

TxDOT – Laredo District

I-35 Corridor Upgrades in North Laredo & Webb County

Newsletter #1

One of our highest priorities in the Laredo community is the efficient movement of international trade through the ports-of-entry (POEs) with Mexico. Our special focus is on projects connecting this traffic to Texas, national and international markets.

We look closely at which potential projects demonstrate the greatest benefits to moving international freight. As part of this priority, the TxDOT – Laredo District is developing a series of projects to upgrade approximately 24-miles of I-35 in and north of Laredo. These upgrades would extend from the Shiloh Road interchange at Mile Marker (MM) 6 to MM 30 which is approximately 1-mile north of the Customs and Border Protection (CBP) check-station

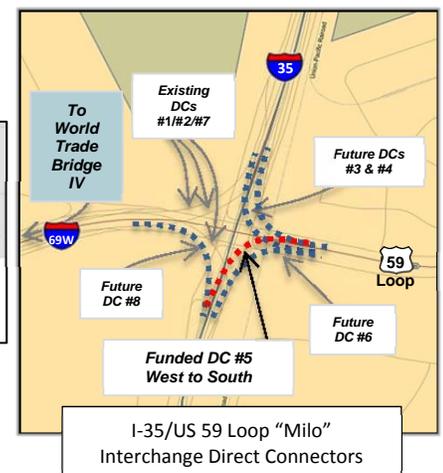
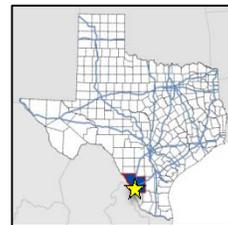
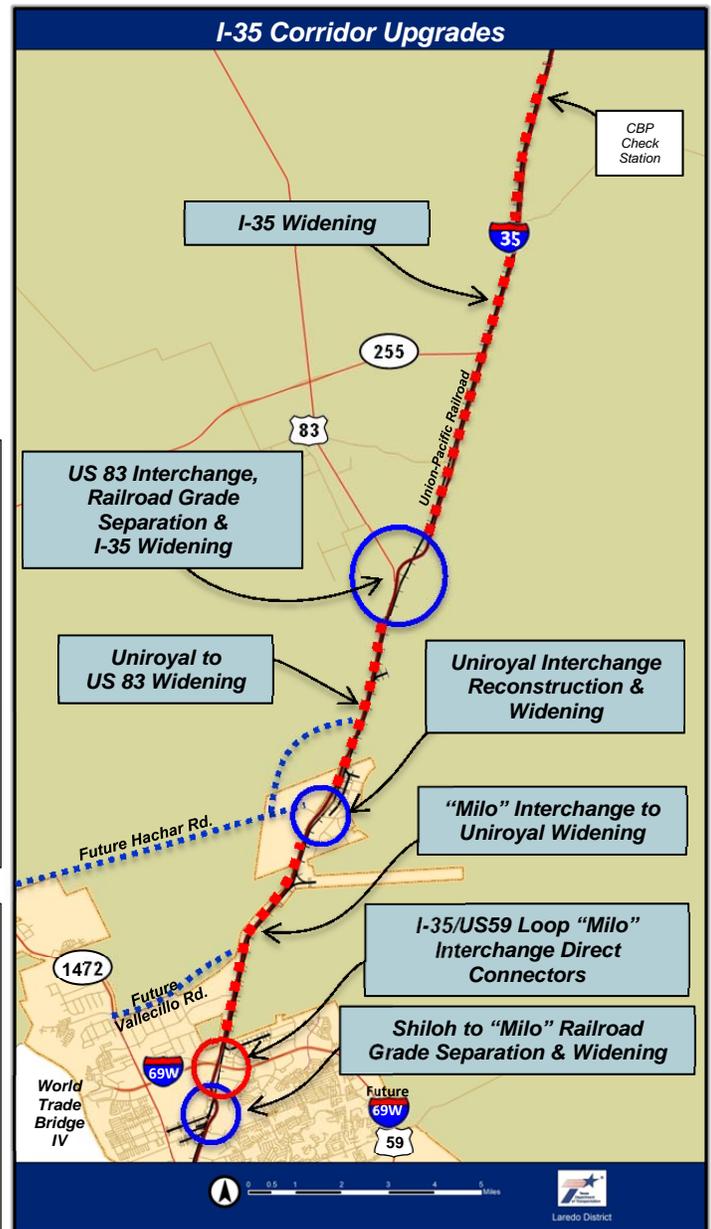
★ WHY IS THIS WORK NEEDED?

- ◆ Laredo is the nexus of three major freight corridors that handle international trade with Mexico (I-35; US 59/I-69W; and US 83/US 277). Laredo handles the highest volume and value of trade of all inland (POEs) in the United States and is ranked as the 3rd busiest POE (land/sea/air) in the United States. Nuevo Laredo is Mexico's busiest POE.
- ◆ International trade, and the resultant commercial traffic that carries this trade, is increasing approximately six percent each year.
- ◆ The I-35 corridor and its associated connecting intersections are experiencing ever-increasing congestion and safety issues.

★ PROJECT HIGHLIGHTS

The proposed improvements along this 24-mile corridor are intended to decrease traffic congestion by increasing the roadway capacity and improving the safety and efficiency of the major street and highway connections.

