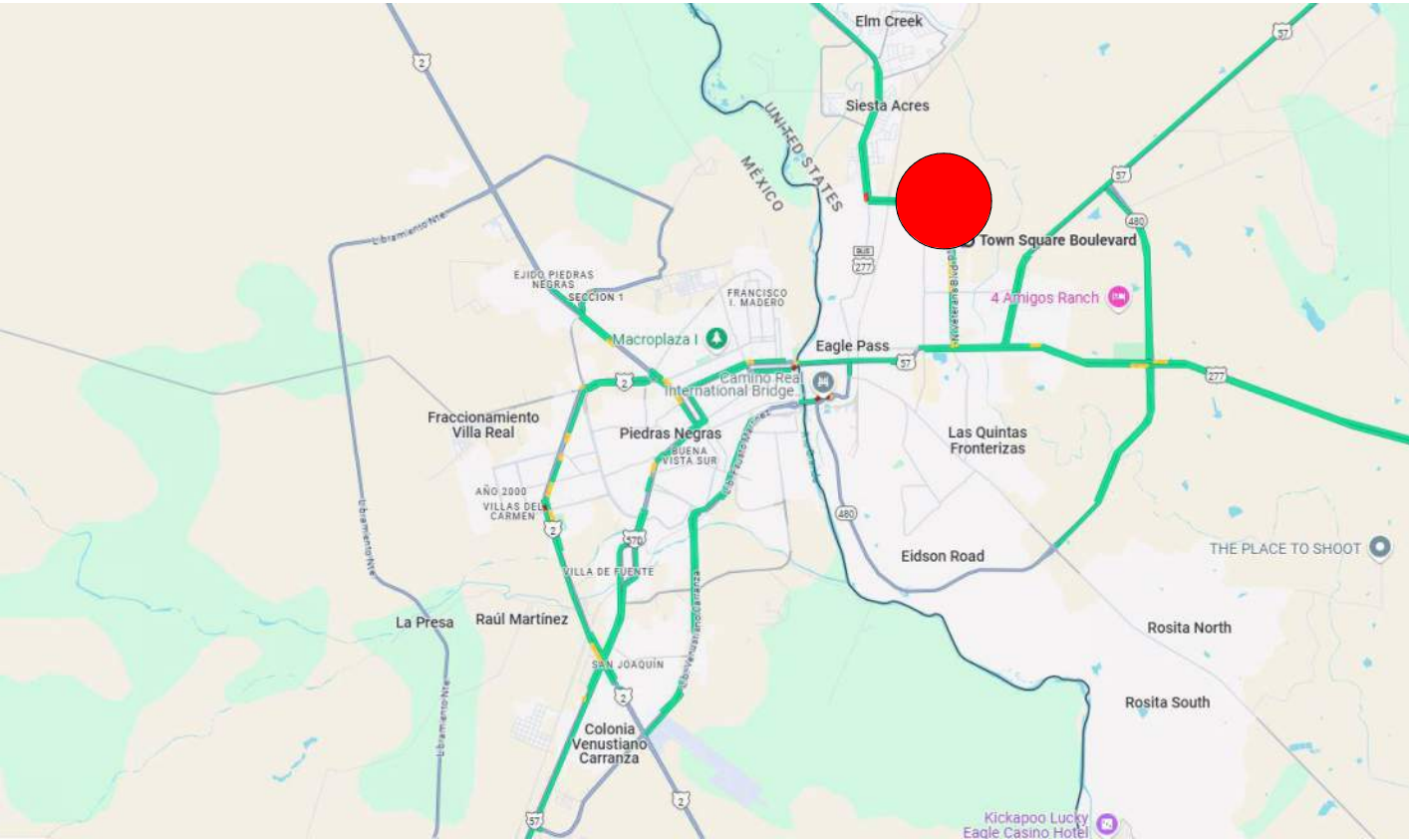
ARCHITECT
 Moody Nolan
300 SPRUCE ST.
COLUMBUS, OH 43215
PHONE: (614) 461-4664

CIVIL ENGINEER
HOWLAND
ENGINEERING AND SURVEYING CO.
TSPE Firm Registration No. F-4097 | TSPS Firm Registration No. 100464-09
7615 N. Bartlett Avenue | P.O. Box 451126 (78045) | Laredo, TX, 78041
P: (956) 722-4411 | F: (956) 722-5414
www.howlandcompanies.com
7615 N. BARTLETT AVE.
LAREDO, TX 78041
PHONE: (956) 722-4411

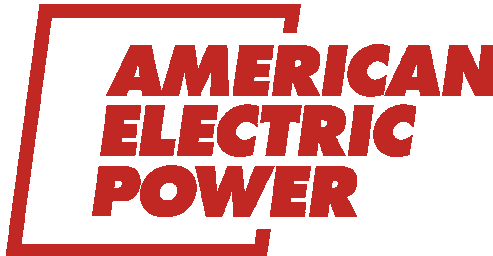
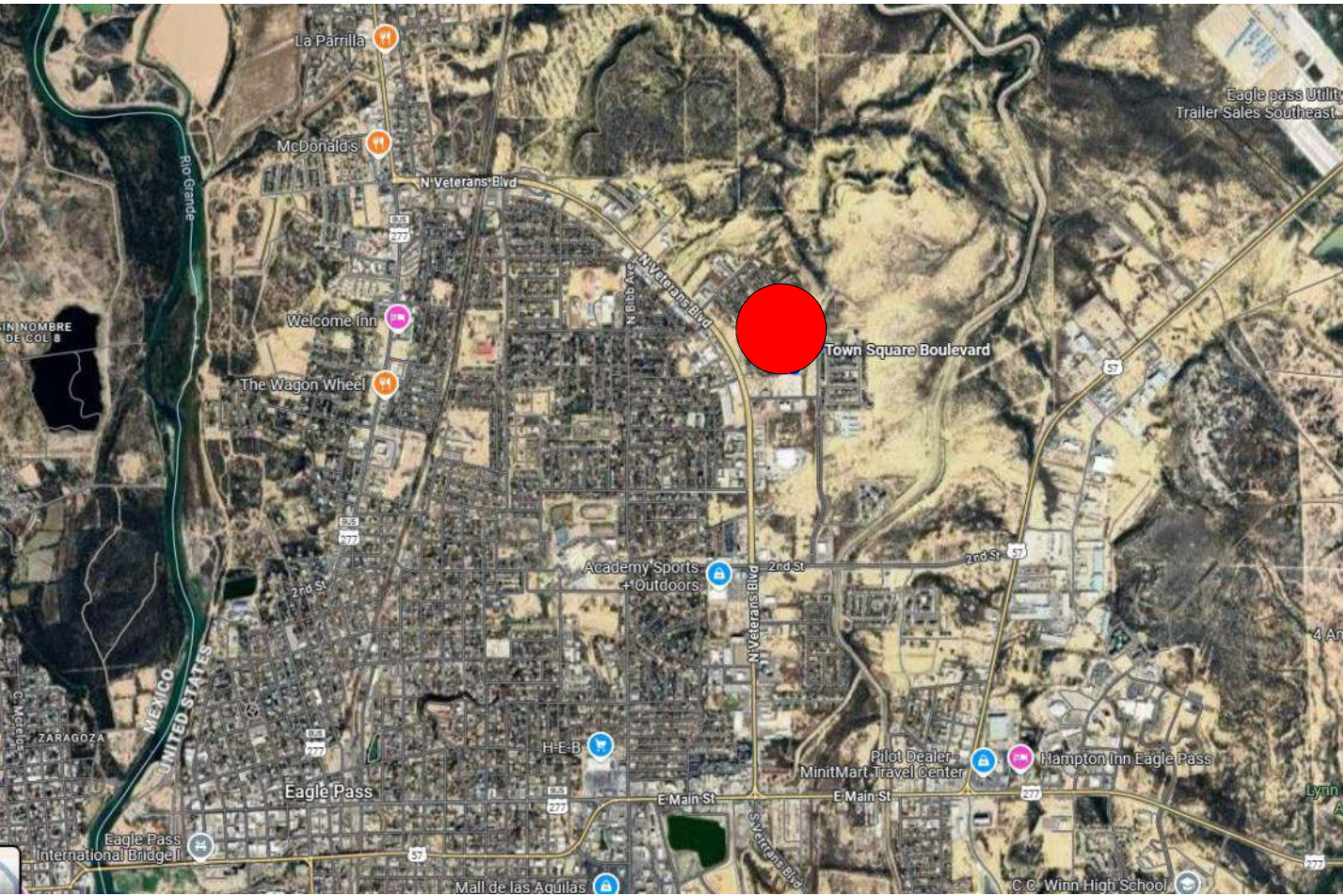
STRUCTURAL ENGINEER
KORDA
1650 WATERMARK DR
COLUMBUS, OH 43215
PHONE: (614) 487-1650

MEP ENGINEER
KORDA
1650 WATERMARK DR
COLUMBUS, OH 43215
PHONE: (614) 487-1650

LOCATION MAP



VICINITY MAP



1 RIVERSIDE PLAZA
COLUMBUS, OH 43215

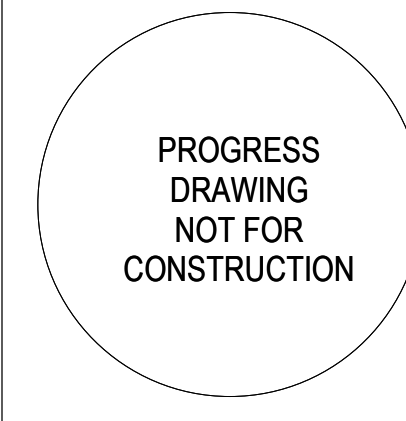
PHONE: (614) 716-1000

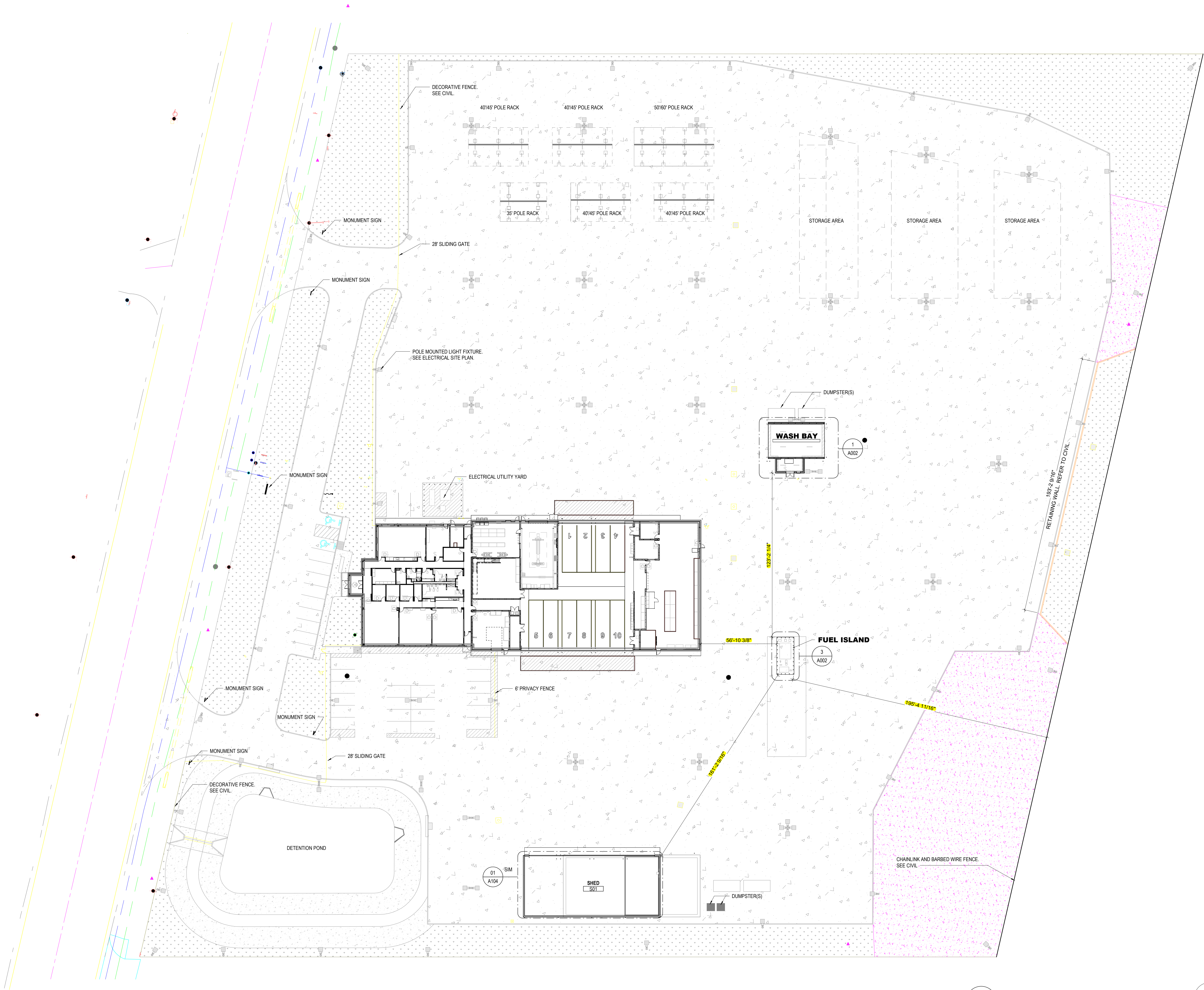
AEP Eagle Pass Service Center

Eagle Pass, TX 78852
for
American Electric Power

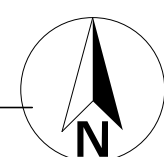
 **Moody Nolan**
300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE: 614-461-4664

DRAWING TITLE:
COVER SHEET - VOLUME 1

	10/14/2025
	24551
	G000-1
	CONDITIONAL USE PERMIT



1 PLAN SITE PLAN
1" = 30'-0"



GENERAL NOTES - SITE PLAN

- A. CONTRACTOR TO RELOCATE EXISTING FUEL ISLAND EQUIPMENT, AS NOTED BELOW, FROM OWNER'S PROPERTY LOCATED AT 1276 EDISON RD, EAGLE PASS, TX AND REINSTALL AT PROJECT SITE. PROVIDE ALL POWER AND PIPING REQUIRED FOR OPERATION.

CODED NOTES

- 4,000 GALLON SPLIT FUEL TANK BY OWNER
- DUAL HOSE DIESEL DISPENSER BY OWNER
- DUAL HOSE UNLEADED DISPENSER BY OWNER
- FILL BOX WITH (1) 2" OPENING BY OWNER. PROVIDE NEW BRAVO DISPENSER SUMP BOXES W/ PENETRATIONS AND SHEAR VALVE BRACKETS, RED JACKET 1.5 HP SUMP PUMPS, ISOLATION RELAY BOXES, DIGI MODEMS FOR REMOTE COMMUNICATION.
- FILL BOX WITH (2) 2" OPENING BY OWNER. PROVIDE NEW BRAVO DISPENSER SUMP BOXES W/ PENETRATIONS AND SHEAR VALVE BRACKETS, RED JACKET 1.5 HP SUMP PUMPS, ISOLATION RELAY BOXES, DIGI MODEMS FOR REMOTE COMMUNICATION.
- DEF. SYSTEM, 500 GALLON AST AND DISPENSER BY OWNER
- FUEL MASTER FUEL ISLAND TERMINAL BY OWNER
- LIGHT POLE AND BASE COVER WITH NEW FIRE EXTINGUISHER, BY OWNER. PROVIDE NEW ANCHOR BOLT KIT.
- TANK MONITOR HARDWARE: (BY CONTRACTOR)
 - CONSOLE WITH TOUCH SCREEN DISPLAY, RELOCATE EXISTING. PROVIDE NEW SOFTWARE LICENSE FOR 1 YEAR. INSTALL IN STORE ROOM OFFICE.
 - UNIVERSAL SENSOR MODULE, RELOCATE EXISTING.
 - LEVEL PROBES, PROVIDE NEW.
 - FLOAT KITS, 1 UNLEADED, 1 DIESEL, 1 DEF, PROVIDE NEW.
 - DISPENSER SUMP SENSORS, PROVIDE NEW.
 - INTERSTITIAL SPACE SENSOR, PROVIDE NEW.
 - OVERFILL ALARM BOX WITH ACKNOWLEDGEMENT SWITCH, PROVIDE NEW.
- AIR COMPRESSOR
- YARD HYDRANT

KEYNOTE LEGEND

#	DATE	CHANGE DESCRIPTION

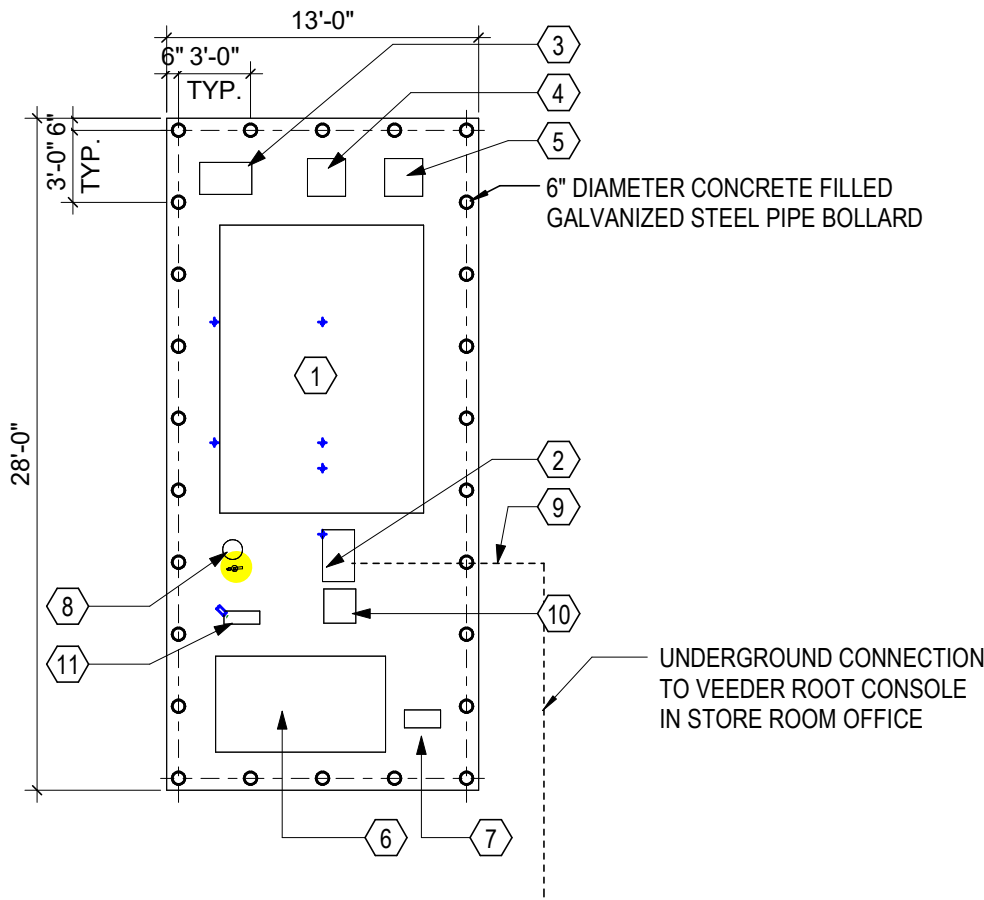
AMERICAN ELECTRIC POWER AEP Eagle Pass Service Center
Eagle Pass, TX 78852
FOR
American Electric Power

Moody Nolan 300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE: 614-461-4664

DRAWING TITLE:

ARCHITECTURAL SITE PLAN

PROGRESS DRAWING NOT FOR CONSTRUCTION	10/14/2025
	24551
	A001
	CONDITIONAL USE PERMIT



3 PLAN FUEL ISLAND
1/8" = 1'-0"

GENERAL NOTES - SITE PLAN

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CODED NOTES

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 - DISPENSER SUMP SENSORS, PROVIDE NEW.
 - INTERSTITIAL SPACE SENSOR, PROVIDE NEW.
 - OVERFILL ALARM BOX WITH ACKNOWLEDGEMENT SWITCH, PROVIDE NEW.
- AIR COMPRESSOR
- YARD HYDRANT

KEYNOTE LEGEND

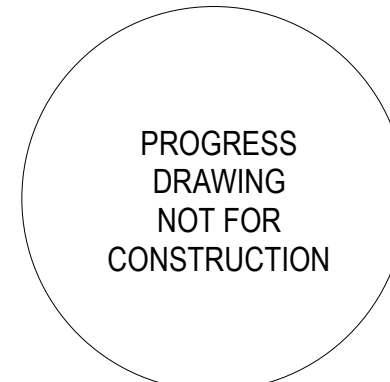
#	DATE	CHANGE DESCRIPTION

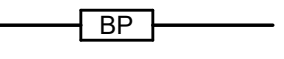
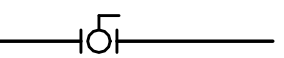
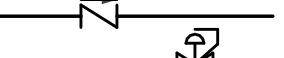
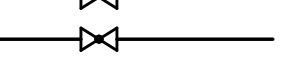
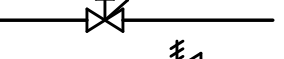
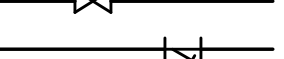
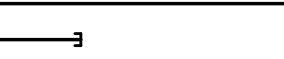
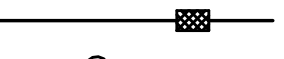
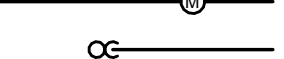
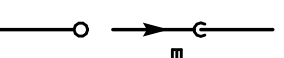
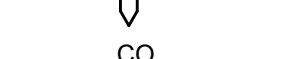
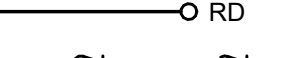
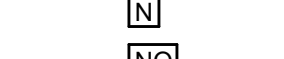
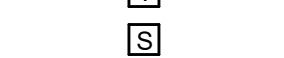
**AEP Eagle Pass Service Center**
Eagle Pass, TX 78852
FOR
American Electric Power

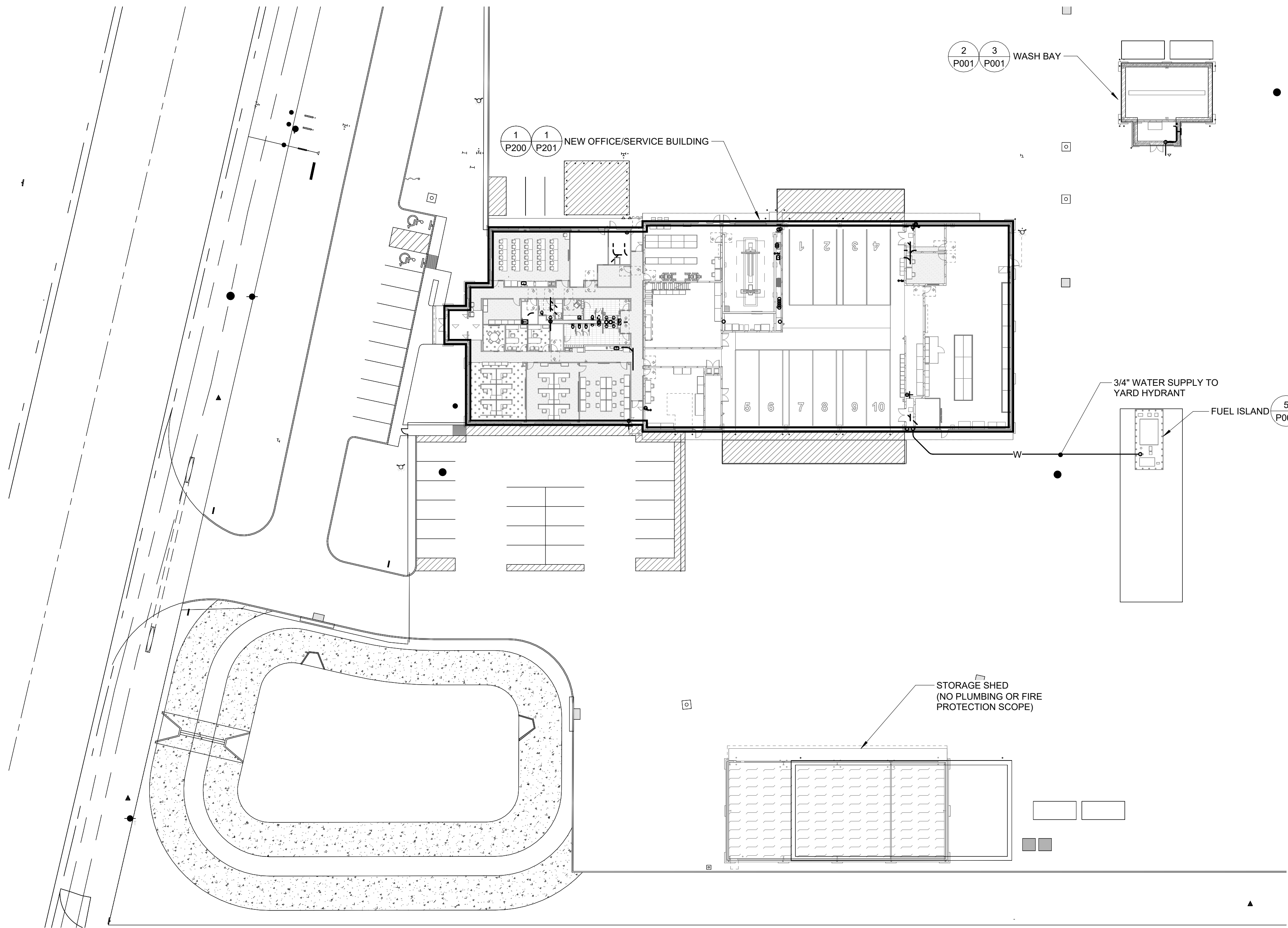
**Moody Nolan**
300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE: 614-461-4664

DRAWING TITLE:

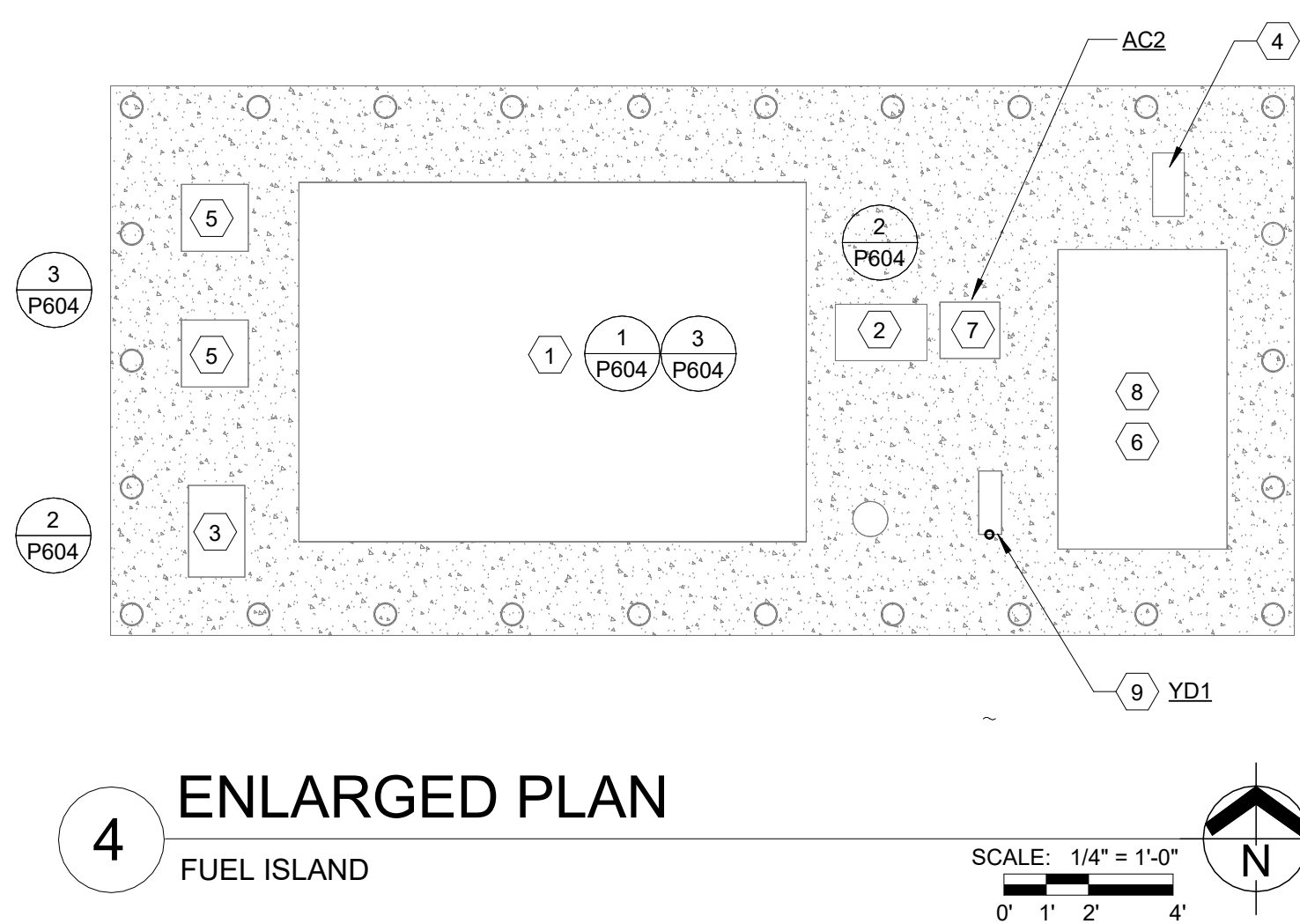
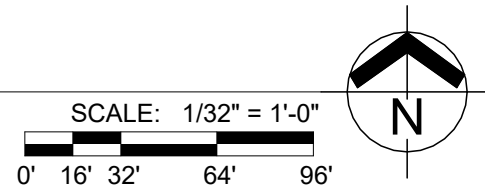
SITE STRUCTURES

	10/14/2025
	24551
	A002
	CONDITIONAL USE PERMIT

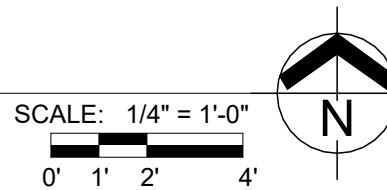
PLUMBING SYMBOLS LIST			
NOTE: ALL SYMBOLS NOT NECESSARILY USED			
GENERAL		VALVES	
EXISTING TO REMAIN	-----	BACKFLOW PREVENTER	
EXISTING TO BE REMOVED	-----	BALANCING/SHUT-OFF VALVE WITH GAUGE TAPPINGS	
EXISTING TO BE ABANDONED	-----	BALL VALVE	
FUTURE	-----	BUTTERFLY VALVE	
FLOW ARROW	-----	CHECK VALVE	
UNDER FLOOR PIPING	-----	GAS PRESSURE REGULATOR	
TYPICAL	(TYP), (TYP #)	GATE VALVE	
INVERT ELEVATION	IE	GLOBE VALVE	
UNLESS NOTED OTHERWISE	UNO	PLUG VALVE	
ABOVE FINISHED FLOOR	AFF	PRESSURE REDUCING VALVE	
NOT IN CONTRACT	NIC	PRESSURE RELIEF VALVE	
ITEM PROVIDED BY ANOTHER CONTRACTOR	OC	SOLENOID VALVE	
CONNECT TO EXISTING		STRAINER	
SANITARY STACK	SS		
VENT RISER	VR		
EXISTING TO REMAIN	(E)		
EXISTING TO BE REMOVED / DEMOLISHED	(R)		
EXISTING TO BE ABANDONED	(AB)		
PIPING		SPECIALTIES AND MISCELLANEOUS	
WATER SERVICE	W	CAPPED PIPE	
DOMESTIC COLD WATER	DCW	PIPE SLEEVE	
SOFT WATER	SW	FLEXIBLE CONNECTION	
DOMESTIC HOT WATER (XXX°F)	DHW (XXX°F)	GAUGE	
TEMPERED WATER (XXX°F)	TW (XXX°F)	METER	
DOMESTIC HOT WATER RETURN (XXX°F)	DHWR (XXX°F)	P-TRAP	
RAW WATER	RW	PIPE DROP	
DISTILLED WATER	DW	PIPE RISE	
DEIONIZED WATER	DE	THERMOMETER	
SANITARY	SAN	THROUGH FLOOR AT LEVEL SHOWN	
ACID WASTE	AW	UNION	
HOT WASTE	HW	VENT THROUGH ROOF (VTR)	
INDIRECT WASTE	IND	CLEANOUT	
COMBINATION SEWER	COMB	WALL HYDRANT (FREEZE PROOF)	
FAT, OIL AND GREASE WASTE	FOG	HOSE BIBB	
STORM	STM	YARD HYDRANT	
UNDER DRAIN	UD	SHOCK ABSORBER	
EMERGENCY STORM	E-STM	FLOOR OR AREA DRAIN	
PUMPED DISCHARGE	PD	ROOF DRAIN	
VENT	V	VALVE IN RISER/DROP	
ACID VENT	AV	HEAT TRACED PIPE	
FUEL OIL SUPPLY	FOS		
FUEL OIL RETURN	FOR		
FUEL OIL VENT	FOV		
NATURAL GAS	G		
PROPANE	P		
MEDICAL OXYGEN	O2		
MEDICAL AIR	MA		
INSTRUMENT AIR	IA		
COMPRESSED AIR	CA		
VACUUM	VAC		
VACUUM CLEANING	VC		
MEDICAL VACUUM	MV		
WASTE GAS DISPOSAL	WAGD		
NITROGEN	N2		
NITROUS OXIDE	N2O		
CARBON DIOXIDE	CO2		
		MEDICAL GAS OUTLETS	
		MEDICAL OXYGEN OUTLET	
		MEDICAL AIR OUTLET	
		MEDICAL VACUUM OUTLET	
		CARBON DIOXIDE OUTLET	
		NITROGEN OUTLET	
		NITROUS OXIDE OUTLET	
		INSTRUMENT AIR OUTLET	
		SLIDE	
		WASTE ANESTHESIA GAS DISPOSAL	



1 SITE PLAN
PLUMBING SITE PLAN



4 ENLARGED PLAN
FUEL ISLAND



CODED NOTES:

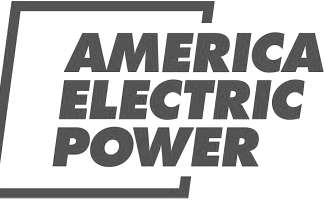
1. ABOVE GROUND DUEL FUEL STORAGE TANK, 4,000 GAL DOUBLE WALL, 2,000 GALLON GASOLINE/2,000 GALLON DIESEL TO BE RELOCATED FROM EXISTING SITE.
2. FUEL DISPENSER (DIESEL), DUAL HOSE TO BE RELOCATED FROM EXISTING SITE.
3. FUEL DISPENSER (GASOLINE), DUAL HOSE TO BE RELOCATED FROM EXISTING SITE.
4. FUEL MASTERFLEET MANAGEMENT SYSTEM, TO BE RELOCATED FROM EXISTING SITE (DISPLAY TO FACE NORTH).
5. REMOTE FILL BOX, TO BE RELOCATED FROM EXISTING SITE.
6. 500 GALLON DEF TANK AND DISPENSING EQUIPMENT, TO BE RELOCATED FROM EXISTING SITE.
7. AIR COMPRESSOR INSIDE WEATHER PROOF CABINET.
8. NOT USED.
9. 3/4" POST YARD HYDRANT.
10. BUILDING SANITARY, COORDINATE CONNECTION TO SITE SEWER WITH SITE UTILITY CONTRACTOR.
11. 3" VENT RISER.

PLUMBING SHEET INDEX	
SHEET NUMBER	SHEET NAME
P001	PLUMBING INDEX SHEET
P200	PLUMBING GARAGE UNDERGROUND FLOOR PLAN
P201	PLUMBING GARAGE GROUND FLOOR PLAN
P501	PLUMBING SCHEDULES
P601	PLUMBING DETAILS
P602	PLUMBING DETAILS
P603	PLUMBING LUBE AND WASTE OIL PIPING
P604	PLUMBING DETAILS
P701	PLUMBING STACKS

GENERAL NOTES - PLUMBING (APPLY TO ALL PLUMBING DRAWINGS)

1. THE SYSTEM DESIGN IS BASED ON THE LATEST EDITION OF THE OHIO PLUMBING CODE, INCLUDING ALL AMENDMENTS THROUGH THE DATE OF DRAWING ISSUE.
2. FINISHED GROUND FLOOR ELEVATION IS 100.00' U.N.O. (USGS ELEVATION XXX.X).
3. INVERTS AND LOCATIONS SHOWN FOR PIPING CONNECTIONS TO THE VARIOUS SITE UTILITIES HAVE BEEN COORDINATED WITH THE CIVIL ENGINEER'S DOCUMENTS PRIOR TO BIDDING. CONTRACTOR SHALL VERIFY INVERTS, PIPE SIZES, AND LOCATIONS WITH SITE CONTRACTOR PRIOR TO ANY INSTALLATION. REPORT ANY DISCREPANCIES TO THE ARCHITECT.
4. COORDINATE ALL PIPING WITH CEILING ELEVATIONS, STRUCTURE, MECHANICAL AND ELECTRICAL WORK, UNLESS DESIGNATED AS BELOW SLAB. ALL PIPING IS INTENDED TO BE CONCEALED ABOVE FINISHED CEILING IN AREAS WITH CEILINGS. IF THERE IS NO CEILING, COORDINATE PIPING TO RUN AS HIGH AS POSSIBLE. DO NOT INSTALL PIPING IN FRONT OF OR OVER TOP OF ELECTRICAL SWITCH GEAR OR PANELS.
5. ALL STACKS, RISERS, ETC. SHALL BE CAREFULLY INSTALLED SO AS TO BE CONCEALED BY FINISHED CONSTRUCTION. WHERE PIPING IS EXPOSED, LOCATIONS SHALL BE COORDINATED WITH OTHER TRADES.
6. UNLESS NOTED OTHERWISE, SLOPE ALL SANITARY PIPING AT NO LESS THAN 1/8" PER FOOT. ALL SANITARY PIPING SMALLER THAN 3" SHALL BE SLOPED AT NO LESS THAN 1/4" PER FOOT.
7. REFER TO PIPING DIAGRAMS, DETAILS, AND STACKS FOR PIPING AND PIPE SIZES NOT SHOWN ON THE FLOOR PLANS. PIPE SIZES SERVING INDIVIDUAL FIXTURES ARE INDICATED ON THE PLUMBING FIXTURE SCHEDULE.
8. ALL FLOOR DRAINS SHALL BE PROVIDED WITH ASSE 1072 COMPLIANT BARRIER TYPE TRAP SEAL.
9. PROVIDE ISOLATION VALVES IN ALL SUPPLY BRANCHES SERVING MULTIPLE FIXTURES. PROVIDE ADDITIONAL ISOLATION VALVES AS SHOWN ON THE DRAWINGS. PROVIDE BALANCING VALVES ON ALL HOT WATER RETURN PIPE BRANCHES.
10. ALL EXPOSED INSULATED PIPING IN FINISHED AREAS SHALL HAVE A PVC JACKET.

