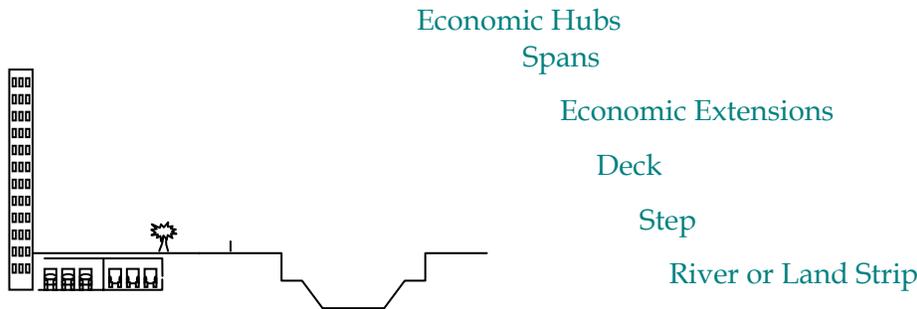


*River Uplift &  
Non-River  
Uplift Guide.*

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# River Uplift & Non-River Uplift Guide.



The premise of either the River Uplift or the Non-River Uplift is that people on the borderline, within a rocks throw of the other side, should occupy the area and that the areas have natural as well as man made assisted physical encumbrances to prevent illegal movement “across” the Uplift. With the addition of an enforcement patrol, this would then constitute real security along the border in urban areas. Besides the physical barrier provided by the Uplift, “people on the border strategy” provides a more meaningful way to occupy the border for beneficial uses that discourages unsecured uses of the border.

The River Uplift and Non-River Uplift, or the “Uplift”, have 2 types of platforms.

The first definition refers to a raised elevated piece of ground which has slopes or dropped elevations which are meant to deter any perpendicular movement along the Uplift. In addition, there would be federal and / or local police on premises and fences that bound the Uplift from the river and border freeway, as in the case of El Paso.

The second definition of a platform is defined as a unified layer of intellectual design overlays for both deterring illegal crossing as well as enhancing social, commercial, and recreational uses of this Uplift. Each overlay can be designed specifically to accommodate each interested approved group and then all overlays are consolidated into one cohesive layer.

There are two such definitions for two reasons. The International Border and Security Infrastructure Code book, or to be referred to as IBSIC book, describes in Section 307.10

and 307.11 elementarily these two characteristics of the Uplift; the physical platform and the economic and/or an intellectual platform. They reflect the need to use both physical and economic/social impacting policies that help secure the border.

Most iconic structures invoke a positive feeling about a city: New York-Statue of Liberty, Los Angeles-Hollywood sign, Las Vegas-The Strip, San Antonio-The River Walk, San Francisco-Golden Gate, and Saint Louis-Gateway Arch.

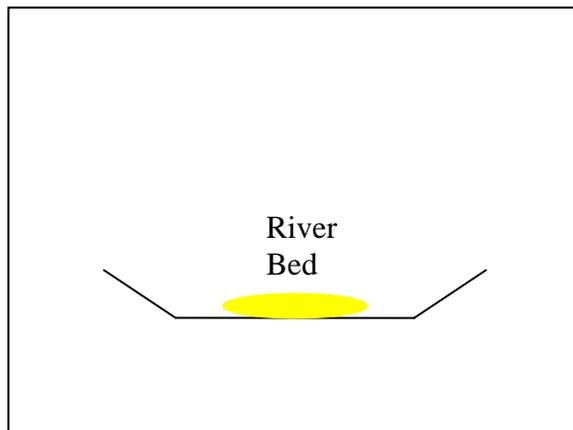
The Uplift is one of those structures if built right, could re-define the meaning of a border city. El Paso / Cd. Juarez-Twin City River Uplift? With white light used on the first 20 miles of the Uplift that El Paso and Cd. Juarez share, it could be an iconic image even seen from space. This line of light along the border is already seen from Scenic Drive but its color is the same as the surrounding area and its representation is a negative one; immigration control, Berlin like wall, police occupation and crime area, etc.

## Components of the River Uplift

### River or Land Strip

This is basically the very line between the two countries. The river bed or middle of the concrete lining which is managed by the USA and Mexico IBWC for flood control management. No plan includes using this portion of the river at any time. There is already a concrete lining through some portions of the El Paso / Cd Juarez down town areas going east. Then it resumes a more natural look and widens from that point on.

Through the River Uplift, it is hoped that people of both nations will be able to enjoy the natural view of the river as well that it may offer cool air from this natural environment.



## Step

The Step is a possible use of the shoulder of the river bed. It is built into the levee and provides a horizontal plane along the levee inner wall. This may be used as a roadway or railway. Security issues are intense here and the Step should not be accessible from the Deck in all but a few entry and exiting locations. Although the depiction shows two slanted slopes on either sides of the Step, they can be 90 degrees vertical as this becomes a design and esthetic issue not included here. But the point of bringing this up is to point out the potential added security encumbrance while using a Step. The vertical wall for example would be just one of several physical encumbrances to overcome.

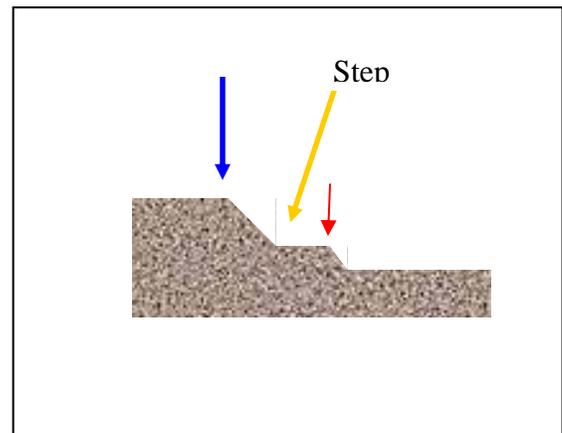
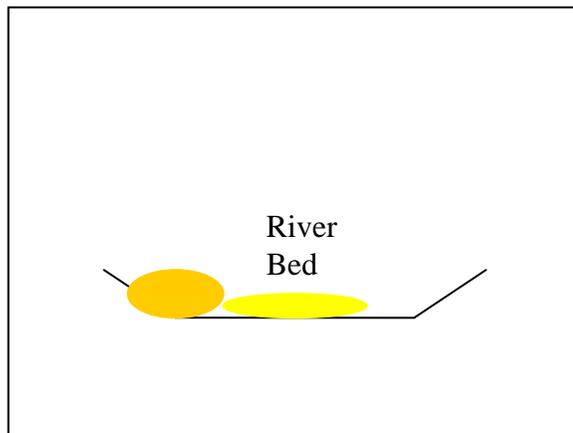
It should also be pointed out that neither depiction below is scaled. Such a step may be less prominent on the river and not as deep as well.

What is the rationale for the Step? When the river is not being used for flood control purposes, it may be possible to use this portion of the land for some other use. During flooding in the area, it would be temporarily abandoned.

