


# Slide 1 of 21

## Slide Visual Description

I-35 and US 83 Upgrades, In-Person Public Meeting with a Virtual Option, Webb County, Texas. Slide shows the Texas Department of Transportation (TxDOT) logo.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.

A blue graphic with white text and the TxDOT logo. The logo is in the top left corner. The word "WELCOME" is in large, bold, white capital letters. Below it, the text "In-Person Public Meeting with a Virtual Option" is in bold white. Underneath that, "I-35 and US 83 Upgrades" is in bold white. Below that, "Webb County, Texas" is in white. At the bottom, a smaller white font contains the text: "The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT."/>

 **WELCOME**

**In-Person Public Meeting  
with a Virtual Option**

**I-35 and US 83 Upgrades**

Webb County, Texas

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.

## Slide Presentation Script

Welcome to the Texas Department of Transportation Laredo District's pre-recorded presentation for planned upgrades to I-35 and US 83, in Webb County, Texas.

We appreciate your interest in these projects and thank you for your participation. The purpose of this meeting is to inform you about updates to these two projects and request your feedback as the agency refines project design.

This is a pre-recorded presentation that you are able to pause, rewind or fast forward at anytime.

The National Environmental Policy Act review and approval process applies to this project. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025 and executed by FHWA and TxDOT.

# Slide 2 of 21

## Slide Visual Description

Slide shows the TxDOT 'Drive Like a Texan' campaign logo and slogan, 'Help make Texas safer for everyone. Kind. Courteous. Safe.' Image shows an empty Texas road headed toward a mountainous landscape along with a QR Code linking to [www.DriveLikeATexan.com](http://www.DriveLikeATexan.com).

## Slide Presentation Script

Because safety is a priority at TxDOT, we begin each meeting with a safety minute. Today we will highlight TxDOT's new safety campaign, Drive Like a Texan. No matter where we start, every mile brings us closer. And as Texans, we take care of each other along the way. We lend a hand. Slow down. And take our time. At the end of the day, we all want to get home safe. Drive like a Texan. Kind. Courteous. And safe.



# Slide 3 of 21

## Slide Visual Description

Slide header is 'Project details and location'. Slide also shows the I-35 and US 83 projects area map. The US 83 controlled access improvements are marked in a purple color, and the US 83 interchange improvements and I-35 improvements are marked in a green color. Nearby highways and roads include SH 255 and Los Botines Lane. A north arrow and a note indicate the map is not to scale.

## Slide Presentation Script


The I-35 project would extend from 2.7 miles north of Uniroyal Interchange to 1.2 miles north of US 83 Interchange and include a segment of US 83 from the I-35 interchange to Los Botines Lane.

The US 83 project would extend from Los Botines Lane to 1 mile north of SH 255.

Both projects take place in Webb County, Texas.

The location map on this slide shows the I-35 and US 83 project areas.

Please note that I-35 and US 83 are two separate projects that are adjacent to each other.

 *Connecting you with Texas*


### Project details and location

**Project limits**

- **I-35** from 2.7 miles north of Uniroyal Interchange to 1.2 miles north of US 83 Interchange + US 83 from Los Botines Lane to I-35, approximately 5 miles total
- **US 83** from 1 mile north of SH 255 to Los Botines Lane, approximately 4 miles

**County**

- Webb



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# Slide 4 of 21

## Slide Visual Description

Slide header is 'Previous public engagement and feedback'. Slide includes images from the first public meeting.

## Slide Presentation Script

Previous engagement included a virtual public meeting with in-person option in August 2021. TxDOT visited with 20 in-person attendees at that in-person option, and 78 attendees participated online. TxDOT received comments from 11 of the attendees and participants.

Some of the concerns we heard focused on property acquisition, safety, and questions on the proposed roadway design.

Since the 2021 public meeting there has been changes in the scope and alignment of the US 83 project due to the roadway being designated as future I-27.

The images on this slide are from the 2021 public meeting.

 *Connecting you with Texas*

### Previous public engagement and feedback

**Aug. 17, 2021**  
**Virtual public meeting with in-person option**

- **20** In-person attendees
- **78** Online attendees
- **11** Number of commenters



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# Slide 5 of 21

## Slide Visual Description

Slide header is 'Project goals'.

## Slide Presentation Script

The goals of both projects are to:

- Improve safety,
- Improve mobility, and
- Alleviate traffic congestion.

## Project goals

### What are we trying to do?

- Improve safety
- Improve mobility
- Alleviate traffic congestion

# Slide 6 of 21

## Slide Visual Description

Slide header is 'Planned improvements: I-35'.

## Slide Presentation Script

So what does TxDOT plan to build?

Let's start with the I-35 project.

The improvements for I-35 from Uniroyal Interchange to US 83 Interchange and US 83 from Los Botines Lane to I-35 would include:

- Widen I-35 to include three lanes in each direction divided by a concrete traffic barrier and elevate these lanes over Union Pacific Railroad (UPRR),
- Convert the existing two-way, two-lane frontage roads to one-way, two-lane frontage roads,
- Improve I-35 by relocating and redesigning the I-35/US 83 interchange,
- Construct two elevated one-lane direct connector bridges for I-35 and US 83, and
- Upgrade US 83 interchange in preparation of Future I-27.

The project would be constructed in phases with the US 83 south direct connector bridge being constructed at a future date.

### Planned improvements: I-35

#### What does TxDOT plan to build?

**I-35** from Uniroyal Interchange to US 83 Interchange

+ **US 83** from Los Botines Lane to I-35

- Widen I-35 to include three lanes in each direction divided by a concrete traffic barrier and elevate these lanes over Union Pacific Railroad (UPRR)
- Convert the existing two-way, two-lane frontage roads to one-way, two-lane frontage roads
- Improve I-35 by relocating and redesigning the I-35/US 83 interchange
- Construct two elevated one-lane direct connector bridges for I-35 and US 83
- Upgrade US 83 interchange in preparation of Future I-27

*The project would be constructed in phases with the US 83 south direct connector bridge being constructed at a future date.*

# Slide 7 of 21

## Slide Visual Description

Slide header is 'Existing typical section I-35 from Uniroyal Interchange to US 83 Interchange'. Image shows the existing roadway of I-35. The existing right of way is 300-feet and varies. There are two 12-foot mainlanes in each direction, 9-foot two-way frontage roads with one lane in each direction, shoulders, and a 6-foot ditch.