#	DATE	CHANGE DESCRIPTION

**AEP Eagle Pass Service Center**
Eagle Pass, TX 78852
FOR
American Electric Power

**Moody Nolan**
300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE: 614-461-4664

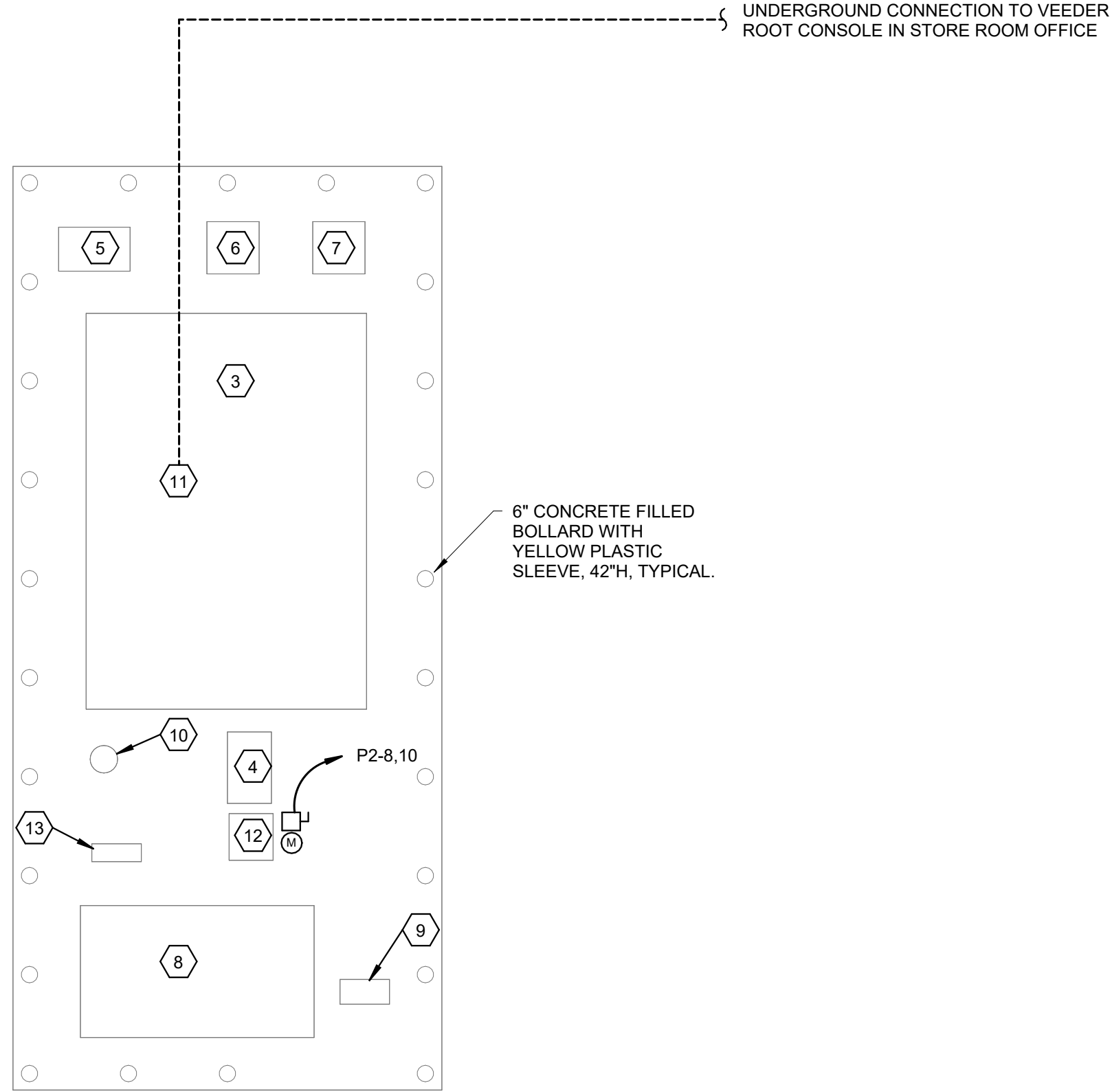
DRAWING TITLE:
PLUMBING INDEX SHEET

PROGRESS DRAWING NOT FOR CONSTRUCTION	10/10/2025
	24551
	P001
	90% CONSTRUCTION DOCUMENTS

NOT FOR CONSTRUCTION

○ CONCEPTUAL DESIGN
○ SCHEMATICS
○ DESIGN DEVELOPMENT
● WORKING DRAWINGS FOR REVIEW

KORDA
KORDA, NEMETH ENGINEERING
1650 WATERMARK DRIVE
SUITE 200
COLUMBUS, OHIO 43215
DRAWN BY: *Janice Whitehead*
DESIGNED BY: *Greg Duffley*
PROJECT NUMBER: 2025-0211



2 ENLARGED PLAN
FUEL ISLAND

SCALE: 1/4" = 1'-0"
0 1 2 4'

GENERAL NOTES

- CONTRACTOR SHALL RELOCATE EXISTING FUEL ISLAND EQUIPMENT, AS NOTED BELOW, FROM OWNERS PROPERTY LOCATED AT 1276 EIDSON RD., EAGLE PASS, TX, AND REINSTALL AT PROJECT SITE. PROVIDE ALL POWER AND PIPING REQUIRED FOR OPERATION.

CODED NOTES

- LIGHTING CONTROL PANEL.
- SURFACE MOUNTED ELECTRICAL RECEPTACLE AND CONDUIT SHALL BE CLAMPED TO SIDE OF LADDER RACK.
- TANK: WATCO UL2085 FIREGUARD AST - 4,000 GALLONS SPLIT 2K/2K TANK. RELOCATE EXISTING EQUIPMENT.
- DIESEL DISPENSER: GASBOY 9153 MECHANICAL FLEET DISPENSER, DUAL HOSE, SINGLE PRODUCT. RELOCATE EXISTING EQUIPMENT.
- UNLEADED DISPENSER: GASBOY 9153 MECHANICAL FLEET DISPENSER, DUAL HOSE, SINGLE PRODUCT. RELOCATE EXISTING EQUIPMENT.
- REMOTE FILL BOX: MORRISON 156 REMOTE FILL BOX WITH (1) 2" OPENING. RELOCATE EXISTING EQUIPMENT. PROVIDE NEW BRAVO DISPENSER SUMP BOXES WITH PENETRATIONS AND SHEAR VALVE BRACKETS, RED JACKET 1.5 HP SUMP PUMPS, ISOLATION RELAY BOXES, DIGI MODEMS FOR REMOTE COMMUNICATION.
- REMOTE FILL BOX: MORRISON 156 REMOTE FILL BOX WITH (2) 2" OPENING. RELOCATE EXISTING EQUIPMENT. PROVIDE NEW BRAVO DISPENSER SUMP BOXES WITH PENETRATIONS AND SHEAR VALVE BRACKETS, RED JACKET 1.5 HP SUMP PUMPS, ISOLATION RELAY BOXES, DIGI MODEMS FOR REMOTE COMMUNICATIONS.
- DEF SYSTEM: BENECOR 500 GALLON AST AND DISPENSER FOR DEF, 2" DRY BREAK, 1/3" PH SUB PUMP. RELOCATE EXISTING EQUIPMENT.
- FUEL MASTER: FMU 2550 PLUS, RELOCATE EXISTING EQUIPMENT.
- LIGHTING: LSI 38,000 LUMEN LIGHT POLE AND BASE COVER. RELOCATE EXISTING. PROVIDE NEW ANCHOR BOLT KIT. PROVIDE NEW FIRE EXTINGUISHER, MOUNTED TO LIGHT POLE.
- TANK MONITOR HARDWARE:
9A - VEEDER ROOT TLS450+ CONSOLE WITH TOUCH SCREEN DISPLAY. RELOCATE EXISTING EQUIPMENT. PROVIDE NEW SOFTWARE LICENSE FOR 1 YEAR. INSTALL IN STORE ROOM OFFICE.
9B - USM UNIVERSAL SENSOR MODULE. RELOCATE EXISTING EQUIPMENT.
9C - LEVEL PROBES. PROVIDE NEW.
9D - FLOAT KITS, 1 UNLEADED, 1 DIESEL, 1 DEF. PROVIDE NEW.
9E - DISPENSER SUMP SENSORS. PROVIDE NEW.
9F - INTERSTITIAL SPACE SENSOR. PROVIDE NEW.
9G - OVERALL ALARM BOX WITH ACKNOWLEDGEMENT SWITCH. PROVIDE NEW.
- AIR COMPRESSOR.
- YARD HYDRANT.
- POWER WASHER (7.5 HP, 480 V, 3 PHASE).
- JUNCTION BOX FOR POWER CONNECTION TO OIL INTERCEPTOR PANEL (120 V). COORDINATE EXACT LOCATION AND REQUIREMENTS WITH PLUMBING DRAWINGS.
- GENERATOR BATTERY CHARGER (120 V).
- GENERATOR ENCLOSURE LIGHTING (120 V).
- GENERATOR ENGINE JACKET WATER HEATER (208 V, 1 PHASE).
- EMERGENCY OFF PUSHBUTTON FOR GENERATOR.
- PROVIDE EMERGENCY GENERATOR ON CONCRETE PAD WITH PROTECTIVE CONCRETE BOLLARDS ALL AROUND AT 4'-0" O.C.
- UTILITY SERVICE TRANSFORMER ON CONCRETE PAD WITH POST MOUNTED METER AND CONCRETE BOLLARD PROTECTION ALL AROUND PAD AT 4'-0" O.C. COORDINATE EXACT LOCATION IN FIELD WITH OWNER.

#	DATE	CHANGE DESCRIPTION

CLIENT
LOGO IF
AVAILABLE

AEP Eagle Pass Service Center
Enter address here
FOR
Owner



300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215

Moody Nolan

PHONE: 614-461-4664

DRAWING TITLE:

ELECTRICAL ENLARGED PLANS

PROGRESS
DRAWING
NOT FOR
CONSTRUCTION

10/10/2025

24551

E401

90% CONSTRUCTION
DOCUMENTS

KORDA
KORDA - NEMETH ENGINEERING
WWW.KORDA.COM

DRAWN BY: Jacob L. Ruby

DESIGNED BY: Dustin J. Ruby

CHECKED BY: Stanley J. Kromk

PROJECT NUMBER: 2025-0211

C. Specifications for Piping

Ashley B Trepal

From: Bob Bissen <BBissen@jfpetrogroup.com>
Sent: Monday, October 20, 2025 6:29 PM
To: Ashley B Trepal
Cc: Lance Bissen; James M Tirpak
Subject: [EXTERNAL] Re: AEP Eagle Pass Fuel Island - Permit to Install
Attachments: Typical Electrical Plan-gasboy (2).pdf; AEP - Eagle Pass Fire Code Decals.pdf; AEP ELECTRIC MARFA (1).pdf; slm-specsheet.pdf -Area Light - 2020.pdf; A6000_AST Disp Sump Bravo.pdf; WTC-ASTM-A53_Spec-Sheet_040412.pdf

This Message Is From an EXTERNAL Sender

This is an **EXTERNAL** email. **STOP. THINK** before you click links or open attachments. If suspicious, please click the **'Report to Incidents'** button. No button, forward to incidents@aep.com.

The fuel lines are made of Domestic American made steel pipe, All aboveground
The enclosed drawing for Marfa site can be altered for the Eagle Pass location id needed
Please call me to discuss what may be needed



Bob Bissen

Commercial Sales Manager

📍 14833 Bulverde Road, San Antonio TX 78247

📞 210-661-2489 Ext. 7105 | 📠 (210) 389-4449

✉️ BBissen@jfpetrogroup.com

📞 24/7 Service 800-286-4133

🌐 jfpetrogroup.com | 🛒 jfpetroparts.com



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Awarded Contract
Contract #001024-JFA

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From: Ashley B Trepal <abtrepal@aep.com>
Sent: Monday, October 20, 2025 3:02 PM
To: Bob Bissen <BBissen@jfpetrogroup.com>
Cc: Lance Bissen <LBissen@jfpetrogroup.com>; James M Tirpak <jmtirpak@aep.com>
Subject: AEP Eagle Pass Fuel Island - Permit to Install

CAUTION: EXTERNAL

D. Manufacturer's Cut Sheets

FIREGUARD®:

Advanced Fire-Protected Aboveground Storage Tanks



The **FIREGUARD** aboveground storage tank, built the Watco Way, features a double-wall, fire-protected aboveground storage solutions featuring an inner steel tank encased within a unique lightweight thermal insulation material. This design enables FIREGUARD® tanks to meet temperature requirements even under extended four-hour fire testing. The insulating material is 75% lighter than concrete, reducing shipping, installation, and relocation costs. Complete with STICO Mutual's 30-year limited warranty.



Fireguard Advantages:

- **Compliance and safety:** Meets UL 2085, NFPA 30/30A, IFC, CARB, and STI F941 standards, ensuring adherence to industry regulations.
- **Thermal insulation:** Insulates the product in the tank from ambient temperature variations, reducing emissions.
- **Leak detection:** Primary and secondary tanks can be tightness tested on-site with standard testing procedures, and the interstitial space can be monitored for leak detection.
- **Fuel compatibility:** Steel construction ensures compatibility with all hydrocarbons and can be lined for DEF and JetA/AV Gas applications.
- **Durability:** The steel outer wall provides low-cost maintenance and protection from weathering.
- **Customizable:** Available in horizontal designs with capacities of up to 30,000 gallons.
- **Versatility:** Tank can be compartmentalized to store multiple fuel types.
- **Cost-effective insulation:** The lightweight insulation reduces shipping, installation, and relocation costs.
- **Environmental responsibility:** Steel construction allows for recycling, supporting environmental sustainability.



FIREGUARD®: Length & Weight



Diameter	Capacity	Length +/- 2"	Weight +/- 5%
45.5"	1,000 gal	12'-10"	5,000 lbs
72"	5,000 gal	24'-10"	18,000 lbs
96"	5,000 gal	14'-4"	18,000 lbs
96"	10,000 gal	27'-10"	31,000 lbs
96"	12,000 gal	33'-3"	35,000 lbs
120"	12,000 gal	21'-6"	33,000 lbs
120"	15,000 gal	26'-9"	39,000 lbs
120"	20,000 gal	35'-5"	49,000 lbs
120"	30,000 gal	52'-8"	68,000 lbs

Additional Tank Options:

- Rain Hood
- Remote Fill Line
- Bolt-On Pump Platform
- Pump Shelf
- Internal Lining for Jet A / AV Gas
- Bolt-On Observation Ladder
- Maintenance Platform
- Catwalks
- Stairways
- Custom Fabrications



Choose **FIREGUARD®** for a reliable, compliant, and efficient aboveground storage solution that reflects our commitment to quality and customer satisfaction.

It's the Watco Way.

Watco has been a leading manufacturer of storage tanks since 1964. Our products are known for their quality, durability, and safety. We are committed to providing our customers with the best products and services.

Proven Quality Through Independent Oversight

Watco Tanks undergoes rigorous third-party inspections by UL and STI, with eight unannounced audits each year. Since the inception of the inspection program over 25 years ago, Watco has maintained a flawless record—one of only three STI-certified manufacturers to do so.





The Red Jacket Submersible Turbine Pump for Alternate Fuels

The cornerstone of your alternative fueling infrastructure. The Red Jacket AG series submersible turbine pump is built on the foundation of The Red Jacket model and is specially designed for resiliency in the harsh alternative fuel environment.

Specifications:

Fuel Compatibility

- 100% Gasoline
- 100% Diesel
- 0-100% Biodiesel blends
- Jet fuel
- AVGAS
- Kerosene and Fuel Oil
- Methanol concentrations up to 100%
- Ethanol concentrations up to 90%
- MTBE, ETBE, or TAME concentrations up to 20%

Designed for Hazardous Locations

- Class 1, Group D atmospheres

Fits installations from 3 ½' to 19' in depth

4 Motor Sizes Available:

- ¾ HP, 60 Hz, 1 – phase
- 1 ½ HP, 60 Hz, 1 – phase
- X3 1 ½ HP, 60 Hz, 1 – phase, high pressure
- 2 HP, 60 Hz, 1 – phase

Key Features:

- Industry's newest motor design
- Track record of unsurpassed reliability
- Designed to maximize safety and ease of installation
- UL listed biofuel compatibility

Siphon Ports:

- Two ports available, ¼" NPT
- Equipped with stainless siphon cartridge for survivability in corrosive fuels (410151-002)

Compatible with check valve housing models:

- Standard VR ready check valve for PLLD (410152-001)
- High pressure check valve for high pressure applications (410152-002)

Line Pressure Port: 1 Available, ¼" NPT

Vent Port: 1 Available, ¼" NPT

UL Listings:

- 100% Diesel
- 100% Gasoline
- 100% Biodiesel (B100)
- Kerosene and Fuel Oil
- 85% Ethanol (E85)
- 0-20% Biodiesel blends
- Gasoline and up to: 15% Methanol, 20% MTBE, 20% ETBE, 20% TAME

Other Agency Listings: cUL

Optional stainless steel trapper intake screen blocks corroded tank debris from clogging dispenser filters



Quick Set Final Assemblies (Adjustable)

Horsepower	KW	Length	Floating Suction Adapter	Model Number	Part Number
0.75	0.56	72" - 102"		AGP75S1 RJ1	410140-019
0.75	0.56	102" - 162"		AGP75S1 RJ2	410140-020
0.75	0.56	162" - 222"		AGP75S1 RJ3	410140-021
0.75	0.56	74.3" - 104.3"	•	AGP75S1 RJ1 FSA	410140-022
0.75	0.56	104.3" - 164.3"	•	AGP75S1 RJ2 FSA	410140-023
0.75	0.56	164.3" - 224.3"	•	AGP75S1 RJ3 FSA	410140-024
1.5	1.13	74.5" - 105"		AGP150S1 RJ1	410141-019
1.5	1.13	104.5" - 165"		AGP150S1 RJ2	410141-020
1.5	1.13	164.5" - 225"		AGP150S1 RJ3	410141-021
1.5	1.13	76.8" - 107.3"	•	AGP150S1 RJ1 FSA	410141-022
1.5	1.13	106.8" - 167.3"	•	AGP150S1 RJ2 FSA	410141-023
1.5	1.13	166.8" - 227.3"	•	AGP150S1 RJ3 FSA	410141-024
1.5	1.13	75.5" - 105.5"		X3AGP150S1 RJ1	410143-019
1.5	1.13	105.5" - 165.5"		X3AGP150S1 RJ2	410143-020
1.5	1.13	165.5" - 225.5"		X3AGP150S1 RJ3	410143-021
1.5	1.13	77.8" - 107.8"	•	X3AGP150S1 RJ1 FSA	410143-022
1.5	1.13	107.8" - 167.8"	•	X3AGP150S1 RJ2 FSA	410143-023
1.5	1.13	167.8" - 227.8"	•	X3AGP150S1 RJ3 FSA	410143-024
2	1.5	78.5" - 108.5"		AGP200S1-3 RJ1	410142-019
2	1.5	108.5" - 168.5"		AGP200S1-3 RJ2	410142-020
2	1.5	168.5" - 228.5"		AGP200S1-3 RJ3	410142-021
2	1.5	80.8" - 110.8"	•	AGP200S1-3 RJ1 FSA	410142-022
2	1.5	110.8" - 170.8"	•	AGP200S1-3 RJ2 FSA	410142-023
2	1.5	170.8" - 230.8"	•	AGP200S1-3 RJ3 FSA	410142-024

Fixed-Speed, single phase STP assemblies. Length measured from the top of the eyebolt to the bottom of the motor inlet. All 208/230 Volts.

Fixed Length Final Assemblies (Non-Adjustable)

Horsepower	KW	Length	Floating Suction Adapter	Model Number	Part Number
0.75	0.56	42" - 132"		AGP75S1 RJ	410166-010
0.75	0.56	133" - 168"		AGP75S1 RJ	410166-011
0.75	0.56	169" - 222"		AGP75S1 RJ	410166-012
0.75	0.56	44.3" - 134.3"	•	AGP75S1 RJ FSA	410166-028
0.75	0.56	135.3" - 170.3"	•	AGP75S1 RJ FSA	410166-029
0.75	0.56	171.3" - 224.3"	•	AGP75S1 RJ FSA	410166-030
1.5	1.13	45" - 135"		AGP150S1 RJ	410173-010
1.5	1.13	136" - 171"		AGP150S1 RJ	410173-011
1.5	1.13	172" - 225"		AGP150S1 RJ	410173-012
1.5	1.13	47.3" - 173.3"	•	AGP150S1 RJ FSA	410173-028
1.5	1.13	138.3" - 173.3"	•	AGP150S1 RJ FSA	410173-029
1.5	1.13	174.3" - 227.3"	•	AGP150S1 RJ FSA	410173-030
1.5	1.13	46" - 135"		X3AGP150S1 RJ	410175-010
1.5	1.13	136" - 171"		X3AGP150S1 RJ	410175-011
1.5	1.13	172" - 225"		X3AGP150S1 RJ	410175-012
1.5	1.13	48.3" - 137.3"	•	X3AGP150S1 RJ FSA	410175-028
1.5	1.13	138.3" - 173.3"	•	3AGP150S1 RJ FSA	410175-029
1.5	1.13	174.3" - 227.3"	•	X3AGP150S1 RJ FSA	410175-030
2	1.5	49" - 138"		AGP200S1-3 RJ	410174-010
2	1.5	139" - 174"		AGP200S1-3 RJ	410174-011
2	1.5	174.9" - 227.9"		AGP200S1-3 RJ	410174-012
2	1.5	51.3" - 140.3"	•	AGP200S1-3 RJ FSA	410174-028
2	1.5	141.3" - 176.3"	•	AGP200S1-3 RJ FSA	410174-029
2	1.5	177.2" - 230.2"	•	AGP200S1-3 RJ FSA	410174-030

Fixed length pumps may not be returned to stock.



To learn more, contact us at 888.561.7942
or visit www.redjacket.com

Fig. 346 External Emergency Valves

Specification Sheet

DESCRIPTION

The Morrison Fig. 346 Series External Emergency Valve is for installation at the outlet of an AST or in a liquid transfer line where product flow must be stopped in the event of a fire. Fig. 346 flanged external emergency valves conform to ANSI B16.42 specifications for class 150 raised face ductile iron flanges. Cold non-shock pressure rating is 200 P.S.I. W.O.G. for sizes 1.5", 2" 3" and 250 P.S.I. W.O.G. for the 4". Ductile iron valves are painted green and stainless steel valves are painted blue for designation purposes.



SPECIFICATION / DETAIL OPTIONS

A - Size: In inches



B - Mounting Connection: Flanged (F) or **Female** (Blank)

C - Body / Cap Material: **Ductile Iron** (DI) or Stainless Steel (SS)

D - Gasket Material: PTFE (TFE)

E - Poppet: Ductile Iron (DI) or Stainless Steel (SS)

O-ring: PTFE Encapsulated Fluorocarbon Elastomer
Spring: Stainless Steel

Seal Nut/Plug: Stainless Steel

Handle: Brass

Fulcrum Shaft: Stainless Steel

Groove Pin: Steel

Hold Open Hook: Stainless Steel

F - Lever Arm: Ductile Iron (DI) or Stainless Steel (SS)

G - Fuse Link: 165° F STD. (212°F Optional)

H - Height of valve (inches)

I - Length of valve (inches)

J - Bolt Circle Diameter: (Flanged only) in inches

K - Shipping Weight (lbs.)

I.D. NUMBER	A	B	C	D	E	F	G	H	I	J	K
346FDI0200 AV	2	F	DI	TFE	DI	DI	165	3.18	6.5	4.75	15
346FDI0300 AV	3	F	DI	TFE	DI	DI	165	4.37	8.63	6	27
346FDI0400 AV	4	F	DI	TFE	DI	DI	165	7.25	11.5	7.5	71
346DI-0400 AV	1.5		DI	TFE	DI	DI	165	3.18	5.44		4.5
346SS-0100 AV	1.5		SS	TFE	SS	SS	165	2.78	5		6
346DI-0500 AV	2		DI	TFE	DI	DI	165	3.18	5.44		6.5
346SS-0200 AV	2		SS	TFE	SS	SS	165	3	5.5		7
346DI-0600 AV	3		DI	TFE	DI	DI	165	4.37	8.31		15
346FSS0200 AV	2	F	SS	TFE	SS	SS	165	6	6.5	4.75	8

Model 9095AA 2" Overfill Prevention Valve

SPECIFICATION SHEET

Application

The 9095AA 2" series overfill prevention valve is designed to prevent overfilling storage tanks by providing a positive shut-off during a pressurized fill.

Features

- Installs directly onto a 4" riser or top mounted spill container
- Minimum shut-off height is 2" from the tank top
- 2.35" of float height adjustment
- Drop tube adaptor accepts 2" drop fill tubes (Morrison 419)
- Full flow to shut-off point, cushioned closure eliminates shock
- Integral pressure relief
- Integral anti-siphon function
- Optional test mechanism

Materials of Construction

- Direct fill adaptor...passivated aluminum
- Remote adaptor...ductile iron, powder coated
- Shaft, linkage and hardware...stainless steel
- Lower pipe nipple...e-coated steel
- Drop tube adaptor...passivated aluminum
- Body...passivated aluminum

Operational Criteria

- Minimum 5 PSI flow requirements
- Maximum operating pressure is 100 PSI
- Maximum viscosity of 3000 centistokes (See examples on next page)
- A tight fill connection is required for the valve to operate
- The estimated flow rate is 230 GPM at 10 PSI pressure drop (See flow curve)

Code Compliance

ULC-S661-10 listed, NFPA 30, 30A, UFC, IFC, PEI /RP200, PEI/RP 600, Florida DEP EQ-851, and California EVR models available



9095AA0200
(2")

RECENTLY TESTED AND
APPROVED FOR FLUIDS
WITH VISCOSITIES UP TO
3000 centistokes

NOTE

For use on clean liquids only.

NOTE

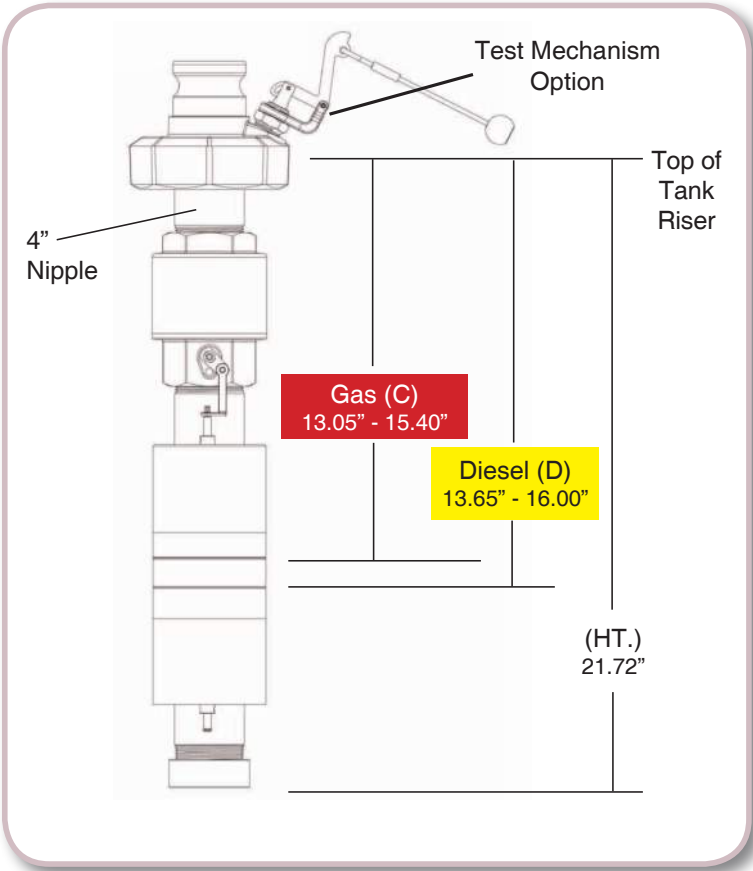
9095A models have been
replaced with 9095AA models.



Item Number	Size	Description	Tank Opening	Weight (lbs)
9095AA0200 AV	2"	Valve with 2" male quick disconnect x 4" female threads	4"	14.10
9095AA4000 AV	2"	Valve with 3" male quick disconnect x 4" female threads	4"	16.80
9095AA3200AVEVR	2"	Valve with 2" female threads x 4" female threads	4"	14.10
9095AA4200AVEVR*	2"	Valve with 3" female threads x 4" female threads	4"	21.25
9095AA5200AVEVR	2"	Valve with 2" dry disconnect x 4" female threads	4"	21.25
9095AA9200AVEVR	2"	Valve less adaptor	4"	14.10
9095ATM0100 AM	2" & 3"	Mechanical test mechanism kit for 9095AA Series (except 9095AA4000 AV)		.50
9095ATM1000 AK	2" & 3"	Mechanical test mechanism kit for 9095X Series and 9095AA4000AVEVR		
9095A-KIT91 AV	2"	Includes 9095AA0200 AV, 2" x 6' 419 drop tube, and 305C cap		
9095ATKIT91 AV	2"	Same as 9095A-KIT91 AV, with test mechanism		

*No mechanical test mechanism available for 9095AA4200 AVEVR.

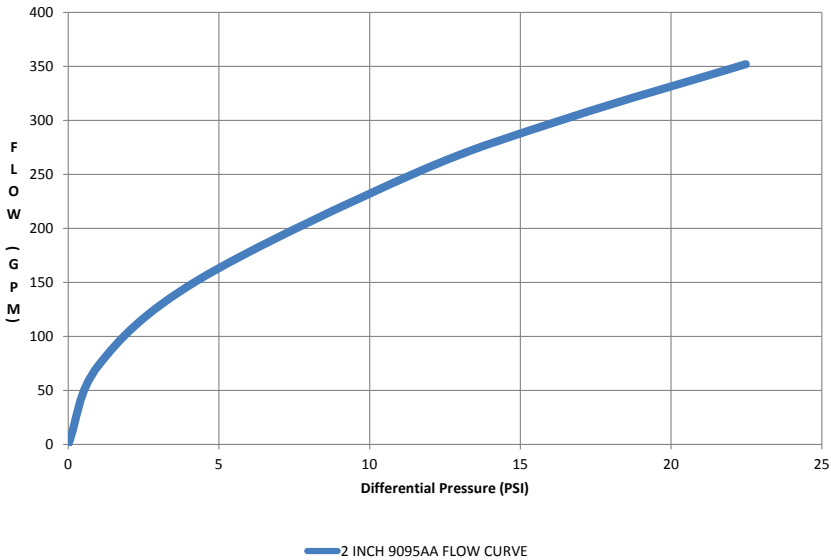
Diagram and flow curve on next page.

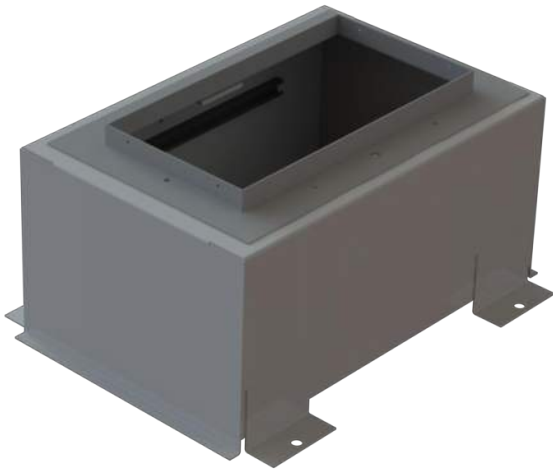


EXAMPLES OF OIL & MINIMUM TEMPERATURE
FOR USE WITH 9095AA

Oil Type	Temp (°F)	CentiStokes (cSt)
15W-40	28	2720
10W-40	25	2800
10W-60	28	2850
5W-40	25	2750
0W-30	15	2900
SAE 30	28	2950

2 INCH 9095AA FLOW CURVE (CV=74)





Product Shown
A6210-1

About the A6000 Series

Constructed of epoxy coated galvanized steel with an option for full stainless, Bravo's ADC series is designed to contain shear valves and provide dispenser containment on above ground fueling sites and marinas.

Bravo Solution Center

Call or Text (323) 541-3851
orders@sbravo.com

SIZES

- 20" width at the base
- 31" width at the base

**See page 2 for dimension drawing and dimension chart*

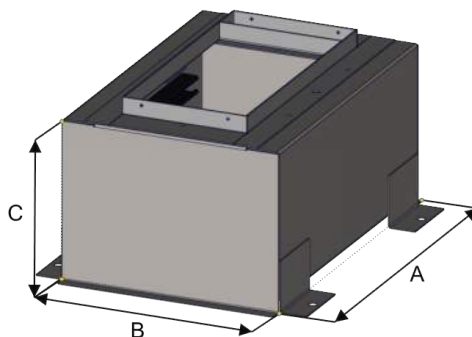
MATERIAL

- Galvanized steel
- Stainless steel option

SPECIFICATIONS

- Accommodates all types of mechanical and electronic shut-down devices
- Options available for mechanical float trip mechanisms
- Flush mount option available





Pedestal-Mount ADC Epoxy Galvanealed Steel Without Sensor Cup

Dispenser Model	Part #	Description	A	B	C	D	E
Wayne Reliance Select	A6210-1	Pedestal-mount for Reliance Select above-ground dispenser sump epoxy galvanealed steel	36"	20"	17.25"	14.75"	26.75"
Bennett 3000 Series	A6430-1	Pedestal-mount for Bennett 3000 Series above-ground dispenser sump epoxy galvanealed steel	30"	20"	17.25"	12"	23"
Gasboy Atlas	A6670-1	Pedestal-mount Gasboy Atlas above-ground dispenser sump epoxy galvanealed steel	30"	20"	17.25"	11"	23"
PMC 510 Meter Hose Reel	A6951-1	Pedestal-mount PMC 510 above-ground dispenser sump epoxy galvanealed steel	31"	31"	17.25"	23"	25.5"

Pedestal-Mount ADC Stainless Steel Without Sensor Cup

Dispenser Model	Part #	Description	A	B	C	D	E
Wayne Reliance Select	A6210-3	Pedestal-mount Reliance Select above-ground dispenser sump stainless steel	36"	20"	14"	14.75"	26.75"
Bennett 3000 Series	A6430-3	Pedestal-mount Bennett 3000 Series above-ground dispenser sump stainless steel	30"	20"	14"	12"	23"
Gasboy Atlas	A6670-3	Pedestal-mount Gasboy Atlas above-ground dispenser sump stainless steel	30"	20"	14"	12.5"	23"
PMC 510 Meter Hose Reel	A6951-3	Pedestal-mount PMC510 above-ground dispenser sump stainless steel	31"	31"	14"	23"	25.5"



AST DECAL FORM

Quantity	Item Description	Item Number	Cost EA	List	Image
6	DECAL, 4-COLOR HAZARD 10-3/4"	US U-TD-30	\$0.00	\$0.00	
9	DECAL, #0 HAZARDOUS 4" VINYL	US CVL-4B-0	\$0.00	\$0.00	0
3	DECAL, #1 HAZARDOUS 4" VINYL	US CVL-4B-1	\$0.00	\$1.80	1
3	DECAL, #2 HAZARDOUS 4" VINYL	US CVL-4B-2	\$0.00	\$1.80	2
3	DECAL, #3 HAZARDOUS 4" VINYL	US CVL-4B-3	\$0.00	\$1.80	3
	DECAL, #4 HAZARDOUS 4" VINYL	US CVL-4B-4	\$0.00	\$1.80	4
1	SIGN, E/F S/O SWITCH 18X24 W/R	US AS-62	\$0.00	\$55.92	EMERGENCY FUEL SHUT-OFF SWITCH
2	DECAL, NO SMK/STP ENG 18X9 R/W	US MD-1	\$0.00	\$7.58	NO SMOKING STOP YOUR ENGINE BY ORDER OF THE STATE FIRE MARSHAL
	SIGN, EMERG S/OFF SWITCH 12X8	US U-MS-76	\$0.00	\$22.00	EMERGENCY SHUT-OFF SWITCH
	DECAL, FIRE EXTINGUISHER 3X5 R/W	US MD-183	\$0.00	\$1.98	FIRE EXTINGUISHER
1	SIGN, OVERFILL ALARM 12X9 ALUM	US MS-203	\$0.00	\$19.90	OVERFILL ALARM
	DECAL, UNLEADED 12X3 R/W	US PD101R-12	\$0.00	\$2.38	UNLEADED
3	DECAL, UNLEADED 25X5 R/W	US PD101R-25	\$0.00	\$4.50	UNLEADED
	DECAL, DIESEL 12X3 G/W	US U-PD105G-1	\$0.00	\$2.38	DIESEL
3	DECAL, DIESEL 25X4 G/W	US U-PD105G-2	\$0.00	\$4.50	DIESEL
	DECAL, GASOLINE 12X3 R/W	US PD108R-12	\$0.00	\$2.38	GASOLINE
3	DECAL, GASOLINE 25X5 R/W	US PD108R-25	\$0.00	\$4.50	GASOLINE
	DECAL, NO SMOKING 12X3 R/W	US PD168R-12	\$0.00	\$2.38	NO SMOKING
4	DECAL, NO SMOKING 25X5 R/W	US PD168R-25	\$0.00	\$4.50	NO SMOKING
3	DECAL, FLAMMABLE 25X5 R/W	US PD169R-25	\$0.00	\$4.50	FLAMMABLE



DEF Example (Above)

3	DECAL, COMBUSTIBLE 25X5 R/W	US PD177R-25	\$0.00	\$4.50	COMBUSTIBLE
	DECAL, DIESEL OFFROAD 25X5 B/W	US PD197B-25	\$0.00	\$4.50	DIESEL OFF ROAD
	DECAL, DIESEL ONROAD 25X5 G/W	US PD198G-25	\$0.00	\$4.50	DIESEL ON ROAD
	DECAL, WITH 10% ETHANOL W/R	US PD288R-12	\$0.00	\$2.38	WITH 10% ETHANOL
	DECAL, ULT-LOW SULFUR 6X10 BL/W	US U-MD-347	\$0.00	\$3.12	ULTRA-LOW SULFUR NON-HIGHWAY DIESEL FUEL (15 PPM SULFUR MAXIMUM) REQUIRED FOR USE IN NON-HIGHWAY DIESEL VEHICLES AND ENGINES. RECOMMENDED FOR USE IN ALL NON-HIGHWAY DIESEL VEHICLES AND ENGINES. TAX EXEMPT. DYED FOR OFF ROAD USE ONLY. PENALTY FOR TAXABLE USE
1	DECAL, MAY...UP TO 10% ETH W/B	US U-MD-800B	\$0.00	\$1.98	MAY CONTAIN UP TO 10% ETHANOL
	DECAL, WASTE OIL 25X5 R/W	US U-PD172R-25	\$0.00	\$4.50	WASTE OIL
	DECAL, MOTOR OIL 25X5 R/W	US U-PD180R-25	\$0.00	\$4.50	MOTOR OIL
	DECAL, HYDRAULIC OIL 25X5 R/W	US U-PD181R-25	\$0.00	\$4.50	HYDRAULIC OIL
	DECAL, AV GAS FUEL 12X3 R/W	US U-PD196R-12	\$0.00	\$2.38	AV GAS
	DECAL, "JET A" FUEL 12X3 W/R	US U-PD286R-12	\$0.00	\$2.38	JET A FUEL
	DECAL, USED OIL 25X5 R/W	US U-PD174R-25	\$0.00	\$4.50	USED OIL
2	DECAL, D.E.F 20X4 B/W	US CVD19-004	\$0.00	\$7.05	D.E.F.
	DECAL, BIO DIESEL 20X4 G/W	US D-461	\$0.00	\$4.76	BIO DIESEL
1	DECAL, WARNING SLF/SRV... 8X12	US U-MD-598	\$0.00	\$6.32	WARNING 
Total Cost				\$0.00	
Total List				\$215.08	

ASTM A 53 TYPE E GRADE B PIPE

SCOPE

Covers black and hot-dipped galvanized electric-resistance welded Grade B pipe. Pipe is intended for mechanical and pressure applications and is acceptable for ordinary uses in steam, water, gas and air lines. Wheatland ASTM A 53 is UL Listed and FM Approved, sizes 1" through 6" nominal, for use in Fire Sprinkler Pipe Applications. Pipe is suitable for welding, threading and grooving. Produced to the latest revision of ASTM A 53/ 53M, Federal Specification WW-P404 and ASME B36.10M.