After flooding, the surface can be easily cleaned and can resume use again for bicycling or use of low weight scooters. A railway would be more difficult to keep clean but that is again a design and engineering issue not discussed here.

The red arrow represents an area where some fence is needed to prevent falling or climbing over but that it is built in a way that does not impede water flow during flooding; another engineering and design issue.

The blue arrow represents some place on the Deck where a glass or a metal fence is built. Architecturally designed, pleasant, but represents the line this is not crossed between the Deck and the river below with or without a Step.



## The Non-River Uplift

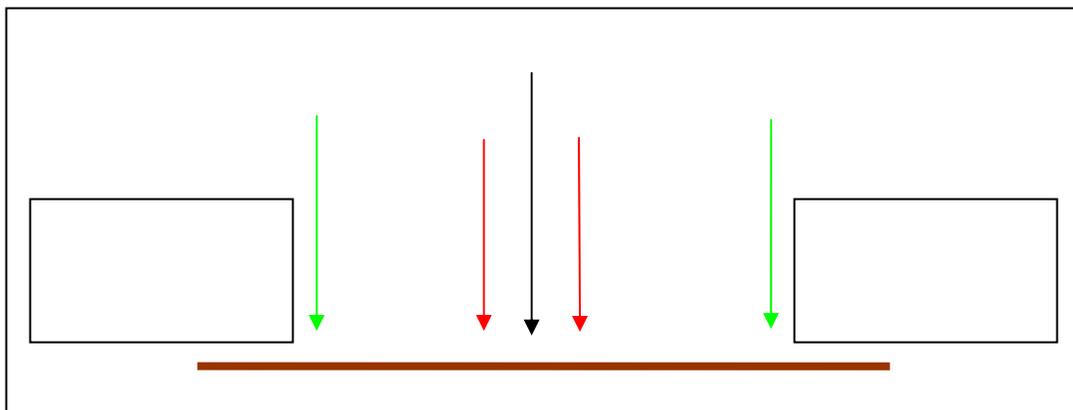
West of the Rio Grande from the tri-state area of Chihuahua, Texas, and New Mexico, there is no river. The black center arrow represents the demarcation of the USA and Mexico border. It is more problematic on the security issues side for a functional Uplift but not entirely impossible. What makes close proximity use of it possible is the importance of zoning both sides of the border for mutual agreeable use.

A business related use makes it very necessary to mutual zoning to have structures within 5 to 10 feet from the border line (represented by red arrow). This close proximity would probably necessitate the need for a center wall of some thickness and height between both countries with patrols on both sides of the wall and other surveillance gear mounted on both sides of the wall. This may be only typical of a POE (port of entry).

Otherwise, other typical configurations would allow for 50 feet with some type of fence in the middle (represented by green arrow). Only residential construction on either side may be a long term security issue and should be discouraged. Current residential developments on either side within this 50 foot area should be considered for removal due to the long term indefinite security issue it creates over time.

High density residential and commercial use should be the preferred method of land use as this allows for constant police presence on both sides of the border in an urban environment. Security protocols and construction techniques as described in the International Border and Security Infrastructure Code book describes more of these issues.

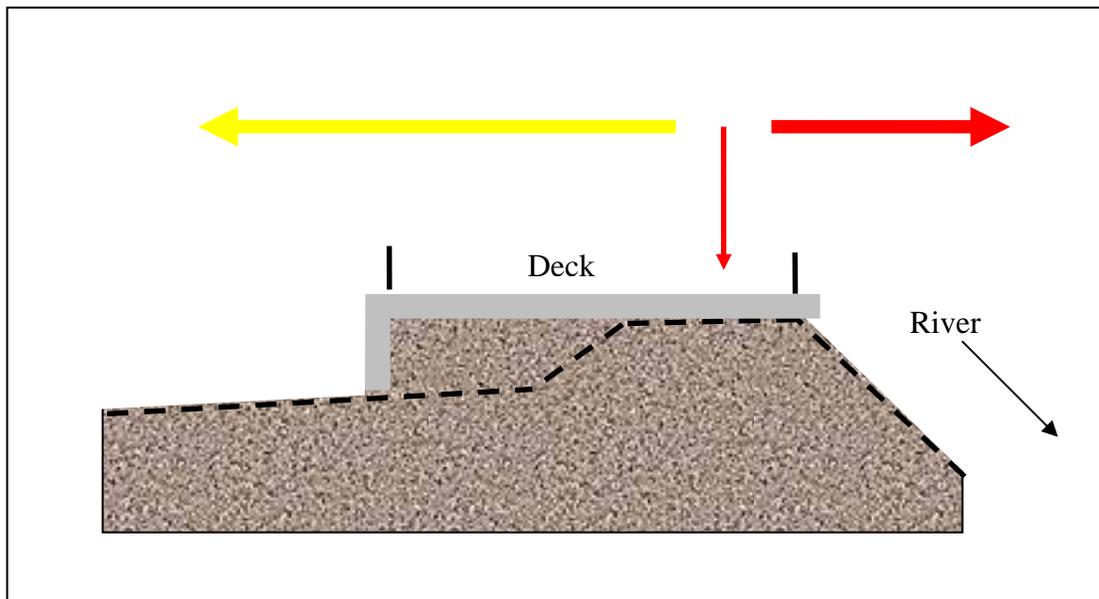
The boxes left and right of the border are the development areas requiring security protocols within their development. This may also be the starting point of an elevated Deck which is a civil engineering issues not included in this discussion. The Deck may be wide so as to serve pedestrians and bicyclist. It would provide extra buffer zoning to high density commercial and residential development. These high density development areas may be islands of development along large tracts of open park land along the border so as not to constantly concentrate large urban masses all along an urban border.



## Deck

This is where all the real action is. It is proposed to be the horizontal surface which is currently where the border patrol rides on as a dirt road. It is also proposed to be elevated above the current dirt road if necessary as an added required elevation to the current levee system.

The dashed lines represent the “relative slopes and surfaces of the current levee. The grey block would be the concrete or other supportable surface that creates the Deck. This is the area where bicycling and pedestrian walking would take place. Note the two upright fences at either edge of the Deck. The fence facing the river is either glass or metal and would be at least 6 feet high. No climbing over it would be allowed.



The red vertical line represents a striped line across the deck indicating federal border control enforcement to the right of it and local city police enforcement on the left of it. With the assistance of a large number of surveillance cameras and gear, the need for border patrol agents would be lessened while regular city police would walk the beat along the River Uplift Deck.

The Deck would require infill of the levee below to support it and may also be raised as mentioned before to increase flood protection. That is not shown here.

The yellow arrow represents the portion the city police can enforce and patrol.

