



I-35 Corridor Study ODOT/City of Moore/City of Norman



OKLAHOMA
Transportation



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)



**Blanton &
Associates, Inc.**



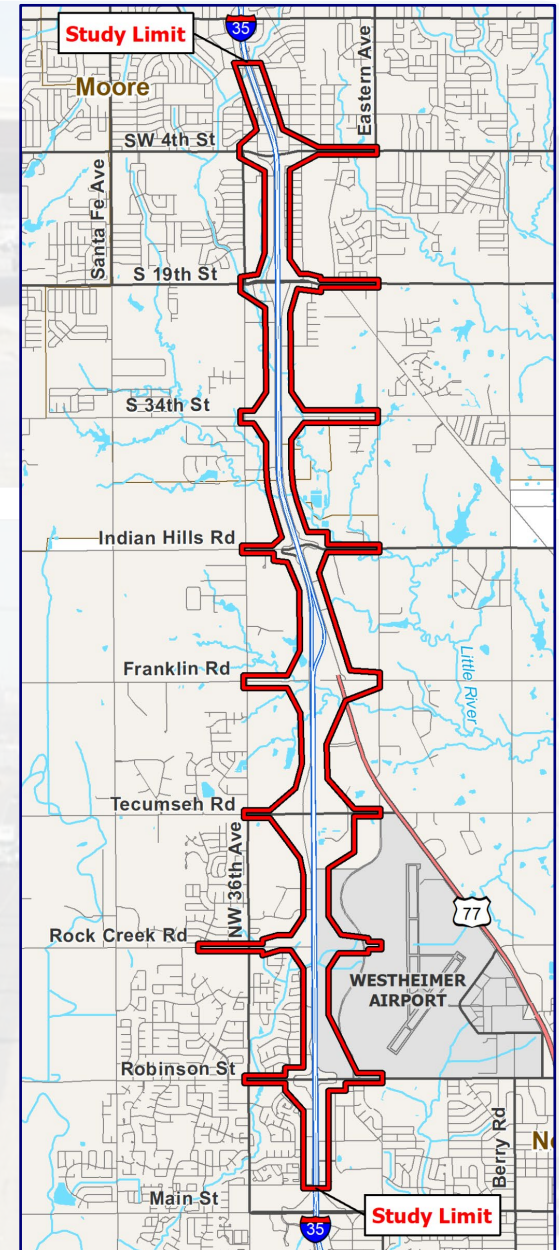
Study Overview

• 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

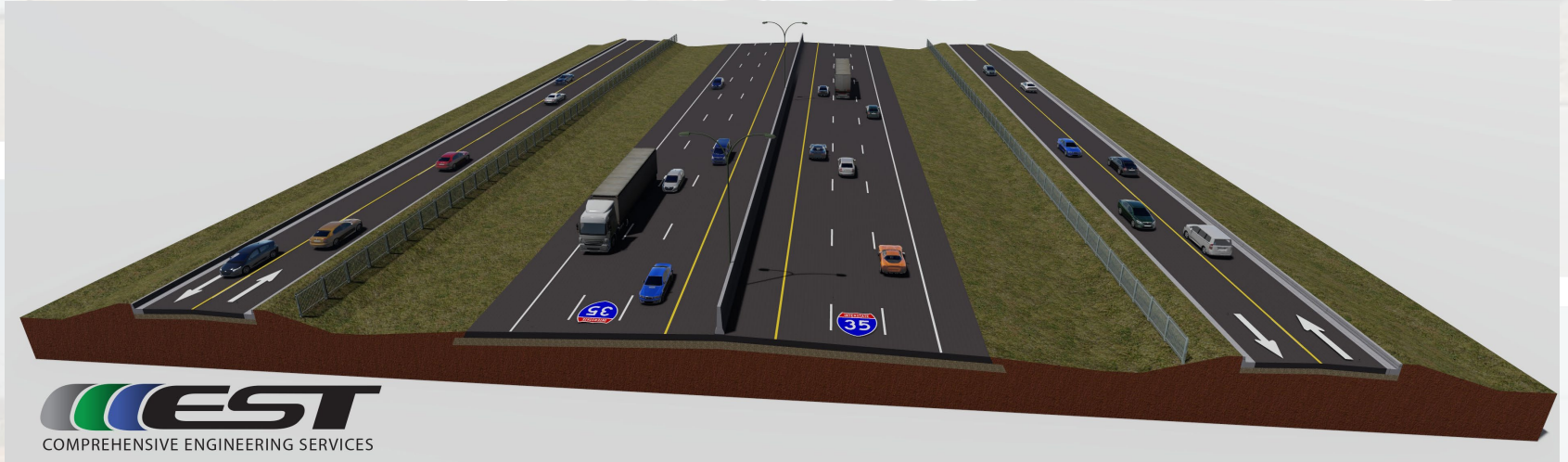
- <https://oklahoma.gov/odot/programs-and-projects/public-meetings-and-hearings/20170427.html>
- *Public comments and concerns were considered in developing preliminary options for the corridor.*