MANUFACTURE

The weld seam shall be heat treated after welding to a minimum of 1400 °F or be otherwise processed in such a manner that no untempered martensite remains.

HOT-DIPPED GALVANIZED

The average weight of zinc coating shall be not less than 1.8 oz. per sq. ft. of surface (inside and outside).

When galvanized pipe is bent or otherwise fabricated to a degree which causes zinc coating to stretch or compress beyond the limit of elasticity, some flaking of the coating may occur.

HYDROSTATIC AND NONDESTRUCTIVE ELECTRIC TESTING

Hydrostatic inspection test pressures for plain-end pipe are listed in Table X 2.2 of the A53/A 53M specification. Test pressures shall be maintained for a minimum of five seconds.

Nondestructive electric testing of the weld seam is required on each length of ERW pipe NPS 2 and larger.

CHEMICAL REQUIREMENTS

Composition, max. %

<u>Carbon</u>	<u>Manganese</u>	<u>Phosphorus</u>	<u>Sulfur</u>	
.30	1.20	.05	.045	
<u>*Copper</u>	<u>*Nickel</u>	<u>*Chromium</u>	<u>*Molybdenum</u>	<u>*Vanadium</u>
.40	.40	.40	.15	.08

*The combination of these five elements shall not exceed 1.00%.

TENSILE REQUIREMENTS

Tensile Strength, min.	60 000 psi
Yield Strength, min.	35 000 psi
Elongation in 2"	Refer to A 53 Table x 4.1

BENDING TEST (COLD)

Degree of Bend	For NPS 2 and under 90°
Diameter of Mandrel	12 x outside pipe diameter

FLATTENING TEST

As a test for ductility of the weld for pipe 2-1/2" NPS and larger, position the weld at 0° and alternately at 90° to the direction of force and flatten until the OD is 2/3 of the original outside diameter. No cracks shall occur along the inside or outside surface of the weld.

FREQUENCY OF TESTS

Tensile tests are required on one length of pipe from each lot of 500 lengths or fraction thereof for each size. Refer to A 53 specification for frequency of flattening tests.

END FINISH

Plain End: NPS 2 and larger, STD and XS weights: ends beveled to angle of 30°, +5°, -0° with a root face of 1/16" ± 1/32"

Threaded: To ANSI Standard B 1.20.1
Couplings: To ASTM Standard A 865

DIMENSIONS AND WEIGHTS

PERMISSIBLE VARIATIONS IN WALL THICKNESS

Minimum wall thickness at any point shall not be more than 12.5% under nominal wall thickness specified.

PERMISSIBLE VARIATIONS IN OUTSIDE DIAMETER

Pipe NPS 2 and larger shall not vary more than + 1% from the standard specified.

STANDARD (SCH. 40) BLACK PLAIN END			
Nominal Size	O.D. Inches	Nominal Wall	Weight/ Lb. Ft
2"	2.375	.154	3.66
2-1/2"	2.875	.203	5.80
3"	3.500	.216	7.58
4"	4.500	.237	10.88
5"	5.563	.258	14.63
6"	6.625	.280	18.99
8"	8.625	.322	28.58
EXTRA STRONG (SCH.80) BLACK PLAIN END			
Nominal Size	O.D. Inches	Nominal Wall	Weight/ Lb. Ft
2"	2.375	.218	5.03
2-1/2"	2.875	.276	7.67
3"	3.500	.300	10.26
4"	4.500	.337	15.00

PERMISSIBLE VARIATIONS IN WEIGHT PER FOOT.

Pipe shall not vary more than ± 10% from the standard specified.

PRODUCT MARKING

Each length of pipe is continuously stenciled to show the manufacturer, the grade of pipe (ASTM A 53), the kind of pipe E for Electric Resistance Welded, B for Grade B, the size, XS for extra strong, and length. Stencil markings indicate UL Listing and FM Approval for sizes 1" through 6" nominal for use in Fire Sprinkler Pipe Applications. Bar coding is acceptable as a supplementary identification method.

All information contained herein is accurate as known at the time of publication. Wheatland reserves the right to change product specifications without notice and without incurring obligations.

Wheatland Tube | 700 South Dock Street | Sharon, PA 16146 | (800) 257-8182

AtlasX

Next-Gen Commercial Refueling

9800G Electronic High Flow Pumps and Dispensers

Introducing AtlasX 9800G commercial series. Leveraging the strength of our legacy Atlas and Encore brands, AtlasX pumps and dispensers offer centralized, optimized, and efficient commercial refueling.

The AtlasX electronic series is built with anodized aluminum panels that enable greater durability without welding points. The AtlasX electronic dispenser incorporates enhanced security features and real-time monitoring and reporting capabilities.

The Gasboy electronic dispenser is equipped with advanced electronic metering technology, ensuring accurate and precise fuel measurements.



Model number	Description	Type	Hoses	Products	Register	Flow rating
9853G	Single Pump	Pump	1	1	Elec	22 gpm
9853GTW1M	Twin Pump	Pump	2	1	Elec	22 gpm
9853GTW2	Twin Pump	Pump	2	2	Elec	22 gpm
9853GX	Single Dispenser	Dispenser	1	1	Elec	22 gpm
9853GXTW1	Twin Dispenser	Dispenser	2	1	Elec	22 gpm
9853GXTW2	Twin Dispenser	Dispenser	2	2	Elec	22 gpm

Feature	Description	9853G
Approvals	Safety, UL and cUL Listed W&M, NCWM, Measurement Canada (MC)	S
Working Pressure	50 psi maximum	S
Unit of Measure	Gallons/Liters Selectable	S
Filters	Internal spin-on style External canister style	S O
Piping	Internal fuel piping	1"
Discharge	Hose connection-NPT	1"
Satellite Piping	Satellite piping connections (S)-dispenser only	O
Inlet	Island connection-NPT	1 1/2"
Junction Box	Field wiring junction box	S
Housing	G30 Galvanized steel	13GA
Panels/Sheathing	Lockable removeable-precoated aluminum 2mm thick Lockable removeable-stainless steel-22 gauge	S O
Motors/voltages	1HP 115/230 VAC, 60HZ 1HP 115/230 VAC, 50Hz	S O
Meter	Gilbarco 4 piston PD V10 meter	S
Calibration	Electronic	S
Pump models	GPU + gear pump	S
Solenoid valve	2-stage valve for preset operations (PP)	1"
Connectivity	2 Wire Communication Protocol Pulse Output, Dual Channel	S
Brand Panel	Lighted brand panel	O
Totalizer	Mechanical 10-digit Totalizer	O
Power fail backup	Display retained 15 minutes	S
ATC	Automatic Temperature Compensation (Canada only)	O

Operating Environment

Environment	Range	
Relative humidity	20% to 95% non-condensing	S
Electronics Minimum Ambient Temperature	-22°F (-30° C)	S
Electronics Maximum Ambient Temperature	131°F (55° C)	S
Hydraulics Minimum Ambient Temperature	29°C (-20°F)	S
Hydraulics Maximum Ambient Temperature	52°C (125° F)	S



1 Year Warranty

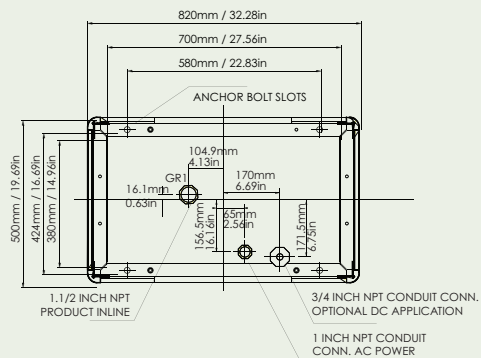
Commercial and Retail Pumps and Dispensers are warranted against defects in material and workmanship for 12 months from date of installation or 24 months from date of original invoice, whichever occurs first. AtlasX PRIME factory installed fuel management system electronics are also warranted against defects in material and workmanship for 12 months from date of installation or 24 months from date of original invoice. Warranty coverage for AtlasX and AtlasX PRIME includes parts and labor. Field-installed kits are warranted against defects in material and workmanship for 12 months from date of installation or 24 months from date of original invoice, whichever occurs first. The warranty coverage is for parts only.

S = Standard
O = Optional
– = Not available

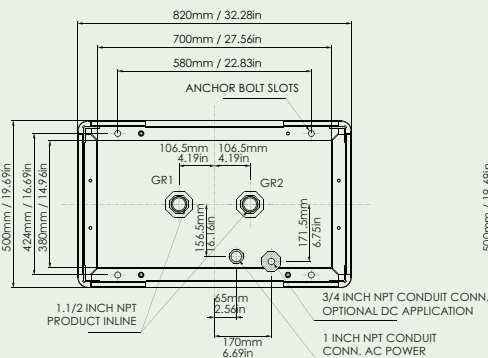
Technical Specification and Foundation Layout

Measurements in mm (Measurements in inches)

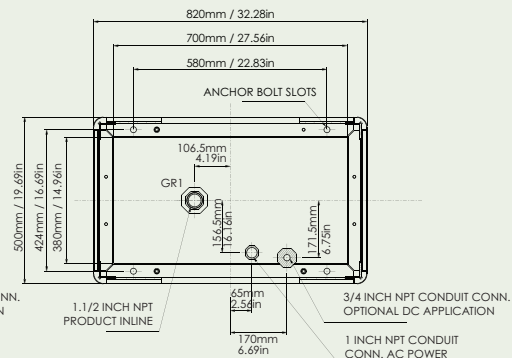
9853G



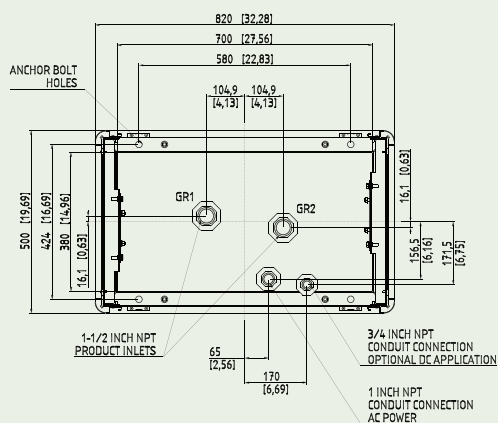
9853GXTW2



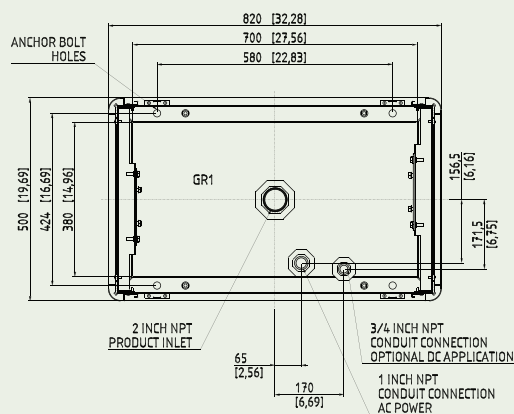
9853GX / 9853GXTW1



9853GTW2



9853GTW1M



AtlasX Key Enhancements



Best-in-class engineering

The Gasboy 4 piston PD V10 Meter includes enhanced performance features that reduce calibration drift over time.



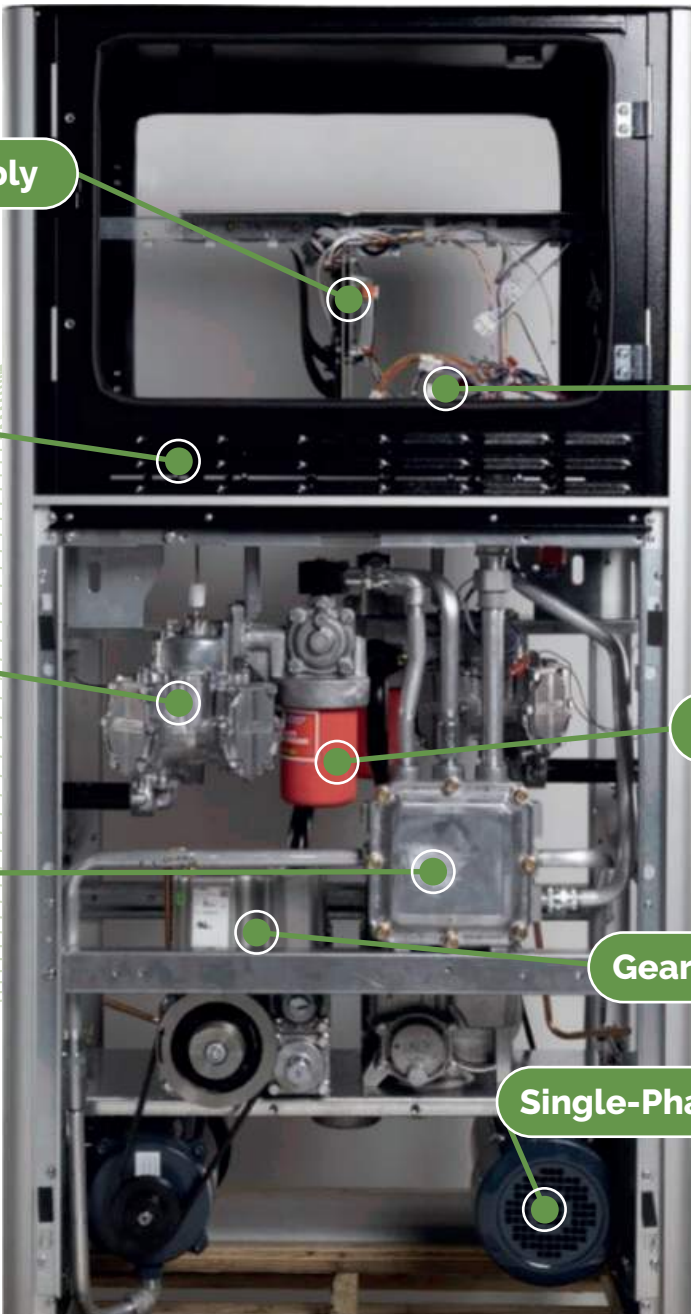
Modern design

Taller, sleeker design with smooth modern lines built with anodized aluminum panels that enable greater durability.



Future-proof

Modern Encore Electronics platform provides the foundation for future applications (remote diagnostics, remote software updates, secure payments etc.)



Electronic Board Assembly

UL Air Gap

V10 Meter

Junction Box

Pulser

Internal Filter

Gear Pumping Unit

Single-Phase 1 HP Motor



BENECOR® DEF FLEET 500 GALLON DISPENSING & STORAGE SYSTEMS

BENECOR® DEF FLEET 500 GALLON DISPENSING & STORAGE SYSTEMS DELIVER THE ULTIMATE IN PROVEN DEPENDABLE OUTDOOR DEF DISPENSING & STORAGE.

ENGINEERED FOR THE FLEET CUSTOMER

An original BENECOR® design, we specifically engineered our rugged system to withstand the challenging environment of the Fleet customer. Because DEF freezes at 12°F (-11°C), we offer a unique Cold Weather package designed to withstand even the harshest cold weather conditions many Fleet Customers experience.

ISLAND-FRIENDLY

Our Fleet DEF 500 Gallon Dispensing & Storage Systems are designed to fit on a standard Fueling Island. Dimensions: 85" Wide x 89" High x 48" Deep.

TURNKEY — NOTHING IS FASTER OR EASIER

Because our system is fully tested & pre-calibrated with DEF before shipment, our turnkey installation is a simple "BENECOR® PLUG & PUMP" design that will have you dispensing DEF fast. Just secure the system to your pre-determined site, hook-up electricity, fill with DEF & Start Pumping.

RELIABLE & DURABLE

Our rugged fiberglass based unit is fully tested to help ensure years of trouble-free use. Paired with the durable, high quality products you've come to expect from BENECOR®, our DEF Fleet 500 Gallon Systems are a smart solution built to suit the DEF dispensing and storage needs of the Fleet Customer.

SECURE

All BENECOR DEF 500 Gallon Tank Enclosures are equipped with both a lockable front access fill door for security and service as well as a Rear Service Access Door.

STANDARDS / APPROVALS

All BENECOR® DEF Fleet 500 Gallon Systems meet the ISO 22241-3 & 4 standards for the dispensing and storage of DEF.

FOR MORE INFORMATION CONTACT BENECOR DIRECTLY

1-844-BENECOR
1 - 8 4 4 - 2 3 6 - 3 2 6 7

MOST ITEMS ARE
IN-STOCK & SHIP
WITHIN 24 HRS



BENECOR® DEF FLEET 500 GALLON DISPENSING & STORAGE SYSTEMS

FEATURES

DISPENSER

- BENECOR® 1/2 HP DEF Submersible Pump 
- Automatic DEF Stainless Steel Nozzle With Breakaway Swivel
- 25' Hose, 25' Hose Reel & All Necessary Hose Hardware
- Integrated Nozzle Boot Switch Relay To Operate Pump

ENCLOSURE

- Pre-Wired & Pre-Piped For Simple Fast & Easy Installation
- Lockable Door For Service & Security
- Fiberglass Enclosure
- UL, cUL Enclosed Electrical Panel & Components  
- Forklift Accessible
- Island-Friendly Enclosure Size: 85" Wide x 89" High x 48" Deep

TANK SIZE

- 500 Gallons – **Island-Friendly Design**

OPTIONAL FEATURES INCLUDE

- Remote Level Monitoring System (Veeder-Root or others)
- BENECOR® DEF Flow Meter
 - Face Mounted Display Meter & In-Line Pulse Meter
- Strobe Light To Warn Against Low Temperature Inside Enclosure
- Anchor Brackets

COLD WEATHER PACKAGE

- Insulated & Heated Enclosure To Maintain Temperature
- Insulated Roll Lock Nozzle Door & Hardware Protects Nozzle & Optional Flow Meter
- Thermostatically Controlled Heater

CONTACT BENECOR FOR PART NUMBERS

FOR MORE INFORMATION CONTACT BENECOR DIRECTLY

 **1-844-BENECOR**
1 - 8 4 4 - 2 3 6 - 3 2 6 7

MOST ITEMS ARE
IN-STOCK & SHIP
WITHIN 24 HRS



TLS Overfill Alarm

Early alert and backup protection for overfill conditions

SPECIFICATIONS

Alarm Unit

Form No. 790091-001

Actuation: From TLS alarm contact, individually programmable alarm levels for each tank (when used with a Veeder-Root ATG)

Audible Alarm: Noise level from 78 – 103dB at 10 ft
Adjustable "Time On" 0 – 60 sec

Visual Alarm: Lamp Rating – 25 watt, 120 VAC
Lens – Red Polycarbonate Flashing Rate – 75 per minute

Dimensions: Box: 10.3"L x 8"W x 4"D
Lens – 4"Ø x 3.5"D

Operating Temperature Range:
-40F to +150F (-40C to +65C)

Supply Voltage: 120 VAC, 50/60 Hz

Alarm Acknowledgement Switch

Form No. 790095-001

Function: Turns off alarm unit while actuating acknowledgement lamp

Acknowledgment Lamp: 120 VAC, amber lens

Box Dimensions: 6.8"L x 4.3"W x 3"D

Operating Temperature Range:
-40F to +150F (-40C to +65C)

Supply Voltage: 120 VAC, 50/60 Hz

Compatibility: TLS-450PLUS, TLS4 series, TLS-350 series, TLS-300 series automatic tank gauges

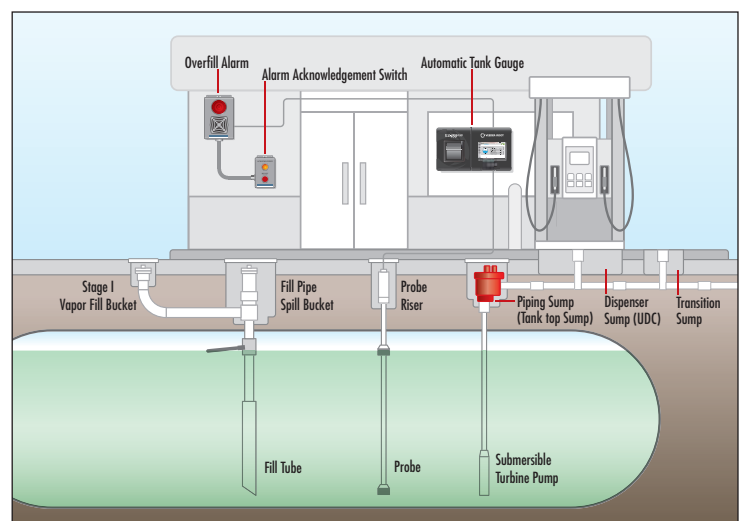
Regulatory: listed for use with Veeder-Root TLS systems for use in non-hazardous location

*This represents Veeder-Root's sole interpretation of the latest UST regulations. Check your local, state and federal authorities for compliance and enforcement policies in your area.



FEATURES

- Meets revised 2015 EPA UST regulations for Overfill Protection Equipment when used alone or in conjunction with an automatic shutoff device*
- Designed to give driver and backoffice instant visibility to an overfill condition
- Light and horn provide a clear and distinct signal for overfill alarm condition
- Provides protection against flapper valve failure or compromise
- A single alarm unit monitors all tanks at a site
- Test button simplifies inspections while ensuring overfill prevention equipment is operational
- Built-in noise level adjustment and alarm expiration timer allows alert customization for your site environment
- May also be used as a remote alarm unit or general purpose alarm based on the console programming



Typical installation

125 Powder Forest Drive • PO Box 2003 • Simsbury, CT 06070

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All information contained in this document is subject to change without notice.





Slice Medium - SLM Outdoor LED Area Light



The Slice's sleek design makes it perfectly-suited for Commercial & Industrial applications, while its cost-effective die-cast aluminum housing makes its acquisition cost very competitive. The Slice offers high performance silicone optics, die cast aluminum housing, 42,000+ lumens and is available with integral Airlink Synapse controls.

Features & Specifications

Optical System

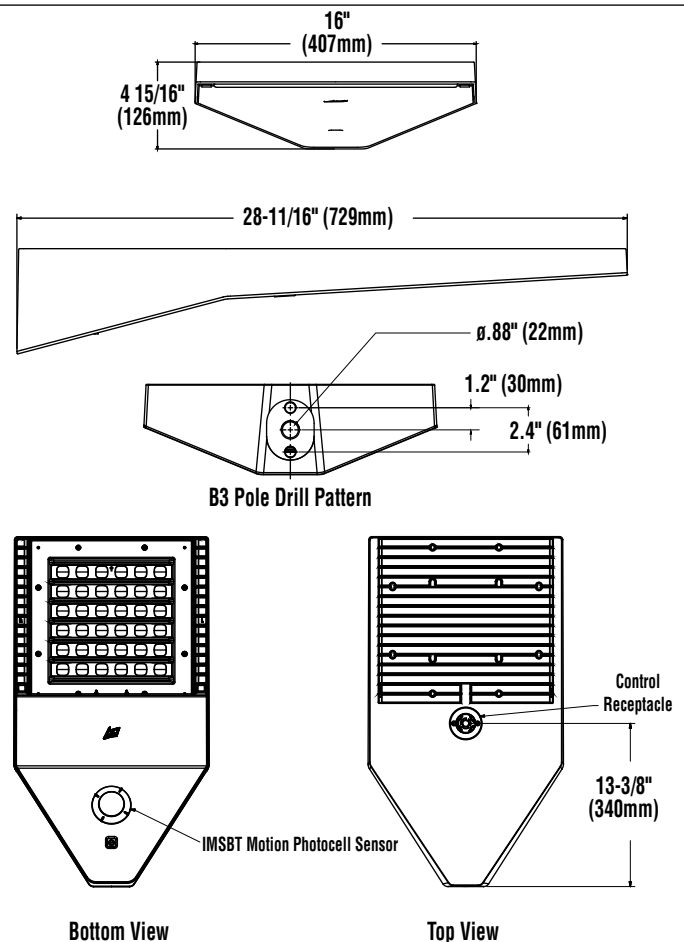
- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated sealed optical chamber in 1 component.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in IES Types 2, 3, 5W, FT and FTA.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, 3000K, and 2700K color temperatures per ANSI C78.377. Also Available in Phosphor Converted Amber with Peak intensity at 610nm.
- Minimum CRI of 70.
- Integral Louver (IL) option available for improved back-light control without sacrificing street side performance. See page 5 for more details.

Electrical

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 3)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L lumen package rated to +40°C.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.



Product Dimensions





Slice Medium - SLM Outdoor LED Area Light

Features & Specifications (Cont.)

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Designed to mount to square poles.
- Luminaire is proudly manufactured in the U.S. of U.S. and imported parts.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 30 lbs in carton.

Controls

Wireless Controls System

To make this fixture AirLink ready, simply order one of the following options:

- The integrated [Wireless Lighting Controller](#): ALSC or ALSCH (see ordering guide) as the controls option, or
- Integrated Wireless Controller option (above) with integrated motion sensor: ALSCS (ordering guide for mounting heights) or
- The 7-Pin Photoelectric Control Receptacle: CR7P as the controls option; and either the [5-Pin](#) or [7-Pin Twist Lock Controller](#): ALSC UNV TL5 or ALSC UNV TL7 as an accessory

To see how the components of AirLink system work together, reference the diagram in the controls section of this spec sheet. For more information on our AirLink products, visit our website: www.lsi-airlink.com/airlink-synapse/

Stand-Alone Controls

- Integral Passive Infrared Bluetooth™ Motion/Photocell Sensor (IMSBT)
 - Switches luminaire light levels based on motion and daylight (see the controls section for more details)
 - Fixtures operate independently and can be commissioned via iOS or Android configuration app
- 7-pin ANSI C136.41-2013 photocontrol receptacle (CR7P)
 - Available for twist lock photocontrols or wireless control modules

Installation

- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional 3" drill pattern B3 for easy fastening of LSI products. (See drawing on page 1)

Warranty

- LSI LED Fixtures carry a 5-year warranty.

Listings

- Listed to UL 1598 and UL 8750.
- RoHS Compliant.
- American Recovery and Reinvestment Act Funding Compliant.
- IDA compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet Locations.
- IP66 rated Luminaire per IEC 60598. IP66 rated optical chamber.
- 3G rated for ANSI C136.31 high vibration applications

Performance

ELECTRICAL DATA (AMPS)*

Lumens	Watts	120V	208V	240V	277V	347V	480V
9L	68.2	0.6A	0.3A	0.3A	0.2A	0.2A	0.1A
12L	93.1	0.8A	0.4A	0.4A	0.3A	0.3A	0.2A
18L	148.5	1.2A	0.7A	0.6A	0.5A	0.4A	0.3A
24L	188.8	1.6A	0.9A	0.8A	0.7A	0.5A	0.4A
30L	248.6	2.1A	1.2A	1.0A	0.9A	0.7A	0.5A
36L	317.8	2.6A	1.5A	1.3A	1.1A	0.9A	0.7A
42L	393.4	3.3A	1.9A	1.6A	1.4A	1.1A	0.8A

*Electrical data at 25C (77F). Actual wattage may differ by +/-10%

ELECTRICAL DATA - PHOSPHOR CONVERTED AMBER (AMPS)*

Lumens	Watts	120V	208V	240V	277V	347V	480V
9L	74.3	0.6A	0.4A	0.3A	0.3A	0.2A	0.2A
12L	102.9	0.9A	0.5A	0.4A	0.4A	0.3A	0.2A

*Electrical data at 25C (77F). Actual wattage may differ by +/-10%

RECOMMENDED LUMEN MAINTENANCE*(24-42L)

Ambient	Initial ²	25 hr ²	50 hr ²	75 hr ³	100 hr ³
0-40 C	100%	100%	97%	94%	92%

RECOMMENDED LUMEN MAINTENANCE*(9-18L)

Ambient	Initial ²	25 hr ²	50 hr ²	75 hr ³	100 hr ³
0-50 C	100%	96%	91%	87%	83%

- 1- Lumen maintenance values at 25C are calculated per TM-21 based on LM-80 data and in-situ testing.
- 2- In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times the IESNA LM-80-08 total test duration for the device under testing.
- 3- In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times the IESNA LM-80-08 total test duration for the device under testing

DELIVERED LUMENS*

Lumen Package	Distribution	Phosphor Converted Amber (Peak 610nm)			Wattage
		Delivered Lumens	Efficacy	BUG Rating	
9L	2	5958	80	B2-U0-G1	74
	2 IL	3735	50	B0-U0-G1	
	3	6196	83	B1-U0-G1	
	3 IL	4205	56	B0-U0-G1	
	5W	5528	74	B3-U0-G1	
	FT	5922	79	B1-U0-G2	
	FT IL	3712	50	B0-U0-G1	
	FTA	5997	80	B2-U0-G2	
12L	2	7559	73	B2-U0-G2	103
	2 IL	4738	46	B0-U0-G1	
	3	7860	76	B2-U0-G2	
	3 IL	5335	52	B0-U0-G1	
	5W	7013	68	B3-U0-G2	
	FT	7513	73	B2-U0-G2	
	FT IL	4709	46	B0-U0-G2	
	FTA	7608	74	B2-U0-G2	
	FTA IL	5397	52	B0-U0-G1	

*LED Chips are frequently updated therefore values are nominal

LUMINAIRE EPA CHART - SLM

Tilt Degree				Tilt Degree			
0°				0°			
Single	0.5	2.1	2.6	T90°	1.2	2.9	3.6
D180°	1.1	2.1	2.6	TN120°	1.3	4.4	5.4
D90°	0.9	2.5	3.1	O90°	1.2	2.9	3.6

Specifications and dimensions subject to change without notice.



Slice Medium - SLM Outdoor LED Area Light

DELIVERED LUMENS*															
Lumen Package	Distribution	CRI	2700K CCT			3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
9L	2	70	8349	122	B2-U0-G2	8576	125	B2-U0-G2	9396	137	B2-U0-G2	9784	143	B2-U0-G2	69
	2 IL	70	5185	76	B0-U0-G1	5326	78	B0-U0-G1	5835	85	B0-U0-G1	6076	89	B0-U0-G1	
	3	70	8571	125	B1-U0-G2	8804	129	B1-U0-G2	9646	141	B2-U0-G2	10044	147	B2-U0-G2	
	3 IL	70	6283	92	B0-U0-G2	6454	94	B0-U0-G2	7071	103	B0-U0-G2	7363	107	B0-U0-G2	
	5W	70	8158	119	B3-U0-G2	8380	122	B3-U0-G2	9181	134	B3-U0-G2	9560	140	B4-U0-G2	
	FT	70	8337	122	B2-U0-G2	8563	125	B2-U0-G2	9382	137	B2-U0-G2	9769	143	B2-U0-G2	
	FT IL	70	5393	79	B0-U0-G2	5540	81	B0-U0-G2	6069	89	B0-U0-G2	6320	92	B0-U0-G2	
	FTA	70	8459	123	B2-U0-G2	8689	127	B2-U0-G2	9520	139	B2-U0-G2	9913	145	B2-U0-G2	
FTA IL	70	6200	91	B1-U0-G1	6369	93	B1-U0-G1	6978	102	B1-U0-G1	7266	106	B1-U0-G1		
12L	2	70	11157	119	B2-U0-G2	11461	122	B2-U0-G2	12556	134	B3-U0-G2	13075	139	B3-U0-G2	94
	2 IL	70	6929	74	B1-U0-G1	7117	76	B1-U0-G2	7798	83	B1-U0-G2	8119	86	B1-U0-G2	
	3	70	11454	122	B2-U0-G2	11766	125	B2-U0-G2	12890	137	B2-U0-G2	13423	143	B2-U0-G2	
	3 IL	70	8396	89	B0-U0-G2	8625	92	B0-U0-G2	9449	101	B0-U0-G2	9839	105	B0-U0-G2	
	5W	70	10902	116	B4-U0-G2	11199	119	B4-U0-G2	12269	131	B4-U0-G2	12775	136	B4-U0-G2	
	FT	70	11141	119	B2-U0-G2	11444	122	B2-U0-G2	12538	133	B2-U0-G3	13055	139	B2-U0-G3	
	FT IL	70	7207	77	B0-U0-G2	7403	79	B0-U0-G2	8110	86	B0-U0-G2	8445	90	B0-U0-G2	
	FTA	70	11304	120	B2-U0-G2	11612	124	B2-U0-G2	12722	135	B2-U0-G2	13247	141	B2-U0-G2	
FTA IL	70	8286	88	B1-U0-G1	8511	91	B1-U0-G1	9325	99	B1-U0-G1	9710	103	B1-U0-G1		
18L	2	70	16714	112	B3-U0-G3	17168	115	B3-U0-G3	18809	126	B3-U0-G3	19586	131	B3-U0-G3	150
	2 IL	70	10379	69	B1-U0-G2	10662	71	B1-U0-G2	11681	78	B1-U0-G2	12163	81	B1-U0-G2	
	3	70	17158	115	B2-U0-G3	17625	118	B2-U0-G3	19310	129	B3-U0-G3	20107	134	B3-U0-G3	
	3 IL	70	12578	84	B1-U0-G2	12920	86	B1-U0-G2	14155	95	B1-U0-G2	14739	99	B1-U0-G2	
	5W	70	16331	109	B4-U0-G2	16776	112	B4-U0-G2	18379	123	B4-U0-G2	19138	128	B5-U0-G3	
	FT	70	16689	112	B3-U0-G3	17143	115	B3-U0-G3	18781	126	B3-U0-G4	19557	131	B3-U0-G4	
	FT IL	70	10795	72	B1-U0-G2	11089	74	B1-U0-G2	12149	81	B1-U0-G3	12651	85	B1-U0-G3	
	FTA	70	16934	113	B3-U0-G3	17395	116	B3-U0-G3	19058	127	B3-U0-G3	19844	133	B3-U0-G3	
FTA IL	70	12412	83	B1-U0-G1	12750	85	B1-U0-G2	13969	93	B1-U0-G2	14546	97	B1-U0-G2		
24L	2	70	20880	112	B3-U0-G3	22701	121	B4-U0-G3	24276	130	B4-U0-G3	24784	133	B4-U0-G3	187
	2 IL	70	13100	70	B1-U0-G2	14243	76	B1-U0-G2	15231	81	B1-U0-G2	15550	83	B1-U0-G2	
	3	70	21739	116	B3-U0-G3	23636	126	B3-U0-G4	25275	135	B3-U0-G4	25804	138	B3-U0-G4	
	3 IL	70	15828	85	B1-U0-G3	17209	92	B1-U0-G3	18403	98	B1-U0-G4	18788	100	B1-U0-G4	
	5W	70	20632	110	B5-U0-G3	22432	120	B5-U0-G3	23988	128	B5-U0-G3	24490	131	B5-U0-G3	
	FT	70	21611	116	B3-U0-G4	23496	126	B3-U0-G4	25126	134	B3-U0-G4	25652	137	B3-U0-G4	
	FT IL	70	13692	73	B1-U0-G3	14886	80	B1-U0-G3	15919	85	B1-U0-G3	16252	87	B1-U0-G3	
	FTA	70	21496	115	B3-U0-G3	23371	125	B3-U0-G3	24992	134	B3-U0-G3	25515	136	B3-U0-G3	
FTA IL	70	15226	81	B1-U0-G2	16555	89	B1-U0-G2	17703	95	B2-U0-G2	18073	97	B2-U0-G2		
30L	2	70	26581	108	B4-U0-G3	28900	117	B4-U0-G3	30905	125	B4-U0-G3	31551	128	B4-U0-G3	247
	2 IL	70	16677	68	B1-U0-G2	18132	73	B1-U0-G2	19390	79	B1-U0-G2	19796	80	B1-U0-G2	
	3	70	27675	112	B3-U0-G4	30089	122	B3-U0-G4	32176	130	B3-U0-G4	32850	133	B3-U0-G4	
	3 IL	70	20150	82	B1-U0-G4	21908	89	B1-U0-G4	23428	95	B1-U0-G4	23918	97	B1-U0-G4	
	5W	70	26266	106	B5-U0-G3	28557	116	B5-U0-G3	30538	124	B5-U0-G4	31177	126	B5-U0-G4	
	FT	70	27512	111	B3-U0-G4	29912	121	B3-U0-G4	31987	130	B3-U0-G4	32656	132	B3-U0-G5	
	FT IL	70	17430	71	B1-U0-G3	18951	77	B1-U0-G4	20266	82	B1-U0-G4	20690	84	B1-U0-G4	
	FTA	70	27365	111	B3-U0-G3	29752	120	B4-U0-G3	31816	129	B4-U0-G3	32482	132	B4-U0-G3	
FTA IL	70	19384	78	B2-U0-G2	21075	85	B2-U0-G2	22537	91	B2-U0-G2	23008	93	B2-U0-G2		
36L	2	70	32214	102	B4-U0-G3	35025	111	B4-U0-G3	37454	118	B4-U0-G3	38238	121	B4-U0-G4	317
	2 IL	70	20212	64	B1-U0-G2	21975	69	B1-U0-G3	23499	74	B2-U0-G3	23991	76	B2-U0-G3	
	3	70	33540	106	B3-U0-G4	36466	115	B3-U0-G5	38996	123	B3-U0-G5	39812	126	B3-U0-G5	
	3 IL	70	24421	77	B1-U0-G4	26551	84	B1-U0-G4	28393	90	B1-U0-G4	28987	92	B1-U0-G5	
	5W	70	31832	101	B5-U0-G4	34609	109	B5-U0-G4	37010	117	B5-U0-G4	37785	119	B5-U0-G4	
	FT	70	33342	105	B3-U0-G5	36251	114	B3-U0-G5	38766	122	B4-U0-G5	39577	125	B4-U0-G5	
	FT IL	70	21125	67	B1-U0-G4	22968	73	B1-U0-G4	24561	78	B1-U0-G4	25075	79	B1-U0-G4	
	FTA	70	33164	105	B4-U0-G3	36058	114	B4-U0-G4	38559	122	B4-U0-G4	39366	124	B4-U0-G3	
FTA IL	70	23492	74	B2-U0-G2	25541	81	B2-U0-G2	27313	86	B2-U0-G2	27885	88	B2-U0-G2		
42L	2	70	36785	94	B4-U0-G3	39994	103	B5-U0-G4	42768	110	B5-U0-G4	43663	112	B5-U0-G4	390
	2 IL	70	23079	59	B1-U0-G3	25093	64	B2-U0-G3	26833	69	B2-U0-G3	27395	70	B2-U0-G3	
	3	70	38299	98	B3-U0-G5	41640	107	B4-U0-G5	44528	114	B4-U0-G5	45460	117	B4-U0-G5	
	3 IL	70	27886	72	B1-U0-G4	30319	78	B1-U0-G5	32422	83	B1-U0-G5	33100	85	B1-U0-G5	
	5W	70	36349	93	B5-U0-G4	39520	101	B5-U0-G4	42261	108	B5-U0-G4	43145	111	B5-U0-G4	
	FT	70	38073	98	B4-U0-G5	41395	106	B4-U0-G5	44266	114	B4-U0-G5	45192	116	B4-U0-G5	
	FT IL	70	24122	62	B1-U0-G4	26226	67	B1-U0-G4	28045	72	B1-U0-G4	28632	73	B1-U0-G4	
	FTA	70	37870	97	B4-U0-G4	41174	106	B4-U0-G4	44030	113	B4-U0-G4	44951	115	B4-U0-G4	
FTA IL	70	26825	69	B2-U0-G2	29165	75	B2-U0-G2	31188	80	B2-U0-G2	31841	82	B2-U0-G2		

*LED Chips are frequently updated therefore values are nominal

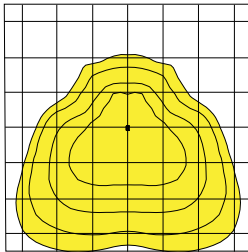
Specifications and dimensions subject to change without notice.