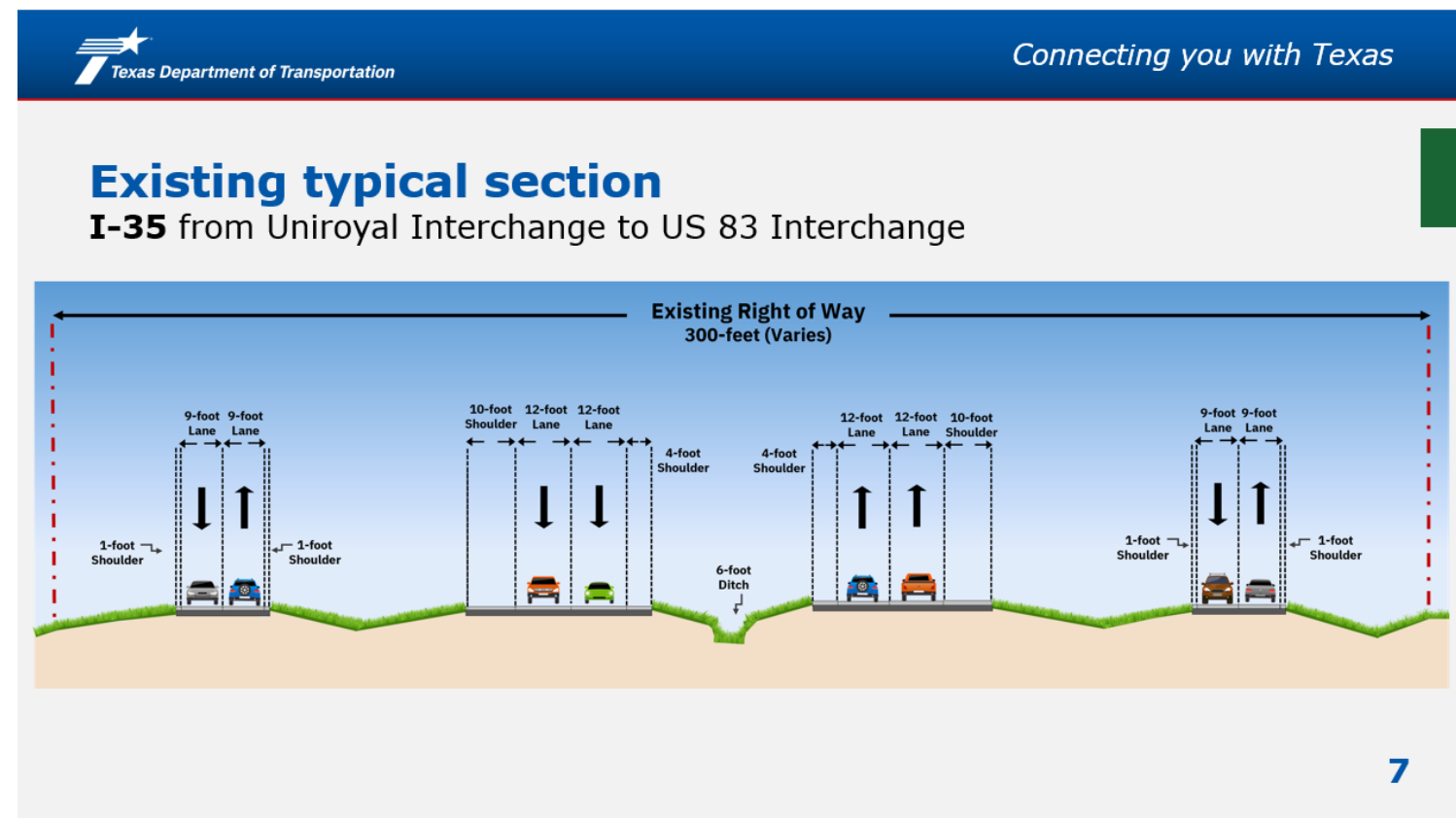
## Slide Presentation Script

Now let's talk about I-35 from Uniroyal Interchange to US 83 Interchange as it exists today.

The image on the screen is an existing typical section of these limits. A typical section is the basic blueprint of the roadway as it exists today.

There are two mainlanes in each direction and two-way frontage roads with one lane in each direction on both sides of the interstate.

The existing right-of-way width is 300-feet and varies.



# Slide 8 of 21

## Slide Visual Description

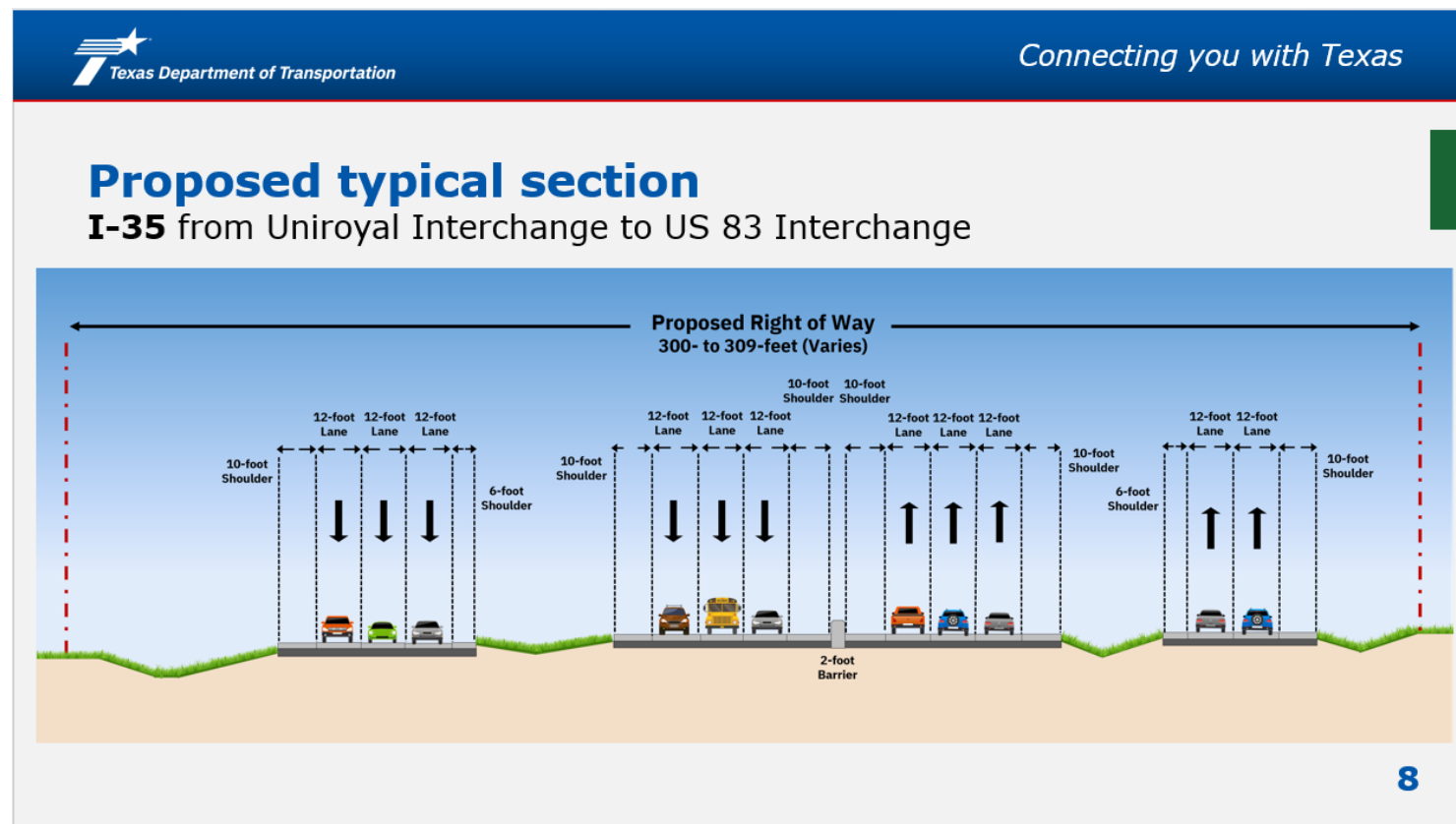
Slide header is 'Proposed typical section I-35 from Uniroyal Interchange to US 83 Interchange'. Image shows the proposed right of way typical section of I-35. The proposed right of way is from 300- to 309-feet max. There are three 12-foot lanes in each direction divided by a concrete 2-foot barrier, shoulders, and 12-foot one-way frontage roads with two to three lanes in each direction on both sides.