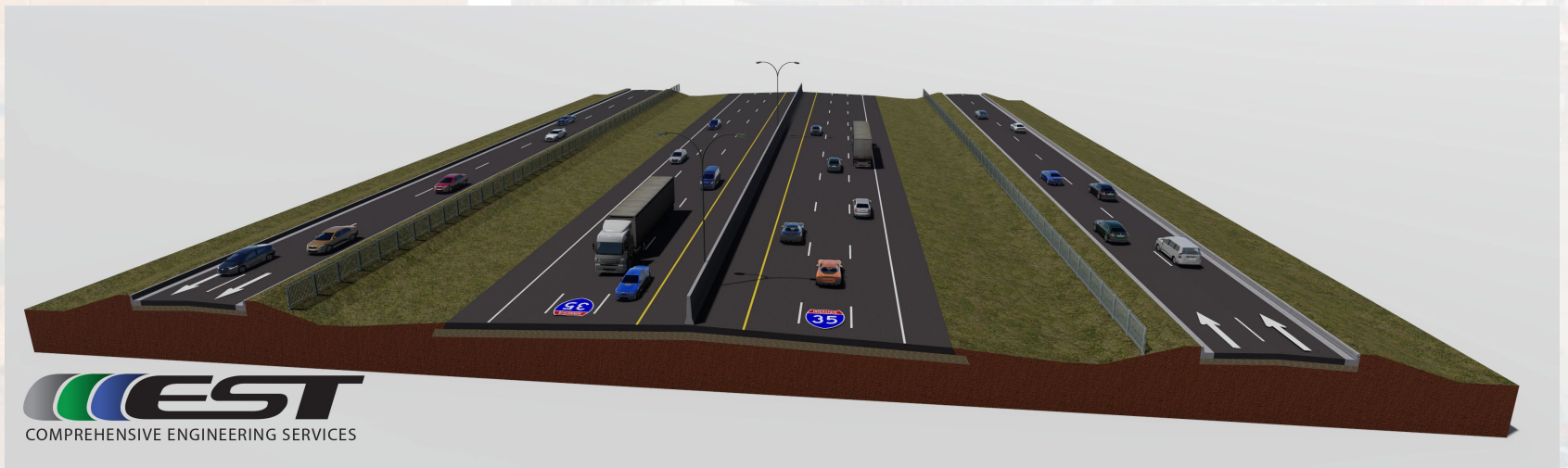


Frontage Roads

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.





Interchange Type by Option and Location

	Option 1	Option 1B	Option 1XB
S.W. 4th Street	Diverging Diamond Interchange (DDI*)	Diverging Diamond Interchange (DDI*)	Diamond Interchange with X Ramping
S.W. 19th Street	Diverging Diamond Interchange (DDI*)	Diverging Diamond Interchange (DDI*)	Diverging Diamond Interchange (DDI*) with X Ramping
S.W. 34th Street	Slip Ramps with Frontage Road Connection	None	None
Indian Hills Road	Diverging Diamond Interchange (DDI*) with Slip/Braided Ramp	Diverging Diamond Interchange (DDI*)	Diverging Diamond Interchange (DDI*) with X Ramping
Franklin Road	Overpass with Frontage Road Connection	Overpass with Frontage Road Connection	Overpass with Frontage Road Connection
Tecumseh Road	Diverging Diamond Interchange (DDI*)	Diverging Diamond Interchange (DDI*)	Diverging Diamond Interchange (DDI*) with X Ramping
Rock Creek Road	Slip Ramps with Frontage Road Connection	None	None
Robinson Street	Diverging Diamond Interchange (DDI*)	Diverging Diamond Interchange (DDI*)	Diverging Diamond Interchange (DDI*) with X Ramping

*Note that more information on DDI's is provided in the next station in the Virtual Open House



Next Steps

Phase 1

Phase 2*

	Phase 1	Phase 2*
Identify Problems and Solutions		
Screen Possible Solutions		
Determine Preliminary Options		
Evaluate Options		
Conduct Operational Analysis		
Hold 3 rd Public Meeting		
Select Preferred Option		
Evaluate Freeway Lanes		
Finalize Feasibility Report		

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.