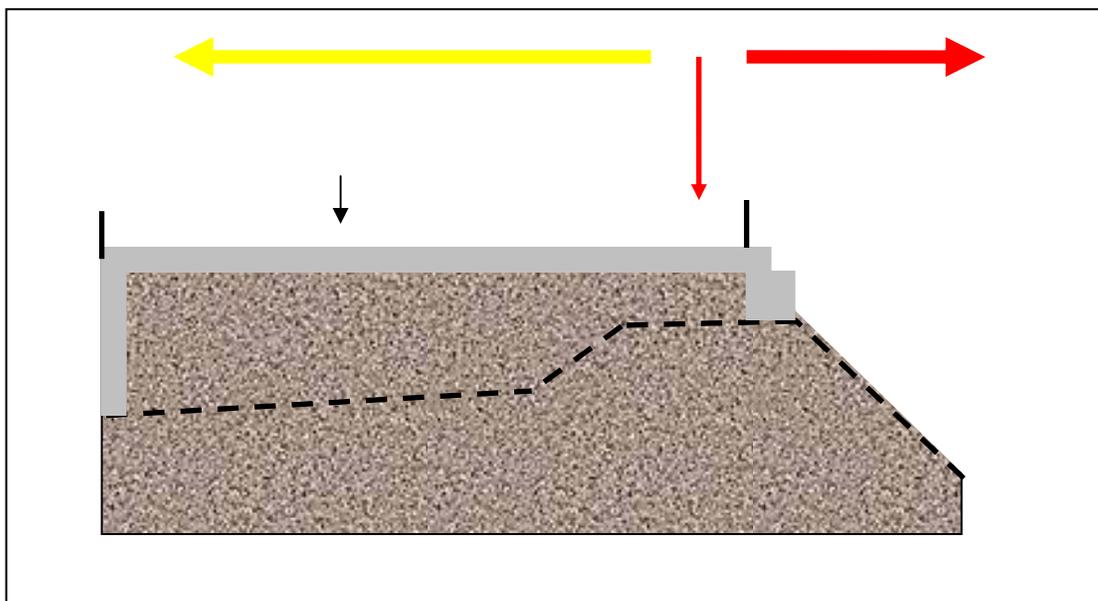
The Deck has a specific height, type construction, levee integration protection piece, and specific width. This is the surface in which the city will obtain leasing rights and

coordinate with the IBWC to properly build a surface that has city utility as well as levee protection requirements. Not to mention homeland security requirements.

In the most general terms, no other improvements are considered on this area. Specific exceptions are not realized at this time but may occur in the future but it would be an extreme exception. The fences would be the only actual improvements but they are designed to protect people from falling over either side, have homeland security requirements in place, and allow for viewing on either side. Bullet proof glass or metal fence with both having a lower segment made of concrete are some of the probable design features of a fence.

### Economic Extensions

This is the fun area where the city and society at large can express themselves. It is the area abutting the Deck and serves as the area where improvements are allowed. Improvements are small and scattered. The small arrow shows the meeting points of the Deck and Economic Extensions.



The extended deck is just another part of the Economic Extensions that appear to be a modified Deck. All Economic Extensions are added surfaces to the Deck. They appear for numerous reasons and are pieces of land from the Deck to the border highway easements that are captured for some use. The expectation is that, in the case of El Paso, the border highway has specific easements that are not going to be widened towards the river. As such, this land between the Deck and the border highway furthest easement is land in which the Deck can be extended by the Economic Extensions.

Some of this land is a precious 5 to 25 feet of land and in many cases, the wall of the Economic Extensions will be above grade of the border highway below. That makes it necessary to build another fence for protecting people from accidental falling.

Since the grade elevation was mentioned here, it may also be useful to point out that the Economic Extension may be of differing grade as compared to the Deck and outer edge of the Economic Extension surface for the following reasons. The Deck has to conform to a certain height as part of the levee construction and flood control; depicted above with the Economic Extensions as a raised platform as compared to the original levee in dashed lines.

The other reason is that the Economic extension may connect to a Span and that height of the connecting Economic Extension requires it to be a height clearing the border highway below. In general, it is hoped that the Deck and Economic Extensions will be built with similar elevations which that height would clear any point along the border highway at any point. This would make both the Deck and Economic Extension surface well over 16 feet at any point along the border highway grade; another physical encumbrance to illegal crossing.

This both helps clear the border highway for Span connections as well as deter any unauthorized perpendicular movement across the River Uplift.

A fully developed River Uplift would allow for a 25 year process of building Economic Extensions with 16 foot walls or higher along the border highway so as not to be a one time expense. Many Economic Extensions will be built as Spans connect to developing nodes along the border which will not happen all at once.

It also allows for future spans that are used as urban farming or other similar green uses in which one side, the river side, already has an elevated seat to connect a span over the border highway and that the opposite side have a wall which would encompass the border highway to completely eliminate noise while using the land above it for beneficial uses.

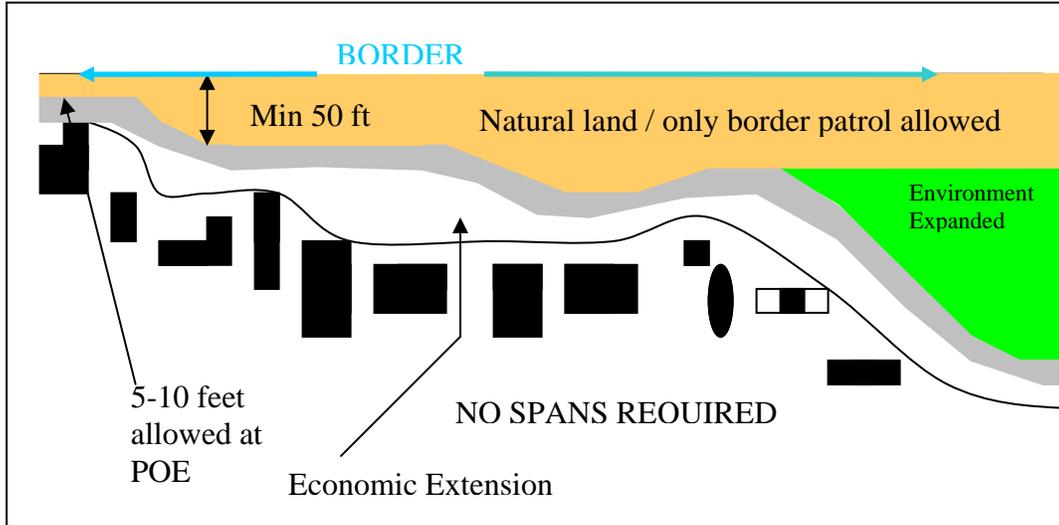
## Spans

Spans are bridges but can be more architecturally inviting with curved surfaces, curved entry and exit ends. They are the connection between the Economic Extensions and the other side of the border freeway, as for example in El Paso. Spans therefore would not be common or necessary in a Non-River Uplift since there is no area to bridge between the Economic Extensions or Deck to the “other side.” It is predicted that development will be next to the Economic Extensions.