- ◆ I-35 Mainlane Capacity:
 - * This work would increase the number of mainlanes to three in each direction throughout the corridor.
 - * This added capacity would require the reconfiguration of the railroad crossings at MM 7 north of Shiloh Road in north Laredo and at MM 19 just north of the US 83 intersection.
 - * The reconstruction and widening of the overpass at Uniroyal Drive would also be required in order to increase the number of mainlanes.
- ◆ Ramps, Direct Connectors and Overpasses:
 - * Completing the remaining five direct connectors (DCs) at the I-35/US 59 Loop "Milo" interchange.
 - * Reconfiguring the on/off ramps at the Uniroyal and the Carriers Drive interchange.
 - * Improving the intersection connections at US 83 at MM 18.



★ PLANNING AND PROGRAMMING BY CONSTRUCTION PHASES:

The overall construction estimate for the proposed work along this 24-mile corridor is well over \$460 Million, all of which is not funded; however, there is currently \$234 Million of funding identified for several phases of work on this corridor. Below is a summary of the project phases from south to north as well as the funding status.

- Shiloh Road to the US 59 Loop (Milo Interchange):
 - Raise the I-35 mainlanes from underneath to over the U-P Railroad line and widen the mainlanes to three lanes in each direction.
 - *Construction Estimate: \$64 Million*
 - *Funded / August 2021 construction bid letting*
- Construct the Remaining I-35/US 59 Loop (Milo) Interchange Direct Connectors (DCs):
 - Three DCs (#1 / #2 / #7) are currently open to traffic.
 - DC #5 – US 59 Loop westbound to I-35 southbound:
 - *Construction Estimate: \$30 Million*
 - *Funded / August 2019 construction bid letting*
 - DCs #3 / #4 / #6 / #8:
 - *Total Construction Estimate (4 DCs): \$85 Million*
 - *Unfunded / Under Design Development*
- US 59 Loop to Uniroyal Drive Interchange:
 - Schematic layout development for upgrading the existing United Drive Overpass, at the Killam Industrial Boulevard intersection and at the future overpasses at the future Vallecillo Road and an unnamed arterial road south of Carriers Drive:
 - *Construction Estimates: TBD*
 - *Unfunded / Under Design Development*
- Uniroyal Drive Overpass:
 - Reconstruct & Widen the Overpass at Uniroyal Drive.
 - Reconfigure the Ramps at Uniroyal Drive and Carriers Drive:
 - *Construction Estimate: \$65 Million*
 - *Funded / August 2021 construction bid letting*
- Uniroyal Drive to South of US 83 (at MM 16):
 - Construct the third mainlane in each direction:
 - *Construction Estimate: TBD*
 - *Unfunded / Under Design Development*
- South of US 83 (at MM 16) to MM 30:
 - Re-construct the interchange at US 83 and bridge the I-35 mainlanes from under to over the U-P Railroad:
 - *Construction Estimate (Mainlanes over U-P Railroad and US 83 Overpass): \$75 Million*
 - *Funded / August 2021 construction bid letting*
 - Bridge the I-35 frontage roads over the U-P Railroad, construct two DCs between US 83 and I-35, and construct third mainlane in each direction north of the U-P Railroad crossing:
 - *Construction Estimate: TBD*
 - *Unfunded / Under Design Development.*



FAST FACTS:

- I-35 extends from Duluth, Minnesota to downtown Laredo, a distance of 1,568-miles (503 miles are in Texas).
- I-35 in the project corridor was originally constructed in 1970; all of I-35 was open to traffic in 1975.
- Laredo has four international bridges with a fifth bridge just south of Laredo under development.
- International trade crossing at Laredo has seen a steady, rapid growth since the passage of the 1995 North American Free Trade Agreement (NAFTA). Trade passing through Laredo has been increasing approximately four to six percent per year since the passage of NAFTA.
- I-35 is considered to be a “NAFTA Super-Highway”.
- This portion of I-35 carries 45,400 vehicles per day depending on the location.
- Commercial trucks comprise up to 44 percent of the traffic.
- Northern Webb County is within the Eagle Ford Shale Oil production area with I-35 in south Texas also being an important transportation corridor for oil-field traffic. This is in addition to personal vehicles and the NAFTA-related truck traffic.
- Two major railroads, Kansas City Southern (KCS) and Union-Pacific (U-P), converge in Laredo and cross at the one international rail bridge near downtown Laredo. Approximately 25 trains per day cross the Mexico border at Laredo. The U-P Rail line runs parallel to I-35 in most of south Texas.
- The three major freight corridors that converge at Laredo include I-35, US 59/Future I-69W and the Ports-to-Plains corridor that passes along US 83 and US 277 in south Texas.



**Three Major Freight Corridors:
One Major Destination**



FOR MORE INFORMATION:

- Luis Villarreal, P.E. – Laredo District Project Manager
(956) 712-7758 / E-mail: Luis.Villarreal@TxDOT.gov
- Mike Graham – Laredo District Environmental Coordinator
(956) 712-7742 / E-mail: Mike.Graham@TxDOT.gov



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www.txdot.gov/pt