

Welcome to the I-35 Corridor Traffic Study Virtual Open House. This event is hosted by the Oklahoma Department of Transportation (ODOT), along with the Cities of Norman and Moore. The study area runs from just south of Robinson St in Norman to just north of S.W. 4th St in Moore. Thank you for your interest and for taking part in this open house. If you have any questions about how to use this online format or need help with translation, please contact Janis Childers at Janis.Childers@icf.com or call (737) 272-6770.

This is the third and final open house for the I-35 Corridor Traffic Study. It will share the results of the study, including the final option that was selected.

PURPOSE OF THE STUDY

JP 31443(04)

Purpose of the Study

- **Functionality:** Make the frontage roads work better
- **Efficiency:** Make it simpler to access the frontage roads and interstate
- **Connectivity:** Make it easier to get to local roads
- **Safety:** Reduce the number of collisions within the study limits



This study looked for ways to make I-35 and the frontage roads work better, improve how safely and efficiently drivers use the interchanges, make it easier to get to local roads, and help reduce the number of crashes in the area.

STUDY OVERVIEW

- The Study Limits are from south of Robinson St. in Norman to north of SH-37/S.W. 4th St. in Moore

- **Interchanges in the Study include:**

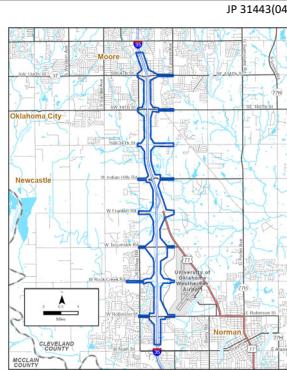
- Robinson St. ○ Indian Hills Rd.
- Rock Creek Rd. ○ S.W. 34th St.
- Tecumseh Rd. ○ S.W. 19th St.
- US-77/Flood Ave. ○ SH-37/S.W. 4th St.

- **Previous Outreach Conducted**

First Public Meeting
April 2017



Second Public Meeting
November 2021



The map on the right side of this board shows the study area. You can see a larger version of the map by using the Interactive Map.

The study area goes from just south of Robinson Street in Norman to just north of S.W. 4th Street in Moore. The interchanges included in the study are Robinson St, Rock Creek Rd, Tecumseh Rd, US-77/Flood Ave, Indian Hills Rd, S.W. 34th St, S.W. 19th St, and S.W. 4th St.

ODOT has already held two public meetings. The first meeting was in April 2017, where ODOT introduced the study and asked for public input to help find problems and possible solutions. The second meeting was in November 2021, where ODOT shared updates, showed early design ideas, and asked for more feedback. Based on what people shared, ODOT and the project team chose Option 1XB as the best plan to move forward.

To learn more about both public meetings, scan the QR code on this board or visit the ODOT website at www.odot.org/PublicMeetings.

STUDY OVERVIEW

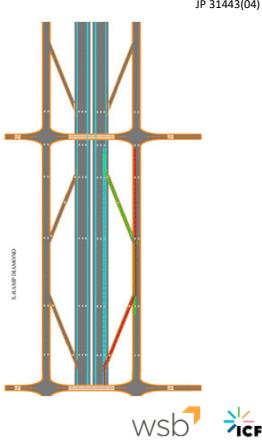
Selected option (Option 1XB):

One-Way Frontage Road with X-ramps having the following attributes:

- Includes one-way frontage road from Robinson St. to S.W. 4th St.
- Keeps the one-way frontage roads north of S.W. 4th St.
- Improves access using X-ramps to/from I-35 at existing interchanges and overpasses.
- No changes to the I-35 lanes are included.

An “X-ramp” orients the entrance ramp before an exit ramp and therefore allows the vehicles to weave on the lower speed frontage road instead of the highway.

Example X-ramp illustration provided for informational purposes only



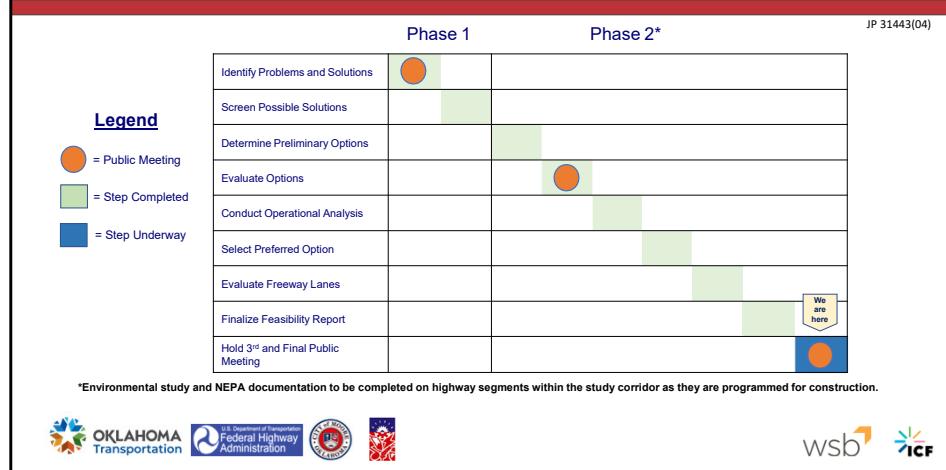
Public comments and concerns were considered in the selection of Preferred Option 1XB for the corridor.