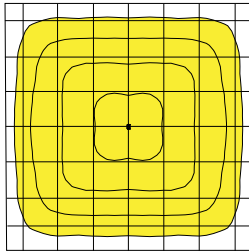
Slice Medium - SLM Outdoor LED Area Light

Performance (Cont.)

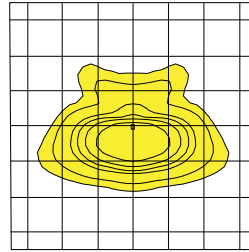
All published luminaire photometric testing performed to IESNA LM-79 standards. ISO footcandle plots below demonstrate the Slice (SLM) light patterns only. Not for total fixture output. For complete specifications and IES files, see website.



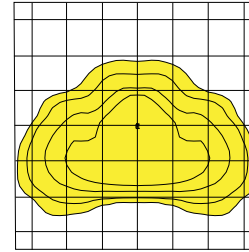
FT



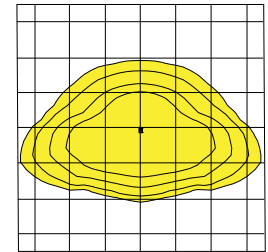
5W



FTA



Type 3



Type 2

Ordering Guide

TYPICAL ORDER EXAMPLE: **SLM LED 36L SIL FTA UNV DIM 50 70CRI ALSCS04 BRZ IL**

Luminaire Prefix	Light Source	Lumen Package*	Light Output	Distribution	Orientation ¹	Voltage	Driver
SLM Slice Medium	LED	9L - 9,000 lms 12L - 12,000 lms 18L - 18,000 lms 24L - 24,000 lms 30L - 30,000 lms 36L - 36,000 lms 42L - 42,000 lms *Consult factory for programmable wattages and lumen packages	SIL - Silicone	2 - Type 2 3 - Type 3 5W - Type 5 Wide FT - Forward Throw FTA - Forward Throw Automotive	(blank) - standard L - Optics rotated left 90 R - Optics rotated right 90	UNV - Universal Voltage (120-277V) HV - High Voltage (347-480V)	DIM - 0-10V Dimming (0-10%)

Color Temp	Color Rendering	Controls (Choose One)	Finish	Options
50 - 5,000 CCT 40 - 4,000 CCT 30 - 3,000 CCT ² 27 - 2,700 CCT ² AMB - Phosphor Converted Amber ^{2,3}	70CRI - 70 CRI	(Blank) - None <u>Wireless Controls System</u> ALSC - AirLink Synapse Control System ⁴ ALSCH - AirLink Synapse Control System Host / Satellite ^{4,5} ALSCS01 - AirLink Synapse Control System with 8-12' Motion Sensor ⁴ ALSCHS01 - AirLink Synapse Control System Host / Satellite with 8-12' Motion Sensor ^{4,5} ALSCS02 - AirLink Synapse Control System with 12-20' Motion Sensor ⁴ ALSCHS02 - AirLink Synapse Control System Host / Satellite with 12-20' Motion Sensor ^{4,5} ALSCS04 - AirLink Synapse Control System with 20-40' Motion Sensor ⁴ ALSCHS04 - AirLink Synapse Control System Host / Satellite with 20-40' Motion Sensor ^{4,5} <u>Stand-Alone Controls</u> EXT - 0-10V Dimming leads extended to housing exterior CR7P - 7 Pin Control Receptacle ANSI C136.41 ⁷ IMSBT1 - Integral Bluetooth™ Motion and Photocell Sensor max 8-24' mounting height ^{4,6} IMSBT2 - Integral Bluetooth Motion and Photocell Sensor max 25-40' mounting height ^{4,6} <u>Button Type Photocells</u> PCI120 - 120V PCI208-277 - 208 -277V PCI347 - 347V	BRZ - Bronze BLK - Black GPT - Graphite MSV - Metallic Silver WHT - White PLP - Platinum Plus SVG - Satin Verde Green	(Blank) - None IL - Integral Louver HSS ¹



Slice Medium - SLM Outdoor LED Area Light

Accessory Ordering Information⁸

Description	Order Number	Description	Order Number
PC120 Photocell for use with CR7P option (120V) ⁹	122514	DFK480 Double Fusing (480V)	DFK480
PC208-277 Photocell for use with CR7P option (208V, 240V, 277V) ⁹	122515	DFK347 Double Fusing (347V)	DFK347
PC347 Photocell for use with CR7P option (347V) ⁹	159516	X5RPP - Round Pole Adapter for 5" Poles ¹⁰	379968CLR
PC480 Photocell for use with CR7P option (480V) ⁹	1225180	IL - Integral Louver HSS	684812
ALSC UNV TL5 - Airlink 5Pin Twist Lock Controller ^{4,9}	661409	Universal Mounting Bracket (UMB) ¹⁰	684616CLR
ALSC UNV TL7 - Airlink 7Pin Twist Lock Controller ^{4,9}	661410	Adjustable Slip Fitter (ASF) ¹⁰	688138CLR
PMOS24 - 24V Pole-Mount Occupancy Sensor (ALSC/H Compatible) ¹⁰	663284CLR	Pole Quick Mount Bracket - Square Pole ¹⁰	687073CLR
X3RPP - Round Pole Adapter for 3" Round Tapered Poles ¹⁰	408273CLR	Pole Quick Mount Bracket - 4-5" Round Pole ¹⁰	689903CLR
X4RPP - Round Pole Adapter for 4" Poles ¹⁰	379967CLR	15° Tilt Pole Quick Mount Bracket - Square Pole ¹⁰	688003CLR
FK120 Single Fusing (120V)	FK120	15° Tilt Pole Quick Mount Bracket - 4-5" Round Pole ¹⁰	689905CLR
FK277 Single Fusing (277V)	FK277	BKS XBO WM CLR Wall Mount Bracket ¹⁰	382132CLR
DFK208, 240 Double Fusing (208V, 240V)	DFK240		

FOOTNOTES:

- 1 - Not available on "Type 5W" distribution.
- 2 - Consult Factory for availability.
- 3 - Only available in 9L and 12L Lumen Packages
- 4 - Not available in HV.
- 5 - Consult Factory for Site Layout
- 6 - IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store.

7 - Control device must be ordered separately. 7 pin standard. See Accessory Ordering Information.

8 - Accessories are shipped separately and field installed.

9 - Factory installed CR7P option required. See Options.

10 - "CLR" denotes finish. See Finish options.

Accessories/Options

Integral Louver (IL)

Accessory Integral Louver available for improved back-light control without sacrificing street side performance. LSI's Integral Louver (IL) option delivers backlight control that significantly reduces light spill behind the pole for applications with pole locations close to adjacent properties. The integrated louvers' design maximizes forward-reflected light while - reducing glare, maintaining the optical distribution selected, and most importantly, eliminating light trespass. The Integral louver rotates with the optical distribution.

Luminaire Shown with Integral Louver (IL)



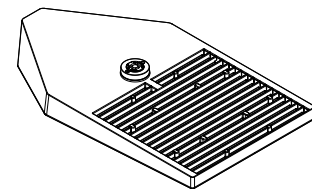
Luminaire Shown with IMSBT Option



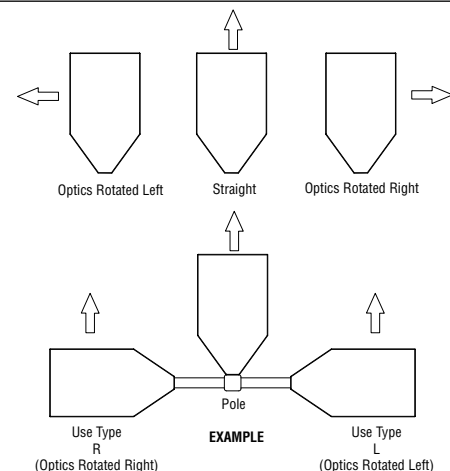
7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Fixture Shown with CR7P



Optics Rotation





Slice Medium - SLM Outdoor LED Area Light

Stand-alone Controls: Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30 degrees C to 70 degrees C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Operation Modes

Dusk to Dawn operation via integral photocell switches lights on and off based on the ambient light levels. In this mode the lights remain on all night even with no motion in the area.

Dimming operation turns the lights on to the selected high level when motion is detected and the ambient light level is below the hold off set point. Once the sensor stops detecting motion and the time delay elapses, the lights will go to the low level. If no motion is detected during the cut off time delay period the lights will completely turn off or stay on at the low level depending on settings.

Configurations

Initial setup and later adjustments made via iOS and Android App.

- Sensor settings are stored and maintained in the event of a power failure.

Motion Level - fully adjustable from 0-100% with default at 100%. Motion Level is defined as when the sensor detects motion the dimming control output goes to the selected high light level.

Dim Level - fully adjustable from off, 0-100% with default at 50%. Dim level is defined as when the sensor stops detecting motion and the time delay expires the dimming control output goes down to the selected low light level.

Time Delay 1 - adjustable from 1 sec to 1 hour and 45 minutes with default 5 minutes. Time delay is defined as the time period that must elapse after the last time the sensor detects motion for the lights to go to low light level.

Time Delay 2 - the time period that must elapse after the lights go to low light level and the sensor detects no motion for the lights to turn off. This feature may be enabled or disabled. If disabled there is no cut off and the lights stay in the low light level. Adjustable from 1 sec to 8 hours and 59 minutes with default set at 10 minutes.

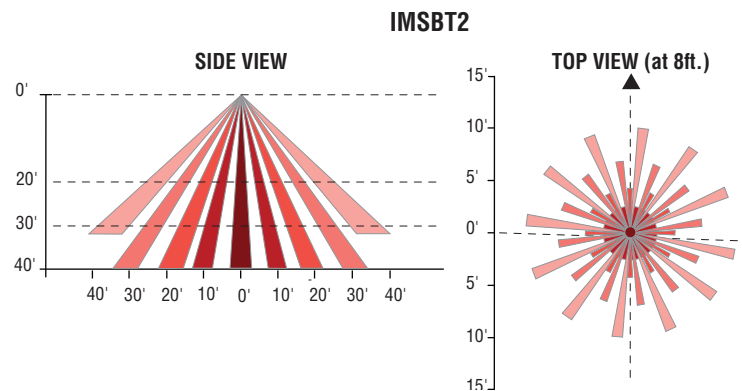
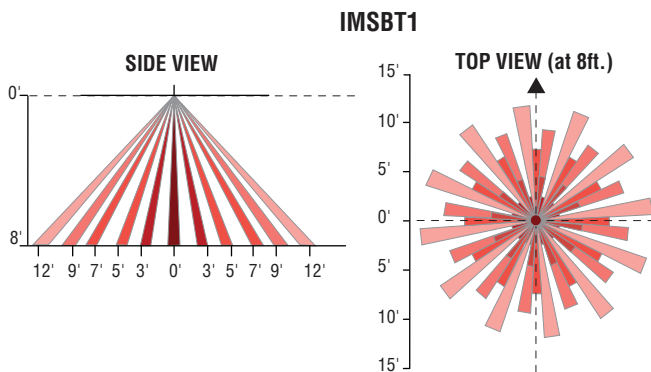
Sensor sensitivity – the response of the PIR detector to motion within the sensor's coverage area. Adjustable from low, medium, high. Default setting is low.

Ambient Light – when the light level exceeds this setting the lights will turn off even if motion is detected. When the light level goes below the setting the lights will turn on even if no motion is detected. A switch will allow you to enable or disable this feature. ON <30 LUX, OFF >100 LUX.

Sensor Configuration App

- Range up to 65 ft. outdoor line of sight
- iOS11 or later
- Android 6.0 or later
- Password protected.
- Sensor profiles used for setting up parameters one time and then applying the profile to different sensors requiring the same settings.

IMSBT Coverage Diagrams



Configuration App





Slice Medium - SLM Outdoor LED Area Light



AirLink™
enabled by Synapse®

The AirLink enabled by Synapse Wireless Lighting Control System is the perfect solution for commercial, industrial and municipal applications, such as: auto dealerships, parking lots, garages, shopping complexes and warehouses.

AirLink utilizes robust wireless communication via 2.4 GHz Self-Healing Mesh Network which not only increases reliability and accuracy of system, but also eliminates single point of failure.

The flexibility of the system make it perfect for new construction and retrofit projects. The user-friendly AirLink web application is accessible through any device with an internet connection and allows for complete customization of the system's features.

Some capabilities of the system include: occupancy/vacancy sensing, daylight harvesting, scheduling, high-end trim, dimming, zone control, BMS integration and energy monitoring.

The AirLink System

Wireless controls & sensors



Centralized control & integration



WiFi, Cellular or
Ethernet Connection

Simple-to-use software



AirLink Site Manger: Lighting control web app

Contact LSI Controls



Sales
controls.sales@lsi-industries.com



Support
controls.support@lsi-industries.com
1 (800) 436-7800 (support, option 8)



More information
For more information on AirLink, visit our website at www.lsi-airlink.com



Slice Medium - SLM Outdoor LED Area Light

Poles and Brackets

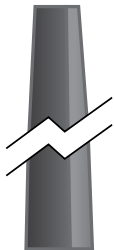
LSI offers a full line of poles and mounting accessories to complete your lighting assembly. Aluminum and steel in both square and round shafts. In addition, LSI offers round tapered, fluted and hinge based poles. Designed and engineered for durability and protected with our oven baked DuraGrip Protection System. Also available with our DuraGrip+ Protection system for unmatched corrosion resistance and an extended warranty. American made in our Ohio facility with industry leading lead times.



Square Pole
14'-39'



Round Pole
10'-30'



Tapered Pole
20'-39'



BKA UMB CLR

The 3G rated UMB allows for seamless integration of LSI luminaires onto existing/ retrofit or new construction poles. The UMB was designed for square or round (tapered or straight) poles with two mounting hole spacings between 3.5" - 5".



BKA ASF CLR

The adjustable Slip Fitter is a 3G rated rugged die cast aluminum adapter to mount LSI luminaires onto a 2" iron pipe, 2 3/8 OD tenon. The Adjustable Slip Fitter can be rotated 180° allowing for tilting LSI luminaires up to 45° and 90° when using a vertical tenon.



BKS PQMH CLR

The Pole Quick Mount Bracket allows for lightning fast installation of LSI luminaires onto existing and new construction poles with LSI's B3 or B5 standard pole bolt patterns.



BKS PQM15 CLR

The Pole Quick Mount Bracket allows for preset 15° uptilt of LSI luminaires for greater throw of light and increased vertical illumination as well as fast installation onto poles with LSI's 3" or 5" bolt pattern.

FUELMASTER *2500 Series*



Your Fixed Site Fuel Management Solution

The FuelMaster 2500 series is engineered to provide a turnkey fuel management solution for capturing fuel transactions in any location. Each unit is built to custom specifications to meet the precise needs of the fueling site. With fuel access 24/7, organizations can be confident that transactions are being accurately tracked providing increased accountability & physical security at the fueling site as well as eliminating unauthorized use of fuel.

Durable

Built to military specs with aircraft-quality aluminum and tested in conditions ranging from -40F to +140F

Customizable

No matter how large or small your fueling operations may be, we have tailored solutions to fit your needs

Compatible

Interfaces with mechanical and electrical dispensers in the retail or commercial markets

Tank Interface

Integrates with a variety of automatic tank gauge manufacturers

Fleet Integration

Transactional data can be exported to most fleet maintenance or accounting programs

FUELMASTER *2500 Series*



MODEL NUMBERS

FMU2500	Prokee
FMU2540	Smartcard
FMU2550	Prokee, Credit Card
FMU2560	Smartcard, Credit Card
FMU2580	Prokee, Smartcard

All available with either 50A Pump relay or Dual Control relay. All can control up to 8 hoses.

TECHNICAL SPECIFICATIONS

Hardware

- Mechanical Dispensers
- Electronic Dispensers
- Tank Monitor Units
- Manual Firmware Updates
- Optional Advanced Surge Protection

Compliance

- Weights and Measures Compliant
- PADSS Compliant

Communication:

- Dial Up (POTS) Connection
- Integrated Wired Ethernet
- Wi-Fi with 3rd Party Bridge
- Cellular with 3rd Party Cellular Modem

Fuel Security & Authorization

- Product / Quantity Limits
- Odometer Reasonability
- Lube Bay Operations

User Access Devices

- Prokee / Prox / Magstripe (Local Auth)
- Prepaid Card
- Smartcard
- Bank / Fleet Card

Credit/Fleet Card Authorization

- Multiple Credit Card Hosts
- Discounts by Specific Credit Card
- Multiple Fleet Card Networks
- Local Authorization

Mobile Fueling

- Non-Automated Mobile Fueling
- Automated Mobile Fueling

Software Platform

- FMPlus (client based)

System Features

- Preventative Maintenance Alerts
- Invoicing
- Exports
- Reports
- Manual Software Updates
- Inventory Management
- User Accountability

Operating Temperatures

- -40F to 140F

Dimensions

- Enclosure: 19"W x 13"H x 10"D
- Pedestal: 12"W x 48"H x 6"D

Certifications

- UL-1238 Ed. 6
- CSA C22.2 No. 22 (R2014)
- CSA C22.2 No. 142 (R2013)
- EN 61010-1:2010
- FCC Certified



800-888-9136 | **MYFUELMASTER.com**

marketing@myfuelmaster.com

100 Four Points Way, Tallahassee, FL 32305

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E. Fuel System Electrical Specifications

AEP

Fuel System Electrical Specifications

9-18-2025

Gasboy Fuel dispensers: Use 20 AMP two pole breaker, 110-volt switch neutral breakers, (Uses 5 AMPS) (1) per dispenser. Use THNN oil and gas resistant stranded wire. Wire size will depend upon distance or wire runs. The dispenser and light kit need to be on their own circuit. Refer to owner's manual for quantity of wires per the site's application needs. (1) ¾" conduit for power and (1) ¾" conduit for data per dispensers. Need (2) circuits per dispenser. We will have two of these dispensers.

DEF dispensing pump: Use 20 AMP two pole breaker, 110-volt switch neutral breakers, (Uses 5 AMPS) (1) per dispenser. Use THNN oil and gas resistant stranded wire. Wire size will depend upon distance or wire runs. Refer to owner's manual for quantity of wires per the site's application needs. (1) ¾" conduit for power and (1) ¾" conduit for data for the fluid probe. Need (1) circuits per dispenser. We will have one of these def dispensers.

Fleet Management System (Fuel Master): The site will use (1) Island terminal. 20 AMP single breaker to each unit. (Uses 7 AMPS) 110-volt dedicated circuit. Cat 6 data communications wires from each island reader to the electrical room inside the building. Island reader controls the power and data wires going to each fuel dispenser. Need a two-wire data cable from gasoline dispenser to card reader. Need (1) ¾" conduit for power circuit and (1) ¾" conduit for data. We will have one of these readers.

Submersible Pumps and Normally Closed Solenoid Valves:

Two pole breakers per submersible pump, 20 AMP, (Uses 7 AMPS) single phase, 208 volts. 208-volt solenoid valves to be wired in series with the submersible pumps. (1) ¾" Conduit for power circuit per submersible pump. We will have two of these pumps.

Area Lights:

LED lights 110-volt circuit, 20 AMP single breaker. (Pulls .2 AMPS) Need (1) ¾" conduit for power

Need a photocell to operate lights or tie into lighting system timer. There will be two of these lights.

Emergency Stop Switch:

Use shunt trip breaker to control (1) 2 Pole relay for each 120-volt circuit breaking all current carrying conductors (Hot and Neutral) in fuel electrical service panel. Wire all powered devices on the fuel island into a push to activate emergency stop switch. The Emergency Stop Switch must be located not less than 20' or no more than 100' from the fuel dispensing equipment or

approved by the Authority Having Local Jurisdiction. Will have two of them, one at the fuel island and one on the shop building.

Conduit count for power

- 1 for the area lights
- 2 for the Gasboy fuel dispensers
- 1 for the DEF dispenser
- 2 for the submersible pumps
- 1 for the Fuel Master fleet management card reader
- 1 for the Veeder Root leak detection system inside the office
- 1 for the Veeder Root leak detection system overfill alarm siren
- 1 Emergency Stop Switch

Conduit count for data

- 2 for the Gasboy fuel dispensers to the island card reader
- 1 for the DEF dispenser to the island reader
- 1 for the Fuel Master fleet management card reader
- 1 for the Veeder Root leak detection system probes and sensors

Not included in conduit quantity count:

- Intercom system
- Cameras
- Spare Conduits for future expansion
- 110-volt electrical plugs for the fuel island

Will the site be using a generator for backup power? If yes, the fuel panel should be wired into the backup power system.

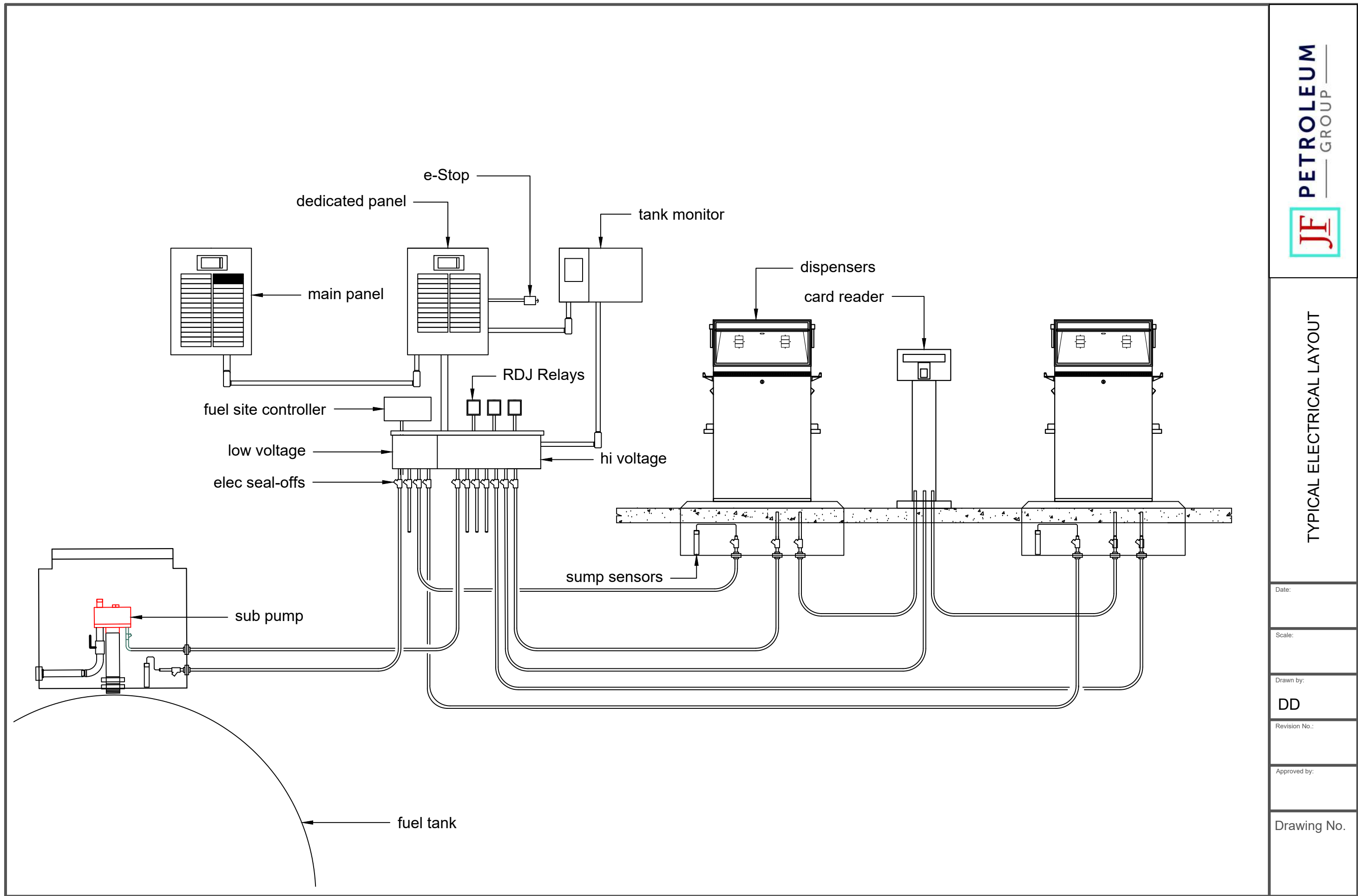
All fueling equipment must be in the same electrical power panel and must all be on the same single-phase circuit.

Underground ¾" conduits to be plastic PVC pipe. The last 10-foot joint of each conduit run that sweeps from underground to above ground needs to be steel rigid conduit with PVC coating. The brand normally used is Rob Roy. Fire Code does not allow PVC plastic pipe in an explosion proof area or inside the building.

At the ends of each conduit run needs a ¾" seal off for fuel vapor control & fire prevention. Both ends of each run needs seal offs. Make sure G.C. does this when roughing in building slab.

I hope this helps, be safe

Bobby Bissen
Commercial Sales Manager
210-661-2489 office 210-389-4449 cell



Date:

Scale:

Drawn by:

DD

Revision No.:

Approved by:

Drawing No.

F. Copy of Licenses for System Installers

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY



Be it known that

PSI JF PETROLEUM GROUP INC

has fulfilled the requirements in accordance with the laws of the State of Texas for

UST CONTRACTOR

License Number: CRP000821
Issue Date: 07/12/2024
Expiration Date: 07/31/2027

K. Keel

*Executive Director
Texas Commission on Environmental Quality*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Be it known that

BURTON R CLARK

*has fulfilled the requirements in accordance with the
laws of the State of Texas for*

CLASS A&B UST ON-SITE SUPERVISOR

License Number: **US0000699**

Issue Date: **01/06/2023**

Expiration Date: **02/28/2026**

Erin E. Chamallo

*Interim Executive Director
Texas Commission on Environmental Quality*

Attachment 2
Master Plan Map & Zoning District Map

Zoning

- R1 - First One-family District
- R2 - Second One-family District
- R3 - Duplex District
- B1 - Neighborhood Business District
- B2 - Central Business District
- B3 - General Business District
- I - Industrial District
- F - Floodway District



Community Development Department Executive Summary REPORT TO THE PLANNING & ZONING COMMISSION

Rosa I. Guadarrama De Nevarez Rezone Request

I. BACKGROUND

General Information

Applicant: Rosa I. Guadarrama De Nevarez

Property Owner: Casa R Inmobiliaria, LLC

Validated Address: 1313 Blesse Street

PID: 7339

Legal Description: Lot 9 in Block 1 of De Bona Heights

Request: Rezone parcel from R-1 First One Family Dwelling District to R-3(A) Apartment District, to allow for the construction of a multi-family structure(s).

Subject Property Information

Parcel Size: 12,150 sq ft

Current Zoning: R-1 District

Master Plan: Residential

Current Use: single family dwelling

Proposed Use: multi-family building(s)

Vicinity Data

The site is in an area that is comprised of single-family developments, multi-family developments and commercial developments.

Infrastructure

Property is currently served by public utilities/franchises, including water, sanitary sewer, storm sewer, telephone, electric service, gas, garbage, and cable.

Access to the site is provided by 5th Stret.

Aerial Map



II. PUBLIC NOTICE

Public notification of the rezone request before the Planning and Zoning Commission was completed consistent with the provisions of *Chapter 211 of the State of Texas Local Government Code Title 7*. A legal notice was published in the Eagle Pass News Gram on October 30, 2025. Per House Bill 24, notices to neighbors are not required to be mailed. The applicant was required to place a sign informing of the rezone public hearing.

III. RECOMMENDED FINDINGS OF FACT

A. Conclusions

1. *Section 1(b)(4) of Eagle Pass City Charter Article IX* authorizes the Planning and Zoning Commission to recommend or disapprove proposed changes to the *City of Eagle Pass Zoning Plan*. A request for a change in a zoning district designation for a property constitutes a change to the *Zoning Plan* and the *Zoning Plan Map*.
2. The applicant's request contains sufficient information for consideration by the Eagle Pass Planning and Zoning Commission. Information contained in this report and the Commission's associated public meeting will be used by the City Council in their consideration of the rezone request. Please refer to Attachment 1.
3. The *Master Plan* is the primary document used in the analysis as to the appropriateness of a rezone request. The *Master Plan Map* provides direction as to the areas of the City in which residential, commercial, and industrial development is to be situated.
4. 4. The rezone, if granted, will result in construction activities that will include the enforcement of the appropriate land development regulations resulting in appropriate lot sizes, setback requirements, paved streets with curb gutters, sidewalks, and adequate utility services.
5. The rezone request is consistent with the 'Land Use Development Goals' of the *City of Eagle Pass Master Plan*. The request to change from the R-1 District to R-3(A) District will allow for a continuation of the development in the neighborhood while retaining the community's character and scale. The change will facilitate the ultimate development of urban uses in a compatible arrangement that will make the community attractive to both residents and visitors and desirable to quality investments, while improving the residential and commercial environment of the city.

The purpose of the rezone is to allow for subsequent construction of a detached multi-family development, subject to conformance with all applicable city codes. What is being proposed is yet to be reviewed and accepted by the Review Team. The team consists of our City Planners, Building Official, Fire Marshall, City Engineer, Public Works, and Waste Management.

6. The rezone request is consistent with the *Master Plan's* 'Street Objectives', 'Thoroughfare Goals', and 'Thoroughfare Objectives', as, access to the rezone site will be provided by 5th Steet via Del Rio Blvd.
7. The rezone request conforms to the purpose of the City's zoning code, as the subsequent development of the property will result in a use that is consistent with intent of the R-3(A) Apartment District and consistent with uses in the vicinity of the site, with a view to conserving the value of buildings and encouraging the most appropriate use of land

adjacent that will have access to a public street. Please refer to Attachment 2 for a copy of the City's *Zoning District Map*

8. The property is in an area that has commercial / multi-family, and residential uses and should allow the property to be rezoned to a higher and better use. Please refer to Attachment 1 for a photograph of the rezone site.
9. The rezone request has been conditioned to ensure conformance with direction provided in the *Master Plan's* Storm Drainage Goals' and 'Storm Drainage Objectives'.
10. The rezone request is consistent with both the goals and objectives of the *Master Plan* and the purpose of the *City of Eagle Pass Code of Ordinances Appendix A* governing zoning as set forth in Conclusion 1 through 9 of this Report. The rezone request, therefore, should be approved.

