

WELCOME

On behalf of the Oklahoma Department of Transportation and the Cities of Norman and Moore, welcome to the Virtual Open House of the I-35 Corridor Study. The limits of the study are from south of Robinson Street in Norman to north of S.W. 4th Street in Moore. My name is Robert Ryan from Blanton & Associates, and I will be guiding you through the virtual room. If you have questions about using this virtual format or require translation, please contact Kim Johnson at (512) 567-9270 for assistance.

Si necesita traducción en español llamar a Kim Johnson al (512) 567-9270.

This is the second open house for the I-35 Corridor Study and is intended to provide the current status, including preliminary options developed for the study. Given the unique circumstance of the COVID-19 outbreak, ODOT is conducting this open house, virtually, to minimize in-person contact.

This virtual open house has been designed to mirror a traditional open house. There are 5 stations in the room. Click or touch the bar at the top left of the screen to view a drop-down menu of the stations in the room. The stations are intended to be viewed clockwise, starting from the Welcome station, but you can view any station in the room by clicking the left or right arrows in the middle of each side of the screen or by using the pull-down map in the top right corner, which also provides the layout of the room.

Looking at the bottom center of the screen, you will see several icons. Click on the first icon to the left, labeled "Help," to access Kim Johnson's cell phone number if you need assistance using the virtual format or would like assistance with special needs. The next icon to the right is the letter "i," which will give information on how to navigate around the room and what the different icons do. The next icon to the right, shown as a "www" will take you to the ODOT home website. The next icon takes you to you a google map of the general study. Next you see plus and minus icons that can be used to zoom in and out, respectively, at any time. We have also included a "Comment" icon. Comments can be submitted at any point during the virtual open house through clicking on this icon. You can view any display as many times as you'd like and replay any narration as many times as you'd like.

Now let's get started on reviewing the displays in the room. When you enter each station, click the eye icon to zoom into and hear a narration about each board. Once you are finished viewing an item, just press the "X" in the top right-hand corner of the window to exit. You can also click the down arrow icon at the bottom right of each board to download the board and view it as a PDF, and then print or save it to your device. There are also two videos in the room. Click the play icon to view the videos.

STATION 1 SIGN-IN – 2 BOARDS, SIGN-IN TABLE, AND FAQ HANDOUT

Board 1 WELCOME and SIGN-IN TABLE

This is the sign in station and there is a welcome board and a table in front of you. On the left side of the table there is a sign in link. Please click on the pen icon to sign in to the open house. On the right is a document that answers some frequently answered questions about the study. Click on the down arrow icon to download a copy to your device.

To the right of the table is a board labeled "Study Overview." Please click on the eye icon below this board and any other boards in the room to zoom in and to hear the explanation of what the board represents.

Board 2 STUDY OVERVIEW

Objectives identified for the study at this time are: improving frontage road functionality, optimizing interchange efficiency and safety, providing appropriate local access and connectivity to the supporting roadway network, and reducing the number of accidents within the corridor.

In April of 2017, ODOT held the first open house meeting for the study. At that meeting, ODOT introduced the study to the public and asked for input to help shape the study and to identify challenges and possible solutions. The first meeting helped ODOT identify constraints, gather input, and provide an opportunity to learn about public concerns and issues. Public comments and concerns were used to develop preliminary options for the corridor. You can read more about the 2017 open house and access materials provided at that time by accessing the URL shown on the board.

The map on the right side of the board shows the study area. You can view a larger version of this map later in the presentation as part of our interactive map. After reviewing the board, exit this window and proceed to Station 2, which provides information on Preliminary Study Options in three boards.

STATION 2 PRELIMINARY STUDY OPTIONS – 3 BOARDS

This station describes Frontage Roads and Preliminary Study Options. Click on the eye icon beneath each board to zoom in and hear additional information presented on each board.

Board 1 FRONTAGE ROADS

This board provides two typical roadway sections. The top typical section shows the existing I-35 two-way frontage roads, and the bottom shows the proposed I-35 one-way frontage roads. One-way frontage roads would improve safety and accessibility to the I-35 freeway lanes. You can provide your comments on frontage roads by using the comment button below. After reviewing the board, exit this window and pan to the right in the virtual room to see a board on preliminary corridor options.

Board 2 PRELIMINARY CORRIDOR OPTIONS

This board provides an overview of the preliminary options. Three options have been identified at this point in the study. All three are similar in cost; the difference is in the resulting operations. The primary improvements include converting two-way frontage roads to one-way, reconstructing interchanges, and making changes to the on and off ramps.