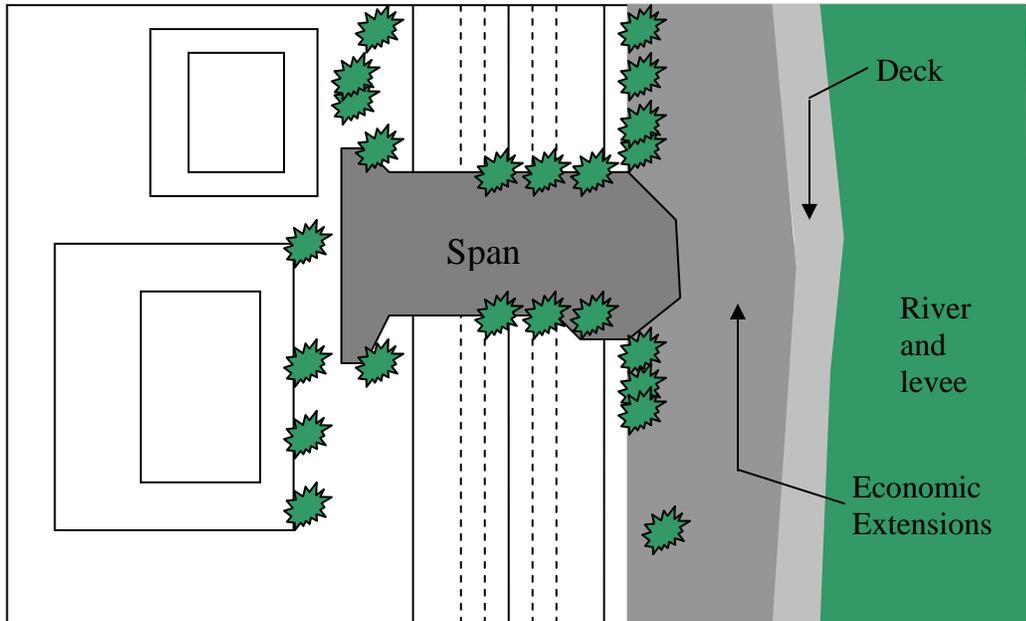
In the example below, shows a Non-River Uplift with separation from the borderline and includes a Deck and an Economic Extension. With new development, it can be large and wider than found in already existing developed areas along the border.

This is what would be typically found in Sun Park, New Mexico as a developed Non-River Uplift. What may be found is a border area shown as a tan color bordering a grey area which represents the Deck. The line behind it represents the economic extension where buildings are constructed behind it.

The grey area represents the area where no improvements are made and only occur in the Economic Extension area. The green area represents open land to separate built up areas from one another so as not to create on continuous built up area. This is for reasons of assisting Homeland Security monitor sections and not having the extra burden of massing that many people all in one continuous line of built up urban city.



The image below is using a Span. From right to left; the river way shown in green, the light grey is the Deck, the darker grey is the Economic Extension, and the darkest grey represents the Span that connects the Economic Extensions to the structures shown in squares across the border highway.



This particular depiction of a Span is looking down from above and also includes trees shown in green. Note that beatification of the River Uplift is a major goal to encourage

people to walk or bicycle on the River Uplift. Also note that the Span is wide so as to be comfortable and inviting. Not depicted here, but the Span may even have a grassy surface to reduce heat absorption and thinking green.

## Economic Hubs

These are the center of economic activity which uses the River Uplift as a green area outlet that creates space and quite time. River Uplifts are dependent on Economic Hubs to be connected and bring people to the borderline. Economic activity is not expected on the River Uplift itself. The only exception may be in the mode of transportation. The River Uplift may contribute to economic activity to and from Economic Hubs by way of allowing walking, bicycling, and possibly the used of low weight scooters.

Economic Hubs can be newly developed urban centers, redeveloped urban centers, POE (ports of entry), parks, and attraction sites like parks, museums, Zoo, high density developments, etc. Typically they are high density areas or highly traversed areas which can use the River Uplift as another means of moving from point A to point B.

Many multiple Economic Hubs are necessary to keep the River Uplift occupied and interesting. The larger number of Economic Hubs the more mass transit can serve between these Economic Hubs either directly from the River Uplift or close to it.

It is also expected that the Economic Hubs be connected, by Spans where necessary, so El Paso can show case the River Uplift.

This will both concentrate resources along one linear sector which has features unique to most cities in the world. Not only does development occur in high density locations near the river as in most cities, there is development design to connect one hub with another. The difference is the other country on the river. There are two parallel corridors in which they are connected by several POEs. This is where the tourist development comes in.

Tourist will be able to be at one or several of the Economic Hubs in one country and can cross over and be a part of those Economic Hubs. There will be 20 miles or more of Uplift surface with dozens of Economic Hubs along the way on both sides of the river. A border crosser may never need to be over ½ mile away from the border itself and the River Uplift will easily navigate any persons along the river to any available POE without knowing either city.

This can accomplish two outcomes; hundreds of thousands of people will never be congested into one location and merchants and business will reap the benefit of this tourist trade simple by being at any one of those Economic Hubs.

When there is an Oktoberfest announced, it does not have to be at one Economic Hub, it can be at several sponsored locations.

When an art festival is announced, again, it can be at several locations.

Each sponsored location is a market segmentation of the diverse people who may attend. One based on age, size of expected groups, or entertainment selected as in the case of the Oktoberfest. For the art festival, it may be one of location, upper end prices versus low end prices, or artist collected.

Economic Hubs can choose to participated in sponsored events and decide how they will proceed with their part of the event.

An Economic Hubs can be localized re-development efforts to rebuild neighborhoods along the border highway. A long term 25 years or more outlook on creating a more dense neighborhood around Economic Hubs with new employment opportunities may be the fate of this corridor future. The extraordinary opportunity to be so physically close to the border is not being capitalized for this corridor presently. The point from the tri state area of New Mexico, Texas, and Chihuahua to the some point past Zaragoza POE within ½ mile on either side of the border should be one of the most internationally interesting places in the world that has yet to be developed. It already includes two universities, two federal parks, to central districts, and one river to share between them both. There are more assets in the area and more should be done to integrate them on both sides of the border.

An even more dynamic Uplift than the one describe above would include the points between the New Mexico Santa Teresa POE and Fabens POE. It would be an immense economic corridor simply tuned to international commerce, trade, and commercial interaction. When anyone or any public official states that the El Paso / Juarez twin cities is the largest border twin cities in the world, they only refer to the physical sizes in both population and size of cities. The current NAFTA related trade has been capitalized in this area but that statement made about “the largest twin cities” on the border grossly underestimates the potential for greater cross border development, international trade, and commercial interaction. The corridor from the Santa Teresa POE to the Fabens POE ½ mile from the border can be one of the riches pieces of commerce in the USA that also includes culture and higher education. It is a development that has nothing to do with NAFTA directly and everything to do with its proximity to the other country, hence the “Golden coast” in New Mexico and the “US Southern Shore” in El Paso.

If you still don't see it, think of it this way. Los Angeles is well known as the port of entry for Asia across those thousands of miles and all those cities in those countries. Think of the area from the Santa Teresa POE to the Fabens POE as the coastline or entry point of some distant land south of those points. This corridor can become the commercial focal point within that ½ mile of the border between those two points for all commerce south of its location as if there was an ocean between these ports of entry and those distant lands or market places. That is what the airport shared flights proposal is about also.