B. Community Development Department Recommendation

The Planning and Zoning Commission grant a zoning district change from R-1 First One Family Dwelling District to R-3(A) Apartment District B, for property legally known as 1313 Blesse Street, subject to the following conditions:

1. Subsequent development of the property shall comply with the following sections in the City of Eagle Pass *Code of Ordinances*:
 - Chapter 8 governing buildings
 - Chapter 12 governing the electrical code
 - Chapter 13 governing the fire code
 - Chapter 14 governing garbage and rubbish
 - Chapter 21 governing plumbing
 - Chapter 22 governing streets, sidewalks, and other public places
 - Chapter 23 governing landscaping and tree preservation
 - Chapter 27 governing water and sewers, including drainage & stormwater
 - Appendix A governing off-street parking
 - Appendix A governing signs and fences

TRANSMITTED to the parties listed hereafter:

Rosa I. Guadarrama De Nevarez via e-mail
Eagle Pass City Secretary Erika Rodriguez via e-mail
Eagle Pass City Manager Homero Balderas via e-mail
Eagle Pass Assistant City Manager Ivan Morua via e-mail
Eagle Pass Assistant City Manager Placido Madera via e-mail
Eagle Pass City Attorney Ana Sophia Garcia via e-mail
Eagle Pass Community Development Department Report dated November 3, 2025

Attachment 1 Application



PLANNING DEPARTMENT

3295 Bob Rogers Drive, Eagle Pass, Texas 78852 • Telephone: (830) 773-7781 • Fax: (830) 773-7803
www.eaglepasstx.us • planning@eaglepasstx.us

ZONING CHANGE APPLICATION

Case No: _____

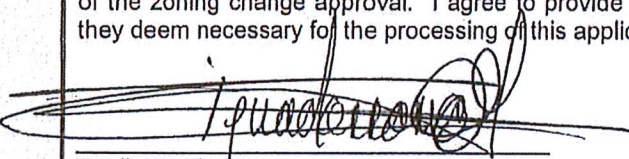
Applicant Information	Name: <u>ROS A J. GUADARRAMA DE NEVAREZ</u>
	Mailing Address: <u>780 RIO GRANDE ST, EAGLE PASS, TX 78852</u>
	Phone: <u>(830) 352-9020</u> E-mail: <u>rqn@nevarezwilliams.com</u>
	<u>Note: if you are not the owner of the property, you must attach a letter from the owner authorizing you to submit this application.</u>

Property Owner Information	Name: <u>CASA R., INMOBILIARIA, LLC</u>
	Mailing Address: <u>780 RIO GRANDE ST. EAGLE PASS, TX 78852</u>
	Phone: <u>(830) 352-9020</u> E-mail: <u>rqn@nevarezwilliams.com</u>

Property Information	Site Address: <u>1313 BIESSE</u> MCAD Property ID # _____
	Legal Description: Lot(s) <u>9</u> Block <u>1</u> Subdivision <u>DE BONA HEIGHTS</u> (Property must be legally subdivided or be lot of record)
	Front Yard Width (feet) _____ Rear Yard Width (feet) _____ Side Yard Width (feet) _____

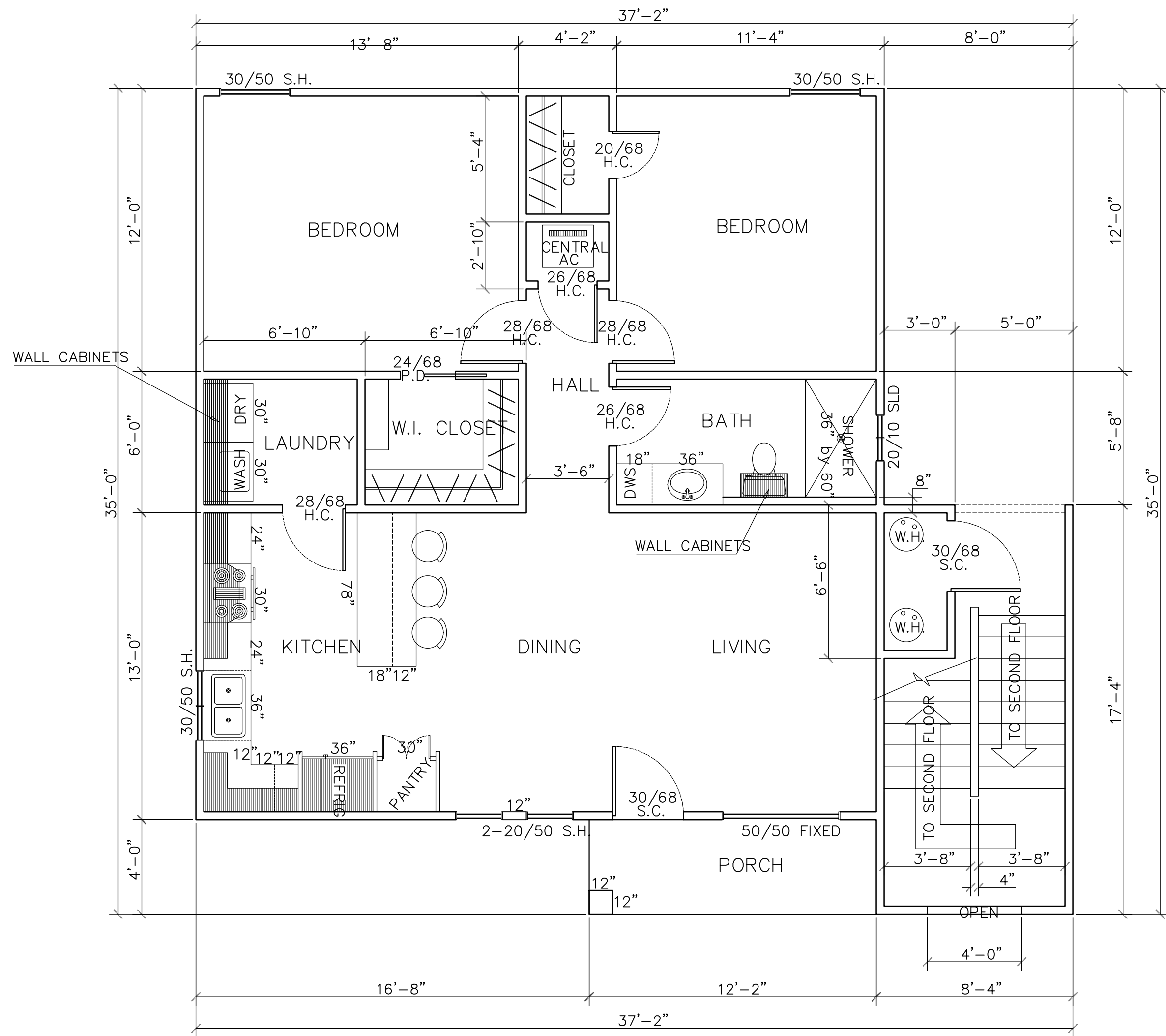
Proposed Project	Amend Zoning Regulations contained in section _____
	Amend the Official Zoning Map & Master Plan by changing _____ acres of land currently zoned _____ to be zoned _____
	Conforms with the Zoning Map? ☐ Yes ☐ No
	Conforms with Master Plan Designation? ☐ Yes ☐ No
	☐ Vacant Land ☐ Vacant Building ☐ Single Family Dwelling ☐ Commercial
	☐ Multi-Family Dwellings ☐ Industrial ☐ Other _____

Detailed Explanation of Proposed Use	
Proposed Use of Property/Reason for Change:	
Departamentos multifamiliares	
Describe the character and/or nature of uses surrounding the property: Al cruzar la calle Esten unos complejos multifamiliares. y por la calle Quinta unos departamentos y Unidades multifamiliares de Gobierno.	
Will the rezoned designation be compatible with the classification and use of adjoining lands? ☒ Yes ☐ No	
If No, how do you propose to reduce any adverse impact?	

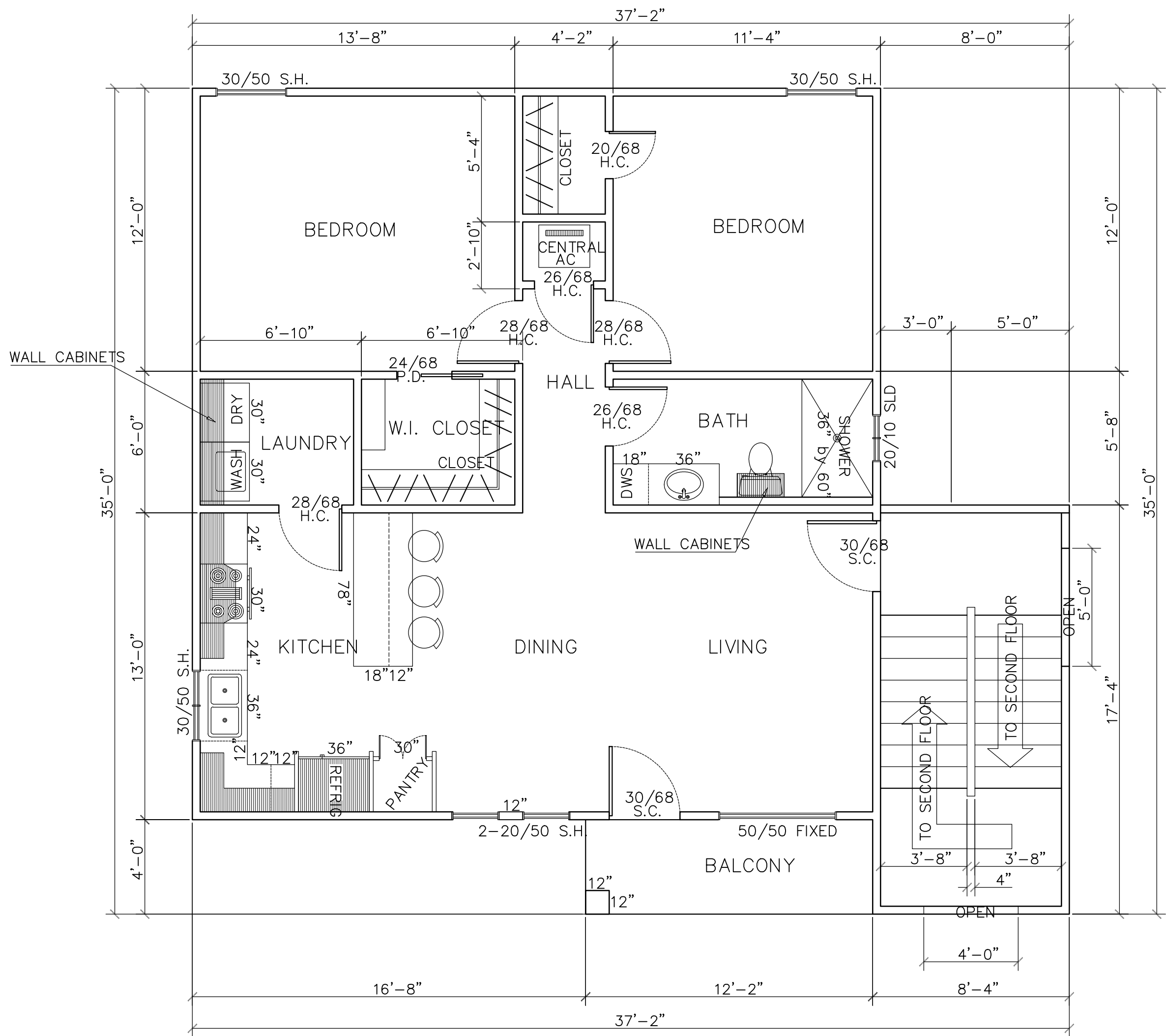
Applicant Authorization	I authorize the City of Eagle Pass to conduct any site visits necessary to evaluate this zoning change application.	
	I hereby state that I have prepared this application and that, to the best of my knowledge, the information contained herein is complete, accurate, and a true representation of the zoning change request. I further attest that I have the authority to submit this application and agree to comply with any and all conditions of the zoning change approval. I agree to provide any additional information requested by the City as they deem necessary for the processing of this application.	
	 Applicant Signature	Date <u>10/20/2025</u>

Office Use	Date Application Accepted for Review: <u>10/20/25</u> By: <u>uc</u>
	Contact Date for Supplemental Info: <u>—</u> Supplemental Info Received: <u>—</u>
	Completeness Review Date: <u>10/20/25</u> By: <u>uc</u>
	Application Returned to Applicant: <u>PR</u> (when applicable)
	<u>Paid: application & publication</u>

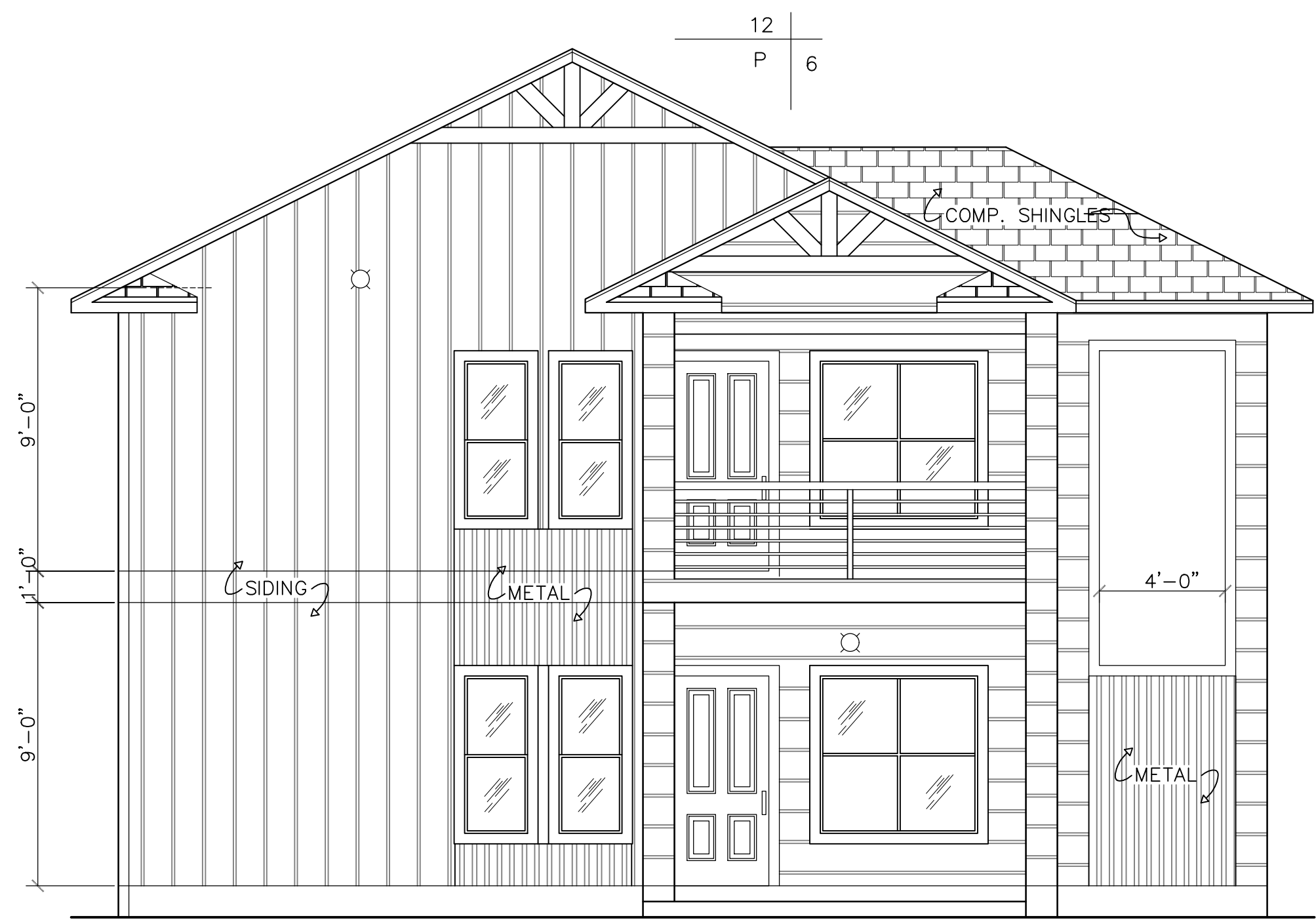
MR:7/2020



FLOOR PLAN (1st FLOOR)
SCALE 1/4" = 1'-0"



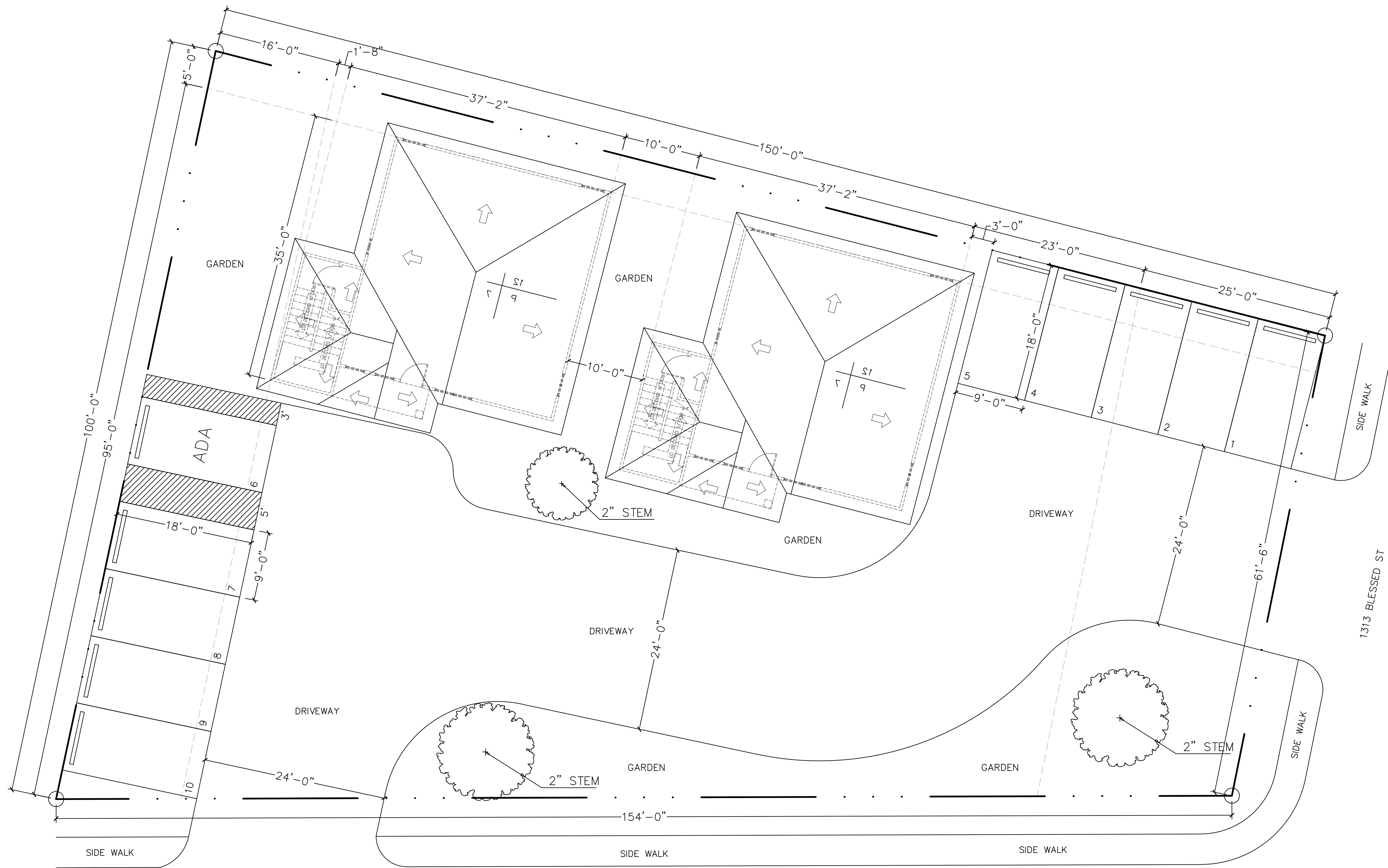
FLOOR PLAN (2nd FLOOR)
SCALE 1/4" = 1'-0"



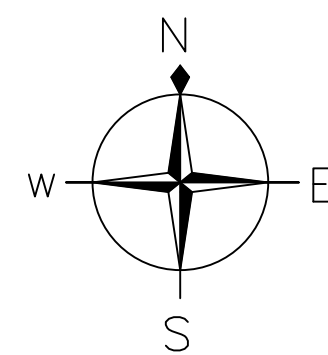
FRONT ELEVATION
SCALE 1/4" = 1'-0"

CONSTRUCTION AREAS	
LIVING AREA (1st FLOOR)	904.0
FRONT PORCH (1st FLOOR)	48.6
TOTAL AREA (1st FLOOR)	952.6 SQ. FT.
LIVING AREA (2nd FLOOR)	1,032.6
FRONT PORCH (2nd FLOOR)	48.6
TOTAL AREA (2nd FLOOR)	1,081.2 SQ. FT.
TOTAL AREAS	2,033.8 SQ. FT.

- all construction shall conform to all local building codes.
 - All dimensions shown on floor plan are from face to studs and /or stone veneer unless otherwise noted.
 - Contractor shall notify designer upon discovery of any errors or discrepancy of dimensions, clearances, or other items as shown or noted in these drawings.
 - Coordinate all window sizes and locations as noted on floor plan with selected eave/rafter options.
 - MT/AC system shall be designed by mechanical sub-contractor and approved by designer or general contractor. System shall have a S.E.E.R. rating of 14 or as required by local building codes. Units shall be designed with two zones as directed by contractor, provide all suction lines from units to exterior condenser units as indicated on site plan, provide 4" thick concrete pads with 6x6x10 w/w reinforcing. Locate air handling units in attic space near return air chases as indicated on the floor plan.
 - House to be located within building setback lines.
 - Exact location of house to be determined at jobite by builder & home owner.
 - Landscaping to be designed by landscape architect & to be approved by the home owner.
 - Verify with professional engineer drainage plan. Unique Design is not responsible for any drainage issues.
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5th St.
SITE PLAN
 SCALE 1/8" = 1'-0"



CONSTRUCTION AREAS

LIVING AREA (1st FLOOR)	904.0
FRONT PORCH (1st FLOOR)	48.6
TOTAL AREA (1st FLOOR)	952.6 SQ. FT.
LIVING AREA (2nd FLOOR)	1,032.6
FRONT PORCH (2nd FLOOR)	48.6
TOTAL AREA (2nd FLOOR)	1,081.2SQ. FT.
TOTAL AREAS	2,033.8SQ. FT.

1. all construction shall conform to all local building codes.
 2. All dimensions shown on floor plan are from face to studs and /or stone veneer unless otherwise noted.
 3. Contractor shall notify designer upon discovery of any errors or discrepancy of dimensions, clearances, or other items as shown or noted in these drawings.
 4. Coordinate all window sizes and locations as noted on floor plan with selected elevation options.
 5. HT/AC system shall be designed by mechanical sub-contractor and approved by designer or general contractor. system shall have a s.e.e.r. rating of 14 or as required by local building codes. units shall be designed with two zones as directed by contractor, provide all suction lines from units to exterior condenser units as indicated on site plan, provide 4" thick concrete pads with 6x6x10 waf reinforcing. locate air handling units in attic space near return air chases as indicated on the floor plan.
 6. House to be located within building setback lines.
 7. Exact location of house to be determined at jobsite by builder & home owner.
 8. All firework & landscaping to be designed by landscape architect & to be approved by the home owner.
 9. Verify with professional engineer drainage plan Unique Design is not responsible for any drainage issues.
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SITE PLAN

Project: HOME DESIGN
 1313-BLESSE ST.
 Design by: O. Fernandez
 Scale: Indicate
 Units: Ft - In
 Date: OCT-08-2025
 Sheet: A-02

FIFTH

154'

9

150'

615

1313 BUESSE, ST.

Existing House



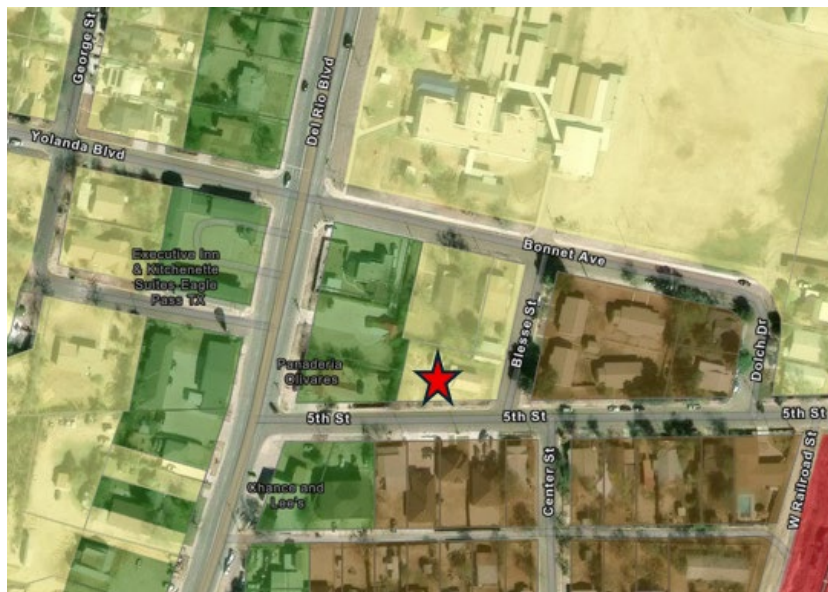


New Project

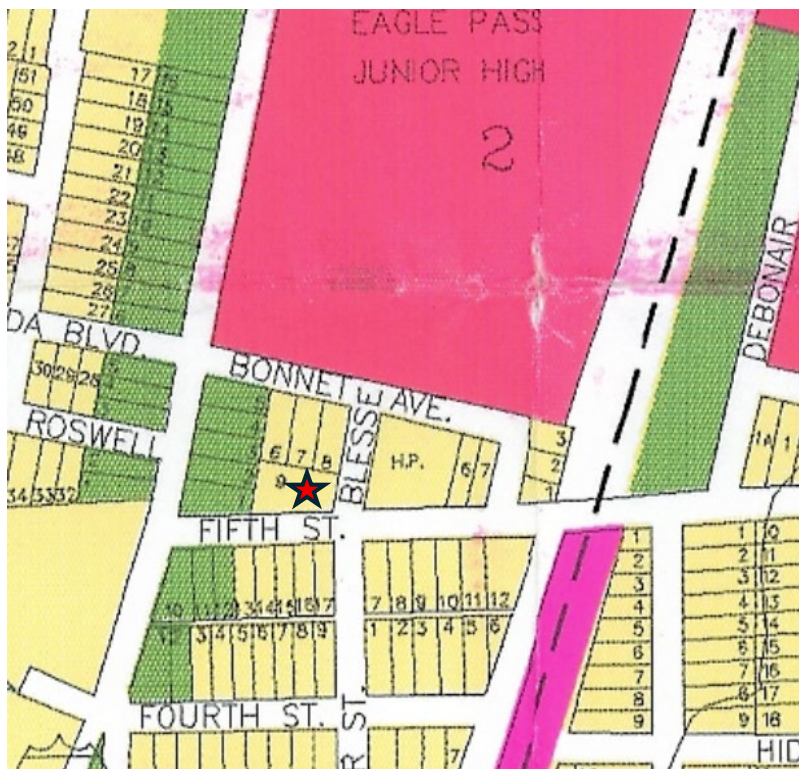


Attachment 2

Master Plan & Zoning Map



- ✓ Zoning
- R1 - First One-family District
 - R2 - Second One-family District
 - R3 - Duplex District
 - B1 - Neighborhood Business District
 - B2 - Central Business District
 - B3 - General Business District
 - I - Industrial District
 - F - Floodway District



- VACANT
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC AND SEMI - PUBLIC
- AGRICULTURE

Lot 9 in Block 1 of Debona Heights, also known as 1313 Blesse Street, from R-1 First One Family Dwelling District to R-3(A) Apartment District.

LAND

Land	Description	Acres	SQFT	Cost per SQFT	Market Value	Special Use Value
RM	RES MULTI-FAMILY	0.2789	12,150	\$6.50	\$78,975	\$0



2025

Thoroughfare Master Plan

CITY OF EAGLE PASS, TX

OCTOBER 2025

Ardurra

ARDURRA | 6909 SPRINGFIELD AVE STE 303, LAREDO, TX 78041

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1. Introduction

A comprehensive master plan for the City of Eagle Pass (CoEP) was initially completed in 1995. It included basic mapping, socio-economic data, land use, and a thoroughfare plan. The City updated its Comprehensive Plan in 2018, which reflected significant growth in traffic, population, and economic activity. Growth has been exponential since 2018, warranting the need for a new thoroughfare master plan.

In addition, the 2018 Comprehensive Plan was never adopted; thus, hindering the City's ability to enforce or act upon any of the guidelines and recommendations found in that plan. This Thoroughfare Master Plan (TMP) considers the suggestions of the 2018 plan and factors in new developments and travel patterns that have emerged following the COVID-19 pandemic and the most recent years.

Present growth suggests that a long-term plan and study needs to be conducted for the City of Eagle Pass to maintain mobility, safer movement of traffic and maintain transportation systems at operable conditions. This TMP covers the current conditions of traffic mobility, safety, and transportation system in the City of Eagle Pass.

1.1. City of Eagle Pass

Located in Maverick County, the City of Eagle Pass acts as a bridging city to connect Mexico with Texas and the United States. This connection is through two bridges that link Eagle Pass and Piedras Negras in Mexico. Additionally, a third railroad bridge connects the two cities as well. **Figure 1** shows the layout of the City of Eagle Pass, and a few key roadways.

This City has a total area of 9.5 square miles and a population of approximately 28,166; however, the 57,843 in the metropolitan area per the 2020 US Census which includes part of Maverick County and smaller surrounding communities. The demographics of the community is predominantly Hispanic (95%) with a median income of \$45,938. 55% of the employment is within the sectors of education, healthcare, social services, public administration, and food services.

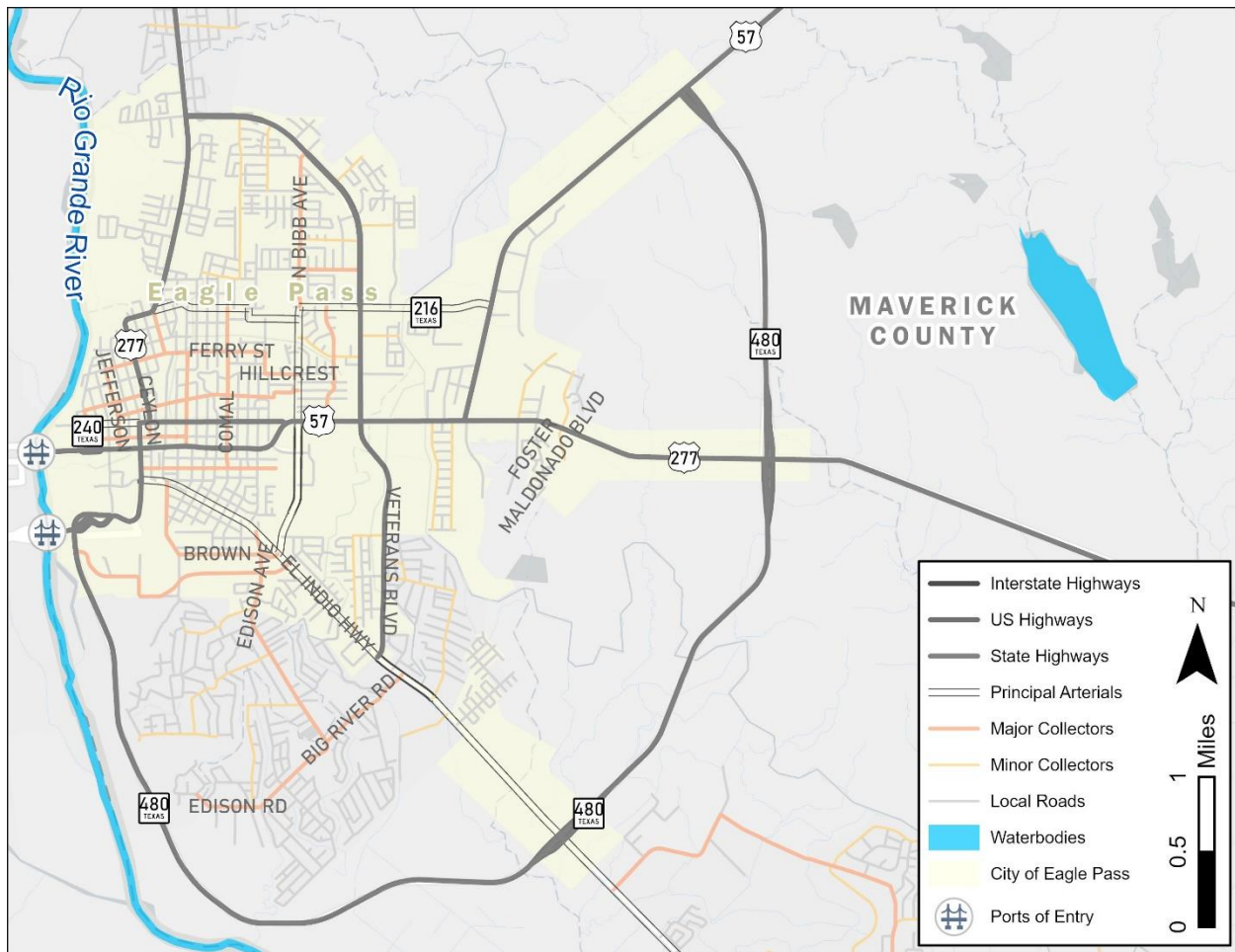


Figure 1: Eagle Pass Vicinity Map

Limited public transportation availability is provided by the Southwest Area Regional Transit District (SWART) within the City of Eagle Pass. **Figure 2** shows the SWART route in the Eagle Pass area. The route connects downtown Eagle Pass with Mall de las Aguilas, H-E-B, the Maverick County Court House, and the Eagle Pass Public Library. In the western end, this route also connects to International Bridge I at the intersection of Commercial St (SS 240) and Garrison St (US 57).

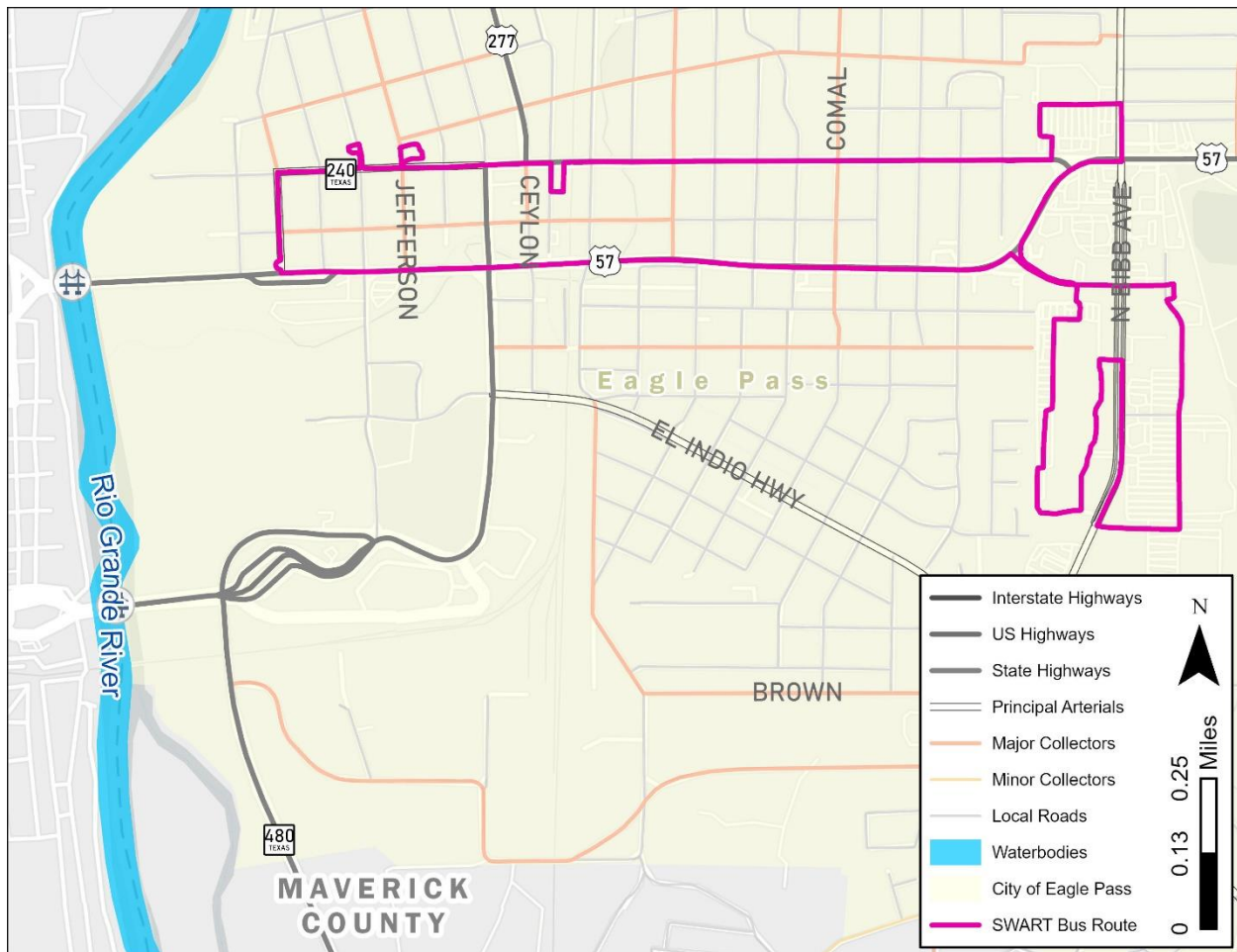


Figure 2: Transit Route, Eagle Pass

1.2. Purpose and Goals of the Thoroughfare Master Plan

This TMP outlines a set of standards and guidelines that shall assist the City in decision making of roadways, planning, funding, and maintenance of the transportation systems in the future. The following are the purposes of this TMP:

- Study the existing conditions of traffic safety and operations in the City.
- Estimate the future traffic on roads in the City with known developments.
- Propose new connections to ease traffic flows in the future.
- Classify roads and propose cross sections of the roads to keep the needs of all road users in mind – drivers, trucks, pedestrians, bikers, and wheelchair users.

2. Basis of the Plan

2.1. Transportation Considerations in Eagle Pass

Transportation in Eagle Pass consists of three main aspects – movement of people, freight, and movement of both across the border. This subsection will detail the broad trends in transportation in Eagle Pass.

2.2. People

The movement of people within Eagle Pass is shaped by a roadway network designed to facilitate access to and from the city's two international bridges spanning the Rio Grande. These bridges serve as key gateways for cross-border travel but also act as natural choke points for traffic.

East-west travel across the city is primarily supported by US 57 (Garrison Street) and Business US 277 (Main Street), which form the central spine of the city's layout. These corridors are not access-controlled and rely on a combination of stop signs and traffic signals to regulate flow.

North-south connectivity is provided by several major routes, including US 277 (North Veterans Boulevard), FM 3443 (South Veterans Boulevard), North Bibb Avenue, FM 375 (South Bibb Avenue), and Business US 277—known locally by various names such as North Ceylon Street, 2nd Street, and Del Rio Boulevard. US 277 also extends beyond the city, linking Eagle Pass to Carrizo Springs in Dimmit County.

Two key radial routes—FM 1021 (El Indio Highway) and US 57—connect Eagle Pass to broader regions of Texas. FM 1021 runs southeast to northwest, linking the city with El Indio and the Kickapoo Traditional Tribe of Texas (KTTT) territory, while US 57 runs southwest to northeast, providing a direct route to San Antonio.

The city's only access-controlled roadway is State Loop 480, which begins at the Camino Real International Bridge (Bridge II) in downtown Eagle Pass. It encircles the city, connecting with FM 1021, US 277, and US 57, and terminates at US 57 in the northeast after a span of 11 miles.

In total, Eagle Pass sees approximately 542,693 vehicle-miles traveled daily, with 94% occurring on TxDOT-maintained roads and the remaining 6% on local streets. **Table 1** shows the increase in vehicle-miles traveled between 2018 and 2022 which can be primarily attributed to growth on TxDOT roadways.

Table 1: Change in Daily VMT on roads in Eagle Pass

Roadway Type	2018	2022	Change
TxDOT Roads	474,659	511,734	+7.8%
Local Streets	30,989	30,959	-0.1%
Total	505,648	542,693	+7.3%

2.3. Freight

The movement of freight from Eagle Pass is critical not only to the local economy but nationally too. Eagle Pass, which is part of the TxDOT Laredo District for tabulating freight traffic recorded the movement of 31,163.2 tons of freight in 2023 from Mexico alone.¹

Top destinations of freight and their values and some details are provided in **Table 2** below.

Table 2: Select details about Freight Flows from Eagle Pass

From Eagle Pass/Laredo to...	Amount of Freight (in millions of tons)	Freight Value (in 2017 USD)	Top 3 Commodities (by Value)	Top 3 Commodities (by Amount)
Dallas – Ft Worth, TX	7	\$23.1 billion	Electronics, Motorized Vehicles, and Machinery	Gravel, Motorized Vehicles, Other Foodstuffs
Houston, TX	7.8	\$22.6 billion	Electronics, Motorized Vehicles, and Machinery	Gravel, Fuel Oils, Natural Gas, and other Fuels
Detroit, MI	2.8	\$14.6 billion	Electronics, Motorized Vehicles, and Machinery	Motorized Vehicles, Machinery, Plastics/rubber
Austin, TX	1.9	\$6.3 billion	Electronics, Motorized Vehicles, and Machinery	Gravel, Natural Gas, and Motorized Vehicles

The information in the table above shows that the nature and magnitude of trade between Mexico and the area around Eagle Pass is diverse and its needs

¹ 2023 Freight Analysis Framework from 802-Mexico to 487-Laredo TX

are varied depending on the goods being transferred. However, natural gas and fuel oils make up most of the goods coming in from Mexico. These hazardous and flammable substances whose transportation is risky must be separated from the movement of passengers. **Figure 3** shows a map of roads in the City of Eagle Pass with percentage of trucks in the traffic volume.