## Slide Presentation Script

The image on the screen is the proposed typical section from Uniroyal Interchange to US 83 Interchange which would include the following:

- Three mainlanes in each direction divided by a concrete traffic barrier, and
- One-way frontage roads with two to three lanes in each direction on both sides of the interstate.

The right-of-way width is 300- to 309-feet and varies.



# Slide 9 of 21

## Slide Visual Description

Slide header is 'Planned improvements: US 83'.

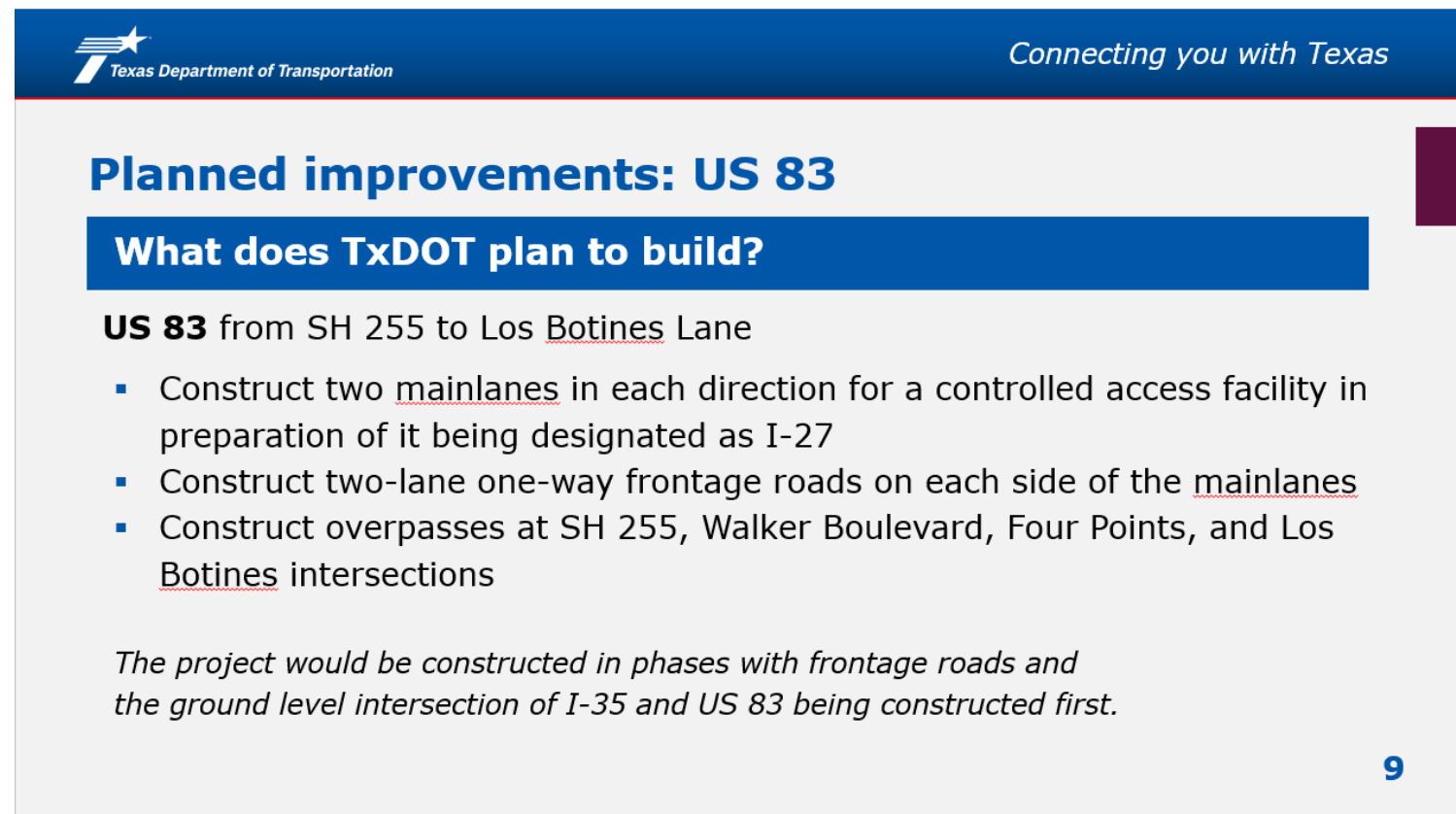
## Slide Presentation Script

In addition to the previous planned improvements, TxDOT will also be making improvements to US 83 from SH 255 to Los Botines Lane.


The improvements would include:

- Construct two mainlanes in each direction for a controlled access facility in preparation of it being designated as I-27,
- Construct two-lane one-way frontage roads on each side of the mainlanes, and
- Construct overpasses at SH 255, Walker Boulevard, Four Points, and Los Botines intersections.

The project would be constructed in phases with frontage roads and the ground level intersection of I-35 and US 83 being constructed first.



The screenshot shows a slide from the Texas Department of Transportation. The header includes the TxDOT logo and the slogan 'Connecting you with Texas'. The main title is 'Planned improvements: US 83'. Below this is a sub-header 'What does TxDOT plan to build?'. The content describes improvements for US 83 from SH 255 to Los Botines Lane, listing three main items: construction of two mainlanes for a controlled access facility, two-lane one-way frontage roads, and overpasses at four specific intersections. A note at the bottom states the project will be built in phases, starting with frontage roads and the I-35/US 83 intersection. The slide number '9' is in the bottom right corner.

 Connecting you with Texas

### Planned improvements: US 83

#### What does TxDOT plan to build?

**US 83** from SH 255 to Los Botines Lane

- Construct two mainlanes in each direction for a controlled access facility in preparation of it being designated as I-27
- Construct two-lane one-way frontage roads on each side of the mainlanes
- Construct overpasses at SH 255, Walker Boulevard, Four Points, and Los Botines intersections

*The project would be constructed in phases with frontage roads and the ground level intersection of I-35 and US 83 being constructed first.*

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# Slide 10 of 21

## Slide Visual Description


Slide header is 'Existing typical section US 83 from SH 255 to Los Botines Lane'. Image shows the proposed right of way typical section of US 83. There are 12-foot lanes in and shoulders. The existing right-of-way width varies between 100- to 200-feet.

## Slide Presentation Script

Now let's talk about US 83 from SH 255 to Los Botines Lane as it exists today. The image on the screen is an existing typical section of these limits.