The same is true for the Mexico side of the corridor. Think of medical tourism. It is not for the El Paso market per se but for the northern points of these ports of entry of the Mexican side of the border. This corridor marketplace for Mexico should be all of the USA and Canada.

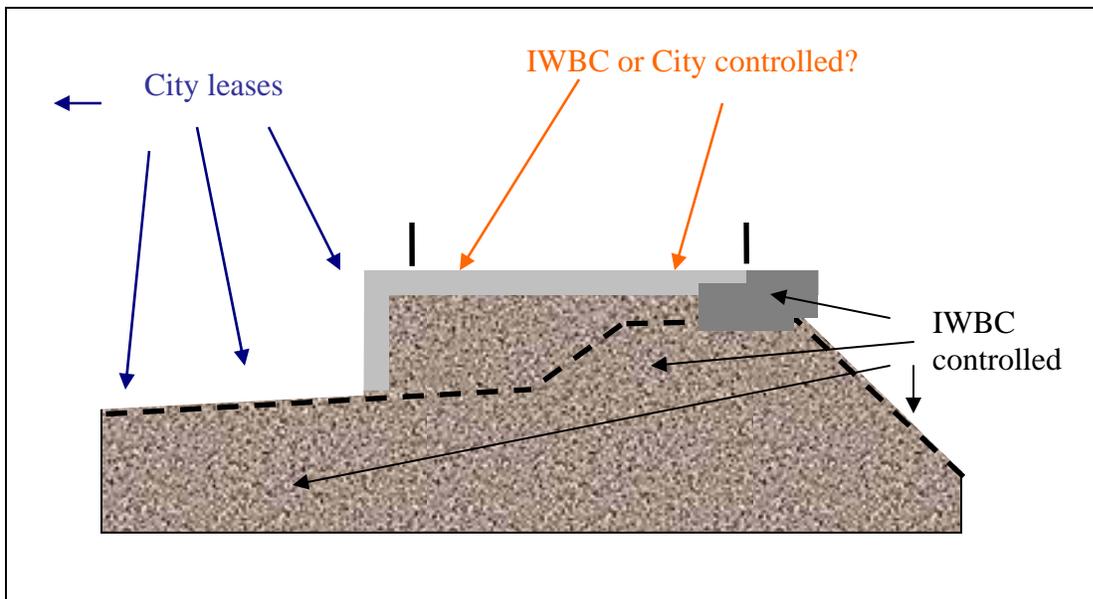
## Ostia Antica Orior **OAO**

The Uplift between Santa Teresa POE and Fabens, if ever developed, will be given this Latin name to distinguish it in the El Paso, Cd Juarez, and Sunland Park-Santa Teresa area as a regional market place within ½ mile of this borderline. “Ostia Antica” was Ancient Rome’s premier port and “Orior” in general is translated as “rise,” as in a physical elevation.

### Cost of an Uplift

After review of the existing levee capabilities and performance during the severe storm that hit the El Paso / Cd Juarez area within the last 5 years, it should be determine if any more elevation is required of the levee. What ever height is believed to withstand a 100 or 500 year flood, which ever is the standard, should be the height where the elevation of the Uplift Deck will be determined. This will be the sole responsibility of the IWBC which will act in the USA as well as Mexico.

It should be determine if the IWBC will create a ledge for the deck to be built upon or if they will be responsible for building the Deck altogether. This is after all the area determined to be in federal control and legal jurisdiction in regard to patrol and law enforcement. The land developed by the city is in essence the portions of the Uplift used for border redevelopment or new development in the general area.



That is, do they build the lip of the deck represented in dark grey over the established height of the Uplift or do they build the entire surface represented by both dark and light grey as depicted above.

Once that has been established and built, then the city on both sides of the border can lease the outer boundaries of the IWCB land where available to build Economic Extensions and Spans. Financing for the projects will follow similar financing options already available for current and future infrastructure projects. This will allow the city to finance infrastructure of the Uplift over a long term period and in parcels.

## Master Plan

The Master Plan for the Uplift is to create an economic zone using the existing border land area right on the border with the opposite country. Currently, on all 1700+ miles of borderland between Mexico and the USA, this type of multi-mile joint economic development zone right on the borderland (*the immediate land extending from either side of the border line*) does not already exist. Building residences as in Mexico is not included since this creates security risk for the USA and is not a mutual benefit to both countries as prescribed by bordercommerce.com goals.

A major characteristic of this Uplift is that it will have large linear miles of concrete surface Deck. The Uplift therefore is mostly a connective bridge between economic zones or into economic zones, and most importantly- a connective bridge between two cities through the use of existing ports of entry and new ones only for pedestrian traffic. This is done by moving people through the Uplift into these Economic Hubs that hold a pedestrian POE.

In undeveloped areas like Sunland Park NM, the Uplift could be an indispensable part of their city economic development with very dense commercial development, as well as manufacturing, and industrial development, very close to the border. The Uplift can bring into focus redevelopment on parts of the border where settlements exist right along the borderline, which in some places ([like this](#)) the backyard of some residences is abutting the border.

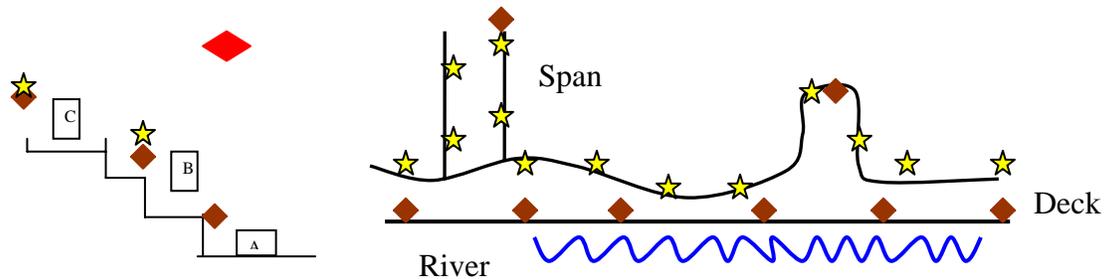
## Asset Availability and future Asset accumulation.

The Uplift, fully developed, would be one of the largest continuous physical improvements within an urban area, not unlike a freeway or an interstate road. As such, it should be considered carefully where to develop all components of the Uplift: Economic hubs, Economic Extensions, where Spans are placed, where pedestrian ports of entry are located, etc. All these developments along the Uplift will be near some existing city assets like Universities, Parks, Zoo, Commercial districts, Airport, Private and Public Schools, Libraries, Indoor and Outdoor arenas, Museums, and a host of other city assets. Such future assets may also be considered to be built along the Uplift which would serve both cities.

## Department of Homeland Security (DHS) Overlay

They are represented by the federal government such as DHS officials in Washington DC, border patrol at the regional and local level, Customs, Police, Sheriff, etc.

If there is an Uplift, DHS and other police entities will want either equal say and include security policies that improve on the current border fence to be absorbed or removed. Lighting and surveillance be required in this new policy. These security standards required from the Uplift should not be difficult to establish.