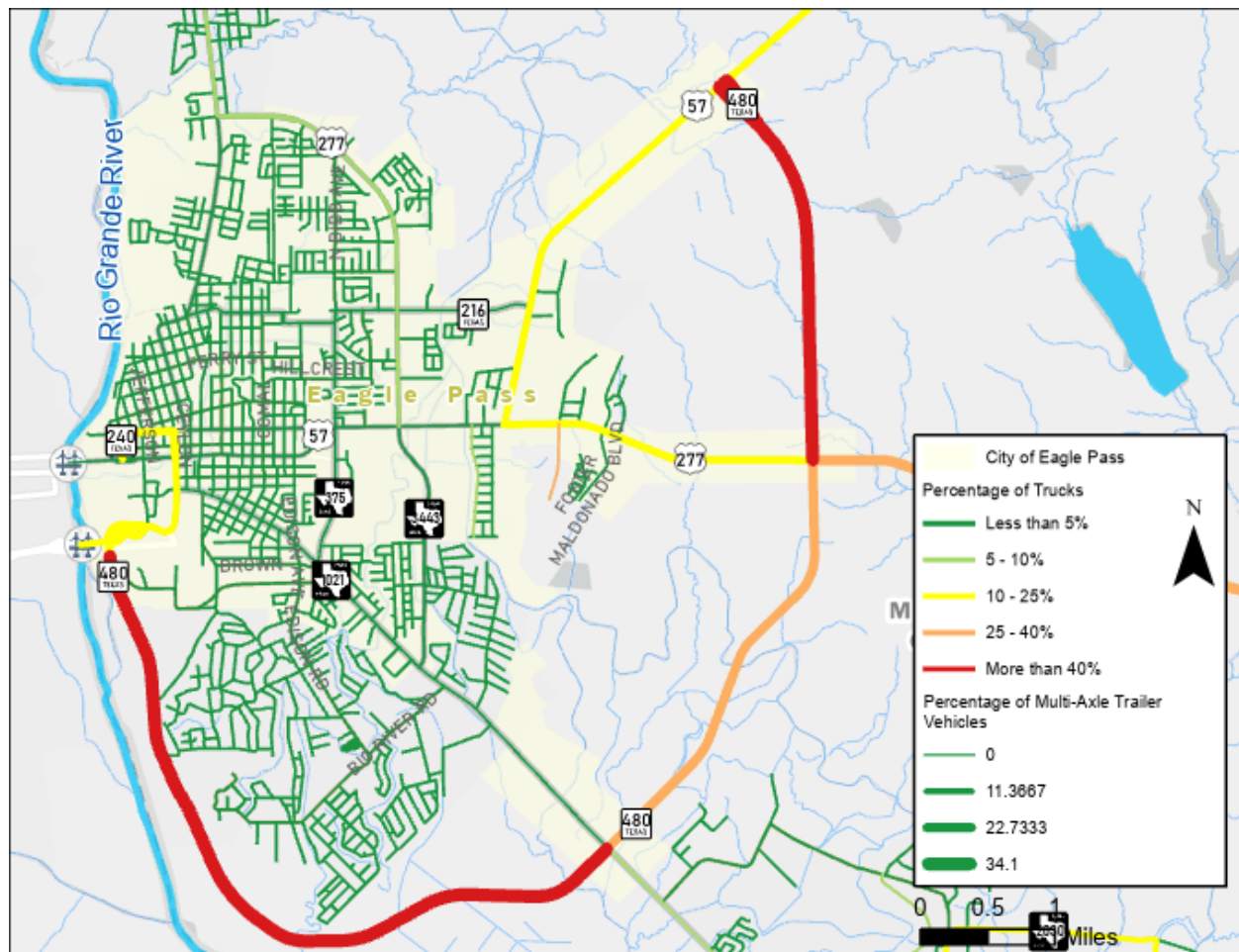


Figure 3: Proportion of Trucks in Traffic, Eagle Pass (2022)

The thickness of the lines indicates the percentage of “multi-trailer trucks” as a percentage of all traffic. So, for example, if a roadway has color that shows it carries trucks between 25 and 40% but thickness to indicate multi-trailer trucks to be 20%, then single-trailer trucks would be between 5% and 20% of the total traffic on the road.

The map indicates the following:

- All truck traffic emerges from and is destined to the Camino Real International Bridge.

- SL 480 carries nearly all the truck traffic and redistributed them to the radial roads like FM 1021, US 277 (eastern leg), and US 57. Relative to these three, US 277 (northern leg) does not carry as much traffic. Completing SL 480 to connect with US 277 (northern leg) will redistribute traffic further.
- Truck traffic enters Downtown Eagle Pass via Monroe St, to W Main St, then Commercial St.

2.4. Border

Movement of people and freight across the border is crucial for economic growth, and associated developments in Eagle Pass. There are two land crossings, and one railroad crossing in Eagle Pass with talks of another one to be built in unincorporated Maverick County in the future, North of Eagle Pass.²

The two bridges – EP-I and EP-II – currently carry nearly 16,000 vehicles daily.

Figure 4 shows the growth of passenger, trucks, and pedestrian traffic between October 2020 and February 2024. The double-lines in the figure indicate a 6-month moving average.

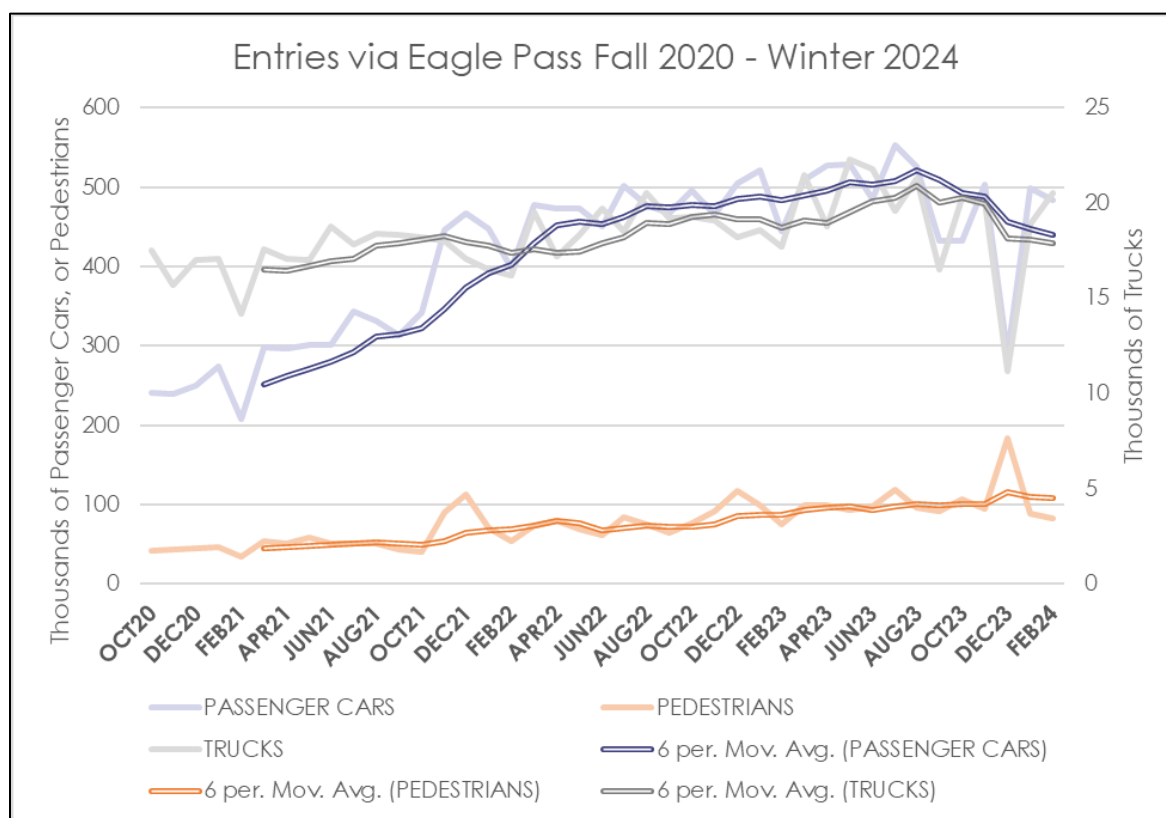


Figure 4: Historical Data about Entries from Mexico at Eagle Pass

² <https://www.epbusinessjournal.com/2024/01/maverick-county-third-international-bridge-presidential-permit-review-fast-tracked-by-president-biden/>

In all cases – passenger cars, pedestrians, or trucks – there has been an increase in the volume of traffic at the border. Pedestrian crossings experience a localized jump around December every year. Further, passenger car crossings, and truck crossings peaked around August 2023 and have seen a slight decline, although, on a year-on-year basis, their numbers are higher in 2024 than in 2022. Specifically for passenger cars, the rate of growth in border crossings reduced after April 2022.

Discounting 2021 data (due to movement restrictions following the COVID-19 pandemic), growth in movement of all three modes of transportation (February 2024 versus February 2022) across the border are as follows:

- Passenger Cars: +21%
- Pedestrians: +53%
- Trucks: +27%

Among all three modes of transportation, pedestrian movement has not only grown the highest, but it has also been the steadiest in its growth.

3. Existing Conditions

3.1. Land Use

Figure 5 shows the land use map of City of Eagle Pass. The map shows a concentration of commercial and industrial land use in the area between the two international ports of entry. Further, residential land is distributed throughout the City especially in area between Business US 277 and US 277, North of US 57. Some open areas exist on the outskirts of the City, but development is guided by the alignment of the US and State highways.

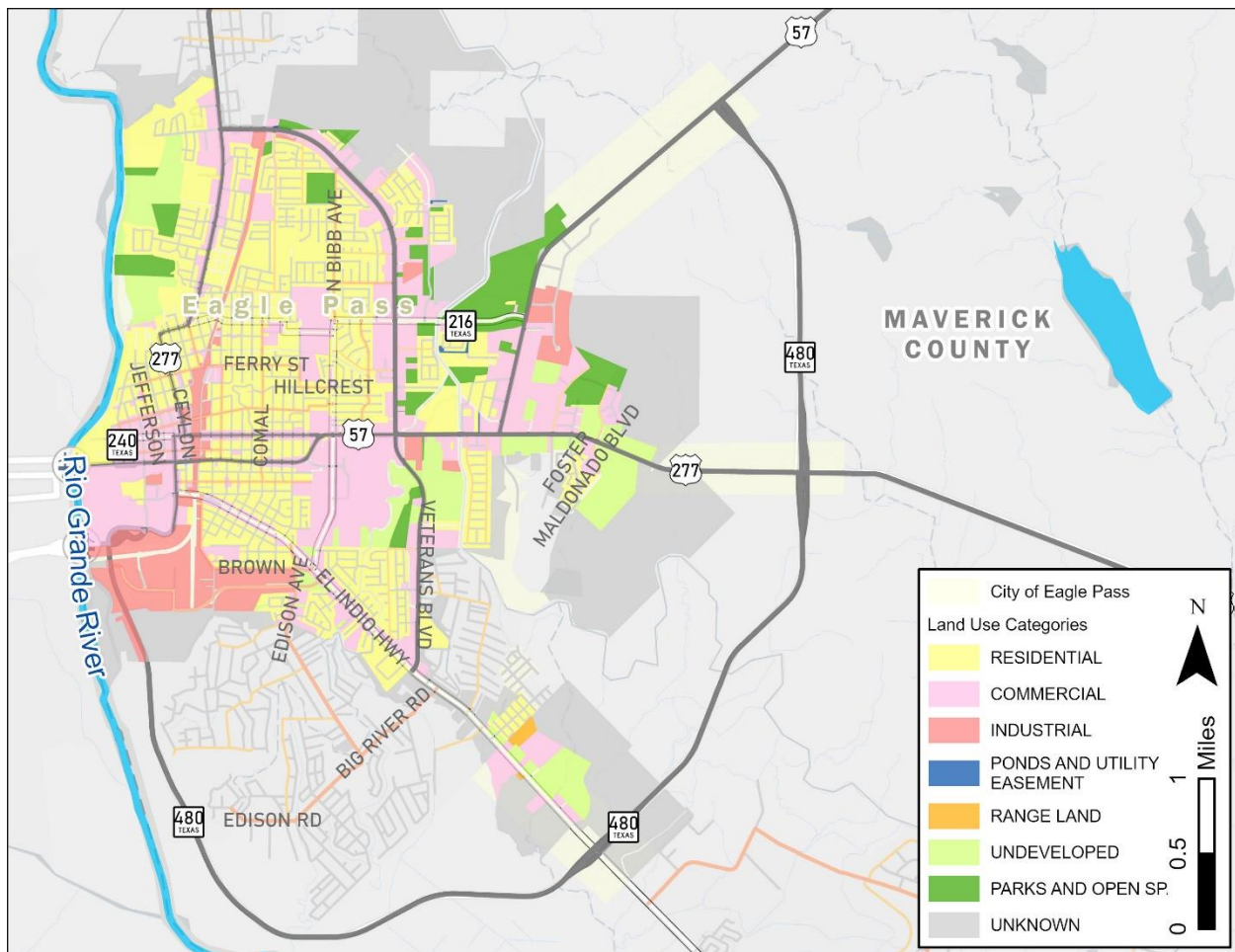


Figure 5: Existing Land Use in Eagle Pass

Distinct features include a lack of park spaces along the river as is usual in Cities around natural features like rivers. This could be attributed to safety issues along the international border. **Table 3** shows the distribution of land by use type.

Table 3: Area, by various Land Use Types (2022)

Sr. No.	Land Use Type	Area	% of Total
1	Residential	4.15 sq. mi.	26.4%
2	Commercial	3.08 sq. mi.	19.6%
3	Industrial	0.96 sq. mi.	6.1%
4	Ponds and Utility Easement	0.01 sq. mi.	0.1%
5	Range Land	0.03 sq. mi.	0.2%
6	Undeveloped	1.10 sq. mi.	7.0%
7	Parks/Open Spaces	0.80 sq. mi.	5.1%
8	Unknown	5.58 sq. mi.	35.5%

From **Table 3**, nearly a quarter of the City is designated for residential use. Also, at 28,000 people, residential land per person is about 0.1 acres per capita. More importantly, parks and open spaces per capita are only 0.018 acres per capita.³ With a similar amount of land dedicated for residential and commercial/industrial use, Eagle Pass is an economic gateway, and an important City as regards freight movement.

3.2. Traffic Volumes and Level of Service

Existing traffic conditions on the roads in the Eagle Pass area were assessed using methods provided in the Highway Capacity Manual for freeway, multi lane rural highways, and arterial roads. "Eagle Pass Area" is defined as the area within 2 miles of the incorporated boundary of the City of Eagle Pass. Conditions on local roads⁴ were not assessed since they do not provide through connections, and the demand of traffic on local roads is mainly a function of the number of houses on the road. Since they do not aggregate traffic (like collectors, or arterials), they were not part of this analysis. Using information available in the TxDOT Roadway Inventory of 2022, daily service volumes were calculated from the following parameters:

- Design Hourly Volume (DHV): this parameter is already provided in the TxDOT Roadway Inventory
- Truck Percentage (T)
- Peak Hour Factor (K) and Directional Factor (D)
- Posted Speed Limit
- Whether the road was classified Urban or Rural

³ By comparison, the City of Austin has a goal of providing 0.024 acres per capita. Reference: <https://services.austintexas.gov/edims/document.cfm?id=226129>

⁴ Defined as those roads which are Functional Class 7

The calculated daily service volumes were compared against FHWA Guidelines for Signalized Highways, and Multilane Highways to calculate the Level of Service.

$$DSV \text{ (in passenger cars per day)} = \frac{DHV}{K * D * f_{HV}}$$

Where,

$$f_{HV} = \frac{1}{1 + 0.5 * T}$$

It was assumed that topographically, Eagle Pass was “plain” with no rolling hills or mountains.

Figure 6 shows the existing LOS on roads in Eagle Pass. As the figure shows, most of the roads are in the acceptable range in terms of traffic operations (LOS D or better).

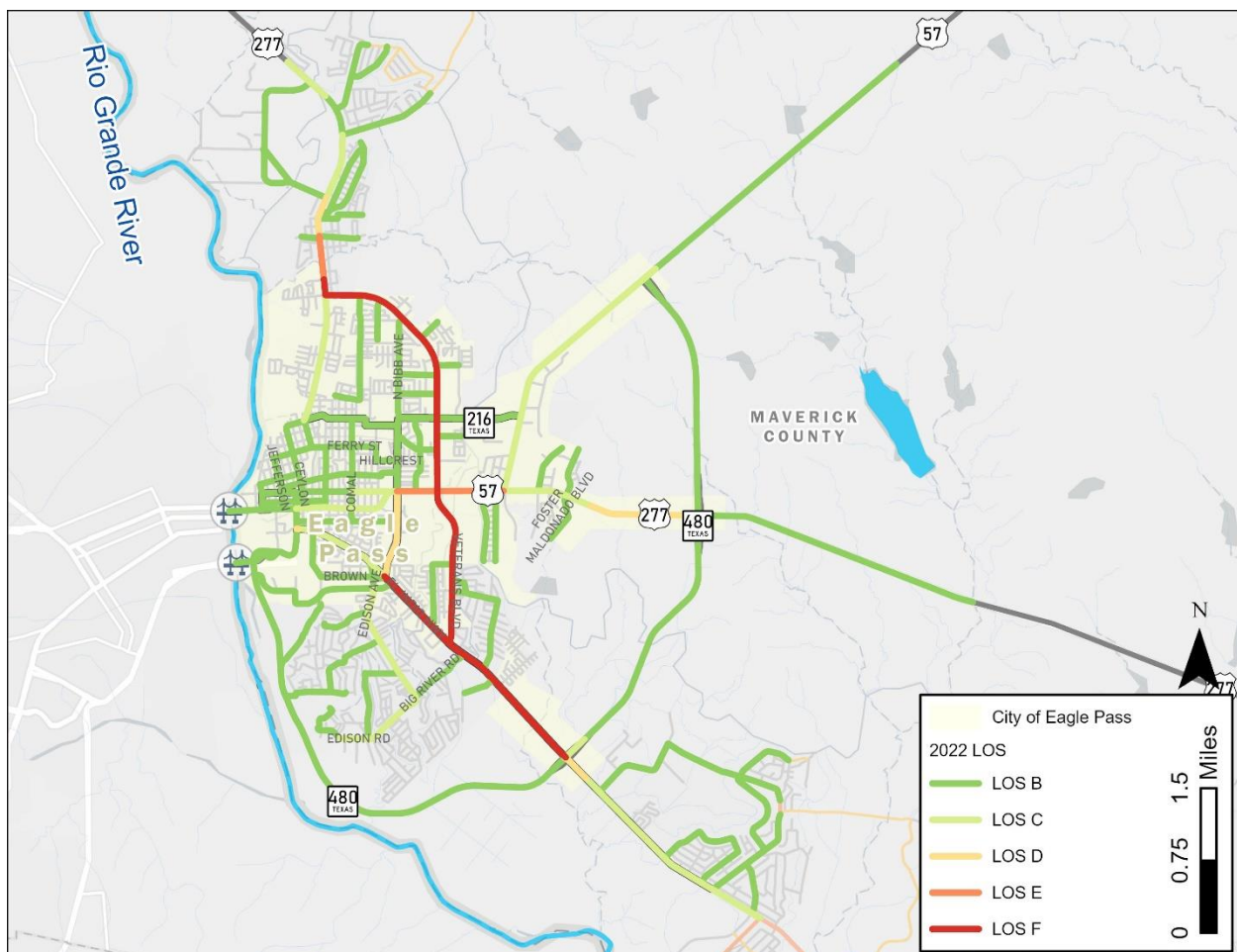


Figure 6: Existing Level of Service, Eagle Pass area (2022)

Route from FM 1021 via Veterans Blvd towards US 277 through the eastern end of the City of Eagle Pass is congested to unacceptable levels. Further, US 57 east of the Downtown area is also congested, especially due to turning traffic from Veterans Blvd. US 57 going northeastwards is reaching LOS C and is likely to fall further in terms of LOS if not mitigated. The figure provides the following takeaways:

- Alternative routes are needed for traffic heading in the north-south direction, without entering the City of Eagle Pass.
- Traffic operations on US 57 will need an upgrade since they are already at an LOS C.
- SL 480 will carry a lot of the future traffic since all new developments are likely to be built around it.
- Areas of safety concern, and those of poor traffic operations overlap.

Table 4 shows the total miles of LOS by roadway type. About 11.6 miles of roadways, or nearly 13% of all road network (except local streets) in the Eagle Pass area is operating at unacceptable levels. However, a further 15% is under LOS C and is poised to fall to unacceptable levels if nothing is improved. None of the roadways perform at LOS A. LOS B was the most common LOS found in the City of Eagle Pass on about 70% of the roadways.

Nearly three-fourths of all the unacceptable miles were operated on US and State Highways while one-quarter of arterial roadway miles were also operated at unacceptable level.

Table 4: Lengths of roadways (2022) by LOS and Roadway Type

Roadway Type	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	D+E+F
US/State Highways	0	20.9	8.3	1.5	1.6	4.6	7.7
Arterials	0	3.6	2.8	1.2	0	2.7	3.9
Major Collectors	0	19.5	2.8	0	0	0	0
Minor Collectors	0	22.2	0	0	0	0	0
TOTAL	0	66.2	13.9	2.7	1.6	7.3	11.6

3.3. Border Crossings

Eagle Pass features two international land border crossings that facilitate the movement of both passengers and freight. A third crossing exists exclusively for rail transport. The northern crossing is the Eagle Pass International Bridge I, while the southern is the Camino Real International Bridge. For the purposes of this report, these two land bridges will be referred to as EP-I and EP-II, respectively.

The configuration and other specifications of the two bridges are shown in **Table 5**. Those lanes marked with a strikethrough line indicates lanes were closed and no data about waiting times was available. Number in parenthesis indicates how many lanes were open.⁵

Table 5: Characteristics of Border Crossings in Eagle Pass

Bridges	Timings	Commercial	Passenger	Pedestrian
EP-I	7 AM – 11 PM	--	5 Lanes Total General READYLANE (4)	--
EP-II	24-Hours	1 Lane Total General (1) FAST	7 Lanes Total General (3) READYLANE SENTRI (1)	--

Figure 7 shows the delays experienced at the various lanes. This data was collected on 03/23/2023. It is clear that EP-II SENTRI maintained a significantly lower wait time than any other passenger crossing method despite having just one lane dedicated to it. On the contrary, READY Lanes for passengers on EP-I maintained 4 lanes and still experienced the highest delay of any crossing method of nearly one hour around 5 PM.

General lanes movement for commercial vehicles did not experience significant delays. As noted in **Table 5**, FAST Lanes for commercial vehicles had been closed at EP-II.

Data about pedestrian wait times in Eagle Pass was not available at the time of drafting this report, despite them not being marked as “closed.”

⁵ <https://bwt.cbp.gov/ViewAllPorts.html?com=1&pas=1&ped=1&plist=2303>

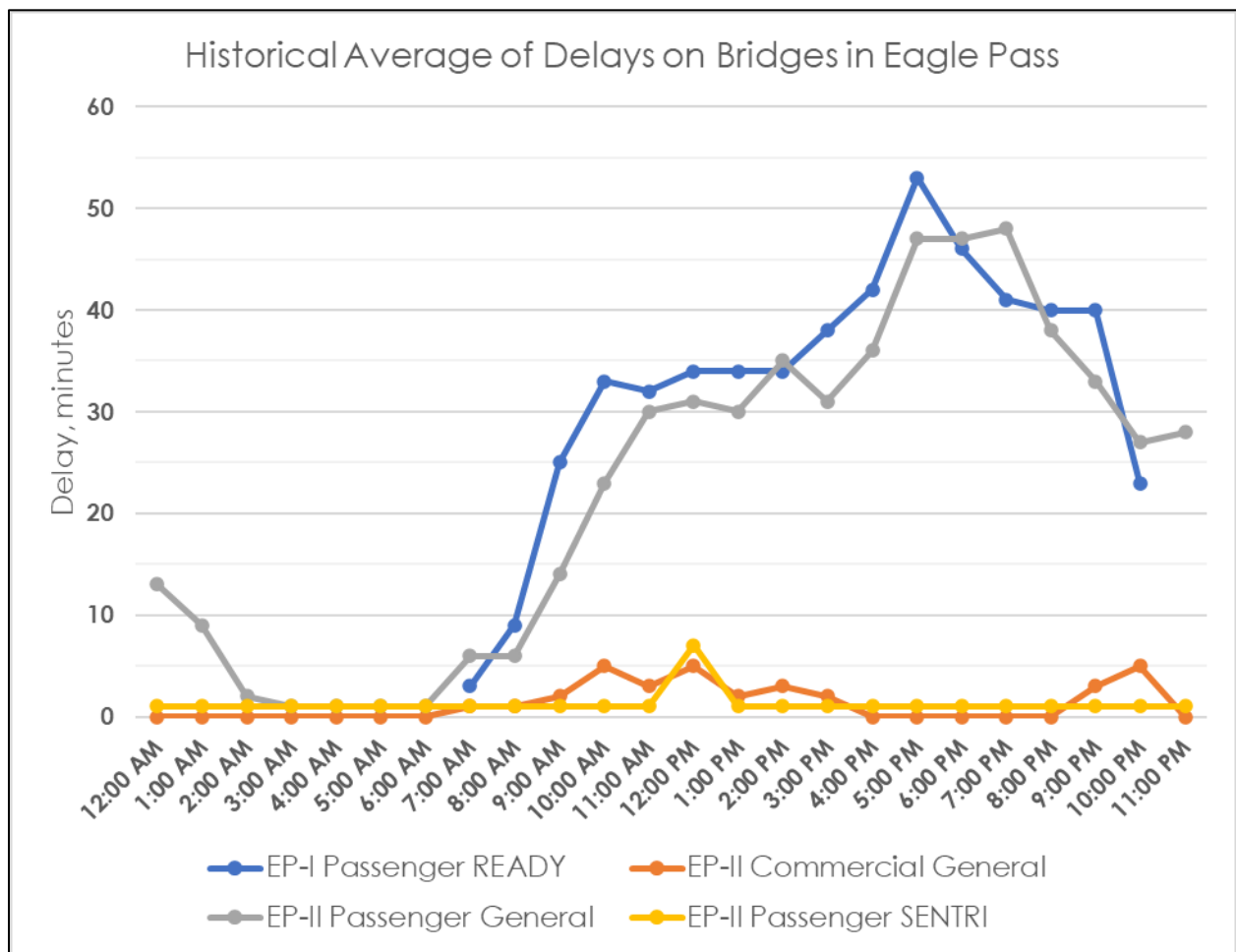


Figure 7: Delay in minutes at various Border Crossings in Eagle Pass

3.4. Traffic Safety

Crash data was collected for the years 2018 to 2022 for crashes reported within the City of Eagle Pass. **Figure 8** shows the distribution of all crashes in those five years. The figure shows a concentration of crashes at all the major intersections.

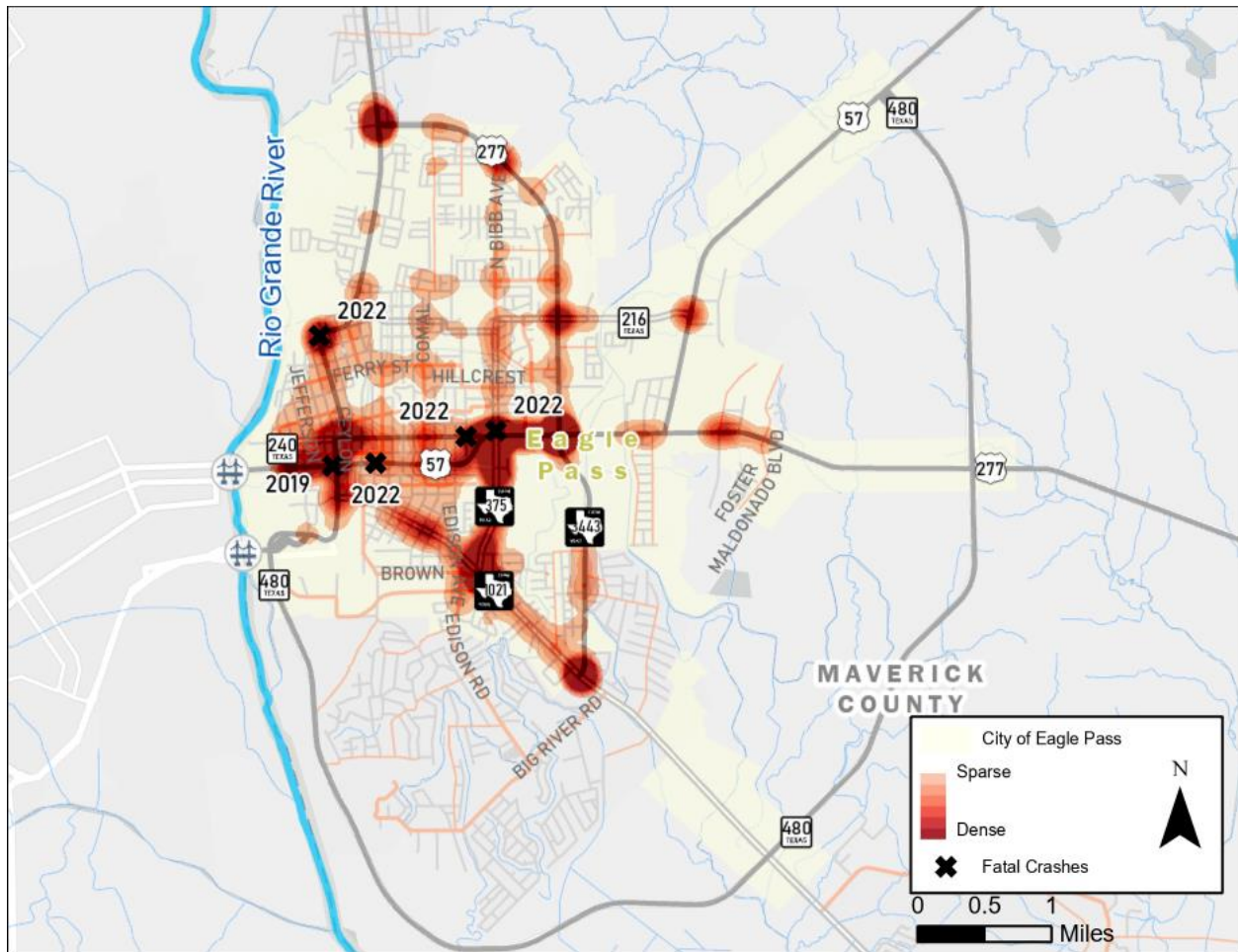


Figure 8: Heatmap of all crashes, 2018 - 2022.

Five fatal crashes occurred in the City within this 5 year span. However, four of those fatal crashes took place in 2022 alone, with one in 2019. Locations of all fatal crashes were within high density crash clusters. Crashes in the City could be divided into five clusters:

- South Cluster: The intersection of FM 1021 and FM 3443
- East Cluster: FM 375 from FM 1021 to US 57, and US 57 between FM 375 and US 277
- West Cluster/Downtown Eagle Pass: US 57 from Commercial St to Ceylon St. From **Figure 3**, it is known that roads in this cluster (Monroe St, W Main St, and Commercial St) are high truck usage roads, including a high number of multi-trailer-trucks.
- North Central Cluster: The intersection of Business US 277/N Ceylon St and 2nd St
- North Cluster: The intersection of Business US 277 and US 277/Veterans Blvd.

Other isolated clusters could be seen around all major intersections. The only exception was near interchanges/intersections along SL 480. This is due to a lack of development around the newly constructed road.

Table 6 shows the total number of yearly crashes in the City from 2018 to 2022, the crash rate, and its comparison with the statewide average crash rate. Crash Rate is reported as the number crashes per 100 million vehicle miles travelled. The Crash Rate in Eagle Pass was found to be 100% higher than that of the statewide average.

Table 6: Crash Rate in Eagle Pass 2018 - 2022

Year	Crashes	Daily VMT	Crash Rate	Statewide Average ⁶
2018	825	505,648	447	227
2019	952	533,916	488	231
2020	642	488,687	360	190
2021	854	503,480	465	224
2022	860	542,704	434	224
TOTAL	4133	514,887	440	219

Table 7 below shows that crashes increased by 4.2% over the last five years. However, this growth was not equally spread-out when crashes were disaggregated by severity. **Table 7** also shows the count and change in crash numbers by severity.

Table 7: Distribution of crashes by Year, and Crash Severity 2018 - 2022

Year	2018	2019	2020	2021	2022	Change
Fatal (K)	0	1	0	0	4	+300%
Suspected Serious Injury (A)	7	7	6	9	7	0%
Non-Incapacitating Injury (B)	7	10	6	27	27	+286%
Possible Injury (C)	152	130	120	143	142	-7%
Property Damage Only (O)	637	777	482	623	603	-5%
Others/Unknown (U)	22	27	28	52	77	+250%
TOTAL	825	952	642	854	460	+4%

While all crashes grew 4% between 2018 and 2022, the largest percentage increase was from fatal crashes with 80% of all fatal crashes occurring in just 2022. Non-incapacitating crashes also grew 3.5 times between 2018 and 2022. Non-injurious crashes (O type) fell 5% but still made up the largest proportion of all crashes (76% of all crashes).

⁶ Statewide Average is the average for non-Interstate Crash Rates for Urban areas.

Given that the City observed a lot of heavy vehicle traffic from freight movement across the border, **Table 8** shows the breakdown of crashes by severity, and by vehicle type. Commercial vehicles only contributed to 4% of all crashes, whereas passenger vehicles contributed to 96%. Besides, none of the fatal crashes involved a commercial vehicle. Finally, while there was a 12% reduction in crashes involving commercial vehicles, there was a 4% increase in those involving passenger vehicles, with the most increase coming from injurious crashes.

Table 8: Distribution of Crashes by Severity, and Commercial Vehicle Involvement 2018 - 2022

Year	Passenger Cars	Change (2018 – 2022)	Commercial Vehicles	Change (2018 – 2022)
Fatal (K)	5	+400%	0	--
Suspected Serious Injury (A)	35	0%	1	--
Non-Incapacitating Injury (B)	74	+271%	3	+100%
Possible Injury (C)	655	-5%	32	-50%
Property Damage Only (O)	2993	-5%	129	-12%
Others/Unknown (U)	205	+245%	1	100%
Total	3967	+5%	166	-12%

Figure 9 shows the distribution of crashes involving commercial vehicles. Three major intersections where crashes involving commercial vehicles were identified. All three regions were recognized as being in one of the five clusters identified earlier.

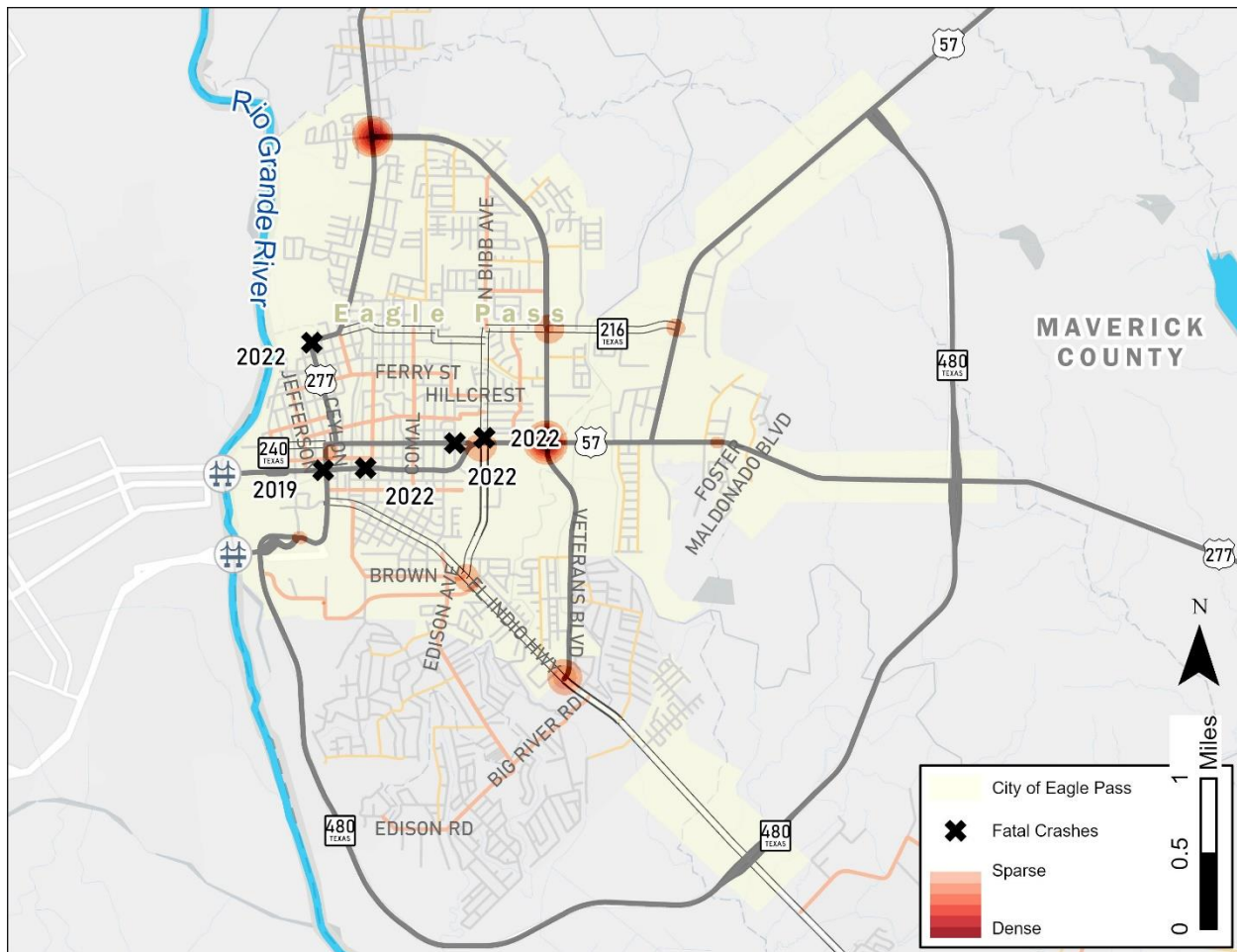


Figure 9: Heatmap of Commercial Vehicle Crashes 2018 - 2022

Most of the pedestrian activity in Eagle Pass is centered around the commercial areas near Main St, Bibb Ave, El Indio Highway and Veterans Blvd. High pedestrian activity can also be observed in Downtown Eagle Pass and EP-I. **Table 9** shows crashes involving pedestrians and bicyclists.