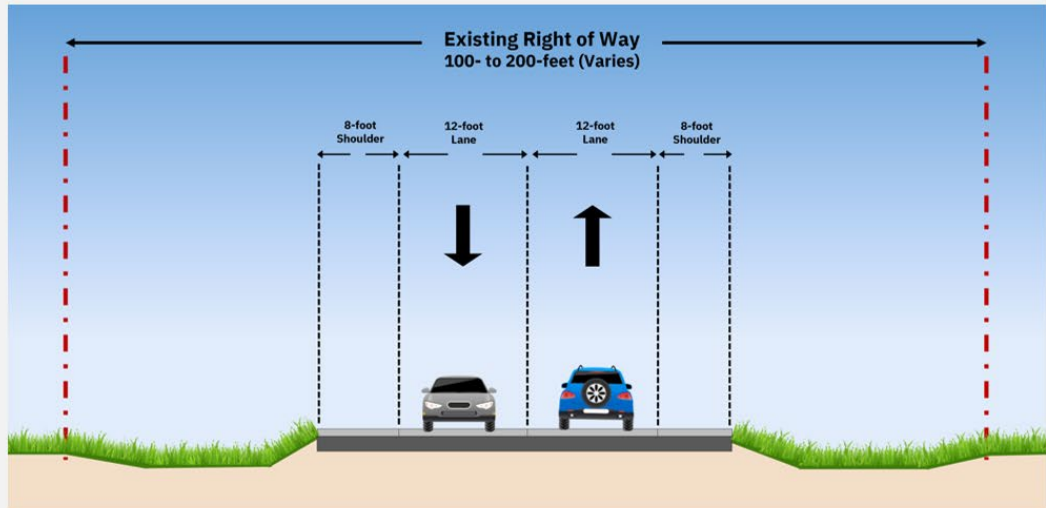
There is one lane in each direction with no median.

The existing right-of-way width varies between 100- to 200-feet.

 *Connecting you with Texas*

### Existing typical section

US 83 from SH 255 to Los Botines Lane



The diagram illustrates a cross-section of a two-lane road. It features two 12-foot lanes, one for each direction of travel, indicated by a downward arrow on the left and an upward arrow on the right. Each lane is flanked by an 8-foot shoulder. The entire road section is contained within a right-of-way that varies in width from 100 to 200 feet, as shown by a long double-headed arrow at the top. The road surface is shown in grey, with green grass on the shoulders and a light brown ground level below. A small car is shown in each lane.

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# Slide 11 of 21

## Slide Visual Description

Slide header is 'Proposed typical section – interim US 83 from SH 255 to Los Botines Lane'. Image shows the proposed right of way typical section of US 83. The proposed interim right of way varies from 400- to 490 feet. There are two 12-foot lanes in each direction, a grassy median, and shoulders.

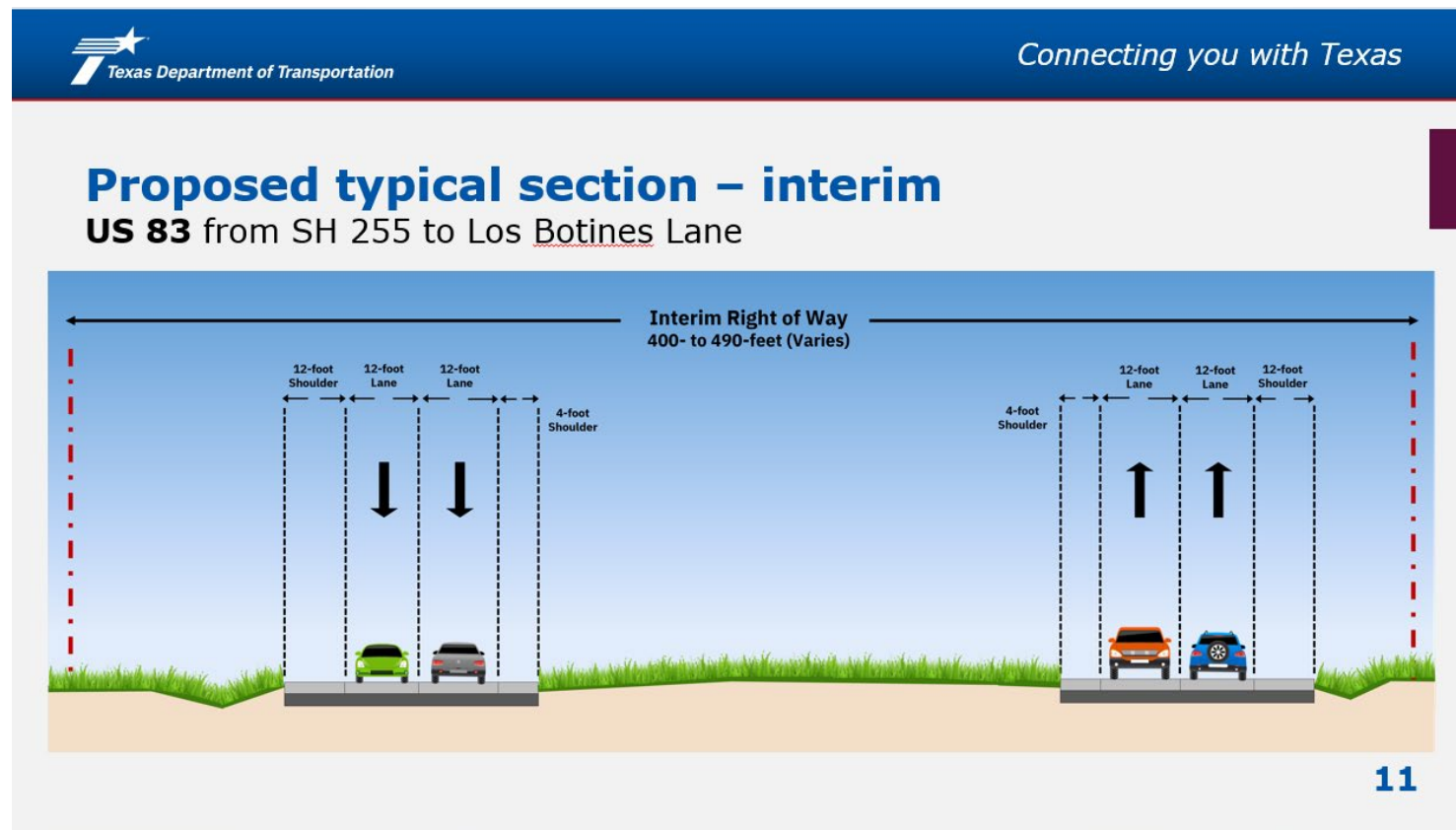
## Slide Presentation Script

The image on the screen is the proposed typical section of the interim design for US 83 from SH 255 to Los Botines Lane.

The interim design would include the following:

- Two lanes in each direction, and
- A grassy median.

The right-of-way width is 400- to 490-feet and varies.



# Slide 12 of 21

## Slide Visual Description

Slide header is 'Proposed typical section – ultimate US 83 from SH 255 to Los Botines Lane'. Image shows the proposed right of way typical section of US 83. The proposed ultimate right of way varies from 400- to 490 feet. There are two 12-foot lanes in each direction, one-way frontage roads with two lanes in each direction, and shoulders.

