

# I-35 at Oltorf Street

## CONSTRUCTION INFORMATION



### Project Overview

The [Oltorf Street improvement project](#) addresses part of one of the most congested roadway segments in Texas. Lack of mobility on I-35 threatens the economic livelihood of Austin and Texas. With more than 185,000 vehicles a day traveling on this segment of I-35 each day, this project will enhance safety, address ramp configurations that do not meet current design standards, and improve overall mobility within the project limits.

The project will improve mobility, safety, and connectivity for all modes of transportation along and across I-35. Work includes reconstructing the Oltorf Street bridge, improving entrance/exit ramps and frontage roads, constructing new extended entrance/exit lanes for mainlanes and ramps, and adding U-turns in both directions of I-35 at Oltorf Street. Bicycle and pedestrian enhancements will also be made within the project limits.

### Construction Phases

Work on this improvement project will take place in four phases.

- **Phase I** work includes widening the north and southbound I-35 mainlanes in order to add the extended entrance/exit lanes, and begin construction improvements on the northbound frontage road and entrance ramp south of Oltorf
- **Phase II** work includes reconstructing the Oltorf Street bridge and adding U-turn bridges
- **Phase III** work includes improving the southbound frontage road, and constructing the southbound exit ramp and entrance ramp south of Oltorf Street
- **Phase IV** work includes constructing the southbound entrance ramp north of Oltorf, completing construction work on the north and southbound I-35 frontage roads, and performing final paving operations for the entire project



### Benefits

Improvements to the mainlanes, frontage roads, and cross-streets are anticipated to reduce wait time at the north and southbound frontage road intersections by up to 37 percent and increase travel speed on the I-35 mainlanes by about 17 mph. Safety will be enhanced by converting the current “diamond” entrance/exit ramps to a more modern “X-ramp” configuration, resulting in an estimated 35 percent decrease in crashes. Also, adding an extended entrance/exit lane between the entrance and exit ramps is anticipated to reduce crashes by 20 percent.

### Details

The 1.3-mile project's construction cost is \$42.6 million. Construction was funded by TxDOT's [Texas Clear Lanes](#). Work began in February 2017 and is expected to end in mid-2020, weather permitting. The contractor for the project is OHL USA, Inc.

For additional information visit: [www.My35Construction.org](http://www.My35Construction.org).