Table 9: Crashes Involving Pedestrians/Bicyclists 2018 - 2022

Year	Driveway	Intersection	Intersection Related	Non-Intersection	Total
Pedestrian	1	2	16	15	34
Cyclist	0	3	6	1	10
Total	1	5	22	16	44

A further analysis of trends shows that while crashes involving cyclists reduced to 0 in 2023 after peaking at 4 in 2019, those involving pedestrians rebounded after the COVID-19 pandemic. Pedestrian related crashes peaked in 2018 at 9

crashes, then reduced to 3 in 2020 before returning to 9 in 2023. **Figure 10** shows the spatial distribution of these crashes.

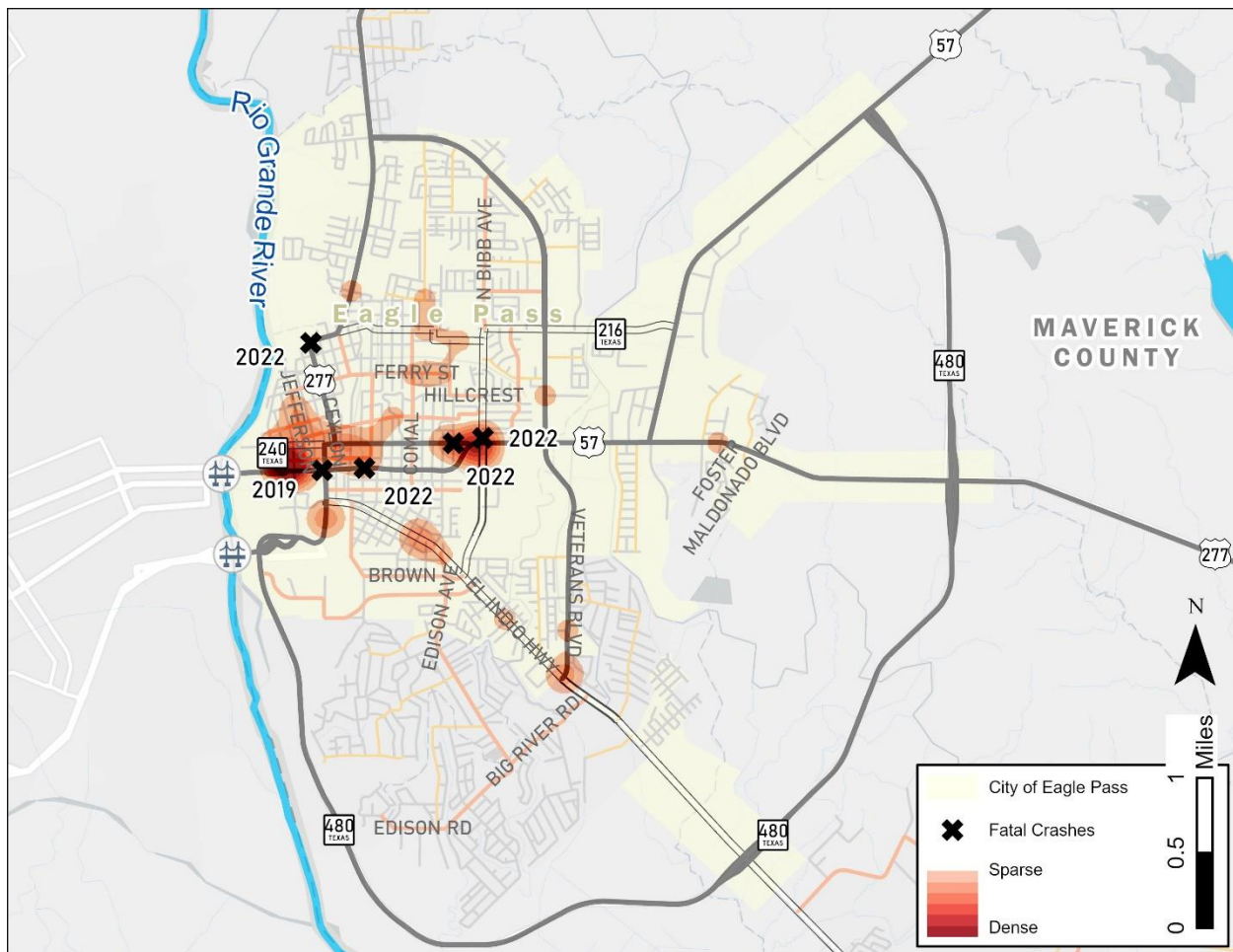


Figure 10: Heatmap of Bike/Ped related crashes 2018 - 2022

Two following clusters emerge from the analysis:

- Western Cluster: around US 57 and Commercial St
- Eastern Cluster: around US 57 and Main St near FM 375

A significant number of crashes were also found distributed around Jefferson St. **Table 10** shows important points of interest around both clusters. In nine out of 12 locations, no crosswalk was available for pedestrians to cross the road. However, sidewalks were mainly present around such points of interest. Per 2022 American Community Survey (administered by the US Census), 936 of 9,150 households in Eagle Pass did not own a vehicle.⁷

⁷ ACS 2022 Table 08201 for Eagle Pass city

Table 10: Points of Interest in Bike/Ped Crash Clusters

Cluster	Points of Interest	Presence of Sidewalks	Presence of Crosswalks
Western Cluster	Shelby Park	No	No
	Our Lady of Refuge Church	Yes	Yes
	San Juan Park	Yes	No
	Eagle Pass City Hall	Yes	No
	Eagle Pass ISD Center	No	No
	EP Police Department	Yes	No
Eastern Cluster	Maverick County Park	Yes	No
	IBC Bank	Yes	Yes
	H-E-B	Yes	Yes
	US Post Office	Yes	No
	Consulate General of Mexico	Yes	No
	Colegio Biblico	No	No

It can also be seen that crashes involving pedestrian were clustered around locations of public schools.

Finally, the study examined causes and types of collision in the City. **Table 11** shows both the type and related contributing factor ranked by cumulative injury – which is a product of the total number of injuries and the total number of crashes causing those injuries – for every combination of type of collision and contributing factor. The top ten combinations of types of collision and contributing factors contributed to 88% of cumulative injuries in the City.

Table 11: Crashes by Type of Collision, and Contributing Factor

Rank	Type of Collision	Contributing Factor	# Crashes	# Injuries
1	REAR END	DRIVER INATTENTION	487	159
2	REAR END	FOLLOWED TOO CLOSELY	270	87
3	TURNING	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	137	95
4	REAR END	FAILED TO CONTROL SPEED	137	54
5	ANGLE	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	110	66
6	REAR END	OTHER (EXPLAIN IN NARRATIVE)	99	42
7	TURNING	DRIVER INATTENTION	120	34
8	SIDESWIPE	CHANGED LANE WHEN UNSAFE	119	19
9	TURNING	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	85	24
10	REAR END	DRIVER INATTENTION; FAILED TO CONTROL SPEED	72	23

Five of the ten highest-risk types of collisions were rear ends due to several reasons. The most common reason for rear ends was driver's inattention. Driver's inattention was also a primary responsible factor for turning vehicles involved in collisions.

4. Known Developments in Eagle Pass

In the process of compiling this report, six developmental plans were submitted to the study team. They are:

- DIP Ranch Scenario 2
- Sul Ross State University Campus
- Levine Industrial
- Winn North
- Winn South
- Empire Industrial

Figure 11 shows their relative placements on a map. Nearly all the developments are expected around SL 480 throughout its length.

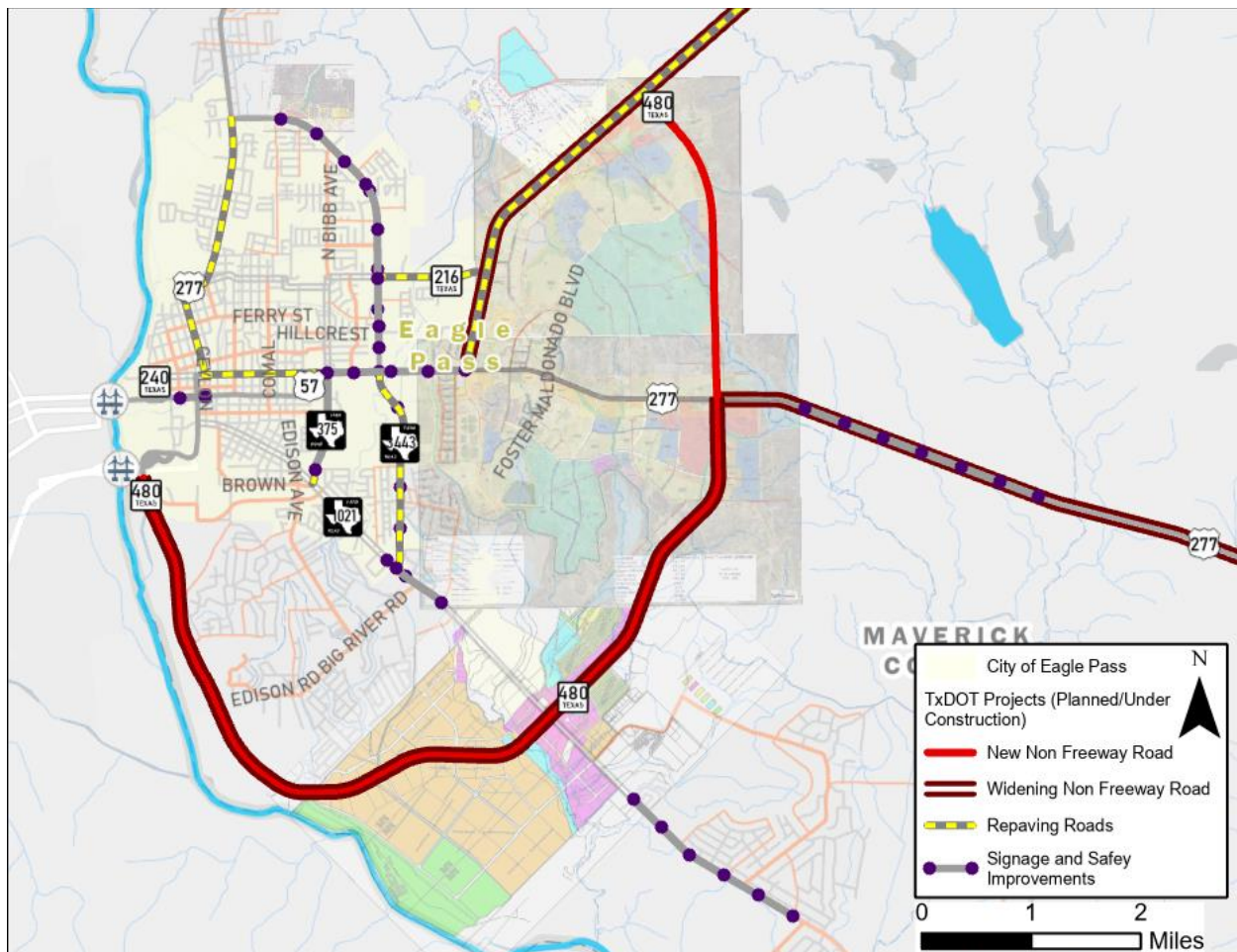


Figure 11: New Developments in the City of Eagle Pass

Table 12 shows the land use types associated with each development.

Table 12: Distribution of Land Use Types in New Developments

Land Use Type	DIP Ranch Scenario 2	Sul Ross State University	Levine Industrial	Winn North	Winn South	Empire Industrial
Single Family Residential	59 lots			1,269 lots	998 lots	720 lots
Multi-Family Residential	3.3 ac			4,778 ac	3,178 lots	24 ac
Large-Lot Residential				73 lots	202 lots	
Commercial	6 ac			144 ac	135 ac	310 ac
Hotels	7 ac					
Industrial			88 ac	71 ac	154 ac	1,148 ac
School/Institutional		99 ac			15 ac	
Parks/Open Space	9 ac			240 ac	121 ac	360 ac

Eagle Pass is experiencing substantial growth and that is expected to continue in the coming years. Currently there are development plans that include 3,046 new single-family residential lots, nearly 5,000 acres of multi-family housing, and close to 300 large residential parcels. All of which are expected to generate additional trips which will impact the City's roadway system and increase traffic volumes.

In addition, nearly 600 acres of commercial space including retail centers and hotels are planned for the outskirts of the city. Additionally, over 100 acres will be dedicated to new schools and tertiary education facilities. Another major drive of future trips will be the addition of approximately 1,500 acres of industrial development, which will attract both workforce and freight movement.

While parks and open spaces are also part of the city's expansion, they are not expected to generate new trips. Instead, these areas are assumed to divert trips that would otherwise occur elsewhere, serving more as recreational alternatives than trip generators.

Recognizing all the changes that are programmed to come to Eagle Pass, TxDOT has also been planning projects to improve traffic conditions in and around the City. **Figure 12** shows a list of all TxDOT projects that are under consideration and construction.

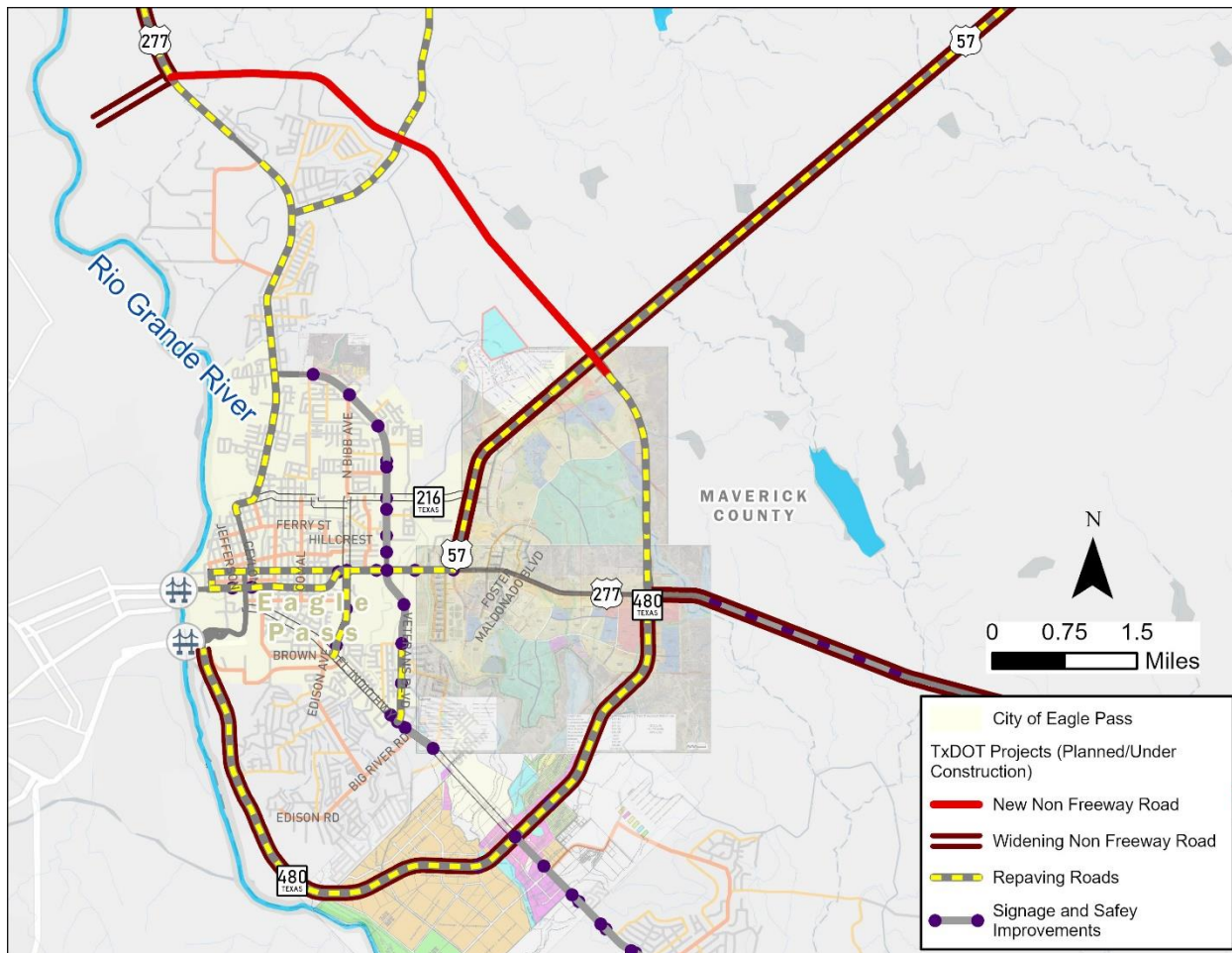


Figure 12: TxDOT Projects in the Eagle Pass area.

The only project which was designed to relieve congestion has been the construction of SL 480 (which has been completed to the limits shown in **Figure 12** as of 2025) and at a later stage, the widening of SL 480 to carry more vehicles. This widening will be accompanied by the widening of US 277 outside of SL 480. In addition, the extension of SL 480 is planned to begin within the next 4 years to connect US 57 with US 277 near the Hopedale area via SL 480.

It can also be seen that those roads that are slated for repaving or other surfacing improvements are also those that are currently carrying a lot of truck traffic.

Safety improvements are also being considered, especially on roads in the part of the South Cluster, and East Cluster as identified in Section 3.4.

5. Forecast Travel Demand

5.1. Trip Generation

Using the Institute of Traffic Engineer's Trip General Manual, new trips that would be generated from all the new development projects were estimated. **Table 13** shows the codes used for various land uses as described in **Table 12** to calculate new trips that would be generated assuming all the projects are developed as cited in the drawings made available to the study team.

Table 13: ITE Trip Generation Codes for Future Trips

Land Use Type	ITE Trip Generation Code
Single Family Residential	215
Multi-Family Residential	220
Large-Lot Residential	215
Commercial	820
Hotels	310
Industrial	140
School/Institutional	540
Parks/Open Space	411

Using the appropriate specification from the codes identified in **Table 13**, the total number of trips generated by each of the projects are listed in **Table 14**.

Table 14: Estimation of Trips from New Developments

Land Use Type	New Trips
DIP Ranch Scenario 2	6,038
Sul Ross State University Campus	2,081
Levine Industrial	3,321
Winn North	69,731
Winn South	65,502
Empire Industrial	122,422
TOTAL	269,095

All these new trips are assumed to be realized in 2045.

5.2. Background Traffic Growth

It is assumed that traffic in the City grows by 2% every year and will continue to grow at this rate until 2045. 2% was selected as the minimum growth rate for cities in Texas. Data from counters from the Traffic Counts Database System, however, revealed that traffic in Eagle Pass grew between 7% and 36% over the

last five years. This increase in traffic could be attributed to the increased presence of National Guard, State Agencies and other border safety initiatives that Texas and the United States are undertaking. However, over the course of the past couple of years the presence has fluctuated and cannot be expected to be permanent. With that in mind, along with the wide range of perceived growth and a lack of corroborative data our team utilized 2% as the background growth.

5.3. 2045 Traffic Volume Estimates

To estimate the traffic conditions in 2045, the 2% traffic growth percentage was applied from the baseline year (2022) through 2045, and traffic from all the new trips as estimated from **Table 14** were added. This new traffic was then distributed on all the roads (except local streets since they do not provide through connections) to estimate the volume of traffic in 2045.

Figure 13 shows the process used to convert trips into new traffic.

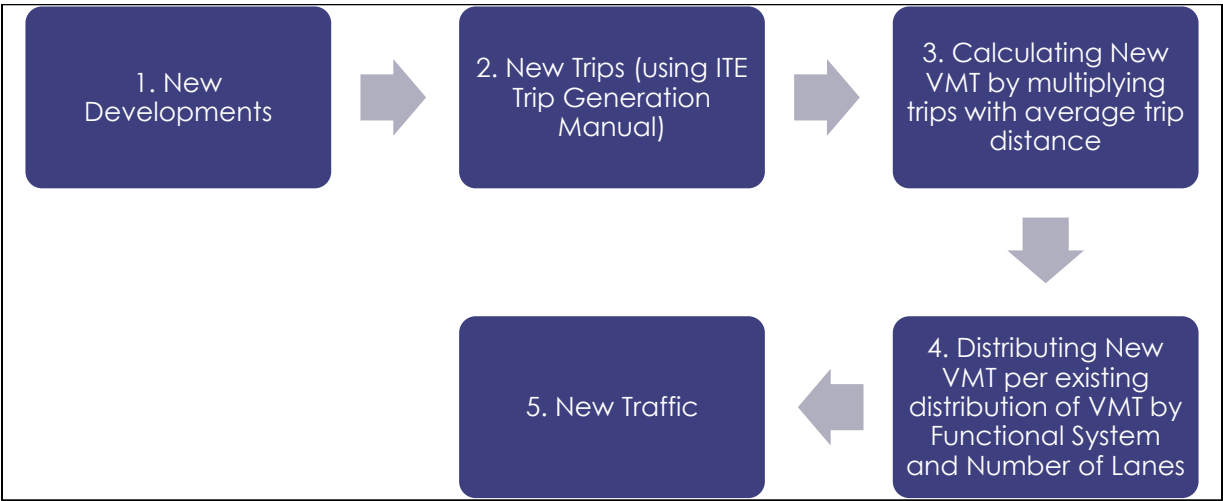


Figure 13: Steps to estimate Future Traffic (2045)

Section 4 and **Table 14** have discussed details about the first two steps described in **Figure 13**. For Step 3, the average distance travelled between from home to work, and work to home was estimated using the US Census' Longitudinal Employment Household Dynamics (LEHD) survey data for 2022. **Table 15** shows the average trip distance by development.

Table 15: Average Trip Distance for Future Trips

#	Development Project	New Trips	Distance (Home to Work), mi	Distance (Work to Home), mi
1	DIP Ranch Scenario 2	6,038	26.24	18.41
2	Sul Ross University Campus	2,081	26.24	18.41
3	Levine Industrial	3,321	26.24	18.42
4	Winn North	69,731	26.24	18.42
5	Winn South	65,502	26.07	21.11
6	Empire Industrial	122,420	26.60	15.95

For Step 4, the new VMT was distributed on the roadways using existing (2022) distribution of VMT. This is under the assumption that roads that are attractive to trips now will continue to remain attractive in the future. **Table 16** shows the distribution of future VMT on roadways based on their function, and number of lanes.

Table 16: Distribution of New Development VMT on Roadway Network

Function Class ↓ / # Lanes →	2	4	6	TOTAL
US/State Highways	16%	37%	2%	55%
Arterials	2%	24%	0%	26%
Major Collectors	12%	2%	0%	14%
Minor Collectors	4%	1%	0%	5%
TOTAL	34%	65%	1%	100%

5.4. Scenario Generation

Given the large amount of new development and the uncertainty of estimating the future distribution of housing demand and supply in the City, various scenarios of future traffic were estimated based on the average trip distance. This step was deemed necessary because of the following factors:

- Low validity of the US Census' LEHD data: The data collection in areas near the international border was deemed to be less efficient by the study team.
- In consistency of the average distance “to” and “from” work: From **Table 15**, the average distance “to” work was found to be nearly 26 mi but the average distance “from” work was found to be 18 mi.
- Uncertainty in judging the accurate distribution of housing in the future: The uncertainty would be driven by the continuing development of new subdivisions around the newly built SL 480.
- Potentially reducing the average trip distance in the future: Four of the six new developmental plans submitted for this study contained some “mixed”

residential development as well. Therefore, the future average trip distance would be likely to reduce, given that “mixed” development would generally reduce the average trip distance.

Based on these arguments, the study assumed the following three average trip distances to calculate future traffic: 18 mi/trip, 15 mi/trip, and 10 mi/trip.

Additionally, a fourth scenario was developed based on insights from LEHD data, which revealed a significant number of trips associated with the City begin and end outside its boundaries. Specifically, 66% of residents commute to jobs located outside the City, while 36% of individuals employed within the City reside elsewhere. To account for this dynamic, a “Reduced VMT” (Vehicle Miles Traveled) scenario was introduced, reflecting a lower overall trip volume. As discussed in **Table 12** above, some land use types were deemed to generate traffic, and some to attract traffic. Using that information, and data about trips leading to and heading out of the City, **Table 17** shows the estimation of trips for the “Reduced VMT” scenario.

Table 17: Inflow-Outflow Analysis for "Reduced Trips" Scenario

Inflow – Outflow Analysis	Trips	Living IN; Working OUT of the City	Working IN; Living OUT of the City
New Residential	65,639	-66%	
New Jobs	119,314		-36%
Reduced Trips	148,952		

The average trip distance for the “Reduced Trips” scenario was assumed to be 15 mi. In summary, the four scenarios for estimating future traffic operations were:

- Scenario #1: All trips, 18 mi per trip
- Scenario #2: All trips, 15 mi per trip
- Scenario #3: All trips, 10 mi per trip
- Scenario #4: Reduced trips, 15 mi per trip

6. Future Traffic Operations

Using the scenarios as developed in Section 10, LOS were calculated as mentioned in Section 3.2. In this section, four maps (**Figure 15, Figure 16, Figure 17, and Figure 18**) show the evolution of traffic in Eagle Pass in the future. Each map is corresponding to a table (**Table 18, Table 19, Table 20, and Table 21**) that provides information about the total length of roadways by LOS and roadway type.

It may be noted that in going from Scenario 1 to Scenario 4, the total VMT decreases in this fashion:

- Scenario 1 to 3 – Reduction in average trip distance from 18 mi to 10 mi
- Scenario 4 – Reduction in total number of trips (due to the Inflow-Outflow Analysis)

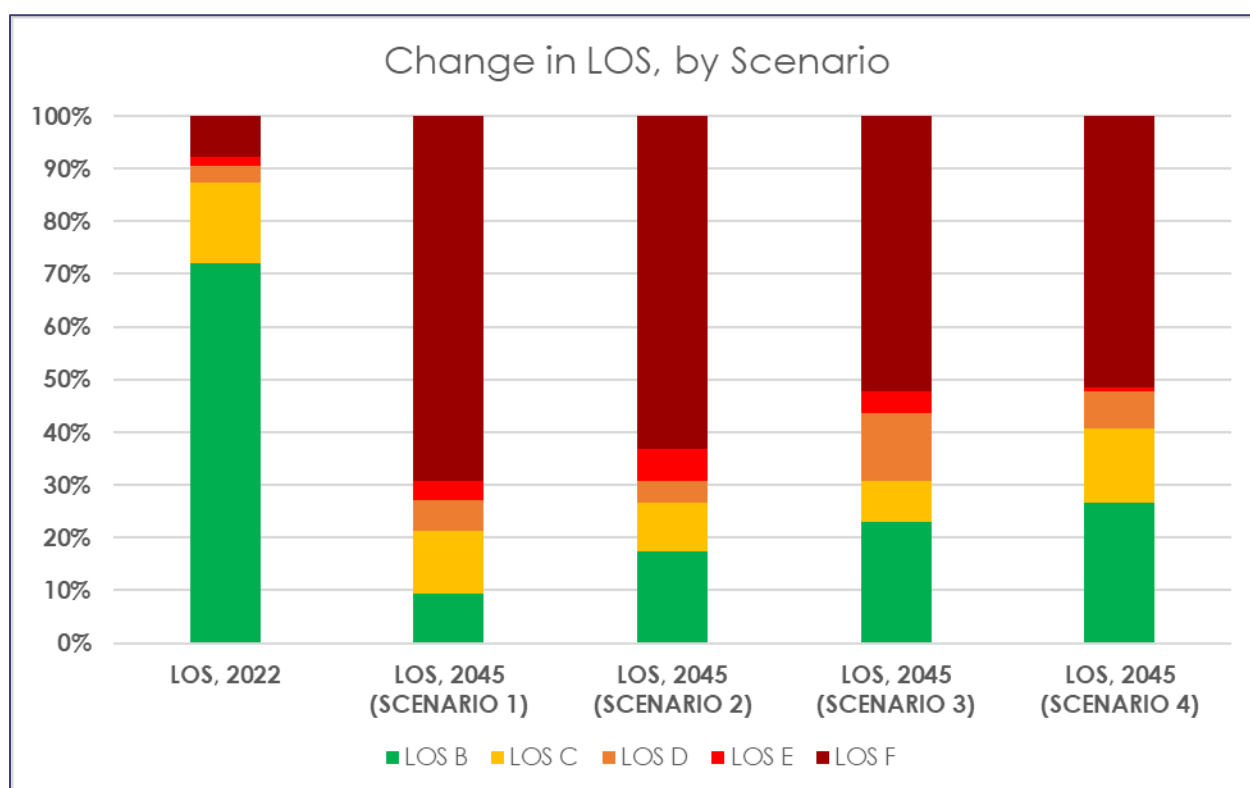


Figure 14: LOS, by Scenario; Existing versus Future

Figure 14 shows a summary of LOS by scenario. In the 18 mi per trip under Scenario 1 (which is the average trip distance, currently) for the future, nearly 80% of the roadways are expected to function at an unacceptable LOS (D or worse). However, by reducing the average trip distance from 18 mi to 10 mi, this number reduces to 70%. Furthermore, it is critical to note that LOS F roadways could be reduced from 70% to 50% by achieving following improvements:

- Construction of new housing closer to new commercial and industrial spaces.
- Creation of new routes that provide new radial and circumferential routes.
- Establishment of special districts dedicated for specific industries and creation of alternative modes of transportation within those districts to reduce personal vehicle usage.

If one assumes an average trip distance of 15 mi, the resulting reduction of trips would also decrease the number of LOS E and F roads from 70% to 50%. Besides, the number of roads with LOS B would also increase from 15% to 25%.

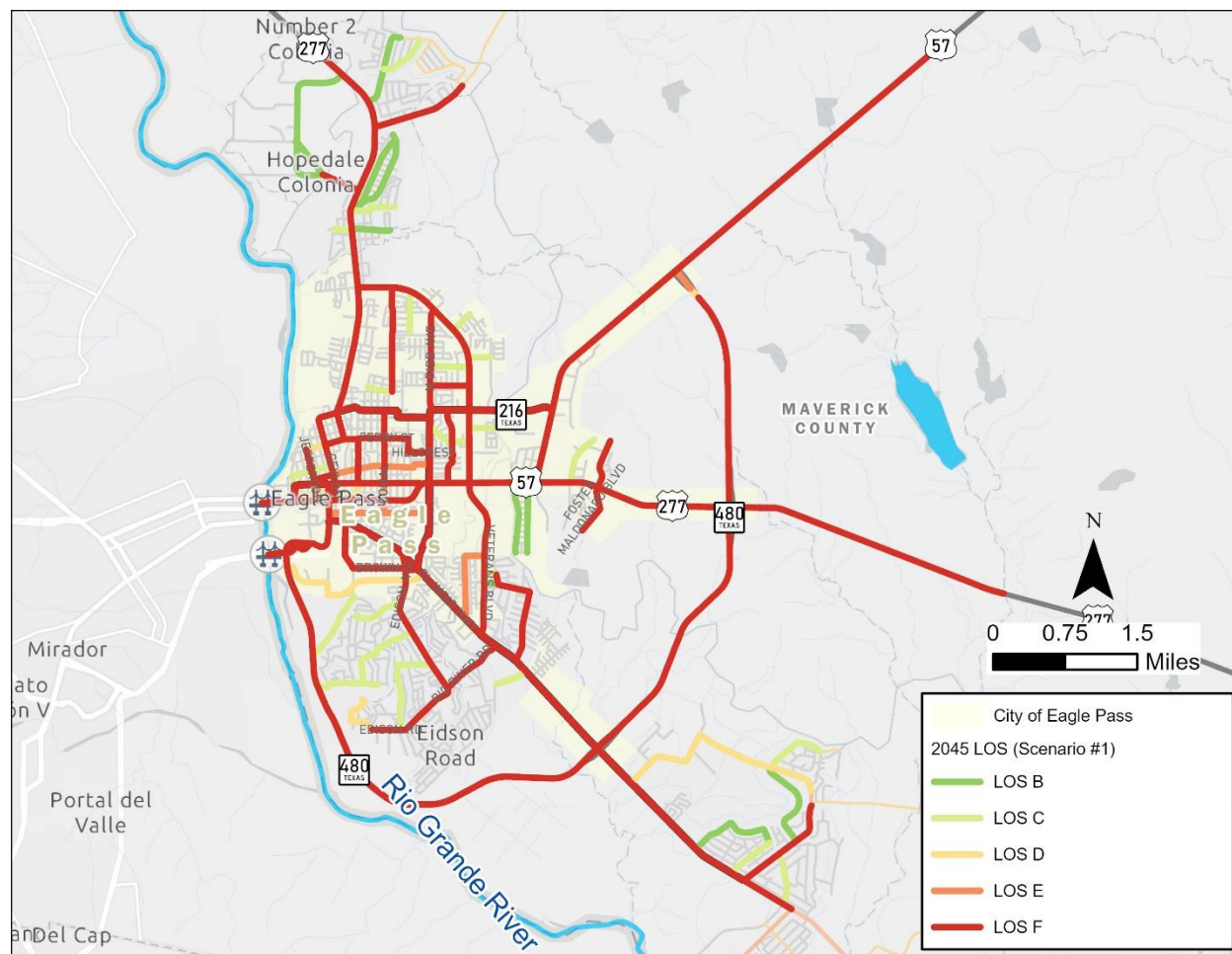


Figure 15: Level of Service in 2045, Scenario #1

Table 18: Distribution of LOS, Scenario 1

Roadway Type	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	D+E+F
US/State Highways	0	0	0	0.1	0.2	36.6	37.0
Arterials	0	0	0	0	0	10.3	10.3
Major Collectors	0	1.7	0.8	5.3	2.3	12.3	19.9
Minor Collectors	0	7.0	10.0	0	0.8	4.3	5.2
TOTAL	0	8.7	10.8	5.4	3.3	63.5	72.3

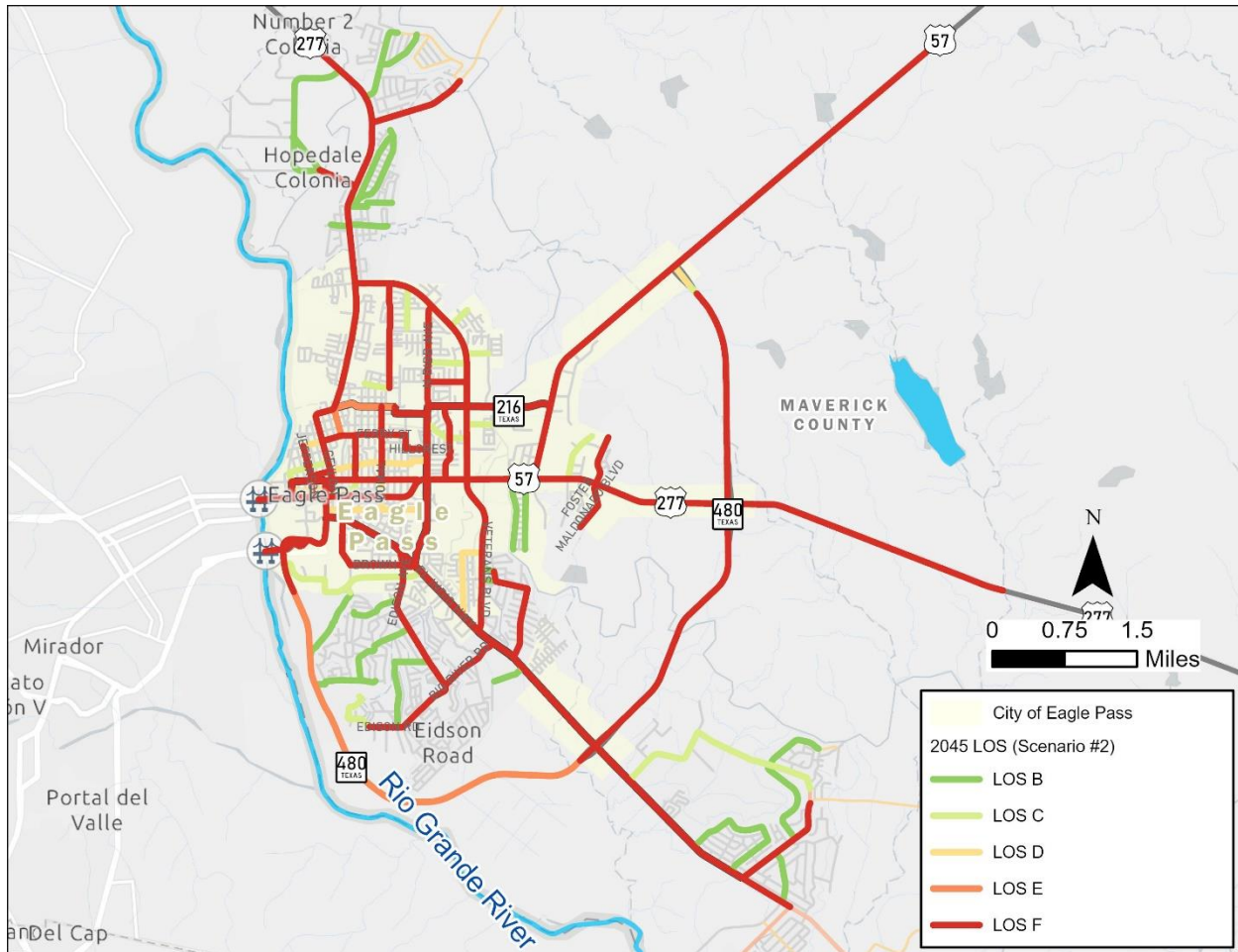


Figure 16: Level of Service in 2045, Scenario #2

Table 19: Distribution of LOS, Scenario 2

Roadway Type	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	D+E+F
US/State Highways	0	0	0.1	0.2	4.5	32.1	36.9
Arterials	0	0	0	0	0.7	9.6	10.3
Major Collectors	0	1.7	5.6	2.8	0.3	12.0	15.1
Minor Collectors	0	14.2	2.8	0.8	0	4.3	5.2
TOTAL	0	15.9	8.5	3.9	5.5	58.1	67.4

