



Frequently Asked Questions

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I-35 CORRIDOR STUDY FROM NORMAN TO MOORE

Cleveland County, OK

Q: Why study I-35?

A: Traffic and access problems being experienced along this corridor are too important to ignore. The Cities of Norman and Moore, in association with the Oklahoma Department of Transportation, want to see if there are short- and long-term roadway options that could improve capacity, safety, access and connectivity for motorists along and across this vital transportation corridor.

Q: What is the purpose of this study?

A: The purpose of this study is to identify the possibilities for roadway improvements for all users that increase capacity, safety, access and connectivity. The study will examine problems and potential solutions to traffic operations along I-35 from Norman to Moore.

Q: Why is a public meeting being held at this time?

A: The study team wants to make sure all problems and potential solutions are identified early in the study process so that every option can be explored. Public input is critical in gaining this understanding.

Q: What are the study limits?

A: The study extends from Robinson St. in Norman to through NW 5th St. in Moore. Major streets included in the study include Robinson St., Rock Creek Rd., Tecumseh Rd., Franklin Rd., Indian Hills Rd., SW 34th St., SW 19th St., and SW 4th St.

Q: Who is sponsoring this study?

A: The study is being sponsored by the Oklahoma Department of Transportation and the Cities of Norman and Moore.

Q: Why is the study being performed in two phases?

A: The study is being performed in two phases to first determine if there is potential for any short-term options before proceeding to evaluate options that appear to have merit.

Q: What are the study goals and objectives?

A: The study goals are to improve safety, operational capacity, functionality, efficiency and connectivity along and across the corridor. Study objectives include:

- Determine existing and future traffic demand;
- Focus on potential roadway solutions;
- Develop sensitive potential solutions that minimize impacts to businesses and neighborhoods;
- Preserve options for future technologies, such as self-driving vehicles;

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- All local plans to inform the study; and
- Seek public input when determining corridor problems and solutions.

Q: Why doesn't this study consider the entire I-35 corridor through the region?

A: Many of the anticipated operational problems in this part of the region are localized--within the cities of Norman and Moore. They are co-sponsors to this study, and the ability to move forward with improvements may be delayed if a larger study were to be undertaken.

Q: Who pays for the improvements?

A: If improvement options are found to be feasible and supported by the community, funding may be provided by any combination of federal, state, and local dollars through existing and future funding resources. Lower-cost, near-term solutions will likely receive a better chance of being funded. At present no funding is earmarked for potential improvements.

Q: Who will benefit most?

A: Benefits of each solution will vary based on the specific problem it addresses. The study will examine benefits to all corridor users, including: local and thru traffic and cross-street traffic.

Q: Are there any roadway projects already funded for I-35?

A: Yes, the following projects are currently planned and funded:

- Rebuilding of the Lindsey and State Hwy 9 interchange south of the study limits, currently under construction
- 34th Street Bridge
- Indian Hills Road Bridge

Q: What is corridor connectivity?

A: Corridor connectivity refers to the connections of the I-35 main lanes with frontage roads and surrounding intersecting streets and pathways, as well as adjoining land uses. Improving connectivity makes it easier to reach or cross this busy corridor.

Q: Can roadway solutions consider pedestrian, bicycle and transit needs?

A: Yes, solutions can address all modes of transportation both along and across the corridor.

Q: What types of improvements will be considered?

A: This study is considering all types of solutions, both physical and operational. Physical solutions include changes to ramps, frontage roads and local streets. Operational solutions include new ways to address intersection operations and respond to incidents.

Q: What happens after the study is completed?

A: Options found feasible and supported by the sponsoring agencies will be considered for inclusion in the region's transportation plan, will be subject to environmental review and then be eligible for funding and implementation.

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Q: Are you designing a project at this time?

A: No specific project is being designed as part of this study. Decisions will be made upon receipt and review of public comments to include in the preliminary evaluation of this corridor.

Q: What is the schedule, and when will improvements happen?

A: Phase 1 of the study should be completed by Fall 2017. Further evaluations in Phase 2 will likely be completed in 2018. Subsequent steps in the project development process will depend on the complexity of the solution and available funding. In the meantime, currently programmed projects at 34th Street and Indian Hills Road will move forward.

Q: Where can I get more information?

A: Information may be obtained by contacting Amanda Newberry, consultant team project manager, at AmandaN@estinc.com or Scott Stegmann at SStegmann@cpyi.com