

**I-35/US 83 Upgrades and UPRR Overpass Projects  
from 2.7 Miles North of Uniroyal Interchange to 1.2 Miles North of US 83 Interchange  
and from 1 Mile North of SH 255 to the US 83/I-35 Underpass**

**Interstate 35 Introduction Slides Narrative (00:00)**

The I-35 proposed Interstate Highway Improvement Project is located in the Laredo District.

The project location for the ultimate phase begins 2.68 miles north of Uniroyal Drive. The improvements proceed north, covering mile markers 17, 18, and 19. Then, after crossing over the Union Pacific railroad, the project ends just south of mile marker 20, along I-35.

The landmark within the limits of the project is the Travel Information Center, at the junction of I-35 and US 83.

The project limit on I-35 begins 2.68 mile north of Uniroyal Dr. and continues north 1.2 miles past the junction of I-35/US 83.

The project limit on US 83 starts from the junction of I-35/US 83, heading north, approximately 1 mile along US 83.

This segment of the I-35 road project is classified as a rural freeway.

This project begins with widening to the inside of the existing I-35 to convert the current 4-lane divided freeway to a 6-lane urban freeway.

This involves upgrading and realigning I-35 main lanes and frontage roads, beginning at approximately mile marker 18, and in the vicinity of the US 83 junction, the Travel Information Center and continuing through the UP railroad underpass. Upgrades also include direct connectors from the south end of I-35 to the north end of US 83

It will also be necessary to convert US 83 from a 2-lane highway to a 4-lane divided highway, beginning at the I-35/US 83 junction and proceeding 1 mile north along US 83, to allow room for the direct connectors.

Additional steps will be the realignment and construction of I-35 main lanes to provide an upgraded, grade separation with the UP railroad.

Reconstruction the Travel Information Center's grade separation, to match the new alignment of main lanes, will also be necessary.

Providing pavement transitions to both the north and south project limits, to match existing pavement sections.

Reconstruction of the existing northbound and southbound frontage roads, south of the Travel Information Center.

Reconstruction of the existing northbound and southbound frontage roads, north of existing UP railroad.

Reconstruction of the intersections, by the existing Travel Information Center.

And finally, the addition of direct connectors from the south end of I-35 to the north end US 83.

### **I-35 Ultimate Condition Traffic Animation Narrative (02:38)**

We begin with an aerial view of the I-35 road project in its ultimate proposed condition.

Traveling north along the I-35 road reconstruction, we begin with 3 northbound and 3 southbound lanes, keeping the same alignment and widening to the inside. A concrete traffic barrier will be used to separate opposing lanes of traffic. The additional ROW acquired during the interim phase, will now allow us to add new northbound and southbound frontage roads, which will be striped as one-way operations.

New entrance and exit ramps will be designed for access to the Travel Information Center and US 83. New frontage road construction will begin. I-35 will begin to go on new alignment as it prepares for crossing over the UP railroad.

US 83 will be a divided roadway with 2 lanes in each direction. Direct connectors will be on top.

The US 83 direct connectors will tie into the 4 lane divided section just south of Los Botines. This project ends just south of Los Botines and matches the adjoining segment.

Why is this project needed and who will benefit?

The I-35 corridor project is being undertaken to reduce congestion, due to increased traffic volume on northbound and southbound I-35. To provide efficient movement for this increasing flow of International freight, moving through the Laredo port-of-entry, the ultimate phase adds two direct connectors, joining I-35 and US 83 to the already widened I-35 roadway. Additionally, two ramp connections will be added along I-35 to the adjacent frontage roads. This will improve traffic movement, safety and efficiency. During construction, every effort will be made to keep all traffic lanes open, to minimize the impacts to the traveling public.

Near mile marker 19, new entrance and exit ramps are provided for access to and from US 83. I-35 is on a new alignment as it begins to climb up and over the UP railroad tracks. A new bridge will carry traffic over the UP railroad. Straddle bents are being used to span across as much of the UP railroad right of way as possible. 4 lanes of traffic will be provided in each direction for I-35 going over the UP railroad.

After crossing over the UP railroad, one lane of I-35 will taper off and 3 lanes in each direction will continue to the north. A new cul-de-sac will be developed for the southbound frontage road. The northbound frontage road will be reconstructed.

### **I-35 Interim Condition Traffic Animation Narrative (05:24)**

We begin with an aerial view of the entire length of the I-35 roadway project after its first phase of construction, or "Interim" condition.

Traveling north, I-35 road reconstruction begins with 3 northbound and 3 southbound lanes, keeping the same alignments and widening to the inside. A concrete traffic barrier will be used to separate

opposing lanes of traffic. You can see that additional ROW will be acquired along the west side of I-35. The limits of this additional ROW take are shown by the red vertical ribbon running parallel with I-35 along the southbound frontage road. The blue ribbons represent the existing ROW, for both the highway, and the UP railroad also running parallel to I-35.

New entrance and exit ramps will be designed for access to the Travel Information Center and US 83. New frontage road construction will begin. I-35 will begin to go on new alignment as it prepares to cross over the UP railroad.

As we move along this initial section, the I-35 main lanes are being widened, and the existing frontage roads, restriped from two-way to one-way operation. You may also notice the UP railroad running parallel to I-35 on the east side.

A new underpass from the Travel Information Center to US 83 will be constructed. Access to and from the Travel Information Center will remain the same. New intersections with the northbound and southbound frontage roads will be provided for one-way operation.

In the interim condition, US 83 will remain as a two-lane roadway. The new intersection will transition to the existing US 83, and a large right turning movement will allow southbound I-35 traffic to turn north onto US 83. The interim project will end just north of the Depot Properties driveway.

Why is this project needed and who will benefit?

The I-35 corridor project is being undertaken to reduce congestion, due to increased traffic volume on northbound and southbound I-35. To provide efficient movement for this increasing flow of international freight, moving through the Laredo port-of-entry, the Interim phase of this project will widen both I-35 and US 83. Additionally, two ramp connections will be added along I-35 to the adjacent frontage roads. This will improve traffic movement, safety, and efficiency. During construction, every effort will be made to keep all traffic lanes open, to minimize the impacts to the traveling public.

Near mile marker 19, new entrance and exit ramps are provided for access to and from US 83.

I-35 is on a new alignment as it begins to climb up and over the UP railroad tracks. A new bridge will carry traffic over the UP railroad, and straddle bents are being used to span across as much of the UP railroad right of way as possible. 4 lanes of traffic will be provided in each direction for I-35 going over the UP railroad.

After crossing over the UP railroad, one lane of I-35 will taper off and 3 lanes in each direction will continue to the north. A new cul-de-sac will be developed for the southbound frontage road.