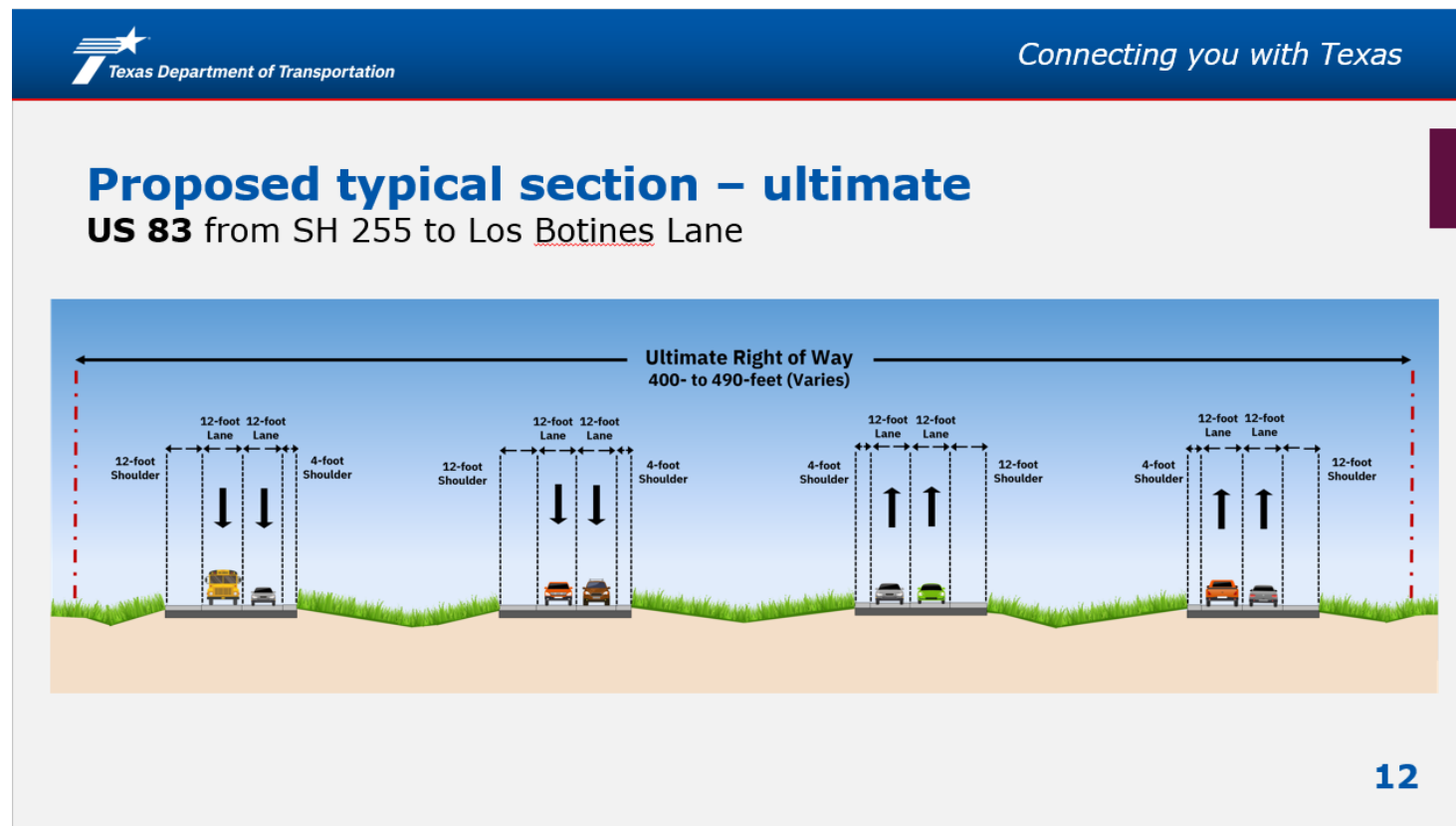
## Slide Presentation Script

The image on the screen is the proposed typical section of the ultimate design for US 83 from SH 255 to Los Botines Lane.

The ultimate design would include the following:

- Two mainlanes in each direction
- One-way frontage roads with two lanes in each direction on both sides of the future interstate.


The right-of-way width varies from 400- to 490-feet.



# Slide 13 of 21





## Slide Visual Description


Slide header is 'National Environmental Policy Act (NEPA)'. Slide shows a graphic highlighting four of the environmental resources that are being studied which includes Water Resources, Traffic Noise, Cultural Resources, and Social and Community Resources.

 *Connecting you with Texas*

### National Environmental Policy Act (NEPA)

These are some of the social, economic, and environmental resources being studied:

-  **Water Resources**
-  **Traffic Noise**
-  **Cultural Resources**
-  **Social and Community Resources**

 Environmental constraints are key areas that we need to assess and avoid, if possible, when building roadway improvements.

TxDOT would avoid or minimize impacts to the greatest extent feasible.

## Slide Presentation Script

With any project that receives federal funds, TxDOT is required to evaluate potential environmental impacts and follow the National Environmental Policy Act of 1969, otherwise known as NEPA.

In compliance with NEPA and other federal and state environmental regulations, the environmental process includes an evaluation of potential impacts to the natural and human environment. This includes, but is not limited to, evaluations of cultural resources, traffic noise, biological resources and social and community resources.

Environmental constraints are key areas that we need to assess and avoid, if possible, when building roadway improvements. TxDOT would avoid or minimize impacts to the greatest extent feasible.

# Slide 14 of 21

## Slide Visual Description

Slide header is 'Proposed right of way: I-35'. Slide shows a QR code that is linked to the [www.TxDOT.gov](http://www.TxDOT.gov) Landowner Bill of Rights and resources webpage.

