



## Frequently Asked Questions

[www.odot.org/I35ClevelandCo](http://www.odot.org/I35ClevelandCo)

### I-35 CORRIDOR STUDY

#### From South of Robinson St in Norman to North of S.W. 4th St in Moore Cleveland County, OK - JP# 31443(04)

**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 (ODOT), want to identify short-term and long-term roadway options that could improve capacity, safety, access, and connectivity for motorists along and across this vital transportation corridor.

**Q: What are the objectives of this study?**

A: The objectives of the study are to improve frontage road functionality, optimize interchange efficiency and safety, provide appropriate local access and connectivity to the supporting roadway network, and reduce the number of collisions through within the study limits.

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

A: The study team wants to keep the public informed of the progress of the study, present upcoming study activities, and ask for your input on the preliminary design options to determine what might work best for the public. Public input is critical in gaining this understanding.

**Q: What are the study limits?**

A: The study extends from south of Robinson St. in Norman to north of SW 4<sup>th</sup> St. in Moore. Major streets included in the study include Robinson St., Rock Creek Rd., Tecumseh Rd., Franklin Rd., Indian Hills Rd., S.W. 34<sup>th</sup> St., S.W. 19<sup>th</sup> St., and S.W. 4<sup>th</sup> St.

**Q: Who is conducting this study?**

A: The study is being conducted by ODOT in partnership with the Cities of Norman and Moore.

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

A: Phase 1 of the study focused on understanding the existing conditions in the corridor and the development of conceptual interchange alternatives that would be evaluated in Phase 2. Phase 2 is further evaluating the conceptual interchange alternatives using multiple analytical tools to select interchange configurations. Those interchange alternatives were then combined to evaluate multiple corridor options through additional engineering analyses. Both stakeholder and public input are being sought to assist in determining a final preferred corridor option. Finally, the selected corridor option includes an analysis of alternatives for I-35 freeway lanes to achieve optimal system performance.

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

A: This section of I-35 in Moore and Norman has been plagued with operational challenges due to increased traffic and development and unique geometry that creates a section that

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### **I-35 Corridor Study from South of Robinson St in Norman to North of S.W. 4th St in Moore**

is inconsistent throughout. This study aims to bring a level of consistency to both the frontage roads and the interchanges with its final proposal.

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

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

- 19<sup>th</sup> to 34<sup>th</sup> street Operational Improvements
- Indian Hills Road Bridge

#### **Q: Who pays for the improvements?**

A: Currently, the ultimate solution for this corridor is not funded. Depending on the final preferred alternative, ODOT will coordinate with partners from Moore and Norman and nearby stakeholders to determine the most appropriate agreement for funding.

#### **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 traffic, through traffic, and cross street traffic.

#### **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 such as movement prioritization and signal coordination.

#### **Q: What happens after the study is completed?**

A: After selecting a preferred alternative, the corridor will be addressed based on funding availability and operational needs. Any project determined from this process will be subject to environmental review to be eligible for funding and implementation.

#### **Q: Are you designing a project at this time?**

A: No specific project is being designed as part of this study. Smaller projects may be designed after receipt and review of public comments from this public open house, rather than a single large project. Any project in this corridor is dependent on the outcome of this study before proceeding in project development.

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

A: Phase 1 of the study was completed in Fall 2017. The ongoing Phase 2 evaluations are expected to complete in 2022. Subsequent steps in the project development process would depend on the complexity of the solutions and available funding. In the meantime, currently programmed projects at 34<sup>th</sup> Street and Indian Hills Road will move forward.

#### **Q: Where can I get more information?**

A: Information may be obtained by contacting the ODOT Environmental Programs Division at [environment@odot.org](mailto:environment@odot.org) or leaving a message at 405-325-3269.