Welcome!

Virtual Open House for I-35 Corridor Study
From South of Robinson St in Norman
To North of S.W. 4th St in Moore
in Cleveland County
JP# 31443(04)
Study Overview

- **Objectives of the Study**
  - Functionality: Improve frontage road functionality
  - Efficiency: Optimize interchange efficiency and safety
  - Connectivity: Provide appropriate local access and connectivity to the supporting roadway network
  - Safety: Reduce the number of collisions within the study limits

- **Previous Open House Conducted in April 2017**
  - Public comments and concerns were considered in developing preliminary options for the corridor.
Frontage Roads

Existing Two-Way Frontage Roads

Proposed One-Way Frontage Roads
## Preliminary Corridor Options

### Option 1
One-way frontage road plus two additional interchanges having the following attributes:
- Provides one-way frontage road from north of Robinson Street to S.W. 4th Street.
- Maintains the one-way frontage roads north of S.W. 4th Street.
- Improves interchange configurations using traditional ramp access to/from I-35 at the existing five interchanges.
- Provides additional interchanges with I-35 at Rock Creek Road and I-35 at 34th Street.
- No changes to the I-35 Freeway lanes are included.

### Option 1B
One-way frontage road having the following attributes:
- Provides one-way frontage road from north of Robinson Street to S.W. 4th Street.
- Maintains the one-way frontage roads north of S.W. 4th Street.
- Improves interchange configurations using traditional ramp access to/from I-35 at the existing five interchanges.
- No changes to the I-35 Freeway lanes are included.

### Option 1XB
One-way frontage road with X ramps* having the following attributes:
- Provides one-way frontage road from Robinson Street to S.W. 4th Street.
- Maintains the one-way frontage roads north of S.W. 4th Street.
- Improves interchange configurations using X-ramp access to/from I-35 at the existing five interchanges.
- No changes to the I-35 Freeway lanes are included.

*Note that 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.
## I-35 Corridor Study ODOT/City of Moore/City of Norman

### Interchange Type by Option and Location

<table>
<thead>
<tr>
<th></th>
<th>Option 1</th>
<th>Option 1B</th>
<th>Option 1XB</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.W. 4th Street</td>
<td>Diverging Diamond Interchange (DDI*)</td>
<td>Diverging Diamond Interchange (DDI*)</td>
<td>Diamond Interchange with X Ramping</td>
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<tr>
<td>S.W. 19th Street</td>
<td>Diverging Diamond Interchange (DDI*)</td>
<td>Diverging Diamond Interchange (DDI*)</td>
<td>Diverging Diamond Interchange (DDI*) with X Ramping</td>
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<tr>
<td>S.W. 34th Street</td>
<td>Slip Ramps with Frontage Road Connection</td>
<td>None</td>
<td>None</td>
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<tr>
<td>Indian Hills Road</td>
<td>Diverging Diamond Interchange (DDI*) with Slip/Braided Ramp</td>
<td>Diverging Diamond Interchange (DDI*)</td>
<td>Diverging Diamond Interchange (DDI*) with X Ramping</td>
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<tr>
<td>Franklin Road</td>
<td>Overpass with Frontage Road Connection</td>
<td>Overpass with Frontage Road Connection</td>
<td>Overpass with Frontage Road Connection</td>
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<tr>
<td>Tecumseh Road</td>
<td>Diverging Diamond Interchange (DDI*)</td>
<td>Diverging Diamond Interchange (DDI*)</td>
<td>Diverging Diamond Interchange (DDI*) with X Ramping</td>
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<tr>
<td>Rock Creek Road</td>
<td>Slip Ramps with Frontage Road Connection</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Robinson Street</td>
<td>Diverging Diamond Interchange (DDI*)</td>
<td>Diverging Diamond Interchange (DDI*)</td>
<td>Diverging Diamond Interchange (DDI*) with X Ramping</td>
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*Note that more information on DDIs is provided in the next station in the Virtual Open House*
**Next Steps**

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Phase 2*</th>
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<tbody>
<tr>
<td>Identify Problems and Solutions</td>
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<td>Screen Possible Solutions</td>
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<tr>
<td>Determine Preliminary Options</td>
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<td>Evaluate Options</td>
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<td>Conduct Operational Analysis</td>
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<td>Hold 3rd Public Meeting</td>
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<td>Select Preferred Option</td>
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<tr>
<td>Evaluate Freeway Lanes</td>
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<tr>
<td>Finalize Feasibility Report</td>
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</table>

**Legend**

- **Public Meeting**
- **Step Completed**
- **Step Underway**
- **Future Step**

*Environmental study and NEPA documentation to be completed on highway segments within the study corridor as they are programmed for construction.*
Thank You For Visiting!

Comments on this study can be submitted in several ways, including but not limited to:

By US Mail:
Environmental Programs Division
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK
73105-3204

By Email:
environment@odot.org

By Phone Message:
405-325-3269

• Comments must be submitted by December 10, 2021 to be documented in the Public Meeting Summary. However, questions regarding the preliminary engineering study may be made at anytime during the study development process.

• Comments received are subject to public disclosure under the Oklahoma Public Information Act.