The area around A is the same river bed which exit now with the current border fence application. Adding area B with vertical or slightly angled vertical walls with sufficient height will impede any vehicular or people movement. Area C is used for DHS foot patrol with the addition of lighting ★ on areas C, B and A, and surveillance ◆ on areas C, B, and A. Also, overhead surveillance such as unmanned drones ◆ that hover over several hours maybe a technology feasible in the future that may be used along the border

Other security options:

Police, Border Patrol and Sherriff Department are armed with small automatic weapons patrol on the Deck.

National Guard or Army Services policy in case of National Emergency or border crisis.

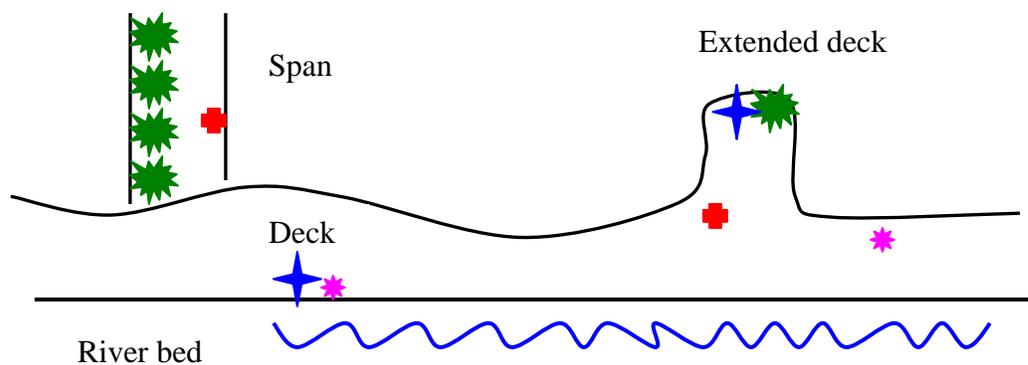
Intra-Agency cooperation and Intra-Country agency cooperation policy.

Phones or panic buttons for citizens to report border breaches or emergencies.

## Public Overlay

They are represented by City Mayors and representatives, County Judge and commissioners, State, etc.

Public goal may be one of image as well as security. Further, public officials along the border want to create a better way of life along these communities, improve flow of goods in both directions, and obtain funds necessary for transportation, immigration, port of entries, workforce, healthcare as well as many other public needs. Also, for the public in general, they may want to see memorials ✦, flag poles ✨, statues ✚, and trees 🌳.



Another important goal for the Public Overlay is to produce a base infrastructure for commercial interest to fully take advantage of the commercial opportunities.

Other options:

Goals consistent with demonstrating National Park and Recreational policies.

The Uplift – The living museum project. See local government for coordination.

Play for kids across the border project, which uses science on the Deck for kid interaction on opposite sides of the border.

Bronze sculpture project. Selected people, places, and things depicted in bronze.

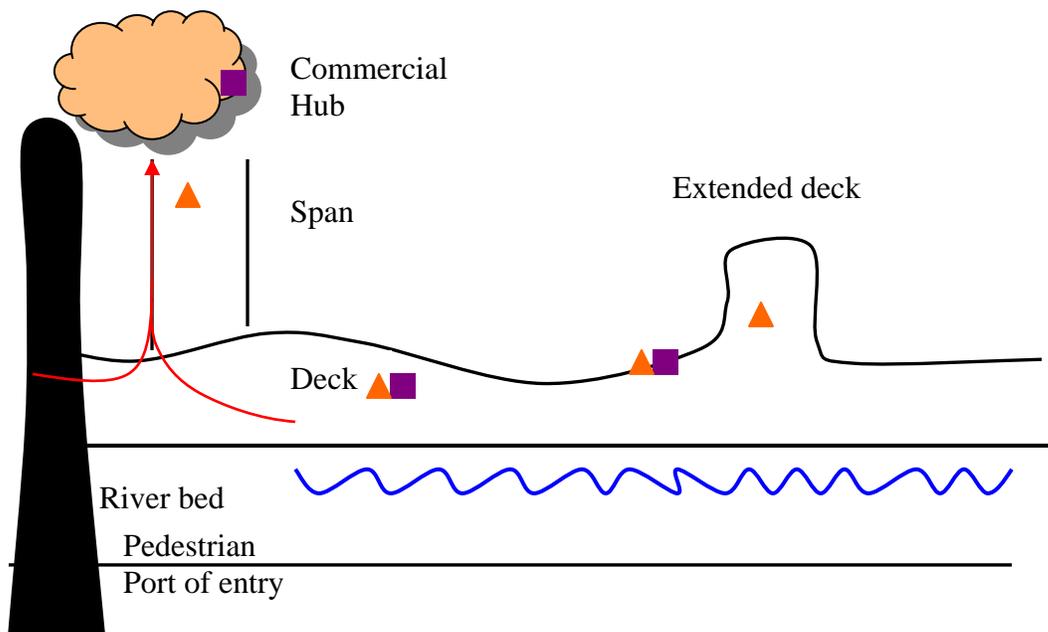
President Hall project. Video museum of all past US Presidents on the USA side and Mexico Presidents on the Mexican side. Also available will be country history video clips and maps and interesting facts about each country. Pride of their country should be fully practice as the Uplift represents what is best about them in each country. This is not only a practice that should take place in each country's capital city.

Country flag project. Public display of all state flags in both countries.

## Commercial Overlay

Commercial Overlays on the Uplift need public services and amenities, access to transportation, and small physical locations to sell goods and services.

Commerce would want an extended deck for commercial uses such as placing staging areas and other low density events. Commerce also wants public services for the populations like rest rooms ■, water fountains ▲, and a pedestrian port of entry between both countries which would increase commercial activity between any new developments created on the border. Commercial interest also wants to direct traffic from the Deck into commercial hubs ↑, and they would not oppose a lighted deck, steps, spans, or river bed as long as it was white light.



Commercial Redevelopment. An opportunity would exist to re-build some neighborhoods that are along the Uplift. New commercial hubs could be built into what may be old city neighborhoods. New residential property will then follow the new commercial developments. It has happened in all major cities in Texas.

Other goals and services:

Ticket dispensary network. All registered merchants will dispense coupons to purchasers at their location which is a form of rebate. This is a cost to the merchant but its intent is

to attract customers at their stores so they can use these coupons to purchase event tickets at a discount. It is a form of a reward program for patronage.

Summary details

1. Coupons cost to business. Patron keys in zip code of origin.
2. ID, patron may be eligible for extended rebate on special events.
3. Percent purchases/rebate coupon based on association program.
4. Coupons laser printed and interchangeable between countries.
5. Kiosk available to dispense event tickets using coupon rebates.
6. Prices and Event lists available for all Uplift related events.
7. Coupon rebates allow discounts on Kiosks dispensed events.

Associations are private. City on both sides of the border will approve private associations that work on or with the Uplift so that all joint city / government policies are addressed and clarity of purpose can be continuously defined for merchant success.