This board describes the selected option – Option 1XB – which would improve the current interchanges by using X-ramp access at five locations. These interchanges are located at West Robinson St, West Tecumseh Rd, West Indian Hills Rd, S.W./S.E. 19th St, and S.W. 4th St (which will keep its traditional ramp).

You can read more about how X-ramps work in the note at the bottom of the board. An X-ramp places the entrance ramp before the exit ramp. This setup allows drivers to merge onto and exit the roadway on the slower frontage road instead of the faster interstate lanes. This reduces weaving, when cars crisscross while getting on and off, and improves safety.

STUDY NEXT STEPS



The I-35 Corridor Traffic Study has two phases. This board shows the steps completed in Phase 1 and outlines what's left to do in Phase 2.

The first public meeting was held in April 2017 as part of Phase 1. During that phase, ODOT gathered public input and reviewed engineering and environmental challenges. This helped identify key problems and narrow down possible solutions.

Phase 2 began with the development of early design options. These were shared at the second public meeting in November 2021.

Feedback from that meeting helped ODOT complete a detailed traffic analysis, which led to the selection of Option 1XB as the preferred plan.

We are now in the third and final public meeting for this study, where we are sharing the preferred option details and asking for your feedback.

The feasibility report recommends projects that could move forward into the next steps, including engineering design, environmental studies, public involvement, and detailed construction plans and cost estimates. These future steps depend on planning, approval, and available funding.

NEXT STEPS

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Note that there are three similar – *but different* – projects:

- *ODOT I-35 Corridor Traffic Study – this project*
- *Oklahoma Turnpike Authority (OTA) East-West Connector I-35 Interchange:*
<https://accesspubinv.transportationplanroom.com/>
- *ODOT I-35 Frontage Roads Operational Improvements in Moore – JP 35235(04):*
<https://oklahoma.gov/odot/programs-and-projects/projects/8-year-construction-work-plan.html>



There are three projects that are similar and related but are separate projects.

The ODOT I-35 Corridor Traffic Study is the subject of this public meeting.

And there are two roadway projects.

There is the Oklahoma Turnpike Authority, or OTA, East-West Connector I-35 Interchange project. For more information on this OTA project, visit the website shown on this board:

<https://accesspubinv.transportationplanroom.com>

And there is the ODOT project for I-35 Frontage Roads Operational Improvements from S.W. 34th St. to S.W. 19th St. in Moore [JP 35235(04)]. For more information on this ODOT project, visit the website shown on this board:

<https://oklahoma.gov/odot/programs-and-projects/projects/8-year-construction-work-plan.html>

COMMENT SUBMISSION

Thank You For Visiting!

JP 31443(04)

Comments on this study can be submitted in several ways:



Email: Engage@odot.ok.gov



For more information visit:
<http://www.odot.org/PublicMeetings>



Mail: ODOT Government and Community Affairs
ATTN: Community Engagement
200 N.E. 21st Street
Oklahoma City, OK 73105



Call: (405) 325-3269



Interactive Comment Map

- Comments must be submitted by **March 10, 2026**, to be documented in the Public Meeting Documentation.
- Comments received are subject to public disclosure under the Oklahoma Public Information Act. Personal information is kept confidential.



This board explains how to send in your comments.

You can send your comments by email to the ODOT Community Engagement Office at Engage@odot.ok.gov, or by mail to the address on this board:

ODOT Government and Community Affairs
ATTN: Community Engagement
200 N.E. 21st Street
Oklahoma City, OK 73105

Comments may also be submitted as a detailed message at (405) 325-3269 or on the Interactive Comment Map that is located on the project website where you accessed this presentation.

All comments must be sent or postmarked by Tuesday, March 10, 2026, to be part of the official meeting record. You can still share comments after that date, but they won't be included in the official Public Meeting record. Please note that comments may be shared with the public under the Public Information Act. Personal information is kept confidential.

Thank you for being part of this study and taking the time to share your thoughts.