All three preliminary options would provide one-way frontage roads from just north of Robinson Avenue to S.W. 4th Street and would maintain the existing one-way frontage roads north of S.W. Fourth Street. No changes to the I-35 freeway lanes are included at this time. The differences in the options are:

Option 1 would improve interchange configurations at the existing five interchange locations using traditional ramp access, as well as provide two additional interchanges at Rock Creek Road and 34th Street.

Option 1B would improve interchange configurations at the existing five interchange locations using traditional ramp access but would not add additional interchanges.

Option 1XB would improve the existing interchange configurations using X-ramp access at the existing five interchanges. See the note at the bottom of the board that explains what X ramps are. 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 freeway lanes. After reviewing the board, exit this window and click on the next board, which provides the different interchange options along the corridor by intersection type and location.

Board 3 INTERCHANGE TYPE BY OPTION AND LOCATION

This board provides a table with a list of I-35 cross streets in the column to the left and a description of the proposed changes to each as presented by the three options. As part of the preliminary options for corridor improvements, ODOT is considering an innovative new interchange design called a diverging diamond interchange, or DDI. After reviewing this board, exit this window and click on Station 3 to view the video explaining DDIs.

STATION 3 DIVERGING DIAMOND INTERCHANGE VIDEO – 1 TV AND 1

LINK

This station provides both a video and a link to a pamphlet on how diverging diamond interchanges, or DDIs, work. Click on the play button on the TV to view the video, and then click on the link to view the pamphlet.

STATION 4 INTERACTIVE MAP – 1 TV

This station provides an interactive map that shows details on the preliminary options described in Station 2. To access the map, click on the play icon and scroll down for instructions on how to use the map. The script from the instructions is provided below.

INTRO IN INTERACTIVE MAP

Welcome to the I-35 Corridor Study Interactive Map. The purpose of the map is to view the preliminary options. Please use your mouse to scroll down until you see the section titles at the top of the page.

INSTRUCTION VIDEO IN INTERACTIVE MAP

On the map, open the legend by clicking on the legend icon in the bottom left corner of the map. You can expand the map to full screen by clicking the expand icon in the top right corner. Click the exit full screen mode icon to return to the Interactive Map. Use the plus and minus icons in the bottom right corner to zoom in and out. Click anywhere on the map and drag to pan to a new location. Click and drag the arrows in the middle of the screen to left and right to swipe between the proposed option on the left and the existing roadway on the right.

STATION 5 NEXT STEPS AND COMMENTS – 2 BOARDS AND 1 TABLE

This station describes Next Steps and how to leave comments. Click on the eye icon beneath each board to zoom in and hear additional information presented on each board.

Board 1 NEXT STEPS

The I-35 Corridor Study includes two phases. This board shows the steps previously completed in Phase 1 of the study and also describes the remaining steps in Phase 2. The first open house meeting was conducted in April of 2017 during Phase 1. Based on public input and the identified engineering and environmental constraints, Phase 1 concluded with identifying problems and screening of possible solutions. Phase 2 includes identifying preliminary options, which have been completed and are provided in this public meeting. Input received at this



I-35 Corridor Study between Norman and Moore Room Narration JP 31443(04)

meeting will help ODOT conduct an in-depth operational analysis. Once that step is completed, a 3rd public meeting will be held to present a preferred option. The final step of Phase 2 will be to evaluate freeway improvement alternatives and to finalize the feasibility report.

The feasibility report will conclude with identifying a recommended project or projects that can be further developed with an engineering schematic, environmental studies, public involvement, and detailed plans, specifications, and construction estimates, which are subject to planning, programming, and available funding. At this time, construction funds have not been identified. After reviewing the board, exit this window and pan to the right in the virtual room to view the board on how to submit comments.

Board 2 COMMENT SUBMISSION and TABLE

This board provides directions for submitting comments. Comments can be submitted electronically by using the comment icon at the bottom right corner of this virtual public meeting room. In addition, one of the items on the table next to this board is a comment card. Click on the pen icon to leave an electronic comment or click on the down arrow to download the comment card. You can print and send this card in via mail to the address shown on the board next to the table or scan and send via email to the ODOT Environmental Programs Division at environment@odot.org. You may also call 405-325-3269 to leave a comment by voicemail. Please include the study name as part of your message.

All comments must be received or postmarked by December 10, 2021 to be included in the official meeting documentation. Comments can be made regarding the study at any time during the study development process but will not be included in the official Public Meeting record if not received within the comment period.

Thank you for your interest in this study and taking the time to provide us with your comments. Your input is important to us.