

Proposed Improvements

- *Approximate limits:* Woodland Avenue to Woodward Street.
- *Roadway:* Reconstruction of the existing overpass structure at Oltorf Street and the addition of U-turn bridges, widening of the existing mainlanes to incorporate shoulders and auxiliary lanes, and reconfiguration of existing ramps.
- *Other Infrastructure:* Construction of sidewalks in areas where they don't currently exist, wider outside frontage road lanes to better accommodate bicycles, and improved stormwater management infrastructure.
- *Right-of-way:* All improvements would be constructed within TxDOT's existing ROW. No new ROW would be required.
- *Access:* Interstate ramp access from some properties within the limits of the project would change as a result of the proposed improvements.

Specific Design Elements

Specific elements of the proposed operational improvements to I-35 in the vicinity of Oltorf Street include:

- Auxiliary lanes provide space for vehicles to speed up and slow down and safety merge with traffic when getting on and off of the Interstate. Approximately 1½ - 2 miles of auxiliary lanes would be added to the south and north bound mainlanes of I-35 within the project limits.
- The bridge carrying Oltorf Street across I-35 would be rebuilt. It would be wider and replace the existing, outdated structure.
- U-turn bridge structures would be constructed on both sides of the Oltorf Street overpass, which would enable north and south bound I-35 frontage road traffic to make U-turns at Oltorf Street without going through the traffic lights.
- Six ramps would be redesigned and replaced; in addition, two ramps would be removed to make exits and entrances to I-35 more efficient.
- In some areas, auxiliary lanes would be added to the frontage roads so that drivers can better maneuver on and off of I-35.