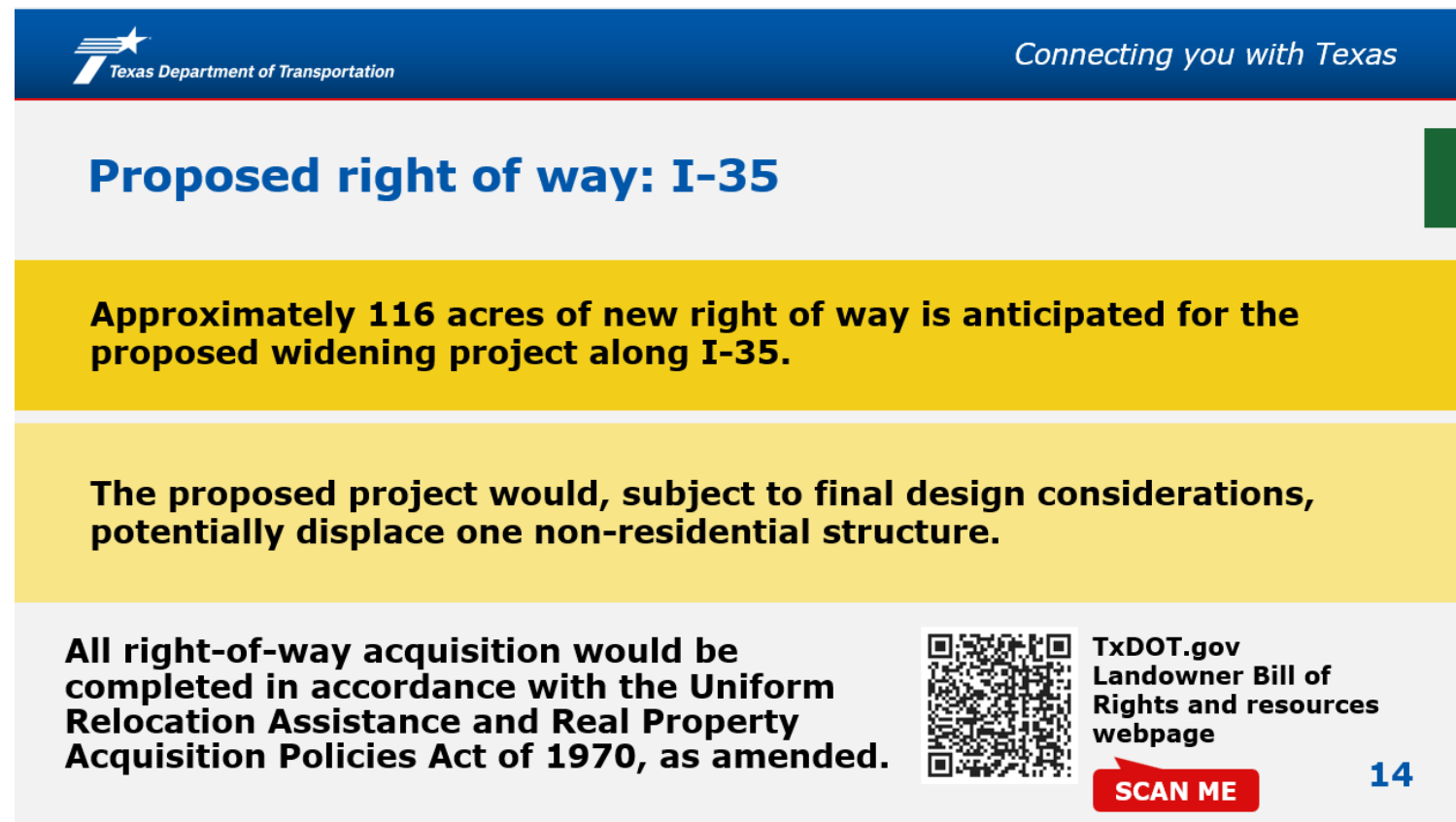
## Slide Presentation Script

What is right-of-way? Right-of-way is land that is occupied, or intended to be occupied, by a public road or highway. Where appropriate, right of way may include other infrastructure such as accommodations for bicyclists and pedestrians, electrical and communication lines, and facilities for oil and natural gas lines as well as water, sanitary, and storm sewer lines.

Subject to final design considerations, the I-35 corridor would require approximately 116 acres of additional right of way. There are no residential displacements, and one non-residential structure is anticipated to be displaced at this time.

All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

A QR code to the Landowner Bill of Rights and resources webpage on [www.TxDOT.gov](http://www.TxDOT.gov) is available on the screen.



The slide visual description shows a slide with a blue header containing the Texas Department of Transportation logo and the slogan "Connecting you with Texas". The main content is divided into several sections: a blue header with the text "Proposed right of way: I-35"; a yellow section with the text "Approximately 116 acres of new right of way is anticipated for the proposed widening project along I-35."; a light yellow section with the text "The proposed project would, subject to final design considerations, potentially displace one non-residential structure."; a white footer section with the text "All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended." on the left, a QR code in the center, and the text "TxDOT.gov Landowner Bill of Rights and resources webpage" on the right. Below the QR code is a red button with the text "SCAN ME" and the number "14" in the bottom right corner.

# Slide 15 of 21

## Slide Visual Description

Slide header is 'Proposed right of way: US 83'. Slide shows a QR code that is linked to the [www.TxDOT.gov](http://www.TxDOT.gov) Landowner Bill of Rights and resources webpage.

## Slide Presentation Script

Subject to final design considerations, the US 83 corridor would require 245 acres of new right of way. Seven residential and five non-residential structures are anticipated to be displaced at this time.

No final decisions regarding the proposed design or right-of-way footprint have been made for the US 83 project.

As noted earlier, all right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

A QR code to the Landowner Bill of Rights and resources webpage on [www.TxDOT.gov](http://www.TxDOT.gov) is available on the screen.

 *Connecting you with Texas*

### Proposed right of way: US 83

**Approximately 245 acres of new right of way is anticipated for the proposed widening project along US 83.**

**The proposed project would, subject to final design considerations, potentially displace seven residences and five non-residential structures.**

**No final decisions regarding the proposed design or right-of-way footprint have been made.**

**All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.**

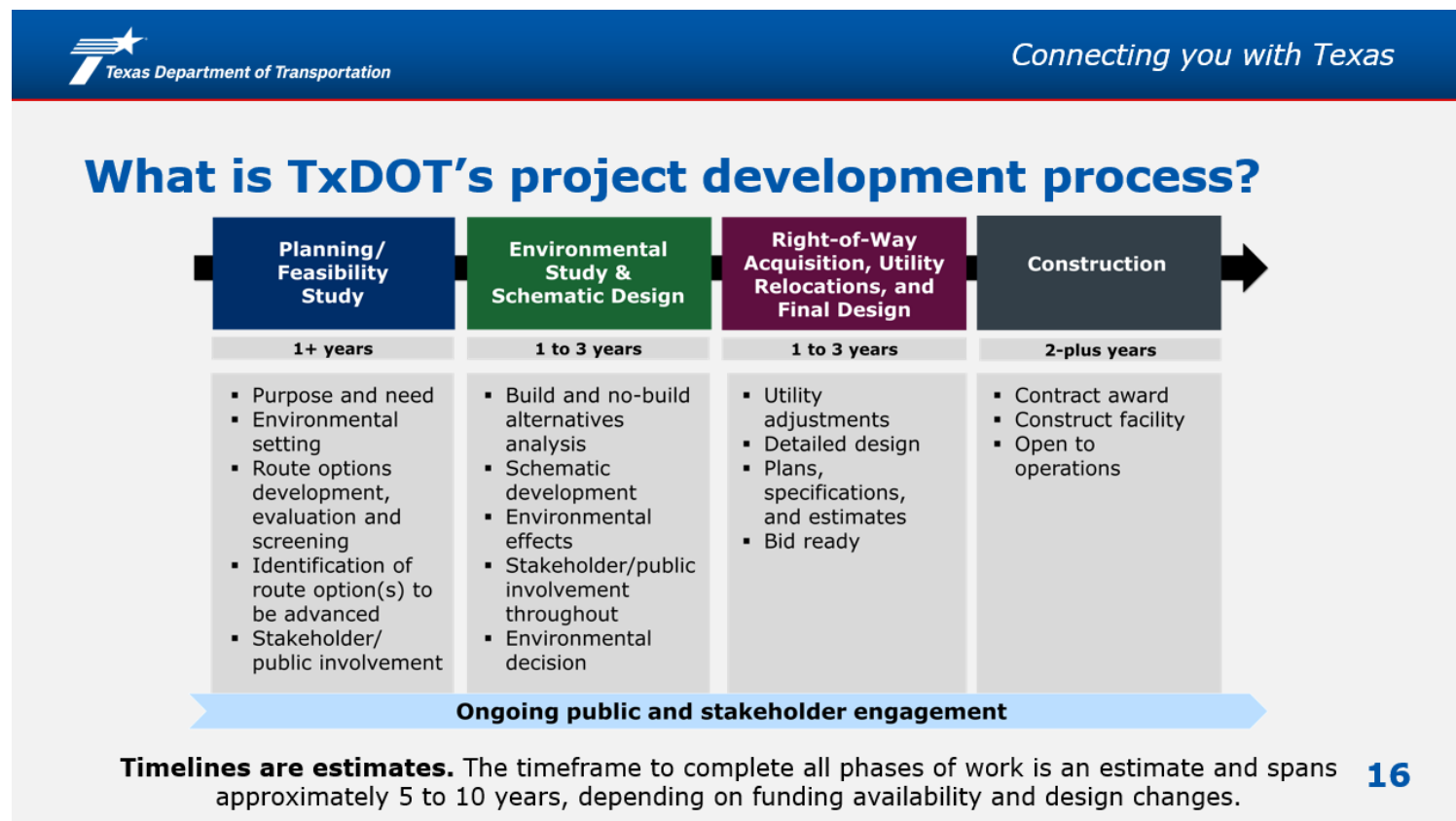
 TxDOT.gov Landowner Bill of Rights and resources webpage