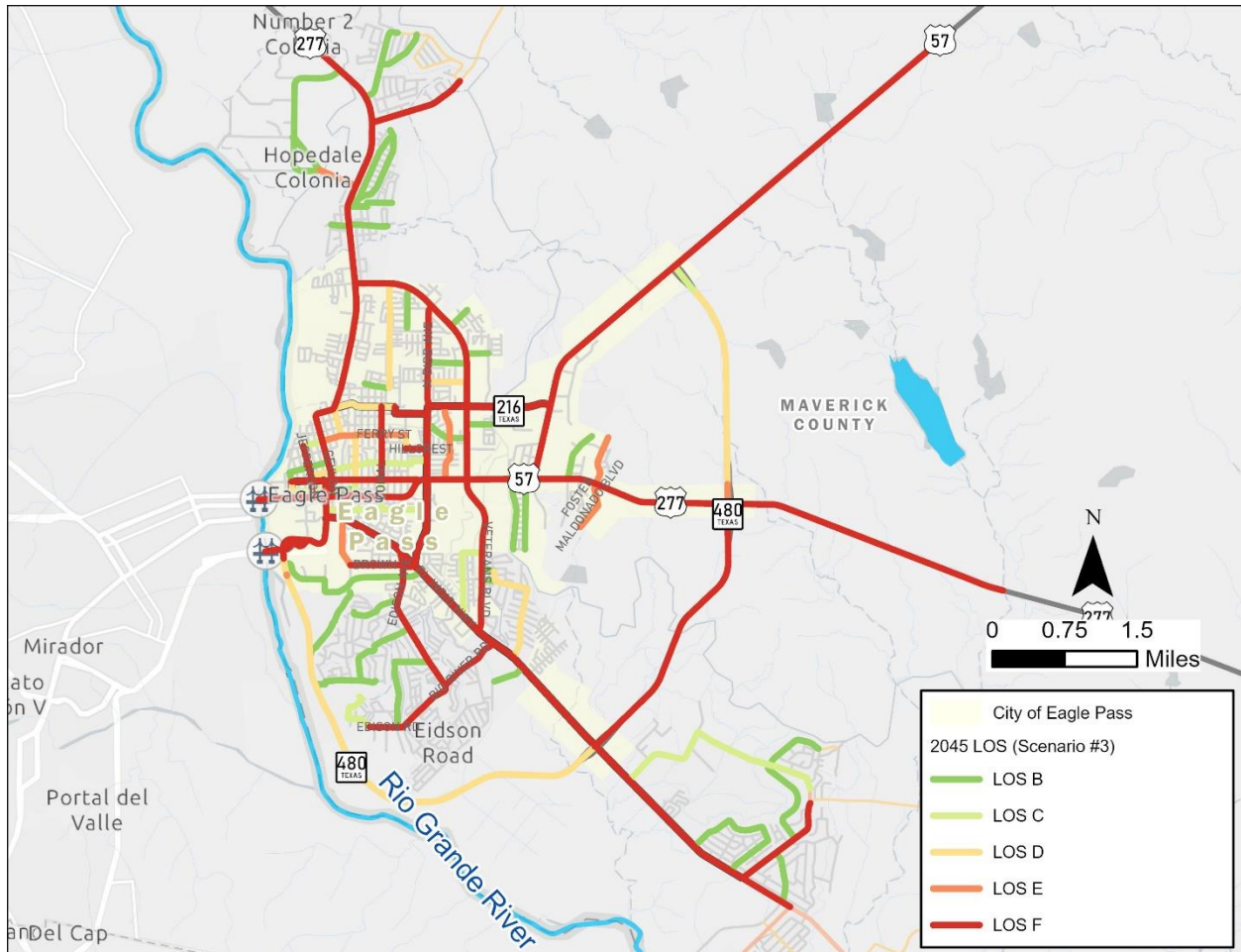


Figure 17: Level of Service in 2045, Scenario #3

Table 20: Distribution of LOS, Scenario 3

Roadway Type	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	D+E+F
US/State Highways	0	0	0.4	7.1	0.2	29.3	36.6
Arterials	0	0	0	0.8	0	9.5	10.3
Major Collectors	0	4.2	5.9	1.5	2.6	8.2	12.3
Minor Collectors	0	17.0	0.8	2.2	1.0	1.0	4.3
TOTAL	0	21.2	7.1	11.7	3.8	48.0	63.5

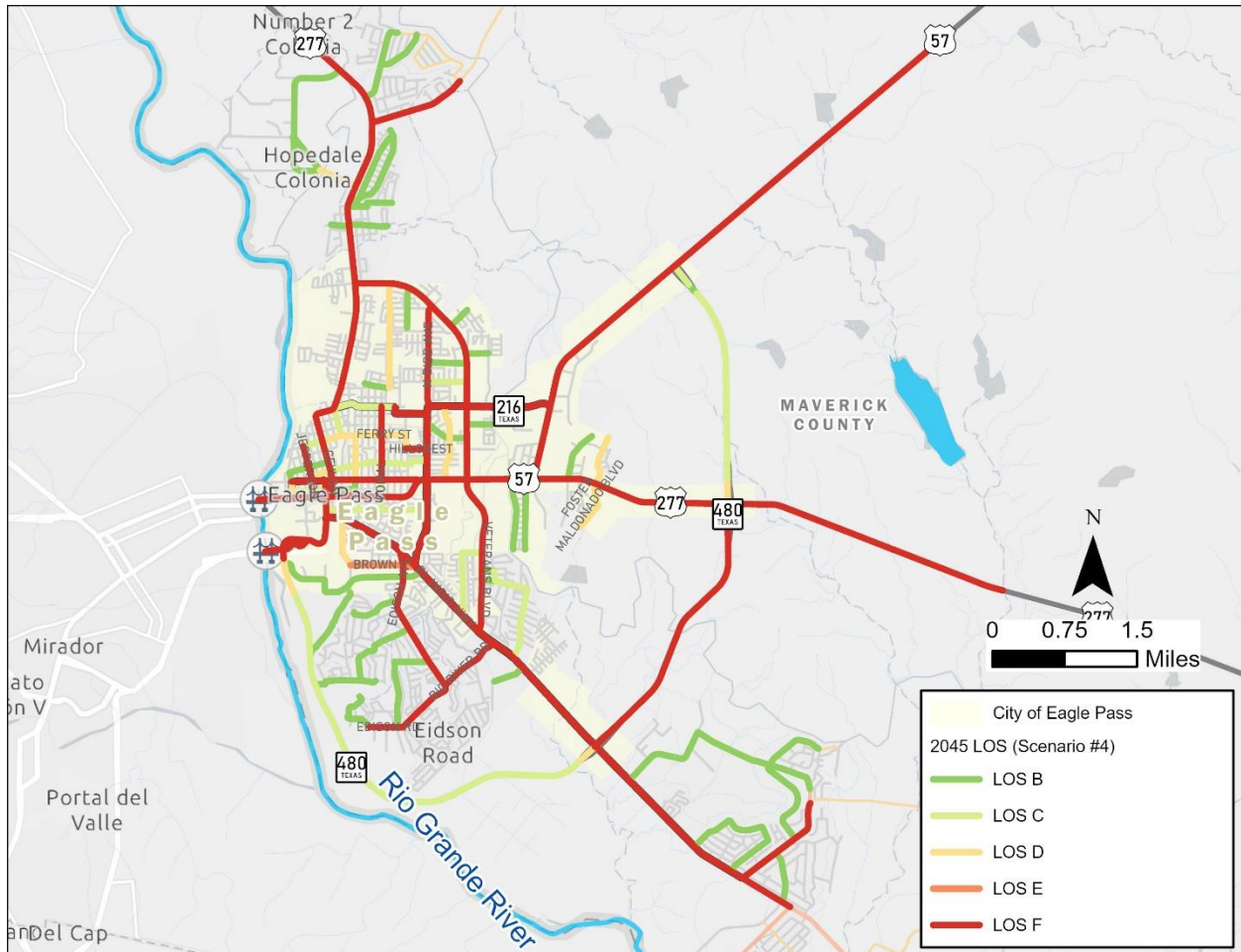


Figure 18: Level of Service in 2045, Scenario #4

Table 21: Distribution of LOS, Scenario 4

Roadway Type	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	D+E+F
US/State Highways	0	0.1	6.8	0.8	0	29.3	30.1
Arterials	0	0	0.7	0.2	0	9.5	6.9
Major Collectors	0	7.2	3.5	3.4	0.7	4.5	11.6
Minor Collectors	0	17.0	2.0	2.1	0	1.0	3.2
TOTAL	0	24.4	13.0	6.5	0.7	47.3	54.4

Figure 19 shows locations of new thoroughfares and local streets that were proposed by the 2018 Thoroughfare Plan. All the routes proposed in the plan were implemented and constructed. **Table 22** shows how the LOS has evolved only on the roads proposed by the 2018 Comprehensive Master Plan. Unacceptable LOS (D or worse) reduces from 11 mi to 5.8 mi between Scenario 1 and 4. This is a reduction of 32%. Generally, LOS B and C are rated in a higher proportion of the roadways than the overall network in general.

Table 22: Evolution of LOS on 2018 MTP Thoroughfares

Scenario #	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	D+E+F
Scenario 1	0	3.0	2.7	4.0	0	7.0	11.0
Scenario 2	0	5.1	4.7	0	0	7.0	7.0
Scenario 3	0	7.4	2.3	1.2	0.4	5.4	7.0
Scenario 4	0	9.8	1.2	0.4	0	5.4	5.8

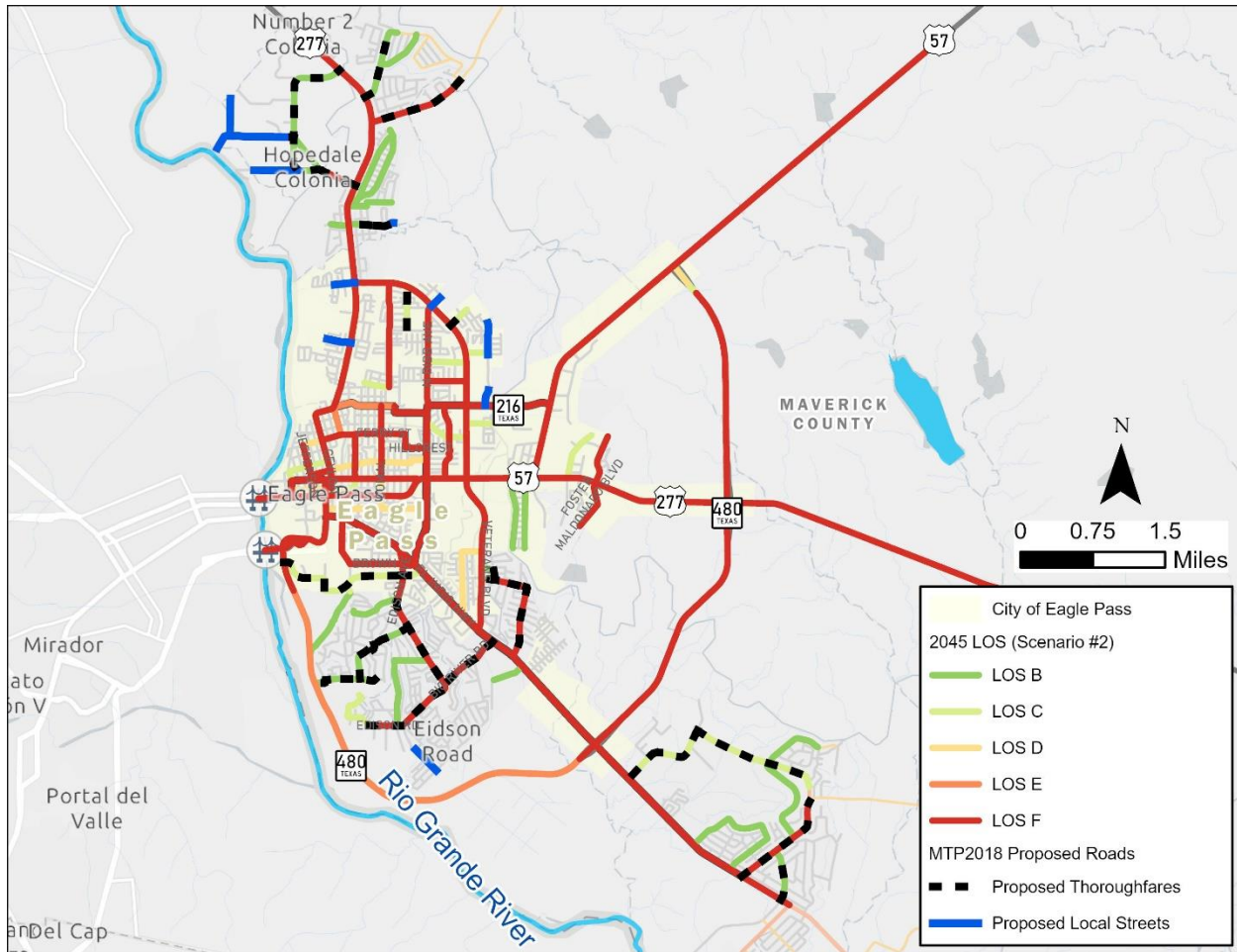


Figure 19: LOS 2045 (Scenario #2) with Proposed Changes from 2018 Thoroughfare Plan

7. Recommendations

Based on all the discussion in Section 6, this section provides recommendations that the City can take into consideration for the future.

7.1. Short-Term

Table 23 provides a list of the short-term improvements to enhance traffic safety and operations in the City.

Table 23: Short-Term Mobility Strategies for CoEP

#	Recommendation	Intended Benefits
1	Implement speed reduction strategies along FM 1021, FM 375	Speeding is a leading cause of rear-end crashes. Implementing speed reduction strategies is likely to reduce rear end crash frequency. Options include constructions of crosswalks, raised crosswalks, and roundabouts.
2	Reroute truck traffic from Downtown Eagle Pass	Pedestrian related crashes occur in the same area near EP-I where routes have high percentage of vehicles. Removing those trucks will reduce bike/ped related crashes.
3	Improve signage and pavement markings (SPM)	"Driver Inattention" was one of the leading causes of traffic incidences. By improving SPM on roads, this cause can be addressed.
4	Reroute movement of flammable materials along SL 480	By designating SL 480 as a Hazardous Material Route, traffic carrying natural gas/oils will move travel away from the City.
5	Investigate the installation of Pedestrian Hybrid Beacons (PHBs)	Installation of PHBs near schools and the Mall de las Aguilas will improve pedestrian safety since "Driver Inattention" was found to be a leading cause of crash.
6	Improve Transit Facilities	Improving transit to reduce vehicular demand and improve traffic operations.
7	Implement One-Way Pairs	By converting a few roads in downtown into one-way pairs, for example, US 57 and US 277 between Ceylon St and FM 375 traffic movement can be streamlined by eliminating opposing traffic.

7.2. Long-Term

In the long term, construction of new roads that link various parts of the existing network for all users (drivers of all vehicles, pedestrians, and bicyclists) will relieve congestion on a single road and provide alternative routes to improve the

resiliency of the network itself. Following considerations were made while proposing new connections:

- New connections should start and end at existing roadways.
- New connections should provide as many alternative routes as possible.
- New connections are needed to remove existing traffic away from the City as quickly as possible.
- New connections will add new radial and circumferential connections.
- New connections must provide adequate capacity for new developments around SL 480.

Figure 20 shows the proposed new connections. It may be noted that all these connections are only suggestive of the starting and ending points of roadways that should be considered for construction in the future. Strict alignment and specifications about the geometry of the roads will be decided after careful consideration of topographical and demand factors as Eagle Pass grows through specific route and alignment Studies. Any perception of roads passing through built and/or private land is purely coincidental and might not reflect future reality.

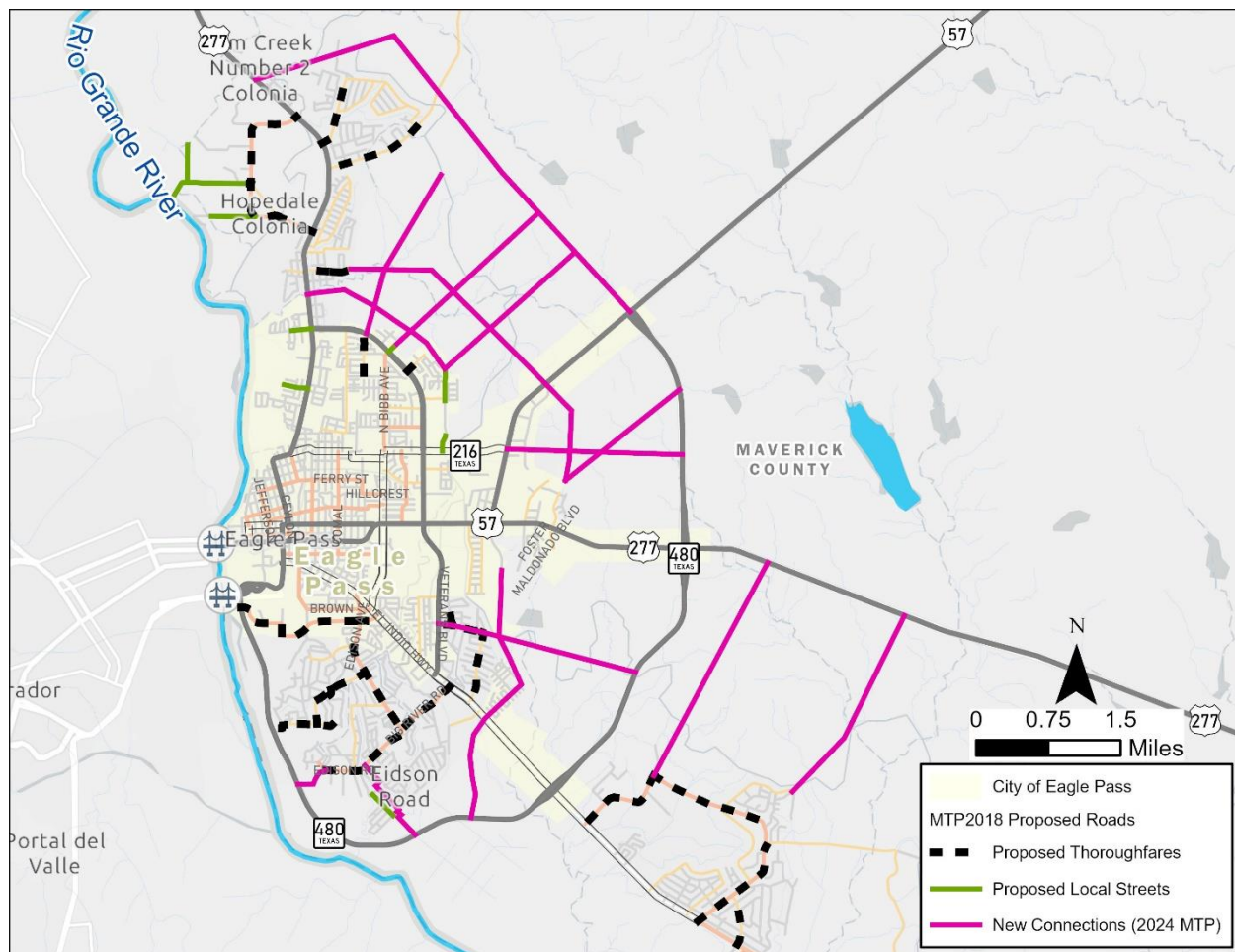


Figure 20: Proposed Connections, MTP 2024

Figure 21 provides a full picture of the future network after incorporating the proposed connections. Proposed connections are labelled in dashed lines. The proposed roadway classification is updated to match the TxDOT Standard of functional classification hierarchy, including interstate, principal arterial, minor arterial, major collector, minor collector, and local.

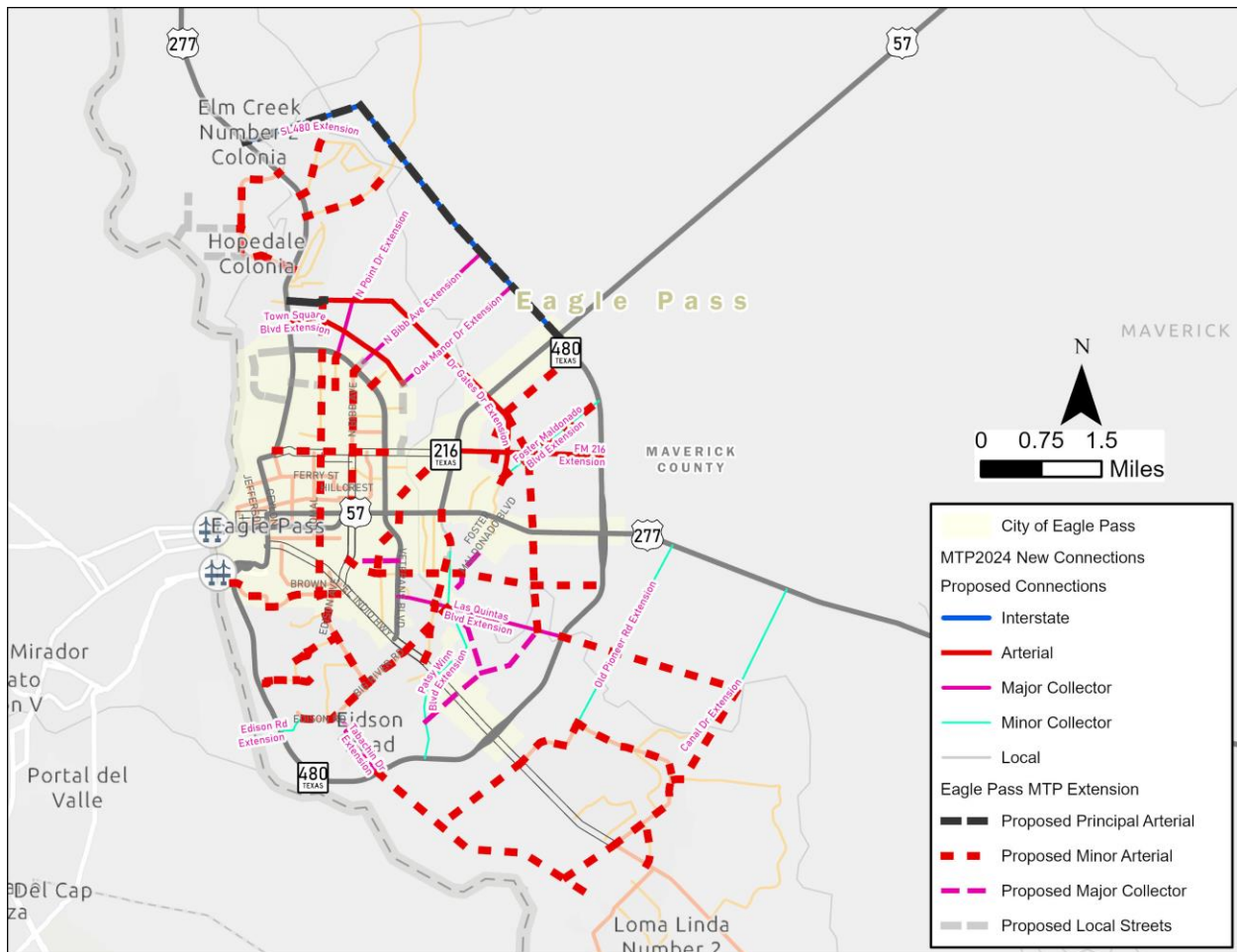


Figure 21: Proposed Connections, MTP 2024

7.3. Functional Classification Design Criteria

Based on *Federal functional classification system change request: Standard operating procedure (SOP)* (TxDOT, 2024), the functional classification design criteria is developed for City of Eagle Pass and presented in **Table 24**.

Table 24: Functional Classification Design Criteria

Functional Classification	Number of Lanes	Minimum ROW (ft)	Design Speed (mph)	Vehicle Per Day (vpd)	Minimum Intersection Spacing (ft)	Minimum Shoulder Width (ft)	Typical Characteristics	General Land Uses Served
Interstate Freeway	4+	400	> 50	> 40,000	No at-grade intersections	8 - 12	Includes Interstate Highways, Freeways, Expressways and Tollways High degree of access control All interchanges are at-grade separated No sidewalks No median openings No bicycle lanes	Connection to CBD, large employment centers, major activity centers
Other Freeways and Expressways	4+	180	> 50	> 40,000	Some at-grade intersections	8 - 12	Higher speeds and regional mobility Infrequent median openings Limited driveway and street intersections No on-street parking Sidewalks (min. 6ft) encouraged, especially in urban areas Bicycle lanes permitted	Connection to CBD, large employment centers, major activity centers
Principal Arterial	2 - 8	120	40 - 50	20,000 - 60,000	400 - 500	2 - 8	Higher speeds and regional mobility Infrequent median openings Limited driveway and street intersections No on-street parking Sidewalks (min. 6ft) encouraged, especially in urban areas Bicycle lanes permitted	Connection to CBD, large employment centers, major activity centers
Minor Arterial	2 - 6	100	35 - 45	10,000 - 30,000	300 - 400	2 - 8	Greater local accessibility Infrequent median openings Limited driveway and street intersections If a property is located at intersection of a Minor/Principal Arterial with an Expressway/Interstate, Driveways shall be preferred on a Minor/Principal Arterial Sidewalks (min. 6ft) encouraged, especially in urban areas Bicycle lanes permitted	Connection to CBD, large employment centers, major activity centers
Major Collector	2 - 6	80	35 - 40	5,000 - 30,000	250 - 300	2 - 8	Accessibility to and from local communities and activity Frequent median openings, driveway and street If a property is located at intersection of a Minor/Major Collectors with a Minor/Principal Arterial, driveways shall be preferred on Minor/Major Collectors Permitted street parking Sidewalks may not be present, especially in rural areas Bicycle lanes permitted	Commercial, residential, or mixed uses
Minor Collector	2 - 4	60 - 70	35 - 40	1,000 - 15,000	250 - 300	2 - 8	Accessibility to and from local communities and activity Frequent median openings, driveway and street If a property is located at intersection of a Minor/Major Collectors with a Minor/Principal Arterials, driveways shall be preferred on Minor/Major Collectors Permitted street parking Sidewalks may present to provide connectivity for active modes Bicycle lanes permitted	Typically, residential uses, however it may also serve commercial or mixed uses
Local Street	2 - 3	50 (if adjacent to single family residential) 60	20 - 30	100 - 5,000	N/A	2 - 8	Driveway access Frequent median openings, driveway and street If a property is located at intersection of a Local and Minor or Major Collectors, driveways shall be preferred on Local Streets Permitted street parking	Residential

		(if adjacent to any other development)					Sidewalks should be required	
							Bicycle lanes permitted	

7.4. Typical Cross Sections

Designing typical cross-sections is only provided for the following four roadway types: local streets, minor collectors, major collectors, and principal arterials.

Interstate, US, and State Highway cross-sections are not being prescribed by this report.

Figure 22, Figure 23, Figure 24, and Figure 25 show the proposed cross sections. Roadway widths range from 50 feet for Local Streets to 100 feet for Minor Arterial Streets. Collector cross-section shows an example of parking lanes. 18.75 feet width is adequate for on-street parking with enough space for opening doors.

Several cross sections show typical turn lanes. Whether such turn lanes will be installed will depend on turning movement data collected at each of the specific locations. Minor Street shows the placement of bus lanes.

Four-foot-wide sidewalks are provided in all cross sections. Ramps are recommended at all intersections with sidewalk infrastructure to improve mobility and comply with Americans with Disabilities Act (ADA) requirements. Marked crosswalks and other pedestrian safety improvements at intersections are also recommended to be installed as required by the latest edition of the Texas Manual on Uniform Traffic Control Devices (TMUTCD)

Space is also being provided for adequate green space on both sides of the roadway to ensure shade for pedestrians, wheelchair users, and bicyclists.

7.4.1. Complete Streets

Principles of Complete Streets are being taken into consideration while designing cross-sections for roads in the City of Eagle Pass. In a Complete Street framework, roadway width is divided in such a way that all users of the roads are provided with adequate space without compromising on the needs of any user. Vehicle travel, transit, bike lanes, public space, and sidewalks are all provided in a Complete Street system. Adopting Complete Streets as a guiding policy framework allows for “safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.”⁸ Making the street safer for all users will be critical in designing roadway cross-sections.⁹

⁸ <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-03/Complete%20Streets%20Report%20to%20Congress.pdf>

⁹ For more information about Complete Streets see here: <https://highways.dot.gov/public-roads/winter-2023/complete-streets-prioritizing-safety-all-road-users>



Figure 22: Proposed Local Street Cross Section

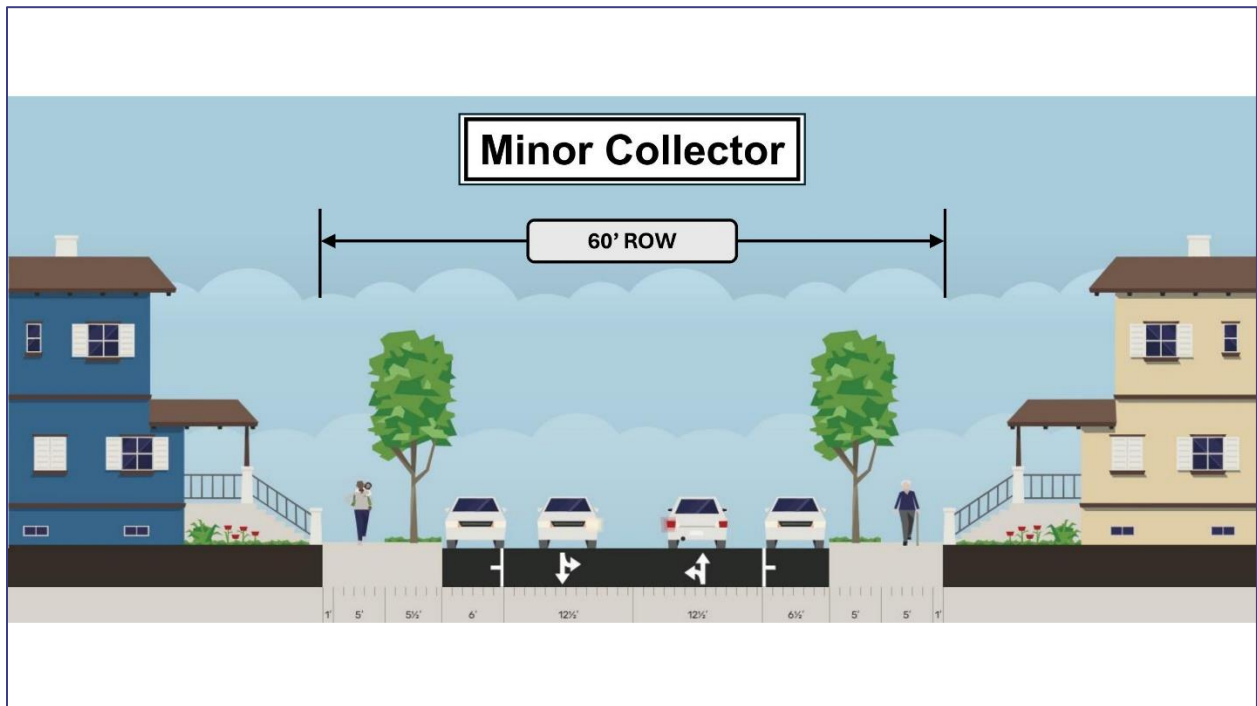


Figure 23: Proposed Minor Collector Street Cross Section

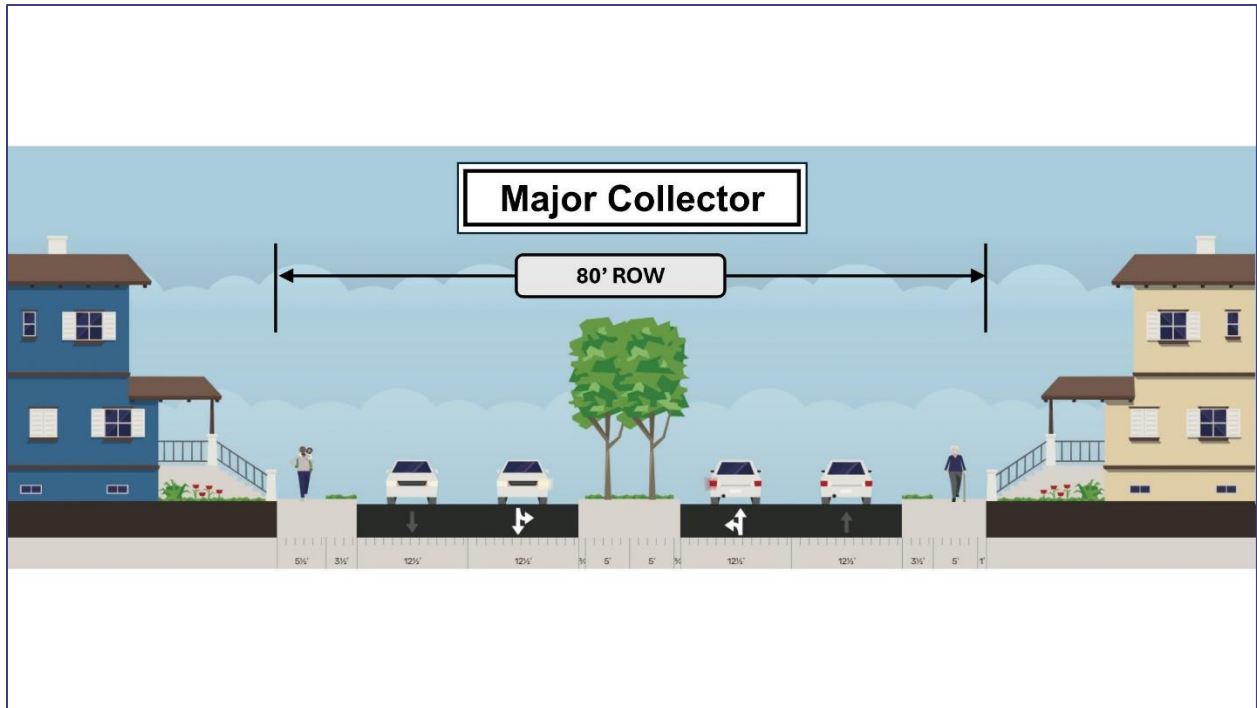


Figure 24: Proposed Major Collector Street Cross Section

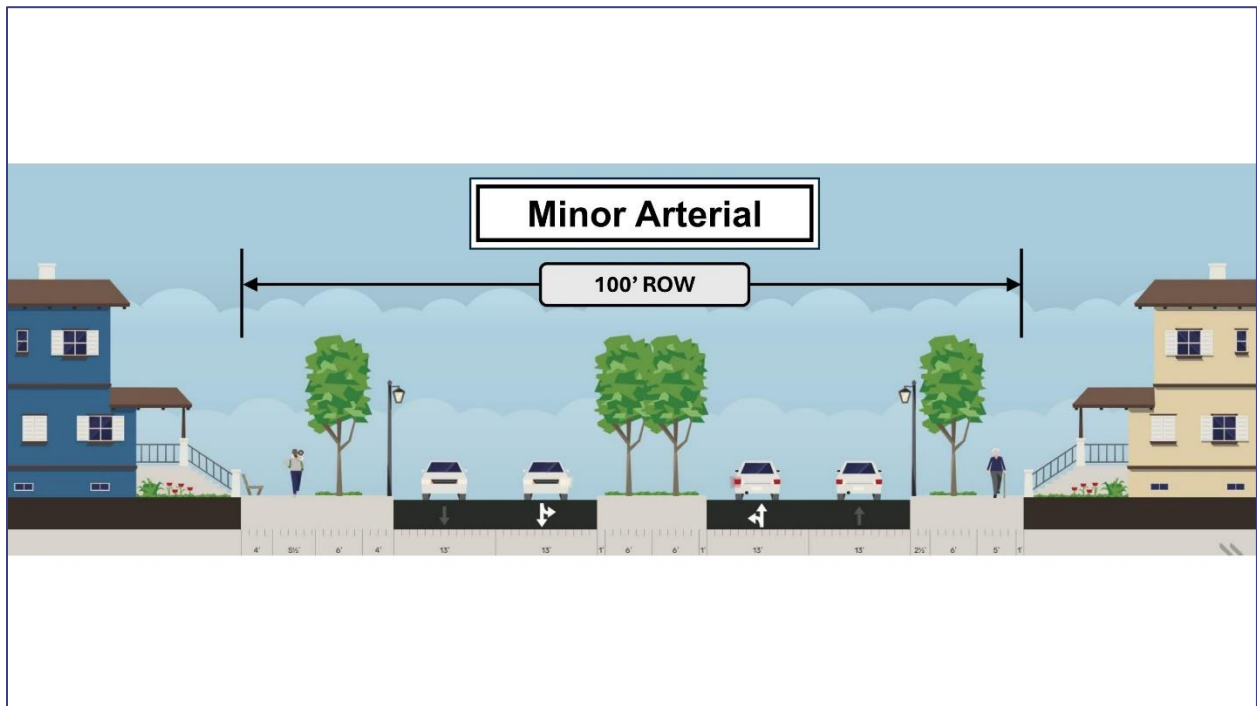


Figure 25: Proposed Minor Arterial Street Cross Section

8. Next Steps

In order to implement provisions and recommendations from this Thoroughfare Master Plan, the following planning efforts are recommended:

- Develop Traffic Impact Analysis (TIA) Guidelines – Establish consistent procedures and thresholds for evaluating development-related traffic impacts to improve transparency and decision-making.
- Prepare Traffic Calming Guidelines – Create a framework of tools, criteria, and processes to address neighborhood speeding, cut-through traffic, and safety concerns.
- Review Industrial Truck Routes – Assess existing truck corridors and identify candidates for an Industrial Collector designation to balance freight mobility with community livability.
- Evaluate Roadways Near Schools – Conduct targeted reviews of school zones and surrounding roadways to enhance safety for students, parents, and pedestrians.
- Future Access Management Guidance – Provide design guidance for driveway placement, median openings, and corner clearance to reduce conflict points and preserve roadway capacity as development occurs.
- Comprehensive Roadway Inventory – Build a complete inventory of roadway characteristics to identify constrained corridors and develop a prioritized plan for improvements, phasing, and funding.