City government concierge. Responsible for maximizing commercial use of the Uplift without commercial interest interfering with port of entry or Home Land Security protocols. Such person will be able to contact all Federal, State, Local government contacts associated with disputed areas and will be the middle person for both government and business interest. Also generates protocols for commercial interest in relationship to standards of procedure with the following issues: Border breaches, Emergency fire or police, Application and processing for business type and opening within Uplift zones. Cross border patron legal encounters, Crime watch for both cities, Scam alerts, and other programs serving the business community and their patrons.

## Recreational Overlay

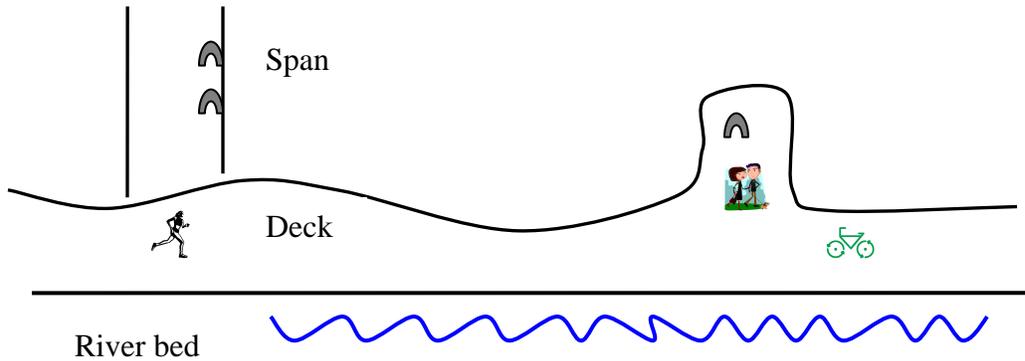
Overlays from this group:

May include long decks so marathons could be run   
Or a long deck just for recreational running.

A long wide deck for bicycling. 

Or simply for a leisurely walk. 

This group would also be looking for restroom facilities, showers, and water fountains and areas where there would be seating  for a pause. Also, their concerns are for clean air and low noise.



## Green Overlay

These goals can consist of placing new forward green technology on a new infrastructure platform. 1<sup>st</sup> would be to change the any zone commercial district into a Green Commercial district which would address all commercial improvements that should be designed using green technologies:  that include

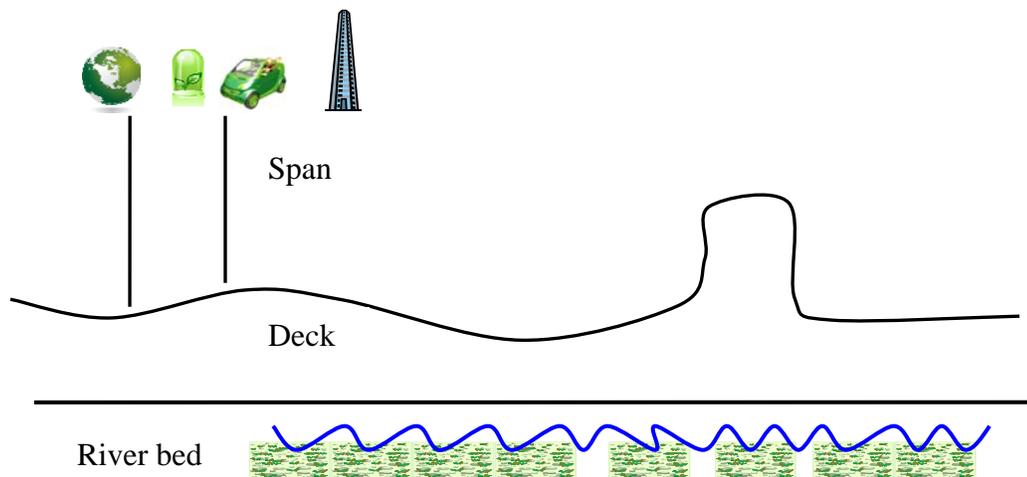
Urban vertical farms ,

Urban pod cars ,

Green river beds  and

Green towers .

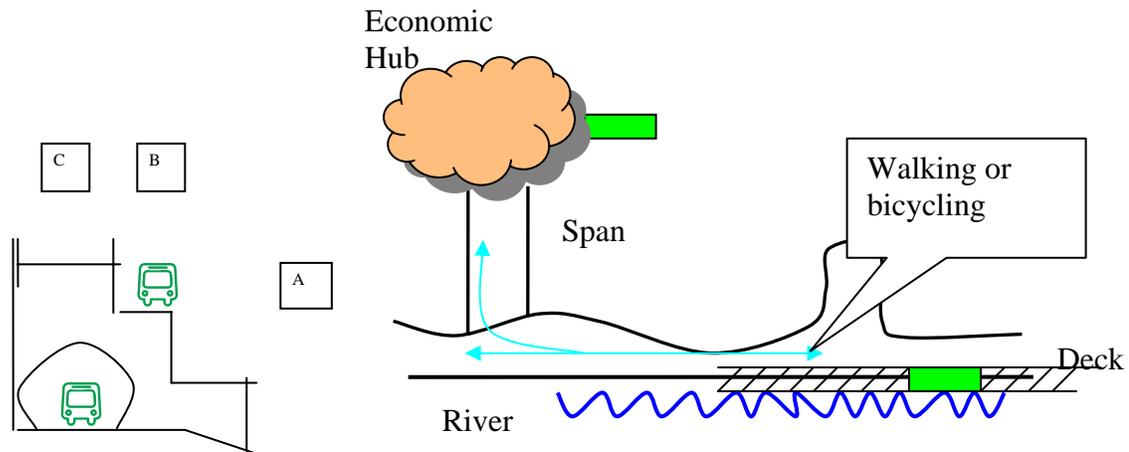
All projects, which would include all components of the Uplift and development around these infrastructure installments, should consider Form base code and LEED certification.



Other options:

Creating spans that are used for green space, urban farming-hydroponic or earth growth medium for plants and / or food since the Deck, Economic Extensions, and Spans should already be substantially above grade. This adds economic and social value plus creates another physical barrier, as well as adding beauty and functional use.

## Transportation Overlay



These goals can include mass transportation using section B of the Uplift or the Step portion of the Uplift. Or also, the area under the deck, which can be hollow, may allow use for mass transportation        which can be either bus or light weight train.

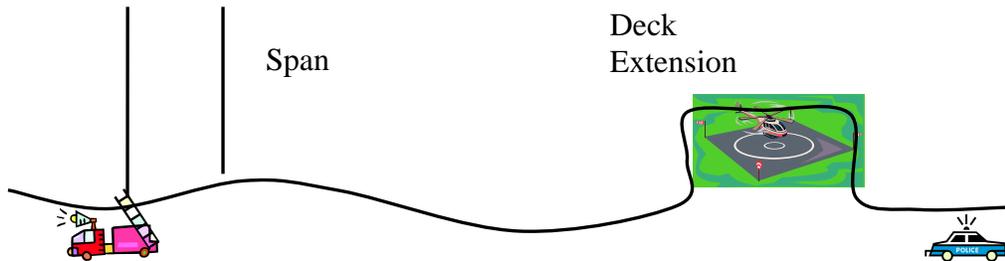
If there is a road way nearby that parallels the Uplift, then mass transportation could be integrated between the economic hubs and the urban area at large through use of existing roadways or freeways. Service to and from the deck may also benefit from this integration. Service can also be between economic hubs the length of the Uplift.