**SCAN ME** **15**

# Slide 16 of 21

## Slide Visual Description

Slide header is 'What is TxDOT's project development process?'. Slide shows a graphic highlighting the project development process showing four phases with ongoing public involvement throughout. Phase 1 is 'Planning/Feasibility Study', phase 2 is 'Environmental Study & Schematic Design', phase 3 is 'Right-of-Way Acquisition, Utility Relocations, and Final Design', and phase 4 is 'Construction'. A blue arrow on the left labeled 'Ongoing public and stakeholder engagement' spans all four phases.



## Slide Presentation Script

Let's now touch on TxDOT's process for projects. TxDOT's project development process consists of four phases, each including public involvement.

Phase one is titled Planning and Feasibility Study, with an estimated duration of one or more years. Key activities in this phase include defining the project's purpose and need, assessing the environmental setting, developing and evaluating route options, identifying the route or routes to move forward, and conducting stakeholder and public involvement.

Phase two is Environmental Study and Schematic Design, lasting approximately one to three years. This phase includes analyzing build and no-build alternatives, developing schematic designs, evaluating environmental effects, continuing stakeholder and public involvement throughout the process, and reaching an environmental decision.

Phase three is Right-of-Way Acquisition, Utility Relocations, and Final Design, also estimated at one to three years. Activities include making utility adjustments, completing detailed design, preparing plans, specifications, and cost estimates, and getting the project ready for bidding.

# Slide 16 of 21 (Cont.)

## Slide Visual Description

Slide header is 'What is TxDOT's project development process?'. Slide shows a graphic highlighting the project development process showing four phases with ongoing public involvement throughout. Phase 1 is 'Planning/Feasibility Study', phase 2 is 'Environmental Study & Schematic Design', phase 3 is 'Right-of-Way Acquisition, Utility Relocations, and Final Design', and phase 4 is 'Construction'. A blue arrow on the left labeled 'Ongoing public and stakeholder engagement' spans all four phases.

## Slide Presentation Script

Phase four is Construction, with a duration of two or more years. This phase includes awarding the contract, constructing the facility, and opening it to operations.

Ongoing public and stakeholder engagement occurs throughout all four phases of the project.

If the decision is made to move forward with the project at the end of the environmental study, the next phase involves right-of-way acquisition, utility adjustments and final design.

Right-of-way acquisition for I-35 is anticipated to begin in 2026 and in 2027 for US 83. This phase will take approximately two years to complete. During this time, offers and negotiations would occur with property owners to acquire needed right of way. As noted earlier, an additional 152 acres of right of way would be needed for the current proposed design for US 83 and 116 acres of right of way would be needed for I-35.

Advancement from phase to phase is contingent upon the outcome of the previous phase, funding availability, and design changes.

Connecting you with Texas

### What is TxDOT's project development process?

Planning/ Feasibility Study	Environmental Study & Schematic Design	Right-of-Way Acquisition, Utility Relocations, and Final Design	Construction
1+ years	1 to 3 years	1 to 3 years	2-plus years
<ul style="list-style-type: none"> <li>▪ Purpose and need</li> <li>▪ Environmental setting</li> <li>▪ Route options development, evaluation and screening</li> <li>▪ Identification of route option(s) to be advanced</li> <li>▪ Stakeholder/public involvement</li> </ul>	<ul style="list-style-type: none"> <li>▪ Build and no-build alternatives analysis</li> <li>▪ Schematic development</li> <li>▪ Environmental effects</li> <li>▪ Stakeholder/public involvement throughout</li> <li>▪ Environmental decision</li> </ul>	<ul style="list-style-type: none"> <li>▪ Utility adjustments</li> <li>▪ Detailed design</li> <li>▪ Plans, specifications, and estimates</li> <li>▪ Bid ready</li> </ul>	<ul style="list-style-type: none"> <li>▪ Contract award</li> <li>▪ Construct facility</li> <li>▪ Open to operations</li> </ul>

**Ongoing public and stakeholder engagement**

**Timelines are estimates.** The timeframe to complete all phases of work is an estimate and spans approximately 5 to 10 years, depending on funding availability and design changes.

# Slide 17 of 21


## Slide Visual Description

Slide header is 'I-35 anticipated project timeline'.

## Slide Presentation Script

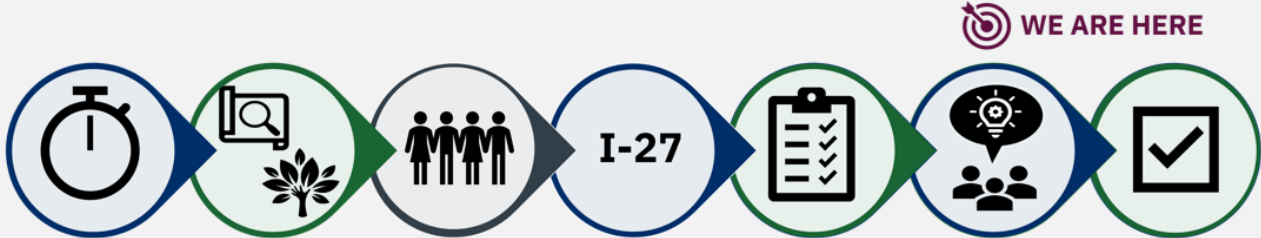
TxDOT initiated a study for the I-35 project in May 2017. In Summer 2020, preliminary schematic design works and environmental studies began. The first virtual public meeting with in-person option was held in August 2021, and in March 2022, US 83 was designated as part of the future I-27. Schematic refinements continued in October 2025. The second virtual public meeting with in-person option is being held in April 2026, and environmental and schematic design approval is anticipated in June 2026.

TxDOT is holding this meeting to update the public and make additional refinements to the schematic design. This project is currently anticipated to let for construction bids in November 2029 and right-of-way acquisition has begun. It is important to note that TxDOT will continue to monitor and consider environmental factors throughout construction.

 *Connecting you with Texas*

### I-35 anticipated project timeline

**WE ARE HERE**



May 2017	Summer 2020	August 2021	March 2022	October 2025	April 2026	June 2026
TxDOT initiates study	Preliminary schematic design and environmental studies begin	Virtual Public Meeting with In-Person Option	US 83 designated part of future I-27	Schematic refinements continue	Virtual Public Meeting with In-Person Option	Anticipated environmental and schematic design approval

**This timeline is approximate and subject to change.**  
Advancement to utility adjustments, final design, and construction is contingent upon the results of the environmental process and funding availability.

