



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: August 25, 2026

REQUESTER: Scott Sturtz, Director of Public Works

PRESENTER: Elisabeth Muckala, Assistant City Attorney

ITEM TITLE: CONSIDERATION OF ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF RESOLUTION R-2627-31: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA EXPRESSING SUPPORT FOR THE OKLAHOMA TURNPIKE AUTHORITY'S CONSTRUCTION OF INTERCHANGES ALONG THE SOUTH EXTENSION TURNPIKE LIMITED TO LOCATIONS AT TECUMSEH ROAD, ALAMEDA STREET, AND ETOWAH ROAD, AND REQUESTING ADDITIONAL COMMUNITY-FOCUSED ENHANCEMENTS INCLUDING SOUND BARRIERS, ENHANCED LANDSCAPING, AND LAND, FUNDING, AND/OR EQUIPMENT TO ASSIST FIRST RESPONDERS IN THE PROTECTION OF RESIDENTS, PROPERTY AND TRAVELERS.

BACKGROUND:

The Oklahoma Turnpike Authority (OTA) operates a turnpike system within Oklahoma that connects state highways/interstates and local road systems. Access Oklahoma was introduced by the OTA in December 2021 with plans to upgrade and expand the turnpike system across the state. The Access Oklahoma plan proposed two new turnpike corridors in the Norman City limits. The first was the East West Connector (EWC) that would connect I-44 near Newcastle to I-40 at the Kickapoo Turnpike across northern Norman. The EWC is now known as the Toby Keith Expressway (TKE). The second was the South Extension Turnpike (SET) that would connect to I-35 north of Purcell and continue through east Norman and connect to the TKE. This resolution addresses the interchanges located within Norman along the SET, other than the TKE.

DISCUSSION:

The design of the SET has been underway and is progressing to a point where the OTA sought a forum for discussion with Norman regarding the OTA's identified interchange locations in Norman. These interchanges were the subject of discussion at a City Council conference on August 11, 2026. On August 11, a representative of the OTA explained the safety considerations that led to the OTA's identification of interchanges at Tecumseh Road, Alameda Street and Etowah Road. OTA representatives explained that safety considerations require approximately 1.5 miles between interchanges to avoid unsafe impacts on traffic flow, merging,

etc., while also requiring the interchanges be strategically located to maximize access on and off the turnpike for emergency response as well as hospital access, etc.

The City of Norman maintains Tecumseh Road, Alameda Street and the north half of Etowah Road. The City of Noble maintains the south half of Etowah Road. The OTA seeks approval of a resolution from the City Council signifying City support for development of the presented interchanges serving Norman. A resolution has been drafted based upon Council's directives and comments at the City Council conference on August 11, 2026. As such, it is noted that any cooperation relates only to the limited location of interchanges in Norman at Tecumseh Road, Alameda Street, and Etowah Road. Further, the resolution requests that OTA include additional community-focused enhancements as part of the SET, including financial support to offset increased public safety response needs, equipment and/or land for a future fire station, enhanced landscaping, and appropriately placed sound barriers at said interchange locations.

RECOMMENDATION:

As directed by Council during its discussion on August 11, 2026, Resolution No. R-2627-31 is submitted for Council's consideration.