Airport. Transportation overlay may also consider ways to develop a quick response transportation system between country 1 and country 2 airports, which creates a virtual hub between them. This reciprocal transportation system would use either an existing vehicle port of entry or a new pedestrian port of entry to quickly bring travelers from country 1 airport to country 2 airport. This would also work in the opposite direction between country 2 and country 1.

Heliport. Transportation overlay may use an extended deck option to place a Heliport for use in emergency response, tourism, and as part of a transportation mix of some the following transportation modes: helicopter, bus, auto, bicycle, walking, and taxi

Use of Federal green programs as summarized by IBSIC book section 308.1 which will allow covering up portions of the freeway/highway between the Uplift and other side of the freeway using Spans.

## Emergency and VIP Overlay



Fire, Police and Hospital Emergency overlay can all be assisted by the Security Overlay and Transportation Overlay teams. There will have to be a way to transport people of the deck on an emergency basis. The typical deck width would be substantially sufficient for an emergency vehicle for fire, police and hospital emergency. In addition, Security Overlay may require certain protocol on these emergencies so as not to create chaos on the deck or create opportunity for security breaches.

Other considerations may be to have a Heliport for transportation and emergency.

Other considerations:

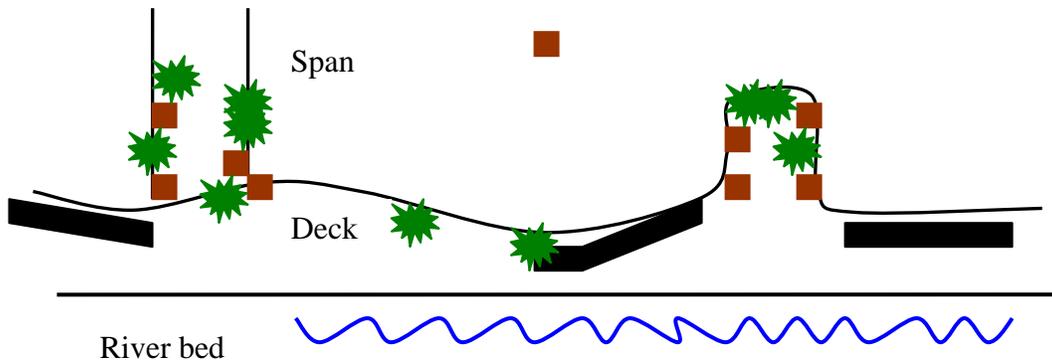
VIP vehicles such as a government tour of the Uplift

## Education Overlay

International High School- A consolidated student body school which do not have residency in the US city but have school age population that could attend these specialized schools. The school could also operate as a limited private school for paying students.

## Special Overlay

Senior Citizens are going to want a place to sit and relax. So this would work well with the public overlay. There may be places for tables ■ , or game tables, benches ■ for viewing and relaxing.



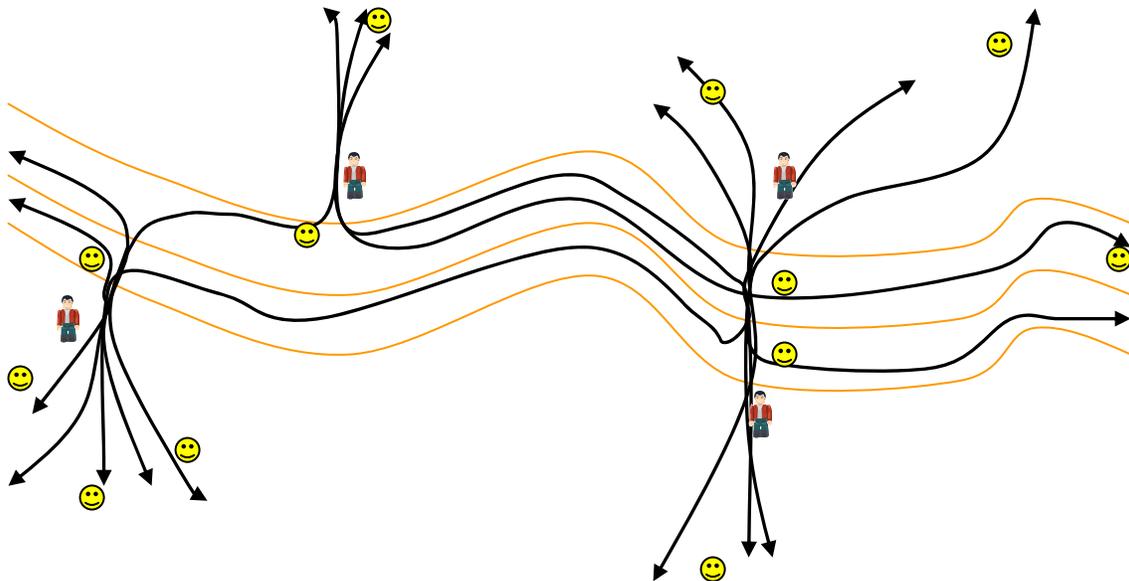
## Tourism Overlay

On a fully developed Uplift, it will take chaos mathematics to study all the path dynamics possible that travelers, people on their way to work, shoppers, students, tourist, bicyclist, and runners among other groups, will take on the Uplift. For tourist, the Uplift will be a unique experience of viewing two cities in two different countries where they can see the city's distant view, medium view of the economic hubs, and the intimate view of the activity along the Uplift.

Tourist can feel safer traveling along the Uplift and occasionally crossing over without ever having to be far of walking distance of the other side. Hundreds of sights can be within  $\frac{1}{2}$  mile on either side of the Uplift along 20 miles of its course.

Also available to tourist or anyone along the Uplift will be information kiosks 😊 which will give the location that they are at, mass transit schedules, emergency assistance calls, weather outlook, Wi-Fi connection, lost and found information, scam alerts, emergency alerts –type-and location relative to location kiosk at, country information, and all kinds of useful information in several languages. The kiosks can also be used to dispense common local tickets and services.

Tourists who have the budget and the need could purchase an escort security services 🧑 for added security.



## Land Ownership Overlay

As has already been established that the Federal government from both countries already controls the river and levee system but what is different in the Uplift scenario is the land leased by the city on either side of each county so as to build the “Deck” for economic and recreational uses. Some portions of the river bottom, where already built, can remain a concrete lined bed but a natural earth river bed would be preferred.

Other option will allow the River bed to be in its natural state while the Step and the Deck will be concrete lined. This will allow the people along the deck to enjoy a more natural environment with the river where it can be provided.