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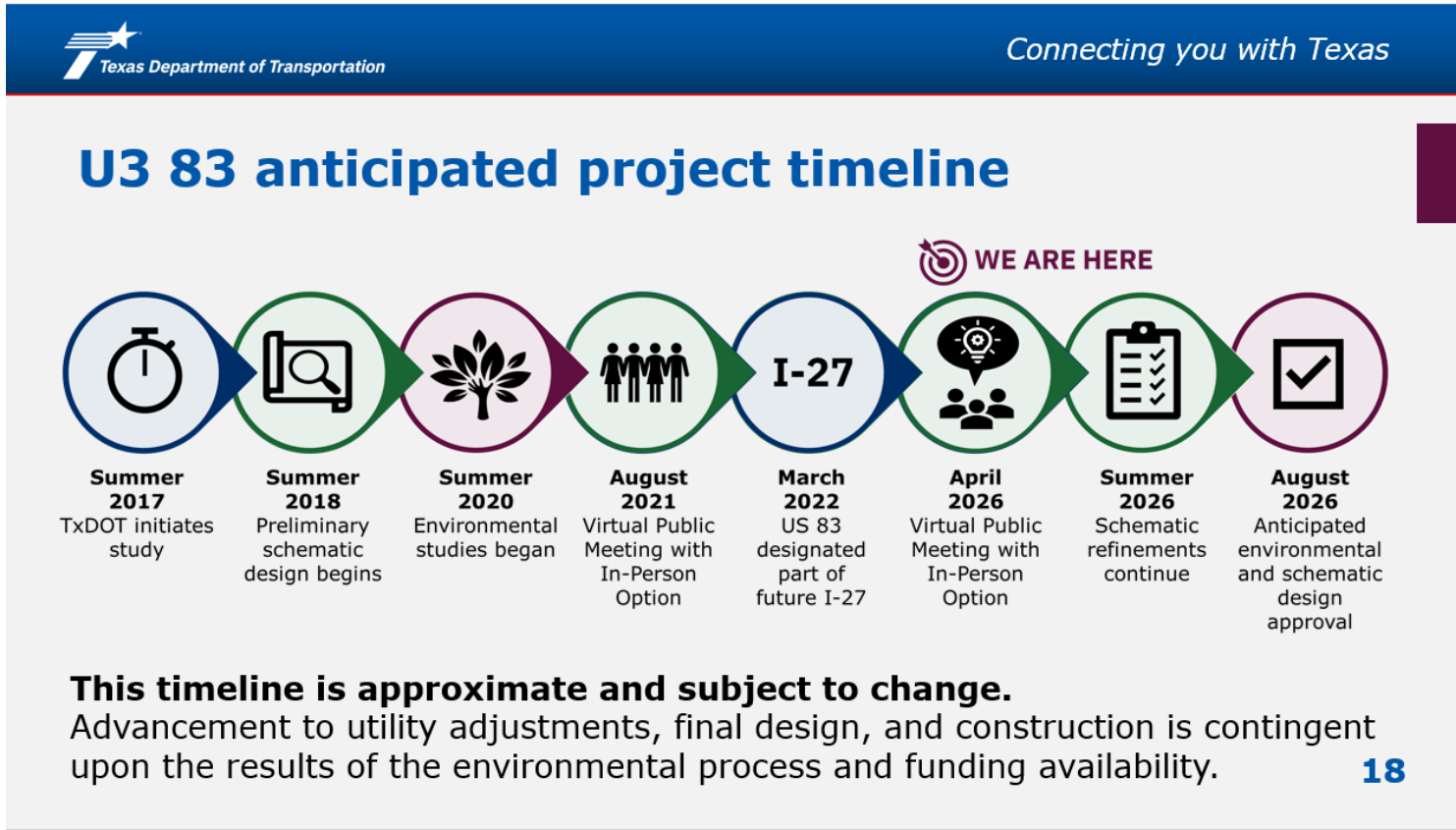
## Slide Visual Description

Slide header is 'US 83 anticipated project timeline'.

## Slide Presentation Script

TxDOT initiated a study for the US 83 project in Summer 2017. In Summer 2018, preliminary schematic design works and environmental studies began in Summer 2020. The first virtual public meeting with in-person option was held in August 2021 and in March 2022, US 83 was designated as part of the future I-27. The second virtual public meeting with in-person option is being held in April 2026 followed by schematic refinements and environmental and schematic design approval anticipated in June 2026.

TxDOT is holding this meeting to update the public and make additional refinements to the schematic design. This project is currently anticipated to let for construction bids in August 2030. Therefore, the right-of-way acquisition has not been determined at this time. It is important to note that TxDOT will continue to monitor and consider environmental factors throughout construction.



# Slide 19 of 21

## Slide Visual Description

Slide header is 'Next Steps'.

## Slide Presentation Script

The next steps for both projects will be to:

- Document, evaluate and address public input,
- And refine the schematic design.

TxDOT encourages and requests public input on the following:

- Mobility and safety concerns within the corridor,
- The planned improvements, and
- And future development plans that should be considered.

### Next steps

- Document, evaluate and address public input
- Refine schematic design

### TxDOT encourages and requests public input on:

- Mobility and safety concerns within the corridor
- Planned improvements
- Future development plans that should be considered

# Slide 20 of 21

## Slide Visual Description

Slide header is 'How to submit your comments'. Slide shows a QR code linking to the [www.TxDOT.gov](http://www.TxDOT.gov) Hearing and Meetings webpage for I-35 and US 83.

## Slide Presentation Script

Your comments are important to TxDOT, and you can submit them in the following ways:

- At the in-person option, please provide written comments on the forms provided.
- Visit [www.txdot.gov](http://www.txdot.gov), keyword search "I-35 and US 83 Upgrades" to submit your comments on the online comment form. A QR code to the online comment form is available on the screen.
- Email your comments to [chris.kloss@txdot.gov](mailto:chris.kloss@txdot.gov),
- Or mail your comments to I-35 and US 83 Project Team, c/o Poznecki-Camarillo, LLC, 4801 Northwest Loop 410, Ste. 108, San Antonio, Texas 78229.

Questions or comments may be submitted to TxDOT and the project team at any time during project development. However, to be included in the official record, all comments must be received or postmarked by Friday, May 15, 2026.

Responses to comments will be included in the official record and will be posted on [www.txdot.gov](http://www.txdot.gov), keyword search "I-35 and US 83 Upgrades".

**How to submit your comments**

**Comment Form**  
Submit a comment form in-person.

**Online**  
Visit [www.txdot.gov](http://www.txdot.gov), keyword search "I-35 and US 83 Upgrades" or scan the QR code to access the virtual comment form.

**E-mail**  
Submit a comment to: [chris.kloss@txdot.gov](mailto:chris.kloss@txdot.gov)

**Mail**  
Submit a comment by mail to:  
I-35 and US 83 Project Team  
c/o Poznecki-Camarillo, LLC  
4801 Northwest Loop 410, Ste. 108  
San Antonio, Texas 78229

**SCAN ME**

**Please submit or postmark comments by:**  
**Friday, May 15, 2026**

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# Slide 21 of 21

## Slide Visual Description

Slide shows the TxDOT logo and large text saying 'Thank you!'

## Slide Presentation Script

On behalf of the Texas Department of Transportation, I sincerely thank you for your participation in this virtual public meeting with in-person option for the I-35 and US 83 projects.

Please remember to submit your comments by Friday, May 15, 2026.

Thank you for joining us today. This concludes the presentation.



# Thank you!

**★ Please remember to submit your comments ★  
by Friday, May 15, 2026.**

